

TOWN OF DEVON/LEDUC COUNTY INTERMUNICIPAL DEVELOPMENT PLAN

BYLAW NO. 13-21

LEDUC COUNTY

A BYLAW TO ADOPT THE TOWN OF DEVON/LEDUC COUNTY INTERMUNICIPAL DEVELOPMENT PLAN.

WHEREAS


pursuant to Section 631(7) of the Municipal Government Act, being Chapter M-26, Revised Statutes of Alberta, 2000, and amendments thereto, enacts that two or more councils of municipalities that are not otherwise required to adopt an intermunicipal development plan under subsection (1) may, by each passing a bylaw in accordance with this Part or in accordance with sections 12 and 692, adopt an intermunicipal development plan to include those areas of land lying within the boundaries of the municipalities as they consider necessary.

NOW THEREFORE


be it resolved that the council of Leduc County, duly assembled, enacts as follows:

1. That the Town of Devon/Leduc County Intermunicipal Development Plan Bylaw No. 23-08 adopted by council on May 24, 2011 be amended as per the attached "Schedule A" forming part of this bylaw.
2. A similar bylaw adopting the Town of Devon/Leduc County Intermunicipal Development Plan has been enacted by the Town of Devon.
3. Bylaw No. 20-14 is to be rescinded upon this bylaw coming into force.
4. This bylaw shall take effect on the date of third reading.

Read a first time this 25th day of May, A.D. 2021.




MAYOR




COUNTY MANAGER

Read a second time this 22nd day of June, A.D. 2021.

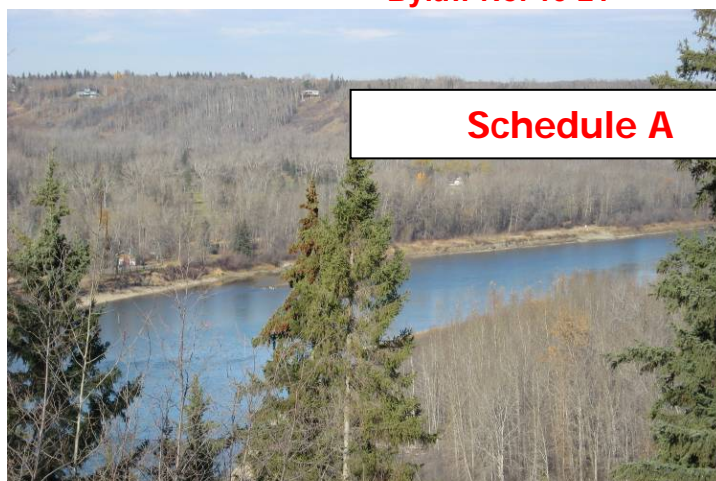
Read a third time and finally passed this 22nd day of June, A.D. 2021.



MAYOR



COUNTY MANAGER



Town Of Devon/Leduc County



Intermunicipal Development Plan



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1.0 INTRODUCTION

1.1 Purpose

In 2007, the Town of Devon and Leduc County identified a desire to cooperatively develop an Intermunicipal Development Plan (IDP) that would provide the foundation for the two municipalities to work in partnership for the progressive, planned future land uses along their shared boundaries. At that time, the Town and the County determined that the IDP will establish policies that extend to a thirty year horizon to ensure that the long term development in this area proceeds in an orderly and efficient manner. Those policies are still relevant today, but have been updated as part of the 2020 IDP review to align with new legislation, Acts, and regulation. Specifically, the IDP intends to:

- Establish a geographic area that considers the future growth of the Town of Devon and its relationship with adjacent lands in Leduc County;
- Address general land use; sustainable growth; economic development; annexation; core infrastructure and utilities; and environmental impacts and stewardship in a coordinated manner;
- Encourage the Town and the County to explore opportunities for reasonable cost-sharing agreements for the provision of infrastructure and servicing, community recreation and open space, and required transportation infrastructure;
- Address the legislative requirements of an IDP, including conflict resolution procedures, procedures regarding amendments to or repeal of the IDP, and provisions relating to the day-to-day administration of the Plan; and
- Support the direction of the Edmonton Metropolitan Region Growth Plan (EMRGP) that provides the vision for future development in the Edmonton Metropolitan Region.

1.2 Scope

The IDP reflects the shared approach to considering how the lands in the IDP area will be developed in the future through policy that shall guide decision-making, Bylaw development, and future investment in the area.

As members of the Edmonton Metropolitan Regional Board (EMRB), the *Municipal Government Act* (MGA) does not require the councils of the Town of Devon and Leduc County to adopt an IDP. However, the Town of Devon and Leduc County have voluntarily agreed to adopt this Plan to address planning matters and issues of mutual interest. This Plan has been prepared in accordance with Section 631 of the MGA.

Section 631 of the MGA states that an Intermunicipal Development Plan:

- (a) must address
 - (i) the future land use within the area,
 - (ii) the manner of and the proposals for future development in the area,
 - (iii) the provision of transportation systems for the area either generally or specifically,

- (iv) the co-ordination of intermunicipal programs relating to the physical, social, or economic development of the area,
- (v) environmental matters within the area, either generally or specifically, and
- (vi) any other matter relating to the physical, social, or economic development of the area that the councils consider necessary.

and

- (b) must include
 - (i) a procedure to be used to resolve or attempt to resolve any conflict between the municipalities that have adopted the Plan,
 - (ii) a procedure to be used, by one or more municipalities, to amend or repeal the Plan, and
 - (iii) provisions relating to the administration of the Plan.

The IDP is intended to guide development activity in the identified area and to provide both short and long term policy direction to 2044. This Plan shall be re-evaluated every five (5) years to ensure that it continues to reflect the Town's and the County's objectives for the future development in the IDP area.

In addition to the five year re-evaluation cycle, the Town and the County may find it necessary to amend policies contained within the Plan to address specific matters that may emerge over time, in particular with the Growth Plan. Any amendments to the IDP must be undertaken in conformance with Section 14 of this Plan.

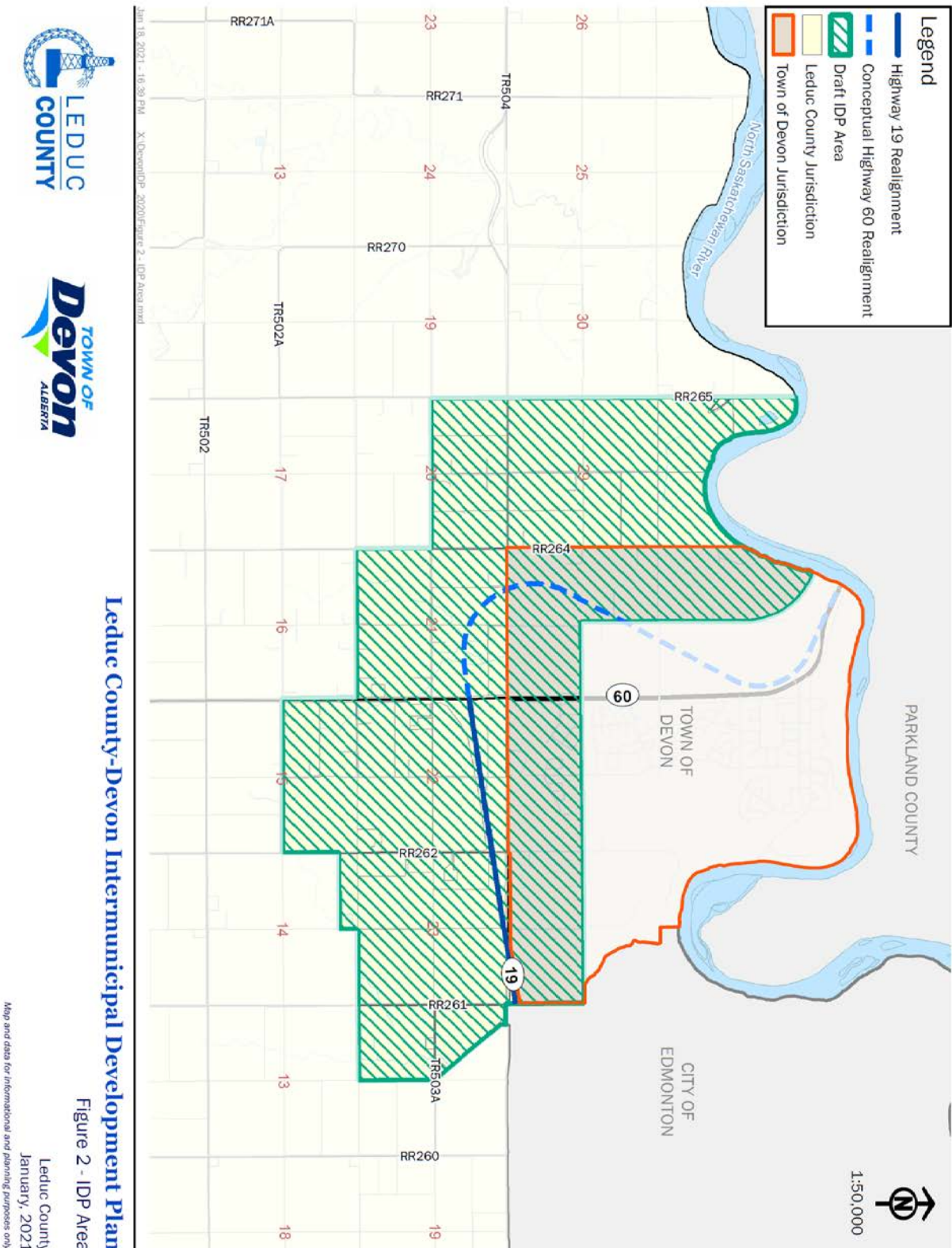
1.3 Plan Area

The location of the IDP area relative to the Edmonton Metropolitan Region is shown on Figure 1 - Regional Context. The IDP applies to approximately 2,129 ha (5,261 acres) of land in the Town of Devon and Leduc County, as shown on Figure 2 - IDP Area.

1.4 Plan Preparation Process

In 2009, the Town of Devon/Leduc County Intermunicipal Development Plan was prepared in consultation with members of the Town and the County's respective administrations and guided by a steering committee comprised of elected officials from both municipalities. The IDP was formally adopted by the Town and the County in 2010. The IDP has been updated twice since that time. In 2014, the IDP was updated to reflect the Town's application to annex land from the County and to establish an Area Structure Plan for industrial development in the County. In 2021, the IDP was updated to reduce and clarify content where necessary, conform to the Edmonton Metropolitan Region Board Growth Plan, and comply with changes to the Municipal Government Act. The key principles established during the public consultation process prior to the IDP's adoption in 2010 have been carried through the update in 2014 and 2021. Due to restrictions caused by Covid-19, the joint meetings and public engagement in early 2021 occurred virtually.

Figure 2 – IDP Area



2.0 THE PLANNING CONTEXT

2.1 Location

As illustrated on Figure 1 - Regional Context, the Town of Devon shares a boundary with Leduc County to the west and to the south. The City of Edmonton is located directly east of the Town of Devon and directly north of Leduc County. Lands to the north of Devon across the North Saskatchewan River are part of Parkland County. The Town is located at the intersection of Provincial Highways 19 and 60, and is approximately 13 kilometres west of the Queen Elizabeth II Highway, the major north/south highway in Alberta.

2.2 History

On February 13, 1947 the Imperial Leduc #1 struck oil, one of largest oil discoveries in the world. The Town of Devon was constructed shortly thereafter by Imperial Oil to accommodate its workers. Devon holds the distinction of being the first Canadian community to be approved by a regional planning commission.

The Canadian Energy Museum is located in the County, just to the south of the Town, on the east side of Highway 60. This site commemorates the famed 1947 oil discovery at Leduc #1, and includes an interpretive centre that highlights the past, present and future of Canada's energy sector.

2.3 Planning Status

In 2006, the Alberta Municipal Government Board approved an annexation of five quarter-sections (approximately 325 ha) of land from Leduc County on the west side of Highway 60. In 2015 the Alberta Municipal Government Board approved an annexation of four quarter-sections (approximately 273 ha), north of Highway 19 and east of the corporate limits of the Town of Devon. These lands are now contained within the corporate limits of the Town of Devon.

In accordance with the requirements of the *Municipal Government Act*, both the Town and the County have Municipal Development Plans (MDP) in place. These plans guide the overall development of a municipality, and provide direction on a number of aspects, including land use, servicing, open space, environment, transportation, economic development, and agricultural opportunities.

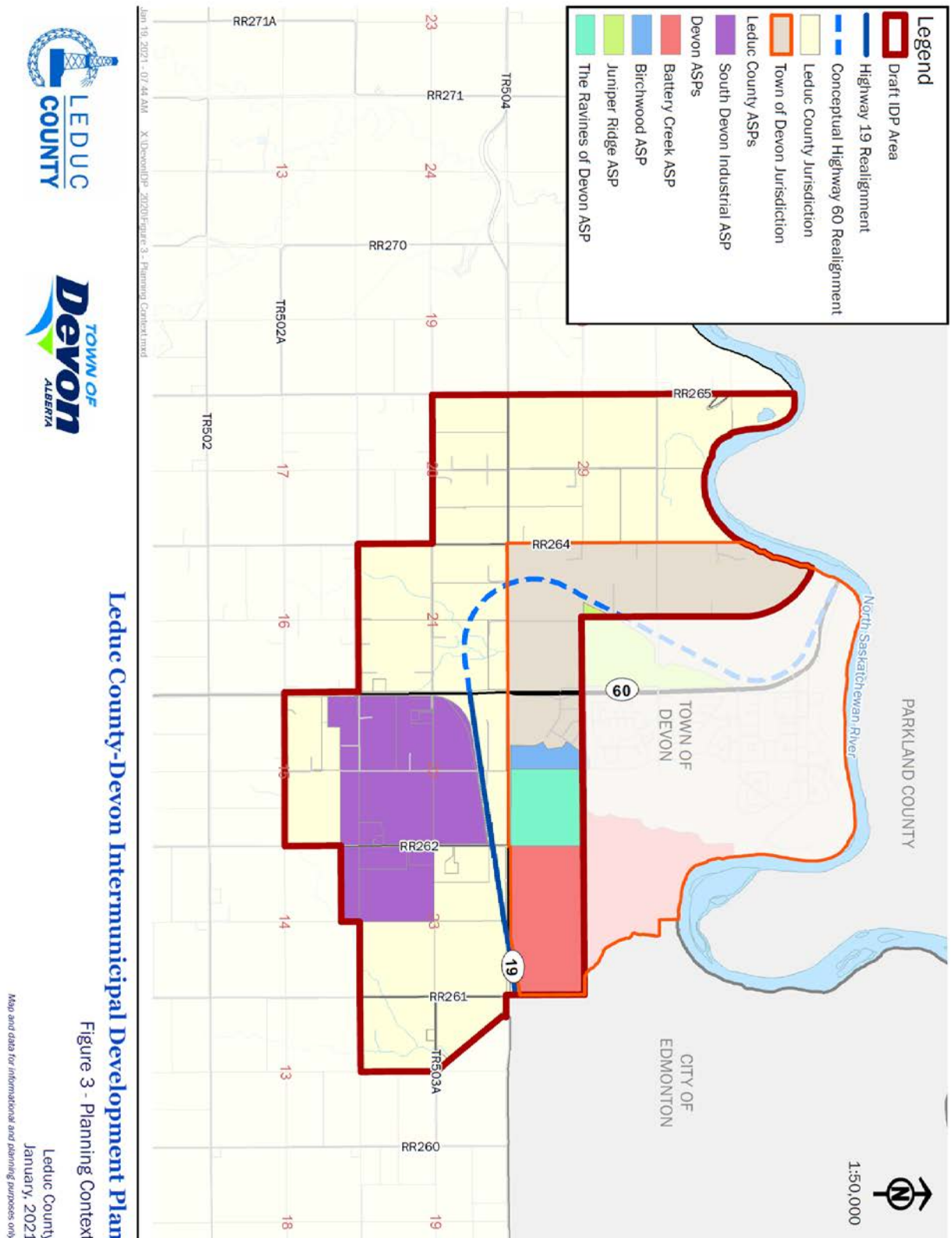


The Town has adopted a number of Area Structure Plans (ASP) within the IDP area. These plans provide a more detailed development concept for a particular parcel or parcels of land. The locations of these ASPs are shown on Figure 3 - Planning Context. They include the Juniper Ridge ASP (2007), Birchwood ASP (2000), Ravines of Devon ASP (2004) and the Battery Creek ASP (2017). Birchwood ASP, Ravines of Devon ASP, and Battery Creek ASP are located immediately north of Highway 19 and propose residential use with small pockets of commercial use near Highway 19. Lands in the western portion of Devon, with the exception of a small portion of Juniper Ridge ASP that extends into the IDP area, will be developed under the direction of future ASPs that will be prepared as the lands become ready for development.

Leduc County has adopted one Area Structure Plan within the IDP boundary. The South of Devon Industrial ASP (adopted in 2015) is immediately south of the Town of Devon along Highway 19 and Highway 60. Lands located outside the South of Devon Industrial ASP are designated agriculture and are to be intended to retain for long term agriculture use.

The IDP area is in the Rural Area policy tier of the Edmonton Metropolitan Region Growth Plan (EMRGP). Section 3.2 of the EMRGP defines the Rural Area as the lands outside the metropolitan area within the wider Edmonton Metropolitan Region, consisting of rural working landscapes with agricultural lands, major employment areas and local employment areas, natural living systems, recreation areas and resource extraction areas, counties, towns, villages, incorporated hamlets and country residential development with some local levels of service and community amenities.

Figure 3 - Planning Context



3.0 GROWTH PROJECTIONS

The Edmonton Metropolitan Region Growth Plan (2017) projects the Town of Devon population in 2044 to be 11,200 in a low growth scenario and 13,200 in a high growth scenario. The 2044 employment projections for the Town of Devon is projected at 3,110. The Town of Devon has sufficient land within its current boundary to accommodate the population and employment projected by the Edmonton Metropolitan Region Growth Plan to 2044.

The Edmonton Metropolitan Region Growth Plan (2017) projects the Leduc County population in 2044 to be 19,300 in a low growth scenario and 23,200 in high growth scenario. The 2044 employment projection for Leduc County is 46,669. The majority of Leduc County's population and employment growth will be concentrated in the Nisku Area. However, a small portion of local employment growth will be concentrated in the South of Devon Industrial ASP located in the IDP area.

The Edmonton Metropolitan Region Growth Plan (2017) projections do not reflect recent events such as the decline in oil and gas or the COVID-19 pandemic. As the long term implications of these events are not known and the Edmonton Metropolitan Region Growth Plan projections have not been updated, for the purpose of this Plan, the Edmonton Metropolitan Region Growth Plan population and employment projections (2017) have been used.

3.1 Land Density

The Edmonton Metropolitan Region Growth Plan states that minimum greenfield residential density in the Town of Devon is 30 dwelling units per net residential hectare (du/nrha) with an aspirational intensification target of 10% in built up areas. A mix of residential development that meets the minimum greenfield residential density of the Edmonton Metropolitan Region Growth Plan is anticipated in the Town of Devon. Urban and country residential development in the IDP outside of the Town of Devon is not contemplated. Only a small number of rural residential dwellings that generally are accessory to agriculture are anticipated in the IDP area outside the Town of Devon.

4.0 ECONOMIC DEVELOPMENT

4.1 Background

From an economic perspective, the Town of Devon and the IDP lands are situated in an excellent location. The Town is immediately adjacent to two Provincial highways (19 and 60), and has easy access to the Queen Elizabeth II Highway. Alberta Transportation is twinning Highway 19 west of the Queen Elizabeth II Highway to Highway 60, which will provide even greater highway access for new developments for the Town and the surrounding area. The Queen Elizabeth II Highway corridor is also the designated connection through Alberta for the CANAMEX Trade Corridor. The CANAMEX corridor is a joint venture developed between the Mexican, United States, and Canadian governments as part of the North American Free Trade Agreement (NAFTA).

The Town and the IDP area are also in close proximity to the Edmonton International Airport (EIA), which can be directly accessed from Highway 19. The proximity to the EIA and the cargo distribution activities on the site present many opportunities for economic benefit to Devon and the IDP area.

Close proximity to the Nisku Industrial Park, which is located on the east side of the Queen Elizabeth II Highway at the intersection of Highway 19, approximately 11 kilometres from Devon, also benefits the Town and the IDP area. The Nisku Industrial Park accommodates a range of businesses on approximately 3,616 ha of land.



Downtown Devon provides a full range of commercial and retail goods and services; however, studies prepared for the Town suggest that the provision of too much future commercial development in the IDP area could have a detrimental effect on the viability of the downtown area.

The Town established the Devonian Business Park in 1981. This Park, located at the south end of the Town at the northeast corner of the

intersection of Highways 19 and 60, is 48 hectares in size. Among industries such as oilfield services, construction firms, storage facilities and similar activities, the Park is also home to the Devon Research Centre. This Centre is home to both the Provincial Department of the Alberta Research Council and the Federal Department of the Canada Centre for Mineral and Energy Technology, also called the Western Research Centre. The Western Research Centre examines hydrocarbon supply technologies including areas such as: produced water treatment, emulsions and sludge, bitumen and heavy oil recovery, environmental electrochemistry, and surface mining.

The County's South of Devon Industrial Area Structure Plan allocates lands for business industrial, light industrial, and medium industrial development. Both the Town and the County are supportive of strengthening and diversifying their industrial and commercial economies, with the resultant increase in the non-residential tax base. The strong economy of the Metropolitan Region presents opportunities for lands in the IDP area to meet this demand. However, both municipalities wish to ensure that any industrial and commercial development in the IDP area does not create any adverse impacts on lands in the Town or in the County.

The development of tourism activities is also seen by both municipalities as an area for potential growth. The IDP area's proximity to the North Saskatchewan River Valley system and other tourist destinations such as the Devonian Botanic Garden, Leduc #1 Energy Discovery Centre, Devon Golf and Conference Centre, Rabbit Hill Ski Area, and Castrol Raceway provides an excellent opportunity for building on these existing assets.

4.2 Economic Development Policies

The Town's and the County's economic development policies are as follows:

(a) Proactive Planning

Facilitate proactive planning and implementation strategies for industrial development through the cooperative preparation of Area Structure Plans and Outline Plans in the IDP area, in addition to subdivision regulations and the Land Use Bylaw from each respective municipality.

(b) Supply of Industrial and Commercial Land

Work collaboratively to ensure that a supply of industrial and commercial land in the IDP area is readily available.

(c) Liaise with Outside Agencies

Encourage ongoing liaison with Provincial and Federal departments and other agencies involved in economic and tourism development.

(d) Tourism Support

Support tourism-related businesses and work together to develop and enhance tourism activities and facilities in the area.

(e) Regional Promotion

Work with other levels of government and non-government organizations and agencies to ensure that marketing resources are coordinated to leverage the best and most cost-effective marketing.

5.0 LAND USE CONCEPT

5.1 Introduction

Overall, the IDP provides the Town and the County a jointly agreed-upon, long-term land use concept. Both the Town and the County acknowledge that by working cooperatively, each municipality stands to benefit from growth and new economic activity.

