Attachment 1

BYLAW 1065-25
The City of Beaumont Innovation Park Area Structure Plan Bylaw

Whereas pursuant to the *Municipal Government Act,* RSA 2000, c M-26, the Council of the City of Beaumont may, by bylaw, adopt an area structure plan for the purpose of providing a framework for subsequent subdivision and development of an area of land;

Therefore Council enacts:

1 That the City of Beaumont adopt Bylaw 1065-25 known as the Innovation Park Area Structure Plan attached as Schedule A.

FIRST READING: January 28, 2025

SECOND READING: February 25, 2025

THIRD READING: February 25, 2025

SIGNED THIS 25th day of February, 2025.

Bill Daneluik
MAYOR

Chelaine Winter
CITY CLERK

Schedule A

INNOVATION PARK
AREA STRUCTURE PLAN

City of Beaumont

Draft

January 2025

ISL Engineering and Land Services Ltd. is an award-winning full-service consulting firm dedicated to working with all levels of government and the private sector to deliver planning and design solutions for transportation, water, and land projects.

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1.0 INTRODUCTION

1.1 Purpose

The Innovation Park Area Structure Plan (ASP) provides a framework for the future development of the area, recognizes environmentally sensitive lands, designates open space areas, and increases the commercial and industrial land supply in the City. The ASP is designed to:

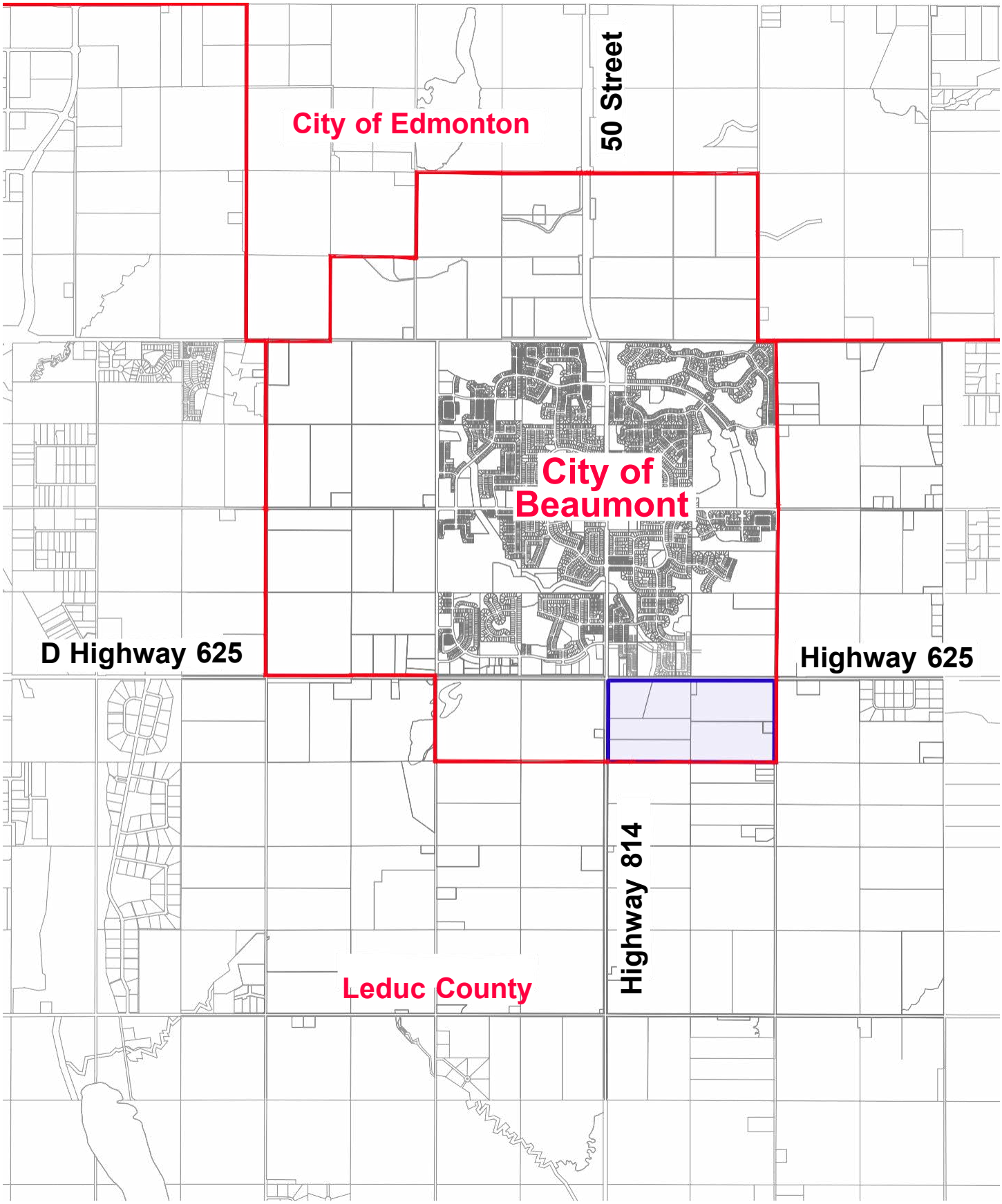
1. Establish the conceptual land use, designate environmental and municipal reserve lands, identify transportation and servicing networks, and demarcate development phasing, in accordance with Section 633 of the *Municipal Government Act*, SA 2000 (MGA),
2. Conform to applicable policies and plans, such as Provincial Land Use Policies, Edmonton Metropolitan Region Growth Plan, the Intermunicipal Planning Framework Agreement, the Leduc County Agricultural Strategy, Our Complete Community: Municipal Development Plan, and recognize the adjacent Beau Val/Beaumont Lakes South ASP and Azur/Lakeview ASP,
3. Identify existing physical features and development conditions, and
4. Summarize feedback received through engagement with Plan Area landowners and interested parties.

1.2 Plan Area Location

The Plan Area is in the southern portion of the City of Beaumont and consists of two quarter sections or 123.93 hectares (ha) of land, as shown on Figure 1. The area was annexed from Leduc County in 2017 and is bounded by: Highway 625 to the north; Highway 814 to the west; Range Road 241 to the east; and the City's municipal boundary to the south.

The City/Leduc County municipal boundary runs along the ASP's east and south boundaries. The Plan Area currently consists of undeveloped/cultivated lands with four residences.

Exhibit 1: Looking eastward from LeBlanc Canal towards Range Road 241.



