

CITY OF BEAUMONT
Bylaw Number 970-20

BEAU VAL PARK / BEAUMONT LAKES SOUTH AREA STRUCTURE PLAN AMENDMENT

A BYLAW OF THE CITY OF BEAUMONT IN THE PROVINCE OF ALBERTA, to amend the Beau Val Park / Beaumont Lakes South Area Structure Plan.

WHEREAS, pursuant to Section 633 of the *Municipal Government Act*, R.S.A. 2000, c. M-26, Statutes of Alberta and amendments thereto, for the purpose of providing a framework for subsequent subdivision and development of an area of land in a municipality, the City of Beaumont Council has adopted Bylaw 878-17 Beau Val Park / Beaumont Lakes South Area Structure Plan;

AND WHEREAS, the Council deems it desirable to amend Bylaw 878-17 Beau Val Park / Beaumont Lakes South Area Structure Plan;

NOW THEREFORE, the Council of the City of Beaumont, duly assembled, enacts as follows:

1. Bylaw 878-17, being the Beau Val Park / Beaumont Lakes South Area Structure Plan, is amended by replacing Schedule 'A', Beau Val Park / Beaumont Lakes South Area Structure Plan with Schedule 'A,' which is attached to and forms part of this bylaw.
2. The Chief Administrative Officer is authorized to consolidate Bylaw 878-17.
3. The bylaw shall come into force and effect when it receives third reading and is duly signed.

READ A FIRST TIME IN COUNCIL THIS 28th DAY OF JANUARY, 2020.

READ A SECOND TIME IN COUNCIL THIS 25th DAY OF FEBRUARY, 2020.

READ A THIRD TIME IN COUNCIL THIS 25th DAY OF FEBRUARY, 2020.


Mayor


City Clerk



Beau Val Park / Beaumont Lakes South

Area Structure Plan

Prepared by: DGE Civil Engineering Consultants

Amended by: Invistec Consulting Ltd.

Date: February 2020





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1.0 Introduction

1.1 Purpose

The purpose of the Area Structure Plan (ASP) is to describe the land use concept, density, the general location of major roads and public utilities, and the development staging for the Beau Val Park / Beaumont Lake South area.

1.2 Authority

The City of Beaumont has the authority to adopt and/or amend an ASP in accordance with Section 633 of the Municipal Government Act. The ASP was prepared by DGE Civil Engineering Consultants and approved by City of Beaumont council on January 17, 2017. An amendment was made by Invistec Consulting Ltd. in 2020.

1.3 Location

The Plan Area consists of the lands south of the existing Beau-Val Park and Beaumont Lakes subdivisions in the SW1/4 26-50-24-W4M. The site is legally described as Parcel C, Parcel D, and portions of Parcels A and B of Plan 1912 E.O., along with Plan 1025 KS (Nuisance Grounds). The Plan Area is located east of 50th Street, north of Highway 625, and south of the existing subdivisions of Beau Val Park and Beaumont Lakes.

1.4 Land Ownership

The Plan Area contains six privately owned parcels that remain undeveloped. A list of the legal undeveloped parcels is provided in Figure 2.

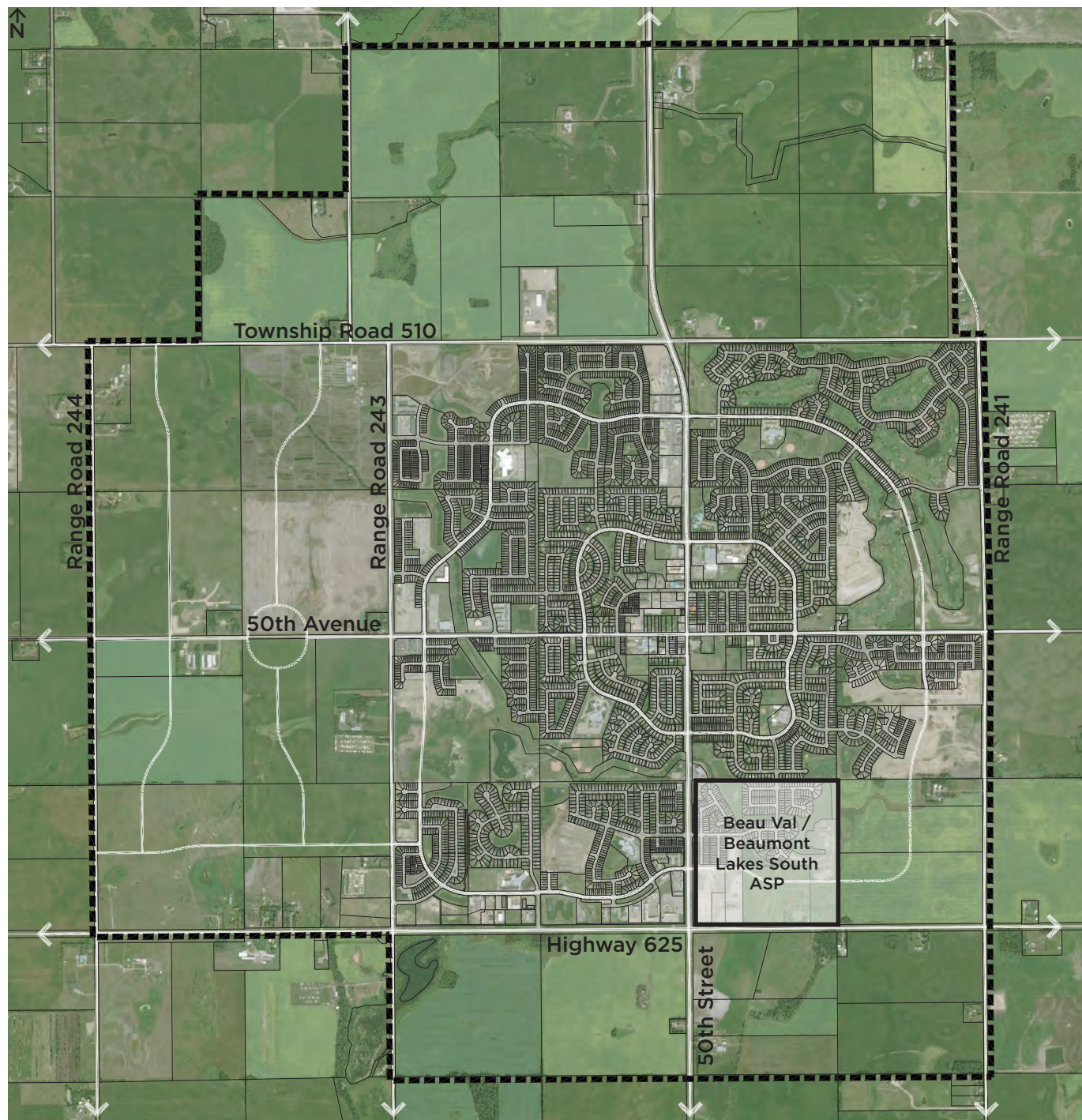
1.5 Policy Context

The Beau Val Park / Beaumont Lake South ASP was prepared in accordance with the Capital Region Board's Growing Forward: The Capital Region Growth Plan (CRGP), City of Beaumont Municipal Development Plan, Strategic Plan (2017-2021), the Open Spaces and Trails Master Plan, and the Land Use Bylaw. Section 8.1 describes the relevant policies from these documents and outlines how the ASP conform to each plan and bylaw.





Figure 1 - Location



Scale: N.T.S.

Legend

- Plan Area Boundary - - - City of Beaumont Boundary



Figure 2 - Land Ownership



Legend

--- Plan Area Boundary

Highway 625

Scale: N.T.S.

Lot	Legal Description	Titled Owner	Area (ha)
1	1920554;5;1	Private Owner	2.04
2	1920555;5;2	Private Owner	7.67
3	1912EO;B	Private Owner	9.13
4	1912EO;D	Private Owner	11.98





2.0 Site Characteristics

2.1 Topography and Drainage

Beau Val Park/Beaumont Lakes South is generally a flat site, with localized high and low areas. Elevations vary across the site from a high of 721m on a material stockpile in the northwest to a low of approximately 713m in the existing drainage channel (LeBlanc Canal) central to the site. The Plan Area is highly disturbed due to former nuisance ground operations, grading activity and topsoil stockpiles in the south central and northeast.