This cooperative approach is consistent with the Alberta government's Provincial Land Use Policies and the Growth Plan. These policies were established to assist municipalities in harmonizing regional, provincial and municipal policy initiatives at the local level. Statutory plans, such as an IDP, must be consistent with these policies. A key policy from the Provincial Land Use Policies relating to the preparation of an IDP encourages adjoining municipalities to:

"Cooperate in the planning for future land uses in the vicinity of their adjoining municipal boundaries (fringe areas) respecting the interests of both municipalities and in a manner which does not inhibit or preclude appropriate long term use nor unduly interfere with the continuation of existing uses".



5.2 Land Use Concept

The Land Use Concept shown on Figure 4 identifies six general land uses in the IDP area contemplated by the Town and the County over the long term. The principal land uses include: agriculture, non-residential, residential and environment/open space. Lands in the agriculture area are to be retained in agriculture use in the long term with limited fragmentation and conversion to non-agriculture use. Lands in the non-residential area are where significant business and economic activities will occur. These areas will have a high concentration of employment and may include commercial and industrial land uses. No heavy industrial development is permitted in the IDP area. Lands in the residential area are neighbourhoods that may include low, medium, and high density residential development, mixed use development, neighbourhood level commercial, institutional, parks and open space, stormwater management and other public utilities. Lands in the Environment/Open Space areas include natural areas intended to be preserved, provide natural corridors for wildlife and public access to safe green space.

It is intended that site-specific information will be provided through the preparation of future Area Structure Plans for the lands within the IDP and through the respective Land Use Bylaw of the Town and of the County.

Both the Town of Devon and Leduc County will strive to engage in effective dialogue when considering land use in the IDP area while maintaining complete jurisdiction on lands within their own boundaries. Unless otherwise provided in this IDP, the provisions of the Town of Devon's and Leduc County's respective Municipal Development Plan regarding land use and development will apply.

Oil and gas activities in the area over the last 60 years have provided economic benefit, but at the same time, have resulted in significant constraints to orderly new development. In the Town of Devon and the surrounding area, there are many pipelines, and on most quarter sections of land, there can often be several well sites which could be abandoned and/or active, and sweet gas or sour gas facilities.

Figure 5- Development Constraints offers perspective on the sheer volume of oil and gas infrastructure that is developed, and in most cases, still active, in the IDP area. The development setbacks from these facilities vary, and with new regulations and concerns being brought forward, setback requirements are increasing. Over the long term, these facilities could pose significant challenges for extending orderly growth into this area.

Figure 4 – Land Use Concept

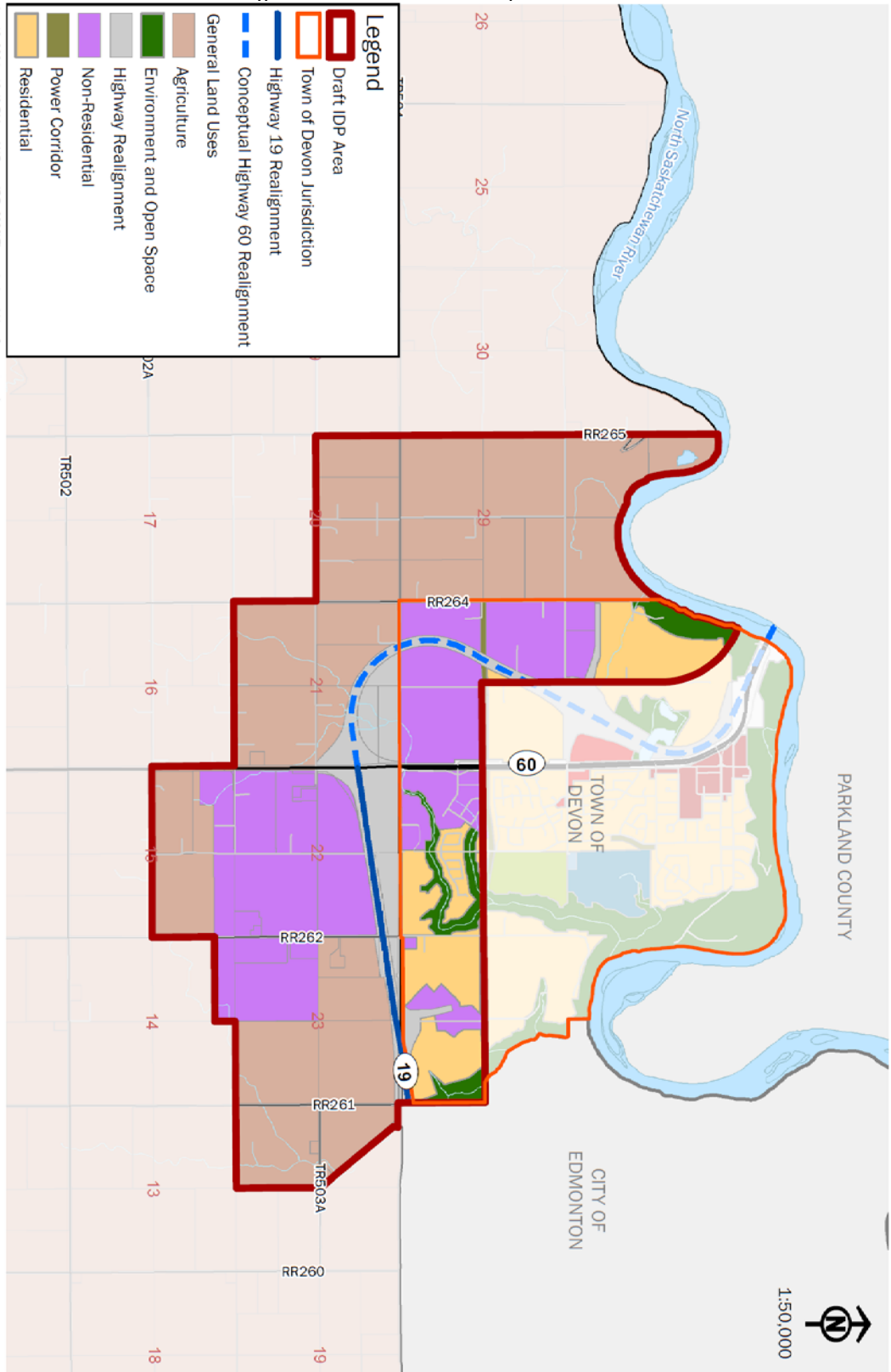
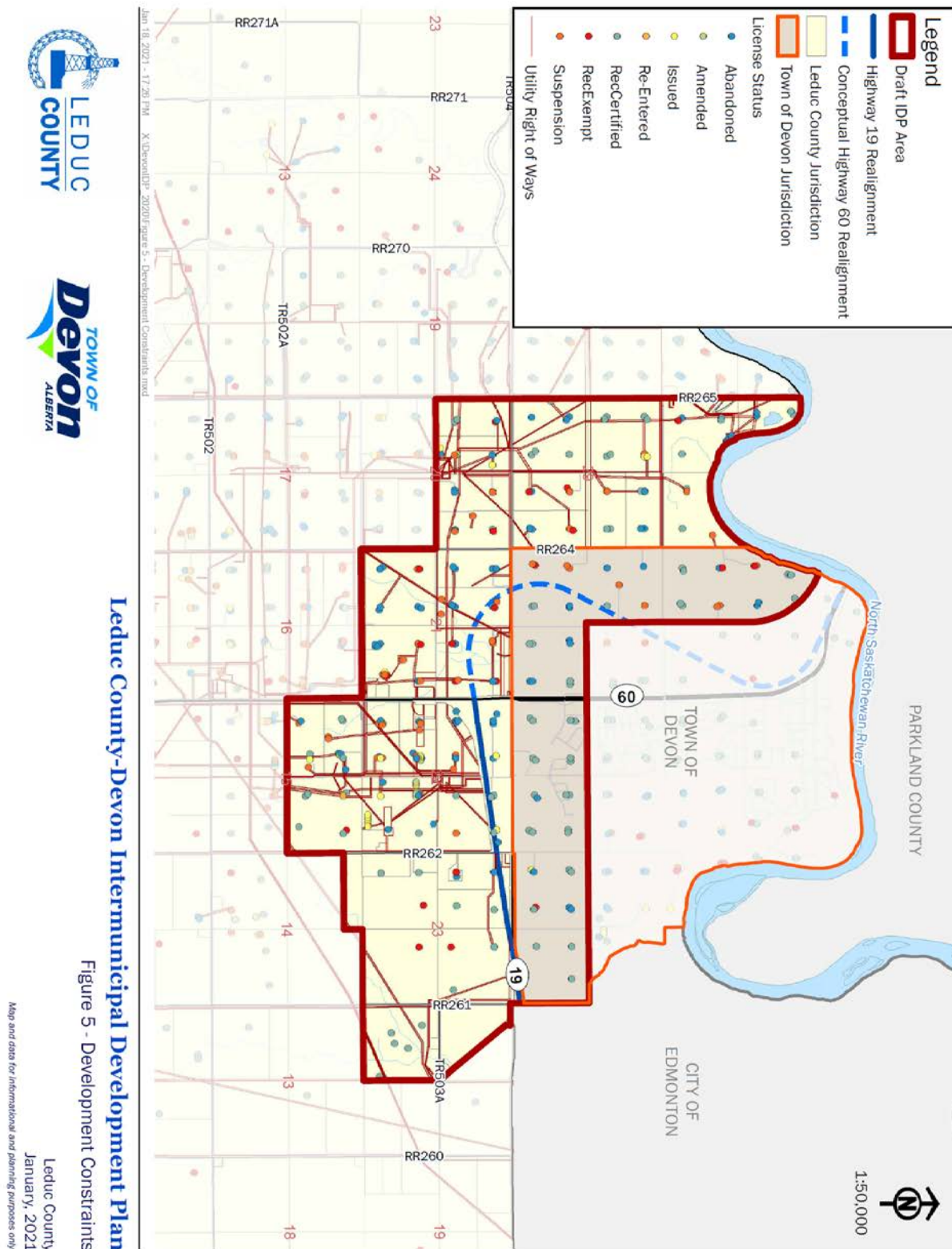


Figure 5 Development Constraints



6.0 AGRICULTURE

6.1 Background

Agriculture is important to Leduc County and the Edmonton Metropolitan Region. Agriculture is the single largest land use in the Metropolitan Region. According to the Edmonton Metropolitan Region Board, agriculture generates an estimated 3.75B in annual revenue and employs more than 6000 people in the Edmonton Metropolitan Region. To ensure a sustainable future for agriculture, it is important to protect agriculture land.

The Town's and County's agriculture policies in the IDP area are as follows:

(a) Supply of Agricultural Land

Agriculture will continue to be the primary land use in Leduc County on the lands surrounding the Town of Devon, excepting the lands in the South of Devon Industrial Area Structure Plan.

(b) Review of IDP

Conversion of the lands designated agriculture in the IDP area to a non-agriculture use will require an amendment to the IDP and be supported by documentation that demonstrates the

land use proposed is needed to accommodate the population and employment projections of the respective municipality.

(c) Area Structure Plans

Premature conversion of agricultural land to non-agriculture uses in either municipality should be avoided. Agricultural land should continue to be used for agricultural purposes until such time as the land is required for the use designated in the Area Structure Plan.



7.0 RESIDENTIAL

7.1 Background

The Town and the County are both committed to providing residential areas that are not only safe and pleasant places to live, but also address the demand for a wide variety of housing options for residents. Future residential development will need to consider the demand for housing forms ranging from: single detached dwellings, townhouses, housing co-operatives, and apartments; ownership options including owner-occupied or rental accommodation; and innovations in lot sizes and pedestrian vs. vehicle orientation. Providing a variety of housing forms and tenure opportunities will address on-going issues such as housing affordability.

Figure 4 – Land Use Concept identifies areas for residential development. Residential development shall be to an urban standard and density in the IDP area located in the Town of Devon. Urban and country residential development in the IDP area outside of the Town of Devon is not supported.



7.2 Residential Policies

The Town's and the County's policies related to residential growth in the IDP are as follows:

(A) Design of Urban Residential Areas

Support the creation of future residential areas that are well-designed and of a high quality. Residential development should be in accordance with the design principles established in the Town of Devon Municipal Development Plan.

(b) Urban Density

New residential developments shall meet the minimum greenfield residential density of the Edmonton Metropolitan Region Growth Plan and strive to meet the aspirational intensification target of the Edmonton Metropolitan Region Growth Plan.

(c) Area Structure Plans

New multi-lot residential developments or subdivisions in the residential area will only be considered by the Town through the preparation of an Area Structure Plan(s).

(d) Outline Plans

Outline Plans may be used as a planning tool. Outline Plans should operate in a similar fashion to Area Structure Plans as part of the subdivision planning framework. Outline Plans may be used where there is an Area Structure Plan governing the proposed subdivision site. Outline Plans are required to conform to the general principles and concepts established within the overarching Area Structure Plan.

(e) Review of IDP

Multi-lot residential developments and/or subdivisions in the agriculture area identified in Figure 4 Land Use Concept will only be considered through a proposed amendment to the IDP itself, considering the direction of the Edmonton Metropolitan Region Growth Plan, and the preparation of an Area Structure Plan(s).

(f) Innovative Approaches

Consider innovative designs for any new residential developments that reduce vehicle dependency; provide more housing choices; offer mixed residential uses, forms, and activities in a neighbourhood node; and accommodate future transit options.

(g) Level of Service

Require levels of infrastructure and municipal services for any new residential development in accordance with the development standards of the Town of Devon.

(h) Affordable Housing

Work with the Province through its housing programs, and other agencies, such as the Leduc Foundation, to ensure that an adequate supply of quality affordable housing is addressed in the IDP area.

8.0 INDUSTRIAL

8.1 Background

The Town and the County are both interested in expanding their economic base by increasing the amount of industrial activity in their respective jurisdictions. In developing the vision for the IDP area in the long term future, it is important for the Town and the County to consider the health and viability of existing and new industrial activity in the area. This includes supporting partnerships between industries to gain mutual benefits, addressing land use conflicts, and eliminating negative environmental impacts.

Figure 4 – Land Use Concept identifies areas for non-residential development. Industrial development in the non-residential area of the IDP is located in the Town along its western and southwestern boundary to take advantage of the highly-visible Highway 19 and 60 corridors. Industrial development in the non-residential area of the IDP in Leduc County is located south of the future Highway 19 and 60 interchange which will serve as a buffer from the commercial and residential uses located to the north, in the Town of Devon.

Overall, the Town and the County may be well-positioned to take advantage of future demand for industrial land in the Metropolitan region market. Areas identified in the IDP for non-residential development are well-served by regional highway connections and urban-standard municipal infrastructure is available to be extended.

To fully realize this opportunity, a collaborative approach to industrial development would need to be undertaken to ensure that development in the County and in the Town will not prejudice opportunities for each other.



8.2 Industrial Policies

The Town's and the County's policies related to industrial areas of the IDP are as follows:

(a) Design of Industrial Areas

Support the design of industrial areas that are well-designed and of a high quality. When it occurs, industrial development shall be in accordance with the design principles acceptable to the Town and County. Lands that are only used for outdoor storage are to locate away from the Highway 19 and 60 corridors. Nuisance factors associated with uses on industrial lands should not extend beyond the boundaries of an individual site.

(b) Area Structure Plans

New industrial developments or subdivisions would only be considered by the Town and the County through the preparation of an Area Structure Plan(s).

(c) Outline Plans

Outline Plans may be used as a planning tool. Outline Plans should operate in a similar fashion to Area Structure Plans as part of the subdivision planning framework. Outline Plans may be used where there is an Area Structure Plan governing the proposed subdivision site. Outline Plans are required to conform to the general principles and concepts established within the overarching Area Structure Plan.

(d) Future Industrial Development

Any new proposals for industrial development in the agriculture area identified in Figure 4 Land Use Concept will only be considered by the Town and the County through a proposed amendment to the IDP itself, considering the direction of the Edmonton Metropolitan Region Growth Plan, and the preparation of an Area Structure Plan(s).

(e) Industrial Design Guidelines

Jointly prepare design guidelines or regulations that would apply to industrial areas along Highways 19 and 60 to ensure consistent and high quality development along major entranceways into the area.

(f) Heavy Industrial Uses Not Permitted

Heavy industrial uses, which are capable of having a detrimental effect on humans or the environment through the discharge or emission of toxic, noxious, or hazardous products, will not be considered in the IDP area.

(g) Level of Service

At full build out of an Area Structure Plan, industrial development will be fully serviced in accordance with the development standards of the respective municipality.

(h) Cost/Revenue Sharing

Undertake discussions to determine a cost-sharing arrangement between the Town and County for the costs of providing infrastructure to the South of Devon Industrial ASP area. Explore revenue sharing options between the Town and County for new non-residential growth in the South of Devon Industrial ASP area.

(i) Regional Promotion

Work collaboratively to promote the industrial areas of the IDP as an opportunity for industrial development on fully-serviced, comprehensively-planned lands.

(j) Off-Site Levies

Review the Town's and County's Off-Site Levy Bylaw and determine if amendments are required to address the costs of providing municipal servicing infrastructure to the IDP area. Alternatively, explore opportunity to develop a joint off-site levy bylaw that applies only to the South of Devon Industrial ASP area, or a portion thereof.

9.0 COMMERCIAL

9.1 Background

In contemplating potential future commercial opportunities in the IDP in the long term, the viability of downtown Devon will need to be considered in conjunction with a need for a diverse land use mixture in future growth areas. Two types of commercial development are contemplated in the IDP Area - highway commercial and neighbourhood commercial nodes. The long term intent of these commercial uses is to provide for the basic needs of future residents of the area, but also to be limited to an extent that will allow downtown Devon to thrive.

Highway commercial development is concentrated along the Highway 60 and 19 corridors in the non-residential area of the IDP and the neighbourhood commercial nodes are located in the resident area of of the IDP as shown on Figure 4 – Land Use Concept.



9.2 Commercial Policies

The Town's and the County's policies related to potential future commercial areas of the IDP are as follows:

(a) Design of Commercial Areas

Support high quality and well-designed commercial areas that are developed to minimize any impacts on adjacent residential development and support a more pedestrian-oriented environment.

(b) Area Structure Plans

New commercial developments or subdivisions would only be considered by the Town and the County through the preparation of an Area Structure Plan(s).

(c) Outline Plans

Outline Plans may be used as a planning tool. Outline Plans should operate in a similar fashion to Area Structure Plans as part of the subdivision planning framework. Outline Plans may be used where there is an Area Structure Plan governing the proposed subdivision site. Outline Plans are required to conform to the general principles and concepts established within the overarching Area Structure Plan.

(d) Future Commercial Development

Commercial development of a variety of forms in the IDP may be considered in the residential and non-residential areas in conjunction with any future Area Structure Plan exercise.

(e) Commercial Needs

Develop strategies to encourage new commercial development to meet the future needs of the local population.

(f) Level of Service

At full build out of an Area Structure plan, commercial development will be fully serviced in accordance with the development standards of the respective municipality.

(g) Commercial Design Guidelines

Consider the joint preparation of design guidelines or regulations that would apply to potential highway commercial areas along Highways 19 and 60 to ensure consistent and high quality development along major entranceways into the area.

10.0 COMMUNITY AND INSTITUTIONAL

10.1 Background

Within the Town, there are a number of schools, religious assemblies, and community and cultural facilities, most of which are located in the northeastern portion of Town, near the existing downtown. These facilities presently serve the Town's population, and likely also a sizeable proportion of the County population living in the surrounding area.

Development of community and institutional uses in the IDP area will continue to be concentrated in the Town.

10.2 Community and Institutional Policies

The Town's and the County's policies related to potential future community and institutional uses in the IDP area are as follows:



(a) Delivery of Services

Work cooperatively and with outside agencies to develop new or maintain existing joint agreements for the delivery of recreation, education, culture, and protective services to residents in Devon, and potentially, the IDP area.

(b) Community Facilities – Planning

A joint study between the Town and the County should be prepared to establish future community facility and protective services needs in the Town and the IDP area.

(c) Planning Documents

Until a joint community facility and protective services needs study for the IDP area is prepared, utilize the Town's Facility Development Plan and Parks, Recreation, and Culture Master Plan (2004 - 2009) and the County's Parks and Open Spaces Master Plan for support on what future facilities are required in the area.

(d) School Locations

As part of any future planning exercises for the IDP area, consideration should be made to locate school facilities centrally in a neighbourhood or district, and adjacent to arterial or collector roadways to provide good visibility and access. Where practical, school sites should accommodate more than one school building, with shared park/open space facilities. The design of new neighbourhoods should minimize walking distances and maximize safety for children traveling by foot or bicycle to and from schools.

(e) Emergency Access

Any new subdivisions and developments should ensure that the safe and efficient movement of emergency vehicles and access to emergency facilities is provided.

(f) Community Facilities – Design

The design of new community facilities should be undertaken with consideration to the long-term needs of the ultimate population of the area, and allow for appropriate expansion in the future.

(g) Facility Funding

Developers may be required to contribute a per unit fee towards the development of future community facilities.

(h) Sustainability

Encourage and support programs and projects that are proven to demonstrate future sustainability in operations and the environment.

(h) Education Opportunities and School Operations

Work with the public and separate school boards, as well as private school operators, to ensure that the educational needs of existing and future children in the Town and County continue to be met.

11.0 ENVIRONMENT, OPEN SPACES AND TRAIL NETWORK

11.1 Background

There are a number of environment and open areas that extend beyond the jurisdictional boundaries of the Town and County as identified in Figure 6 – Environment, Open Spaces and Trail Network. These provide important linkages and will continue to be protected by federal and provincial legislation, zoning, and through the dedication of environmental reserve at the subdivision stage. They could be further enhanced by the development of trails in their proximity, which would contribute to the regional trail system along the River (a portion of which is designated as part of the Trans Canada Trail network) as well as provide important recreational opportunities in the area.

The Leduc No. 1 Historical Site is identified as a heritage site in the IDP area. There is also a small memorial located at the northwest intersection of Highway 19 and Range Road 265 that would merit protection. It commemorates the homestead on SE 30-50-26-W4 of John (Ivan) Borys, who arrived in the area in 1897 from Austria. Prior to development occurring, the Town and the County will work to identify any potential historical or archaeological sites in the IDP area.



11.2 Environment, Open Spaces and Trail Network Policies

The Town's and the County's environment, open spaces and trail network policies in the IDP Area are as follows:

(a) Cooperation in Environmental Protection

Work with local environmental groups and relevant provincial and federal government agencies to ensure proactive and appropriate management of the natural features, prior to, and during, any future development.

(b) Top of Bank Delineation

Any development proposals, including at the Area Structure Plan stage, adjacent to significant natural features such as the North Saskatchewan River shall be responsible for delineating the top of bank based on the approval of a qualified engineer and to the satisfaction of the respective municipality.

(c) Top of Bank Protection

Land lying below the geographical top-of-the-bank of the North Saskatchewan River or its ravines shall be dedicated as Environmental Reserve. A corridor not less than 6.0 m in width from the top-of-the-bank, or a greater distance if recommended by Alberta Environment, shall be designated as Municipal Reserve to provide public access and conservation opportunities.

(d) Top of Bank Setbacks

Any future development shall be set back a minimum of 30.0 m from the geographical top-of-the-bank of the North Saskatchewan River or its ravines. Proposed reductions or increases to the 30.0 m setback shall be substantiated through the preparation of a geotechnical evaluation prepared by a qualified professional geotechnical engineer.