ASP Boundary
Municipal Boundaries

BEAUMONT

0 1000 2000 m
1:50,000

Integrated Expertise, Locally Delivered

Location Map

Figure 1
City of Beaumont
Innovation Park ASP

January 2025

1.3 Plan Preparation

Throughout the preparation of the ASP, there were discussions with local interested parties, landowners, and representatives, various government agencies and service providers, including Alberta Transportation and Economic Corridors (ATEC), Fire and Emergency Services, and Leduc County. A description of the public engagement process and a summary of the feedback received is described in Section 4.0.

1.4 Technical Reports

The Innovation Lands ASP is supported by the following technical studies and further described in Section 2.0:

1. Historical and Archaeological Review
2. Biophysical Assessment Report
3. Floodplain Memo
4. Agricultural Impact Assessment
5. Environmental Site Assessment Phase I
6. Geotechnical Assessment
7. Market and Economic Assessment Report
8. Water Servicing Concept
9. Stormwater Management Concept
10. Wastewater Servicing Concept
11. Transportation Impact Assessment

1.5 Area Structure Plan Vision

The Innovation Park ASP lands attract local and global economic partners by combining business, manufacturing, education, and research in one neighbourhood. It is the premier industrial, business, and employment hub in the City. Partners benefit from the proximity to the City's nearby residential neighbourhoods and amenities, the transportation advantage of Highway 625 and Highway 814, nearby Edmonton, Leduc County, and the Edmonton International Airport. Adjacent residents and interested parties benefit from local business and employment opportunities, the preservation of local water features, and trail networks that connect to adjacent neighbourhoods.

2.0 Policy Context

2.1 Policy Documents, Statutory Plans, and the Land Use Bylaw

This ASP has been prepared in accordance with the policy documents affecting the Plan Area. Land use compatibility, between the ASPs business park (commercial) and industrial land uses and the adjacent residential neighbourhoods in the City and agricultural lands in Leduc County, is an important consideration for ASP policy.

Edmonton Metropolitan Region Growth Plan

The Edmonton Metropolitan Region Growth Plan (EMRGP) identifies the City of Beaumont within the Metropolitan Area as an Urban Centre and Planned and Local Employment Area, Policy 4 of the Regional Agricultural Master Plan, and further identifies that the Plan Area is:

1. near the Built-Up Urban Area and adjacent to a Regional Bus/Transit Priority Corridor (Highway 814, which runs along the Plan Area's west boundary), as per Schedule 2 of the EMRGP,
2. not located within proximity to any sensitive or significant environmental areas or natural living systems, as per Schedule 4,
3. within proximity to an Existing Regional Water Line and an Existing Regional Wastewater Line (the lines are located to the northwest and outside the Plan Area), as per Schedule 8A,
4. home to an Existing Power Transmission line along the east boundary of the Plan Area, as per Schedule 8B,
5. adjacent to Regional Expressways (Highway 625 and Highway 814), as per Schedule 10A,
6. not located within proximity to regional trails or rail facilities, as per Schedule 10B and Schedule 10C, and
7. adjacent to an Existing High Load Corridor (Highway 625, which runs along the north boundary of the Plan Area), as per Schedule 10C.

The Innovation Park ASP incorporates these conditions within its land use, transportation, and servicing concepts and policies, and has been prepared to comply with the objectives and policies of the EMRGP.

Intermunicipal Planning Framework Agreement

The Intermunicipal Planning Framework (IPF) represents a Memorandum of Agreement between the City of Beaumont, City of Edmonton, and Leduc County. The IPF encompasses a joint vision, a set of principles and a future land use concept for the Plan Area as identified in **Figure 2**.

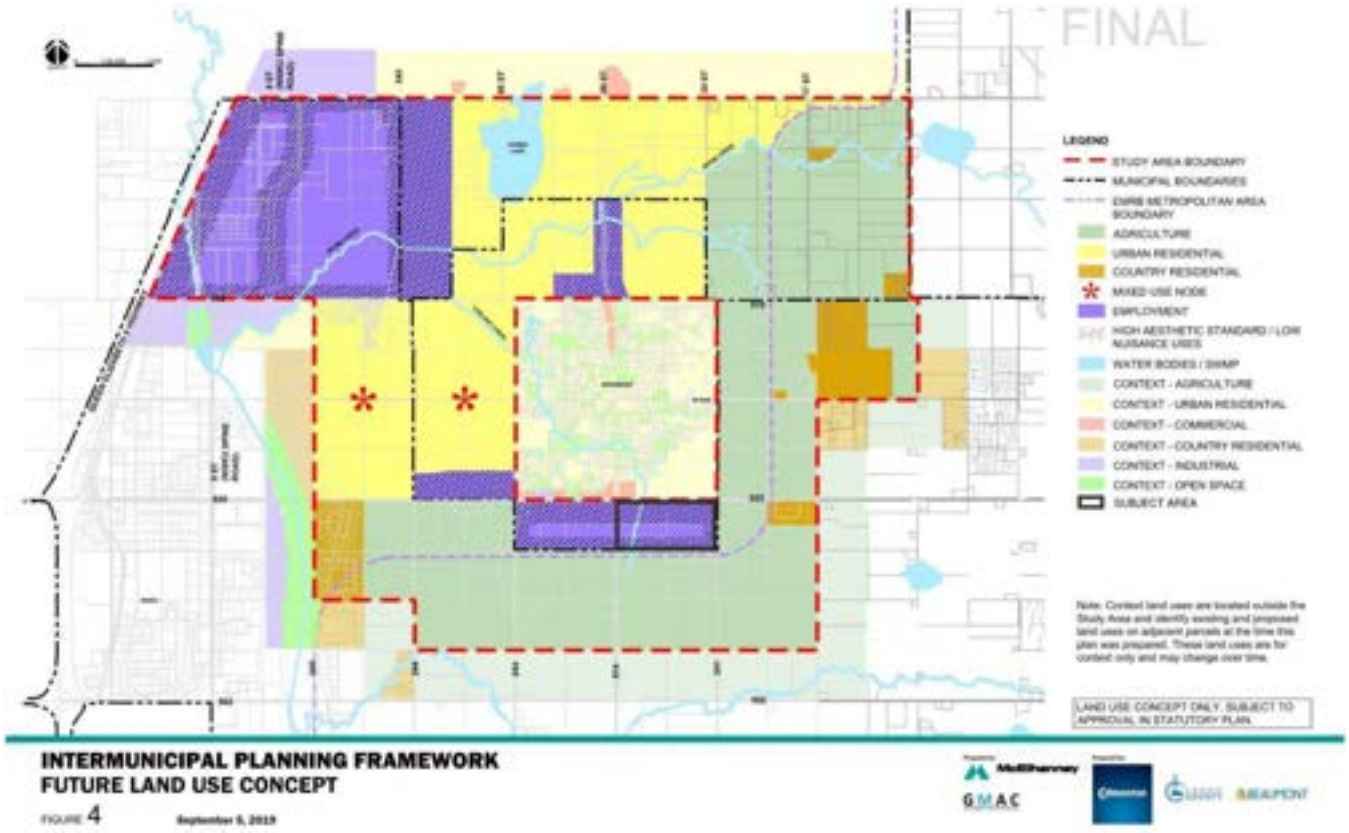


Exhibit 2: IPF Land Use Concept.