Drainage in the west portion generally flows to the north. The east portion drains to the northeast. All drainage flows to the northwest into the LeBlanc Canal.

2.2 Well Information

There are no abandoned wells identified by the Alberta Energy Regulator in the Plan Area. A well (J0004629K) lies southwest of the Plan Area, south of Highway 625, west of the south extension of 50th Street (Highway 814). This well does not influence any land use within the Plan Area.

2.3 Pipelines

A natural gas pipeline, operated by AltaGas, traverses the east portion of the site, in a south to north direction. The line has been relocated to accommodate the proposed development plan. Most of the pipeline right of way will be incorporated into public utility lot, which will be utilized as an open space and a pathway. The pipeline's development setback is limited to the right-of-way, which does not impact any developable land. A portion of the right-of-way is proposed to be used in the pathway network.

2.4 Former Landfill

Leduc County previously operated a landfill and the City of Beaumont operated a sand/salt operation on Plan 1025 KS, in the south west portion of the Plan Area. An Environmental Assessment conducted by EBA Engineering Consultants Ltd., identified areas of salt contamination and the approximate waste limit of the landfill area. The City of Beaumont has undertaken the remediation required to ensure that the site contamination does not present any restrictions to the proposed development, see documentation in Section 8.2.

2.5 Native Vegetation and Wetlands

The area has been heavily disturbed by grading and stockpiling. Grading of the LeBlanc Canal corridor has encouraged growth that approximates native creekside vegetation, which contributes to the natural appearance of the area. Similarly, a regrowth of deciduous trees similar to upland parkland vegetation has become established in the west central portion of the plan area. The majority of these quasi natural vegetated areas will be preserved and retained within areas designated for open space.

During the ASP process there were no wetlands identified in the Plan Area. However, if warranted a biophysical assessment can be undertaken at time of subdivision. The LeBlanc Canal supports a variety of natural vegetation and wildlife, which will not be altered by development.

2.6 Surrounding Land Use

Beau Val Park/Beaumont Lakes South is bordered on the north by the predominately low density residential neighbourhoods. To the east and south of the Plan Area, the land is designated for future





residential and business park land uses respectively, but currently are utilized for agriculture. To the west (across 50th Street) is a developed with commercial and residential land uses.

The existing and proposed adjacent residential uses are similar in nature to those intended in the Plan Area. The commercial site is similar to the commercial area immediately across 50th Street, and does not present any nuisance to that development. The cultivated land south of the Plan Area is neither affected by nor does it negatively affect the Plan Area. Highway 625 is a potential noise nuisance to the residential development in the southeast portion of the Plan Area. Detailed design of noise attenuation will be carried out at the subdivision stage, and may include features such as berms and fences.

2.7 Access

Primary access to the area will be provided by the extension of 30th Avenue eastward from 50th Street, through the Plan Area to the SE 26 50 24 W4th, as generally depicted in the Municipal Development Plan (MDP). The area will also interconnect with local roads to the residential development to the north, at 48th Street, 49th Street, and Lakewood Boulevard. All existing accesses to Highway 625 will be closed and there will not be any access to the south (Highway 625) provided in this plan.

2.8 Existing Land Use

The northern portion of the Plan Area is comprised of the existing residential developments of Beau Val Park and Beaumont Lakes which include associated MR/park areas and stormwater management facilities. The southeast portion of the Plan Area is occupied by a former farmstead, with a vacant residence and associated vacant buildings. These structures will be removed. Stockpiles of material from grading operations temporarily occupy land north and northeast of the farmstead. The LeBlanc Canal flows north through the central portion of the area, providing for continuity of natural drainage. This course will be retained. A former off leash dog park and parking area are on the southern portion of Parcel C. The temporary nature of the improvements to this site (informal paths, wire fencing, gravel parking) are such that removal of the facility does not pose a barrier to development of the Plan Area. A former Nuisance Grounds lies west of the former dog park. This former Nuisance Grounds has been remediated and Alberta Environment and Parks has no concerns on the future development on the site and surrounding area. The letter to this effect is included as Section 8.2.

The balance of the Plan Area is currently vacant, with portions previously stripped and graded, earth stockpiles, and excavations to be incorporated into the development.





3.0 Development Concept

3.1 Overall Concept

Beau Val Park / Beaumont Lakes South is a community of a variety of residential and commercial uses that will support the southeast area of Beaumont, as shown on Figure 3. The low density residential neighborhood offers a range of lot sizes from single-detached to semi-detached dwellings. Medium density residential sites are located throughout the Plan Area for development as independent projects with unique attributes for each site. The commercial area, adjacent to two arterial roadways and the major collector, mirrors the land use west of 50th Street in the creation of a node to serve the area, reducing traffic through the greater community. The mixed use area serves as a transition district between the major commercial site and the residential areas to the east.

Entering the Plan Area on 30th Avenue from 50th Street, completion of the Beau Val residential development of 48th and 49th Street lies to the north, while the commercial area will be to the south. East of the existing residential site will be a medium density residential development, lying within a short walking distance of the commercial area, and abutting the natural area west of the LeBlanc Canal. Adjacent to 30th Avenue, east of the commercial site on 30th Avenue lies the mixed use neighbourhood residential district, with linkages to the adjacent commercial and open space areas to ensure integration of the uses in the overall community. The open spaces adjacent to the canal will buffer the existing residential development to the north and future residential development to the east from the mixed use area and serve as the amenity space of the community. The canal area provides a naturalized open space, connected by trails to the large park and stormwater management facilities clustered in the Beaumont Lakes residential areas. Continuing east of the canal, the low density residential development continues to the eastern limits. A medium density residential site lies north of 30th Avenue, at the road connection to the existing development to the north. Entering the area from the north, on Lakewood Boulevard, sees the extension of the large lot low density residential development, meeting a medium density residential development in an enclosed node east of the stormwater management facility.