(e) Trail Locations

Locations and alignments of conceptual trail networks identified on Figure 6 should be considered in future Area Structure Plans, and would be determined in more detail at the Outline Plan, zoning and subdivision stages of development. At future stages of development, the Town and the County will work with the organization overseeing the Trans Canada Trail to identify locations for this facility.

(f) Park/School Sites

Possible future park/school sites should serve a variety of educational and recreational needs including schools, parks, sports fields, and playgrounds.

(g) Development of Park/School Sites

The development of any future park/school sites should be a coordinated initiative among the municipalities, the appropriate school board(s), and any resident's associations.

(h) Municipal Reserve

For any future development, require that a minimum of 10% of the gross developable area of land addressed by a proposal be dedicated for the purposes of providing Municipal Reserve, school reserve, and/or Municipal and school Reserve. Where deemed appropriate by the Subdivision Authority(s), money in place, or a combination of land and money in place, of Municipal Reserve may be considered.

(i) Landscaping Features

Other elements of a future parks and open space system should include buffers, landscaping, and/or boulevards along major roadways and the two highways.

(j) Environmental Review

As part of any future Area Structure Plan, Outline Plan, rezoning, or subdivision process, the submission of an Environmental Impact Assessment (addressing natural areas on the site) or Environmental Site Assessment (addressing the site for contamination) may be required by the Town and/or the County. A qualified environmental consultant must prepare the evaluation, in accordance with the respective Municipal Development Plan of the Town of Devon or Leduc County. The Town's Wetland Study and the County's Environmentally Significant Study will be considered and used as a guide in the preparation of future statutory plans, subdivision and development proposals.

(k) Environmental Reserve

Areas identified as sensitive natural areas may be designated as Environmental Reserve lands as part of a future development process in accordance with the *Municipal Government Act*. If private ownership of environmentally-sensitive lands is deemed more appropriate by the respective municipality, an environmental reserve easement may be used to protect the sensitive lands.

(l) Retention of Existing Tree Stands

Owners of lands with existing tree stands will be encouraged to retain them to the extent possible.

(m) Environment Management Plan

The Town and the County shall prepare a management plan for the North Saskatchewan River and creek/ravine system to identify long-term preservation and enhancement of these lands.

(n) Geotechnical Investigation

Any application for future development that contains or is in the vicinity of a swamp, gully, ravine, coulee, or natural drainage course, is subject to flooding, abuts the bed and shore of any lake, river, stream, or other body of water, or in the opinion of the respective municipality is unstable, may be required to submit a geotechnical investigation.

The investigation shall:

- Consist of background research, borehole drilling, Standard Penetration Tests (SPTs), laboratory analysis, visual analysis, and index testing;
- Include a report with summary recommendations written in layperson's terms;
- Be reviewed and stamped by a qualified professional geotechnical engineer;
- Be available for review by a qualified professional engineer identified by the Town and the County; and
- Include any other items required at the discretion of the respective municipality.

(o) Floodplain Information

Possibly require the submission of floodplain information, at the owner's cost, at a future development stage if the location of a proposed development is considered to be flood prone. The subdivision of lands within the 1:100 year floodplain, as identified by the information submitted, shall not be permitted unless adequate flood-proofing measures are undertaken.

(p) Restrictive Covenant

Recommendations from the geotechnical investigation identified in Policy 11.2 (o) shall be addressed through a restrictive covenant which shall be applied to any development at the time of subdivision indicating no development or excavation of any kind (including landscaping, construction of swimming pools, or building of decks) shall be permitted without the respective municipality's written approval.

(q) Sour Gas Wells

Maintain information, as supplied by the Alberta Energy Regulator(AER), indicating where sour gas facilities are located in the IDP area.

(r) AER Setback Regulations and Guidelines

Apply AER setback regulations and guidelines respecting sour gas and other oil and gas facilities, including pipelines, when considering any future Area Structure Plan, Outline Plan, subdivision, and development proposals.

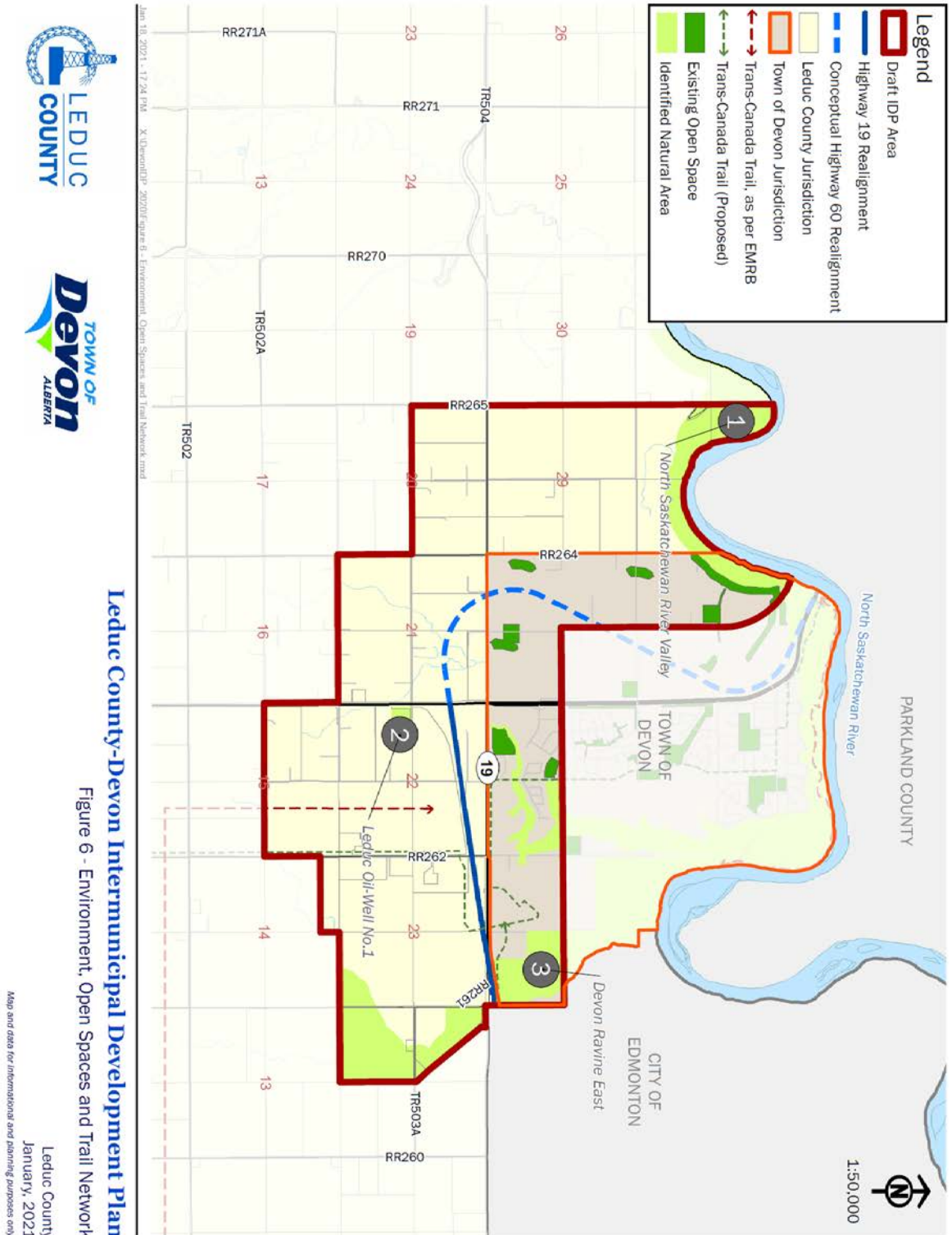
(s) Heritage Conservation

Conserve and protect buildings and features, which have made a significant contribution to the settlement, cultural, and religious character of the area.

(t) Historical Review

As part of any future Area Structure Plan process, require the submission of a Historic Resources Overview (HRO), and/or a Historic Resources Impact Assessment (HRIA) to be reviewed with the Province in accordance with the requirements of the *Historical Resources Act*.

Figure 6 – Environment, Open Spaces and Trail Network



12.0 TRANSPORTATION

12.1 Background

The IDP area is currently well-served by an established transportation network, which is comprised of primary Provincial highways, Town arterial connectors and local roads, and Range Road and Township Roads in the County's jurisdiction. The performance of the transportation network affects quality of life, economic well-being, and generally, the success of development in a community. The role of an integrated transportation network is to facilitate multiple modes of transportation. The existing network in the IDP area supports, to varying degrees, vehicles, pedestrian, bicycles, and public transit. Figure 7 - Transportation Network shows the location of these roadways.



Alberta Transportation is twinning Highway 19, from Highway 60 east to the Queen Elizabeth II Highway. The ultimate intent for this roadway is for it to be developed as a four lane divided facility, with a posted speed limit of 100 km/h. Figure 7 - Transportation Network (and all other Figures in the Plan) identifies the ultimate right-of-way requirement and alignment for the future Highway 19 facility that have been identified by Alberta Transportation.

Detailed drawings of Highway 19 realignment proposes the removal of accesses to Range Road 261 and 262 and a permanent access at Highway 19 and a location west of Range Road 261. A service road from this access point south of Highway 19, running parallel with Highway 19 to the west, is required when Range Road 262 access is removed.

Alberta Transportation's long-term highway plans also include the realignment of Highway 60 through the Town of Devon. The conceptual alignment indicates an interchange at the intersection of Highway 19 and Highway 60. Once the realigned Highway 60 has been completed (which would have a posted speed limit of 100 km/h), the existing alignment will revert to use as an important arterial roadway connection in the Town. The conceptual realignment of Highway 60 is also shown on Figure 7 - Transportation Network.

12.2 Transportation Network Policies

The Town's and the County's policies related to the potential future transportation network in the IDP area are as follows:

(a) Transportation Master Plans

Update the *Town of Devon Transportation Study* and include appropriate material in a future Transportation Master Plan for the County that addresses the future needs of the IDP area and its connections to the existing network. In the longer term, consider the preparation of a joint Transportation Master Plan for the overall IDP area. Subsequent to such activities, require a review of the IDP to identify possible required amendments to ensure consistency between strategic planning documents.

(b) Roadway Network Standards

Roadway networks to be to the standard of the respective municipality, or at an alternate standard, in consultation with the other municipality. Common design standards to be considered for roads that extend across municipal boundaries. Consider the provision of bicycle or other alternate modes of transportation as part of any future urban roadway facility.

(c) Area Structure Plans and Outline Plans

Require any future Area Structure Plans and Outline Plans in the IDP area to fully identify how the area will be provided with transportation facilities, in keeping with the requirements of the respective municipality.

(d) Alberta Transportation

Encourage Alberta Transportation to protect and enhance the integrity of Highways 19 and 60 in the IDP area, and encourage the prompt expansion of both facilities.

(e) Highways 19 and 60

Meet on a regular basis with Alberta Transportation to update the status of planning and development of the highway systems and lands within the vicinity of the highways.

(f) Coordination of Transportation Networks

Support the coordination and integration of local, regional, intra-provincial, and inter-provincial transportation networks. Monitor the activities of the Edmonton Metropolitan Region Board with regard to regional transportation initiatives, and consider future amendments to the IDP as necessary to ensure consistency.

(g) Development and Subdivision in Proximity to Highways

Require any future development and subdivision along Highways 19 and 60 to:

- Obtain approvals, as required, from Alberta Transportation; and
- Coordinate the number of entry and exit points to the two highways.

(h) Clarity of Responsibilities

Support development, maintenance, and expansion of future transportation networks in the IDP area by clearly defining the responsibility for roadway construction and maintenance:

- Alberta Transportation is responsible for Highways 19 and 60;
- The Town or the County would be responsible for the care and control of any future local road systems, including public arterial, collector, and local roads, and existing local road intersections with Highways 19 and 60;
- Developers would be responsible for constructing any new roads required for new development or subdivision; and
- After the Town or the County approve a constructed roadway (and subject to any applicable warranty period), the road becomes the responsibility of the Town or the County, unless other arrangements have been agreed to with the developer.

(i) Partnerships

Support partnership agreements between the Town, the County, and/or a developer where roads can be developed jointly for mutual benefit.

(j) Security

As part of the review of future development proposals, require developers to provide an irrevocable form of security to ensure that road construction meets the standards of the respective municipality.

(k) Water Crossings

Consult appropriate provincial and federal government agencies where any new road will be required to cross a permanent and naturally-occurring water body, and ensure that all necessary approvals have been issued before construction begins.

(l) Primary Highway Upgrades

As development proceeds, require a developer to address the costs of any upgrades to Highways 19 and 60 as required by Alberta Transportation.

(m) Intermunicipal Planning of Roadways

Coordinate the approval and development of any future roadways in the IDP area through the respective administrations and IDP Liaison Committee.

(n) Development Along Highways or Arterials

Require future developments abutting Highways 19 and 60 and potential arterial roads in the IDP area to:

- Provide sufficiently wide right-of-way or setback to accommodate a berm, landscaping, trees, dividers, or similar aesthetic features or noise attenuation;
- Be suitably set back so as not to interfere with the improvement or widening of the roadway; and
- Not contain visually-distracting design features, lighting, or signage that would pose a danger or distraction to traffic.

(o) Public Transportation

Explore partnerships with other municipalities in the Metropolitan Region for the provision of public transportation into the Town and the IDP area.

(p) Truck Routes

Jointly maintain by Bylaw, and enforce a truck/dangerous goods route system which minimizes the circulation of truck traffic through the IDP area.

(q) Trail Development

As part of any future Area Structure Plan and Outline Plan process, require the identification of pedestrian and bicycle trail networks in the IDP area.

13.0 Municipal Servicing

13.1 Background

The Town owns and operates its own water and sanitary sewer distribution and treatment systems, as well as its own gas distribution system. The County belongs to the Capital Region Southwest Water Services Commission for the provision of potable water to portions of the County. Sanitary sewer services are provided to portions of the County through the Alberta Capital Region Wastewater Commission. The majority of the lands in the IDP area of the County obtain their water supply through the use of on-site water cisterns or wells. Sanitary sewer services for the IDP area of the County are primarily addressed through the use of on-site, private sewage disposal systems.



The Town also owns and operates its own natural gas distribution system. At present, the mandate of this system limits the provision of natural gas only to lands within the corporate limits of the Town. Natural gas is distributed to the IDP area in the County by Apex Utilities. Other franchise utilities, such as power (EPCOR/Fortis Alberta), cable (Shaw Cable), and telephone (TELUS), could also be expanded/extended into the IDP area in the County should development begin to proceed.

Numerous utility and pipeline corridors are present in the IDP area. Many of them serve the continental energy system, while others provide services to residents in the area. The Town and the County should maintain current information about existing and proposed major utility and pipeline corridor projects, and become involved in the approval processes for these facilities where necessary. Utility servicing for local developments will continue to be addressed as part of the Town's and the County's development review processes.

13.2 Future Water Servicing

Development proposals may emerge in the near future with respect to providing water servicing to the South of Devon Industrial ASP shown on Figure 3 - Planning Context. As there is presently no water servicing to the lands in the IDP area in the County's jurisdiction, the provision of piped water servicing would need to be extended from the Town or another location. To accommodate this, the Town and the County would have to explore partnerships relating to the costs of the extensions, and the responsibility for maintenance of the services if they are provided. Further, the Town would need to consider the implications on the currently unserved lands in the Town boundaries. In the absence of water servicing being provided directly by the Town, the provision of a piped water supply to service the IDP area in the County's jurisdiction would likely involve the extension of water mains several kilometres to the west from the Nisku area near the Queen Elizabeth II Highway. The more realistic opportunity for providing piped water servicing to the IDP area is through extensions of the water network in the Town of Devon.

13.3 Future Sanitary Servicing

Similar to the circumstances with water servicing, development proposals may emerge in the near future with respect to providing sanitary sewer servicing to lands in the South of Devon Industrial ASP area shown on Figure 3 – Planning Context. As existing sanitary sewer servicing is primarily provided through the use of on-site, private sewage disposal systems in the IDP area in the County's jurisdiction, the provision of piped sanitary sewer servicing would need to be extended from the Town. To accommodate this, the Town and the County would have to explore partnerships relating to the costs of the extensions, and the responsibility for maintenance of the services if they are provided. Further, the Town would need to consider the implications on the current unserviced lands in the Town boundaries. In the absence of sanitary sewer servicing being provided directly by the Town, the provision of piped sewer mains to service the IDP area in the County's jurisdiction would likely involve the extension of existing mains several kilometres to the west from the Nisku area near the Queen Elizabeth II Highway. As with the scenario with water servicing the more realistic opportunity for providing piped sanitary sewer servicing to lands in the IDP area in the County's jurisdiction is through extensions of the existing network in the Town of Devon.

13.4 Future Stormwater Management Servicing

The existing drainage basin boundaries in the IDP area are shown in Figure 10 - Stormwater Servicing and Basins. These basins have boundaries that extend outside of the Plan area. Generally, the land drains from south to north and has minor high points and depression areas all around. There are two major creeks located near the eastern portion of the Plan area with drainage basins extending south and south east. Both creeks drain to the North Saskatchewan River.

Master Drainage Plans for the above drainage basins should be developed to provide a clear understanding of the stormwater management and drainage servicing needs within the IDP area. These documents can be used as guidelines for future developments within the Plan area to manage and control stormwater management requirements. Master Drainage Plans should be undertaken in accordance with federal, provincial, and municipal standards and guidelines. Factors such as environmental issues, wildlife and fish habitat, creeks and river erosion control, and quality and quantity of runoff released to the natural water bodies should be considered and addressed properly in these documents.

13.5 Municipal Servicing Policies

The Town's and the County's policies related to the provision of municipal servicing and utilities in the IDP area are as follows:

(a) Level of Service

At full build out, Area Structure Plans will be fully serviced (including municipal water, sewer, and stormwater management), natural gas, and franchise utilities (power, cable, and telephone), in accordance with the development standards of the respective municipality.



(b) Area Structure Plans and Outline Plans

Area Structure Plans and Outline Plans will provide detailed servicing concept studies for the provision of water, sanitary sewer, stormwater management, and franchise utilities.

(c) Future Water Distribution Network

Explore opportunities and establish partnerships between the Town and the County regarding the means of providing piped water services to the South of Devon Industrial ASP.

(d) Future Sanitary Sewer Distribution Network

Explore opportunities and establish partnerships between the Town and the County regarding the means of providing piped sanitary sewer services to the South of Devon Industrial ASP.

(f) Provision of Servicing

Owners/developers will be responsible for the costs of providing adequate water and sewage services, stormwater management facilities, roadways, curbs and sidewalks, and franchise utilities (e.g. gas, power, cable, telephone) to a new development area or site, should development proceed in the area.

(g) Off-Site Levies

Review the Town's and the County's Off-Site Levy Bylaws and determine if amendments are required to address the costs of providing municipal servicing infrastructure to the IDP area. Alternatively, explore the opportunity to develop a joint Off-Site Levy Bylaw that applies only to the South of Devon Industrial ASP.

(h) *Water for Life Strategy*

Incorporate the provincial government's *Water for Life* Strategy in all planning for future water infrastructure.

(i) Stormwater Run-off Rates

Require, as a condition of subdivision approvals that propose the creation of five or more lots, the preparation and submission of a stormwater management plan prepared by a qualified professional engineer registered in the province of Alberta, that shall demonstrate how the use of stormwater best management practices reduce post-development run-off rates to pre-development levels.

(j) Stormwater Management Plan Requirements

Require a stormwater management plan, at either the Area Structure Plan, Outline Plan or subdivision stage, which shall be approved by Alberta Environment, the Town, and the County, to include the following information, at a minimum:

- Topography;
- Watershed and development in relation to it;
- Proposed minor drainage system (ditches/pipes/catch basin locations);
- Proposed major drainage system (direction of surface drainage);
- Proposed on-site detention/retention facility (location/size);
- Location of outflow/outfall structures; and
- Any related modeling and calculation information.

(k) Stormwater Discharge

Control the rate and quality of stormwater discharge into the North Saskatchewan River through the use of stormwater management facilities, avoiding areas of steep and unstable slopes for discharge points, and if feasible, through water quality monitoring.

(l) Treated Water Discharge

Continue to monitor the quality of treated wastewater being discharged into the North Saskatchewan River and ensure that standards set by Alberta Environment are met or exceeded.

(m) Extension of Services

The provision of municipal services into an area will be a logical extension of existing infrastructure, and will consider the cost implications of such extensions and broader regional servicing capacity needs.

(n) Energy Utility Corridors

Minimize conflict between energy utility corridors (e.g. pipeline and powerline rights-of-way) and neighbouring land uses. Future subdivision of land will ensure parcel sizes that will allow for sufficient setback of development from these corridors. Energy utility facilities required in the future would be encouraged to locate in existing or planned corridors to avoid incompatible land uses and minimize land fragmentation.

(o) Energy Utilities Development

Continue to work in conjunction with the Energy Resources Conservation Board (ERCB) and the Alberta Energy Regulator (AER) regarding developments in the IDP area relating to the oil and gas and utilities industries.

(o) Funding Assistance

Work with government programs to secure funding to assist in the development of a water service project or other servicing projects as they arise.

