

BYLAW NO. 20-14

LEDUC COUNTY

A BYLAW OF LEDUC COUNTY, IN THE PROVINCE OF ALBERTA, TO AMEND THE TOWN OF DEVON/LEDUC COUNTY INTERMUNICIPAL DEVELOPMENT PLAN BYLAW NO. 23-08.

**WHEREAS**

the Council of Leduc County deems it to be in the public interest to amend the Town of Devon/ Leduc County Intermunicipal Development Plan.

**NOW THEREFORE**

be it resolved that the Council of Leduc County, duly assembled, hereby enacts 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 Schedule A, attached to and forming part of this Bylaw.

This Bylaw shall take effect on the date of the third reading.

Read a first time this 24<sup>th</sup> day of June, A.D., 2014.

John Whaley  
MAYOR

[Signature]  
COUNTY MANAGER

Read a second time this 10th day of March, A.D., 2015

Read a third time and finally passed this 10th day of March, A.D., 2015.

John Whaley  
MAYOR

[Signature]  
COUNTY MANAGER



## Town of Devon/Leduc County



## Inter-Municipal Development Plan



Revised December 2014

Prepared by:

**URBAN**SYSTEMS.

May 24, 2011

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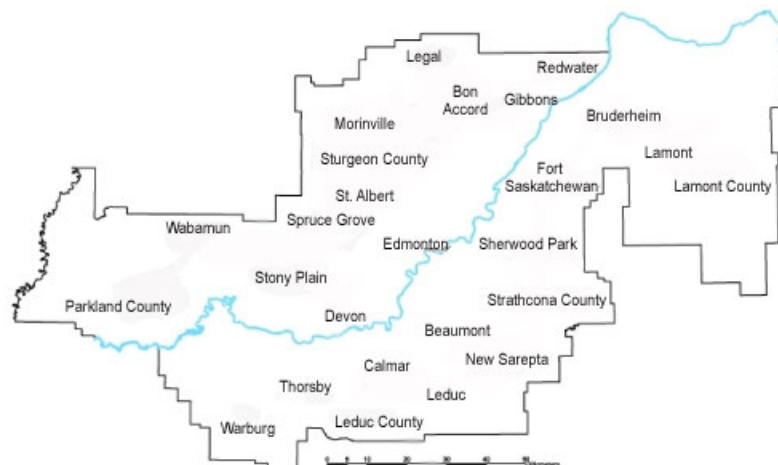
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## EXECUTIVE SUMMARY

The Alberta Capital Region, which includes the Town of Devon and Leduc County, has recently experienced one of the most intense growth periods in its history. This unprecedented growth brought with it strong population increases and record construction activity in all areas, including the residential, commercial, industrial, institutional, and public infrastructure sectors. When coupled with the resultant demand for land to accommodate this growth, both the Town of Devon and Leduc County have been facing difficult decisions on how to manage growth within their boundaries, and also in the fringe area between the two municipalities. While this rapid growth has slowed recently, the need for collaboration on growth management between the two remains a high priority.

To address these issues, the Town and the County determined that a cooperative approach was needed to provide the foundation for the two municipalities to work in partnership regarding future land uses along their shared boundaries, as well as a framework for working together on regional issues and economic development. This Inter-Municipal Development Plan provides: direction on how the future growth of Devon may be accommodated; policies on future infrastructure servicing in the area; direction for a joint approach to industrial development in the Plan area; an exploration of how a future water development partnership between the Town and the County may be formed; an identification of issues to be considered in the on-going implementation of the Plan; and direction on the administration of the Plan and procedures to be used to resolve any potential conflict between the two municipalities.

A cooperative approach to land use in the Capital Region has also been mandated through a new regional governance model, the Capital Region Board, developed by the Alberta Provincial government. Established on April 15, 2008, the Board consists of mayors and reeves from the 24 municipalities in the Capital Region, including the Town of Devon and Leduc County. The overall intent of the Board is to develop a long range plan that will manage growth in the region over the next 35 years, and allow the member municipalities to work together to ensure that infrastructure and services are provided in a timely and effective way.



Specifically, the Board was charged with the preparation of a Capital Region Growth Plan that would address the priorities of the overall region. The first draft of new growth plan, referred to as *Growing Forward: The Capital Region Growth Plan* (hereafter referred to as the Growth Plan) was submitted to the Provincial government on April 2, 2009. The Plan contained five Appendices, including:

- Appendix 1: Population and Employment Projections Report;
- Appendix 2: Capital Region Land Use Plan;
- Appendix 3: Intermunicipal Transit Network Plan;
- Appendix 4: Capital Region GIS Strategy and Implementation Plan; and
- Appendix 5: Capital Region Housing Plan.

Requests for additional information by the Minister of Municipal Affairs resulted in two separate Addenda to the Plan being submitted. Addendum #1 was submitted in October 2009, and Addendum #2 was provided in December 2009. The complete Growth Plan report was formally accepted by the Province on March 11, 2010.

The first draft of the complete Inter-Municipal Development Plan was submitted to the Town and the County in May of 2008. However, it was determined at that time by both municipalities that formal adoption of the Plan should wait until the Capital Region Growth Plan exercise was complete.

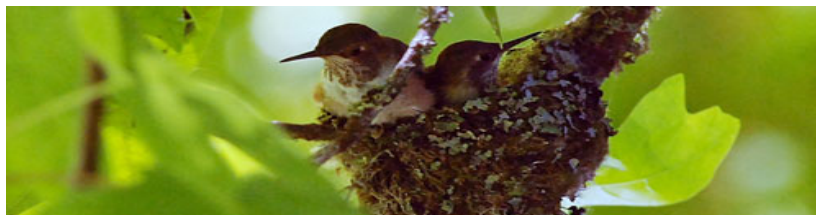
More information on how the Town of Devon/Leduc County Inter-Municipal Development Plan fits into this larger planning exercise can be found in Section 15.7 of this Plan.

## 1.0 INTRODUCTION

### 1.1 Purpose

In 2007, the Town of Devon and Leduc County identified a desire to cooperatively develop an Inter-Municipal 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. 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. 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;
- Outline future potential growth areas and address general land use; sustainable growth; future land annexation by the Town of Devon; core infrastructure and utilities; and environmental impacts and stewardship in a coordinated manner;
- Outline a joint approach to industrial development for the Town and the County that facilitates a competitive industrial opportunity for the two municipalities;
- Explore ideas for a water development partnership between the two municipalities towards a long-term, sustainable water supply;
- 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; and
- 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.



As outlined in the Executive Summary, the new Growth Plan document provides the vision for future development in the Capital Region. The principles and policies in the IDP must support the direction from the Growth Plan. More information regarding the Board and how the IDP fits into the long term vision for the area can be found in Section 15 of this Plan.

## 1.2 Scope

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

The Plan has been prepared in accordance with Section 631 of the *Municipal Government Act* (MGA). The MGA states that two or more municipal Councils may, by each passing a Bylaw, adopt an inter-municipal development plan to include those areas of land lying within the boundaries of the municipalities as they consider necessary. The MGA also specifies the content of an IDP as follows:

Section 631 (2) of the MGA states that an Inter-Municipal Development Plan:

- (a) may provide for
  - (i) the future land use within the area,
  - (ii) the manner of and the proposals for future development in the area, and
  - (iii) 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 based on population and development projections using a base year of 2014. It is intended to guide development activity in the identified area and to provide both short and long term policy direction from its completion in 2010 until 2044 (a 34 year planning horizon). 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 15 of this Plan.

### 1.3 Plan Area

The location of the IDP area relative to the Capital Region is shown on Figure 1 - Regional Context. The IDP applies to approximately 2,785 ha (6,880 acres) of land to the west, south, and east of the existing corporate boundaries of the Town of Devon, as shown on Figure 2 - IDP Area.

### 1.4 Plan Preparation Process

The Plan was prepared in consultation with members of the Town's and the County's respective administrations. A Steering Committee was also formed to assist in guiding the preparation of the IDP. The Steering Committee consisted of the following members:

Town of Devon	Leduc County
<ul style="list-style-type: none"> <li>Mayor Anita Fisher (current)</li> <li>Councillor Chris Belke (former)</li> <li>Councillor John Maddison (former)</li> <li>Councillor Gordon Groat (current)</li> <li>Councillor Ray Ralph (current)</li> <li>Chris Jardine, CAO (former)</li> <li>Tony Kulbisky, CAO (current)</li> </ul>	<ul style="list-style-type: none"> <li>Mayor Marvin Molzan (former)</li> <li>Mayor John Whaley (current)</li> <li>Councillor Mary-Ann McDonald (former)</li> <li>Councillor John Whaley (former)</li> <li>Councillor John Schonewille (current)</li> <li>Councillor Clay Stumph (current)</li> <li>Doug Wright, County Manager (former)</li> <li>Brian Bowles, County Manager (current)</li> <li>Rick Stuckenberg, former Manager of Planning</li> <li>Phil Newman, Director, Planning and Development</li> </ul>
2014 Amendments	
<ul style="list-style-type: none"> <li>Mayor Stephen Lindop</li> <li>Councillor Blake Adams</li> <li>Councillor Sandy Koroll</li> <li>Tony Kulbisky, CAO</li> <li>Milad Asdaghi, Director of Community and Economic Development</li> <li>Paresh Dharlya, Director of Planning &amp; Infrastructure</li> <li>Dianna Doyle, Director of Finance &amp; Support Services</li> <li>Marilyn McMartin, Planning &amp; Development Officer</li> <li>Sean Goin, Manager of Infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>Mayor John Whaley</li> <li>Councillor John Schonewille</li> <li>Councillor Clay Stumph</li> <li>Brian Bowles, County Manager</li> <li>Jordan Evans, Manager of Long Range Planning</li> <li>Laurie Johnson, Senior Planner</li> <li>Benjamin Ansaldo, Planner</li> <li>Lorne Stadnick, Senior Municipal Engineer</li> <li>Karen Brenneis, Administrative Assistant</li> </ul>



Consultation activities during the Plan preparation also included:

- A Steering Committee meeting on November 14, 2007, to discuss the project background, to establish a tentative IDP boundary, and provide direction on the population growth projections to be used in the Plan.
- A public Open House on December 11, 2007, to discuss the goals of the IDP project, the proposed IDP boundary, the proposed growth projections, and the initial land use intent for Plan area with residents of both communities.
- A Steering Committee meeting on February 25, 2008, to discuss the draft development concept.
- A Steering Committee meeting on April 28, 2008, to discuss a future water development partnership and a future industrial development strategy for IDP.
- A public Open House on May 20, 2008, to present and discuss the draft IDP with residents of both communities.
- A joint public hearing, pursuant to the requirements of the *Municipal Government Act*, was held by the Town of Devon and Leduc County on September 16, 2008, to consider adoption of the IDP.
- A Steering Committee meeting on April 27, 2010, to discuss the direction of the Capital Region Growth Plan, and required updates to the IDP to reflect direction from the Plan.
- Submission of the IDP to the Capital Region Board for initial review under the Regional Evaluation Framework process on July 13, 2010.
- Re-submission of the IDP to the Capital Region Board for a secondary review under the Regional Evaluation Framework process on August 30, 2010.
- An additional joint public hearing, pursuant to the requirements of the *Municipal Government Act*, was held by the Town of Devon and Leduc County on November 10, 2010, to consider adoption of the updated IDP.
- Review and approval of the IDP by the Capital Region Board on May 20, 2011.

- Final Third Reading by the Councils of the Town of Devon and Leduc County on May 24, 2011.

Consultation opportunities during the Plan revision process

- Joint open house on April 16, 2014 to receive community feedback on the proposed amendments.
- Joint public hearing pursuant to the requirements of the *Municipal Government Act*, was held by the Town of Devon and Leduc County on DATE , to consider adoption of the revised IDP.

## 1.5 Organization

This Plan is organized into 15 Sections:

- Section 1 **Introduction** discusses the purpose and scope of the Plan, and presents a description of the Plan preparation process.
- Section 2 **The Planning Context** describes the Town of Devon and the surrounding lands in Leduc County, including their location, history, and current status.
- Section 3 **Growth Projections** discusses the historical growth of the Town of Devon, and establishes population growth projections that were used in the preparation of the Plan.
- Section 4 **Economic Development** establishes a framework for drawing attention to the opportunities that existing in the IDP area, building on the activity levels in the surrounding region.
- Section 5 **Development Framework** discusses the broad development framework for the IDP area.
- Section 6 **Residential** addresses issues specific to potential future residential development in the IDP area.
- Section 7 **Industrial** focuses on supporting existing industries and attracting new investment while minimizing the impact on surrounding land uses. It also addresses issues specific to potential future industrial development in the IDP area.

- Section 8 **Industrial Development Strategy** outlines a framework for the Town and the County to work together to ensure that potential new industrial development in the IDP area is beneficial to both municipalities.
- Section 9 **Commercial** provides direction on the potential future commercial opportunities that may be considered in the IDP area.
- Section 10 **Environment and Open Space** identifies the significant natural and heritage features that are present in the Plan area and addresses issues specific to potential future park, open space, and school facilities in the IDP area.
- Section 11 **Transportation** addresses issues specific to the potential long term transportation network needs that may be required to facilitate development in the IDP area.
- Section 12 **Municipal Servicing** addresses the potential future servicing infrastructure requirements that may be needed in the IDP area.
- Section 13 **Water Development Partnership** outlines a framework for how the Town and the County should begin working together to identify how the IDP area will be adequately serviced with water to support possible development in the future.
- Section 14 **Community and Institutional** identifies the general considerations for the provision of public services for the community in the long term, such as schools, police, fire, health care, and other related facilities.
- Section 15 **Plan Implementation** is the Plan's final section, and provides the necessary tools to ensure that the Plan is effective and relevant in the short, medium, and long terms. It identifies the statutory requirements for dispute resolution and day-to-day administration of the Plan between the Town and the County, additional planning work that may be required, policies regarding potential future annexations, and how the Plan fits into the regional planning approach for the Alberta Capital Region.

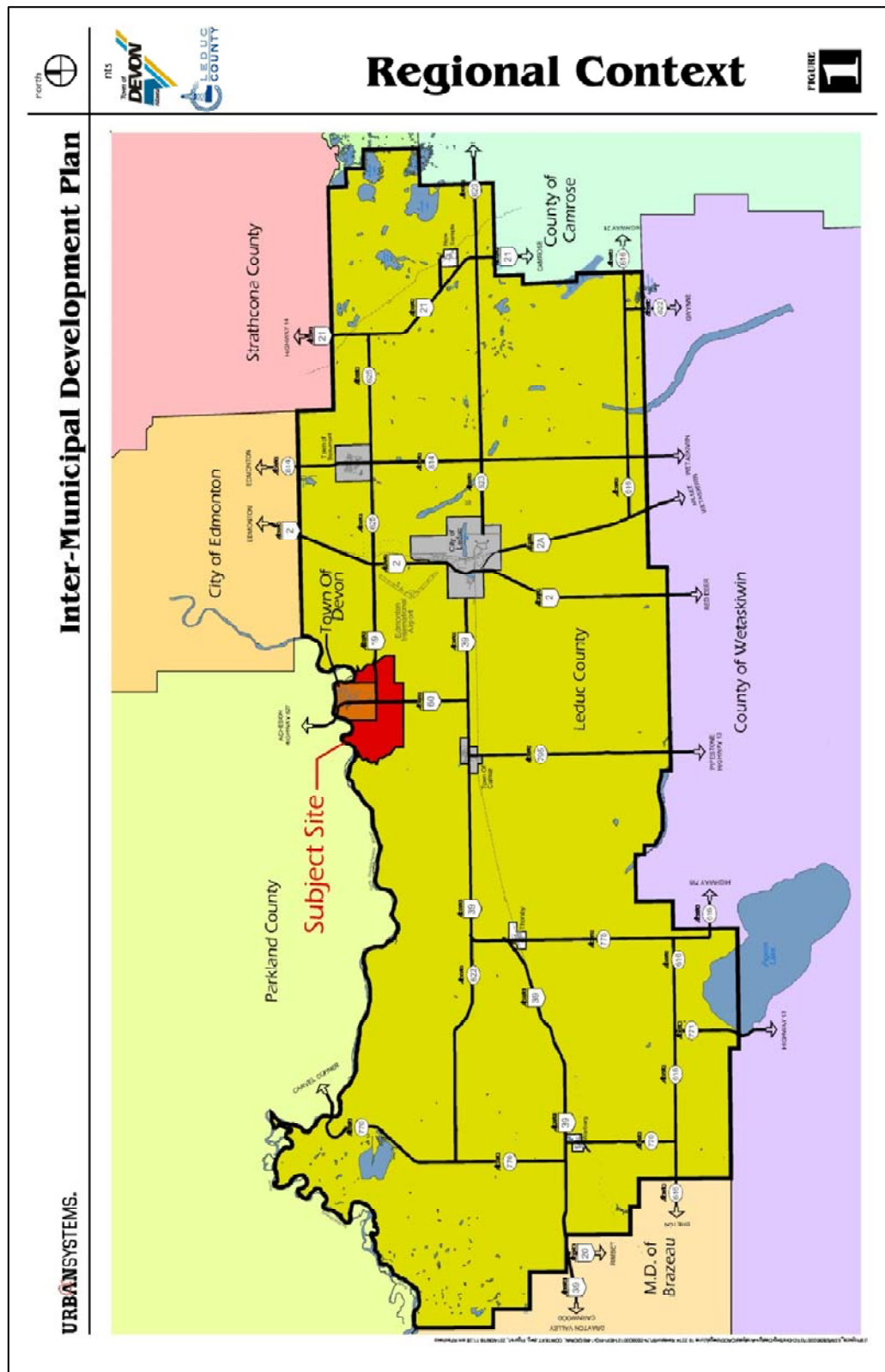


Figure 1 – Regional Context

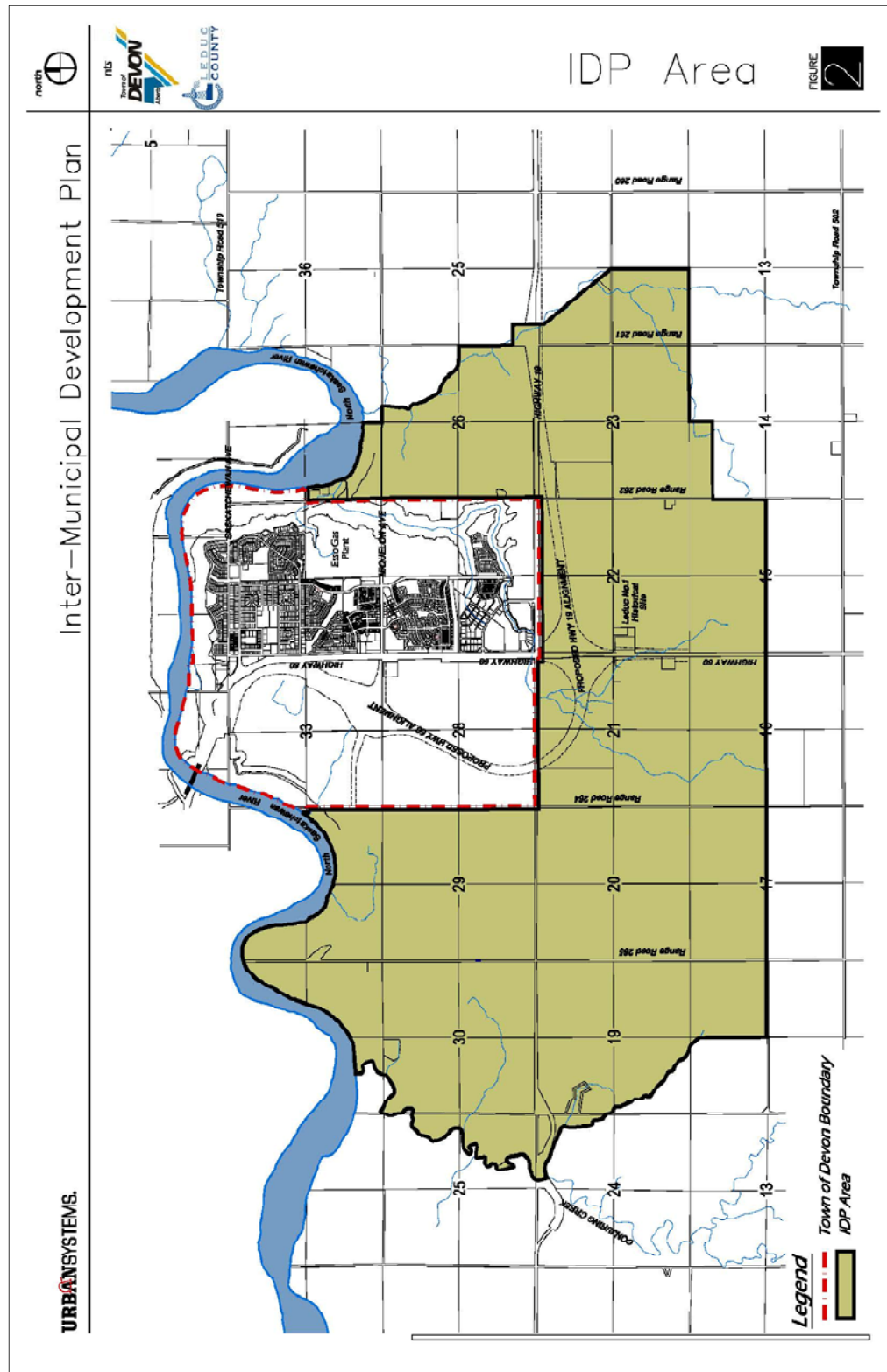


Figure 2 – IDP Area

## 2.0 THE PLANNING CONTEXT

### 2.1 Location

As illustrated on Figure 1 - Regional Context, the Town of Devon and Leduc County are located south of the City of Edmonton. The County abuts the City of Edmonton's corporate limits at 41 Avenue SW. The Town of Devon is approximately 35 kilometres from downtown Edmonton, in the north central portion of the 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. These facilities provide



the Town and the adjacent lands in the County with convenient access to Edmonton, the City of Leduc, the Town of Calmar, the City of Spruce Grove and the Town of Stony Plain to the north, the Nisku Industrial Park (the largest in western Canada), and the Edmonton International Airport. The linkages to the Queen Elizabeth II Highway also provide convenient access to the northern and southern portions of Alberta.