The IPF focuses on land use compatibility, cost-effective and efficient infrastructure servicing, and planning for future cost-sharing. The IPF, although it is not a statutory plan, guides future land use planning in the Plan Area but does not change current land use designations of the City's MDP. The IPF designates the Plan Area for "Employment". In addition, the lands adjacent to Highway 625, Highway 814, Range Road 241, and along the southern boundary of the Plan Area are designated as High Aesthetic Standard/Low Nuisance Uses (HAS/LN). The central portion of the plan does not carry the HAS/LN designation, and the IPF does not anticipate heavy industrial land use.

The IPF describes that development adjacent to: major transportation corridors, or urban residential areas, or country residential areas require enhanced attention to the physical (design, materials, landscaping, and siting) aspects of development, and creating low or limited nuisances. For the Innovation Park ASP, IPF policies dealing with the physical (design, materials, landscaping, and siting) aspects of development apply to lands adjacent to Highway 625, Highway 814, and Range Road 241 and the urban residential areas in the developing Beau Val Park/Beaumont Lakes South ASP and Azur/Lakeview ASP neighbourhoods; both located directly north of Innovation Park.

The IPF policies dealing with the physical aspects of development do not apply to the lands to the east and south of Innovation Park, which are in Leduc County. These lands are designated A – Prime Agricultural Area" and "B – All other Agricultural Area" by the Leduc County MDP and is intended for large, contiguous tracts of land for field crops because of its high quality soil rather than country residential areas.

The IPF further describes that lands designated as High Aesthetic Standard/Low Nuisance (HAS/LN) require that:

1. a high aesthetic standard and only allow for low or limited nuisances. “Low or limited nuisances are understood as: business activities contained within the building and/or site so there is no noise, odour, visual (including light pollution), or other nuisance impacts beyond the property line. Outdoor storage should not be permitted, unless it is accessory to a primary use and fully screened from adjacent commercial, residential, and public lands”,
2. the development of noise attenuation features, buffers, or landscaping along adjacent urban residential property lines to reduce any impacts. These features will be required adjacent to Highway 625.
3. business activities may occur outdoors with some off-site impacts (noise, dust, odour, visual impacts) in areas not designated HAS/LN, which is the central portion of the Innovation Park lands. “Off-site impacts should be mitigated through on-site provisions (landscaping, fencing, berms, etc.). Outdoor storage may be allowed but should be screened”,
4. “Heavy industrial uses or uses that include higher risk activities that require setbacks and buffers from other uses are not permitted in the Study Area”, and
5. direct access from the Innovation Park ASP lands to arterial and collector roads “…should be limited, with traffic directed through internal roadways to key intersections.”

The Innovation Park ASP will comply with IPF policies through its land use mix, requirement for noise attenuation features, buffers, or landscaping, limiting noise, dust, odour, visual impact, exclusion of heavy industrial uses and access control to Highway 625, Highway 814, Range Road 241.

Our Complete Community: Municipal Development Plan

The City’s Municipal Development Plan (MDP) describes Beaumont as “…a prosperous, vibrant, healthy, family-oriented community… welcomes diversity, nurtures businesses, promotes excellence, and is environmentally conscious, while celebrating its indigenous, agricultural, and French heritage.” To further this vision, the MDP identifies the Innovation Park lands as “Employment”. The MDP’s future Land Use Concept (**Figure 3**) designates the Plan Area for Business Park/Light Industrial. A key MDP policy theme, “Economic Strength”, advises that the City will “…attract(ing) diverse and innovative local employment opportunities.”

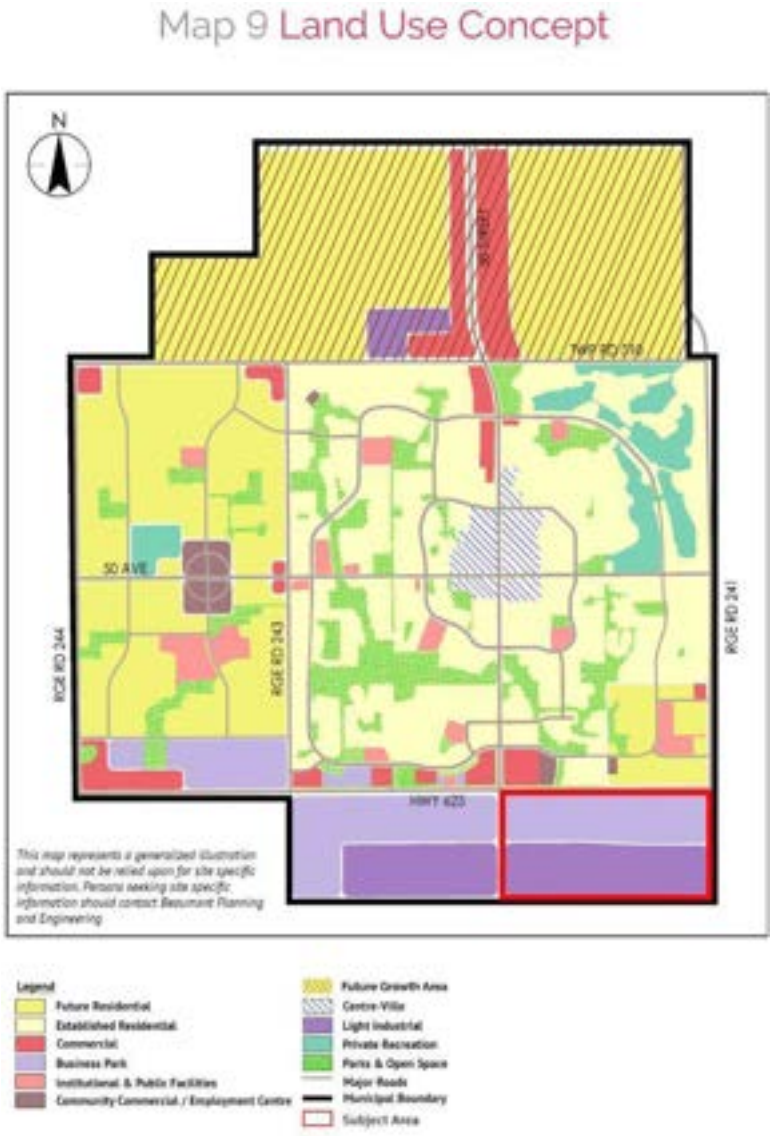


Exhibit 3: MDP Land Use Concept.