Figure 8 Existing Water Servicing

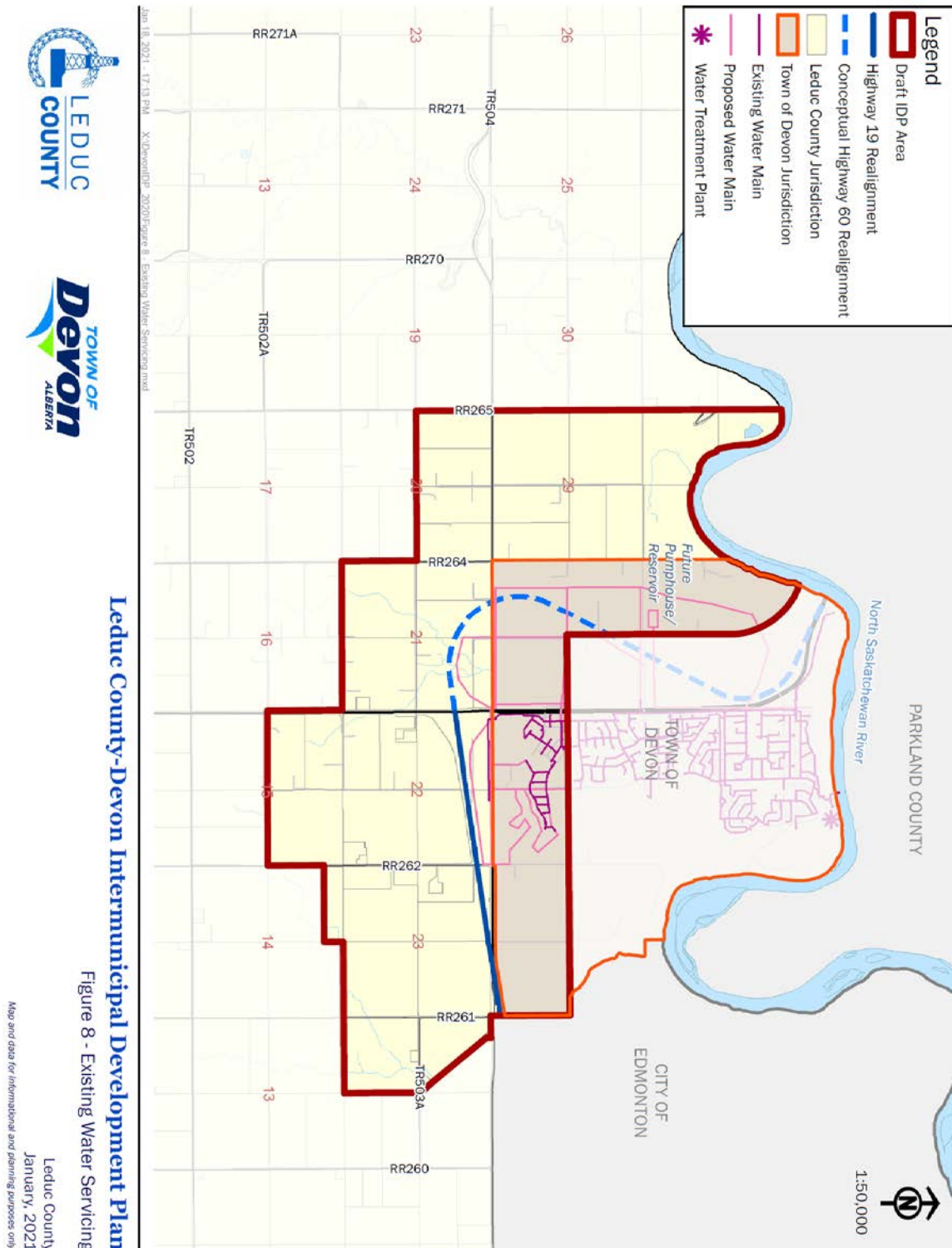
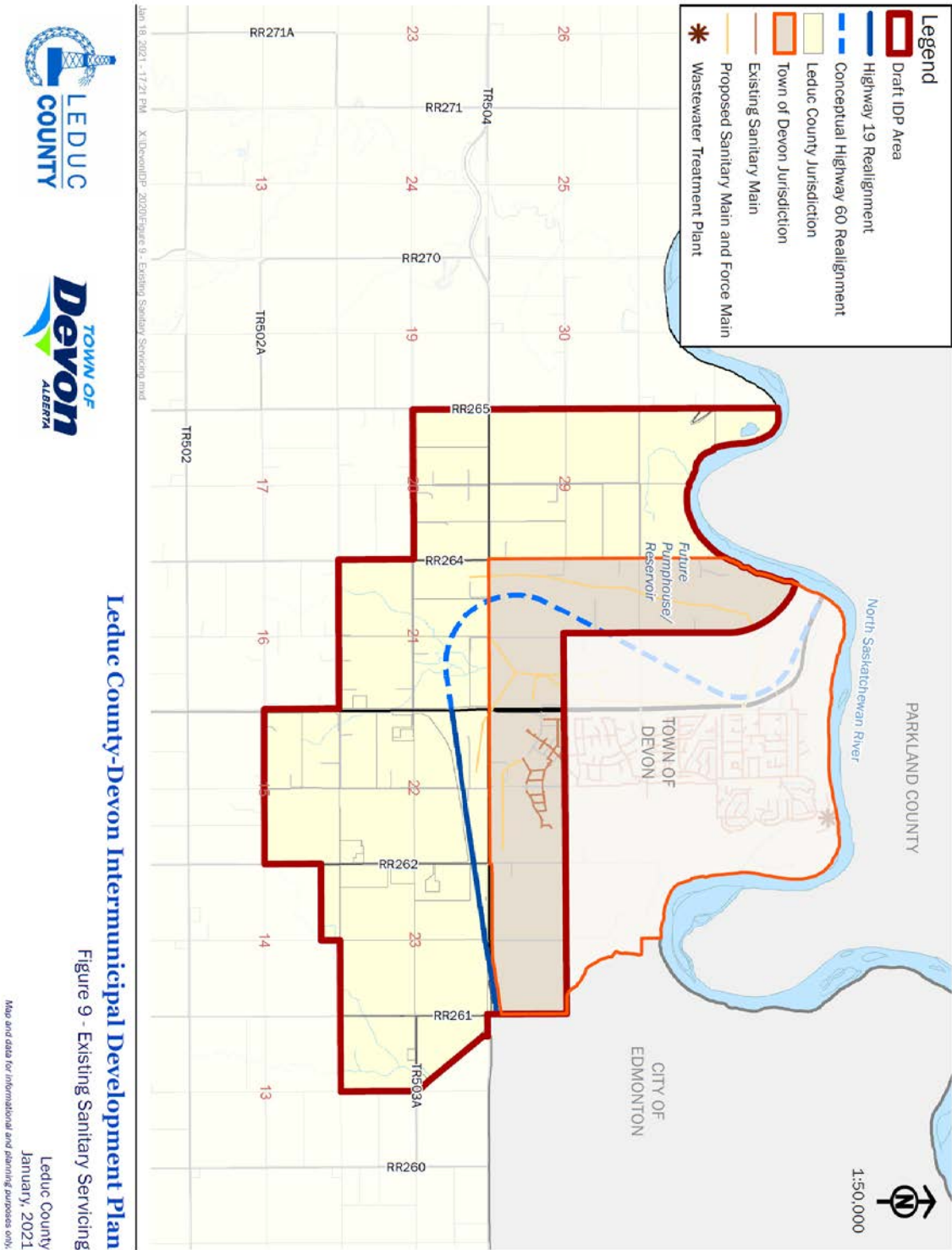


Figure 9 Existing Sanitary Servicing



14.0 PLAN IMPLEMENTATION

14.1 Background

The implementation process undertaken for the IDP will dictate whether or not the Plan will be ultimately successful. The detailed policies identified in the IDP can be translated into direct action items to ensure clarity for each municipality in terms of their roles and responsibilities. Given the long-term direction of the IDP, changes over time will be required to ensure that it remains responsive to emerging issues and opportunities in the area. The establishment of an Intermunicipal Development Plan Liaison Committee will assist the Councils and administrations of the Town of Devon and Leduc County in achieving the goals of the Plan over time.

14.2 General Implementation Policies

The Town's and the County's policies related to the general implementation of the IDP are as follows:

(a) IDP

The IDP and the figures contained herein will be the primary land use planning tool guiding the Town and the County in decision-making for future development.

(b) Municipal Development Plan Amendments

Amendments to the Municipal Development Plan of each municipality may be required to ensure consistency with the policies and provisions of the IDP.

(c) Reflection of IDP in Other Planning Documents

Use the intent of the IDP policies as a guide for the preparation and review of all planning documents in the Plan area.

(d) Ongoing Cooperation

Continue cooperative efforts to attract economic development in the IDP area that will provide new investment and employment opportunities for both municipalities.

Continue to explore various cost recovery mechanisms, including but not limited to off-site levies and endeavours to assist in development agreements, in order to facilitate the development of and provision of certain municipal services in the IDP area.

Continue to explore revenue sharing options between the Town and County for new non-residential growth in the South of Devon Industrial ASP area.

14.3 IDP Liaison Committee

Leduc County and the Town of Devon have an IDP Liaison Committee. The intent of this Committee is to ensure the policy and intent of the IDP is carried forward in the day-to-day planning matters of each municipality.

The Town's and the County's policies related to the establishment of an IDP Liaison Committee are as follows:

(a) Establishment of Committee

The respective Councils of the Town of Devon and Leduc County appoint three council members to sit on the IDP Liaison Committee.

(b) Committee Composition

The Committee composition will be comprised of three members of Council from each municipality. The Chief Administrative Officer of the Town of Devon and the County Manager of Leduc County will provide assistance to the Committee.

(c) Committee Role

The role of the IDP Liaison Committee includes, but may not be limited to, the following:

- To assist in the interpretation of the intent of the IDP;
- Review and provide comment to each respective Council on applications to amend the IDP;
- Review and provide comment to each respective Council on applications by the Town for annexation of County lands in the IDP area;
- To assist in the development of specific initiatives related to the provision of servicing and other infrastructure, open space, or other public amenities in the IDP area that are in accordance with the policies of the IDP;
- Review the progress of the implementation of the IDP; and
- To undertake any other roles as identified by each respective Council.

14.4 Administration and Changes to the IDP

The *Municipal Government Act* identifies specific requirements for IDPs to address the day-to-day administration of the Plan, as well as procedures to be used by either municipality to amend or repeal the Plan.

The Town's and the County's policies related to the administration, review; amendment and repeal of the IDP are as follows:

(a) IDP Administration

Each municipality will oversee provisions of the IDP for lands within its municipal jurisdiction using its own administrative staff, and will determine what decision-making authority should be delegated to the IDP Liaison Committee and to staff.

(b) Review and Update of the IDP

Both the Town and the County agree to a mandatory review of the content of the IDP every five (5) years.

(c) Repeal of the IDP

Either municipality may serve notice of termination of the Plan and, one year after the service of such notice of termination, this IDP shall no longer continue to be in force or effect and each Council shall be at liberty to repeal its Bylaw adopting this Plan.

(d) Amendments to the Plan

The IDP may be amended from time to time subject to the approval of both municipal Councils through a Bylaw process. The types of amendments that could be anticipated include: changes to IDP policies or other text; changes to the boundaries of the IDP; or other matters, as agreed to by both municipalities. Proposed amendments to the IDP will be submitted to the Edmonton Metropolitan Region Board prior to third Reading of a bylaw to amend the Plan as may be required by the Regional Evaluation Framework.

14.5 Intermunicipal Dispute Resolution

The *Municipal Government Act* requires an IDP to include a procedure to be used to resolve or attempt to resolve any conflict between the municipalities that have adopted the plan. In order to adhere to the requirements of the *Municipal Government Act*, and to ensure that the process is fair and open, the dispute resolution process will be structured around the following five steps:

Step One	Administrative Review
Step Two	Chief Administrative Officer (CAO) Review
Step Three	IDP Liaison Committee Review
Step Four	Mediation
Step Five	Municipal Government Board Appeal

The process is arranged to allow opportunities for discussion and review with the goal of resolving any disputes early in the process, and prior to the matter being addressed by the Municipal Government Board. The issue may be resolved at any point in this process. In this Section of the Plan, "Initiating Municipality" refers to the municipality in which the land subject to a disputed proposal is located. "Responding Municipality" refers to the other municipality. "Proposal" may refer to:

- a land use planning application, such as an IDP amendment, an Area Structure Plan proposal or an amendment to an existing Area Structure Plan, an Area Redevelopment Plan proposal or an amendment to an existing Area Redevelopment Plan, or a land use rezoning proposal;
- proposals regarding the provision of municipal servicing such as water, sanitary sewer, stormwater management, or franchise utilities (power, gas, cable, or telephone);
- proposals regarding the provision of municipal roadway facilities and related infrastructure; proposals regarding the provision of local or regional community or recreation facilities;
- proposals regarding cost-sharing agreements between the two municipalities;
- proposals for annexation of land from one municipality to another;
- decisions from the respective municipal Assessment Review Board regarding property tax assessments; or
- any other matter that either municipality believes is worthwhile of intermunicipal review.

The Town's and the County's policies related to the intermunicipal dispute resolution process are as follows:

(a) Dispute Resolution Process

The following process outlined below is the procedure that the Town of Devon and Leduc County agree to adhere to regarding the resolution of intermunicipal disputes:

Step One: Administrative Review

1. The initiating municipality will ensure that complete information is provided addressing relevant criteria in the IDP in support of all site-specific applications or that all statutory plan processes are sufficiently documented.

2. Upon circulation of a proposal, the administration of the responding municipality will undertake a technical evaluation of the proposal and will provide any necessary comments to the administration of the initiating municipality.
3. Both municipalities will determine whether a proposal can be processed without it being referred to the IDP Liaison Committee.
4. If it is determined that the dispute can be resolved at the administrative level, the responding municipality will formally notify the initiating municipality and withdraw the dispute notification.
5. In the event that a proposal cannot be processed at the administrative level, either municipality may refer that proposal to the IDP Liaison Committee for review.

Note: Each municipality will be responsible for determining the degree of discretion to be delegated to each respective administration in the review of proposals.

Step Two: Chief Administrative Officer (CAO) Review

1. The CAOs from each municipality shall consider the issues and attempt to resolve the disagreement.
2. Should the CAOs be unable to resolve the disagreement within 30 calendar days, the matter shall be forwarded to the Intermunicipal Liaison Committee.

Step Three: Intermunicipal Liaison Committee Review

1. If a disputed proposal is referred to the IDP Liaison Committee, a Committee meeting will be arranged and the administrations of both municipalities will present their positions on the matter to the Committee.
2. After consideration of a proposal, the Committee may:
 - provide suggestions back to both administrations with respect to revisions to the proposal which should be considered to make it more acceptable to both municipalities;
 - if possible, agree on a consensus position of the Committee, either in support of, or in opposition to, the proposal, to be presented to both Councils; or
 - conclude that no initial agreement can be reached, and that a consensus position of the Committee will not be presented to the respective Councils.
3. If agreed to by both municipalities, a facilitator may be employed to assist the Committee in working toward a consensus position.
4. If a proposal cannot be satisfactorily processed following a Committee review, then that proposal will be referred to both municipal Councils. The Committee will provide both Councils with a recommendation on what action to take on the proposal, and whether or not mediation is an appropriate tool for resolving a dispute.

Step Four: Mediation

1. The following will be required before a mediation process can be established:
 - agreement by both Councils that mediation is necessary;
 - appointment by both Councils of an equal number of Town and County Councillors to participate in the mediation process;

- engagement, at equal cost to both municipalities, of an impartial and independent mediator agreed to by both municipalities; and
 - approval by both municipalities of a mediation schedule, including the time and location of meetings and a deadline by which the mediation process is to be completed.
2. If agreed to by both municipalities, any members of the IDP Liaison Committee or administrative staff from either municipality who are not participating directly in the mediation process may act as information resources either inside or outside the mediation room.
 3. All participants in the mediation process will be required to keep details of the mediation confidential until the conclusion of the mediation.
 4. At the conclusion of the mediation, the mediator will submit a mediator's report to both municipalities.
 5. If a mediated agreement is reached, then that agreement will be recommended back to both Councils for consideration. Both Councils will also consider the mediator's report and the respective positions of the municipal administrations with respect to the mediated agreement. Any mediated agreement will not be binding on either municipality and will be subject to the approval of both Councils.
 6. If no mediated agreement can be reached, or if a mediated agreement is not approved by both Councils, then the appeal process may be initiated.

Step Five: Municipal Government Board Appeal

1. In the event that the mediation process fails, the initiating municipality may pass a Bylaw or motion to implement the proposal.
2. If the initiating municipality passes a Bylaw or motion to implement the proposal, then the responding municipality may appeal that action to the Municipal Government Board under the applicable provisions of the *Municipal Government Act*.
3. The responding municipality must file a notice of appeal with the Municipal Government Board and give a copy of the notice of appeal to the initiating municipality within thirty (30) days of the passage of the disputed Bylaw or motion.

14.6 Annexation

Based on the Edmonton Metropolitan Region's projections, the Town should have an adequate supply of land within its existing boundary to accommodate population and employment growth. Therefore, a proposal for annexation within the timeframe of this Plan is not likely.

Notwithstanding the above, both the Town and the County agree any possible future annexation proposals will be required to adhere to the annexation processes identified in the *Municipal Government Act*. Where possible, the Town and the County will work towards securing intermunicipal agreement on an annexation proposal prior to the application being considered by the Municipal Government Board.

The Town's and the County's policies related to possible future annexation proposals are as follows:

(a) Need for Expansion

Both the Town and the County acknowledge that there may be a need, over time, for the Town to annex land from the County to accommodate the Town's future growth.

The Town agrees to provide to the Intermunicipal Liaison Committee a land supply report every three years. The purpose of the land supply report is to monitor land supply within the Town and events which may impact supply.

The Town shall use its best efforts to provide the Intermunicipal Liaison Committee the land supply report no later than March 31 of the year in which the land supply report is to be provided. The land supply reports should include:

1. information about the growth rate for the Town for the past three years and projections for the future;
2. landownership changes which limit land development options and housing choice;
3. problems with servicing lands within the Town which the Town perceives as significant;
4. economic or fiscal events which the Town perceives as significant, including concerns in relation to the economic viability of development of lands within the Town;
5. requests by adjacent landowners for Town services;
6. changes the Town believes significantly affect the positive progress of intermunicipal cooperation;
7. federal, regional or provincial legislative changes which would impact the development of land within the Town; and
8. other events which may affect the Town's need for land.

It is recognized that the Town's annexation is to provide sufficient land for a thirty (30) year supply of land within the Town.

The Town will not seek to annex land from the County until the land supply has been reduced to a land supply of approximately fifteen (15) year land supply. The land supply reports should support the Town's position regarding the remaining supply of land within the Town.

(b) Future Development

Lands in the IDP area will be protected from interim development and land use (including non-urban levels of servicing) that could interfere with or prejudice future development in the area.

(c) Annexation Process

The annexation process outlined in the *Municipal Government Act* shall be adhered to by both municipalities during the review of an annexation proposal.

(d) Annexation Principles

The following 15 principles are to be considered as part of a proposal by the Town to annex land from the County:

1. An annexation should provide for intermunicipal cooperation.
2. An annexation must accommodate growth for all municipalities without hindering the initiating or responding municipality.
3. An annexation should not infringe on local autonomy.
4. An annexation must be supported by reasonable growth projections (i.e., a need for land).
5. An annexation must achieve a logical extension of growth, transportation and infrastructure servicing.
6. An annexation must support a cost effective, efficient and coordinated approach to the administration of services.
7. An annexation should demonstrate sensitivity and respect for key environmental and natural features.
8. An annexation shall be aligned with this IDP and other municipal plans to demonstrate coordination and cost-effectiveness.
9. An annexation proposal must fully consider the financial impacts to both municipalities.
10. An annexation proposal must consider the impacts on other institutions providing services.
11. An annexation proposal should provide reasonable solutions to impacts on owners and citizens.
12. An annexation proposal must be based on effective public consultation prior to and during any hearing.
13. An annexation should give consideration to revenue sharing, if warranted.
14. An annexation proposal must not simply be a tax initiative.
15. Conditions of annexation must be certain, unambiguous, enforceable and time specific.

(e) Agricultural Mill Rates

The annexation of lands from the County by the Town should not significantly increase the taxes paid by landowners due to annexation.

14.7 Transitional

The land use concept identified in this Plan is intended as a basis for long-term decision-making for the IDP area. The timing of the development of these lands will be dependent on a variety of factors. Many of the parcels of land in the IDP are currently used for a variety of agricultural or agricultural-related purposes. While the long term intent of both the Town and the County is to potentially accommodate new development such as residential, light industrial, and highway commercial uses in certain locations of the IDP area, both municipalities understand the importance of maintaining prime agricultural lands for food production and employment. Until an owner of land makes the decision to redevelop in accordance with the intent of the Plan, existing uses of land, such as agriculture or market gardens, should continue to operate.

14.7.1 Edmonton Metropolitan Region Growth Plan

The Growth Plan defines where and how to grow, promoting compact and complete communities, thereby preserving land and making infrastructure investment and public transit more affordable. Overall, these trends will reduce the environmental impact of growth and the production of greenhouse gas emissions within the region.

On October 26, 2017, the Edmonton Metropolitan Region Board (EMRB) was established under EMRB Regulation 189/2017. The EMRB Regulation specified the continuation of a Regional Evaluation Framework (REF) to provide the Board the authority to evaluate and approve member municipality's statutory plans to ensure alignment with the direction of the Growth Plan. REF specifies the criteria to determine when new statutory plans and statutory plan amendments must be submitted to the Edmonton Metropolitan Region Board for review and approval.

For the purposes of the REF process, statutory plans include documents such as Municipal Development Plans, Area Structure Plans, Area Redevelopment Plans, and Intermunicipal Development Plans, such as the Town of Devon/Leduc County IDP. As such, there may be a requirement to submit amendments to the IDP to the Edmonton Metropolitan Region Board Administration for review, between first and third Reading of a bylaw to adopt the Plan.

14.7.2 Transitional Policies

As members of the Edmonton Metropolitan Region Board, both the Town and the County will be directly involved in the decision-making process on matters that will have important implications for their growth in the future.

The Town's and the County's policies related to the transitional phase of development of the IDP lands are as follows:

(a) Intermunicipal Circulations and Referrals

The mutual referral of proposed policy, studies, development applications, or other information will assist greatly in the administration of the IDP. The Town and the County agree that continual communication is essential for averting or minimizing conflict between the two municipalities. Referrals between the two municipalities will be undertaken for the following information that falls within the IDP area:

1. New statutory plans and amendments to existing statutory plans;
2. New land use bylaws and amendments to existing land use bylaws; and
3. New non-statutory plans and amendments (concept plans, outline plans, master plans), and development permits for discretionary use that are non-compliant with the IDP or adopted Area Structure Plan.
4. Notwithstanding the above, if a proposed development or subdivision creates off-site impacts that may affect the adjacent municipality, the proposed development or subdivision should be referred to the adjacent municipality.

(b) Circulations and Referrals Time Periods

Unless otherwise agreed to by the administrations of both municipalities, the responding municipality shall have thirty (30) days to reply to any intermunicipal circulation or referral provided for by this Plan.

(c) No Response to Circulations and Referrals

In the event that either municipality does not reply within, or request an extension to, the maximum response period of thirty (30) days for any intermunicipal circulation, it may be assumed that the responding municipality has no comment or objection to the referred planning document.

(d) Entrance Corridors Design Guidelines

Jointly undertake the preparation of development design guidelines for the major entrance corridors into the IDP area along Highways 19 and 60.

(e) Edmonton Metropolitan Region Growth Plan

Participate in the ongoing implementation of the Edmonton Metropolitan Region Growth Plan and the Metropolitan Region Servicing Plan.

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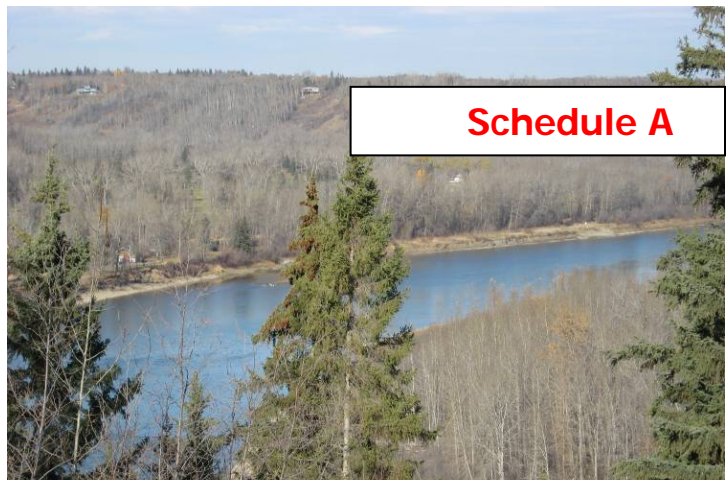
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Town Of Devon/Leduc County



Intermunicipal Development Plan



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1.0 INTRODUCTION

1.1 Purpose

In 2007, the Town of Devon and Leduc County identified a desire to cooperatively develop an Intermunicipal Development Plan (IDP) that would provide the foundation for the two municipalities to work in partnership for the progressive, planned future land uses along their shared boundaries. At that time, the Town and the County determined that the IDP will establish policies that extend to a thirty year horizon to ensure that the long term development in this area proceeds in an orderly and efficient manner. Those policies are still relevant today, but have been updated as part of the 2020 IDP review to align with new legislation, Acts, and regulation. Specifically, the IDP intends to:

- Establish a geographic area that considers the future growth of the Town of Devon and its relationship with adjacent lands in Leduc County;
- Address general land use; sustainable growth; economic development; annexation; core infrastructure and utilities; and environmental impacts and stewardship in a coordinated manner;
- Encourage the Town and the County to explore opportunities for reasonable cost-sharing agreements for the provision of infrastructure and servicing, community recreation and open space, and required transportation infrastructure;
- Address the legislative requirements of an IDP, including conflict resolution procedures, procedures regarding amendments to or repeal of the IDP, and provisions relating to the day-to-day administration of the Plan; and
- Support the direction of the Edmonton Metropolitan Region Growth Plan (EMRGP) that provides the vision for future development in the Edmonton Metropolitan Region.