Due its close proximity to Edmonton, the Town of Devon has been sharing in the significant development opportunities occurring in the wider region. The Town's population increased by 25.9% between 2001 and 2006, placing significant pressures on the availability of serviced residential and industrial land.

Lands in the County adjacent to the Town are primarily used for agricultural purposes on larger land holdings, but there is also a number of oil and gas facilities scattered throughout the area. There are no country residential developments in the area. The proximity of these lands to the rapidly-growing Town presents a tremendous opportunity to accommodate future growth needs.

The IDP area is shown on Figure 2 - IDP Area. The Plan area and topographical contours are also shown over an air photo on Figure 3 - Air Photo.



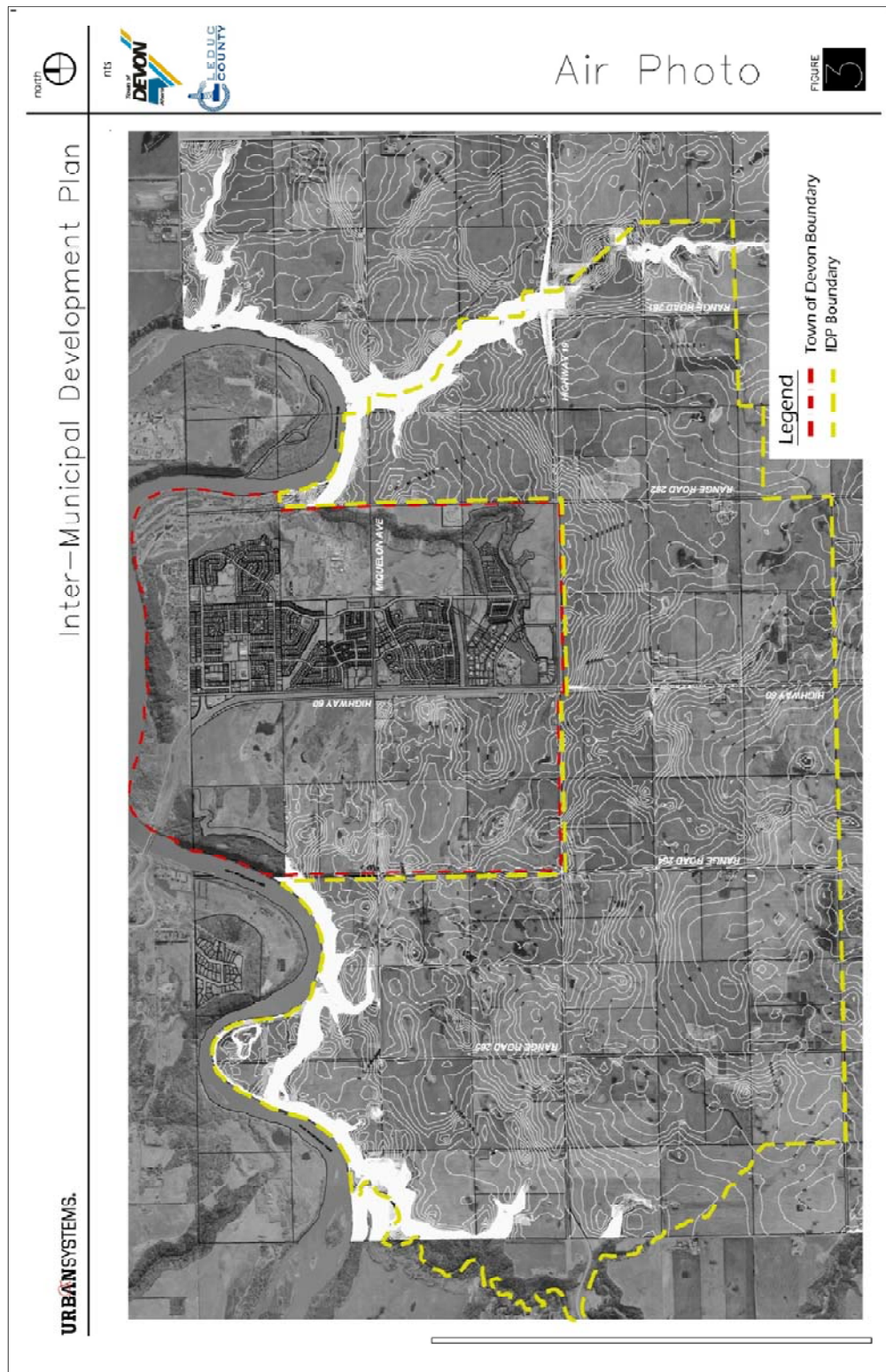


Figure 3 – Air Photo

## 2.2 History

On February 13, 1947, one of the biggest oil discoveries in the world was made just to the south of the existing location of Devon in Leduc County by Imperial Oil Resources Ltd. On that day, oil began flowing from the first well discovered in this area - the now famous Imperial Leduc No. 1 - out of an underground stratum called the Devonian formation.

The Leduc No. 1 oil strike gave Devon its start, as it was necessary to find living quarters and accommodation for workers who were to be employed in the oil fields. Imperial Oil chose a picturesque spot southwest of Edmonton, which was bound on two sides by the North Saskatchewan River, for the development of a town for its workers. They were able to purchase approximately 50 hectares of what was then a barley field, and this became the site of the future Town of Devon.

Imperial Oil determined that Devon should be a well-planned modern town. As a result, the company of Devon Estates was formed to oversee the development and construction of the Town. With assistance from the Provincial government town planning Commission, a new community was designed. By January of 1948 houses were being built, and at the same time, work was going ahead laying the sewage, water, and gas lines for the Town. In July 1948, 25 houses were occupied, and by the end of January 1949, there were one hundred and twenty-three homes finished and occupied.

In December of 1949, Devon was incorporated as a Village, and in February of 1950, officially became a Town. Devon was labeled as Canada's Model Town, since it was the first community in all of Canada to be approved by a Regional Planning Commission. (Source: Town of Devon website)

The Leduc #1 Historical Site 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, and includes an interpretive centre that allows visitors an opportunity to learn about the history of this event and the people that made it happen.

## 2.3 Planning Status



In 2006, to address the growing need to accommodate Devon's rapidly-growing population, 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. The annexation area is shown on Figure 4 - Planning Context. These lands are now contained within the corporate limits of the Town of Devon.

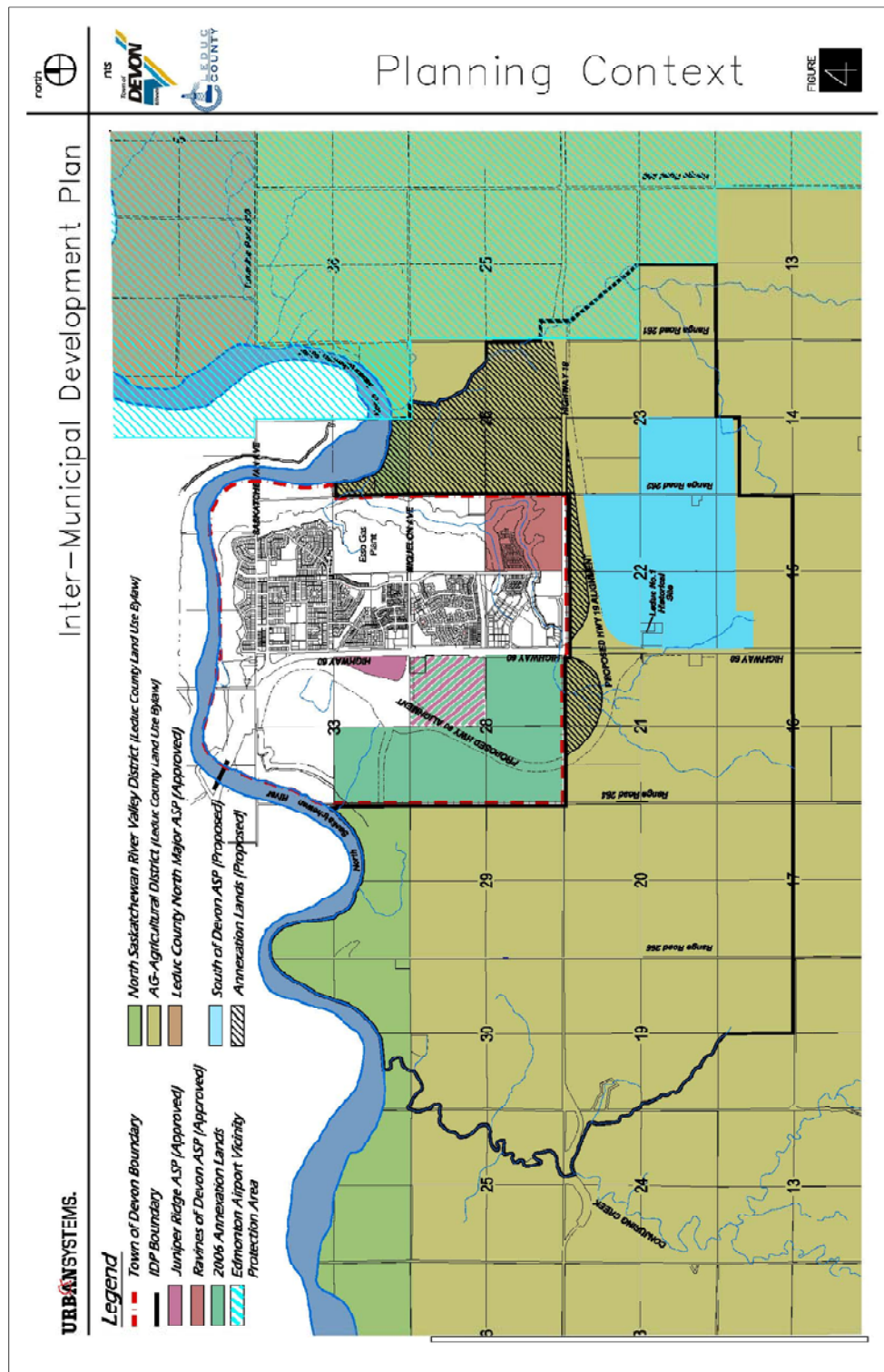


Figure 4 -Planning Context



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 adopted its current MDP under Bylaw 784/2006 in 2006. Leduc County's MDP was adopted under Bylaw 35-99 in 1999. The County's MDP identifies the lands adjacent to the Town of Devon for agricultural uses. The Town's MDP identifies lands adjacent to the lands in the IDP area for a variety of residential and industrial uses.

The Town has adopted two Area Structure Plans (ASPs) for areas within its boundaries. 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 4 - Planning Context. They include the Ravines of Devon ASP (adopted in 2004), and the Juniper Ridge ASP (adopted in 2007). Both of these ASPs designate their respective lands for lower-density residential development. The Juniper Ridge ASP also identifies an area on the west side of Highway 60 for commercial uses. Additional lands in the western portion of Devon, west of Highway 60, will be developed under the direction of future ASPs that will be prepared as the lands become ready for development.

There are no approved ASPs for the lands surrounding the Town in Leduc County. The South of Devon Industrial ASP is proposed immediately south of the Town of Devon along Highway 19 and Highway 60. The North Major ASP applies to lands to the northeast of the Town, across the North Saskatchewan River; however, these lands do not abut the boundary of the IDP. Lands in Leduc County in the IDP are districted as AG - Agricultural District under the Leduc County Land Use Bylaw, which was adopted on March 11, 2008. This District primarily provides for larger agricultural operations and limited higher intensity agricultural uses on smaller lots. Limited residential development and other uses that have a secondary role to agriculture are permitted.

A small portion of the *Edmonton International Airport Vicinity Protection Area Regulation*, April 2006, as amended, which provides some direction on constraints to land use opportunities in the area, applies to land in the IDP area, as shown on Figure 4.

The Land Use Plan component of the Growth Plan report establishes the direction to concentrate most new growth in the Region into Priority Growth Areas. The October 2009 Addendum to the Growth Plan provides detailed direction and mapping relating to the Priority Growth Areas (PGAs) in the Region. Through the application of various criteria, it was determined by the Capital Region Board that neither the Town of Devon nor the area of Leduc County included within the boundary of the IDP fall within a PGA. Despite this, future growth and development will be permitted within the Town and the County. However, this future growth must meet certain criteria established by the Growth Plan report for development outside of Priority Growth Areas. The specific clause from the Growth Plan document regarding future growth in non-PGA areas is as follows:

*"All municipalities shall be allowed to grow. The cumulative amount and impact of growth outside the priority growth areas shall be monitored by the Capital Region Board."*

The Land Use Plan component of the Growth Plan report also provided the direction to support cluster country residential development in the Region. The October 2009 Addendum to the Growth Plan provides detailed direction and mapping relating to the Cluster Country Residential Areas (CCRAs) in the Region. The Land Use Plan indicated:

*"Country residential uses shall be allowed in designated areas in a clustered form in order to preserve environmental or open space features. Such developments shall utilize municipal water and sanitary sewer services. Private communal services may be allowed at the discretion of the municipality."*

Through the application of various criteria, it was determined by the Capital Region Board that neither the Town of Devon nor the area of Leduc County included within the boundary of the IDP fall within a CCRA. Despite this, future traditional country residential development may be permitted in the area, subject to certain criteria being met.

## 3.0 GROWTH PROJECTIONS

### 3.1 Historical Growth

Population growth in the Capital Region has been occurring at an unprecedented pace in recent years, growing 10.4% from 2001 to 2006 alone. The Town of Devon experienced one of its largest five year gains ever, growing 25.9% to 6,256 people in the same time period (Stats Canada, 2006 Federal Census). Meanwhile, Leduc County continued to grow steadily, increasing 1.6% to 12,730 people between 2001 and 2006. The pace of growth has slowed recently. Despite this, the Town has continued to grow, and the IDP will use a base population (2014) for the Town of 7,000 for purposes of future population projections.

This analysis focuses on growth in the Town given that it will represent the majority of growth in this area of the County over the long term. Since 1961, Devon has grown 3.4% per year on average. This is a strong, steady growth rate for a Town of its size, over a considerable time period. Devon benefits from its proximity to Edmonton and its associated strong development activity. While more remote communities often lose residents in economic downturns and their average growth rate suffers, Devon has rarely lost residents and possesses a better overall growth rate than many communities of a comparable size.



### 3.2 Growth Plan Population and Employment Projections

As outlined in the Executive Summary, the Growth Plan report provided direction on future population and employment projections for the Capital Region, including Devon and Leduc County. In particular, the updated Capital Region Board population and employment projections are relevant to the Town's future growth. These projections updated in September 2013 include high and low estimates of population and employment. The high estimate has been adopted by the Town for planning purposes. Capital Region Board projections estimate the Town's projected growth to 2044 to result in a future population of 13,900 based on the high annual growth rate of 2.3%. These population projections and growth rates were developed to be in alignment with Provincial forecasts developed by Alberta Finance and Enerprise.

This projected annual population increase of 2.3% is lower than the Town's 50-year historical annual average population growth rate of 3.4%. The expectation of the Capital Region Board is that municipalities will utilize the population projections in the Growth Plan report for statutory planning and other policy exercises, and not historical growth rates. The IDP boundary and the policies relating to potential future development contained in the Plan will continue to be used over the very long term. Therefore, the official



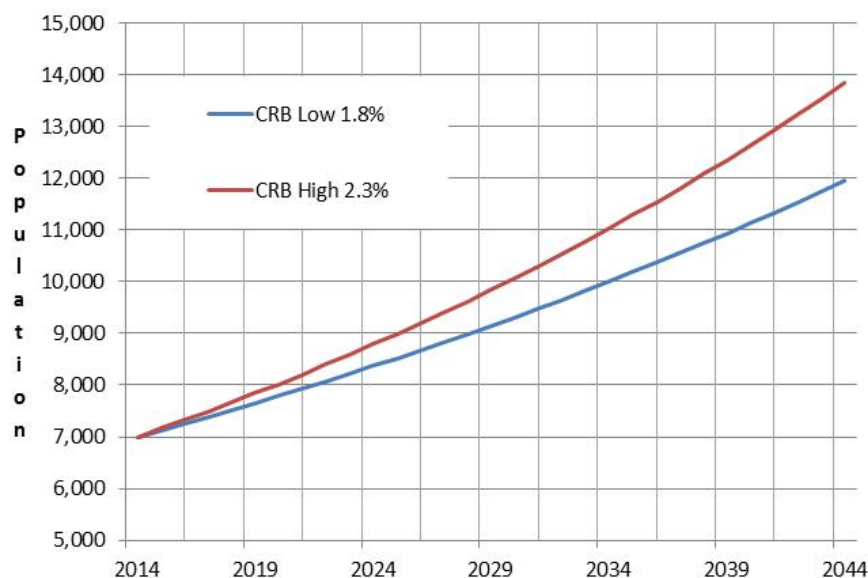
population projections used in the IDP are based upon an average annual population increase of 2.3%. The Steering Committee and the Town and the County all acknowledge however, that the population projections in the Growth Plan document are projections, and that variances in growth rates in the coming years may be likely. As part of the monitoring process of the IDP, adjustments to the boundary and development policies for the area may be required over time to address emerging circumstances and demands for growth.

For reference, the future Town of Devon population was projected by the Capital Region Board using the low case growth rate of 1.8%, and a high case growth rate of 2.3%. The high case Capital Region Board growth rate of 2.3% projects a 2044 population of 13,900.

Table 1 - CRB Population Projections

Year	CRB Low 1.8%	CRB High 2.3%
2014	7,000	7,000
2019	7,653	7,843
2024	8,367	8,787
2029	9,148	9,845
2034	10,001	11,031
2039	10,934	12,359
2044	11,954	13,900

Chart 1 – Population Growth Projections

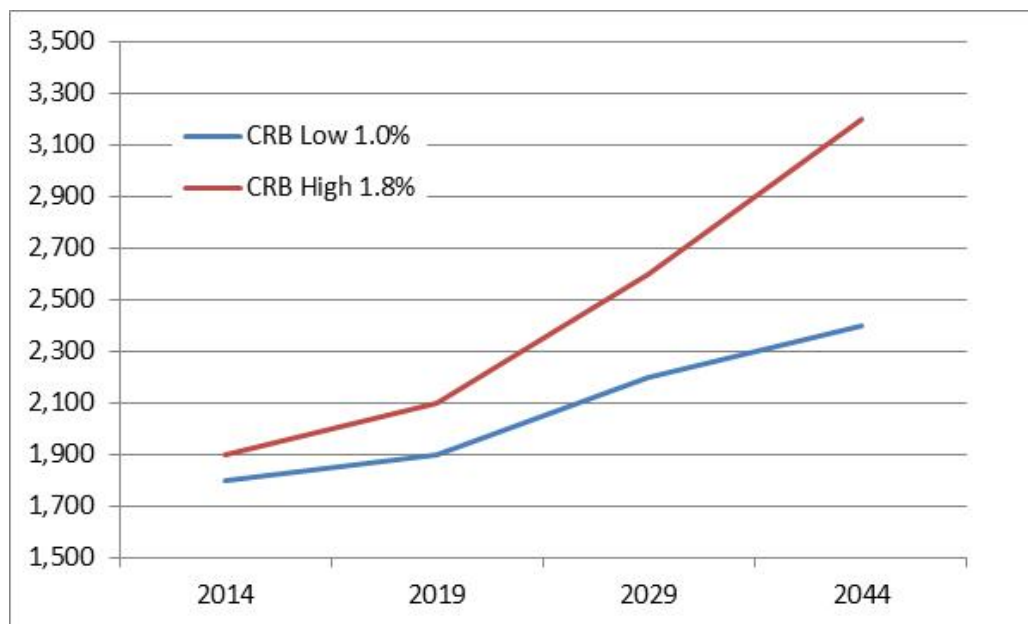


The Capital Region Board recently updated the employment projections by municipality. The 2044 horizon date corresponds with that of the CRB population projections. The projections for the Town are shown in Table 2 and illustrated in Chart 2 below.

Table 2 - CRB Employment Projections

Year	CRB Low 1.0%	CRB High 1.8%
2014	1,800	1,900
2019	1,900	2,100
2029	2,200	2,600
2044	2,400	3,200

Chart 2 – CRB Employment Projections



There are approximately 490 ha of land (outside of the North Saskatchewan River valley area) on the west side of the existing Highway 60 corridor in Devon. At first glance, it appears that this area provides a substantial land base that could be used to accommodate the projected future population growth in Devon over the next several years. However, this area is heavily encumbered by a significant number of oil and gas pipeline/utility rights-of-way, active oil and gas well sites, abandoned oil and gas well sites, an AltaLink power transmission corridor, and one communications tower site. These sites and facilities (and any required development setbacks) are identified on Figure 5 - West Devon Development Constraints Detail, and pose significant development restrictions in the form of non-developable land. When the right-of-way for the

future Highway 60 re-alignment and a wetland feature in this area are also considered (also shown on Figure 5), both of which are also non-developable, the overall amount of land that could be generally expected to accommodate any form of new development is reduced to approximately 210 ha.

However, additional lands in this area are also identified for a variety of non-residential uses, including future commercial; and future commercial/industrial uses. This would reduce the amount of land available to accommodate residential development to approximately 92 ha.

These restrictions are a serious factor in the future population growth opportunities for Devon. When using the allocation of 48 persons per gross developable hectare as outlined in the Town MDP, the land on the west side of Highway 60 could accommodate approximately 4,400. However, the capability of this area to accommodate even this population threshold may be optimistic. The location of the various rights-of-way and well sites would make efficient and traditional residential development extremely difficult. This analysis takes into consideration only the existing challenges. Also adding to the cost of development in Devon is the very high water table throughout most of the area (Source: *Highway 19 and 60 at Devon Functional Planning Study #R-953*, Stantec Consulting Ltd., December 2005).

Similar consideration needs to be made for additional lands in Devon on the east side of Highway 60. As shown on Figure 6 - Devon Development Constraints, the site of the former Imperial Oil (Esso) Gas Plant occupies a significant portion (approximately two quarter sections) of the land area within the existing Town limits. The facility is being decommissioned, and Imperial Oil is in the process of determining what assets to retain. Due to the long history of this site as a gas plant, there are assumptions of a certain level of contamination on the property, and it is not expected to be suitable for residential development to accommodate future population growth. In addition, the site is heavily encumbered by a number of rights-of-way, posing similar restrictions to future development, similar to those on the west side of Highway 60. Indeed, even recent requests by the Town to use the southern portion of the Gas Plant site for recreation purposes were not supported by the landowner. Lands in the southeast portion of Town, just north of Highway 19 are also restricted for future residential development, due to the presence of a Level 2 sour gas pipeline that extends into the municipality from the south (as shown on Figure 6). This facility requires a minimum 500 m setback for residential development, effectively removing it from accommodating future growth.