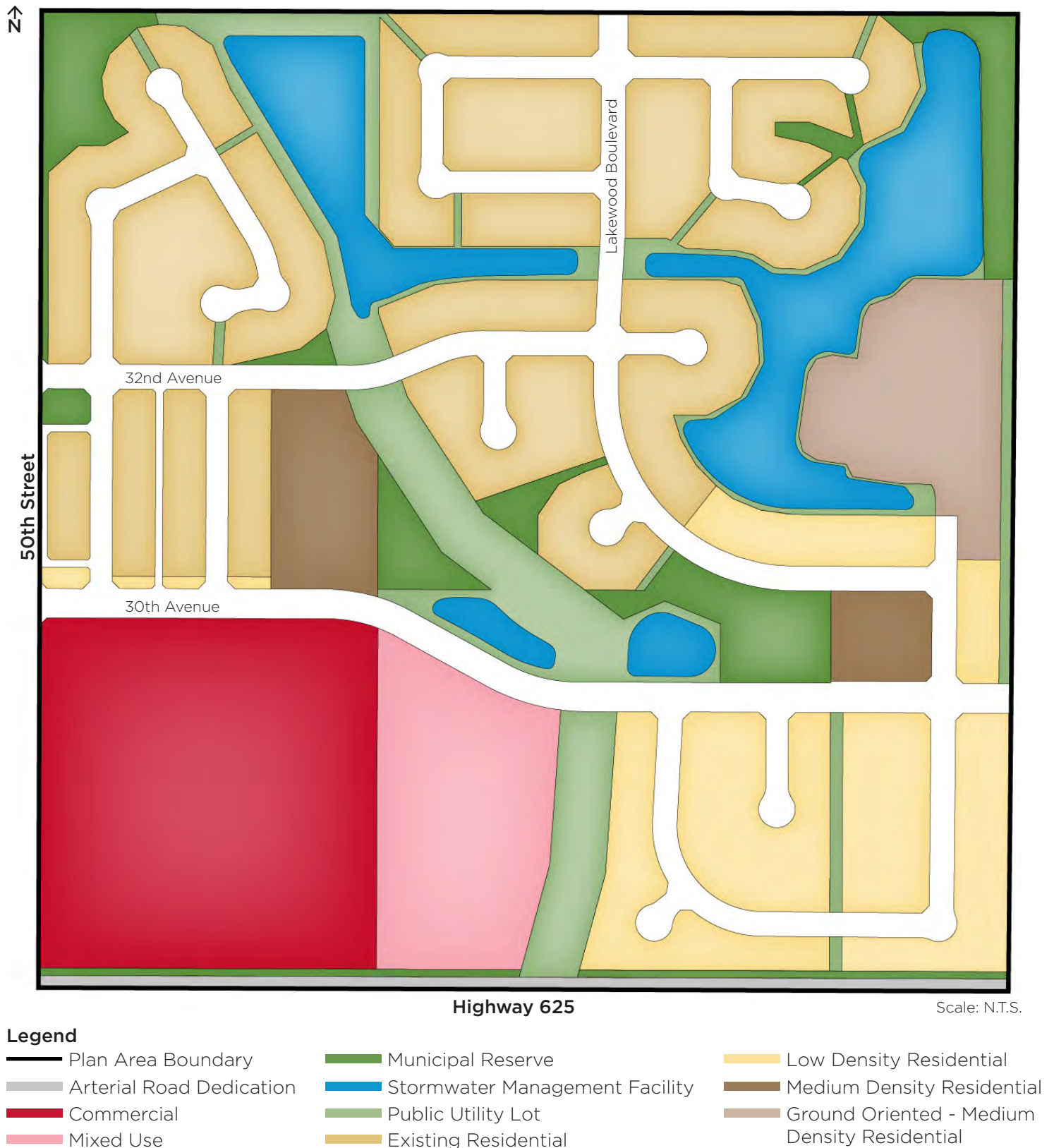
The proposed land uses are consistent with the Capital Region Growth Plan's (CRGP) principles to support regional economic development, specifically addressing the supply of land to support a variety of economic development opportunities. By expanding the supply of land ready for development within the designated growth area, capacity for growth in the workforce and supportive investment in commercial activity will be provided. On a direct local basis, the commercial development aligns with the City's economic diversification goal to reduce reliance on the residential assessment base and expand commercial service options.

The CRGP does not identify any significant environmental features within the ASP area, however, the underlying policies of environmental protection and preservation are addressed. Protection of the LeBlanc Canal as a naturalized open space provides for local appreciation of nature by presenting direct exposure to area residents of a water course with natural attributes. The mix of land uses and distribution of patterns will serve to reduce travel distances and vehicle use in direct support of the CRGP policies, while the provision of 30th Avenue as the collector roadway to provide a future transit route, which aligns with the regional bus routing identified in the Regional Bus Routing of the Capital Region 30 Year Inter-Municipal Transit Service Plan. Transit (local and regional) opportunities, the trail and pedestrian network, and residential access to commercial services will have a long term effect on reducing transportation related greenhouse gas production.





Figure 3 - Development Concept





3.2 Residential

3.2.1 Low Density Residential

The predominately low density of residential housing proposed reflects current market demands in Beaumont. The low and medium density mix has the potential to accommodate a variety of segments including “move up” and “move down” markets, first time buyers, active adults, and aging adults.

Low density housing, the dominant land use, will take the form of single family and semi-detached homes. Where new development is adjacent to existing development, the lot sizes and housing types will be similar. The low density area adjacent to Highway 625 will be provided with noise attenuation, such as fencing and/or berms on the buffer space between the highway and the lots. The extent and type of noise attenuation will be determined at the time of subdivision. A noise attenuation study may also be required at the time of subdivision for the site backing onto the stormwater management facility in the northeast corner of the Plan Area.

3.2.2 Medium Density Residential

Three medium density residential sites with distinctive styles are proposed. The City’s current Integrated Neighbourhood (IN) District designations should be applied to all medium density sites.

Ground-Oriented Medium Density Site

The ground-oriented medium density site is intended for ground oriented housing, potentially semi-detached. It will be a node of development, with the majority of units benefiting from the view of the water feature. The rear design of dwellings backing onto the stormwater management facility will include design standards which will be a requirement at the time of subdivision.

West Medium Density Site

The west medium density site is intended for a mix of townhousing and apartment housing that will support the overall ASP density. This site will have direct access to the surrounding commercial development and direct connection to the open spaces. The development of this site will include measures to mitigate impacts on existing low density residential through the selection of building locations and the provisions of enhanced landscaping.

East Medium Density Site

The east medium density site will support a planned unit development, with excellent access to the major neighborhood open space site, good connection to the community trail network, but not influenced by the higher values associated with land adjacent to the water features and open space.

3.3 Commercial

The vision of the commercial development is to provide opportunities for a range of retail and service establishments in a vehicle oriented shopping centre format consistent with City bylaws that will service the residents of Beaumont and surrounding area while providing the diversification of the tax base that is envisioned in the City’s Strategic Plan. The Design Guidelines will regulate site planning and design, pedestrian circulation, open space, landscaping, parking, building design, built form, architecture, and signage to create an identifiable architectural character.

As the entry point to this neighborhood and the key route to future residential growth to the east, this can become a central location for services in this quadrant of the community, reducing traffic





flow through other neighborhoods. Landscaping that exceeds the City's General Design Standards on 30th Avenue from 50th Street to 48th Street along the road right-of-way will be included to buffer 48th and 49th Street from the adjacent commercial uses to the south.

Site development will be oriented for access from 30th Avenue, with an internal road network. The site allows for a range of project sizes, with parcel particulars to be determined at future subdivision and development stages. The commercial area will be provided with services and access suitable for a wide range and intensity of uses. The anticipated build out of the site is estimated at ten years, requiring flexibility in the layout and design of the site to address opportunities as they occur during the development window. Site development will conform to the requirements of the Land Use Bylaw in effect at the time of development. If developed today the City's Commercial (C) District designation would apply to this area.

The Land Use Bylaw and Design Guidelines will regulate the site planning at the Development Permit stage.

3.4 Mixed Use

The area lying between the Commercial area and the LeBlanc Canal is identified as Mixed Use. This area will provide a transition from the open space and residential areas to the east and north to the main commercial site on the west. This site will provide an opportunity for buildings with commercial space on the main floor with office space or residential above, residential nodes with varying density, small commercial or café style businesses located near a community gathering space or other commercial or smaller business uses not suitable for the commercial area to the west.

Mixed use developments present an opportunity for reduced reliance on vehicles and increased social contact in a community, provided the intensity of the development is at a high enough level. The commercial activities in this area will provide support to the local residents, and supplement the activities of the adjacent commercial area. Residential development will be at medium and higher densities, to generate a strong population base to support local commerce. Non-residential uses (retail, business, personal services, institutional) will be at a lower physical scale than in the adjacent commercial area, to promote diversity.

Primary vehicle access to the site will be through the connection of a local road to 30th Avenue. Connection of the commercial site with the mixed use area by local roadway and pedestrian routes will provide integration of these areas. Continuation of pedestrian and bicycle routes to the canal corridor will present opportunities for overall community connection to the business, retail, and commercial services that are anticipated in this area.

Land use is intended to be similar to that of the existing Commercial (C) District, Integrated Neighbourhood (IN) District, or Main Street (MS) District of the Land Use Bylaw, with mixed uses developed either vertically (within the same building) or horizontally (within separate buildings, or a combination thereof). The City's Design Guidelines will apply to developments in this area.

3.5 Open Space

The plan provides for about 25% of the area to be available as public open space. Over 2.4 ha of open space is within the land dedicated for the LeBlanc Canal, which provides for a linear park through the site with connection to the stormwater management facilities to the north. The LeBlanc Canal





occupies less than 0.6 ha of its right-of-way, leaving close to two hectares of usable open space.