1.2 Scope

The IDP reflects the shared approach to considering how the lands in the IDP area will be developed in the future through policy that shall guide decision-making, Bylaw development, and future investment in the area.

As members of the Edmonton Metropolitan Regional Board (EMRB), the *Municipal Government Act* (MGA) does not require the councils of the Town of Devon and Leduc County to adopt an IDP. However, the Town of Devon and Leduc County have voluntarily agreed to adopt this Plan to address planning matters and issues of mutual interest. This Plan has been prepared in accordance with Section 631 of the MGA.

Section 631 of the MGA states that an Intermunicipal Development Plan:

- (a) must address
 - (i) the future land use within the area,
 - (ii) the manner of and the proposals for future development in the area,
 - (iii) the provision of transportation systems for the area either generally or specifically,

- (iv) the co-ordination of intermunicipal programs relating to the physical, social, or economic development of the area,
- (v) environmental matters within the area, either generally or specifically, and
- (vi) any other matter relating to the physical, social, or economic development of the area that the councils consider necessary.

and

- (b) must include
 - (i) a procedure to be used to resolve or attempt to resolve any conflict between the municipalities that have adopted the Plan,
 - (ii) a procedure to be used, by one or more municipalities, to amend or repeal the Plan, and
 - (iii) provisions relating to the administration of the Plan.

The IDP is intended to guide development activity in the identified area and to provide both short and long term policy direction to 2044. This Plan shall be re-evaluated every five (5) years to ensure that it continues to reflect the Town's and the County's objectives for the future development in the IDP area.

In addition to the five year re-evaluation cycle, the Town and the County may find it necessary to amend policies contained within the Plan to address specific matters that may emerge over time, in particular with the Growth Plan. Any amendments to the IDP must be undertaken in conformance with Section 14 of this Plan.

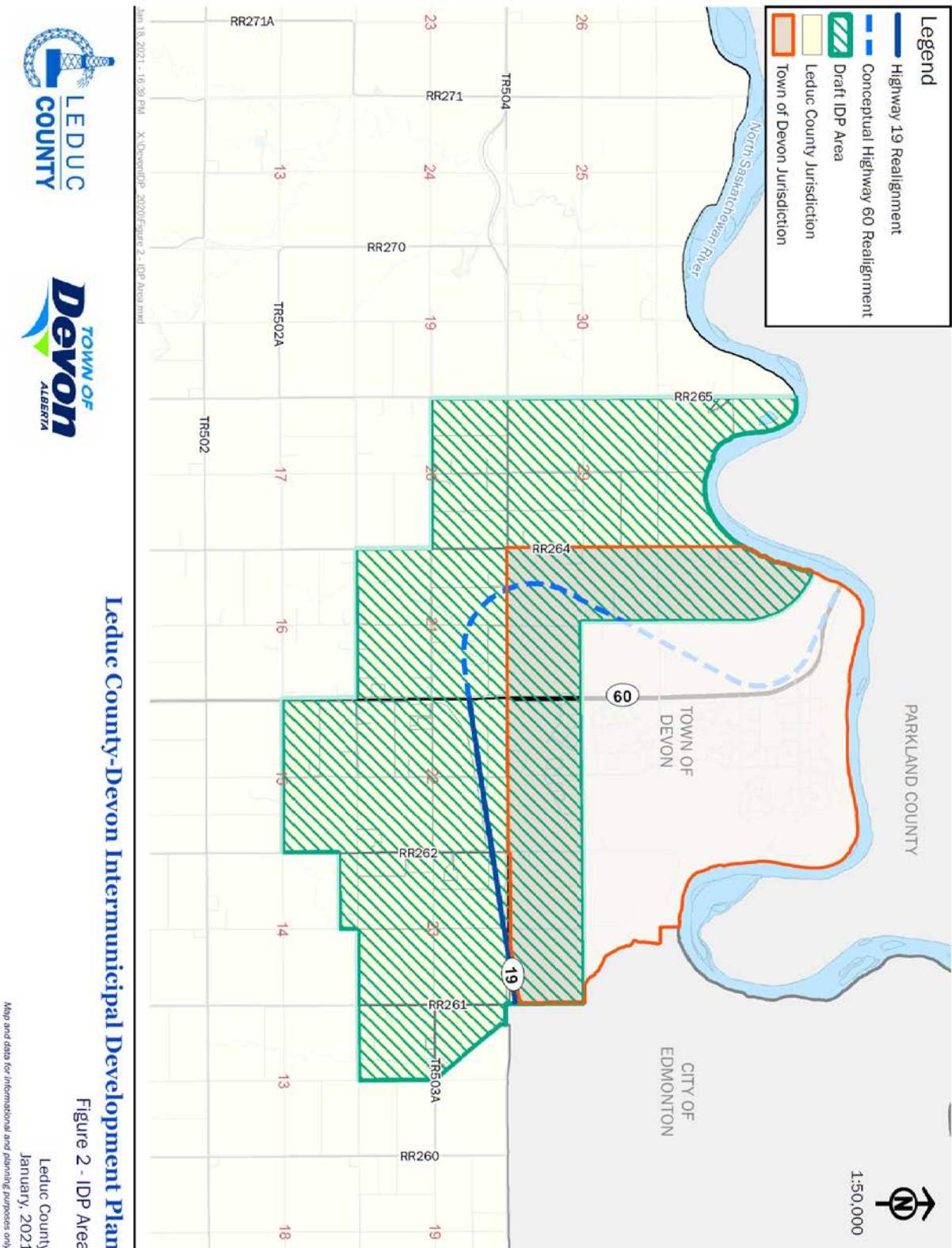
1.3 Plan Area

The location of the IDP area relative to the Edmonton Metropolitan Region is shown on Figure 1 - Regional Context. The IDP applies to approximately 2,129 ha (5,261 acres) of land in the Town of Devon and Leduc County, as shown on Figure 2 - IDP Area.

1.4 Plan Preparation Process

In 2009, the Town of Devon/Leduc County Intermunicipal Development Plan was prepared in consultation with members of the Town and the County's respective administrations and guided by a steering committee comprised of elected officials from both municipalities. The IDP was formally adopted by the Town and the County in 2010. The IDP has been updated twice since that time. In 2014, the IDP was updated to reflect the Town's application to annex land from the County and to establish an Area Structure Plan for industrial development in the County. In 2021, the IDP was updated to reduce and clarify content where necessary, conform to the Edmonton Metropolitan Region Board Growth Plan, and comply with changes to the Municipal Government Act. The key principles established during the public consultation process prior to the IDP's adoption in 2010 have been carried through the update in 2014 and 2021. Due to restrictions caused by Covid-19, the joint meetings and public engagement in early 2021 occurred virtually.

Figure 2 – IDP Area



2.0 THE PLANNING CONTEXT

2.1 Location

As illustrated on Figure 1 - Regional Context, the Town of Devon shares a boundary with Leduc County to the west and to the south. The City of Edmonton is located directly east of the Town of Devon and directly north of Leduc County. Lands to the north of Devon across the North Saskatchewan River are part of Parkland County. The Town is located at the intersection of Provincial Highways 19 and 60, and is approximately 13 kilometres west of the Queen Elizabeth II Highway, the major north/south highway in Alberta.

2.2 History

On February 13, 1947 the Imperial Leduc #1 struck oil, one of largest oil discoveries in the world. The Town of Devon was constructed shortly thereafter by Imperial Oil to accommodate its workers. Devon holds the distinction of being the first Canadian community to be approved by a regional planning commission.

The Canadian Energy Museum is located in the County, just to the south of the Town, on the east side of Highway 60. This site commemorates the famed 1947 oil discovery at Leduc #1, and includes an interpretive centre that highlights the past, present and future of Canada's energy sector.

2.3 Planning Status

In 2006, the Alberta Municipal Government Board approved an annexation of five quarter-sections (approximately 325 ha) of land from Leduc County on the west side of Highway 60. In 2015 the Alberta Municipal Government Board approved an annexation of four quarter-sections (approximately 273 ha), north of Highway 19 and east of the corporate limits of the Town of Devon. These lands are now contained within the corporate limits of the Town of Devon.

In accordance with the requirements of the *Municipal Government Act*, both the Town and the County have Municipal Development Plans (MDP) in place. These plans guide the overall development of a municipality, and provide direction on a number of aspects, including land use, servicing, open space, environment, transportation, economic development, and agricultural opportunities.

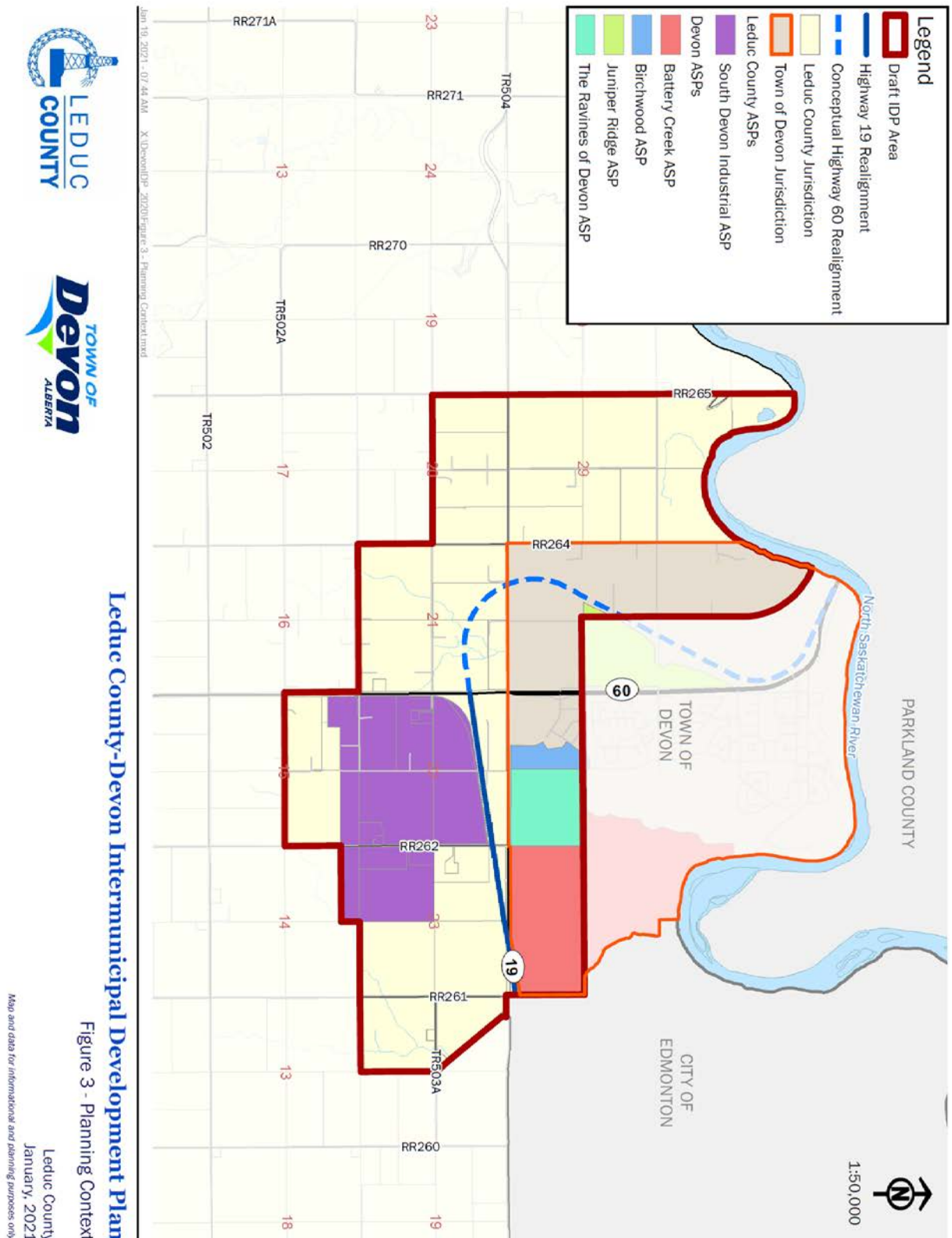


The Town has adopted a number of Area Structure Plans (ASP) within the IDP area. These plans provide a more detailed development concept for a particular parcel or parcels of land. The locations of these ASPs are shown on Figure 3 - Planning Context. They include the Juniper Ridge ASP (2007), Birchwood ASP (2000), Ravines of Devon ASP (2004) and the Battery Creek ASP (2017). Birchwood ASP, Ravines of Devon ASP, and Battery Creek ASP are located immediately north of Highway 19 and propose residential use with small pockets of commercial use near Highway 19. Lands in the western portion of Devon, with the exception of a small portion of Juniper Ridge ASP that extends into the IDP area, will be developed under the direction of future ASPs that will be prepared as the lands become ready for development.

Leduc County has adopted one Area Structure Plan within the IDP boundary. The South of Devon Industrial ASP (adopted in 2015) is immediately south of the Town of Devon along Highway 19 and Highway 60. Lands located outside the South of Devon Industrial ASP are designated agriculture and are to be intended to retain for long term agriculture use.

The IDP area is in the Rural Area policy tier of the Edmonton Metropolitan Region Growth Plan (EMRGP). Section 3.2 of the EMRGP defines the Rural Area as the lands outside the metropolitan area within the wider Edmonton Metropolitan Region, consisting of rural working landscapes with agricultural lands, major employment areas and local employment areas, natural living systems, recreation areas and resource extraction areas, counties, towns, villages, incorporated hamlets and country residential development with some local levels of service and community amenities.

Figure 3 - Planning Context



3.0 GROWTH PROJECTIONS

The Edmonton Metropolitan Region Growth Plan (2017) projects the Town of Devon population in 2044 to be 11,200 in a low growth scenario and 13,200 in a high growth scenario. The 2044 employment projections for the Town of Devon is projected at 3,110. The Town of Devon has sufficient land within its current boundary to accommodate the population and employment projected by the Edmonton Metropolitan Region Growth Plan to 2044.

The Edmonton Metropolitan Region Growth Plan (2017) projects the Leduc County population in 2044 to be 19,300 in a low growth scenario and 23,200 in high growth scenario. The 2044 employment projection for Leduc County is 46,669. The majority of Leduc County's population and employment growth will be concentrated in the Nisku Area. However, a small portion of local employment growth will be concentrated in the South of Devon Industrial ASP located in the IDP area.

The Edmonton Metropolitan Region Growth Plan (2017) projections do not reflect recent events such as the decline in oil and gas or the COVID-19 pandemic. As the long term implications of these events are not known and the Edmonton Metropolitan Region Growth Plan projections have not been updated, for the purpose of this Plan, the Edmonton Metropolitan Region Growth Plan population and employment projections (2017) have been used.

3.1 Land Density

The Edmonton Metropolitan Region Growth Plan states that minimum greenfield residential density in the Town of Devon is 30 dwelling units per net residential hectare (du/nrha) with an aspirational intensification target of 10% in built up areas. A mix of residential development that meets the minimum greenfield residential density of the Edmonton Metropolitan Region Growth Plan is anticipated in the Town of Devon. Urban and country residential development in the IDP outside of the Town of Devon is not contemplated. Only a small number of rural residential dwellings that generally are accessory to agriculture are anticipated in the IDP area outside the Town of Devon.

4.0 ECONOMIC DEVELOPMENT

4.1 Background

From an economic perspective, the Town of Devon and the IDP lands are situated in an excellent location. The Town is immediately adjacent to two Provincial highways (19 and 60), and has easy access to the Queen Elizabeth II Highway. Alberta Transportation is twinning Highway 19 west of the Queen Elizabeth II Highway to Highway 60, which will provide even greater highway access for new developments for the Town and the surrounding area. The Queen Elizabeth II Highway corridor is also the designated connection through Alberta for the CANAMEX Trade Corridor. The CANAMEX corridor is a joint venture developed between the Mexican, United States, and Canadian governments as part of the North American Free Trade Agreement (NAFTA).

The Town and the IDP area are also in close proximity to the Edmonton International Airport (EIA), which can be directly accessed from Highway 19. The proximity to the EIA and the cargo distribution activities on the site present many opportunities for economic benefit to Devon and the IDP area.

Close proximity to the Nisku Industrial Park, which is located on the east side of the Queen Elizabeth II Highway at the intersection of Highway 19, approximately 11 kilometres from Devon, also benefits the Town and the IDP area. The Nisku Industrial Park accommodates a range of businesses on approximately 3,616 ha of land.



Downtown Devon provides a full range of commercial and retail goods and services; however, studies prepared for the Town suggest that the provision of too much future commercial development in the IDP area could have a detrimental effect on the viability of the downtown area.

The Town established the Devonian Business Park in 1981. This Park, located at the south end of the Town at the northeast corner of the

intersection of Highways 19 and 60, is 48 hectares in size. Among industries such as oilfield services, construction firms, storage facilities and similar activities, the Park is also home to the Devon Research Centre. This Centre is home to both the Provincial Department of the Alberta Research Council and the Federal Department of the Canada Centre for Mineral and Energy Technology, also called the Western Research Centre. The Western Research Centre examines hydrocarbon supply technologies including areas such as: produced water treatment, emulsions and sludge, bitumen and heavy oil recovery, environmental electrochemistry, and surface mining.

The County's South of Devon Industrial Area Structure Plan allocates lands for business industrial, light industrial, and medium industrial development. Both the Town and the County are supportive of strengthening and diversifying their industrial and commercial economies, with the resultant increase in the non-residential tax base. The strong economy of the Metropolitan Region presents opportunities for lands in the IDP area to meet this demand. However, both municipalities wish to ensure that any industrial and commercial development in the IDP area does not create any adverse impacts on lands in the Town or in the County.

The development of tourism activities is also seen by both municipalities as an area for potential growth. The IDP area's proximity to the North Saskatchewan River Valley system and other tourist destinations such as the Devonian Botanic Garden, Leduc #1 Energy Discovery Centre, Devon Golf and Conference Centre, Rabbit Hill Ski Area, and Castrol Raceway provides an excellent opportunity for building on these existing assets.

4.2 Economic Development Policies

The Town's and the County's economic development policies are as follows:

(a) Proactive Planning

Facilitate proactive planning and implementation strategies for industrial development through the cooperative preparation of Area Structure Plans and Outline Plans in the IDP area, in addition to subdivision regulations and the Land Use Bylaw from each respective municipality.

(b) Supply of Industrial and Commercial Land

Work collaboratively to ensure that a supply of industrial and commercial land in the IDP area is readily available.

(c) Liaise with Outside Agencies

Encourage ongoing liaison with Provincial and Federal departments and other agencies involved in economic and tourism development.

(d) Tourism Support

Support tourism-related businesses and work together to develop and enhance tourism activities and facilities in the area.

(e) Regional Promotion

Work with other levels of government and non-government organizations and agencies to ensure that marketing resources are coordinated to leverage the best and most cost-effective marketing.

5.0 LAND USE CONCEPT

5.1 Introduction

Overall, the IDP provides the Town and the County a jointly agreed-upon, long-term land use concept. Both the Town and the County acknowledge that by working cooperatively, each municipality stands to benefit from growth and new economic activity.

This cooperative approach is consistent with the Alberta government's Provincial Land Use Policies and the Growth Plan. These policies were established to assist municipalities in harmonizing regional, provincial and municipal policy initiatives at the local level. Statutory plans, such as an IDP, must be consistent with these policies. A key policy from the Provincial Land Use Policies relating to the preparation of an IDP encourages adjoining municipalities to:

"Cooperate in the planning for future land uses in the vicinity of their adjoining municipal boundaries (fringe areas) respecting the interests of both municipalities and in a manner which does not inhibit or preclude appropriate long term use nor unduly interfere with the continuation of existing uses".



5.2 Land Use Concept

The Land Use Concept shown on Figure 4 identifies six general land uses in the IDP area contemplated by the Town and the County over the long term. The principal land uses include: agriculture, non-residential, residential and environment/open space. Lands in the agriculture area are to be retained in agriculture use in the long term with limited fragmentation and conversion to non-agriculture use. Lands in the non-residential area are where significant business and economic activities will occur. These areas will have a high concentration of employment and may include commercial and industrial land uses. No heavy industrial development is permitted in the IDP area. Lands in the residential area are neighbourhoods that may include low, medium, and high density residential development, mixed use development, neighbourhood level commercial, institutional, parks and open space, stormwater management and other public utilities. Lands in the Environment/Open Space areas include natural areas intended to be preserved, provide natural corridors for wildlife and public access to safe green space.

It is intended that site-specific information will be provided through the preparation of future Area Structure Plans for the lands within the IDP and through the respective Land Use Bylaw of the Town and of the County.

Both the Town of Devon and Leduc County will strive to engage in effective dialogue when considering land use in the IDP area while maintaining complete jurisdiction on lands within their own boundaries. Unless otherwise provided in this IDP, the provisions of the Town of Devon's and Leduc County's respective Municipal Development Plan regarding land use and development will apply.

Oil and gas activities in the area over the last 60 years have provided economic benefit, but at the same time, have resulted in significant constraints to orderly new development. In the Town of Devon and the surrounding area, there are many pipelines, and on most quarter sections of land, there can often be several well sites which could be abandoned and/or active, and sweet gas or sour gas facilities.

Figure 5- Development Constraints offers perspective on the sheer volume of oil and gas infrastructure that is developed, and in most cases, still active, in the IDP area. The development setbacks from these facilities vary, and with new regulations and concerns being brought forward, setback requirements are increasing. Over the long term, these facilities could pose significant challenges for extending orderly growth into this area.