When these considerations are taken together, the ability of future population growth in Devon to be accommodated within the existing corporate limits of the municipality is significantly less than it appears when reviewing the Town MDP. In this regard, consideration may need to be made in the future towards identifying lands in the broader IDP area that could be used to accommodate the Town's future population growth in the long term.

### 3.3 Land Density

The Growth Plan report identifies a number of Priority Growth Areas (PGAs) in the Capital Region where future population growth, development, and infrastructure investment will be focused. Neither the Town nor the area of the County contained within the boundaries of the IDP fall within a PGA. However, the Growth Plan report also clearly identifies that all municipalities in the Region will be permitted to grow, provided certain criteria are met.

In conjunction with the projected population growth rate of 2.3%, the IDP acknowledges the direction established in the Town MDP regarding residential density. As indicated above, the Town MDP utilizes a past residential development density for the community of 48 people per gross developable hectare of land as the target for future development, based on more recent information from Alberta Municipal Affairs. However, there are approximately 2.5 persons per dwelling unit in Devon on average (based on a 2012 total of 2,554 dwelling units in the Town, measured against an approximate 2012 population total of 6,510; source: Alberta Municipal Affairs, Devon 2012 Statistics Profile). This results in a targeted density of 18.57 dwelling units per gross developable hectare in the IDP area over the long term, should residential development need to be accommodated beyond the current Town boundary. To support direction from the Growth Plan report, an increased amount of higher density residential development, if required, could be accommodated in the IDP area, as outlined in Section 6.

As stated earlier, both the Town and County also acknowledge that population growth in Devon and the IDP area may differ from the projected 2.3% rate established by the Growth Plan report.

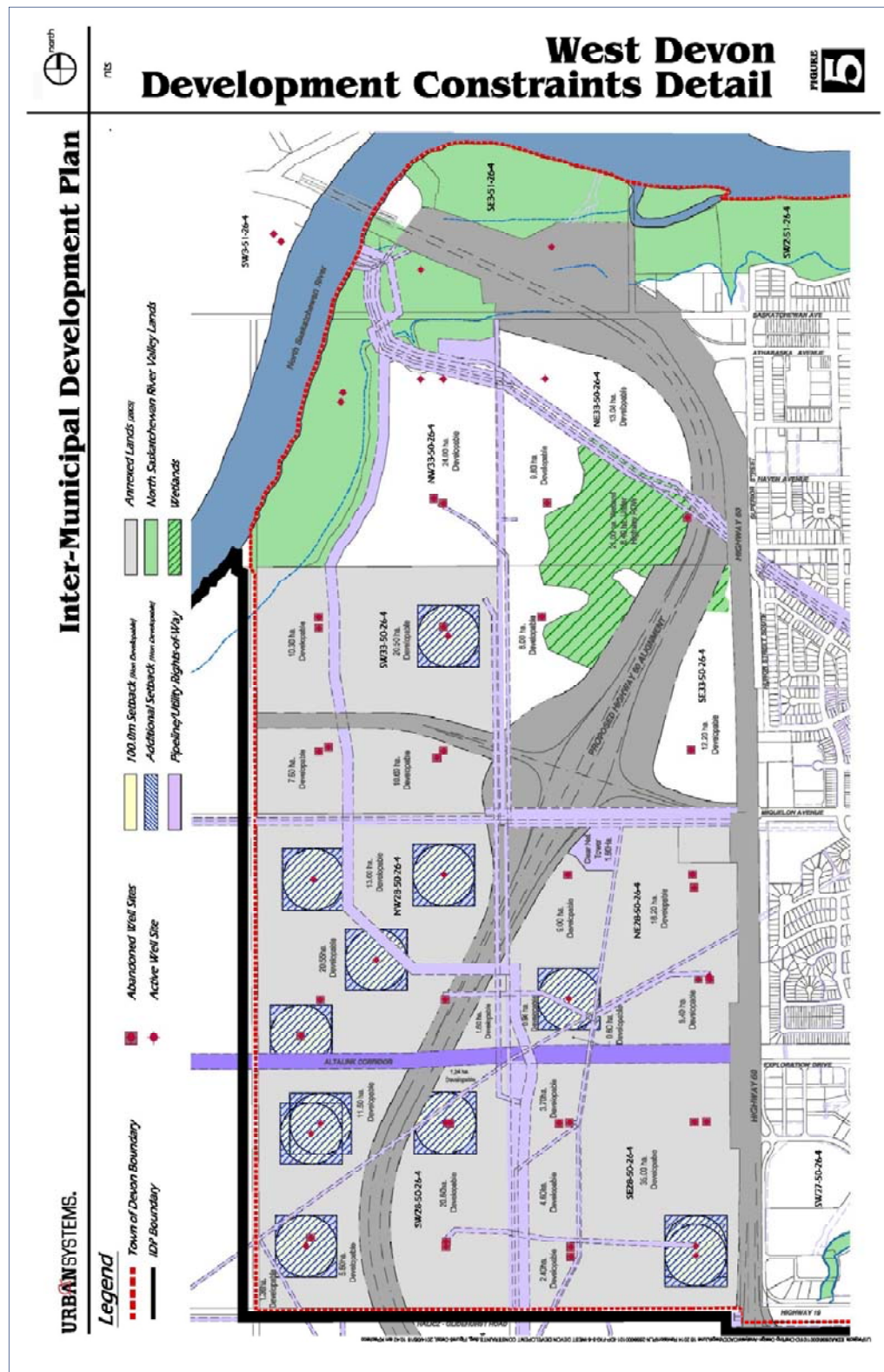


Figure 5 – West Devon Development Constraints Detail



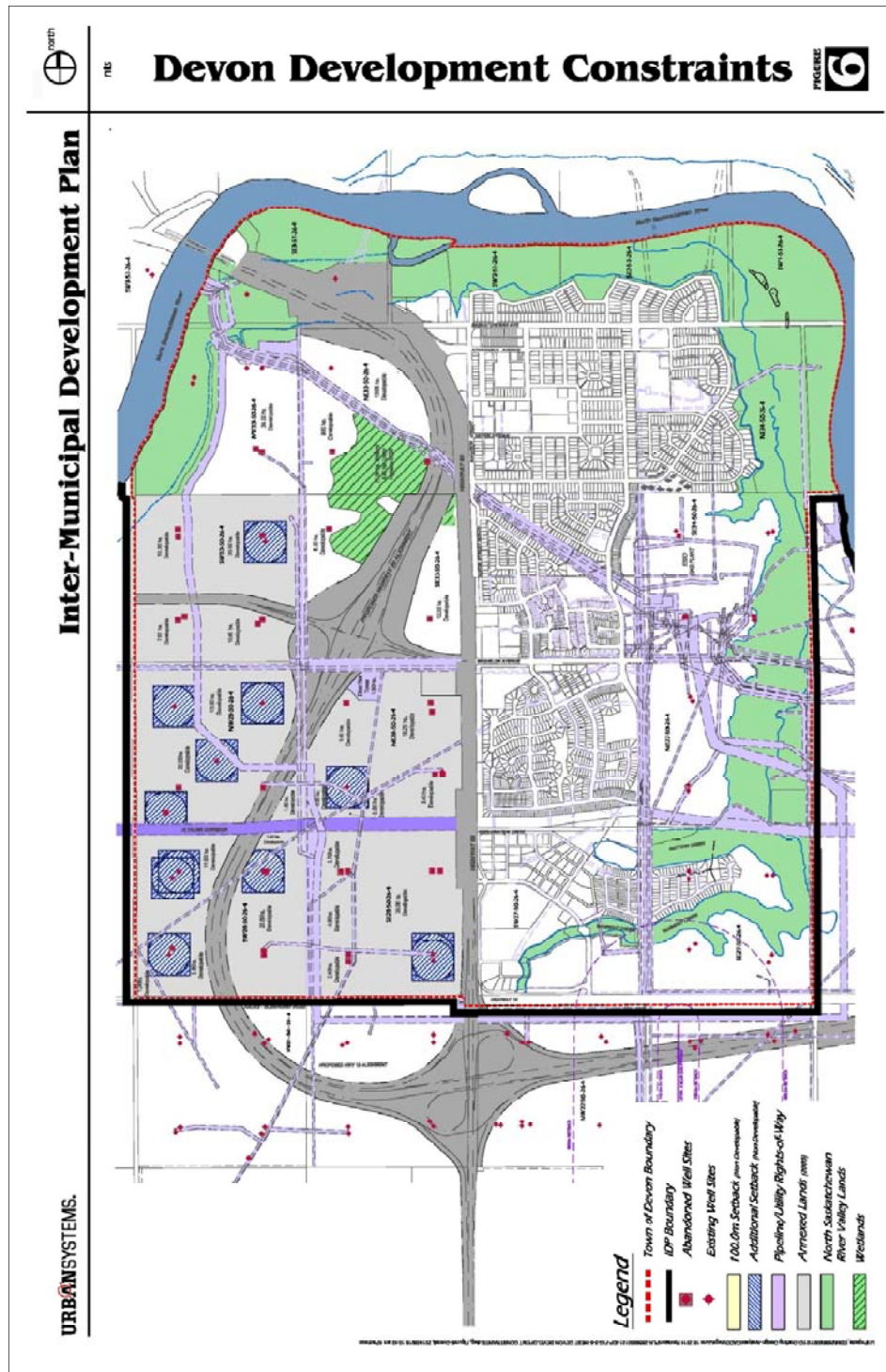


Figure 6 – Devon Development Constraints



## 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 located just 35 kilometres south of the city of Edmonton, the capital of Alberta, which has a population of over 782,439 (City of Edmonton 2009 census). The Town and the County are also part of the Edmonton Census Metropolitan Area (CMA), which had a 2006 population of 1,034,945 (Stats Canada, 2006 Federal Census). The Edmonton CMA population grew by 10.4% between 2001 and 2006, the fourth largest increase among all of Canada's 33 CMAs. Economic growth in the Edmonton CMA is forecasted to increase by an average of 3.8% per year to 2011, based on continued strength in major infrastructure, institutional, and energy projects in northern Alberta, including several potential proposed upgrader developments in the CMA.



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 developing a detailed design plan for the twinning for 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 EIA is Canada's fastest growing airport, boasting a total of 6.1 million passengers in 2009, an increase of 16.3% over 2006 (Edmonton Airports). In addition to its record-setting passenger growth, the EIA is also positioning itself to become a major participant in the international cargo distribution industry through its Port Alberta initiative. The proximity to the EIA and the proposed 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 over 400 businesses on approximately 2,100 ha of land, making it the largest business and industrial park in western Canada. The Park is nearing full capacity, providing an opportunity for industrial users to begin looking for new lands to accommodate their expanding activities.

Downtown Devon provides a full range of commercial and retail goods and services; however, recent 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. In fact, there are approximately 1.4 million square metres of retail and related service commercial floor space on the west and south sides of Edmonton, in Spruce Grove, and in the City of Leduc, most of which are within a half hour's drive of Devon. This significant amount of commercial and retail space may pose some limits on any future commercial development opportunities in the IDP area.

With its strong historic and economic ties to the oil and gas sector, Devon has always had an industrial presence as part of its overall economic development landscape. The Imperial Oil natural gas conversion plant and its related facilities were a significant industrial development within the Town boundaries. The plant, located at the east end of Miquelon Avenue adjacent to the North Saskatchewan River, first opened in approximately 1952, and occupied a full quarter section of land (64.7 hectares). Decommissioning of this facility by Imperial Oil began in 2006, and is expected to be completed by 2012. While the type of future uses that might occupy the site is uncertain, it is unlikely that the site is appropriate for new industrial development, given its proximity to the established residential areas of Devon, and the perceived contamination of the lands.

The Town also began the development of 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 proposed 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 Capital 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 area does not create any adverse impacts on lands in the Town or in the County adjacent to the IDP area. As such, the lands identified in Figure 8 as “non-residential future growth node” are very important to the Town of Devon. With the loss of the Imperial Oil Gas Plant, which was a major source of tax assessment for the community, and the limited amount of developable land left in the existing Business Park, land for future industrial development in the IDP area is imperative to the long-term sustainability of the community. Through the exploration of cost and revenue sharing between the Town and County for new non-residential growth in the South of Devon Industrial ASP area, the Town may have opportunity to increase its non-residential tax assessment base.

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.



The Growth Plan report also provides employment growth forecasts for the Town and the County that are relevant to the IDP area. The Town is forecasted to see an increase in employment from 1,800 in 2014 to approximately 3,200 in 2044, an average rate of increase of 1.8%. The County is forecasted to see an increase in employment from 20,100 in 2014 to approximately 28,400 in 2044, an average rate of increase of 1.0%.

## 4.2 Economic Development Policies

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

- |   |  |
|---|--|
| (a) <b>Proactive Planning</b>                       | 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) <b>Supply of Industrial and Commercial Land</b> | Work collaboratively to ensure that a supply of industrial and commercial land in the IDP area is readily available.   |
| (c) <b>Liaise with Outside</b>                      | Encourage ongoing liaison with Provincial and Federal departments  |

- |                               |   |
|-------------------------------|---|
| <b>Agencies</b>               | and other agencies involved in economic and tourism development.  |
| <b>(d) Tourism Support</b>    | Support tourism-related businesses and work together to develop and enhance tourism activities and facilities in the area.  |
| <b>(e) Regional Promotion</b> | Work with the Devon Economic Development and Tourism Board, the Devon and District Chamber of Commerce, Community Futures Capital Region, Alberta's International Region, Alberta Employment and Immigration, and other stakeholders to ensure that marketing resources are coordinated to leverage the best and most cost-effective marketing. |

## 5.0 DEVELOPMENT FRAMEWORK

### 5.1 Introduction

Overall, the IDP provides the Town and the County a jointly agreed-upon, long-term development framework for the lands surrounding the Town. Both the Town and the County acknowledge that despite the slowdown of the recent economic boom in the Capital Region, the potential for development growth in the IDP area may be present. By working cooperatively, each municipality stands to benefit from this possible growth with new economic activity.

This cooperative approach is consistent with the Alberta government's Provincial Land Use Policies and the Growth Plan report. These Policies were established to assist municipalities in harmonizing 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".*



Both municipalities also acknowledge that future annexations of land in the IDP area by the Town from the County could be required. The development framework identifies long-term land use considerations in this area to guide decision-making for the Town and County until these potential annexations are proposed. It is hoped that having a development framework identified cooperatively through the IDP will assist in making these potential annexation proposals rational, and therefore easier for the Municipal Government Board to consider.

### 5.2 Development Framework

The Development Framework shown on Figure 8 identifies the long term considerations for the possible development of the IDP area. The framework was developed to provide a broad future land use structure for the Town and the County to work within over the lifespan of the Plan. Generally, it is not intended to be interpreted on a site-by-site basis. The framework outlines areas where general types of land use may be contemplated by the Town and the County over the long term, as the need arises. 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 County's Land Use Bylaw (or the Town's Land Use Bylaw should annexation occur). The preparation of such plans will be undertaken in consideration of the direction of the Growth Plan document, with continued evaluation of population and employment growth and needs for developable land.

Where there is an Area Structure Plan, an Outline Plan may be used as a tool to provide more detailed information.

Figure 8 - Development Framework also identifies a portion of the IDP lands as an area of “joint future consideration”. This designation indicates areas where the Town and the County wish to undertake a collaborative approach to determining the appropriate future land use opportunities. Given the long term nature of the IDP, and the unlikely need in the short to medium term of lands in the area being required to accommodate development, it is somewhat premature to assign any form of land use designation for these areas. However, the Town and the County wish to ensure that there is ongoing communication regarding day-to-day development proposals that may emerge in this area, ensuring that potential incompatible development (such as acreage development or livestock operations) does not compromise the direction and integrity of this Plan.

Related to the discussion in Section 3.2, although there appears to be a considerable amount of land under this “joint future consideration” designation, consideration must be given to the development constraints posed by encumbrances surrounding Devon from the oil and gas industry and the wetlands in the area. 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, particularly within Devon’s boundaries. In the region surrounding Devon, 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 7 - Oil and Gas Facilities - IDP Area offers perspective on the sheer volume of oil and gas infrastructure that is developed, and in most cases, still active, in the IDP area surrounding Devon. The development setbacks from these facilities vary, and with new regulations and concerns being brought forward, setback requirements are increasing. With the pipelines, there are always concerns regarding the materials being transported through them, and the related safety when construction starts to happen nearby. Over the long term, these facilities could pose significant challenges for extending orderly growth into this area.

Therefore, although the Town appears to have large amounts of land available for development, the reality is that the variety of constraints on land within the Town’s boundaries could result in only pockets of land being feasible for development. These constraints could make the cost of building in Devon higher than normal, slowing the pace of new growth, or creating demands on lands in the IDP area. Figure 8 identifies a future residential growth area to the east of the current Town boundary that may be annexed by the Town to alleviate these constraints. In addition, with the closure of the Imperial Oil Gas Plant, there is a need for allowances for future industrial and commercial lands to help sustain the community.



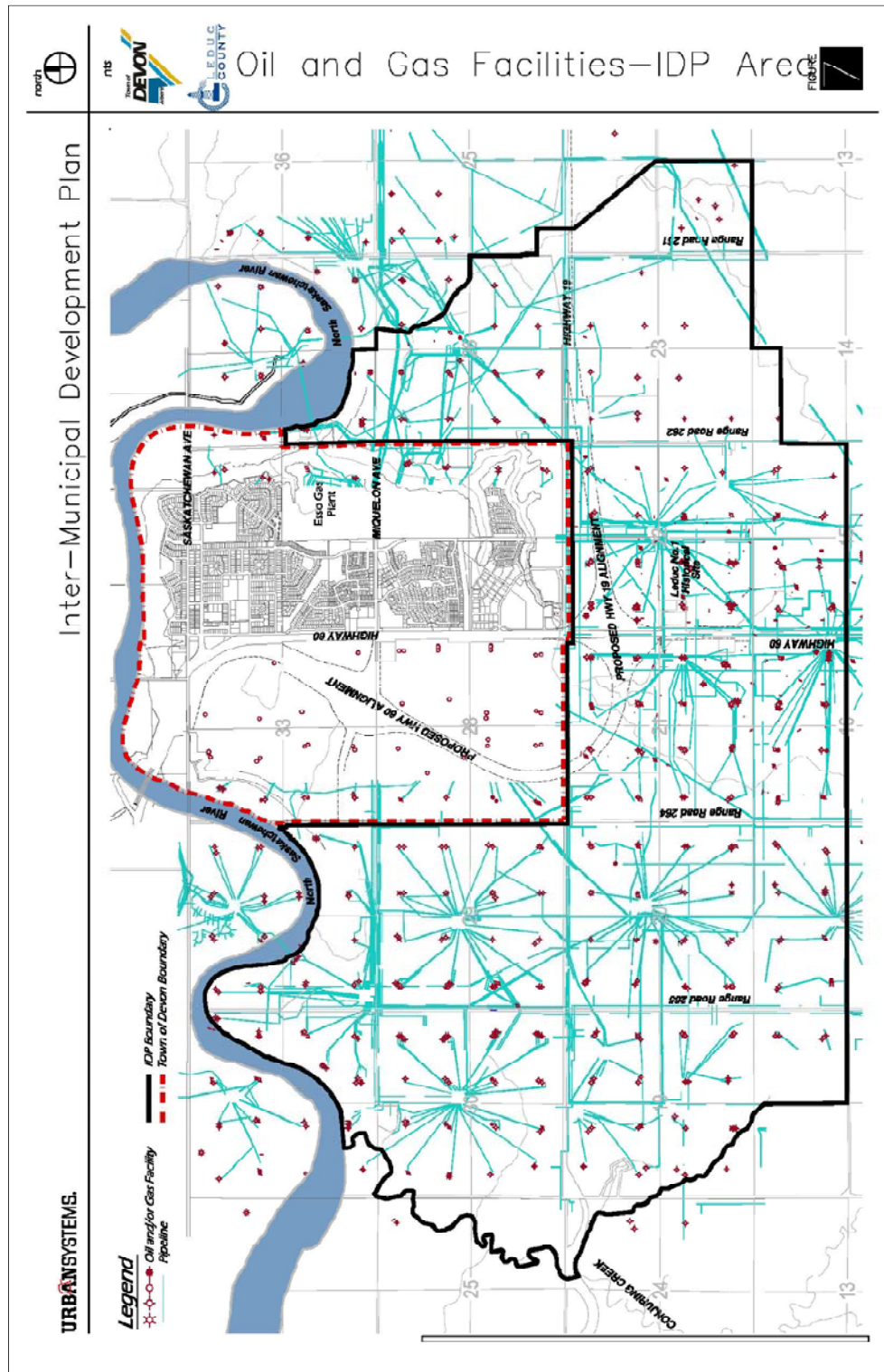


Figure 7 – Oil and Gas Facilities – IDP Area



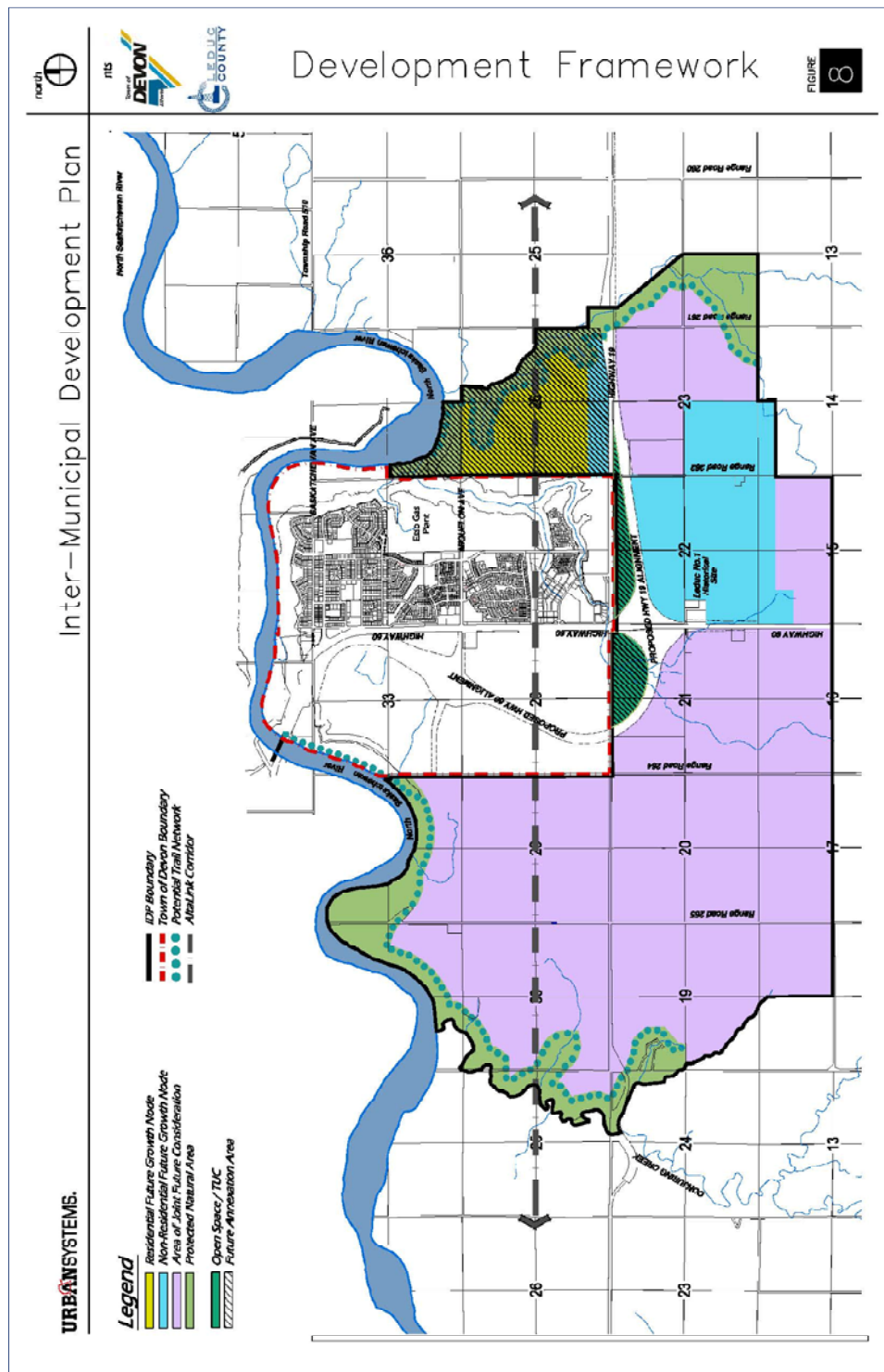


Figure 8 – Development Framework

## 6.0 RESIDENTIAL

### 6.1 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. Possible 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 8 - Development Framework identifies a second area for residential development at an urban standard and density, should the lands west of Highway 60 not be able to accommodate Devon's growth. It is generally accepted that residential development in the IDP area, should it be required, would be directed to the east of Devon in the long term. Demand for residential development in these areas may occur in the next few

years, based on the projected growth rates and the capacity for additional residential development within Devon's current boundaries. The Town and the County wish to jointly identify a framework for potential future residential development, in order to guide land use and development decisions and policy-making in the coming years.