The central open space/Municipal Reserve (MR) is situated next to the medium density housing to provide residents with smaller yard space greater access to open space. The street frontage on both sides of this MR provides greater accessibility to the entire neighbourhood and adjoining the MR with the stormwater management facility and the LeBlanc Canal maximizes the City's ability to program and efficiently maintain the open space.

Two open space parcels in the central/north part of the Plan Area are contiguous with the LeBlanc Canal, providing access to the greater open space and potential sites for park development.

Open space is provided on the south side of the commercial, mixed use, and low density residential areas as a buffer to Highway 625 and for a pathway. The area adjacent to the low density residential site will also be used for acoustic treatment (berm, fencing) to reduce the impact of traffic noise on the residential area.

Additionally, land on the east side is provided to accommodate pathway development to join with the network at the existing stormwater management facilities in the north of the Plan Area. Each of the areas provided as open space has significant street frontage, allowing access for maintenance and operations. This street access to support municipal operations is balanced with the placement of private property bordering the open spaces, to ensure they are under supervision and perceived community ownership, addressing Crime Prevention Through Environmental Design (CPTED) tenants of Natural Access Control, Natural Surveillance, and Territorial Reinforcement. Other aspects of CPTED (landscaping, lighting, street furniture, programming, maintenance) can be addressed at the subdivision development agreement stage and in municipal operations.

3.5.1 Open Space and Trails

The location of future primary and secondary trails and bike routes as shown on Figure 5 is in accordance with the City of Beaumont's Open Space and Trails Master Plan. A primary trail is proposed along the south boundary of the property paralleling Highway 625 connecting to a future north south primary trail constructed in the development to the east and matching the current alignment adjacent to 50th Street. A secondary trail will connect to the existing trail adjacent to the LeBlanc Canal with a connection to Lakeland Drive and parallel to the canal to the south boundary of the property. 30th Avenue will provide a bike route. The exact location and type of trails will be confirmed at the time of subdivision.

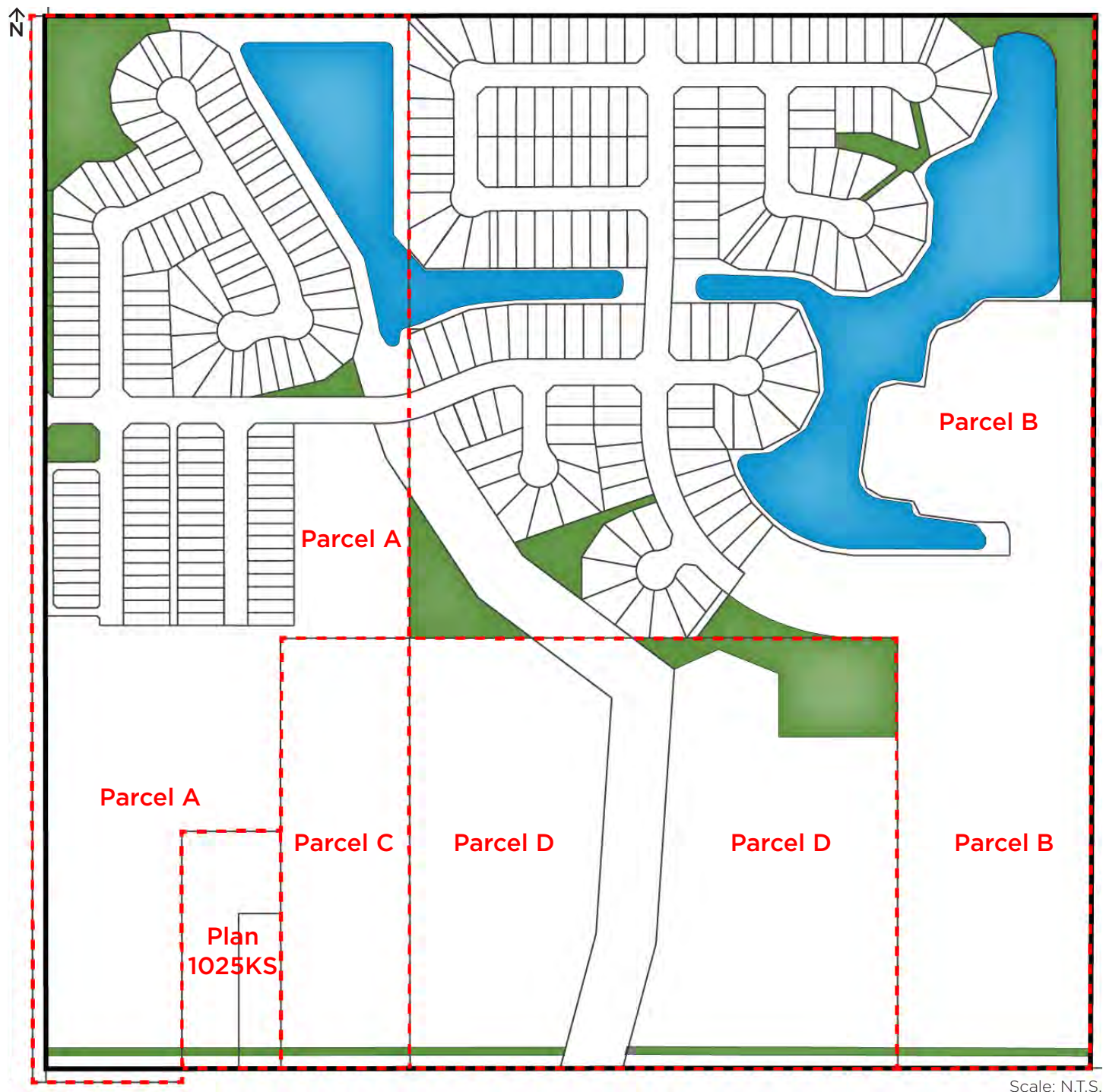
3.5.2 Municipal Reserve

Dedication of Municipal Reserve in Beau Val Park/Beaumont Lakes South will meet the requirements of the Municipal Government Act. MR will be provided as combinations of land and cash in lieu of land, at the time of subdivision, as shown on Figure 4 and presented in the following tables:





Figure 4 - Parcel Boundaries for MR Calculation

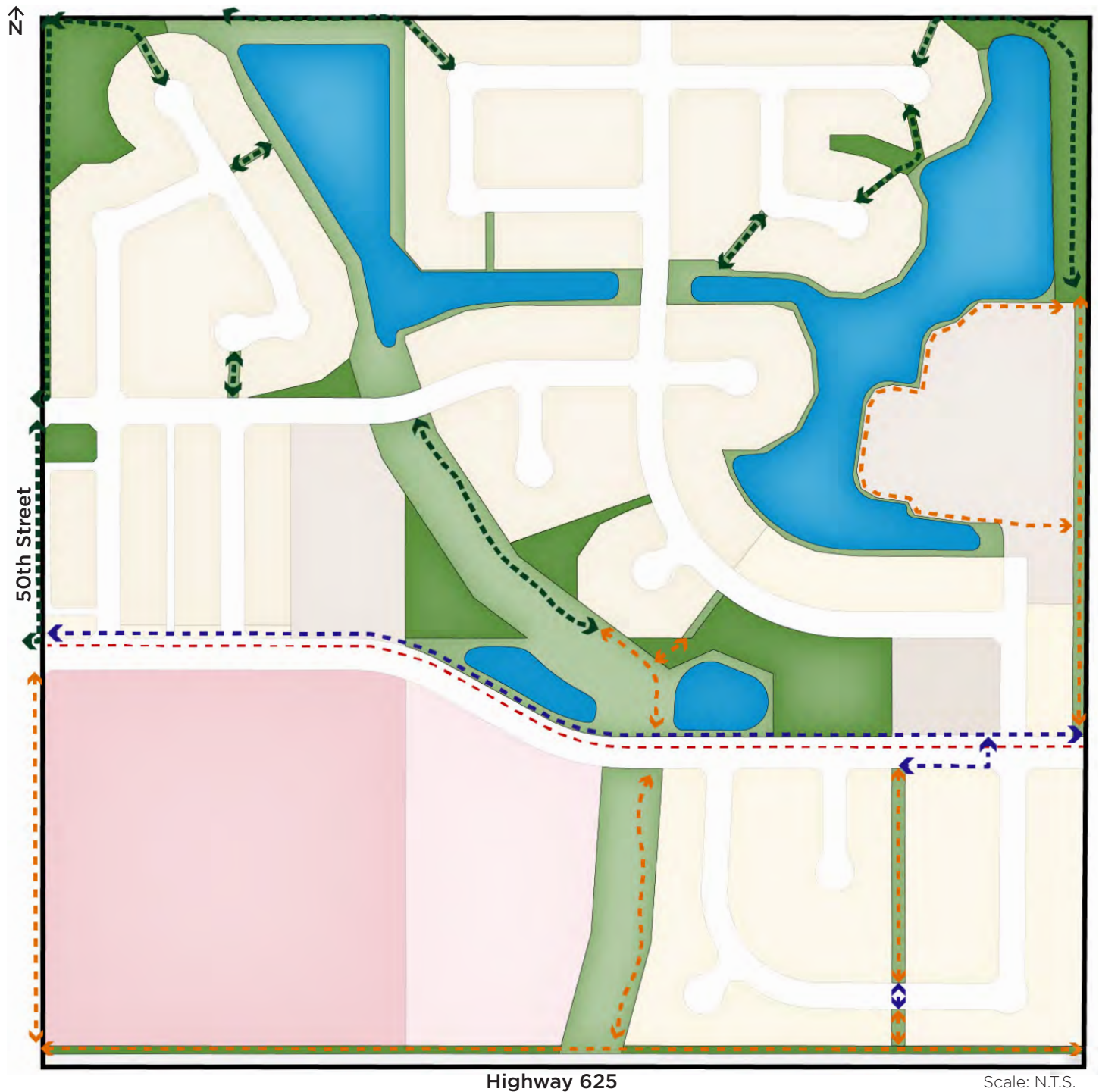


Legend

- | | |
|-------------------------------|----------------------------------|
| — Plan Area Boundary | — Municipal Reserve |
| - - - MR Parcel Area Boundary | — Stormwater Management Facility |



Figure 5 - Parks and Open Spaces



Legend

- Plan Area Boundary
- Municipal Reserve
- Stormwater Management Facility
- Public Utility Lot
- ↔ Existing Off Street Pathway
- ↔ Proposed On Street Pathway
- ↔ Proposed Off Street Pathway
- - - Proposed Bike Route





Table 1 - MR Calculations

Parcel	Area*	MR Owed	Existing			Proposed		Total
			MR Dedicated	DRC	MR (Dedicated + DRC)	To Be Dedicated as Land	Cash in Lieu (ha)	
A (less 1025KS)	18.14	1.81	1.03	0.78	1.81	0.06	0.72	1.81
B	28.66	2.87	1.10	1.77	2.87	0.65	1.12	2.87
C	3.17	0.32	-	-	-	0.06	0.26	0.32
D	11.61	1.16	-	-	-	0.95	0.21	1.16
1025KS	1.34	0.13	-	-	-	0.04	0.09	0.13
Totals	62.92	6.29	2.13	2.55	4.68	1.76	2.40	6.29

*areas reflect 2019 digital mapping measurements

3.6 Land Use Statistics

Table 2 presents the land use statistics for the entire Plan Area, including the existing conditions and future development.



Table 2 - Land Use Statistics

	Area (ha)	% of GA
GROSS AREA	62.94	
Arterial Roadway Dedication	0.78	1.2%
Public Utility Lot	11.09	17.6%
Commercial	7.84	12.5%
Mixed-Use (75% Commercial)	2.51	4.0%
Municipal Reserve	3.89	6.2%
Roads		
Major Collector Roadway	1.94	3.1%
Minor Collector Roadway	2.45	3.9%
Local Roadway	4.79	7.6%
Alley	0.21	0.3%
TOTAL Non-Residential Area	35.50	56.4%
Net Residential Area (NRA)	27.42	43.6%

RESIDENTIAL LAND USE AREA, UNIT, AND POPULATION COUNT

Land Use	Area (ha)	% of NRA	Units/ha	Units	PPDU	Pop.
Low Density Residential	22.12	80.7%	20	442	2.8	1,238
Medium Density Residential	4.46	16.3%	48	214	2.8	599
Mixed-Use (25% Residential)	0.84	3.1%	45	38	2.8	106
Total Residential	27.42	100%		694		1,943

Population Density (ppnrha)

71

Unit Density (upnrha)

25

STUDENT GENERATION

	Elementary (K-6)	Junior High (7-9)	Senior High (10-12)	Total
Public	145	73	73	291
Separate	73	36	36	145
TOTAL	218	109	109	436

*Student Generation

22.6% of Total Population

Public: 66% of Students, Separate: 33% of Students

K-6: 50% of Students, 7-9: 25% of Students, 10-12: 25% of Students





4.0 Servicing

A Servicing Report submitted under separate cover has been prepared to outline the servicing requirements for the site.

The intention is to connect to services in the existing Beau Val Park and Beaumont Lakes Subdivisions located adjacent to the development site. The extension of 30th Avenue will provide access to the Plan Area along with future development areas to the east. Local roadways will be provided to facilitate the orderly development of each land use. Municipal servicing consisting of water distribution, sanitary sewers, and storm sewers are available and will be installed in accordance with the City's engineering standards in effect at the time of development.

4.1 Water Distribution

The water distribution system within the subject lands shall be supplied by the existing watermains extending from the Beaumont Lakes and the Beau Val Park Subdivisions. All mains shall be looped internally within the development.

4.2 Sanitary Servicing

Sanitary sewers within the commercial and west medium density site will discharge into the Beau Val Park Subdivision system while the remainder of the subject site will discharge into the Beaumont Lakes Subdivision system.

4.3 Stormwater Management

The development's minor (5-year) storm sewer flows will be designed to discharge into the existing stormwater management pond. The portion of the subject site located west of the LeBlanc Canal is able to discharge a maximum of 0.321 m³/s into the Beau Val Park Subdivision sewer system. The remainder of the minor storm runoff will be retained by means of on-site storage (approximately 1,666 m³). The portion of the subject site located east of the LeBlanc Canal will flow through the proposed storm sewer system and will discharge directly into the southeast side of the stormwater management facility.

The existing stormwater management facility was designed to accommodate major stormwater runoff generated from the SW1/4 26-50-24-W4M including Beau Val Park Subdivision, Beaumont Lakes Subdivision and the subject lands but excluding the former Nuisance Ground site.

Due to the inclusion of the landfill site and changes in land uses, on-site stormwater management will be required. The 8.60 ha of the commercial site and the 1.45 ha west Medium Density site will be required to restrict the major storm outflow to 1.46 m³/s. On-site stormwater storage will be required within the subject site and will be contained primarily on the commercial site. The approximate volume of on-site storage required during the major storm is 18 m³. Further stormwater analysis will be required during the detailed design stage to ensure sufficient on-site storage is provided.

Additionally, based on the study of the LeBlanc Canal, completed by WSP/Focus, the LeBlanc Canal has a capacity of 1.8 L/s/ha. Due to the discharge requirement, a 7.6 L/s and a 9.5 L/s maximum discharge rate from the mixed use site and the low density residential site, respectively. The mixed use site will utilize a combination of on-site storage as well as a stormwater management facility while the residential site will control the runoff by means of a stormwater management facility. The





low density site will require approximately 4,600 m³ of storage to restrict the major storm outflow. Further stormwater analysis will be required during the detailed design stage to ensure sufficient on-site storage is provided to ensure development will meet all stormwater requirements in accordance with the City's engineering standards in effect at the time of development and the general agreement that the City and County have signed including the allowable volumes discharging into the LeBlanc Canal.

4.4 Shallow Utilities

Gas, power, telephone and cable are provided by franchise utilities, and are readily available.