Figure 4 – Land Use Concept

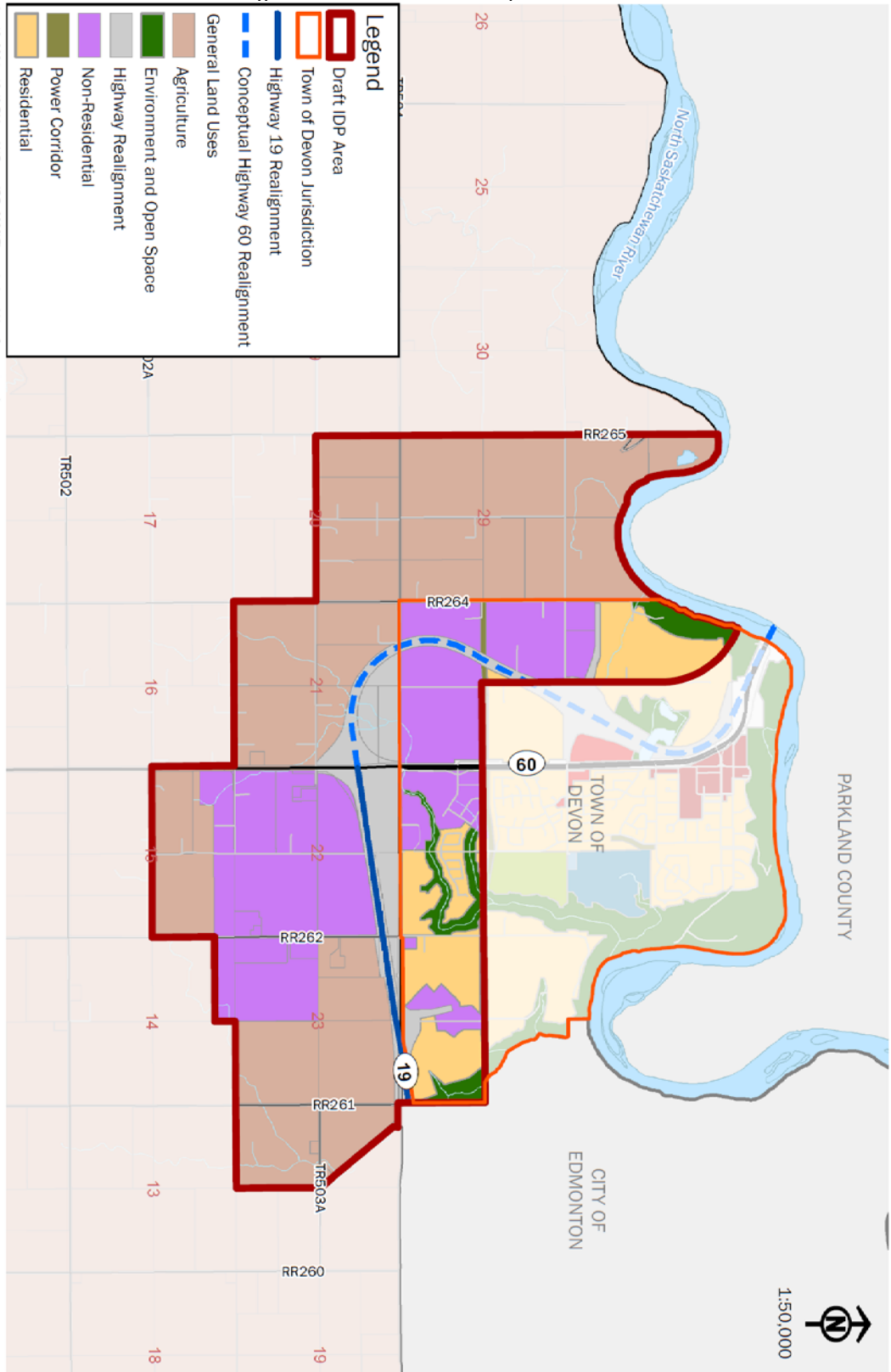
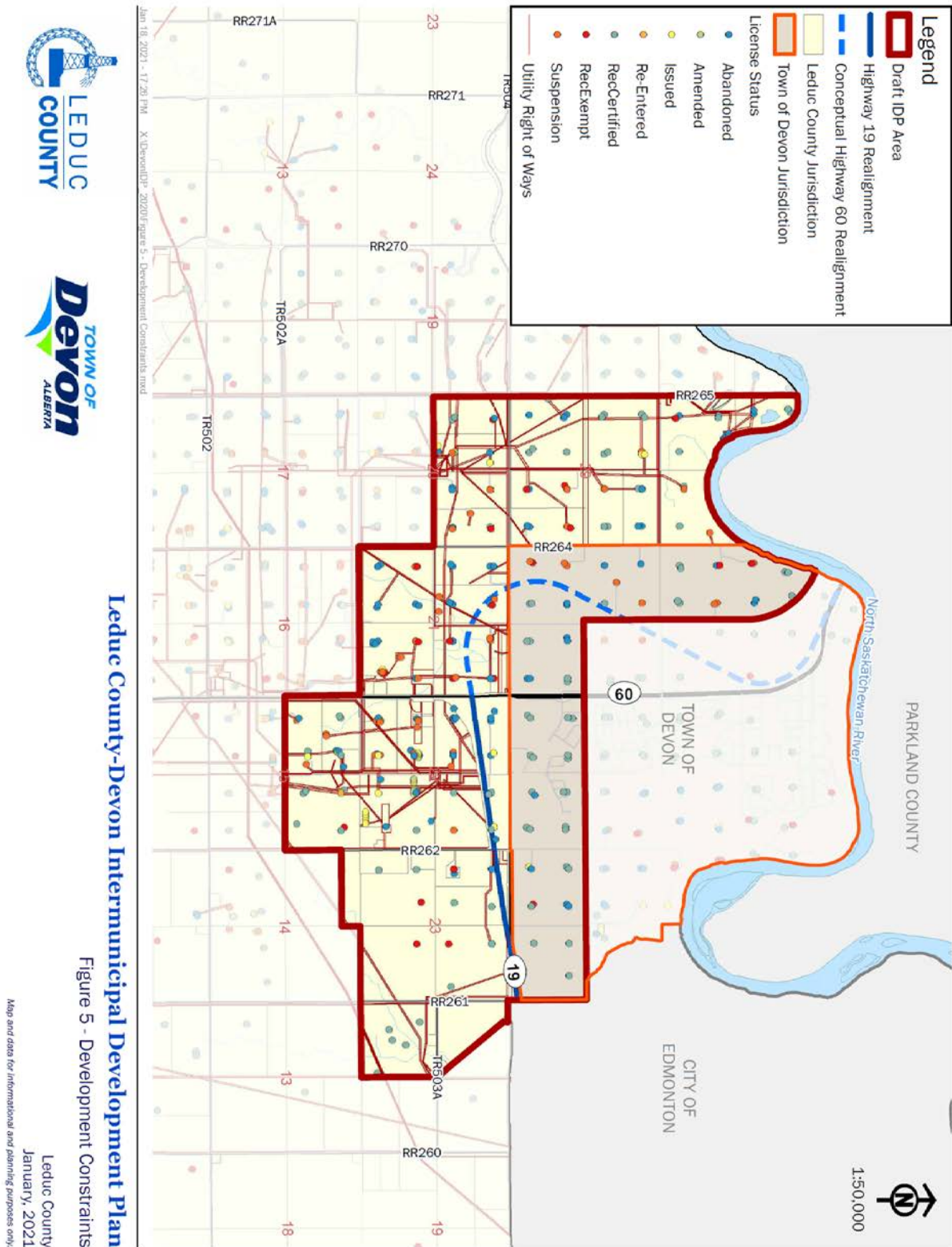


Figure 5 Development Constraints



6.0 AGRICULTURE

6.1 Background

Agriculture is important to Leduc County and the Edmonton Metropolitan Region. Agriculture is the single largest land use in the Metropolitan Region. According to the Edmonton Metropolitan Region Board, agriculture generates an estimated 3.75B in annual revenue and employs more than 6000 people in the Edmonton Metropolitan Region. To ensure a sustainable future for agriculture, it is important to protect agriculture land.

The Town's and County's agriculture policies in the IDP area are as follows:

(a) Supply of Agricultural Land

Agriculture will continue to be the primary land use in Leduc County on the lands surrounding the Town of Devon, excepting the lands in the South of Devon Industrial Area Structure Plan.

(b) Review of IDP

Conversion of the lands designated agriculture in the IDP area to a non-agriculture use will require an amendment to the IDP and be supported by documentation that demonstrates the

land use proposed is needed to accommodate the population and employment projections of the respective municipality.

(c) Area Structure Plans

Premature conversion of agricultural land to non-agriculture uses in either municipality should be avoided. Agricultural land should continue to be used for agricultural purposes until such time as the land is required for the use designated in the Area Structure Plan.



7.0 RESIDENTIAL

7.1 Background

The Town and the County are both committed to providing residential areas that are not only safe and pleasant places to live, but also address the demand for a wide variety of housing options for residents. Future residential development will need to consider the demand for housing forms ranging from: single detached dwellings, townhouses, housing co-operatives, and apartments; ownership options including owner-occupied or rental accommodation; and innovations in lot sizes and pedestrian vs. vehicle orientation. Providing a variety of housing forms and tenure opportunities will address on-going issues such as housing affordability.

Figure 4 – Land Use Concept identifies areas for residential development. Residential development shall be to an urban standard and density in the IDP area located in the Town of Devon. Urban and country residential development in the IDP area outside of the Town of Devon is not supported.



7.2 Residential Policies

The Town's and the County's policies related to residential growth in the IDP are as follows:

(A) Design of Urban Residential Areas

Support the creation of future residential areas that are well-designed and of a high quality. Residential development should be in accordance with the design principles established in the Town of Devon Municipal Development Plan.

(b) Urban Density

New residential developments shall meet the minimum greenfield residential density of the Edmonton Metropolitan Region Growth Plan and strive to meet the aspirational intensification target of the Edmonton Metropolitan Region Growth Plan.

(c) Area Structure Plans

New multi-lot residential developments or subdivisions in the residential area will only be considered by the Town through the preparation of an Area Structure Plan(s).

(d) Outline Plans

Outline Plans may be used as a planning tool. Outline Plans should operate in a similar fashion to Area Structure Plans as part of the subdivision planning framework. Outline Plans may be used where there is an Area Structure Plan governing the proposed subdivision site. Outline Plans are required to conform to the general principles and concepts established within the overarching Area Structure Plan.

(e) Review of IDP

Multi-lot residential developments and/or subdivisions in the agriculture area identified in Figure 4 Land Use Concept will only be considered through a proposed amendment to the IDP itself, considering the direction of the Edmonton Metropolitan Region Growth Plan, and the preparation of an Area Structure Plan(s).

(f) Innovative Approaches

Consider innovative designs for any new residential developments that reduce vehicle dependency; provide more housing choices; offer mixed residential uses, forms, and activities in a neighbourhood node; and accommodate future transit options.

(g) Level of Service

Require levels of infrastructure and municipal services for any new residential development in accordance with the development standards of the Town of Devon.

(h) Affordable Housing

Work with the Province through its housing programs, and other agencies, such as the Leduc Foundation, to ensure that an adequate supply of quality affordable housing is addressed in the IDP area.

8.0 INDUSTRIAL

8.1 Background

The Town and the County are both interested in expanding their economic base by increasing the amount of industrial activity in their respective jurisdictions. In developing the vision for the IDP area in the long term future, it is important for the Town and the County to consider the health and viability of existing and new industrial activity in the area. This includes supporting partnerships between industries to gain mutual benefits, addressing land use conflicts, and eliminating negative environmental impacts.

Figure 4 – Land Use Concept identifies areas for non-residential development. Industrial development in the non-residential area of the IDP is located in the Town along its western and southwestern boundary to take advantage of the highly-visible Highway 19 and 60 corridors. Industrial development in the non-residential area of the IDP in Leduc County is located south of the future Highway 19 and 60 interchange which will serve as a buffer from the commercial and residential uses located to the north, in the Town of Devon.

Overall, the Town and the County may be well-positioned to take advantage of future demand for industrial land in the Metropolitan region market. Areas identified in the IDP for non-residential development are well-served by regional highway connections and urban-standard municipal infrastructure is available to be extended.

To fully realize this opportunity, a collaborative approach to industrial development would need to be undertaken to ensure that development in the County and in the Town will not prejudice opportunities for each other.



8.2 Industrial Policies

The Town's and the County's policies related to industrial areas of the IDP are as follows:

(a) Design of Industrial Areas

Support the design of industrial areas that are well-designed and of a high quality. When it occurs, industrial development shall be in accordance with the design principles acceptable to the Town and County. Lands that are only used for outdoor storage are to locate away from the Highway 19 and 60 corridors. Nuisance factors associated with uses on industrial lands should not extend beyond the boundaries of an individual site.

(b) Area Structure Plans

New industrial developments or subdivisions would only be considered by the Town and the County through the preparation of an Area Structure Plan(s).

(c) Outline Plans

Outline Plans may be used as a planning tool. Outline Plans should operate in a similar fashion to Area Structure Plans as part of the subdivision planning framework. Outline Plans may be used where there is an Area Structure Plan governing the proposed subdivision site. Outline Plans are required to conform to the general principles and concepts established within the overarching Area Structure Plan.

(d) Future Industrial Development

Any new proposals for industrial development in the agriculture area identified in Figure 4 Land Use Concept will only be considered by the Town and the County through a proposed amendment to the IDP itself, considering the direction of the Edmonton Metropolitan Region Growth Plan, and the preparation of an Area Structure Plan(s).

(e) Industrial Design Guidelines

Jointly prepare design guidelines or regulations that would apply to industrial areas along Highways 19 and 60 to ensure consistent and high quality development along major entranceways into the area.

(f) Heavy Industrial Uses Not Permitted

Heavy industrial uses, which are capable of having a detrimental effect on humans or the environment through the discharge or emission of toxic, noxious, or hazardous products, will not be considered in the IDP area.

(g) Level of Service

At full build out of an Area Structure Plan, industrial development will be fully serviced in accordance with the development standards of the respective municipality.

(h) Cost/Revenue Sharing

Undertake discussions to determine a cost-sharing arrangement between the Town and County for the costs of providing infrastructure to the South of Devon Industrial ASP area. Explore revenue sharing options between the Town and County for new non-residential growth in the South of Devon Industrial ASP area.

(i) Regional Promotion

Work collaboratively to promote the industrial areas of the IDP as an opportunity for industrial development on fully-serviced, comprehensively-planned lands.

(j) Off-Site Levies

Review the Town's and County's Off-Site Levy Bylaw and determine if amendments are required to address the costs of providing municipal servicing infrastructure to the IDP area. Alternatively, explore opportunity to develop a joint off-site levy bylaw that applies only to the South of Devon Industrial ASP area, or a portion thereof.

9.0 COMMERCIAL

9.1 Background

In contemplating potential future commercial opportunities in the IDP in the long term, the viability of downtown Devon will need to be considered in conjunction with a need for a diverse land use mixture in future growth areas. Two types of commercial development are contemplated in the IDP Area - highway commercial and neighbourhood commercial nodes. The long term intent of these commercial uses is to provide for the basic needs of future residents of the area, but also to be limited to an extent that will allow downtown Devon to thrive.

Highway commercial development is concentrated along the Highway 60 and 19 corridors in the non-residential area of the IDP and the neighbourhood commercial nodes are located in the resident area of of the IDP as shown on Figure 4 – Land Use Concept.

9.2 Commercial Policies

The Town's and the County's policies related to potential future commercial areas of the IDP are as follows:

(a) Design of Commercial Areas

Support high quality and well-designed commercial areas that are developed to minimize any impacts on adjacent residential development and support a more pedestrian-oriented environment.



(b) Area Structure Plans

New commercial developments or subdivisions would only be considered by the Town and the County through the preparation of an Area Structure Plan(s).

(c) Outline Plans

Outline Plans may be used as a planning tool. Outline Plans should operate in a similar fashion to Area Structure Plans as part of the subdivision planning framework. Outline Plans may be used where there is an Area Structure Plan governing the proposed subdivision site. Outline Plans are required to conform to the general principles and concepts established within the overarching Area Structure Plan.

(d) Future Commercial Development

Commercial development of a variety of forms in the IDP may be considered in the residential and non-residential areas in conjunction with any future Area Structure Plan exercise.

(e) Commercial Needs

Develop strategies to encourage new commercial development to meet the future needs of the local population.

(f) Level of Service

At full build out of an Area Structure plan, commercial development will be fully serviced in accordance with the development standards of the respective municipality.

(g) Commercial Design Guidelines

Consider the joint preparation of design guidelines or regulations that would apply to potential highway commercial areas along Highways 19 and 60 to ensure consistent and high quality development along major entranceways into the area.

10.0 COMMUNITY AND INSTITUTIONAL

10.1 Background

Within the Town, there are a number of schools, religious assemblies, and community and cultural facilities, most of which are located in the northeastern portion of Town, near the existing downtown. These facilities presently serve the Town's population, and likely also a sizeable proportion of the County population living in the surrounding area.

Development of community and institutional uses in the IDP area will continue to be concentrated in the Town.

10.2 Community and Institutional Policies

The Town's and the County's policies related to potential future community and institutional uses in the IDP area are as follows:



(a) Delivery of Services

Work cooperatively and with outside agencies to develop new or maintain existing joint agreements for the delivery of recreation, education, culture, and protective services to residents in Devon, and potentially, the IDP area.

(b) Community Facilities – Planning

A joint study between the Town and the County should be prepared to establish future community facility and protective services needs in the Town and the IDP area.

(c) Planning Documents

Until a joint community facility and protective services needs study for the IDP area is prepared, utilize the Town's Facility Development Plan and Parks, Recreation, and Culture Master Plan (2004 - 2009) and the County's Parks and Open Spaces Master Plan for support on what future facilities are required in the area.

(d) School Locations

As part of any future planning exercises for the IDP area, consideration should be made to locate school facilities centrally in a neighbourhood or district, and adjacent to arterial or collector roadways to provide good visibility and access. Where practical, school sites should accommodate more than one school building, with shared park/open space facilities. The design of new neighbourhoods should minimize walking distances and maximize safety for children traveling by foot or bicycle to and from schools.

(e) Emergency Access

Any new subdivisions and developments should ensure that the safe and efficient movement of emergency vehicles and access to emergency facilities is provided.

(f) Community Facilities – Design

The design of new community facilities should be undertaken with consideration to the long-term needs of the ultimate population of the area, and allow for appropriate expansion in the future.

(g) Facility Funding

Developers may be required to contribute a per unit fee towards the development of future community facilities.

(h) Sustainability

Encourage and support programs and projects that are proven to demonstrate future sustainability in operations and the environment.

(h) Education Opportunities and School Operations

Work with the public and separate school boards, as well as private school operators, to ensure that the educational needs of existing and future children in the Town and County continue to be met.

11.0 ENVIRONMENT, OPEN SPACES AND TRAIL NETWORK

11.1 Background

There are a number of environment and open areas that extend beyond the jurisdictional boundaries of the Town and County as identified in Figure 6 – Environment, Open Spaces and Trail Network. These provide important linkages and will continue to be protected by federal and provincial legislation, zoning, and through the dedication of environmental reserve at the subdivision stage. They could be further enhanced by the development of trails in their proximity, which would contribute to the regional trail system along the River (a portion of which is designated as part of the Trans Canada Trail network) as well as provide important recreational opportunities in the area.

The Leduc No. 1 Historical Site is identified as a heritage site in the IDP area. There is also a small memorial located at the northwest intersection of Highway 19 and Range Road 265 that would merit protection. It commemorates the homestead on SE 30-50-26-W4 of John (Ivan) Borys, who arrived in the area in 1897 from Austria. Prior to development occurring, the Town and the County will work to identify any potential historical or archaeological sites in the IDP area.



11.2 Environment, Open Spaces and Trail Network Policies

The Town's and the County's environment, open spaces and trail network policies in the IDP Area are as follows:

(a) Cooperation in Environmental Protection

Work with local environmental groups and relevant provincial and federal government agencies to ensure proactive and appropriate management of the natural features, prior to, and during, any future development.

(b) Top of Bank Delineation

Any development proposals, including at the Area Structure Plan stage, adjacent to significant natural features such as the North Saskatchewan River shall be responsible for delineating the top of bank based on the approval of a qualified engineer and to the satisfaction of the respective municipality.

(c) Top of Bank Protection

Land lying below the geographical top-of-the-bank of the North Saskatchewan River or its ravines shall be dedicated as Environmental Reserve. A corridor not less than 6.0 m in width from the top-of-the-bank, or a greater distance if recommended by Alberta Environment, shall be designated as Municipal Reserve to provide public access and conservation opportunities.

(d) Top of Bank Setbacks

Any future development shall be set back a minimum of 30.0 m from the geographical top-of-the-bank of the North Saskatchewan River or its ravines. Proposed reductions or increases to the 30.0 m setback shall be substantiated through the preparation of a geotechnical evaluation prepared by a qualified professional geotechnical engineer.

(e) Trail Locations

Locations and alignments of conceptual trail networks identified on Figure 6 should be considered in future Area Structure Plans, and would be determined in more detail at the Outline Plan, zoning and subdivision stages of development. At future stages of development, the Town and the County will work with the organization overseeing the Trans Canada Trail to identify locations for this facility.

(f) Park/School Sites

Possible future park/school sites should serve a variety of educational and recreational needs including schools, parks, sports fields, and playgrounds.

(g) Development of Park/School Sites

The development of any future park/school sites should be a coordinated initiative among the municipalities, the appropriate school board(s), and any resident's associations.

(h) Municipal Reserve

For any future development, require that a minimum of 10% of the gross developable area of land addressed by a proposal be dedicated for the purposes of providing Municipal Reserve, school reserve, and/or Municipal and school Reserve. Where deemed appropriate by the Subdivision Authority(s), money in place, or a combination of land and money in place, of Municipal Reserve may be considered.

(i) Landscaping Features

Other elements of a future parks and open space system should include buffers, landscaping, and/or boulevards along major roadways and the two highways.

(j) Environmental Review

As part of any future Area Structure Plan, Outline Plan, rezoning, or subdivision process, the submission of an Environmental Impact Assessment (addressing natural areas on the site) or Environmental Site Assessment (addressing the site for contamination) may be required by the Town and/or the County. A qualified environmental consultant must prepare the evaluation, in accordance with the respective Municipal Development Plan of the Town of Devon or Leduc County. The Town's Wetland Study and the County's Environmentally Significant Study will be considered and used as a guide in the preparation of future statutory plans, subdivision and development proposals.

(k) Environmental Reserve

Areas identified as sensitive natural areas may be designated as Environmental Reserve lands as part of a future development process in accordance with the *Municipal Government Act*. If private ownership of environmentally-sensitive lands is deemed more appropriate by the respective municipality, an environmental reserve easement may be used to protect the sensitive lands.

(l) Retention of Existing Tree Stands

Owners of lands with existing tree stands will be encouraged to retain them to the extent possible.

(m) Environment Management Plan

The Town and the County shall prepare a management plan for the North Saskatchewan River and creek/ravine system to identify long-term preservation and enhancement of these lands.

(n) Geotechnical Investigation

Any application for future development that contains or is in the vicinity of a swamp, gully, ravine, coulee, or natural drainage course, is subject to flooding, abuts the bed and shore of any lake, river, stream, or other body of water, or in the opinion of the respective municipality is unstable, may be required to submit a geotechnical investigation.

The investigation shall:

- Consist of background research, borehole drilling, Standard Penetration Tests (SPTs), laboratory analysis, visual analysis, and index testing;
- Include a report with summary recommendations written in layperson's terms;
- Be reviewed and stamped by a qualified professional geotechnical engineer;
- Be available for review by a qualified professional engineer identified by the Town and the County; and
- Include any other items required at the discretion of the respective municipality.

(o) Floodplain Information

Possibly require the submission of floodplain information, at the owner's cost, at a future development stage if the location of a proposed development is considered to be flood prone. The subdivision of lands within the 1:100 year floodplain, as identified by the information submitted, shall not be permitted unless adequate flood-proofing measures are undertaken.

(p) Restrictive Covenant

Recommendations from the geotechnical investigation identified in Policy 11.2 (o) shall be addressed through a restrictive covenant which shall be applied to any development at the time of subdivision indicating no development or excavation of any kind (including landscaping, construction of swimming pools, or building of decks) shall be permitted without the respective municipality's written approval.