### 6.2 Residential Policies

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

- |   |   |
|---|---|
| <p>(a) <b>Design of Residential Areas</b></p> | <p>Support the creation of future residential areas that are well-designed and of a high quality. Should it occur, residential development should be in accordance with the design principles established in the Town of Devon MDP.</p> |
|---|---|

- (b) **Urban Density**

Any future residential development areas would strive to accommodate growth at an overall density average of 48 persons per gross residential hectare, striving for a ratio of 65% single detached dwellings versus a maximum of 35% for other types of dwelling units, including semi-detached, duplex, townhouse, and apartment developments.
- (c) **Area Structure Plans**

Any future multi-lot residential developments or subdivisions in the residential future growth node areas will only be considered by the Town and the County through the preparation of Area Structure Plans, in accordance with Section 633 of the *Municipal Government Act*.
- (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**

Any proposals for multi-lot residential developments or subdivisions in the “joint future consideration” area will only be considered by the Town and the County through a proposed amendment to the IDP itself, considering the direction of the Growth Plan report, and the preparation of an Area Structure Plan(s).
- (f) **Innovative Approaches**

Consider innovative designs for any future residential developments that reduce vehicle dependency; provide more housing choices; exceed the average of 48 persons per gross residential hectare; offer mixed residential uses, forms, and activities in a neighbourhood node; and accommodate future transit options.
- (g) **Level of Service**

Require future levels of infrastructure and municipal services for any future residential development in accordance with the development standards of the Town of Devon, in consultation with Leduc County.

(g) **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 should development occur. Efforts in this regard will be undertaken in consideration of the direction provided in Appendix 5: Capital Region Housing Plan, of the Growth Plan report.

## 7.0 INDUSTRIAL

### 7.1 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.

A key issue for the Town is ensuring that any potential new industrial activity in the IDP area is safe and compatible with the existing residential function of the community. The Town's long-term intent is to restrict new industrial development to light industrial/business park uses along the Highway 19 corridor, in order to maintain a higher standard of development at this main entrance into Devon. The existing and future (with the planned twinning of Highway 19) highway exposure in the IDP area could provide opportunities for new industrial activities. Any form of access to the lands adjacent to the Highway 19 corridor will be restricted to a minimum 1,600 m spacing, in accordance with Alberta Transportation standards. Future planning activities for these areas will need to address these requirements.



Areas identified on Figure 8 for “non-residential future growth node” could accommodate future industrial uses that provide high quality building and site development. Activities on these sites would be generally conducted within an enclosed building, such that no nuisance factor is created for adjacent properties. A limited amount of outdoor activity (loading, service, storage, etc.) would be considered, provided that this activity is secondary to the primary use of the site. Business parks that feature office buildings with no outside storage would also be accommodated in this area. Given the closure of the Imperial Oil Gas Plant, and the limited land remaining elsewhere in the community for non-residential uses, opportunities for future non-residential development are critical for the Town to achieve a more sustainable balance to its overall tax assessment base. The Town and County are currently exploring cost and revenue sharing options for new non-residential growth in the South of Devon Industrial ASP area which may provide a means for the Town to achieve a more sustainable balance to its overall tax assessment base.

This area could also accommodate industrial uses that are undertaken within a building on the site, or carry out a portion of their activities outdoors or require outdoor storage areas. The preference would be to accommodate development that is associated with a building on the site, versus lands that are only used for outdoor storage, and it would be intended to locate these uses away from the Highway 19 and 60 corridors.



Nuisance factors associated with uses on lands in this area would not extend beyond the boundaries of an individual site. This designation does not include heavy industrial activities which are capable of having a negative impact on surrounding properties.

## 7.2 Industrial Policies

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

- |  |  |
|--|--|
| (a) <b>Design of Industrial Areas</b>          | 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.   |
| (b) <b>Area Structure Plans</b>                | New industrial developments or subdivisions would only be considered by the Town and the County through the preparation of an Area Structure Plan(s), in accordance with Section 633 of the <i>Municipal Government Act</i> .  |
| (c) <b>Outline Plans</b>                       | 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) <b>Future Industrial Development</b>       | Any proposals for industrial development in the "joint future consideration" area will only be considered by the Town and the County through a proposed amendment to the IDP itself, considering the direction of the Growth Plan report, and the preparation of an Area Structure Plan(s).  |
| (e) <b>Industrial Design Guidelines</b>        | Jointly prepare design guidelines or regulations that would apply to future industrial areas along Highways 19 and 60 to ensure consistent and high quality development along major entranceways into the area.  |
| (f) <b>Heavy Industrial Uses Not Permitted</b> | 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

Require future levels of infrastructure and municipal services for industrial development in accordance with the development standards of the Town, in consultation with Leduc County.

## 8.0 INDUSTRIAL DEVELOPMENT STRATEGY

### 8.1 Background

One key aspect for the Town and the County relating to the intention to undertake the preparation of this IDP was to establish a shared vision on future industrial development in the area. As noted earlier in this report, Devon has some industrial activity and opportunities within its boundaries. The primary node is the Devonian Business Park, which has several hectares of privately-owned land remaining to be developed. Another key industrial activity node was the Imperial Oil (Esso) Gas Plant, located in the northeastern portion of the Town. Originally opened in the early 1950s, decommissioning of this plant began in 2006. Prior to the Plant's closure, this use, and the Devonian Business Park, represented approximately 15% of the Town's assessment base. To illustrate the magnitude of the decommissioning of the plant, in 2007 this facility was assessed at over 12 million dollars. By the middle of that same year, it was re-assessed with a reduced value of just over 3 million dollars. This assessed value will continue to diminish as the decommissioning process continues, and improvements on the site are removed. Imperial Oil has confirmed they hope to have this process completed by 2012. With the Plant's closure, the Town is now limited to approximately 8% of its overall assessment base being attributed to a single industrial development (the Devonian Business Park).



As many other communities are experiencing, it is vital for a municipality to retain a healthy balance of residential versus non-residential development in its assessment base. Non-residential uses, and primarily industrial uses, provide a significant return for a municipality's assessment base, and are typically over-represented in this regard in comparison to the land they occupy. This is opposite to residential development, which typically occupies a significant portion of the land area of a municipality, but typically provides a

considerably lower representation of the overall assessment base. With the closure of the Imperial Oil Gas Plant, the Town is eager to identify future industrial opportunities within the Town and in the IDP area to re-establish a better balance between residential and non-residential uses in its assessment base.

Policies in the Town's MDP identify that new heavy industrial uses, which are identified as being capable of having a detrimental effect on humans or the environment through the discharge or emission of toxic, noxious, or hazardous products beyond the boundaries of the site, will not be considered. This direction regarding heavy industrial development is extended to apply to the lands in the IDP area.

The County's MDP identifies the IDP area surrounding Devon for agricultural uses. Outside of the Nisku Industrial Park, the County's MDP limits any future industrial uses throughout the municipality to rural industrial, which are intended only to provide products or services to the agricultural industry, recreation, or nearby urban and/or industrial areas. These policies share a common approach with the Town's MDP regarding new heavy industrial opportunities in the IDP area.

As the shared intent between the Town and the County regarding future industrial development opportunities in the IDP area is to limit these potential uses to medium and light industrial, the Development Framework shown on Figure 8 offers opportunity for such uses along the highly-visible Highway 19 and 60 corridors. These areas have been contemplated for future industrial uses due to their locations along the two major highway facilities, which provide good future access opportunities. It should be noted that any future access to the lands adjacent to these corridors will be restricted to a minimum 1,600 m spacing, in accordance with Alberta Transportation standards. Future planning activities for these areas will need to address these requirements, in consultation with Alberta Transportation. The majority of the future industrial opportunities are located to the south of the future interchange of Highway 19 and 60, which allows the highways to serve as sizeable buffers separating the commercial and residential uses located within the existing Town boundaries to the north of Highway 19 and east of Highway 60.

The industrial land market in the Capital Region continues to be extremely competitive. Overall, the industrial vacancy rate decreased from 1.22% in 2006 to 1.12% at the end of 2007. Industrial market activity continues to be strong, with expectations that the vacancy rate will remain relatively stable, varying between 1% and 1.5% in the region. This market strength is creating a significant demand for new industrial land to be brought to the market. As such, opportunities exist for the Town and the County to work together to create and promote an industrial development node in the south portion of the IDP area. However, some considerations need to be made in this regard.



The County recently prepared the South of Devon Industrial Area Structure Plan that allocates approximately 320 ha of gross developable area for business/light/medium industrial development along the Highway 19 and 60 corridors. The industrial uses will include business parks, indoor manufacturing and some outdoor storage uses such as pipe lay down yards, trucking, and contractor services. The uses along the Highway corridors will be business industrial in nature and architectural and landscape design guidelines will be applicable to these uses to enhance the entryways into the Town of Devon. To ensure a competitive and balanced approach, the Town and the County will need to work together to identify possible industrial opportunities in these two municipalities that will complement each other, and not put one at a competitive disadvantage.

The future servicing intent for the non-residential areas in the IDP and South of Devon Industrial ASP will also play a role in influencing the form of development that may occur. As development proceeds, the Town has indicated that its historical preference has been for potential industrial lands in the IDP area to be fully serviced at an urban standard (i.e. piped water, sanitary sewer, and storm sewer; urban standard roadways; etc.). The Town is willing to consider the development of new or alternate development standards through consultation with the County as future industrial lands, currently in the County and the IDP area, are proposed for development.

Interim water and sewer servicing of the IDP area through the use of on-site, private systems may be considered acceptable. The interim servicing shall be in accordance with the Town of Devon standards, in consultation with Leduc County. Engineering standards shall be in accordance with the Town, in consultation with the County.

As there is currently no servicing concept for lands to the east of the IDP area, the opportunity to service the proposed development in this area through the use of communal or on-site systems may exist. This may present a different development opportunity for certain industrial users over the short term, until urban-standard servicing can be extended into the area. This situation may present an opportunity for the Town and County to coordinate the location of proposed industrial development between the IDP and ASP areas, based on the level of servicing an industrial user may require. A key component that will need to be considered is the direction from the Growth Plan report that development in areas outside of the Priority Growth Areas must not adversely impact the provision of regional infrastructure required to service the Priority Growth Areas.





The financing strategy of how the costs of servicing a potential industrial area in the IDP would be addressed is also an important consideration. Cost-recovery mechanisms such as a joint off-site levy bylaw within the IDP area should be explored to finance construction of off-site infrastructure expansion/upgrades to provide urban servicing standards within certain industrial development areas, such as the South of Devon Industrial ASP.

Overall, the Town and the County may be well-positioned to take advantage of future demand for industrial land in the Capital 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 into the area, making them possible candidate areas for future industrial uses. To fully realize this opportunity, a collaborative approach to industrial development would need to be undertaken to ensure that development in certain areas of the County and in the IDP area will not prejudice opportunities for each other, and that efforts in this regard support the direction of the Growth Plan report. The establishment of a structured partnership between the two municipalities should be the next step in formulating this strategy.

## 8.2 Industrial Development Strategy Policies

The Town's and the County's policies related to the development of an industrial development strategy are as follows:

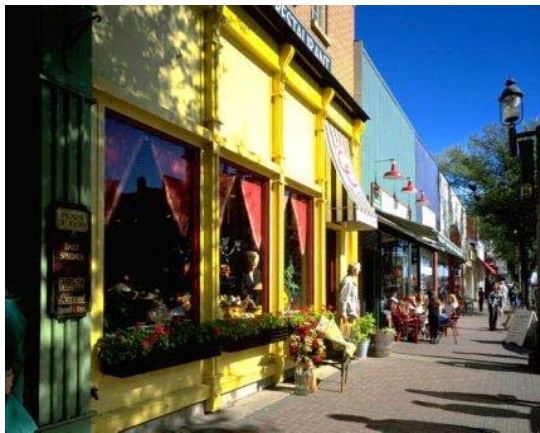
- |                                 |   |
|---------------------------------|---|
| (a) <b>Formal Agreement</b>     | Adopt a formal agreement or memorandum of understanding between the Town and the County on the shared vision for possible industrial development in the IDP area.   |
| (b) <b>Level of Service</b>     | Require future levels of infrastructure and municipal services for industrial development in accordance with the development standards of the Town of Devon, or at an alternate standard, in consultation with Leduc County. Interim on-site or communal systems for the provision of water, sanitary sewer, and stormwater management in the IDP area may be considered for certain uses, as agreed upon by both municipalities. |
| (c) <b>Cost/Revenue Sharing</b> | Undertake discussions to determine a cost-sharing arrangement between the Town and County for the costs of providing infrastructure to the IDP area. Explore revenue sharing options between the Town and County for new non-residential growth within the South of Devon Industrial ASP area.  |
| (d) <b>Comprehensive</b>        | Ensure that proposals for future industrial development in the  |

<b>Development</b>	IDP area are of a comprehensive nature, through the submission of an Area Structure Plan(s). Industrial development proposals of a small or non-comprehensive nature (e.g. single lot developments) will be required to undertake an evaluation of whether industrial lands within the Town boundaries would be better suited to accommodate the development.
(e) <b>Regional Promotion</b>	Work collaboratively to promote the industrial area of the IDP as an opportunity for industrial development on fully-serviced, comprehensively-planned lands.
(f) <b>Off-Site Levies</b>	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 IDP area, or a portion thereof."

## 9.0 COMMERCIAL

### 9.1 Background

Devon has a relatively small inventory of commercial space for a town of more than 6,000 people. This is due in large part to Devon's location in the capital region and its proximity to 1.4 million square metres of retail and related service commercial development on the west and south sides of Edmonton, in Spruce Grove, and in the City of Leduc, all within one half-hour's drive of the Town.



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. Three types of commercial development - highway commercial areas, a district commercial centre, and neighbourhood commercial nodes - have been considered as options to address potential future needs. 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 continue to thrive.

The intent for any future highway commercial development in the IDP area would be to concentrate it along the Highway 60 and 19 corridors. While access points to each highway will be controlled by Alberta Transportation, the exposure to existing and future highway traffic (particularly with the planned twining of Highway 19) makes these corridors ideal for these types of commercial uses. These potential uses could be accommodated in the "non-residential future growth node" shown on Figure 8 - Development Framework.

As development potentially occurs in the "residential" and "non-residential future growth node" lands of the IDP as shown on Figure 8, the need for additional commercial development may arise to serve any population or employment areas. This could take the form of district-level commercial sites, providing retail, office, and other service needs to a broader residential or employment area. At a smaller scale, the potential for commercial nodes of a more local nature could also exist, providing convenient access to retail and other day-to-day services to those living or working in a local area.

## 9.2 Commercial Policies

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

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|--|---|
| (a) <b>Design of Commercial Areas</b>    | 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) <b>Area Structure Plans</b>          | New commercial developments or subdivisions would only be considered by the Town and the County through the preparation of an Area Structure Plan(s), in accordance with Section 633 of the <i>Municipal Government Act</i> .   |
| (c) <b>Outline Plans</b>                 | 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) <b>Future Commercial Development</b> | Commercial development of a variety of forms in the IDP may be considered in the "residential" and "non-residential future growth node" areas in conjunction with any future Area Structure Plan exercise. Any such proposals will only be considered by the Town and the County through a proposed amendment to the IDP itself, considering the direction of the Growth Plan report, and the preparation of an Area Structure Plan(s). |
| (e) <b>Commercial Needs</b>              | Develop strategies to encourage new commercial development to meet the future needs of any potential IDP population.  |
| (f) <b>Level of Service</b>              | Require future levels of infrastructure and municipal services for commercial development in accordance with the development standards of the Town of Devon, in consultation with Leduc County.   |

(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 ENVIRONMENT AND OPEN SPACE

### 10.1 Background

The environment and open space are a critical component of this Plan and part of the attraction of the Devon area. The natural features of Conjuring Creek, Devon Ravine East, and the North Saskatchewan River form the majority of the Plan Area's external boundary. These areas 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. River valley park space in Devon serves as the western terminus of the proposed Capital Region River Valley Park system that has been developed by the River Valley Alliance. Both the Town and County have endorsed this long term vision for the enhancement of the North Saskatchewan River Valley parks network.



Over time, as development may proceed in the IDP area, the intent would be to provide district park opportunities for future residents and employment centres. The final location and size of these possible district parks would be determined at the Area Structure Plan stage as development occurs. Such sites would be linked to other open space or natural area amenities in the Plan area through the use of pedestrian walkways and multi-use trails. These sites would not be intended to provide locations for future school facilities, but could be used as sites for a potential community

recreation facility that is developed in combination with a park site. It is intended that lands for any district parks would be acquired through the subdivision process as Municipal Reserve.

In addition to any district park sites, the IDP anticipates that the provision of a number of other open space/school sites in the Plan area could be needed. These sites could be developed as joint school/park sites or just park sites to serve future neighbourhoods in the area. They could provide playing fields (e.g. ball diamonds, soccer pitches) that could be incorporated with associated school grounds, and also passive and active (e.g. basketball or tennis courts) recreation activities. These sites would be generally located on arterial roads to provide good accessibility and visibility, and would be intended to link to one another and significant natural areas by pedestrian walkways and multi-use trails. These sites would also be dedicated as Municipal Reserve at the subdivision stage, and their specific size and locations would be determined through an Area Structure Plan process.

In addition to the district and school/park sites, it is intended that a major playground site would be provided in any future residential neighbourhood, in a central location to provide ease of pedestrian access. Some of these playground sites could be incorporated directly into the grounds of an associated school facility, while others could be individual amenities. In accordance with the Town of Devon Parks, Recreation, and Culture Master Plan, some of these playground sites could be suitable for use as non-traditional playgrounds, providing a location for activities such as skateboard parks, cross-country bicycle tracks, climbing walls, or Frisbee golf courses. The location and size of these smaller sites would be determined through an Area Structure Plan process, and would be acquired through Municipal Reserve dedication.

In addition to the possible park and school sites, there are also tremendous opportunities in the IDP area for the preservation and enhancement of natural areas. The 1990 *Environmentally Sensitive Areas Study: County of Leduc* report prepared by D.A. Westworth and Associates identifies four natural area sites in the IDP area, as shown on Figure 10 - Natural Areas. They include:

- North Saskatchewan River Valley;
- Leduc Oil-Well No. 1 site;
- Conjuring Creek; and
- Devon Ravine East.



The North Saskatchewan River, Conjuring Creek, and the Devon Ravine East form the north, west, and east boundaries of the IDP area, respectively, as each are significant natural features. The natural area on the Leduc No. 1 Historic site has been altered significantly over time, and while it does serve as an open space site, it is not considered to be of any environmental significance.

A new provincial study was undertaken in 2009 to provide updates and more clarity on the extent of natural features throughout the County. This study identified the physical extent of formerly-identified natural areas, and then identified any adjustments to those areas. In the case of the North Saskatchewan River Valley, Conjuring Creek, and the Devon Ravine East, modifications were made to the extent of these assets (generally to add more land). These areas are generally reflected on Figure 8 - Development Framework, Figure 9 - Open Space Network, and Figure 10 - Natural Areas.