5.0 Transportation

The transportation system, as shown on Figure 6, is designed with the major collector roadway (30th Avenue), as the main route through the site and component of the outer ring network. Local roads branch off the main trunk for property access points. The major intersection of 50th Street and 30th Avenue is a controlled intersection.

A median will be constructed in 30th Avenue to restrict access to 49th Street to right in – right out. It is expected a right in right out will be provided at this location to access the commercial site. The 30th Avenue and 48th Street intersection will be all directional providing access to the commercial site and 48th Street.

30th Avenue, the collector roadway, has been provided with a 24.0m wide right of way, allowing for the increased carriageway width and an effective increased setback of dwellings from the carriageway. The additional right of way width coupled with the additional lot depth provided to residential site fronting onto 30th Avenue allows for dwelling placement away from the effects of the higher level of traffic associated with the collector status.

The collector roadway provides for school and future local transit routing through the south east portion of Beaumont, and connection with the regional bus routing on 50th Street proposed in the Capital Region 30 Year Inter-municipal Transit Service Plan.

The trail network identified in Section 3.5.1 is an integral component of the transportation system, providing for active transportation and separation of motor vehicles from pedestrians and cyclists. While the trail network will address many transportation needs, direct property access by sidewalks with connections to the trail network is required, and provided. Municipal standards for sidewalks adjacent to roadways will be met.

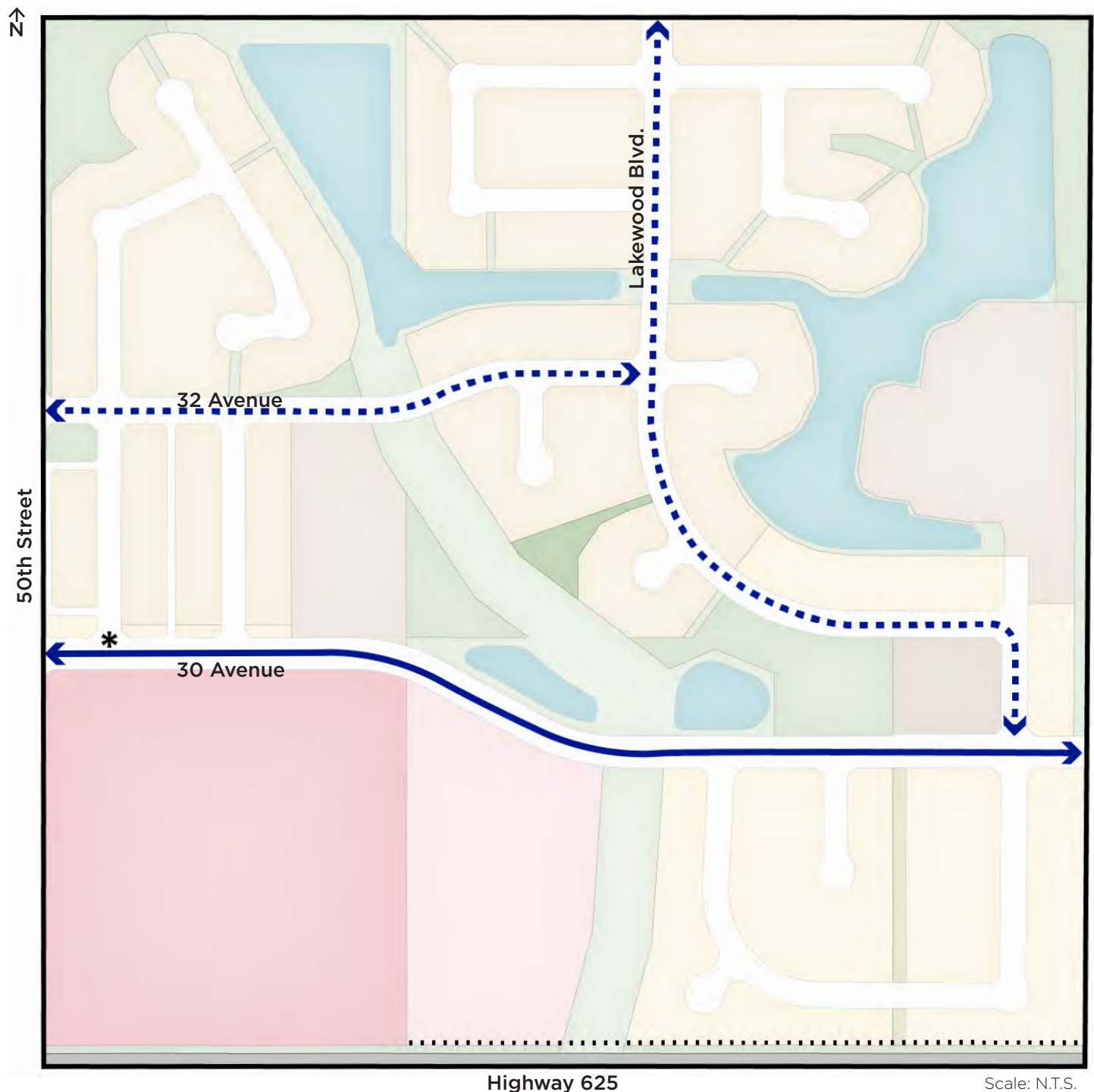
Existing access points to Highway 625 will be eliminated as development proceeds. The Plan Area will not have access to Highway 625.

A Traffic Impact Assessments have been undertaken to evaluate the effects of the proposed development. The TIAs, submitted as separate documents, show that traffic changes associated with development within the ASP will not adversely impact roadways or intersections outside of the Plan Area, and that the proposed configuration of the 30th Avenue intersection with 50th Street will be sufficient to build out.





Figure 6 - Transportation System



Legend

- Plan Area Boundary
- Arterial Road Dedication
- Noise Attenuation Barrier (as determined by design)
- ↔ Major Collector Roadway
- ↔ Minor Collector Roadway
- * Conceptual Location of Median





6.0 Implementation

6.1 Development Staging

The staging for development of the ASP Plan Area is conceptually depicted on Figure 7. These stages represent the logical extension of roadways and other infrastructure in this area. Each stage will be phased in accordance with market conditions, servicing costs and developer priorities with the exception that 30th Avenue will be constructed from 50th Street west to the east boundary of Parcel C, Plan 1912 EO with development of the second phase of Beau Val Park South. Beau Val Park Stage 4 and Beaumont Lakes South Stage 5 and 6 are possible to develop prior to Beaumont Lakes Stage 3 if road access is provided by Beau Val Park South Stage 2 and servicing is provided through the public utility lot connecting to the existing Beaumont Lakes development.

The portion of 32nd Avenue north of the west medium density site will be completed when that development proceeds.

The potential for development will be affected by market or other conditions, servicing costs and developer priorities, therefore, flexibility on staging/phasing is built into this plan.

6.2 Zoning & Subdivision

Rezoning and subdivision applications will commence as required and correspond with the land use designations specified in this ASP. These applications shall be guided by Beaumont's MDP, Land Use Bylaw, and other relevant policy plans/documents.