(q) Sour Gas Wells

Maintain information, as supplied by the Alberta Energy Regulator(AER), indicating where sour gas facilities are located in the IDP area.

(r) AER Setback Regulations and Guidelines

Apply AER setback regulations and guidelines respecting sour gas and other oil and gas facilities, including pipelines, when considering any future Area Structure Plan, Outline Plan, subdivision, and development proposals.

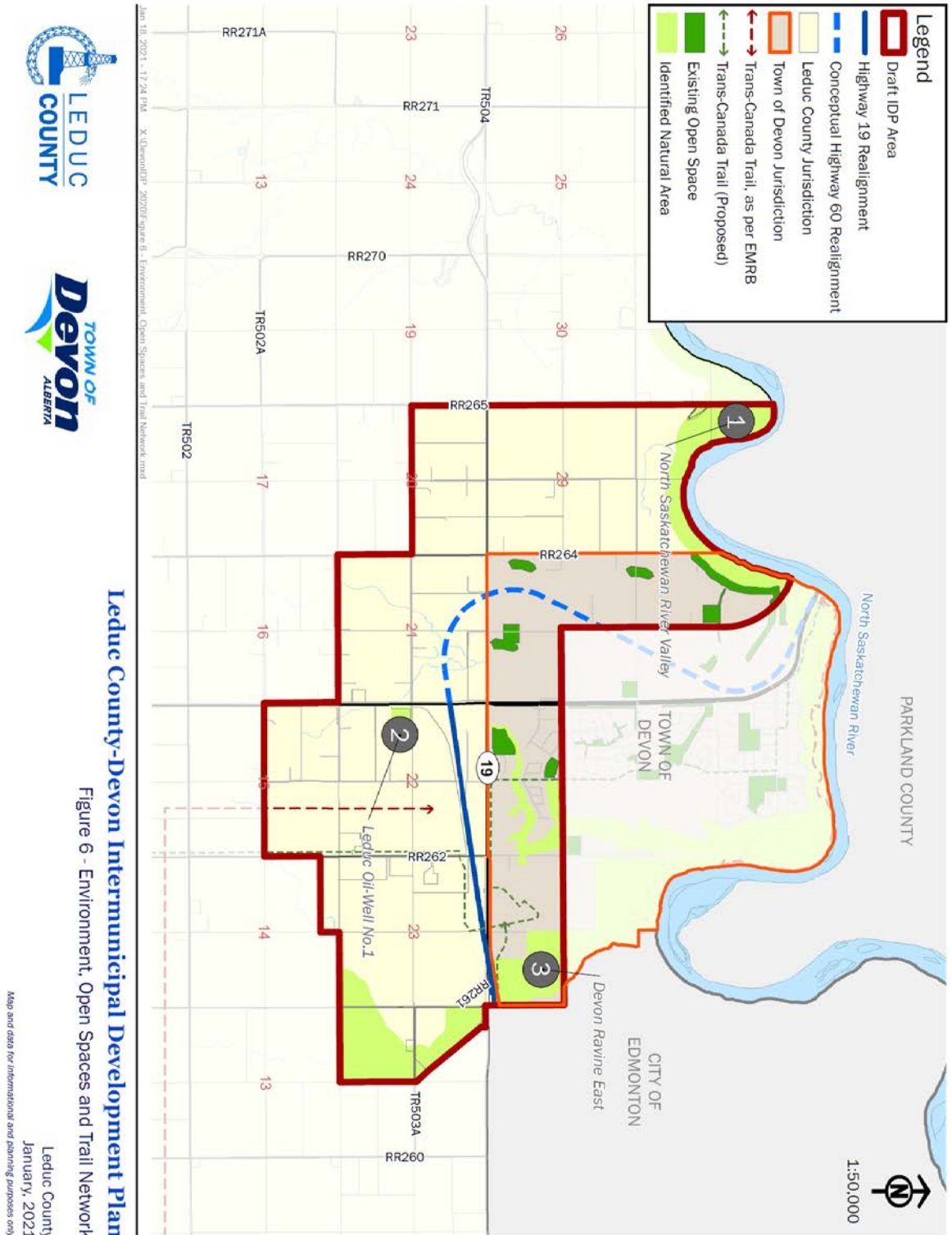
(s) Heritage Conservation

Conserve and protect buildings and features, which have made a significant contribution to the settlement, cultural, and religious character of the area.

(t) Historical Review

As part of any future Area Structure Plan process, require the submission of a Historic Resources Overview (HRO), and/or a Historic Resources Impact Assessment (HRIA) to be reviewed with the Province in accordance with the requirements of the *Historical Resources Act*.

Figure 6 – Environment, Open Spaces and Trail Network



12.0 TRANSPORTATION

12.1 Background

The IDP area is currently well-served by an established transportation network, which is comprised of primary Provincial highways, Town arterial connectors and local roads, and Range Road and Township Roads in the County's jurisdiction. The performance of the transportation network affects quality of life, economic well-being, and generally, the success of development in a community. The role of an integrated transportation network is to facilitate multiple modes of transportation. The existing network in the IDP area supports, to varying degrees, vehicles, pedestrian, bicycles, and public transit. Figure 7 - Transportation Network shows the location of these roadways.



Alberta Transportation is twinning Highway 19, from Highway 60 east to the Queen Elizabeth II Highway. The ultimate intent for this roadway is for it to be developed as a four lane divided facility, with a posted speed limit of 100 km/h. Figure 7 - Transportation Network (and all other Figures in the Plan) identifies the ultimate right-of-way requirement and alignment for the future Highway 19 facility that have been identified by Alberta Transportation.

Detailed drawings of Highway 19 realignment proposes the removal of accesses to Range Road 261 and 262 and a permanent access at Highway 19 and a location west of Range Road 261. A service road from this access point south of Highway 19, running parallel with Highway 19 to the west, is required when Range Road 262 access is removed.

Alberta Transportation's long-term highway plans also include the realignment of Highway 60 through the Town of Devon. The conceptual alignment indicates an interchange at the intersection of Highway 19 and Highway 60. Once the realigned Highway 60 has been completed (which would have a posted speed limit of 100 km/h), the existing alignment will revert to use as an important arterial roadway connection in the Town. The conceptual realignment of Highway 60 is also shown on Figure 7 - Transportation Network.

12.2 Transportation Network Policies

The Town's and the County's policies related to the potential future transportation network in the IDP area are as follows:

(a) Transportation Master Plans

Update the *Town of Devon Transportation Study* and include appropriate material in a future Transportation Master Plan for the County that addresses the future needs of the IDP area and its connections to the existing network. In the longer term, consider the preparation of a joint Transportation Master Plan for the overall IDP area. Subsequent to such activities, require a review of the IDP to identify possible required amendments to ensure consistency between strategic planning documents.

(b) Roadway Network Standards

Roadway networks to be to the standard of the respective municipality, or at an alternate standard, in consultation with the other municipality. Common design standards to be considered for roads that extend across municipal boundaries. Consider the provision of bicycle or other alternate modes of transportation as part of any future urban roadway facility.

(c) Area Structure Plans and Outline Plans

Require any future Area Structure Plans and Outline Plans in the IDP area to fully identify how the area will be provided with transportation facilities, in keeping with the requirements of the respective municipality.

(d) Alberta Transportation

Encourage Alberta Transportation to protect and enhance the integrity of Highways 19 and 60 in the IDP area, and encourage the prompt expansion of both facilities.

(e) Highways 19 and 60

Meet on a regular basis with Alberta Transportation to update the status of planning and development of the highway systems and lands within the vicinity of the highways.

(f) Coordination of Transportation Networks

Support the coordination and integration of local, regional, intra-provincial, and inter-provincial transportation networks. Monitor the activities of the Edmonton Metropolitan Region Board with regard to regional transportation initiatives, and consider future amendments to the IDP as necessary to ensure consistency.

(g) Development and Subdivision in Proximity to Highways

Require any future development and subdivision along Highways 19 and 60 to:

- Obtain approvals, as required, from Alberta Transportation; and
- Coordinate the number of entry and exit points to the two highways.

(h) Clarity of Responsibilities

Support development, maintenance, and expansion of future transportation networks in the IDP area by clearly defining the responsibility for roadway construction and maintenance:

- Alberta Transportation is responsible for Highways 19 and 60;
- The Town or the County would be responsible for the care and control of any future local road systems, including public arterial, collector, and local roads, and existing local road intersections with Highways 19 and 60;
- Developers would be responsible for constructing any new roads required for new development or subdivision; and
- After the Town or the County approve a constructed roadway (and subject to any applicable warranty period), the road becomes the responsibility of the Town or the County, unless other arrangements have been agreed to with the developer.

(i) Partnerships

Support partnership agreements between the Town, the County, and/or a developer where roads can be developed jointly for mutual benefit.

(j) Security

As part of the review of future development proposals, require developers to provide an irrevocable form of security to ensure that road construction meets the standards of the respective municipality.

(k) Water Crossings

Consult appropriate provincial and federal government agencies where any new road will be required to cross a permanent and naturally-occurring water body, and ensure that all necessary approvals have been issued before construction begins.

(l) Primary Highway Upgrades

As development proceeds, require a developer to address the costs of any upgrades to Highways 19 and 60 as required by Alberta Transportation.

(m) Intermunicipal Planning of Roadways

Coordinate the approval and development of any future roadways in the IDP area through the respective administrations and IDP Liaison Committee.

(n) Development Along Highways or Arterials

Require future developments abutting Highways 19 and 60 and potential arterial roads in the IDP area to:

- Provide sufficiently wide right-of-way or setback to accommodate a berm, landscaping, trees, dividers, or similar aesthetic features or noise attenuation;
- Be suitably set back so as not to interfere with the improvement or widening of the roadway; and
- Not contain visually-distracting design features, lighting, or signage that would pose a danger or distraction to traffic.

(o) Public Transportation

Explore partnerships with other municipalities in the Metropolitan Region for the provision of public transportation into the Town and the IDP area.

(p) Truck Routes

Jointly maintain by Bylaw, and enforce a truck/dangerous goods route system which minimizes the circulation of truck traffic through the IDP area.

(q) Trail Development

As part of any future Area Structure Plan and Outline Plan process, require the identification of pedestrian and bicycle trail networks in the IDP area.

13.0 Municipal Servicing

13.1 Background

The Town owns and operates its own water and sanitary sewer distribution and treatment systems, as well as its own gas distribution system. The County belongs to the Capital Region Southwest Water Services Commission for the provision of potable water to portions of the County. Sanitary sewer services are provided to portions of the County through the Alberta Capital Region Wastewater Commission. The majority of the lands in the IDP area of the County obtain their water supply through the use of on-site water cisterns or wells. Sanitary sewer services for the IDP area of the County are primarily addressed through the use of on-site, private sewage disposal systems.



The Town also owns and operates its own natural gas distribution system. At present, the mandate of this system limits the provision of natural gas only to lands within the corporate limits of the Town. Natural gas is distributed to the IDP area in the County by Apex Utilities. Other franchise utilities, such as power (EPCOR/Fortis Alberta), cable (Shaw Cable), and telephone (TELUS), could also be expanded/extended into the IDP area in the County should development begin to proceed.

Numerous utility and pipeline corridors are present in the IDP area. Many of them serve the continental energy system, while others provide services to residents in the area. The Town and the County should maintain current information about existing and proposed major utility and pipeline corridor projects, and become involved in the approval processes for these facilities where necessary. Utility servicing for local developments will continue to be addressed as part of the Town's and the County's development review processes.

13.2 Future Water Servicing

Development proposals may emerge in the near future with respect to providing water servicing to the South of Devon Industrial ASP shown on Figure 3 - Planning Context. As there is presently no water servicing to the lands in the IDP area in the County's jurisdiction, the provision of piped water servicing would need to be extended from the Town or another location. To accommodate this, the Town and the County would have to explore partnerships relating to the costs of the extensions, and the responsibility for maintenance of the services if they are provided. Further, the Town would need to consider the implications on the currently unserved lands in the Town boundaries. In the absence of water servicing being provided directly by the Town, the provision of a piped water supply to service the IDP area in the County's jurisdiction would likely involve the extension of water mains several kilometres to the west from the Nisku area near the Queen Elizabeth II Highway. The more realistic opportunity for providing piped water servicing to the IDP area is through extensions of the water network in the Town of Devon.

13.3 Future Sanitary Servicing

Similar to the circumstances with water servicing, development proposals may emerge in the near future with respect to providing sanitary sewer servicing to lands in the South of Devon Industrial ASP area shown on Figure 3 – Planning Context. As existing sanitary sewer servicing is primarily provided through the use of on-site, private sewage disposal systems in the IDP area in the County's jurisdiction, the provision of piped sanitary sewer servicing would need to be extended from the Town. To accommodate this, the Town and the County would have to explore partnerships relating to the costs of the extensions, and the responsibility for maintenance of the services if they are provided. Further, the Town would need to consider the implications on the current unserviced lands in the Town boundaries. In the absence of sanitary sewer servicing being provided directly by the Town, the provision of piped sewer mains to service the IDP area in the County's jurisdiction would likely involve the extension of existing mains several kilometres to the west from the Nisku area near the Queen Elizabeth II Highway. As with the scenario with water servicing the more realistic opportunity for providing piped sanitary sewer servicing to lands in the IDP area in the County's jurisdiction is through extensions of the existing network in the Town of Devon.

13.4 Future Stormwater Management Servicing

The existing drainage basin boundaries in the IDP area are shown in Figure 10 - Stormwater Servicing and Basins. These basins have boundaries that extend outside of the Plan area. Generally, the land drains from south to north and has minor high points and depression areas all around. There are two major creeks located near the eastern portion of the Plan area with drainage basins extending south and south east. Both creeks drain to the North Saskatchewan River.

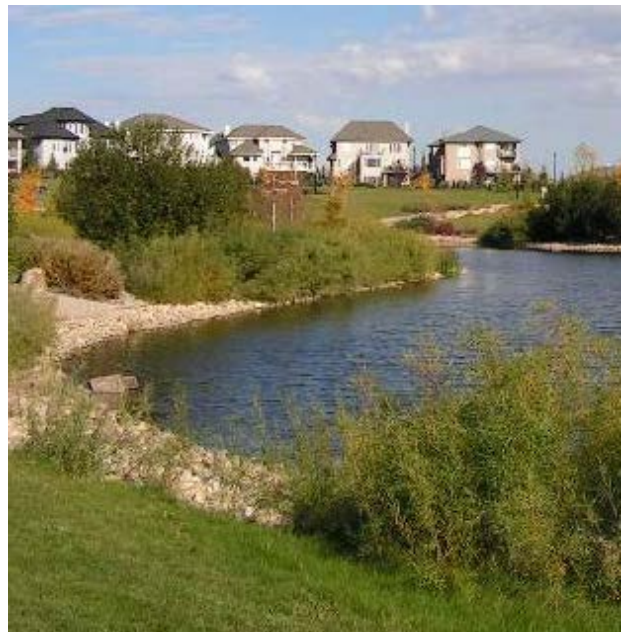
Master Drainage Plans for the above drainage basins should be developed to provide a clear understanding of the stormwater management and drainage servicing needs within the IDP area. These documents can be used as guidelines for future developments within the Plan area to manage and control stormwater management requirements. Master Drainage Plans should be undertaken in accordance with federal, provincial, and municipal standards and guidelines. Factors such as environmental issues, wildlife and fish habitat, creeks and river erosion control, and quality and quantity of runoff released to the natural water bodies should be considered and addressed properly in these documents.

13.5 Municipal Servicing Policies

The Town's and the County's policies related to the provision of municipal servicing and utilities in the IDP area are as follows:

(a) Level of Service

At full build out, Area Structure Plans will be fully serviced (including municipal water, sewer, and stormwater management), natural gas, and franchise utilities (power, cable, and telephone), in accordance with the development standards of the respective municipality.



(b) Area Structure Plans and Outline Plans

Area Structure Plans and Outline Plans will provide detailed servicing concept studies for the provision of water, sanitary sewer, stormwater management, and franchise utilities.

(c) Future Water Distribution Network

Explore opportunities and establish partnerships between the Town and the County regarding the means of providing piped water services to the South of Devon Industrial ASP.

(d) Future Sanitary Sewer Distribution Network

Explore opportunities and establish partnerships between the Town and the County regarding the means of providing piped sanitary sewer services to the South of Devon Industrial ASP.

(f) Provision of Servicing

Owners/developers will be responsible for the costs of providing adequate water and sewage services, stormwater management facilities, roadways, curbs and sidewalks, and franchise utilities (e.g. gas, power, cable, telephone) to a new development area or site, should development proceed in the area.

(g) Off-Site Levies

Review the Town's and the County's Off-Site Levy Bylaws and determine if amendments are required to address the costs of providing municipal servicing infrastructure to the IDP area. Alternatively, explore the opportunity to develop a joint Off-Site Levy Bylaw that applies only to the South of Devon Industrial ASP.

(h) *Water for Life Strategy*

Incorporate the provincial government's *Water for Life* Strategy in all planning for future water infrastructure.

(i) Stormwater Run-off Rates

Require, as a condition of subdivision approvals that propose the creation of five or more lots, the preparation and submission of a stormwater management plan prepared by a qualified professional engineer registered in the province of Alberta, that shall demonstrate how the use of stormwater best management practices reduce post-development run-off rates to pre-development levels.

(j) Stormwater Management Plan Requirements

Require a stormwater management plan, at either the Area Structure Plan, Outline Plan or subdivision stage, which shall be approved by Alberta Environment, the Town, and the County, to include the following information, at a minimum:

- Topography;
- Watershed and development in relation to it;
- Proposed minor drainage system (ditches/pipes/catch basin locations);
- Proposed major drainage system (direction of surface drainage);
- Proposed on-site detention/retention facility (location/size);
- Location of outflow/outfall structures; and
- Any related modeling and calculation information.

(k) Stormwater Discharge

Control the rate and quality of stormwater discharge into the North Saskatchewan River through the use of stormwater management facilities, avoiding areas of steep and unstable slopes for discharge points, and if feasible, through water quality monitoring.

(l) Treated Water Discharge

Continue to monitor the quality of treated wastewater being discharged into the North Saskatchewan River and ensure that standards set by Alberta Environment are met or exceeded.

(m) Extension of Services

The provision of municipal services into an area will be a logical extension of existing infrastructure, and will consider the cost implications of such extensions and broader regional servicing capacity needs.

(n) Energy Utility Corridors

Minimize conflict between energy utility corridors (e.g. pipeline and powerline rights-of-way) and neighbouring land uses. Future subdivision of land will ensure parcel sizes that will allow for sufficient setback of development from these corridors. Energy utility facilities required in the future would be encouraged to locate in existing or planned corridors to avoid incompatible land uses and minimize land fragmentation.

(o) Energy Utilities Development

Continue to work in conjunction with the Energy Resources Conservation Board (ERCB) and the Alberta Energy Regulator (AER) regarding developments in the IDP area relating to the oil and gas and utilities industries.

(o) Funding Assistance

Work with government programs to secure funding to assist in the development of a water service project or other servicing projects as they arise.