The IDP identifies that the top of the bank of the North Saskatchewan River, Conjuring Creek, and the Devon Ravine East would need to be formally established as development proceeds in the area. Lands below the top of the bank would be designated as protected Environmental Reserve, and would form part of the intended open space network. To allow potential future residents in the area the opportunity to enjoy these

natural features, the IDP proposes the extension of a trail network along their boundaries. This trail network would tie into the existing trail system along the River and ravines in the Town, and would also form part of the Capital Region River Valley Park system that has been developed by the River Valley Alliance. The Growth Plan report also identifies opportunities for future extensions of the Trans Canada Trail network to extend through portions of the IDP area. The specific location and nature of these trails will be determined in the future by the Trans Canada Trail organization.

The Growth Plan report, through the Land Use Plan, developed a common regional approach to buffer areas. The purpose of the Regional Buffer Areas is to separate significant regional land uses from other land uses for the purposes of safety and risk management, compatibility, and conservation. Three types of Regional Buffer Areas were created: Safety and Risk Management, Compatibility, and Conservation. Of these three, only the Conservation Regional Buffer Area applies to the IDP lands. Policies related to the Conservation Regional Buffer Area include:

- Capital Region member municipalities shall ensure that the appropriate ecological studies are completed and implemented prior to the designation of land use in a statutory plan for lands adjacent to natural areas as identified on the graphic representation of Regional Buffer Areas. The assessment will be conducted to current industry standards in order to identify the appropriate setback and transition of land uses from the natural areas.
- Member municipalities shall identify, through a graphic representation and/or policy reference, the natural areas in their respective Municipal Development Plan and any applicable statutory plan(s), or associated background documents appended thereto. The plan shall contain policies that represent the resulting recommendations of the completed ecological studies to protect the natural area as much as possible.
- Member municipalities should consider natural areas on the boundaries of the Capital Region when implementing conservation buffers.
- Upon review of the Capital Region Land Use Plan, the Regional Buffer Areas graphic representation shall be amended to include any new identified regional natural areas.

As identified above, Figures 8, 9, and 10 identify environmentally-sensitive areas in accordance with the 2009 study undertaken for the area. At the time of future development, as part of an Area Structure Plan process, appropriate studies would need to be undertaken to identify appropriate setbacks from natural areas. As these studies are undertaken, the specific boundaries of the identified environmentally-sensitive areas may need to be adjusted.

The Leduc No. 1 Historical Site is the only formally-identified 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.

The lands between the existing and proposed Highway 19 alignment are likely to be purchased by Alberta Transportation. The end use for these lands cannot be predicted until the detailed engineering design for Highway 19 realignment and Highway 19 and Highway 60 interchange is finalized. Hence; these lands are designated for Traffic Utility Corridor/ Open space use. Multiple pipeline rights of way traverse through these lands.

## 10.2 Environment and Open Space Policies

The Town's and the County's environment and open space policies are as follows:

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|--|--|
| (a) <b>Cooperation in Environmental Protection</b> | Work with local environmental groups and relevant provincial and federal government agencies to ensure proactive and appropriate management of the natural features in the IDP area, prior to, and during, any future development.   |
| (b) <b>Top of Bank Delineation</b>                 | Any development proposals, including at the Area Structure Plan stage, adjacent to significant natural features such as Conjuring Creek, Devon Ravine East, or 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 Town and the County.                             |
| (c) <b>Top of Bank Protection</b>                  | 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) <b>Top of Bank Setbacks</b>                 | 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, in accordance with the Conservation Buffer information contained in the Growth Plan report.           |
| (e) <b>Trail Locations</b>                      | Locations and alignments of conceptual trail networks identified on Figure 9 - Open Space Network 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) <b>Park/School Sites</b>                    | Possible future park/school sites should serve a variety of educational and recreational needs including schools, parks, sports fields, and playgrounds.  |
| (g) <b>Development of<br/>Park/School Sites</b> | 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) <b>Municipal Reserve</b>                    | 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, subject to the approval of the Town of Devon. |
| (i) <b>Landscaping<br/>Features</b>             | 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) <b>Environmental</b>                        | As part of any future Area Structure Plan, Outline Plan, rezoning,  |



## Review

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 Town of Devon and Leduc County Municipal Development Plans.

### (kl) 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 Town and the County at a future development stage, 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, particularly at the time of development.

### (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 Town and the County 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 Town and the County.
- (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 10.2 (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 Town's and County's written approval.
- (q) **Sour Gas Wells**

Maintain information, as supplied by the Energy Resources Conservation Board (ERCB), indicating where sour gas facilities are located in the IDP area.
- (r) **ERCB Setback Regulations and Guidelines**

Apply ERCB 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 Alberta Culture and Community Spirit in accordance with the requirements of the *Historical Resources Act*.

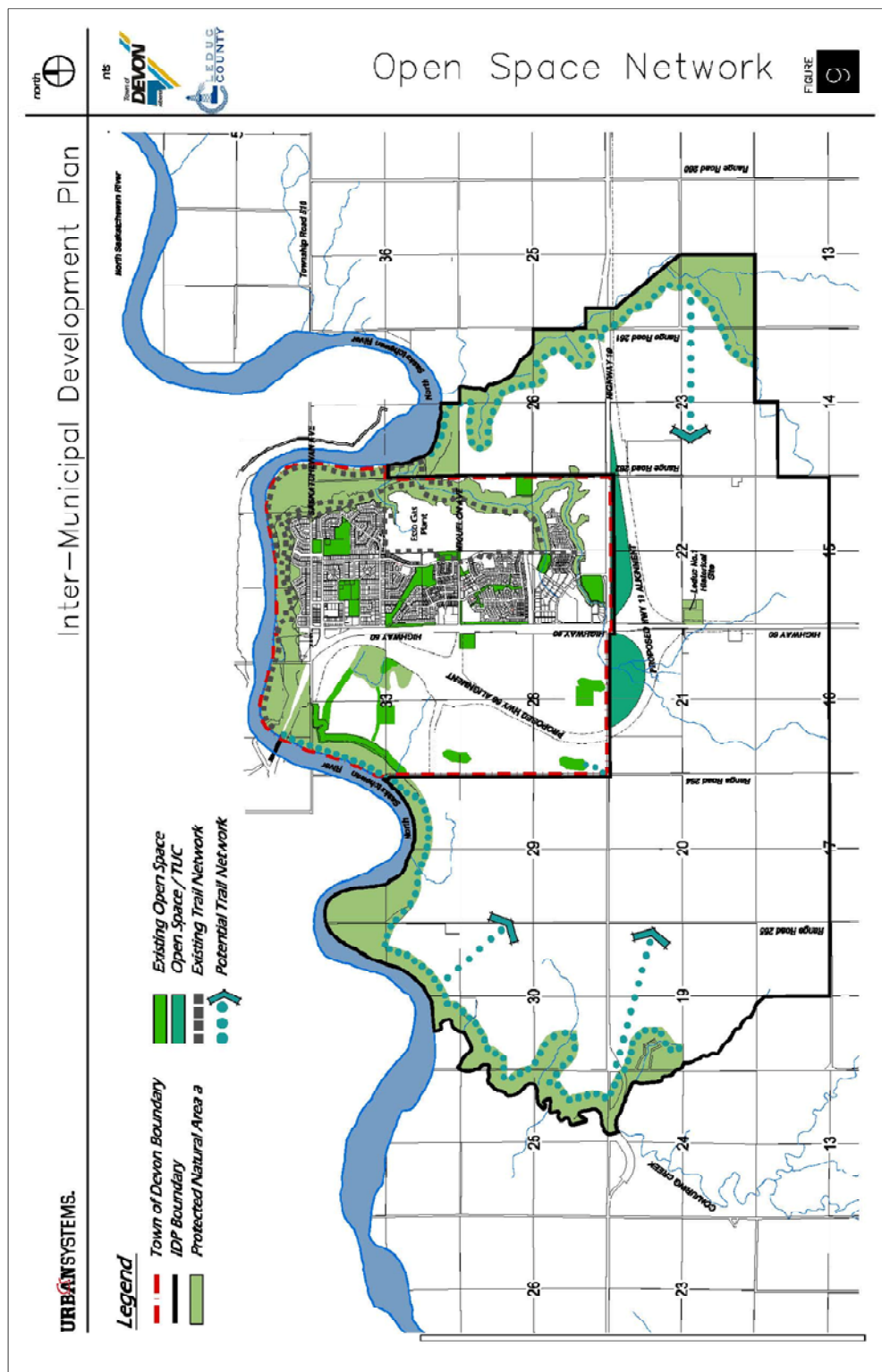


Figure 9 – Open Space Network

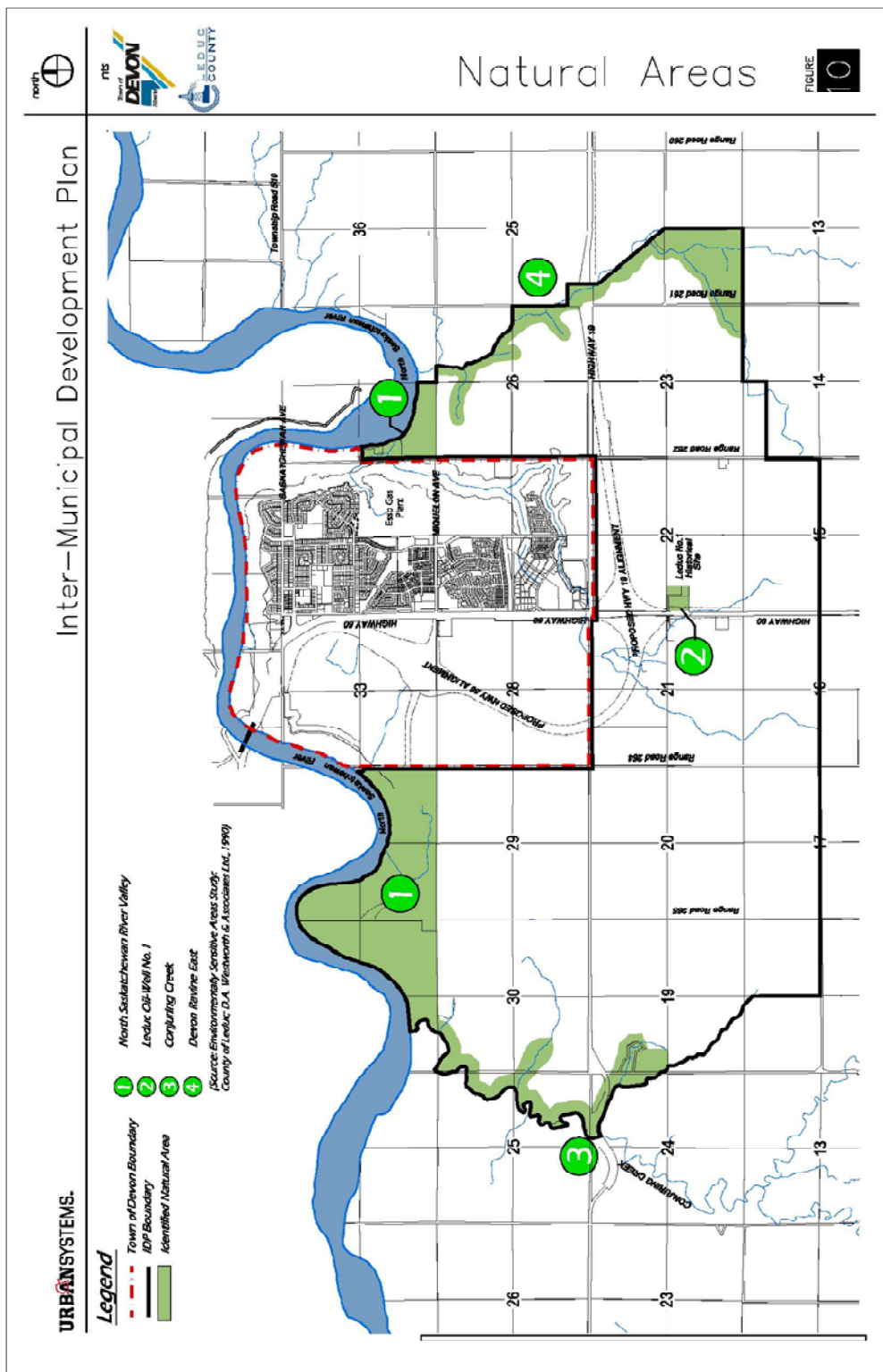


Figure 10 – Natural Areas

## 11.0 TRANSPORTATION

### 11.1 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 lands. 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 11 - Transportation Network shows the location of these roadways. Some of the more significant linkages include the following:

- Highway 19;
- Highway 60;
- Athabaska Avenue;
- Miquelon Avenue;
- St. Lawrence Avenue;
- Derrick Drive; and
- Range Roads 261, 262, 264, and 265.

Athabaska, Miquelon, and St. Lawrence Avenues and Derrick Drive all currently provide direct access to Highway 60. Range Roads 261, 262, 264, and 265 currently provide direct access to Highway 19.



Alberta Transportation is undertaking the detailed design work for the future twinning of 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. At the time of the preparation of this Plan, information regarding the specific lane layout was not available. However, Figure 11 - Transportation Network (and all other Figures in the Plan) identifies the most recent ultimate right-of-way requirement and alignment for the future Highway 19 facility that have been identified by Alberta Transportation to date. Depending on the ultimate final design, this right-of-way requirement and alignment may be subject to change.



Alberta Transportation's long-term highway plans also include the realignment of Highway 60 through the Town of Devon. The preliminary alignment layout indicates the requirement for an interchange at the intersection of Miquelon Avenue and Highway 60, and a second 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. This future re-alignment of Highway 60 is also shown on Figure 11 - Transportation Network and others in the Plan.



To accommodate any future development in the IDP area, a three-tier roadway hierarchy (arterial, collector, and local) would be anticipated. A future network of north-south and east-west arterial roadways that provide connections to Highways 19 and 60, as well as future roadways in Devon west of Highway 60, would be anticipated to serve the IDP area. Identification of the alignment and required rights-of-way for any future arterial roadways would be identified as part of any Area Structure Plan and Outline Plan process. Linking future development lands to arterial roadways would be collector roadways, which would in turn link

with local roadways at the neighbourhood level. Alberta Transportation standards would also need to be addressed for access to arterial roadways in proximity to Highways 19 and 60. Minimum setback distances may apply for a collector roadway access to an arterial roadway, within a certain distance from either highway.

As of the fall of 2014, Alberta Transportation has informed the Town and the County that the department supports an all-turns access at Township Road 503 and Highway 60. Township Road 503 will be developed to an arterial road standard in the western portion of the South of Devon ASP to provide an east-west arterial roadway connection to Highway 60. The separation requirements may allow for a second access to Highway 60 at Township Road 502 in the future.

As indicated by Alberta Transportation, permanent access to Highway 19 will be limited to interchange locations only once the twinning project is complete and Highway 19 has been designated as a freeway. Alberta Transportation does not support permanent access/egress at Range Road 261 to the current Highway 19 which will become a local road once the twinning project is completed. Alberta Transportation has also indicated that in case of a demonstrated need, a fly-over connection may be considered at Range Road 262 and Highway 19. The method of funding a future flyover will need to be established. Alberta Transportation has stated in recent correspondence (October 2014 and December 2014) that a future access is being considered at the junction of Highway 19 and Range Road 260 (Rabbit Hill Road).



The Town will continue to be engaged in discussions with Alberta Transportation with regard to a permanent right turn access/egress at Range Road 261 off Highway 19 which will become a local road once the twinning project is completed which would be consistent with the Town of Devon's Municipal Development Plan.

The Growth Plan report provided direction on future transit network needs in the Region though Appendix 3 - Intermunicipal Transit Network Plan. It provides guidance to the Capital Region on the development of a regionally integrated and coordinated transit service, addressing both long term planning and delivery. Strategies and policies related to the provision of transit service in the Capital Region in the Growth Plan document are oriented towards existing population concentrations, larger-scale industrial activity nodes, and the Priority Growth Areas.

The Transit Network Plan includes Devon and the surrounding IDP area in the 'Exurban Zone'. This Zone includes areas that are physically detached from the main city of a metropolitan area, and involves stretches of travel with little or no transit ridership capture opportunities. Future transit service in these areas would generally be restricted to coach-style buses providing connections to other population or employment centres that would be served by transit.

Over time, and as development proceeds in the Town and in the IDP area, both the Town and the County will explore opportunities to support, or participate in, the regional transit system.

## 11.2 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:

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| <p><b>(a) Transportation Master Plans</b></p> | <p>Update the <i>Town of Devon Transportation Study</i> 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.</p> |
| <p><b>(b) Roadway Network Standards</b></p>   | <p>For future development, utilize the design standards for roadway design that are used by the Town of Devon, in consultation with Leduc County. Consider the provision of bicycle or other alternate</p>   |

modes of transportation as part of any future roadway facility.

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|---|---|
| (c) <b>Area    Structure    Plans<br/>and Outline Plans</b>             | 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 Town and the County.  |
| (d) <b>Alberta Transportation</b>                                       | 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) <b>Highways 19 and 60</b>   | 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) <b>Coordination of<br/>Transportation<br/>Networks</b>              | Support the coordination and integration of local, regional, intra-provincial, and inter-provincial transportation networks. Monitor the activities of the Capital Region Board with regard to regional transportation initiatives, and consider future amendments to the IDP as necessary to ensure consistency.   |
| (g) <b>Development and<br/>Subdivision in<br/>Proximity to Highways</b> | <p>Require any future development and subdivision along Highways 19 and 60 to:</p> <ul style="list-style-type: none"> <li>▪ Obtain approvals, as required, from Alberta Transportation; and</li> <li>▪ Coordinate the number of entry and exit points to the two highways.</li> </ul>   |
| (h) <b>Clarity of<br/>Responsibilities</b>                              | <p>Support development, maintenance, and expansion of future transportation networks in the IDP area by clearly defining the responsibility for roadway construction and maintenance:</p> <ul style="list-style-type: none"> <li>▪ Alberta Transportation is responsible for Highways 19 and 60;</li> <li>▪ 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;</li> <li>▪ Developers would be responsible for constructing any new</li> </ul> |

- 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 established by the Town, in consultation with the County.
  
- (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) **Inter-Municipal Planning of Roadways** Coordinate the approval and development of any future roadways in the IDP area, and in the surrounding portions of the County, through the respective administrations and Steering Committees of each municipality.
  
- (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 Capital Region for the provision of public transportation into the Town and the IDP area, further to the direction of the Intermunicipal Transit Network component of the Growth Plan.
- (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.

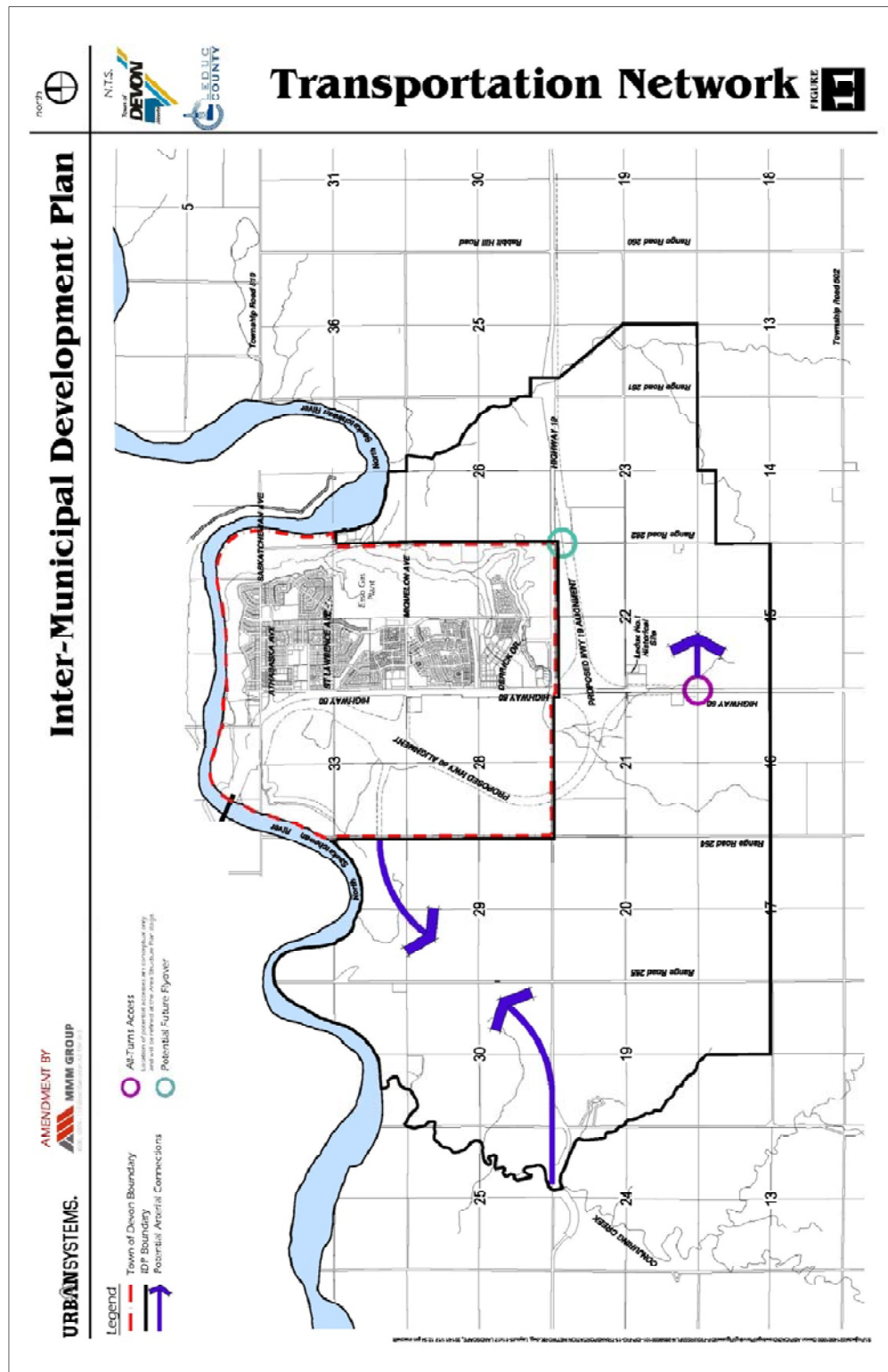


Figure 11 – Transportation Network

## 12.0 MUNICIPAL SERVICING

### 12.1 Background

The provision of water and sewer service for existing and future development within the Town and for the broader IDP area will be critical to the ongoing growth in the area. 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 obtain their water supply through the use of on-site water cisterns or wells. Sanitary sewer services for the IDP area are primarily addressed through the use of on-site, private sewage disposal systems.