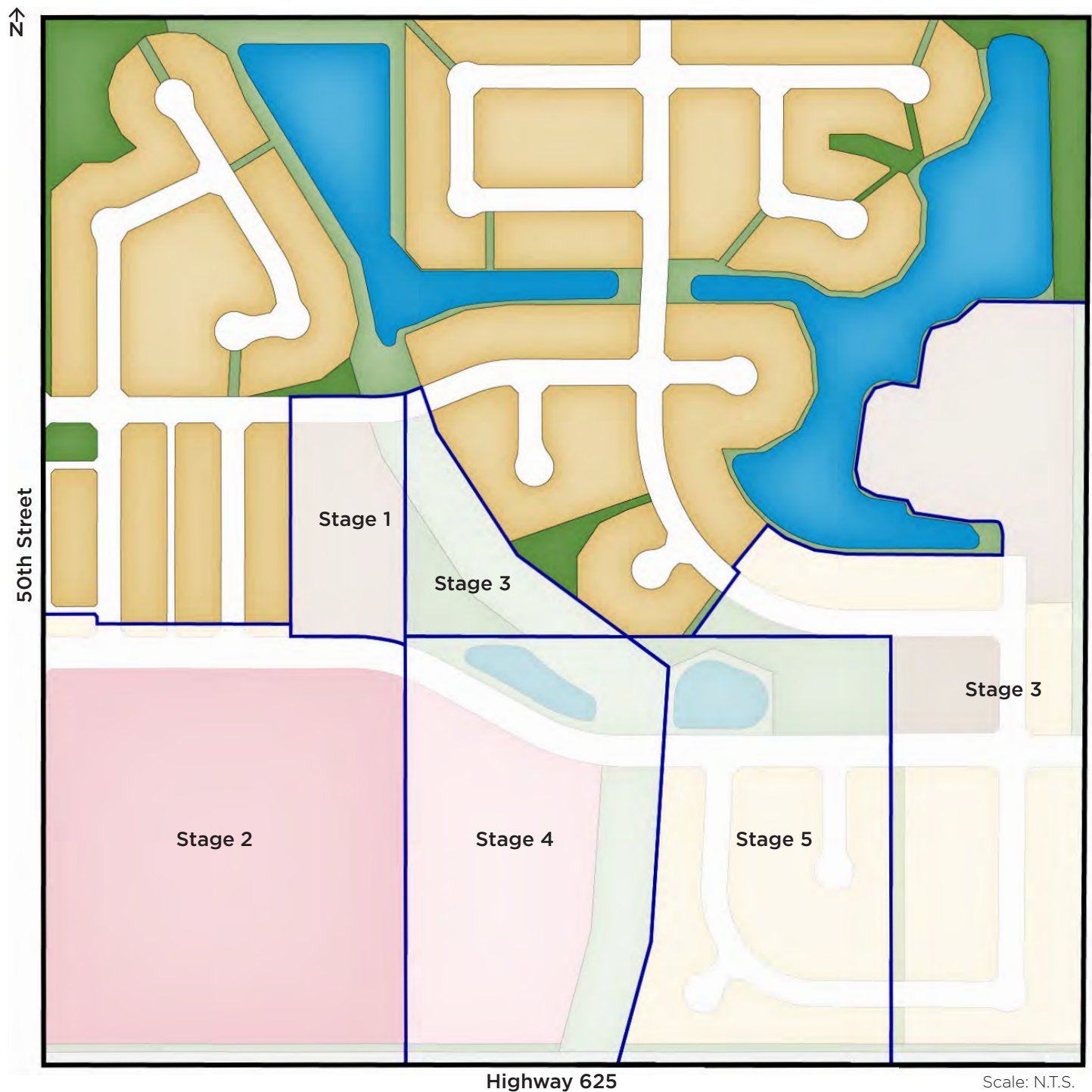
6.3 ASP Amendment Process

The Beau Val Parks/Beaumont Lakes South ASP may be amended from time to time to remain current and relevant to specific issues associated with the neighbourhood, City of Beaumont, and the Capital Region Growth Plan.





Figure 7 - Development Staging



Legend

- | | |
|------------------------|----------------------------------|
| — Plan Area Boundary | — Municipal Reserve |
| — Staging Boundary | — Stormwater Management Facility |
| — Existing Residential | — Public Utility Lot |





7.0 Summary

The Beau Val Park/Beaumont Lakes South ASP defines the major land use, servicing and transportation systems for a new commercial and residential development area. The plan is conceptual in nature, with exact alignments of roadways, utilities, and internal boundaries to be determined as detailed subdivision design is undertaken. The Plan Area will accommodate a significant increase in the commercial and residential lands in Beaumont, build out will take some time, and the plan must be able to address changes in society, regulations, and standard as they evolve.

This plan has been prepared to accommodate varying market conditions and lifestyle preferences in the City of Beaumont. The development will meet a mixture of housing needs in addition to providing opportunities for commercial development in this quadrant of the community.

Adequate provision has been made for Municipal Reserve. In addition, with the open space corridor concept, trail system, and adjacent stormwater management facilities incorporated into the design, the Plan Area will provide an open space appearance in keeping with other Beaumont neighborhoods.



8.0 Appendices

8.1 Policy Context

8.1.1 Capital Region Growth Plan

The Capital Region Board's Growing Forward: The Capital Region Growth Plan (CRGP) is a comprehensive plan that provides member communities guidance on how the region will grow in an integrated way. The Capital Region Plan provides a planning framework based on six principles:

- protect the environment and resources;
- minimize the regional footprint;
- strengthen communities;
- increase transportation choice;
- ensure efficient provision of services; and
- support local economic development.

These governing principles, supported by objectives and policies, have been addressed in the ASP as summarized in the following table. The policies developed from the principles and objectives are intended to be considered as a whole, and are highly interrelated.

CRGP	ASP
Protect the environment and resources	The ASP achieves this by providing areas of greenway, natural area and park space throughout the ASP. The plan preserves natural space adjacent to the LeBlanc Canal, provides natural spaces around stormwater management facilities and provides park space to support residential uses. 25% of the Plan Area is provided as open space.
Minimize regional footprint A. Concentrate new growth within priority growth areas. B. Support expansion of medium and higher density residential housing forms. C. Target Density for Priority Growth Area Ce is 25 – 35 d/Nrha	The Plan Area is within Priority Growth Area Ce of the Capital Region Growth Plan. Medium density and higher density residential uses (in the medium density and mixed use) account for over 36% of the dwelling units in the Plan Area. The plan provides for 25 dwelling units per hectare.
Strengthen Communities A. Create Inclusive Communities i) Support initiatives to improve the liveability of communities; ii) Integrate uses with adjacent developments to improve connectivity and accessibility to local parks, open space, commercial and community services.	The mixed use site presents an opportunity for reduced reliance on vehicles and increased social contact within the community. The large amount of accessible open space and trails in the Plan Area fosters activity and social interaction. The medium density sites in proximal to commercial development and open spaces, facilitates the inclusion of residents and increases interactions.





CRGP	ASP
<p>B. Support Healthy Communities</p> <p>i) Support the implementation of present and future initiatives to create and enhance parks, trails and natural areas for public use;</p> <p>ii) Improve accessibility to community services by providing sidewalks, bicycle trails to encourage walking and cycling and locate these services within proximity to transit, where possible;</p> <p>iv) Encourage and support innovative and green design solutions for neighbourhoods and buildings.</p> <p>C. Support Public Transit</p> <p>i) Provide a mix of higher density land uses along transit corridors, at nodes, and employment centres;</p> <p>ii) New developments shall plan for public transit support facilities such as park and ride lots, (where appropriate);</p> <p>iii) New developments shall be designed for connectivity and accessibility to transit facilities;</p> <p>iv) Prioritize public investments in multi-modal transport, park and ride lots, transit, and transit related services, in locations approved by the CRB</p> <p>D. Support Innovative and Affordable Housing Options</p>	<p>The trail network (Section 3.5.1) connects with the existing network in adjacent development, extends to future development, and connects all park and open space areas with residential and commercial sites. The potential for regional trail development on the LeBlanc Canal is protected.</p> <p>The trail network provides for active transportation and separation of motor vehicles from pedestrians and cyclists. Direct property access by sidewalks with connections to the trail network is provided. Municipal standards for sidewalks adjacent to roadways will be met.</p> <p>All development will be subject to the Beaumont Urban Design Guidelines.</p> <p>The collector roadway provides for school and future local transit routing through the southeast portion of Beaumont. This route is adjacent to the medium density residential, the commercial, and the mixed use sites.</p> <p>Future transit support facilities may be considered within the commercial site at the time of development.</p> <p>The commercial site abuts the regional bus routing on 50th Street proposed in the Capital Region 30 Year Inter-municipal Transit Service Plan.</p> <p>The collector roadway (potential local transit route) connects with the regional bus routing on 50th Street proposed in the Capital Region 30 Year Inter-municipal Transit Service Plan.</p> <p>Residential uses include low density, medium density, and mixed commercial-residential sites, with a variety of housing types possible in each category.</p>
<p>Increase Transportation Choice</p> <p>A. Integrate Transportation Systems with Land Use</p>	<p>The comprehensive trail, sidewalk, and street network integrates land uses with the connectivity among park, natural, commercial, and residential areas.</p>