The Innovation Park ASP will implement the MDP vision through its land use designations, policies, and public engagement program.

Our Zoning Blueprint: Beaumont Land Use Bylaw (Bylaw 944-19)

Beaumont's Land Use Bylaw (LUB) designates the Innovation Park area as Agricultural Holdings District (AH). This district supports rural agricultural activities prior to transitioning to urban development. To ensure an orderly and planned transition this ASP will provide a detailed framework for future development. A LUB amendment will be required to allow for business and industrial uses within the Plan Area. The amendment may include the Commercial District (C), Business Light Industrial District (BLI) and/or a customized district to support the diverse and innovative employment opportunities that may be developed within the Plan Area.

Adjacent Area Structure Plans and Outline Plans

The lands to the north of the Plan Area, across Highway 625, are developing as residential neighbourhoods. The Beau Val/Beaumont Lakes South ASP describes commercial, mixed use, and low density residential uses. The Azur/Lakeview ASP designates its lands for a range of housing types, mixed uses, and commercial use. The Place Chaleureuse Outline Plan, located to the northwest of the Innovation Park area, designates its lands for a stormwater management facility, commercial, industrial business, and residential.

The Innovation Park ASP provides land uses and policies that respect existing and proposed land uses that lie across from its boundaries by including ASP policies that address the "Employment" and HAS/LN designations of the IPF. This means enhanced attention to the physical (design, materials, landscaping, and siting) aspects of development, and creating low or limited nuisances for development adjacent to Highway 625, Highway 814, and Range Road 241 and the urban residential areas to the north. This means land uses are:

1. business activities contained within a building and/or site so there is no noise, odour, visual (including light pollution), or other nuisance impacts beyond the property line,
2. Outdoor storage should not be permitted, unless it is accessory to a primary use and fully screened from adjacent commercial, residential, and public lands", and
3. the development of noise attenuation features, buffers, or landscaping adjacent to Highway 625.

Municipal Plans, Policies, Guidelines and Strategies

Throughout the development of this ASP, the following documents were reviewed and considered:

- Municipal Strategic Plan
- Our Connectivity: Transportation Master Plan
- Our Places and Play: Recreation and Facilities Master Plan
- Open Space and Trails Master Plan
- Artistic Cultural Expression Policy
- Winter City Strategy
- Beaumont Urban Design Guidelines
- Leduc County: Agricultural Strategy, MDP, and LUB

The ASP is intended to meet the intent of and conform to each plan.

2.2 Plan Interpretation

Compliance with policies in this ASP shall be interpreted and applied as follows:

1. “Shall” and “will” mean mandatory compliance,
2. “Should” means compliance in principle but is subject to the discretion of the City or County where compliance may be undesirable or impractical due to specific circumstances, and
3. “May” means discretionary compliance or choice in the application of policy.

Unless otherwise stated, all words and expressions used in this ASP shall have the meanings assigned to them in the MGA, MDP and LUB.

3.0 SITE ANALYSIS

3.1 Plan Area Context

The Plan Area is primarily under agricultural cultivation while its balance contains a watercourse (LeBlanc Canal) trending north/south through the Plan Area, a wetland in the southeast, four treed areas, and four farmsteads with accessory buildings.

The lands surrounding the Plan Area are currently developed or planned with a mix of land uses. The two quarter sections to the west of the Plan Area, across Highway 814 and within the Beaumont, are currently under agricultural cultivation and contain three wetlands, and two farmsteads. These lands, like the Innovation Park area, are designated for “Employment” and Business Park/Light Industrial.

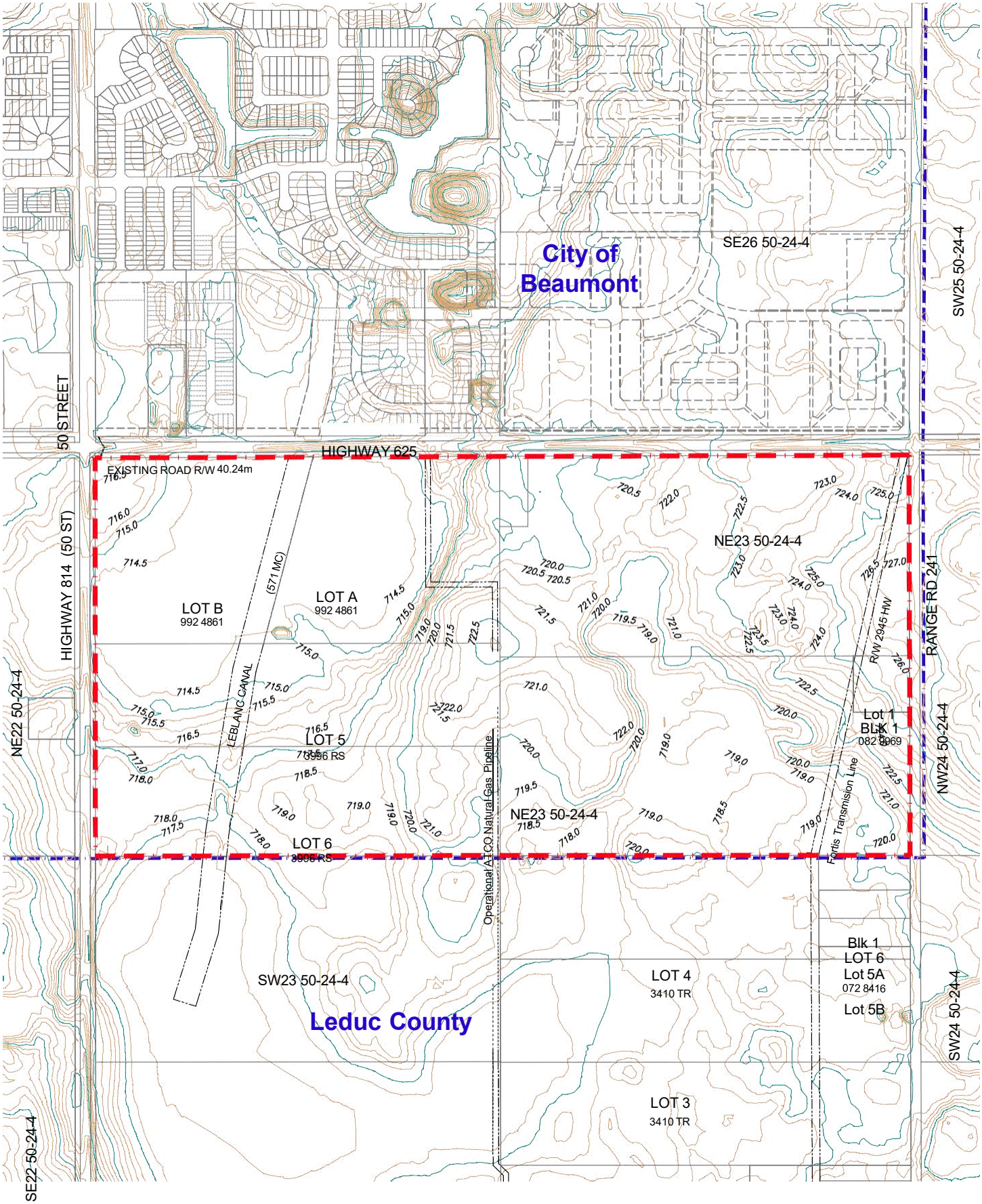
To the north, within Beaumont, and in accordance with the MDP, is a blend of future commercial, business park, open space, institutional, community commercial/employment centre and residential uses.