In 2003, the government of Alberta adopted the *Water for Life* Strategy to develop a new water management approach and outline specific strategies and actions to address the province's water issues. Both the Town and the County are interested in adhering to the intent of the Strategy, and providing a long-term, safe supply of drinking water for the Town, and should development proceed, the IDP area. To achieve this goal, the Town and the County have developed a Water Development Partnership framework, which will guide the two municipalities in establishing formal agreements on how water supply could be addressed for the area in the future. Section 13 of this Plan provides more detail on the considerations that will need to be made regarding this initiative.

As mentioned above, 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 AltaGas 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 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.



The Town has expressed its preference for potential future development in the IDP area to be serviced at an urban standard of development, with underground, piped services for water, sanitary sewer, and stormwater management being provided, similar to the level of service provided for within the Town limits. Due to the more rural nature of development in this portion of the County, partnerships will need to be considered between the Town and the County to determine the ultimate and interim level of servicing that may be required should future growth dictate expansion into the area.

## 12.2 Existing Water Treatment System - Devon

As indicated above, the Town owns and operates its own water treatment facility, which provides treated water to lands within the Town boundary. In 2006, the Town commissioned an assessment of the existing and future capacity of the water treatment facility. The water treatment facility is located at the north end of Town, along the North Saskatchewan River, and is integrated with a reservoir and pump house located on Haven Avenue. The facility has a current operating approval that permits the treatment of water that would serve a population of approximately 8,000 people based on the 2007 Focus treatment plants report. The facility was expanded in 2011 and can serve a population of 11,000. With plant upgrades including addition of membranes and treatment and distribution improvements the plant can serve a population of 13,500 based on production numbers provided by DCL Siemens.. With additional upgrades over time to provide added clarifier and upgraded raw water pumping, and the conversion of several gravity filters to membranes, the facility's ultimate potential capacity could be increased. After upgrades are complete, there may be capacity available to service lands west of Hwy 60, however the development constraints may make servicing these lands unfeasible. Priority for infrastructure should be given to the proposed annexation lands as these lands have less constraints and represent a natural progression of infrastructure to the east.

In 2007, the Town also commissioned a project to undertake a servicing concept for water, sanitary, and stormwater servicing for the area west of Highway 60 within the Town boundaries. The existing and proposed water network for the Town is shown on Figure 12 - Existing Water Servicing.

## 12.3 Existing Wastewater Treatment System - Devon

The Town also owns and operates its own wastewater (sanitary sewer) treatment plant, which provides the treatment and discharge of wastewater from land within the Town boundary. In 2006, the Town commissioned an assessment of the existing and future capacity of the wastewater treatment facility. The wastewater treatment facility is located at the north end of Town, near the water treatment plant along the North Saskatchewan River. It is integrated with two main sewer trunks that convey flows from the south end of Town to the treatment plant. Two lift stations assist in moving the flows from the developed lands to the plant. Under its existing configuration, the treatment plant has capacity to serve approximately 8,000 people. Subject to the replacement of the existing wastewater treatment plant and system upgrades the plant could serve an ultimate population of 19,000 as per the 2013 Stantec WWTP replacement strategy study. After

upgrades are complete, there may be capacity available to service lands west of Hwy 60, however the development constraints may make servicing these lands unfeasible. Priority for infrastructure should be given to the proposed annexation lands as these lands have less constraints and represent a natural progression of infrastructure to the east.

The existing and proposed sanitary sewer network for the Town is shown on Figure 13 - Existing Sanitary Servicing.

## 12.4 Existing Stormwater Management System - Devon

The Town's stormwater management system consists of a number of storm sewer mains that extend throughout the Town, collecting run-off from the developed lands in Devon. These mains lead to three stormwater management ponds, where the run-off is retained and treated, and then ultimately directed to three outfall locations on the North Saskatchewan River for discharge. The 2007 servicing concept report identified extensions to the system for the area west of Highway 60, including storm sewer mains and eight future stormwater management ponds. The Town's stormwater management system (existing and the concept for the lands west of Highway 60) is shown on Figure 14 - Stormwater Servicing & Basins.



## 12.5 Future Water Servicing

As indicated in Section 12.2 above, the Town's water treatment facility has potential future capacity with improvements. This suggests that there is capacity in the treatment plant to potentially service the primarily residential lands to the west of Highway 60 within the Town's existing boundaries.

Development proposals may emerge in the near future with respect to providing water servicing to lands in the IDP area, particularly the proposed "non-residential future growth node" areas shown on Figure 8 - Development Framework. As there is presently no water servicing to the County lands in the IDP area, 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 unserviced lands in the Town boundaries (i.e. the area west of Highway 60) related to the future extension of water servicing into this area. The Town would also need to clearly understand the impact that potentially providing water servicing to lands outside of the Town boundary in the long term may have on the ability to fully service the lands within the current Town boundary. Based on the 2009 population of Devon, and the amount of land available for development west of Highway 60, it is anticipated that the overall Town population could be approximately 15,000 upon full

build-out of the area. Under the 1.8% growth scenario, there could be extra capacity in the ultimate system to consider providing water servicing to lands outside of the Town boundary.

While the County is a member of the Capital Region Southwest Water Services Commission, there are presently no water services in the IDP area. Water servicing in this area is provided through the use of water cisterns or wells. In the absence of water servicing being provided directly by the Town, the provision of a piped water supply to service the IDP area would likely involve the extension of water mains several kilometres to the west from the Nisku area near the Queen Elizabeth II Highway. Over time, as the area to the east of the IDP area builds out, piped water services may be extended towards Devon. However, this will take a number of years. The more realistic opportunity for providing piped water servicing to the IDP area in the short term is through extensions of the water network in the Town of Devon.

In any case, both the Town and the County wish to explore future opportunities to provide treated water to the County lands in the IDP area. This could involve direct extensions from the water network in the Town, or potential arrangements made with the Capital Region Southwest Water Services Commission. The Town and the County understand that the Growth Plan report identifies no regional water servicing being provided to Devon or the IDP area, and that it clearly states that the Priority Growth Areas are first in line to receive servicing capacity from established regional networks. Therefore, opportunities for the IDP area to be serviced through connection to any regional water network in the future may be limited. Discussion related to what considerations both municipalities will need to make regarding a partnership on future water service can be found in Section 13 - Water Development Partnership of this Plan.

## 12.6 Future Sanitary Servicing

In the next five years the Town has plans to replace the existing waste water treatment plan, which at full build will service a population up to 19,000. Based on a population growth projection for the Town of 1.8% per year, as shown in Table 1, the Town will theoretically not reach this population threshold until after 2044. This suggests that there is capacity in the wastewater treatment plant to service the primarily residential lands to the west of Highway 60 within the Town's boundaries.

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 IDP area, particularly the proposed "non-residential future growth node" areas shown on Figure 8 - Development Framework. As existing sanitary sewer servicing is primarily provided through the use of on-site, private sewage disposal systems in the County lands in the IDP area, the provision of piped sanitary sewer 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. Similar to the provision of water servicing are the potential implications of providing sanitary sewer servicing to areas outside of the Town boundaries, and the Town's future ability to service lands within its own boundaries.

While the County is a member of the Alberta Capital Region Wastewater Commission regarding sanitary sewer servicing, there are presently no sewer services in the IDP area, other than the on-site, private systems used by individual landowners. In the absence of sanitary sewer servicing being provided directly by the Town, the provision of piped sewer mains to service the IDP area would likely involve the extension of existing mains several kilometres to the west from the Nisku area near the Queen Elizabeth II Highway. Over time, as the area to the east of the IDP area builds out, piped sanitary sewer services may be extended towards Devon. As with the scenario with water servicing, this will take a number of years. The more realistic opportunity for providing piped sanitary sewer servicing to the IDP area in the short term is through extensions of the existing network in the Town of Devon.

The framework outlined in Section 13 of this Plan regarding a Water Development Partnership offers many parallels to the long-term goal of providing sanitary sewer services to the IDP area. Similar partnerships may be required between the Town and the County, and possibly the Wastewater Commission to achieve this goal. As noted earlier, the Town and the County understand that the Growth Plan report identifies no regional sewer servicing being provided to Devon or the IDP area, and that it clearly states that the Priority Growth Areas are first in line to receive servicing capacity from established regional networks. Therefore, opportunities for the IDP area to be serviced through connection to any regional sewer network in the future may be limited.

## 12.7 Future Stormwater Management Servicing



The existing drainage basin boundaries in the IDP area have been identified and are shown in Figure 14 - Stormwater Servicing & Basins. The IDP area consists of six drainage basins. Four of these basins have boundaries that extend to the south and southeast, outside of the Plan area. This indicates that overland runoff flows from the areas south of the IDP area into the area and drains to the North Saskatchewan River. Generally, the land drains from south to north and has minor high points and depression areas all around. There are two major creeks located in 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.

## 12.8 Future Franchise Utilities Servicing

Prior to any potential annexation of land from the County by the Town, the provision of natural gas servicing into the IDP area to serve possible future growth would be provided by AltaGas. If annexation of lands was to proceed prior to development, natural gas could be extended into the area by the Town in the long term. Other franchise utilities, such as power (EPCOR/FortisAlberta), cable (Shaw Cable), and telephone (TELUS), could also be expanded/extended into the IDP area as development proceeds over time.

## 12.9 Municipal Servicing Policies

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

- |   |  |
|---|--|
| (a) <b>Level of Service</b>                       | Potential new development will provide a full urban standard of municipal servicing, including piped water, piped sewage, stormwater management, natural gas, and franchise utilities (power, cable, and telephone), in accordance with the Town of Devon Service Levels and Design Standards, in consultation with Leduc County. For some land uses, alternate on-site servicing may be considered until such time as full urban servicing can be provided. |
| (b) <b>Area Structure Plans and Outline Plans</b> | 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) <b>Future Water Distribution Network</b>      | Explore opportunities and establish partnerships between the Town and the County regarding the means of providing piped water services to the IDP area in the future.  |
| (d) <b>Future Sanitary</b>                        | Explore opportunities and establish partnerships between the   |



	<b>Sewer Distribution Network</b>	Town and the County regarding the means of providing piped sanitary sewer services to the IDP area in the future.
(e)	<b>Provision of Servicing</b>	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.
(f)	<b>Off-Site Levies</b>	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 IDP area.
(g)	<b><i>Water for Life</i> Strategy</b>	Incorporate the provincial government's <i>Water for Life</i> Strategy in all planning for future water infrastructure.
(h)	<b>Stormwater Run-off Rates</b>	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.
(i)	<b>Stormwater Management Plan Requirements</b>	<p>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:</p> <ul style="list-style-type: none"> <li>▪ Topography;</li> <li>▪ Watershed and development in relation to it;</li> <li>▪ Proposed minor drainage system (ditches/pipes/catch basin locations);</li> <li>▪ Proposed major drainage system (direction of surface drainage);</li> <li>▪ Proposed on-site detention/retention facility (location/size);</li> <li>▪ Location of outflow/outfall structures; and</li> <li>▪ Any related modeling and calculation information.</li> </ul>



- |   |   |
|---|---|
| (j) <b>Stormwater Discharge</b>         | 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.  |
| (k) <b>Treated Water Discharge</b>      | 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.  |
| (l) <b>Extension of Services</b>        | 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.  |
| (m) <b>Energy Utility Corridors</b>     | 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. |
| (n) <b>Energy Utilities Development</b> | Continue to work in conjunction with the Energy Resources Conservation Board (ERCB) and the Alberta Utilities Commission (AUC) regarding developments in the IDP area relating to the oil and gas and utilities industries.   |
| (o) <b>Infrastructure Servicing</b>     | The extension of any form of servicing infrastructure into the IDP area will not interfere with the efficient provision of servicing for the Cw Priority Growth Area in Leduc County, further to the direction established in the Growth Plan report.   |

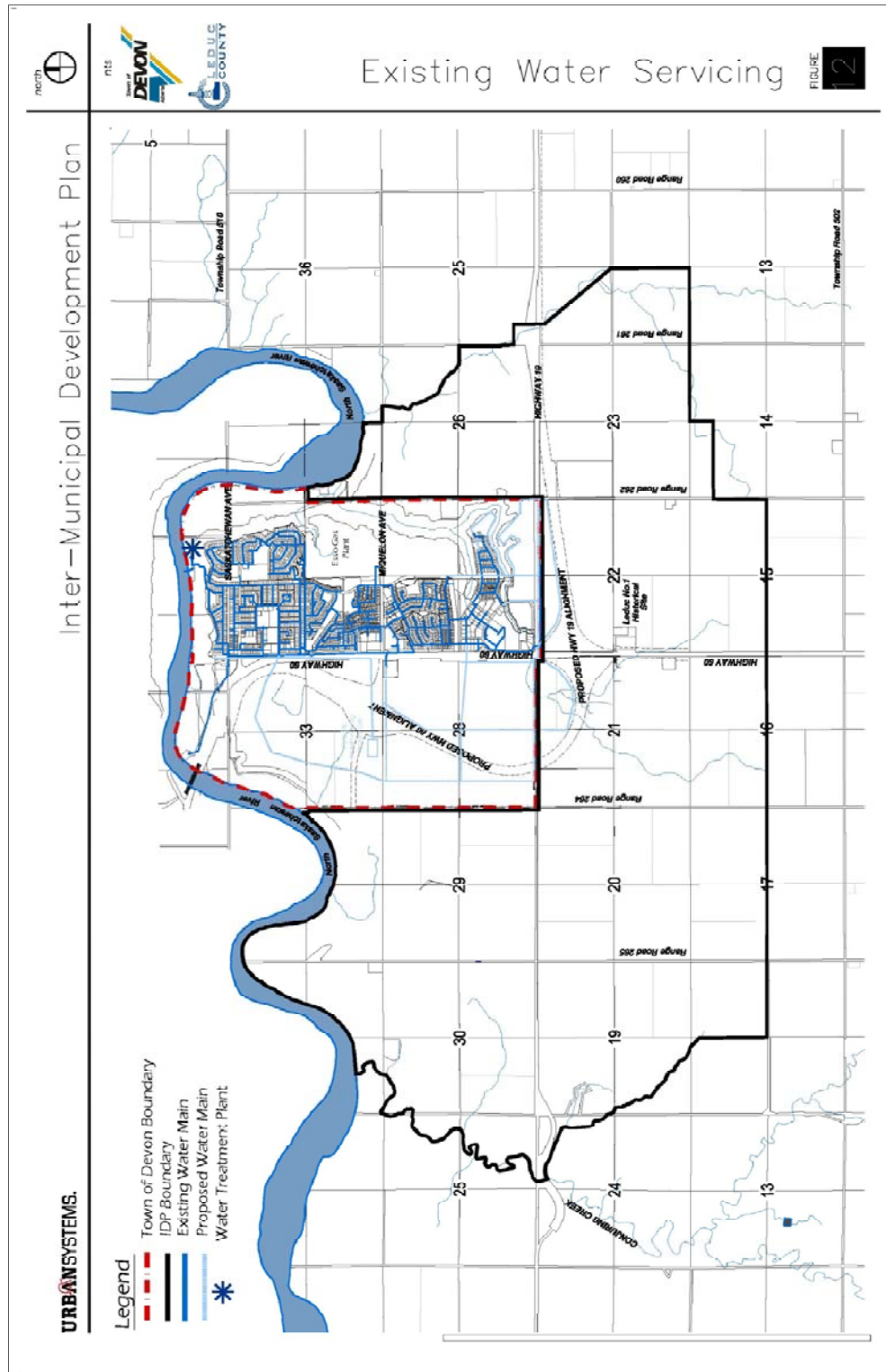


Figure 12 – Existing Water Servicing

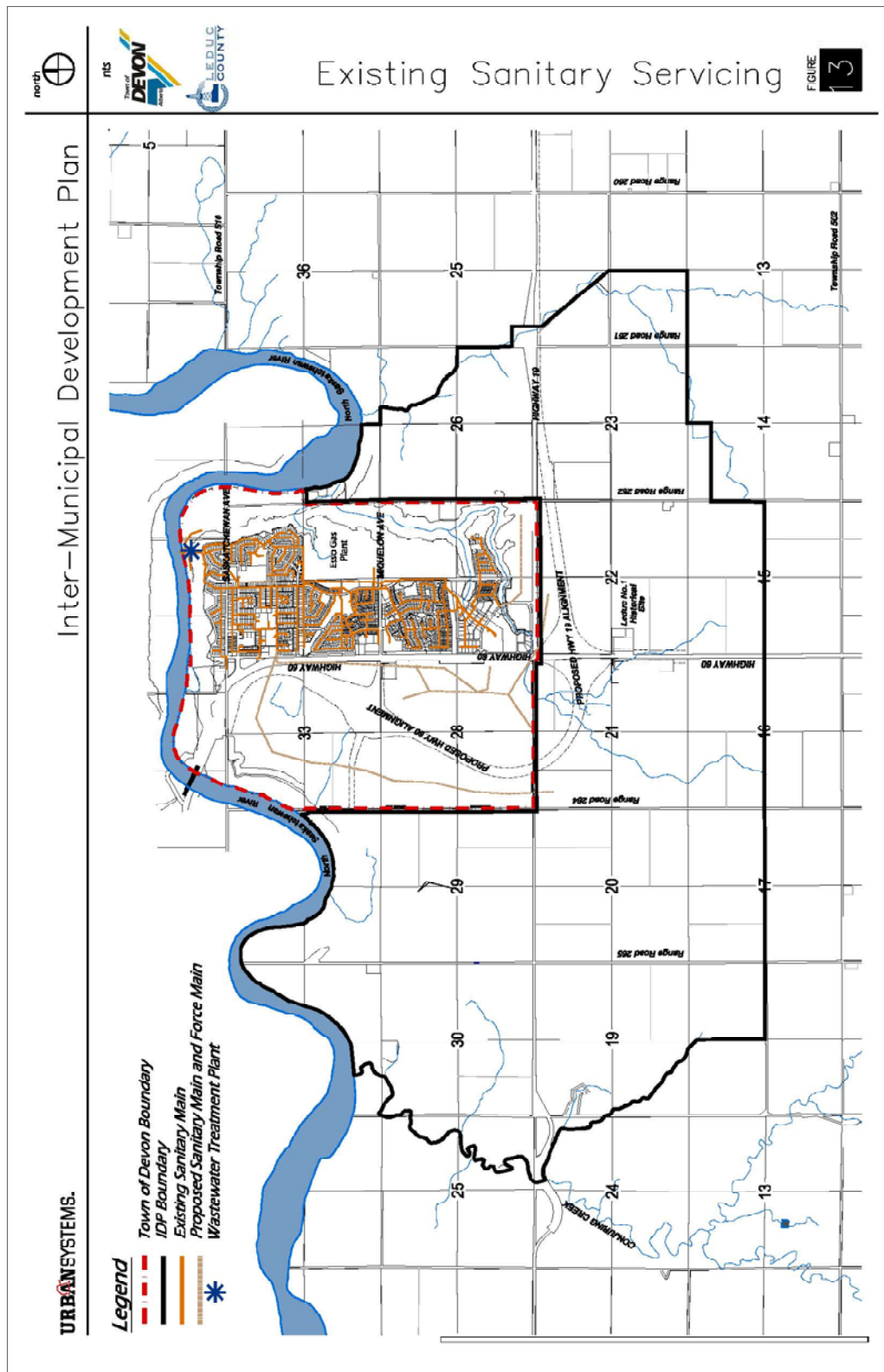


Figure 13 – Existing Sanitary Servicing

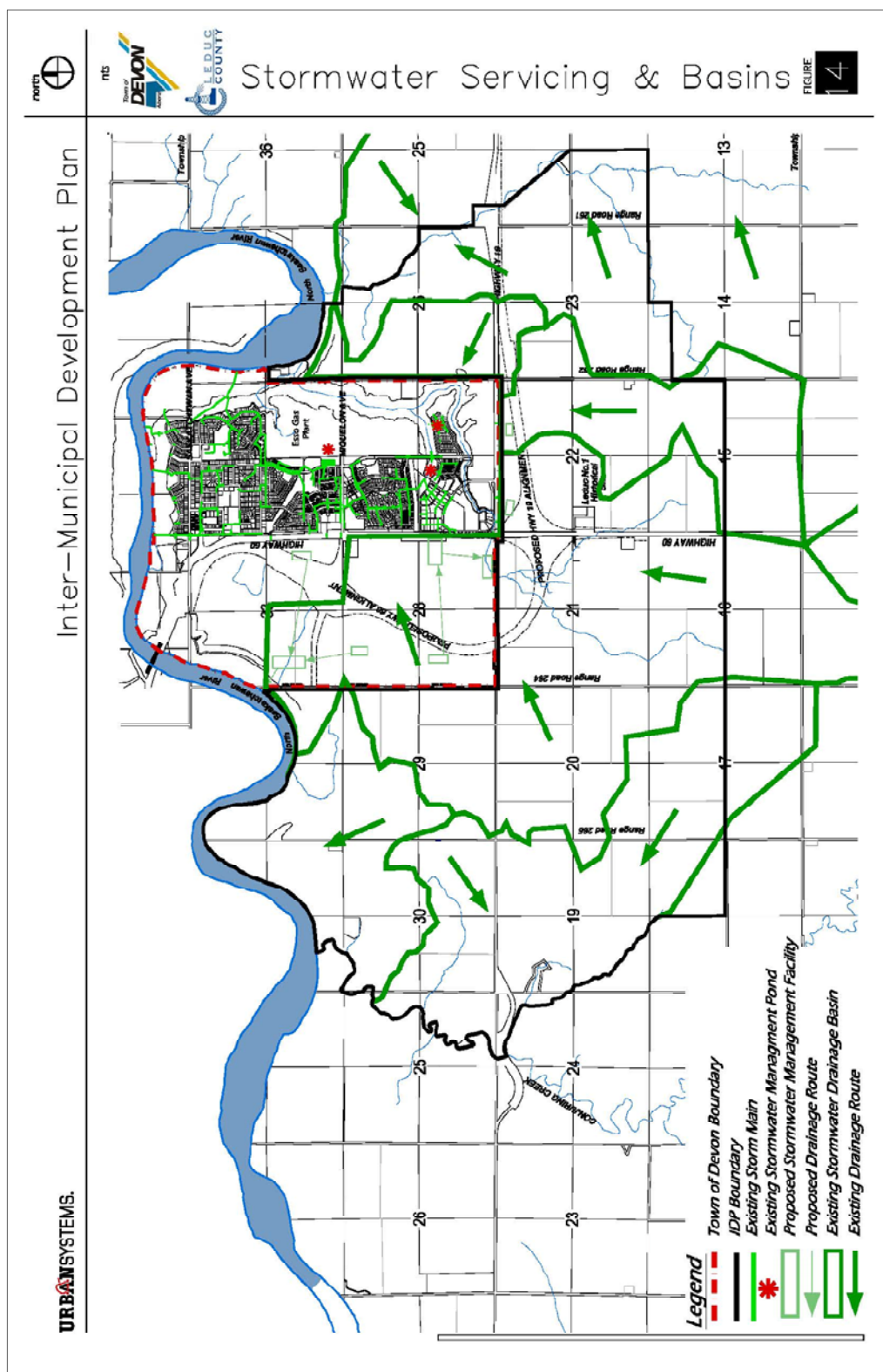


Figure 14 – Stormwater Servicing & Basins

## 13.0 WATER DEVELOPMENT PARTNERSHIP

### 13.1 Background

The Town and the County are looking to work together to develop a regional water supply for the Town and the surrounding lands in the County. Many regions in Alberta are exploring this partnership approach to water servicing, something the provincial government supports. In order to advance many of the long term development-related initiatives and the economic development opportunities included in the IDP, the Town and the County will need to consider innovative, yet pragmatic, means to partner in the provision of infrastructure, particularly for water servicing. From a technical and engineering perspective, options exist for shared water service delivery within the IDP area, particularly directly from the Town. The key element for success in this respect, however, is not technical or engineering feasibility; rather, it is the development of a mutually-beneficial framework that will assist in developing the partnership and business model necessary to make this concept a reality.