Figure 8 Existing Water Servicing

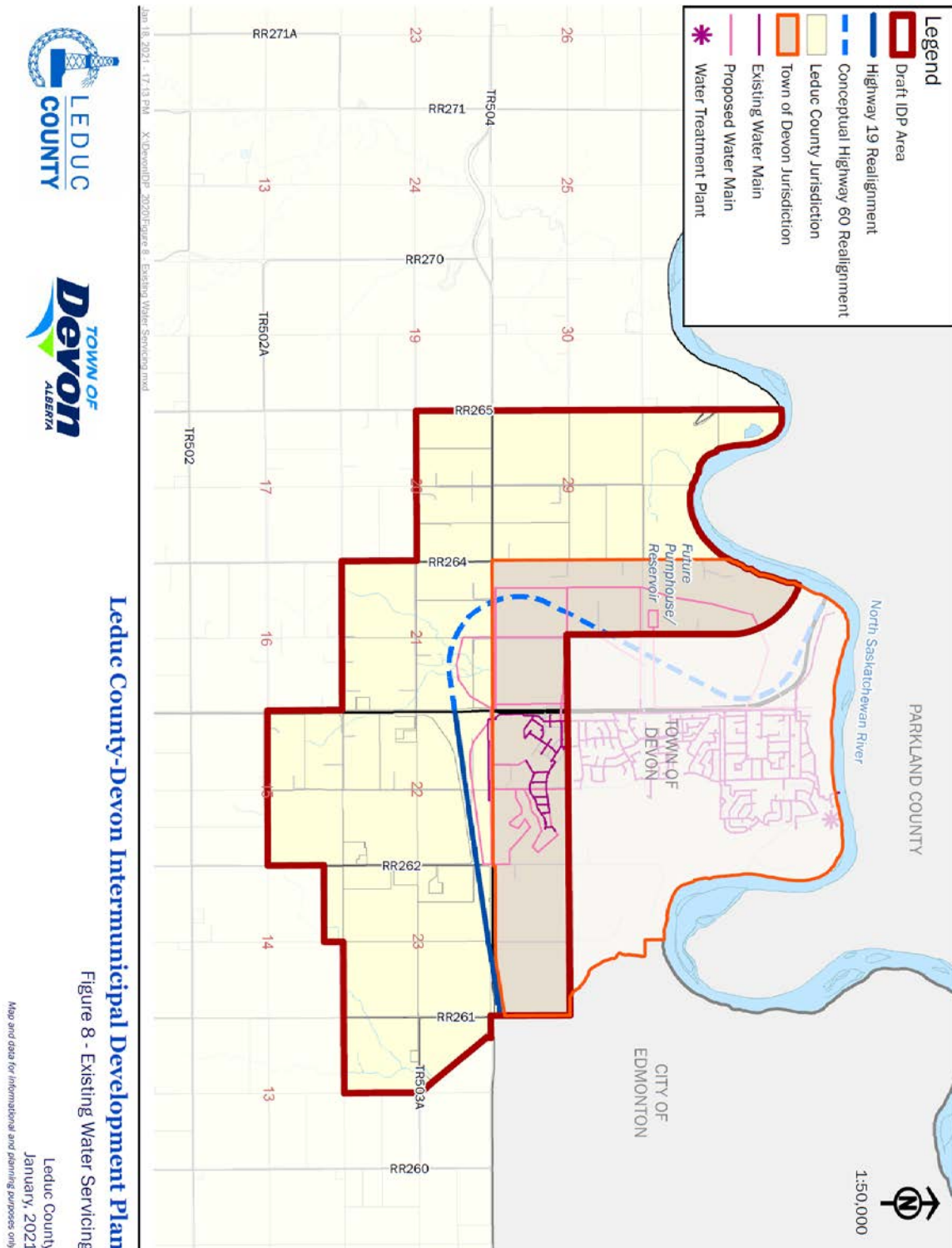


Figure 9 Existing Sanitary Servicing

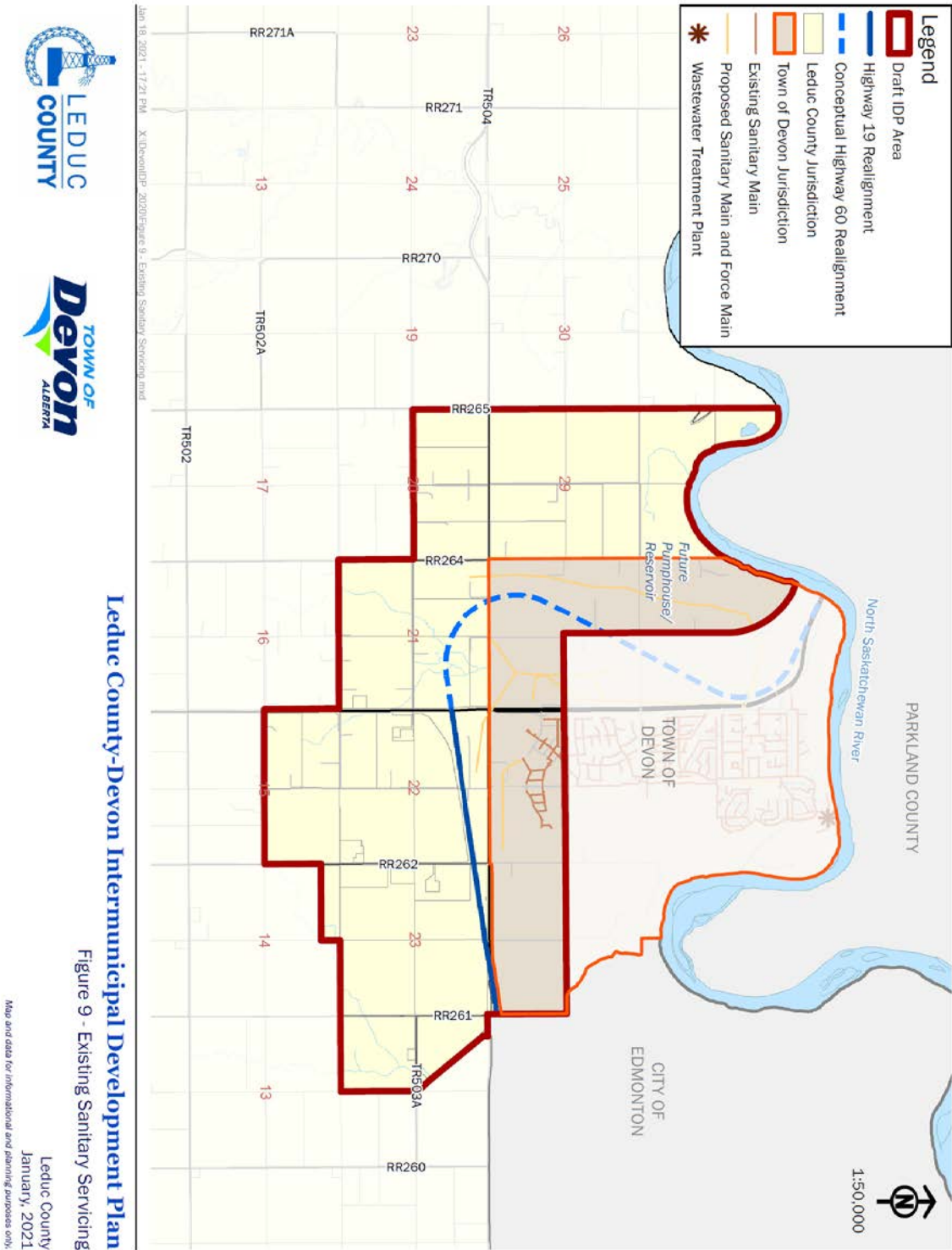
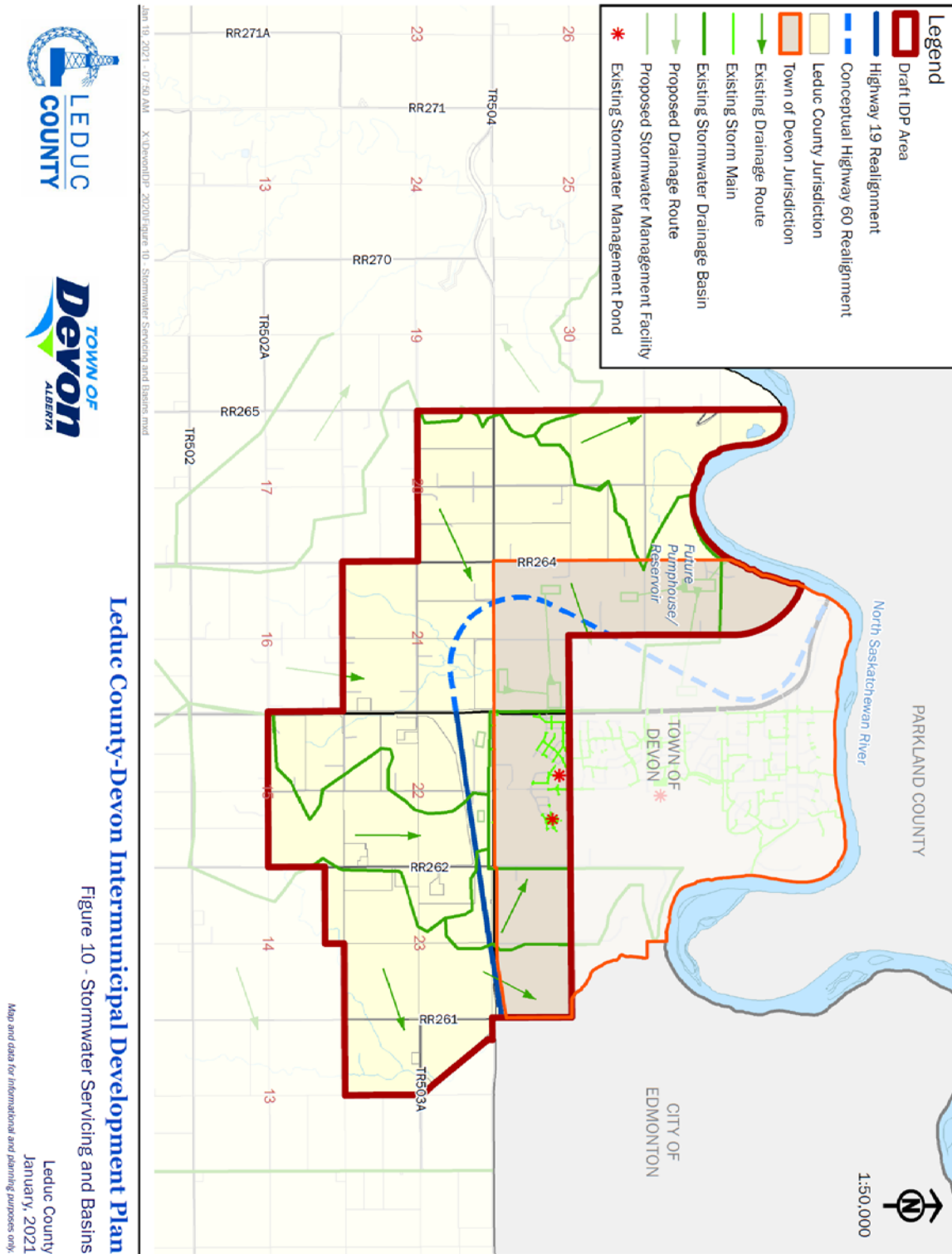


Figure 10 Stormwater Servicing & Basins



14.0 PLAN IMPLEMENTATION

14.1 Background

The implementation process undertaken for the IDP will dictate whether or not the Plan will be ultimately successful. The detailed policies identified in the IDP can be translated into direct action items to ensure clarity for each municipality in terms of their roles and responsibilities. Given the long-term direction of the IDP, changes over time will be required to ensure that it remains responsive to emerging issues and opportunities in the area. The establishment of an Intermunicipal Development Plan Liaison Committee will assist the Councils and administrations of the Town of Devon and Leduc County in achieving the goals of the Plan over time.

14.2 General Implementation Policies

The Town's and the County's policies related to the general implementation of the IDP are as follows:

(a) IDP

The IDP and the figures contained herein will be the primary land use planning tool guiding the Town and the County in decision-making for future development.

(b) Municipal Development Plan Amendments

Amendments to the Municipal Development Plan of each municipality may be required to ensure consistency with the policies and provisions of the IDP.

(c) Reflection of IDP in Other Planning Documents

Use the intent of the IDP policies as a guide for the preparation and review of all planning documents in the Plan area.

(d) Ongoing Cooperation

Continue cooperative efforts to attract economic development in the IDP area that will provide new investment and employment opportunities for both municipalities.

Continue to explore various cost recovery mechanisms, including but not limited to off-site levies and endeavours to assist in development agreements, in order to facilitate the development of and provision of certain municipal services in the IDP area.

Continue to explore revenue sharing options between the Town and County for new non-residential growth in the South of Devon Industrial ASP area.

14.3 IDP Liaison Committee

Leduc County and the Town of Devon have an IDP Liaison Committee. The intent of this Committee is to ensure the policy and intent of the IDP is carried forward in the day-to-day planning matters of each municipality.

The Town's and the County's policies related to the establishment of an IDP Liaison Committee are as follows:

(a) Establishment of Committee

The respective Councils of the Town of Devon and Leduc County appoint three council members to sit on the IDP Liaison Committee.

(b) Committee Composition

The Committee composition will be comprised of three members of Council from each municipality. The Chief Administrative Officer of the Town of Devon and the County Manager of Leduc County will provide assistance to the Committee.

(c) Committee Role

The role of the IDP Liaison Committee includes, but may not be limited to, the following:

- To assist in the interpretation of the intent of the IDP;
- Review and provide comment to each respective Council on applications to amend the IDP;
- Review and provide comment to each respective Council on applications by the Town for annexation of County lands in the IDP area;
- To assist in the development of specific initiatives related to the provision of servicing and other infrastructure, open space, or other public amenities in the IDP area that are in accordance with the policies of the IDP;
- Review the progress of the implementation of the IDP; and
- To undertake any other roles as identified by each respective Council.

14.4 Administration and Changes to the IDP

The *Municipal Government Act* identifies specific requirements for IDPs to address the day-to-day administration of the Plan, as well as procedures to be used by either municipality to amend or repeal the Plan.

The Town's and the County's policies related to the administration, review; amendment and repeal of the IDP are as follows:

(a) IDP Administration

Each municipality will oversee provisions of the IDP for lands within its municipal jurisdiction using its own administrative staff, and will determine what decision-making authority should be delegated to the IDP Liaison Committee and to staff.

(b) Review and Update of the IDP

Both the Town and the County agree to a mandatory review of the content of the IDP every five (5) years.

(c) Repeal of the IDP

Either municipality may serve notice of termination of the Plan and, one year after the service of such notice of termination, this IDP shall no longer continue to be in force or effect and each Council shall be at liberty to repeal its Bylaw adopting this Plan.

(d) Amendments to the Plan

The IDP may be amended from time to time subject to the approval of both municipal Councils through a Bylaw process. The types of amendments that could be anticipated include: changes to IDP policies or other text; changes to the boundaries of the IDP; or other matters, as agreed to by both municipalities. Proposed amendments to the IDP will be submitted to the Edmonton Metropolitan Region Board prior to third Reading of a bylaw to amend the Plan as may be required by the Regional Evaluation Framework.

14.5 Intermunicipal Dispute Resolution

The *Municipal Government Act* requires an IDP to include a procedure to be used to resolve or attempt to resolve any conflict between the municipalities that have adopted the plan. In order to adhere to the requirements of the *Municipal Government Act*, and to ensure that the process is fair and open, the dispute resolution process will be structured around the following five steps:

Step One	Administrative Review
Step Two	Chief Administrative Officer (CAO) Review
Step Three	IDP Liaison Committee Review
Step Four	Mediation
Step Five	Municipal Government Board Appeal

The process is arranged to allow opportunities for discussion and review with the goal of resolving any disputes early in the process, and prior to the matter being addressed by the Municipal Government Board. The issue may be resolved at any point in this process. In this Section of the Plan, "Initiating Municipality" refers to the municipality in which the land subject to a disputed proposal is located. "Responding Municipality" refers to the other municipality. "Proposal" may refer to:

- a land use planning application, such as an IDP amendment, an Area Structure Plan proposal or an amendment to an existing Area Structure Plan, an Area Redevelopment Plan proposal or an amendment to an existing Area Redevelopment Plan, or a land use rezoning proposal;
- proposals regarding the provision of municipal servicing such as water, sanitary sewer, stormwater management, or franchise utilities (power, gas, cable, or telephone);
- proposals regarding the provision of municipal roadway facilities and related infrastructure; proposals regarding the provision of local or regional community or recreation facilities;
- proposals regarding cost-sharing agreements between the two municipalities;
- proposals for annexation of land from one municipality to another;
- decisions from the respective municipal Assessment Review Board regarding property tax assessments; or
- any other matter that either municipality believes is worthwhile of intermunicipal review.

The Town's and the County's policies related to the intermunicipal dispute resolution process are as follows:

(a) Dispute Resolution Process

The following process outlined below is the procedure that the Town of Devon and Leduc County agree to adhere to regarding the resolution of intermunicipal disputes:

Step One: Administrative Review

1. The initiating municipality will ensure that complete information is provided addressing relevant criteria in the IDP in support of all site-specific applications or that all statutory plan processes are sufficiently documented.

2. Upon circulation of a proposal, the administration of the responding municipality will undertake a technical evaluation of the proposal and will provide any necessary comments to the administration of the initiating municipality.
3. Both municipalities will determine whether a proposal can be processed without it being referred to the IDP Liaison Committee.
4. If it is determined that the dispute can be resolved at the administrative level, the responding municipality will formally notify the initiating municipality and withdraw the dispute notification.
5. In the event that a proposal cannot be processed at the administrative level, either municipality may refer that proposal to the IDP Liaison Committee for review.

Note: Each municipality will be responsible for determining the degree of discretion to be delegated to each respective administration in the review of proposals.

Step Two: Chief Administrative Officer (CAO) Review

1. The CAOs from each municipality shall consider the issues and attempt to resolve the disagreement.
2. Should the CAOs be unable to resolve the disagreement within 30 calendar days, the matter shall be forwarded to the Intermunicipal Liaison Committee.

Step Three: Intermunicipal Liaison Committee Review

1. If a disputed proposal is referred to the IDP Liaison Committee, a Committee meeting will be arranged and the administrations of both municipalities will present their positions on the matter to the Committee.
2. After consideration of a proposal, the Committee may:
 - provide suggestions back to both administrations with respect to revisions to the proposal which should be considered to make it more acceptable to both municipalities;
 - if possible, agree on a consensus position of the Committee, either in support of, or in opposition to, the proposal, to be presented to both Councils; or
 - conclude that no initial agreement can be reached, and that a consensus position of the Committee will not be presented to the respective Councils.
3. If agreed to by both municipalities, a facilitator may be employed to assist the Committee in working toward a consensus position.
4. If a proposal cannot be satisfactorily processed following a Committee review, then that proposal will be referred to both municipal Councils. The Committee will provide both Councils with a recommendation on what action to take on the proposal, and whether or not mediation is an appropriate tool for resolving a dispute.

Step Four: Mediation

1. The following will be required before a mediation process can be established:
 - agreement by both Councils that mediation is necessary;
 - appointment by both Councils of an equal number of Town and County Councillors to participate in the mediation process;

- engagement, at equal cost to both municipalities, of an impartial and independent mediator agreed to by both municipalities; and
 - approval by both municipalities of a mediation schedule, including the time and location of meetings and a deadline by which the mediation process is to be completed.
2. If agreed to by both municipalities, any members of the IDP Liaison Committee or administrative staff from either municipality who are not participating directly in the mediation process may act as information resources either inside or outside the mediation room.
 3. All participants in the mediation process will be required to keep details of the mediation confidential until the conclusion of the mediation.
 4. At the conclusion of the mediation, the mediator will submit a mediator's report to both municipalities.
 5. If a mediated agreement is reached, then that agreement will be recommended back to both Councils for consideration. Both Councils will also consider the mediator's report and the respective positions of the municipal administrations with respect to the mediated agreement. Any mediated agreement will not be binding on either municipality and will be subject to the approval of both Councils.
 6. If no mediated agreement can be reached, or if a mediated agreement is not approved by both Councils, then the appeal process may be initiated.

Step Five: Municipal Government Board Appeal

1. In the event that the mediation process fails, the initiating municipality may pass a Bylaw or motion to implement the proposal.
2. If the initiating municipality passes a Bylaw or motion to implement the proposal, then the responding municipality may appeal that action to the Municipal Government Board under the applicable provisions of the *Municipal Government Act*.
3. The responding municipality must file a notice of appeal with the Municipal Government Board and give a copy of the notice of appeal to the initiating municipality within thirty (30) days of the passage of the disputed Bylaw or motion.

14.6 Annexation

Based on the Edmonton Metropolitan Region's projections, the Town should have an adequate supply of land within its existing boundary to accommodate population and employment growth. Therefore, a proposal for annexation within the timeframe of this Plan is not likely.

Notwithstanding the above, both the Town and the County agree any possible future annexation proposals will be required to adhere to the annexation processes identified in the *Municipal Government Act*. Where possible, the Town and the County will work towards securing intermunicipal agreement on an annexation proposal prior to the application being considered by the Municipal Government Board.

The Town's and the County's policies related to possible future annexation proposals are as follows:

(a) Need for Expansion

Both the Town and the County acknowledge that there may be a need, over time, for the Town to annex land from the County to accommodate the Town's future growth.

The Town agrees to provide to the Intermunicipal Liaison Committee a land supply report every three years. The purpose of the land supply report is to monitor land supply within the Town and events which may impact supply.

The Town shall use its best efforts to provide the Intermunicipal Liaison Committee the land supply report no later than March 31 of the year in which the land supply report is to be provided. The land supply reports should include:

1. information about the growth rate for the Town for the past three years and projections for the future;
2. landownership changes which limit land development options and housing choice;
3. problems with servicing lands within the Town which the Town perceives as significant;
4. economic or fiscal events which the Town perceives as significant, including concerns in relation to the economic viability of development of lands within the Town;
5. requests by adjacent landowners for Town services;
6. changes the Town believes significantly affect the positive progress of intermunicipal cooperation;
7. federal, regional or provincial legislative changes which would impact the development of land within the Town; and
8. other events which may affect the Town's need for land.

It is recognized that the Town's annexation is to provide sufficient land for a thirty (30) year supply of land within the Town.

The Town will not seek to annex land from the County until the land supply has been reduced to a land supply of approximately fifteen (15) year land supply. The land supply reports should support the Town's position regarding the remaining supply of land within the Town.

(b) Future Development

Lands in the IDP area will be protected from interim development and land use (including non-urban levels of servicing) that could interfere with or prejudice future development in the area.

(c) Annexation Process

The annexation process outlined in the *Municipal Government Act* shall be adhered to by both municipalities during the review of an annexation proposal.

(d) Annexation Principles

The following 15 principles are to be considered as part of a proposal by the Town to annex land from the County:

1. An annexation should provide for intermunicipal cooperation.
2. An annexation must accommodate growth for all municipalities without hindering the initiating or responding municipality.
3. An annexation should not infringe on local autonomy.
4. An annexation must be supported by reasonable growth projections (i.e., a need for land).
5. An annexation must achieve a logical extension of growth, transportation and infrastructure servicing.
6. An annexation must support a cost effective, efficient and coordinated approach to the administration of services.
7. An annexation should demonstrate sensitivity and respect for key environmental and natural features.
8. An annexation shall be aligned with this IDP and other municipal plans to demonstrate coordination and cost-effectiveness.
9. An annexation proposal must fully consider the financial impacts to both municipalities.
10. An annexation proposal must consider the impacts on other institutions providing services.
11. An annexation proposal should provide reasonable solutions to impacts on owners and citizens.
12. An annexation proposal must be based on effective public consultation prior to and during any hearing.
13. An annexation should give consideration to revenue sharing, if warranted.
14. An annexation proposal must not simply be a tax initiative.
15. Conditions of annexation must be certain, unambiguous, enforceable and time specific.

(e) Agricultural Mill Rates

The annexation of lands from the County by the Town should not significantly increase the taxes paid by landowners due to annexation.

14.7 Transitional

The land use concept identified in this Plan is intended as a basis for long-term decision-making for the IDP area. The timing of the development of these lands will be dependent on a variety of factors. Many of the parcels of land in the IDP are currently used for a variety of agricultural or agricultural-related purposes. While the long term intent of both the Town and the County is to potentially accommodate new development such as residential, light industrial, and highway commercial uses in certain locations of the IDP area, both municipalities understand the importance of maintaining prime agricultural lands for food production and employment. Until an owner of land makes the decision to redevelop in accordance with the intent of the Plan, existing uses of land, such as agriculture or market gardens, should continue to operate.

14.7.1 Edmonton Metropolitan Region Growth Plan

The Growth Plan defines where and how to grow, promoting compact and complete communities, thereby preserving land and making infrastructure investment and public transit more affordable. Overall, these trends will reduce the environmental impact of growth and the production of greenhouse gas emissions within the region.

On October 26, 2017, the Edmonton Metropolitan Region Board (EMRB) was established under EMRB Regulation 189/2017. The EMRB Regulation specified the continuation of a Regional Evaluation Framework (REF) to provide the Board the authority to evaluate and approve member municipality's statutory plans to ensure alignment with the direction of the Growth Plan. REF specifies the criteria to determine when new statutory plans and statutory plan amendments must be submitted to the Edmonton Metropolitan Region Board for review and approval.

For the purposes of the REF process, statutory plans include documents such as Municipal Development Plans, Area Structure Plans, Area Redevelopment Plans, and Intermunicipal Development Plans, such as the Town of Devon/Leduc County IDP. As such, there may be a requirement to submit amendments to the IDP to the Edmonton Metropolitan Region Board Administration for review, between first and third Reading of a bylaw to adopt the Plan.

14.7.2 Transitional Policies

As members of the Edmonton Metropolitan Region Board, both the Town and the County will be directly involved in the decision-making process on matters that will have important implications for their growth in the future.

The Town's and the County's policies related to the transitional phase of development of the IDP lands are as follows:

(a) Intermunicipal Circulations and Referrals

The mutual referral of proposed policy, studies, development applications, or other information will assist greatly in the administration of the IDP. The Town and the County agree that continual communication is essential for averting or minimizing conflict between the two municipalities. Referrals between the two municipalities will be undertaken for the following information that falls within the IDP area:

1. New statutory plans and amendments to existing statutory plans;
2. New land use bylaws and amendments to existing land use bylaws; and
3. New non-statutory plans and amendments (concept plans, outline plans, master plans), and development permits for discretionary use that are non-compliant with the IDP or adopted Area Structure Plan.
4. Notwithstanding the above, if a proposed development or subdivision creates off-site impacts that may affect the adjacent municipality, the proposed development or subdivision should be referred to the adjacent municipality.

(b) Circulations and Referrals Time Periods

Unless otherwise agreed to by the administrations of both municipalities, the responding municipality shall have thirty (30) days to reply to any intermunicipal circulation or referral provided for by this Plan.

(c) No Response to Circulations and Referrals

In the event that either municipality does not reply within, or request an extension to, the maximum response period of thirty (30) days for any intermunicipal circulation, it may be assumed that the responding municipality has no comment or objection to the referred planning document.

(d) Entrance Corridors Design Guidelines

Jointly undertake the preparation of development design guidelines for the major entrance corridors into the IDP area along Highways 19 and 60.

(e) Edmonton Metropolitan Region Growth Plan

Participate in the ongoing implementation of the Edmonton Metropolitan Region Growth Plan and the Metropolitan Region Servicing Plan.

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