To the south and east, within Leduc County, most of the surrounding lands are used for agricultural purposes (including a tree farm to the east) and are under annual cultivation. In response, and in accordance with the IPF a transition between urban development and rural uses is required.

3.2 Topography

The Plan Area is generally flat to gently undulating, with lower depressional areas, as shown in Figure 2. The elevations range from 716 metres (m) in the northwest, 715 m along the LeBlanc Canal, 718 m in the southwest, 720 m in the southeast, and 725 m in the northeast corner of the plan area. In general, overland flows trend east to west and south to north. Stormwater management plans for the ASP will reflect this overland flow.

Exhibit 4: Looking westward from LeBlanc Canal to Highway 814.



ASP Boundary
City of Beaumont Boundary
Major Contour (2.5m Intervals)
Minor Contour (0.5m Intervals)

AutoCAD SHX Text

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Figure 2

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3.3 Historical and Archaeological Review

Alberta's Historic Resources Management Branch granted Historical Resources Act approval for the Plan Area on January 20, 2022.

In accordance with Section 31 of the Historical Resources Act, the ASP will include the following policies:

1. "…a person who discovers an historic resource in the course of making an excavation for a purpose other than for the purpose of seeking historic resources shall forthwith notify the Minister of the discovery", and
2. "…subdivision and development permit applications will be sent to Alberta Culture and Tourism for review."

3.4 Biophysical Assessment Report

In July 2021, ISL Engineering and Land Services completed a Biophysical Assessment Report of the Plan Area. The report includes a description of desktop and field findings and results, a wetland map which includes ephemeral waterbodies and artificial water features, maps indicating recommended environmental features for retention, and a description of environmental regulatory requirements and future steps. The report considered both the Plan Area, consisting of NW23-50-24-4 (NW23) and NE23-50-24-4 (NE23), and the adjacent quarter sections (NW22 and NE22) to the west across Highway 814. A future ASP will describe NW22 and NE22. This ASP will discuss the habitat features, waterbodies, wetlands, watercourses, and vegetation characteristics of NW23 and NE23.

The Plan Area, NW23 and NE23, has numerous wetlands, three remnant forested areas, and wildlife. Implementing retention strategies for wetlands and remnant forests and requiring vegetated buffers for wetlands will limit the impact of development on natural features and wildlife within the Plan Area. The report recommends the retention of the LeBlanc Canal, wetlands around the LeBlanc Canal, and remnant forests, as shown in **Figure 6**, as they provide valuable drainage for the City, particularly during the spring season, as well as stormwater management benefits to upstream residents and the Plan Area. MDP Policy 7.2.11 recommends a 6-metre development setback from the top of bank. In support of this policy, the report recommends a 20 m setback from the LeBlanc Canal and those areas identified as "Secondary Retention Areas". The ASP recommends this approach within the land use concept and its policies.

Exhibit 5: Biophysical Assessment Report Conclusions.

Photo illustrating recommendations for the retention of priority wetlands, including the LeBlanc Canal and remnant forests, and requiring vegetated buffers.

While the wetlands identified within the Plan Area are not Crown claimable (and not subject to the requirements of the *Public Lands Act*), any activity which may affect a wetland area is subject to the regulatory requirements of the *Water Act* and impacts to wetlands will require an application prior to disturbance and compensation to the Province.

3.5 Floodplain Analysis

A Floodplain Analysis was prepared by ISL in August 2021 on two wetland areas within the Plan Area (NW23 and NE23), as shown in **Figure 7**. The analysis also considered the adjacent quarter sections (NW22 and NE22) to the west across Highway 814. This ASP will discuss the results of NW23 and NE23.

The analysis identified that the wetlands within the Plan Area are connected by grassed swales draining to the LeBlanc Canal. The Canal drains north to a 1200 mm culvert underneath Highway 625. The analysis describes the flood extent during a 100-year event, as illustrated in **Figure 7**, and recommends a setback area of 20 m from the floodplain limit to any development. Development should be avoided within the 20 m setback area. However, development can occur within the floodplain area, where water depth is less than 1.0 m or has a velocity of less than 1 m/second. However, if development is proposed within this area and the 20 m setback area, the developer should prepare a Biophysical Impact Assessment, Stormwater Assessment, and Geotechnical Report, and adhere to recommended construction requirements.

ASP policy will identify floodplain areas, setbacks, construction guidelines and related policies.

Exhibit 6: Flood Plain Extent.

3.6 Agricultural Impact Assessment

An Agricultural Impact Assessment (AIA) was being prepared by Morris Seiferling Consulting Ltd. The AIA assesses the potential impacts of the proposed ASP on current and future agricultural operations within it and 1 km of the Plan Area. The first phase of the assessment, an Agricultural Baseline Assessment (ABA), was prepared in June 2021 and described the current agricultural context within the Plan Area.

The AIA, completed in September 2023 after finalization of the ASP land use concept, describes the potential impacts of development on current and future agricultural operations. The AIA also provides recommendations to mitigate and minimize these impacts. The AIA was prepared in accordance with the requirements of the Edmonton Metropolitan Region Growth Plan (EMRGP).

Exhibit 7: LeBlanc Canal.

3.7 Environmental Site Assessment

A Phase 1 Environmental Site Assessment (ESA) was prepared by Hoggan Engineering & Testing (1980) Ltd. in July 2022. The ESA considered both the Plan Area, consisting of NW23-50-24-4 (NW23) and NE23-50-24-4 (NE23), and the adjacent quarter sections (NW22 and NE22) to the west across Highway 814. This ASP describes the results of NW23 and NE23.

Exhibit 8: Farmstead within the Plan Area.

The adjacent quarter sections to the west will be considered in an ASP for those lands. However, NE22-50-24-4, which is outside the Plan Area, had a former above ground fuel storage tank. The tank presents a high risk of potential environmental impact, and the ESA recommends an inspection of the site in advance of development. The ESA also recognized potential salinity contamination associated with the former landfill/public works yard that was located across Highway 625 and outside the Plan Area. The ESA recommends testing on NE22-50-24-4 and NW22-50-24-4, which is also outside the Plan Area, in advance of development.