The Town has had its own water servicing system since its incorporation in 1950. This autonomous approach to water provision is preferred by the residents and Council. The existing system does generate revenue for the municipality, which is used to off-set municipal property taxes and provide funding for community facilities. While there is some reluctance to enter a regional partnership where this autonomy is reduced or lost, the Town does appreciate that there may be benefits to a joint, mutually-beneficial approach to water provision that may be achieved through a structured agreement with the County. However, questions regarding what impact will be felt on Town residents' water servicing through the provision of water to County lands, the cost-sharing approach to extending water infrastructure, and the governance structure to such an arrangement are among the many issues the Town needs to consider. These same considerations may be applied to potential broader-level regional infrastructure partnerships, such as the provision of water servicing, as contemplated in the Growth Plan report.

The County is a member of the Capital Region Southwest Water Services Commission, an arrangement which oversees the provision of water to several municipalities in the Capital Region. While this arrangement has its advantages, the County may be willing to explore other opportunities that would provide more autonomy over its water supply. The opportunity to partner with the Town to access a water supply that is upstream of the City of Edmonton is seen as a distinct advantage for the County. The County is willing to consider cost-sharing and governance arrangements with the Town that would allow for a joint partnership in the long term development of a potable water supply based in Devon for the IDP area around the Town. Given that the Growth Plan report does not identify Devon or the surrounding IDP area as a Priority Growth Area, and that it directs capacity from regional water and wastewater systems to primarily support the Priority Growth Areas, it becomes doubly important for the Town and the County to explore a direct partnership approach.



### 13.2 Provincial Policy Context - Alberta's *Water for Life* Strategy

The availability of quality water supply is a significant issue on a global scale. Even in a location like central Alberta, which has, for the most part, enjoyed a plentiful and high quality water supply, water issues are emerging as one of the central concerns for a continued high quality of life. Droughts in the 1990s and early 2000s, coupled with province-wide concerns with respect to the sustainability of water supplies have heightened awareness around this core issue. In response, the province of Alberta has prepared its *Water for Life* strategy. This policy document outlines the province's roles and responsibilities, and outlines its positions with respect to ensuring sustainable water supplies across Alberta, and to the development of water treatment and distribution networks necessary to service the province's people and industry. An understanding of the key points within the *Water for Life* strategy is required prior to advancing any concepts for regional or sub-regional shared water service delivery options.



Alberta's *Water for Life* strategy encompasses three main goals:

- Safe, secure drinking water supply;
- Healthy aquatic ecosystems; and
- Reliable, quality water supplies for a sustainable economy.

The Town and the County will need to consider the above noted elements in their provincial policy contexts, and ensure any potential options for joint service delivery address these objectives. A more in-depth discussion regarding the main goals of the *Water for Life* strategy follows below.

#### 13.2.1 Safe, Secure Drinking Water Supply

The provision of a safe and secure drinking water supply is perhaps the most obvious *Water for Life* goal that would be met through the provision of a regional or sub-regional system. A jointly-provided water system would ensure that potential future residents, industry, and commercial uses in the IDP area have consistent access to clean water, maintaining the high quality of life in the area. This approach would also enhance the economic development potential for the lands outlined in the IDP.



### 13.2.2 Healthy Aquatic Ecosystems

An indirect benefit of the establishment of a regional or sub-regional water system will be the protection and enhancement of local ecosystems in the area. These ecosystems may benefit from the development of such a system through the reduction of fragmented demand on groundwater and other surface water sources by residents and industry. Furthermore, working as a region will hopefully pave the way for the communities and agencies such as the North Saskatchewan Watershed Alliance to collaborate on initiatives designed to ensure the health, integrity, and sustainability of the local and regional watersheds.

### 13.2.3 Reliable, Quality Water Supplies for a Sustainable Economy

Ensuring a reliable supply of water through the regional system will help the area's economic development by making it a more attractive location to do business. For particular activities, such as industrial and commercial uses, consistent water supplies now and in the future are a major factor in determining where to locate.

### 13.2.4 Optimization of New and Existing Facilities

The *Water for Life* strategy and the Province's most recent approach to grant funding support the optimization and reduction of the number of water treatment facilities across the province - in effect, supporting regional water service delivery approaches over the proliferation of new standalone systems. Further, the provincial government now offers significantly enhanced grant funding support to communities who partner on regional water and sewer service delivery when compared with those who completed individual municipal projects.

On a broader scale, the *Water for Life* strategy focuses on regional solutions to water issues by supporting partnerships and regional cooperation. A key direction of the strategy is to pursue partnerships within regions - an objective which is well-aligned with a joint service delivery venture of some nature between the Town and the County.

### 13.3 Key Steps

In the provincial, regional, and local contexts, a number of key considerations, legislative details, and lessons-learned through the development of such partnerships must be well understood prior to embarking on the development of a potential approach to water servicing for the IDP area. The key steps and considerations included in this framework process are as follows:

#### 13.3.1 Developing a Vision

A critical first step in the process is the preparation of a jointly-developed vision which clearly articulates the desired “end state” for a municipal water partnership. Ideally, the vision would be prepared in a forum shared between municipal representatives (administration and Council) after each community independently explores and defines its own interests for water servicing and understands water servicing needs in both the context of the IDP, and the broader Capital Region. The most innovative, effective, and pragmatic visions for shared service delivery tend to occur when each community can identify its own needs and goals, and determine the overlaps in this regard between the two.

#### 13.3.2 Guiding Principles

On the surface, the development of such a partnership or arrangement of joint servicing delivery sounds simple. In reality, these are complex processes and agreements which represent a broad range of political, social, financial, and technical elements. Each successful partnership or joint servicing arrangement process tends to employ “guiding principles” which guide joint decision-making processes. They are guides which can be used to evaluate potential options, decision-making, and ultimate positions. The guiding principles identify what is important to each individual community, but also both communities, in terms of a partnership for water service delivery in the IDP area.

In regards to the intent of the Town and the County to potentially pursue such a partnership, draft guiding principles could be as follows:

(a) *Ensuring water supply sustainability for the region*

While the Town and the County have access to water today, their futures as water service providers and/or water purchasers, increasing regulatory requirements for water treatment, and the need for certified operators of water systems will impact their individual abilities to remain autonomous over time. The key consideration in this regard is that both municipalities agree that their individual and collective sustainability will be enhanced through an agreement to work together to address their shared water servicing needs.

(b) *Active collaboration will foster a true partnership for water service delivery*

The Town and the County recognize the importance of collaboration and will seek opportunities to establish pragmatic partnerships and other arrangements for service delivery of mutual benefit, and not at the expense of one over the other. Both municipalities are committed to working together to secure the region's future, and see great value in developing a joint approach to the provision of water servicing in the area, particularly given the potential limitations in accessing regional servicing infrastructure as outlined in the Growth Plan report.

(c) *Promoting regional vitality and economic opportunity*

The IDP area has much to offer on an economic development front. Correspondingly, the future of many of Alberta's communities will depend on their abilities to foster employment and investment growth. For the Town and the County, sustainable access to a quality potable water supply will be the key to regional vitality and economic opportunity over the long term.

(d) *Achievement of operating cost reductions and operations stability over time*

The communities see great operating and financial benefit in the economy of scale that could be generated through the development of a shared water system for the area. This approach could allow the Town and the County, and even larger industrial and commercial users, to potentially pool their resources and water demands to achieve operating economies in water service delivery. This would allow for a sustainable water supply at a reasonable price - a solid foundation for community sustainability and a strong platform for economic development.

(e) *Providing public leadership necessary to secure water rights vital to the region's future*

Public leadership is necessary to achieve a vision of this magnitude. The communities' political leaders are committed to building an enduring public legacy for the region's present and future residents.

### 13.4 Multiple Accounts Evaluation Analysis

An important tool in determining the most appropriate approach for regional or sub-regional partnerships for water service delivery is a "multiple accounts evaluation". In effect, this is a sustainability scorecard for the municipalities, which enables decision-makers to consider impacts and implications across financial, environmental, economic, social, and political parameters in order to optimize an approach which is most beneficial to the communities involved. Some of the key elements in this scorecard and the means in which they are evaluated by grant funders such as the Province of Alberta are summarized below.

#### 13.4.1 Financial/Economic Considerations

The analysis required by Alberta Infrastructure (the primary grant provider for regional water system initiatives) and indeed, by the Town and the County would suggest that a number of financial and economic considerations would be relevant within the context of a scoring system and a ranking matrix for such a project. A summary of some of the key evaluation criteria is included below:

(a) *Initial Capital Cost and Phasing Potential*

The initial capital cost of a new water system, and the clear means by which the Town and the County would defray this cost (e.g. government grants, long term borrowing, industry contributions, etc.), will have a bearing on the selection of a preferred option for regional water service and, perhaps more importantly, will have a bearing on the success of any application for grant funding. Further, the engineering options for phasing the construction and the political acceptability of each option, particularly if the costs must be shared over a specific timeframe in advance of all areas obtaining water service, must be understood within the evaluation process prior to proceeding with the identification of a preferred option.

(b) *Net Present Value*

Alberta Infrastructure requires a 25 year net present value cost analysis comparison between each of the options identified within the context of a joint servicing options feasibility analysis. In effect, the Ministry requires that the analysis include the present value (in today's dollars) of all expenditures (capital and operating) over a 25 year plan horizon for the system. This analysis allows for an "apples to apples" comparison of costs associated with each system option.

(c) *Staging vs. Grant Availability*

The staging of a major capital project, in specific scenarios, could potentially necessitate construction of the system on a timeframe which could extend on a multiple year horizon. Alberta Infrastructure's and other general government funding programs for this type of project are not indefinite in nature. Each of the staging scenarios must be evaluated to determine the financial risks associated with community financial commitments, made on the basis of current grant funding programs (which are not guaranteed to continue indefinitely), for the construction of each stage within each project scenario. This risk/reward evaluation is an important decision-making consideration for the Town and the County.

(d) *Risk of Construction Cost Escalation*

Major public works projects in Alberta have experienced considerable construction cost escalation in recent years. Specific infrastructure projects are subject to greater uncertainty levels (e.g. complex water treatment plant and/or water intake projects on the North Saskatchewan River) and, as such, are assigned greater risks and attract increased uncertainty (by contractors bidding on these projects). As a result, potential exists for inflationary premiums in periods where major construction services demand is being experienced. In this instance, for example, options including a water treatment plant construction or upsizing process (e.g. approvals, intake siting, geotechnical works, construction, and commissioning) are likely to be subject to greater cost uncertainties than projects which are primarily water pipeline construction oriented (e.g. no treatment works in or around the North Saskatchewan River). The risk of construction cost escalation, particularly over a multi-year project delivery cycle, needs to be factored into the multiple accounts evaluation for projects of this nature.

(e) *Risk of Land Acquisition Cost Escalation*

Land acquisition, particularly when projects do not follow public rights of way, represents both a major project cost and potential for delay of implementation. Increased land acquisition results in increased negotiation time and potentials for delays where agreements with private or public land holders cannot be achieved. The time for completion for a project, particularly as it pertains to land acquisition, requires careful consideration under each potential scenario.

(f) *Regional Economic Opportunities*

The Town and the County recognize that the scale and availability of regional economic opportunities will be enhanced in scenarios where a long term sustainable potable water supply can be delivered to areas within the IDP. Options which provide this opportunity should score favorably when compared with independent water supply situations, particularly when sustainability of supply is in question (e.g. under the status quo scenario).

#### 13.4.2 Environmental Impacts

Communities and stakeholders on all levels are concerned with the environmental impacts that may be associated with regional and sub-regional infrastructure projects, such as the potential joint water system that may be contemplated in the IDP area. Some of the key environmental evaluation criteria for the multiple accounts evaluation are summarized below:

(a) *Environmental Impacts Resulting from Construction*

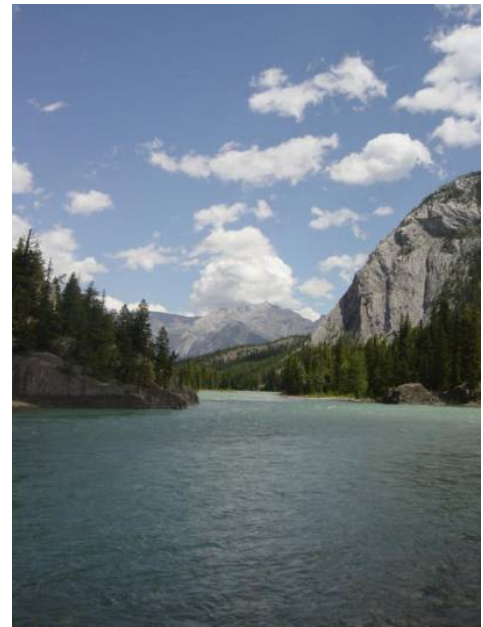
Funding for water servicing projects of this nature is available from a number of agencies and levels of government; however, a number of these funding programs require carefully-considered design and construction management plans which will work hand in hand to mitigate impacts on the environment. Each of the possible water service scenarios that may be developed will require comparative analysis to determine which is the least impactful from an environmental perspective (e.g. impacts from construction in and around the North Saskatchewan River under a scenario including an upgraded treatment plant versus an option which simply includes pipelines and storage facilities with no construction impacts on the North Saskatchewan River).

(b) *On-going Impact to the North Saskatchewan River*

Alberta's rivers are subject to ongoing analysis and scrutiny with respect to their use and stewardship. A regional water solution which preserves the North Saskatchewan River to the best of its ability, or, at the very least, does not result in deleterious impacts, will be preferable to those which result in on-going negative impacts which affect the watershed and downstream users.

(c) *On-going Consumption of Power*

Projects which result in the reduced use of power for operations will be ranked highly in an evaluation matrix when compared with scenarios which result in increased or ever-increasing power demands.





### 13.4.3 Social Impacts

The Town and the County have indicated that system governance, autonomy, and other financial/business, political, and community considerations will be key factors in the selection of a preferred approach to regional or sub-regional water service delivery in the future. Each of these considerations should also be factored into the context of the multiple accounts evaluation.

(a) *Alignment with the Water for Life Strategy*

In conjunction with its evaluation of project feasibility and sustainability, the Province of Alberta, through Alberta Infrastructure and Alberta Environment, will review the analysis to determine the alignment of each option with the goals included in the *Water for Life* strategy. This strategy seeks a reduction in the number of water treatment plants in the province, thereby encouraging joint provision of water between communities in a particular area. Each option will need to be carefully evaluated in the context of the *Water for Life* strategy to determine that which is most aligned with Provincial objectives, as this will impact grant funding and grant funding approaches.

(b) *Service Independence*

The Town and the County have indicated a preference for a regional water solution which, while enabling them to work together as member municipalities, will also continue to offer them a degree of autonomy (e.g. autonomy over economic development decisions, growth strategies, need to connect to broader regional water systems, etc). Each water service scenario requires comparative analysis to determine the relative level of independence offered.

(c) *Risk of Timely Implementation of the Project*

There may be a desire on the behalf of the Town and the County to see a selected joint water solution proceed with relative swiftness, particularly to assist in accommodating new development. Each of the potential water servicing options, however, has differing time-to-completion dimensions which must be understood in the selection of a preferred solution. For example, water sampling, river hydrology, and water licensing issues will need to be addressed in the context of the option which includes a standalone water intake and treatment facility. However, seeking final agreement from existing water providers (e.g. the Town of Devon or others) to provide dedicated water service to an identified service area will also take time.

#### 13.4.4 Security of Water Supply

One of the key considerations for the Town and the County is the assurance of water supply sustainability. Issues associated with water supply security and sustainability must be addressed within a well-rounded multiple accounts evaluation.

(a) *Risk of Obtaining a Future New Water License*

As noted previously, obtaining a new water license for access to the North Saskatchewan River is a time consuming process with no guarantees or certainty of approvals. As an example, communities such as the Town of Cochrane have recently been placed in the position of evaluating future water treatment plant versus regional pipeline options in light of water licensing moratoriums on the Bow River (which were made not purely on cost or governance considerations). The risk of obtaining a future or new water license (or expanding an existing license) under each scenario must be understood within the context of a multiple accounts evaluation.

(b) *Risk of Obtaining a Water License Amendment for an Existing Facility*

Further to the point above, some of the water servicing scenarios developed may require amendments or future amendments to water licenses owned by water service providers (e.g. the Town of Devon). These options also present risks to the municipalities, depending on the projected status of the North Saskatchewan River watershed.

(c) *Operational Reliability of Supply*

Under the current capacity circumstances of the Town's water treatment plant and network, and the population projections in the Growth Plan report, it appears that the lands within the IDP area would be able to be serviced to some extent to provide adequate water supply. In any case, to enable growth in the long term, the Town and the County, in the multiple accounts evaluation, will be seeking a regional or sub-regional water supply option which offers a sustainable reliability of water supply for each municipality, their residents, and businesses, while considering the broader regional capacity direction outlined in the Growth Plan report.

### 13.5 Considering the Governance Framework

The multiple accounts evaluation for regional water service options is a complex, yet holistic, exercise designed to achieve the goals of the stakeholders involved in the process. The evaluation would be completed by the participating municipalities following a “weighting and ranking” exercise designed to balance and ensure appropriate consideration is accorded to each of the evaluation criteria. This process is critical in order to ensure an accurate and fair representation of each option that is prepared by the Town and the County.

Beyond the selection of a preferred option for water service delivery, perhaps the single largest and most complex discussion will revolve around an appropriate approach to governance for the system. A common phrase in architecture is that when designing buildings, “form follows function”. A similar analogy can be drawn in the development of appropriate models for regional or sub-regional water systems in Alberta. Governance is a multi-faceted concept, but in effect, can be summarized succinctly by saying it is the authority vested in a decision-making body to



make decisions; in this case, on behalf of their member municipalities and water users across a water system - whether it be local or regional. Some of the key framework considerations for the Town and the County in the selection of an appropriate approach to governance would be as follows:

(a) *Understanding that different options have different consequences for governance.*

Each of the engineering scenarios (e.g. a standalone water system owned and operated by the member municipalities versus an option whereby the municipalities may “partner” with an adjacent community and an existing water supply system) has a specific set of governance considerations which must be explored clearly and assessed in plain language. The approaches to governance could vary considerably between the respective options. Further, the complexity of the governance options increases when regional groups and a regional system is compared with the status quo model whereby each community is making decisions relatively independently about their respective water systems.

(b) *Who will own the water system?*

The ownership of a water system is a key consideration in the establishment of an appropriate governance model. Some of the governance models enabled under the *Municipal Government Act* (e.g. Part 15.1 Regional Service Commissions) have specific characteristics with respect to the issuance of debt and the ownership of assets by a

regional group. These characteristics must be well understood in the selection of an appropriate governance model if a regional system approach is employed (e.g. versus a simpler water purchase agreement approach). Further, if the Town and the County choose to examine a broader range of ownership options (e.g. private involvement or contributions/financing), the governance model will further need to reflect these considerations.

(c) *How will the urban, rural, commercial, and industrial water demand issues be “meshed”?*

The development and the operation of a water system considers the needs of both urban (e.g. municipal) and more rural (e.g. rural area servicing, large industrial uses, etc.) users. The means for these groups to obtain funding for system development, obtain professional services, to physically connect to the trunk regional water system, and be accountable for payments to the regional water service provider, are indeed different. The governance model selected for the water system will need to reflect the urban and rural nature of the system.

(d) *How will users and communities be represented in a governance body?*

As with other partnerships, the governance structure (e.g. urban and rural representation, voting rights, voting weights, protocols, obligations, and procedures) must be structured to support the smooth and effective functioning of a group committed to the delivery and operation of a major public asset such as a regional or sub-regional water system. The discussion in this case will be complex as a result of the broad range of municipal interests, and the interests of all users of the ultimate system must be factored into any governance structure.

(e) *Who will obtain and own the water license?*

The Town presently maintains the water license on the North Saskatchewan River. The potential growth in the Town and the County projected in their municipal plans and the IDP would suggest that amendments to the water license could be required over time to accommodate additional capacity. However, water licenses are becoming increasingly difficult to obtain. Further, questions with respect to their economic value in a “water marketplace” are also beginning to arise. The process of obtaining a water license and the ownership of such a license must be clearly addressed in a governance model for a regional water system.

(f) *How will costs for the water system be apportioned?*

This is particularly relevant if cost-sharing will be required by both municipalities, even in advance of connecting to the water system. This is likely under an extended phased construction scenario where long-term borrowing costs and debt repayments may need to be shared by both communities to make the system viable.