CRGP	ASP
B. Support the Extension of Transit Service in Various Forms	The collector roadway provides for school bus and future local transit routing through the southeast portion of Beaumont. Connection with the regional bus routing on 50th Street proposed in the Capital Region 30 Year Inter-Municipal Transit Service Plan is possible at the 50th Street and 30th Avenue intersection.
Ensure Efficient Provision of Services A. Design Integrated Physical Infrastructure Within the Region B. Maximize Utilization of Existing Infrastructure	<p>Utilities and roads align with existing and proposed systems, with available capacities identified in the Servicing Report and Traffic Impact Assessment.</p> <p>The roads and utilities are extensions of existing networks. The Servicing Report and Traffic Impact Assessment outline the maximum utilization of existing infrastructure.</p>
Support Regional Economic Development A. Ensure a Supply of Land to Sustain a Variety of Economic Development Opportunities B. Attract and Retain Individuals and families with a Diverse Range of Skills to the Capital Region C. Support Regional Prosperity D. Position the capital Region Competitively on the World Stage	<p>The commercial and mixed commercial-residential areas provide sites for a range of business opportunities to serve the local and regional economies.</p> <p>The diverse range of housing densities will provide a diverse range of housing options that response to market needs as well as provide options to future residents.</p> <p>The addition of local opportunities for economic growth enhances regional economic development by increasing the need for additional support services and increasing the overall market for all services.</p>

The ASP proposes to retain existing natural features within the open space provided, principally with regard to the LeBlanc Canal and adjacent land. As the Plan Area lies within Priority Growth Area C (e) of the Capital Region Growth Plan, where the Alternative Greenfield Density density target of 25 to 35 dwelling units per net residential hectare is proposed to be attained over time, the regional development footprint goals will be supported. The proposed combination of medium density and low density residential uses will assist the City with transitioning to the density standards as development continues east of the Plan Area. The residential land use mix provides for a range of lifestyle choices and integration of residents to support development of community relationships. The trail and road networks proposed increase the options for active transportation and long term transit routing in





Beaumont. As the development area lies at the current terminus of utility systems having sufficient capacity for the project, the efficiency of existing systems and past investments will be maximized. Lastly, the provision of commercial land within the Plan Area will provide for diversification of the municipal tax base and increase local opportunities for economic activity and development.

8.1.2 Municipal Development Plan

Our Complete Community Municipal Development Plan (MDP) is the City's primary land use document to define land use and policies for growth and development. The MDP's future land use map broadly outlines the location, size, and shape of land uses, roads, utilities, and open spaces. The MDP has flexibility to accommodate more detailed planning through the subsequent planning processes for Area Structure Plans, Outline Plans, and subdivisions.

The MDP's Future Land Use Concept, identifies the area as having a mix of commercial, residential, municipal reserve, and public utility land uses. The ASP aligns with the goals and objectives as outlined in the MDP.

8.1.3 Strategic Plan

Three particular aspects of the City's Strategic Plan 2016-2021 have influenced the ASP. The Strategic Plan identifies shifting the residential/commercial tax base ratio from the current 95:5 towards a ratio of 80:20 through aggressive economic development (Strategic Outcome 4.1), and making substantial gains in attracting non-residential assessment (Strategic Outcome 3.1). The designated commercial area assists with both of these directions (about 30% of developed area will be commercial use). Further, the plan's provision of mixed uses (commercial, residential, public use), a range of housing types (single family, semi-detached, medium density), walkable areas (trail, pathway, and sidewalk connections), open space preservation (LeBlanc Canal and tree stands), and ensuring options for transportation (trail network, collector road bus route opportunity) address smart growth principles within control of the developer (Strategic Outcome 3.2).

8.1.4 Open Space and Trails Master Plan

The ASP addresses the Open Space and Trails Master Plan (OSTMP) through the provision of linear parks, neighborhood parks, and trail linkages. The OSTMP notes the primary purpose of linear parks being to accommodate trails or to serve as environmental buffers and screening. The Canal area and related linkages to the stormwater management facilities are protected as open space to address both of those purposes, while preserving the natural environment. The LeBlanc Canal also provides open space as a Neighborhood Park, as noted in the OSTMP.

Neighbourhood Parks are intended to accommodate passive use and informal play for residents of all ages. Neighbourhood Park requirements of providing open space venues in close walking or biking proximity to residents are met with the open space locations. The OSTMP suggests residents should be able to walk to a neighbourhood park in under 10 minutes with all routes to the park less than 800m, which is met by the ASP provision





of open space. As identified in the OSTMP, open space as Neighborhood Park area should exceed 1.8ha to serve the more than twelve hundred people expected to live in the Plan Area.

The continuity and cohesiveness of open space anticipated by the OSTMP is provided by a pedestrian network (sidewalks, trails, etc.) of linkages, coordinated with multi-use trails. On road bike lanes have not been provided, with the philosophy that safety, as provided by route separation, is the driving force behind the design, and that the community's transportation system is designed as a cohesive system which includes safe crossings, and multi-use trails. The trail network provides the required primary trail linkage for all stormwater management facilities and to potential regional trail development.

8.1.5 Land Use Bylaw

The Plan Area is currently designated Conventional Neighbourhood District (CN), Integrated Neighbourhood (IN) District, Commercial (C) District, and Agricultural Holdings (AH) District in the Land Use Bylaw. Standard land use districts within the City of Beaumont Land Use Bylaw or as otherwise amended will be used to implement the ASP's land use concept as appropriate.



8.2 Alberta Environment & Parks Former Landfill Remediation / Removal of Setback Restrictions



Operations
111 Twin Atria Building, 4999 – 98 Avenue
Edmonton, Alberta T6B 2X3
Telephone: 780-427-7617
Fax 780-644-5643
<http://esrd.alberta.ca>

File No. ERKS 4105-
Supplemental Municipal Documentation-
Beaumont-Setback Waivers

July 7, 2016

Mr. Keaton Seaby
Project Manager, Infrastructure
Town of Beaumont
5600 – 49 Street
Beaumont, AB T4X 1A1

Dear Mr. Seaby:

Re: Former Village of Beaumont Landfill Site Located at SW-26-50-24 W4M: Beaumont Landfill Remediation Report and Town's Request to Remove Setback Restriction

Environment and Parks has reviewed the Beaumont Landfill remediation report and Town's request to removal setback restriction, submitted by the Town of Beaumont on June 20, 2016.

According to the report, the work to remove the waste and waste impacted soil of the former landfill had been completed and the report confirms that this area is no longer a source for landfill contamination. Thus, Environment and Parks has no concerns on the future development on the site and surrounding area. Environment and Parks has no role on restricting developments based on the technical review of the case. Therefore, it is up to the Town of Beaumont to decide how to proceed with future developments for this area.

The above conclusion is based on:

- Letter from the Town of Beaumont (Keaton Seaby, Project Manager, Infrastructure) dated June 20, 2016 titled "Former Village of Beaumont Landfill Site, SW 26-50-24 W4M, Beaumont Landfill Remediation Report and Request to Remove Setback Restriction".
- A report by Tetra Tech dated June 15, 2016 and titled "Beaumont Landfill Remediation SW 26-50-24 W4M Town of Beaumont, Alberta".

If you have any additional questions about this letter please contact Guangyu Yan at 780-960-8626.

Yours truly,

A handwritten signature in blue ink, appearing to read "Mohammad Habib".

Mohammad Habib, P. Eng.
Approvals Manager
Red Deer - North Saskatchewan Region
(Designated Director under the Act)

cc Ken Anderson, Tetra Tech at Ken.Anderson@tetratech.com
Kathy Lewin, Town of Beaumont at Kathy.Lewin@beaumont.ab.ca
Valerie Collins, RAC, AEP
Gene Leskiw, AEP
Guangyu Yan, AEP