Within the Plan Area, the ESA concludes that NW23 and NE23 have limited risk of environmental contamination, however further studies will be required. In summary, the following was identified and recommended by Hoggan Engineering & Testing (1980) Ltd (Hoggan).

1. In NW23,

    a. the cultivated area requires no further environmental investigation or remedial action.
    b. the farmstead in southwest portion of the quarter section was not included in Phase 1 ESA. Hoggan recommends the preparation of a Phase I ESA for this site during the preparation of a Neighbourhood Structure Plan, if required, or concurrent with site demolition to identify potential environmental risks.
    c. the acreage located in the northeast portion of the quarter section had low environmental impact. Hoggan advises that no further environmental investigation or remedial action is required. However, Hoggan recommends a site visit after site demolition.
    d. There was a moderate risk assigned to the potential salinity contamination associated with the former landfill/public works yard to the north of the northwest corner of the Plan Area. Hoggan advises that the available information be reviewed to determine, "…if the potential salinity contamination is considered to be significant environmental risk to the subject site. If the salinity is considered to be a potential environmental concern, the degree and extend of potential salinity contamination within the subject site would need to be investigated."

2. In NE23,

    a. the cultivated area requires no further environmental investigation or remedial action.
    b. three acreages are located within this quarter section, however only the acreage located on the north central boundary of the quarter section was included within the Phase I ESA study area.

        i. The acreage along the north central boundary once had an above ground fuel storage tank. Hoggan recommends soil sampling and analysis, a Phase II ESA, on the acreage during the preparation of a Neighbourhood Structure Plan, if required, or concurrent with site demolition to identify risks.
        ii. Hoggan recommends the preparation of a Phase I ESA for the remaining two acreages during the preparation of a Neighbourhood Structure Plan, if required, or concurrent with site demolition to identify environmental risks.

3.8 Geotechnical Assessment

A geotechnical investigation for the Plan Area (NW23 and NE23) and the adjacent quarter sections (NW22 and NE22) were prepared in December 2020 and June 2021. This ASP describes the results for NW23 and NE23. ENC Testing prepared a Geotechnical Investigation for NW23 in December 2020, while Hoggan Engineering & Testing (1980) Ltd. prepared a Geotechnical Investigation for NE23 in June 2021. Recommendations from each report describe footings for foundations, site drainage, compaction, landscaping, trenching, removal or retention of fill, and pavement structure.

3.9 Market and Economic Assessment Report

A Market and Economic Assessment was prepared by MXD Development Strategists (August 2023). The assessment provides an economic strategy for the Innovation Park lands and includes recommendations to attract commercial and industrial development that have the potential to bring new employment and investment into Beaumont. In summary, the assessment describes the Plan Area provides an opportunity to attract:

1. smaller-scale retail development,
2. a healthy market for smaller, light industrial development with uses such agri-food, agri-tech, health care, flexible office, research and development, and showrooms (i.e., furniture, kitchenware, and artisan goods), transportation, mobility, and supply chain warehouses,
3. clean-tech/clean energy, such as advanced manufacturing for renewable energy, green transportation, self-storage, and breweries, and
4. a smaller hotel in the long term.

In addition, the assessment concludes that Innovation Park "should be designed to provide retail amenities that benefit both tenants and the local community...and offer a wide variety of lot sizes, coupled with flexible zoning, to cater to diverse needs and encourage a range of businesses. The focus is on lighter forms of industrial and employment uses, ensuring limited noise and light pollution, and maintaining a conducive environment for both work and leisure." Accommodating these land uses requires lot sizes ranging from 1.23 – 4.0 hectares (1-10 acres) in accordance with the Business Light Industrial (BLI) District or Commercial (C) District of the City's LUB. In addition, the assessment advises that attracting and supporting businesses means the City may need to leverage municipal incentives, such as favourable tax systems, flexible zoning, and flexible parcel sizes. The assessment also describes the Plan Area's relative distance from the workforce, amenities, and transit make the market conditions not supportive of new office development and advises that the hotel market is oversupplied.

3.10 Existing Servicing Networks

Water

There is no water infrastructure servicing the Plan Area. The Utilities & Stormwater Management Master Plan, (WSP 2023), recommends that pump upgrades are implemented at both the Main Pumphouse and Reservoir (MPR) and the St. Vital Pumphouse and Reservoir (SVPR). Additional offsite servicing will be required for future developments within Beau Val, Beaumont Lakes, and Azur/Lakeview.

Servicing the Plan Area may require additional upgrades to the existing MPR and SVPR. Development of the Plan Area may also require upgrades to existing watermains within the system, and an extension of the existing system within Beau Val, Beaumont Lakes, and Lakeview dependent on pre-annexation servicing upgrade status and system demands at the time of development.

The Plan Area will be serviced though connections to the existing infrastructure along Highway 814/50 Street, and potentially through the Beau Val, Beaumont Lakes and Lakeview neighbourhoods.

Stormwater

Stormwater for the Plan Area currently flows through the LeBlanc Canal, which also carries flows from a 300 hectare (ha) area within Leduc County. Within the Plan Area, there are two existing wetlands: one at the northwest corner (near Highway 625 and Highway 814) and one at the southeast corner. A natural areas assessment prepared at the time of a Neighbourhood Structure Plan, if required, rezoning, subdivision, or development permit is required to assess the water balance requirement for maintenance of the existing wetlands.

The Utilities & Stormwater Management Master Plan, recommends maintenance and flow monitoring within the LeBlanc Canal to inform future capacity assessments.

Future development within the Plan Area will be serviced through a series of proposed stormwater management facilities that will discharge into the LeBlanc Canal through a stormwater lift station. Discharge will occur at the required post development release rate of 1.8 L/s/ha.

Sanitary

Currently no sanitary infrastructure services the Plan Area. The Utilities & Stormwater Management Master Plan, recommends immediate upgrading along SERTS South based on the existing system capacity assessment. These recommendations are required to ensure that peak flows experienced today do not create a risk of basement backups within Beaumont. Additionally, recommendations for disconnection of weeping tiles, sealing manholes and covers where necessary, and replacement/rehabilitation of sewers based on closed-circuit television (CCTV) inspection will help reduce peak flows experienced within the sanitary sewer network.

Developments within the Plan Area, which is within the City's South Service Region, will be serviced by a gravity sewer system connected to a lift station and forcemain that pumps wastewater to the City's sanitary infrastructure within Beaumont Lakes.