(g) *Who will operate the system?*

One of the guiding principles for a potential project could result in the selection of an approach which will help the two municipalities to consolidate some of their water system operation activities through a “shared” approach. In this instance, the governance model selected must consider how the system will be jointly operated. Further, it must also be established in a manner which will enable, under specific circumstances, the engagement, employment, and payment of full time and contract staff to operate the facilities.

(h) *How will water volumes be apportioned?*

Regional and sub-regional water system concepts result in a finite availability of water across a system. The governance model and approach selected must include deliberate and clear apportionment (and cost and debt repayment allocations) to specific water systems users (e.g. municipalities, rural water co-ops, major industrial or commercial users) to reflect their impacts and needs over the growth horizon.

While the above-noted considerations do not fully reflect the framework necessary to address all governance considerations associated with the regional or sub-regional provision of water, they are indicative of some of the key issues and the major issues which result in obstacles to development of effective and pragmatic partnerships for service delivery. Each of the options will require thorough consideration and discussion prior to proceeding with a joint servicing option or partnership discussions between the Town and the County, and potentially, within the broader Capital Region.

### 13.6 Water Development Partnership Policies

The Town’s and the County’s policies relating to a potential future water development partnership are as follows:

(a) **Mission**

Work collaboratively to establish a pragmatic, partnership approach to the provision of water in the IDP area that results in mutual benefit for both municipalities. Consideration will be made towards potential partnerships with other municipalities in the Capital Region, in accordance with the Growth Plan report.

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| (b) <b>Water Service Levels</b>           | Future partnerships regarding the potential provision of water servicing for the IDP area will not result in a reduction of the quality or supply of water for residents of the Town of Devon.  |
| (c) <b>Transparent Process</b>            | Information regarding potential water development partnerships will be communicated to landowners and ratepayers in the Town and the IDP area of the County. The ultimate decision-making authority on which potential partnerships will be pursued rests with the elected officials of each municipality.                                    |
| (d) <b><i>Water for Life</i> Strategy</b> | Consideration of potential water development partnerships for the area will take into account the provincial strategy for regional water provision.   |
| (e) <b>Funding Assistance</b>             | Work with government programs such as the Alberta Municipal Water/Wastewater Partnership, the Regional Partnership Initiative, the Municipal Sponsorship Program, the Municipal Sustainability Initiative, and the Unconditional Municipal Grant Program to secure funding to assist in the development of a potential water service project. |



## 14.0 COMMUNITY AND INSTITUTIONAL

### 14.1 Background

There are presently no community or institutional uses directly in the IDP area that would serve the potential future population of the area. 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.

The Town has completed a Facility Development Plan that was adopted by resolution of Town Council in October 2006. This report was intended to provide a visioning document for the long term planning and financing of community facilities in Devon, both to serve the existing population, but also to examine what expansions to existing facilities or new facilities would be required to serve the future residents in the area. The community facilities currently located in Devon include:

- Devon Public Library;
- Devon Municipal Office;
- Dale Fisher Arena;
- Devon Municipal Works yard;
- Devon Fire Department;
- RCMP Detachment;
- Two outdoor skating rinks;
- Skateboard park;
- Water spray park; and
- Numerous playgrounds.



Ambulance services for the Town and Leduc County are presently coordinated by the Capital Health Authority, and do not form part of the Devon Fire Department. A regional hospital, the Devon General Hospital, which serves residents of Devon as well as Leduc County, is also located within the Town limits, on the east side of Highway 60 at Miquelon Avenue.

Devon presently has five schools: three operated by the public school board, the Black Gold Regional Division No. 18; one operated by the separate school board, the Evergreen Catholic Separate Regional Division No. 2; and one Christian school. Additional school sites have been identified in the Town's Municipal Development Plan on the west side of Highway 60 to accommodate future growth in that area. While there are no existing schools directly in the IDP area itself, the County does have an agreement regarding school

provision with the Black Gold Regional Division No. 18, the St. Thomas Aquinas Roman Catholic Schools Regional Division No. 38, and the Elk Island Catholic Separate Regional Division No. 41.



As development is considered in the IDP area in the long term, the provision of schools and associated park/open spaces will need to be considered between the Town, the County, and the relevant school board authorities. The intent would be, where practical, to provide school sites that accommodate more than one school building and associated park/open space. The development of larger school facilities than are currently in the area may reduce the overall number of school buildings required. The number and locations of these sites may be modified over time to respond to emerging growth rates and development patterns.

Through its Facility Development Plan and Parks, Recreation, and Culture Master Plan (2004 - 2009), the Town has identified additional facilities that residents have indicated a preference for in the future. These include an indoor pool complex and a multi-purpose field house. The County's MDP indicates that the County may prepare a Public Facilities Plan to guide the future delivery for community services throughout the municipality. The County's Parks and Open Spaces Master Plan also identifies interest in the future development of open space opportunities along the North Saskatchewan River Valley near Devon. Over time, as the residential population in Devon, and potentially, the IDP area grows, demand for these community and institutional uses will likely continue. It may be worthwhile for the Town and the County to prepare a joint study looking at these needs for the overall IDP area as time progresses.

## 14.2 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:

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| (a) <b>Delivery of Services</b>            | 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) <b>Community Facilities - Planning</b> | 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.   |

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| (c) <b>Planning Documents</b>                            | 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) <b>School Locations</b>                              | 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) <b>Emergency Access</b>                              | Any new subdivisions and developments should ensure that the safe and efficient movement of emergency vehicles and access to emergency facilities is provided.  |
| (f) <b>Community Facilities - Design</b>                 | 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) <b>Facility Funding</b>                              | Developers may be required to contribute a per unit fee towards the development of future community facilities.   |
| (h) <b>Sustainability</b>                                | Encourage and support programs and projects that are proven to demonstrate future sustainability in operations and the environment.   |
| (i) <b>Education Opportunities and School Operations</b> | 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 Devon and potentially, the surrounding IDP area, continue to be met.  |

## 15.0 PLAN IMPLEMENTATION

### 15.1 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 Inter-Municipal 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.

### 15.2 General Implementation Policies

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

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| (a) <b>IDP Report</b>                                    | The IDP report 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) <b>Municipal Development Plan Amendments</b>         | Amendments to the Municipal Development Plan of each municipality may be required to ensure consistency with the policies and provisions of the IDP.                  |
| (c) <b>Reflection of IDP in Other Planning Documents</b> | Use the intent of the IDP policies as a guide for the preparation and review of all planning documents in the Plan area.  |
| (d) <b>Ongoing Cooperation</b>                           | 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 within the South of Devon Industrial ASP area.

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| <p>(e) <b>Area Structure Plans in IDP Area</b></p>  | <p>Any developments proposed in the IDP area shall be contemplated through the use of Area Structure Plans. The preparation of these plans in the IDP area shall be undertaken jointly between the Town and the County, and shall contain information relating to:</p> <ul style="list-style-type: none"> <li>▪ the sequence of development proposed for the area;</li> <li>▪ the land uses proposed for the area, either generally or with respect to specific parts of the area;</li> <li>▪ the density of population proposed for the area either generally or with respect to specific parts of the area;</li> <li>▪ the general location of major transportation routes and public utilities, and any required technical study relating to these facilities; and</li> <li>▪ any other matters the two Councils consider necessary.</li> </ul> |
| <p>(f) <b>Outline Plans in the IDP</b></p>          | <p>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.</p>  |
| <p>(g) <b>Transportation Master Plan</b></p>        | <p>Consider the joint preparation of a Transportation Master Plan for the IDP area in the long term. This Plan could identify standards and alignments for a potential future arterial roadway network, and determine the municipal servicing rights-of-way needs along these alignments. The Master Plan would consider the future realignment, development of, and access to Highways 19 and 60, including the disposition of the existing facilities of these two Highways subsequent to realignment. The Plan should also explore the possibility of regional partnerships with other municipalities in the Capital Region regarding the provision of public transit to the Town and the IDP area, as well as any other matters the IDP Liaison Committee deems appropriate.</p>   |
| <p>(h) <b>Stormwater Management Master Plan</b></p> | <p>Consider the joint preparation of a Stormwater Management Master Plan for the IDP area. The terms of reference for the Master Plan would be developed jointly by the Town and County administrations, with approval by the IDP Liaison Committee. The requirements and standards identified in the Master Plan should consider sustainable</p>  |

approaches to stormwater management, and should be applied to future subdivision and development in the IDP area. The Plan would also consider the context of surrounding lands outside of the IDP area, with particular focus on the impact to the North Saskatchewan River valley network.

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| (i) <b>Environment Management Plan</b>          | Consider the joint preparation of a management plan for the North Saskatchewan River and creek/ravine system by the Town and the County to identify long-term preservation and enhancement of these lands.  |
| (j) <b>Facility Development Plan</b>            | Consider the joint preparation of a Facility Development Plan that takes into consideration the needs of both the Town and the IDP area for community, recreation, and other institutional needs in the long term.  |
| (k) <b>Water Development Partnership</b>        | Further to Section 13 of this Plan, jointly prepare and adopt a formal agreement for a Water Development Partnership to ensure a long-term supply of potable water for the area.  |
| (l) <b>Industrial Development Strategy</b>      | Further to Section 8 of this Plan, jointly prepare and adopt a formal agreement for an Industrial Development Strategy that outlines the administrative and cost-sharing arrangements that will be made to ensure competitive industrial opportunities in the area. |
| (m) <b>Entrance Corridors Design Guidelines</b> | Jointly undertake the preparation of development design guidelines for the major entrance corridors into the IDP area along Highways 19 and 60.   |

### 15.3 IDP Liaison Committee

One component of the on-going implementation of the IDP will be to establish an IDP Liaison Committee. The intent of this Committee would be 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:

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| (a) <b>Establishment of</b> | The respective Councils of the Town of Devon and Leduc County |
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| Committee                 | shall establish the IDP Liaison Committee upon the adoption of the IDP, through a joint agreement.   |
| (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. Details relating to the administrative activities of the Committee will be outlined in the joint agreement.   |
| (c) Committee Role        | <p>The role of the IDP Liaison Committee includes, but may not be limited to, the following:</p> <ul style="list-style-type: none"> <li>▪ To assist in the interpretation of the intent of the IDP;</li> <li>▪ Review and provide comment to each respective Council on applications to amend the IDP;</li> <li>▪ Review and provide comment to each respective Council on applications by the Town for annexation of County lands in the IDP area;</li> <li>▪ 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;</li> <li>▪ Review the progress of the implementation of the IDP; and</li> <li>▪ To undertake any other roles as identified by each respective Council.</li> </ul> |
| (d) Notification          | <p>The joint agreement adopting the Committee will identify that each municipality's respective subdivision and development authorities will notify the Committee of the following:</p> <ul style="list-style-type: none"> <li>▪ Applications for new Area Structure Plans and Outline Plans in the IDP area;</li> <li>▪ Applications for rezoning in the IDP area;</li> <li>▪ Applications for subdivision in the IDP area;</li> <li>▪ Applications for development permits for significant projects in the IDP area; and</li> <li>▪ Any land use, utility servicing, economic development, or engineering study that may affect the IDP area.</li> </ul>   |

## 15.4 Administration and Changes to the IDP

Section 631 of 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:

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| (a) <b>IDP<br/>Administration</b>           | 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) <b>Review and Update<br/>of the IDP</b> | The IDP will be in effect for a five-year period from the date of final approval of the Plan by both Councils, within which the policies will be implemented. During the five-year period, both municipalities may amend the IDP as mutually agreed to. At the end of five years from the date of final approval, both the Town and the County agree to a mandatory review of the content of the IDP.   |
| (c) <b>Repeal of the IDP</b>                | After the expiration of five years from the date of final approval 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) <b>Amendments to<br/>the Plan</b>       | 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. Any proposed amendment to the IDP must be referred to the Capital Region Board prior to third Reading of a bylaw to amend the Plan through the Regional Evaluation Framework process. |

## 15.5 Inter-Municipal 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. Division 11 of Part 17 of the *Act* outlines the overall process to be followed through an inter-municipal dispute. The over-arching intent of the process is to facilitate the resolution of inter-municipal disputes between the parties involved prior to the matter being heard by the Municipal Government Board. This process assumes that the two municipalities have been unable to resolve the issues between themselves, and that third-party intervention is required to assist in the matter.

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:

<b>Step One</b>	Administrative Review
<b>Step Two</b>	IDP Liaison Committee Review
<b>Step Three</b>	Municipal Councils
<b>Step Four</b>	Mediation
<b>Step Five</b>	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 inter-municipal review.

The Town's and the County's policies related to the inter-municipal 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 inter-municipal 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: IDP 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 Three: Municipal Councils**

1. After receiving the recommendations of the IDP Liaison Committee and the respective municipal administrations with respect to a particular proposal, each municipal Council will establish its position on the proposal.
2. If both municipal Councils support a proposal, then the approval and, if agreed to, IDP amendment processes can be completed. If neither Council supports the proposal, then no further consideration will be required.
3. If the two Councils cannot agree on a proposal, then the matter may be referred to a mediation process.
4. In the event that the two municipalities resort to mediation, the initiating municipality will not give approval in the form of second and third Readings to appropriate Bylaws, or pass a motion to adopt any other policy or procedure until mediation has been pursued.

### **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.



## 15.6 Annexation

Based on the projected growth rates for the Town, and the amount of undeveloped land within its boundaries, it is possible that the Town may need to propose the annexation of land from the County at some point in time, be it for residential, industrial, or other land requirements. Both municipalities would prefer to work collaboratively on potential annexation proposals, versus requiring third party intervention to mediate a dispute.

The Town's annexation of five quarter sections of land from the County in 2006 should provide a supply of residential land for Devon for the next several years, based on projected growth rates and typical land absorption. However, further investigation into groundwater and soil conditions of the annexed area suggest that the amount of land suitable for accommodating residential growth is less than was anticipated. Also, Devon's limited supply of residential land within its current boundary may create a need for an annexation proposal to accommodate new development in the shorter term. The Town and the County will need to consider the appropriateness of potentially frequent annexations of small portions of land, versus more comprehensive annexation proposals involving significant portions of the County at one time. Any annexation application proposed by the Town will need to be based on further technical analysis and public consultation.

When undertaking the review of an annexation proposal, both the Town and the County will be required to adhere to the annexation processes identified in Section 112 of the *Municipal Government Act*. Where possible, the Town and the County will work towards securing inter-municipal 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 Joint Town/County Liaison Committee a land supply report every three years, starting in 2018. 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 Joint Town/County Liaison Committee the land supply report no later than March 31 of the year in which the land supply report is to be provided, starting in 2018. 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 land owners 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) <b>Future Development</b> | 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) <b>Annexation Process</b> | The annexation process outlined in Section 112 of the <i>Municipal Government Act</i> shall be adhered to by both municipalities during the review of an annexation proposal.                  |

**(d) Annexation Principles**

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

1. An annexation must be supported by growth projections, availability of lands within the current Town boundaries, consideration of reasonable development densities, accommodation of a variety of land uses and reasonable growth options within each municipality (initiating and responding municipality).
2. An annexation must achieve a logical extension of growth patterns and transportation and infrastructure servicing for both the Town and the County.
3. Each annexation must illustrate a cost-effective, efficient, and coordinated approach to the administration of services for both the Town and the County.
4. Proposed annexations should demonstrate sensitivity and respect for key environmental and natural features.
5. Proposed annexations should be aligned with and supported by inter-municipal development plans, municipal development plans, economic development plans, transportation and utility servicing plans, and other related infrastructure plans of each municipality.
6. Effective public consultation, both prior to and during any annexation hearing or proceedings, must form an essential component of a proposed annexation.

**(e) Agricultural Mill Rates**

The annexation of lands from the County by the Town should not significantly increase the taxes collected by the Town from agricultural lands simply due to annexation. The Town and the County should consider a review of their agricultural mill rates.

In the event of annexation, the County's mill rate should be maintained for a period of fifteen (15) years unless a portion of the Lands:

1. becomes a new parcel of land created
  - a. as a result of subdivision,
  - b. as a result of separation of title by registered plan of

- subdivision, or
  - c. by instrument or any other method that occurs at the request of or on behalf of the landowner,
2. is re-designated, at the request of or on behalf of the landowner, under the Town's Land Use Bylaw to another designation, or
  3. is connected, at the request of or on behalf of the landowner, to the Town's water and sewer services or another condition as may be agreed to through an annexation agreement or ordered by an Annexation Order.

## 15.7 Transitional

The development framework identified in this Plan is intended as a basis for long-term decision-making for the area surrounding the Town. The timing of the development of these lands will be dependent on a variety of factors. In the meantime, there are additional considerations that need to be made regarding decisions on land use proposals in the IDP area, prior to annexation of the lands by the Town from the County.

Many of the parcels of land in the County that are covered by the IDP are currently used for a variety of agricultural or agricultural-related purposes. Some of the landowners in this area have identified an interest in maintaining the agricultural use of their lands in the long term. 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 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, may continue to operate. Over time, certain parcels in the IDP area may be redeveloped in accordance with the framework shown on Figure 8 - Development Framework, whereas other parcels may remain in their agricultural state. As development may proceed in the IDP area, the Town and the County may be willing to consider special measures to accommodate and incorporate existing agricultural uses into a more urban context. Both the Town and the County may also be willing to consider proposed amendments to the IDP to more formally accommodate long-term agricultural uses in the area, subject to a consideration of how these uses may be integrated with the redevelopment opportunities identified in the Plan.

#### 15.7.1 Capital Region Growth Plan

In April of 2008, the government of Alberta announced the establishment of the new regional governance structure for the Edmonton region, the Capital Region Board, based on the findings of the previously-prepared Capital Region Integrated Growth Management Plan. The Capital Region Board consists of mayors and reeves from the 24 municipalities in the Alberta Capital Region, which includes both the Town of Devon and Leduc County. The Board's immediate priority was to create a long-range plan on regional land use and infrastructure such as roads and transit. This plan was to be completed by 2010, and was intended to address the following four main priorities that affect the region:

- **Regional land use planning:** identifying residential, commercial, industrial, and protected areas and core infrastructure including roads, rail, pipelines, transit, and utility corridors;
- **Inter-municipal transit:** planning a public transportation network to include future high-growth areas;
- **Information services:** developing an electronic system for municipalities to share planning information; and
- **Affordable housing:** determining the location and quantity of low-income and market-affordable housing required.

The first draft of new Growth Plan, referred to as *Growing Forward: The Capital Region Growth Plan*, was submitted to the Provincial government on April 2, 2009.

The Plan contained five Appendices, including:

- Appendix 1: Population and Employment Projections Report;
- Appendix 2: Capital Region Land Use Plan;
- Appendix 3: Intermunicipal Transit Network Plan;
- Appendix 4: Capital Region GIS Strategy and Implementation Plan; and
- Appendix 5: Capital Region Housing Plan.

Requests for additional information by the Minister of Municipal Affairs resulted in two separate Addenda to the Plan being submitted. Addendum #1 was submitted in October 2009, and Addendum #2 was provided in December 2009. The complete Growth Plan report was formally accepted by the Province on March 11, 2010.

The first draft of the complete Inter-Municipal Development Plan was submitted to the Town and the County in May of 2008. However, it was determined at that time by both municipalities that formal adoption of the Plan should wait until the Capital Region Growth Plan exercise was complete.

The *Capital Region Board Regulation* approved by Alberta Municipal Affairs on March 31, 2010, also established a Regional Evaluation Framework (REF) to address the criteria and processes involved for the review of proposed statutory plans by the Capital Region Board. The REF was established on March 31, 2010, under Ministerial Order No. L:026/10. The REF will be used by the Capital Region Board to review some (but not all) new municipal statutory plans and statutory plan amendments to ensure alignment with the direction of the Growth Plan report, and other long-term regional interests.

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, this IDP will be required to be submitted to the Capital Region Board Administration for review, between first and third Reading of a bylaw to adopt the Plan. Once a complete REF application has been accepted by the Capital Region Board Administration, an evaluation report and recommendation to the Board must be prepared within 25 days.

#### 15.7.2 Transitional Policies

As members of the new Capital 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) Inter-Municipal  
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. All statutory plans (e.g. MDP, ASP, ARP) and proposed amendments to such plans.
2. For lands not subject to an approved statutory plan, all applications for land use rezoning, subdivision, and dedication or disposition of environmental, municipal and/or school reserves, public utility lots, or road allowances.
3. All development permit applications, including renewals, for the following:
  - confined feeding operations;



- natural resource extractions;
  - landfills; and
  - discretionary uses identified under an applicable land use district.
- (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 inter-municipal 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 inter-municipal circulation, it may be assumed that the responding municipality has no comment or objection to the referred planning document.
- (d) **Applicable Land Use Bylaw** Until such time that annexation of County land by the Town occurs, development opportunities in the IDP area will be governed by the Leduc County Land Use Bylaw (Bylaw 7-08), or any successor Bylaw. Circulation and referral of development proposals under the County Land Use Bylaw will be undertaken in accordance with policy 15.7 (a) above.
- (e) **Agreements** The Town and the County may enter into cost sharing agreements or agreements regarding the cost of providing specific services to facilitate development in the IDP area prior to annexation.
- (f) **Level of Service** Servicing standards for any future development will be provided in accordance with the Town of Devon Service Levels and Design Standards, in consultation with Leduc County. Costs for additional levels of servicing that are typically provided by the municipality (i.e. not by a developer) that conform to the Town's standards but exceed those of the County, may be borne by the Town.
- (g) **Energy Utilities Development** Continue to work in conjunction with the Energy Resources Conservation Board (ERCB) and the Alberta Utilities Commission (AUC) regarding developments in the IDP area relating to the oil and gas and utilities industries.
- (h) **Entrance Corridors** Jointly undertake the preparation of development design guidelines

**Design Guidelines**

for the major entrance corridors into the IDP area along Highways 19 and 60.

**(i) Capital Region Growth Plan**

Participate in the ongoing implementation of the new Capital Region Growth Plan, and through this process, encourage an understanding of the inter-municipal issues and opportunities facing the two municipalities to the members of the Capital Region Board.

**(j) Agricultural Preservation**

Until lands are ready for development, consider the preservation of agricultural uses in the IDP area to provide an employment base and alternate food source for future residents of the area. Amendments to the development framework of the IDP to identify future areas for agricultural preservation may also be considered by the Town and the County.

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