Once proposed sanitary sewer upgrading is completed along SERTS South (see ACRWC-WW-UPG-1 and ACRWC-WW-UPG-2 of The Utilities & Stormwater Management Master Plan, the downstream wastewater system will be able to convey the proposed design flow within Innovation Lands.

3.11 Existing Transportation Networks

A transportation background review was completed to consider the existing and planned future transportation infrastructure, implications of existing planning documents, and access management recommendations. The City's Municipal Development Plan and Transportation Master Plan have similar implications. Core themes for the Innovation Park ASP land include:

1. Prioritizing multi-modal transportation, particularly pedestrians and vulnerable users. Active transportation facilities and transit planning must be included.
2. Ensuring functionality of the High Load Corridor on Highway 625 and coordinating improvements with Alberta Transportation and Economic Corridors (ATEC).
3. Conducting a Traffic Impact Assessment where proposed developments may impact safety or efficient movement of all modes.

Key considerations for the ASP roadway network are summarized in the table below.

Table 1: ASP Roadway Network Considerations

Roadway (Jurisdiction)	Considerations for the ASP

Highway 625 (ATEC)	• **ASP Classification:** Expressway
	• **Access Requirements:**
	  ○ No direct access except a right-in/right-out east of Highway 814
	  ○ Three grade separated active modes crossings in addition to connections created at public intersections.
	• **Notes:** Ultimate four-lane divided expressway as per the AT Highway 625 Functional Study.

Highway 814*
Range Road 243
Range Road 241
(City of Beaumont)
	• **ASP Classification:** Arterial
	• **Access Requirements:**
	  ○ 400 m south of Highway 625
	  ○ 400 m between accesses

Internal Roadways (City of Beaumont)	• **ASP Classification:** Collector or Local • **Access Requirements:** ○ 75 m between accesses

*Jurisdiction of Highway 814 within the Plan Area will be transferred to the City.

3.12 Traffic Impact Assessment

A traffic impact assessment (TIA) was prepared by ISL Engineering and Land Services Ltd (March 2024). Traffic analysis was completed for the 5- and 20-year horizon to determine the potential impact of the proposed ASP land uses on the adjacent roadway network and identify necessary improvements to transportation infrastructure to support the ASP development. The study was completed in accordance with ATEC's TIA guidelines as the plan area falls within the provincial highway influence area. The following intersections were assessed:

- Highway 625 and Range Road 244
- Highway 625 and Range Road 243
- Highway 625 and Highway 814
- Highway 625 and Range Road 241
- Highway 814 and Access 1
- Highway 625 and Access 2
- Range Road 241 and Access 3

Based on the TIA, traffic operations at the study intersections are anticipated to meet the performance thresholds in the 5- and 20-year horizons of the Innovation Park ASP providing the recommended improvements are implemented. The following is noted:

- Highway 625 appears to operate well at two-lanes in the 5-year horizon despite meeting the twinning criteria from the Highway 625 Functional Planning Study. Twinning is recommended for the 20-year horizon. The timing for twinning Highway 625 should be reviewed in further detail.
- An update to the existing Highway 625 Functional Planning Study, which outlines the twinning of Highway 625 from 9th Street in Nisku to the intersection of Highway 21, is required to accommodate any proposed changes in the access management and understand what improvements will be needed at local road intersections to ensure safe operations of Highway 625. ATEC has been made aware of and indicated a willingness to consider the following deviations from the Functional Study:
  - The addition a right-in right-out access on Highway 625, and
  - Inclusion of an internal east-west roadway further south of Highway 625 as opposed to the service road shown in the Functional Planning Study.

- The need for many improvements in the 5-year and 20-year horizon are caused by adjacent development. The adjacent development contribution to the need for improvements should be reviewed when determining cost allocation of those improvements. Similarly, the extent of adjacent development should be considered when determining the timing of improvements.
- Using the City's existing classification system in their design standards, the internal roadways are recommended to be classified as an Undivided Major Collector Residential with a 24 m right-of-way. It is recommended that the City modify the roadway classifications in their design standards to ensure an appropriate industrial or commercial collector roadway classification is included. Alternatively, the City could remove the "residential" specification in their existing collector roadway classifications. An example of a potential cross section is provided in Exhibit 10.
- Traffic signals are expected to be warranted at Highway 625 and Range Road 243 by the 5-year horizon. Signals are expected to be warranted at various stages of development between the 5-year and 20-year horizons.
- Detailed infrastructure improvement recommendations are provided in the TIA.

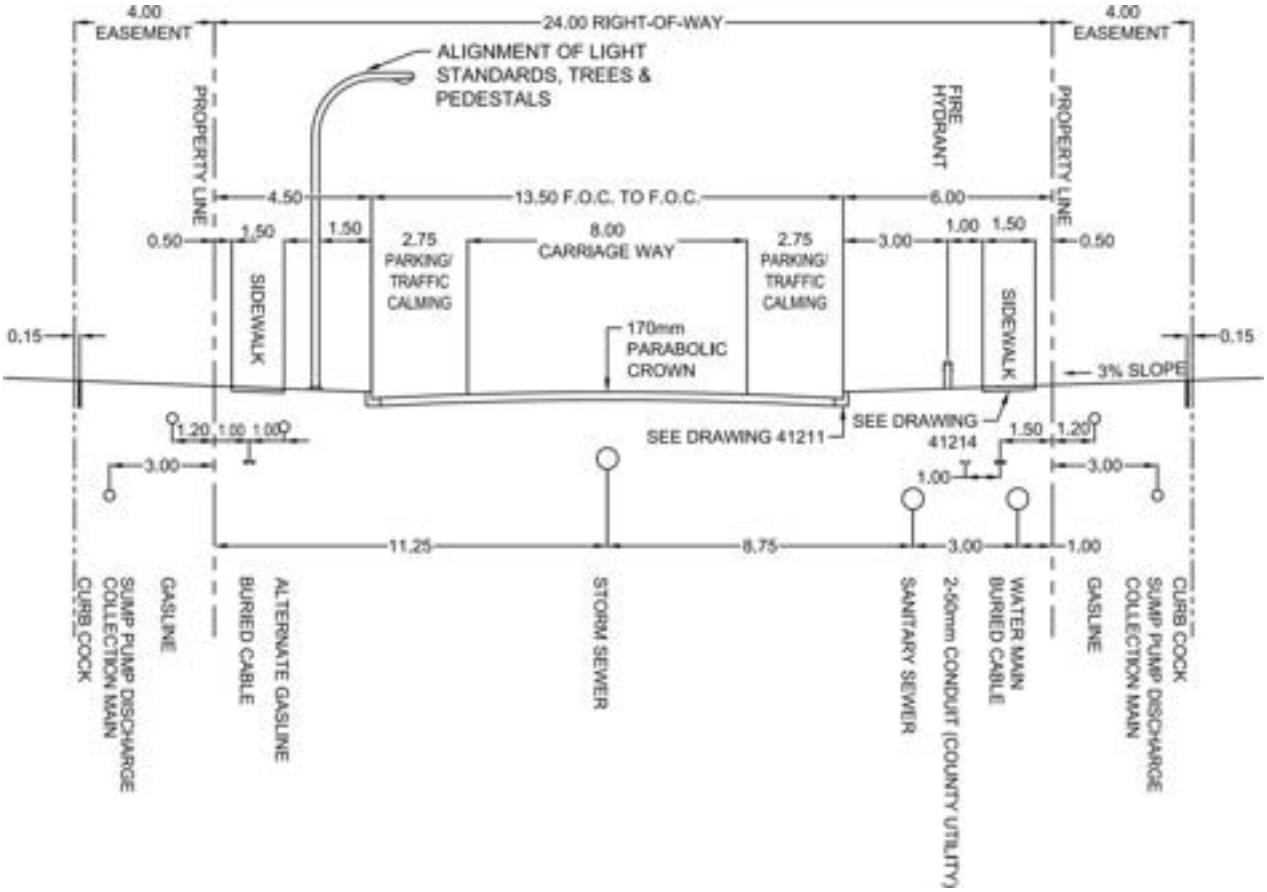


Exhibit 9: Potential ASP Collector Road Cross Section

(Drawing Number 41116, Strathcona County Design and Construction Standards, January 2023)

3.13 Wells, Abandoned Wells, and Rights-of-Way

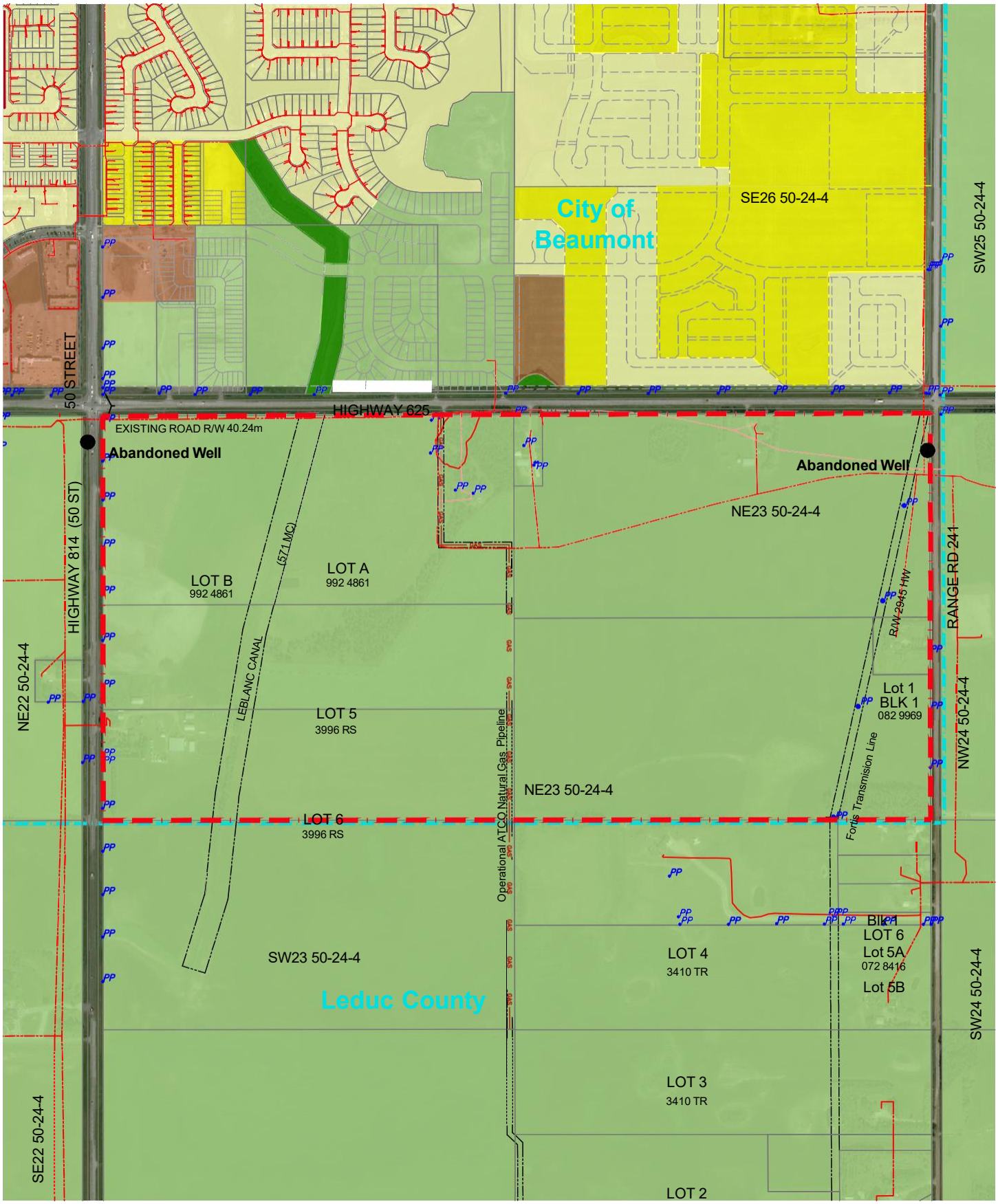
The Plan Area was reviewed for active wells, abandoned wells and rights-of-way, as shown in **Figure 3**. According to the Alberta Energy Regulator (AER) well map viewer and AbaData information, there are no active wells within the Plan Area, and one abandoned well within the northeast corner of NE23. The abandoned well is reclamation exempt and requires an access route and a minimum 5.0 m setback radius around each well, as per AER Directive 079.

3.14 Property Ownership Patterns

The land located within the Plan Area is owned by 4 different landowners on 8 titled properties, as described in the following table and shown in **Figure 4**.

Table 2: Property Ownership

Legal Description	Owner	Area (ha)
Lot B, Plan 992 4861	City of Beaumont	13.71
Lot A, Plan 992 4861	City of Beaumont	15.05
Lot 5, Plan 3996 RS	City of Beaumont	15.89
Lot 6, Plan 3996 RS	City of Beaumont	16.86
NE23-50-24-W4M (C of T 112039625)	Private Owner	30.58
NE23-50-24-W4M (C of T 102297543)	Private Owner	29.88
Certificate of Title 162 237 253 (within NE23-50-24-W4M)	Private Owner	0.75
Lot 1, Block 1, Plan 082 9969 (within NE23-50-24-W4M)	Private Owner	1.21
	Total Plan Area (excluding roads)	**123.93**



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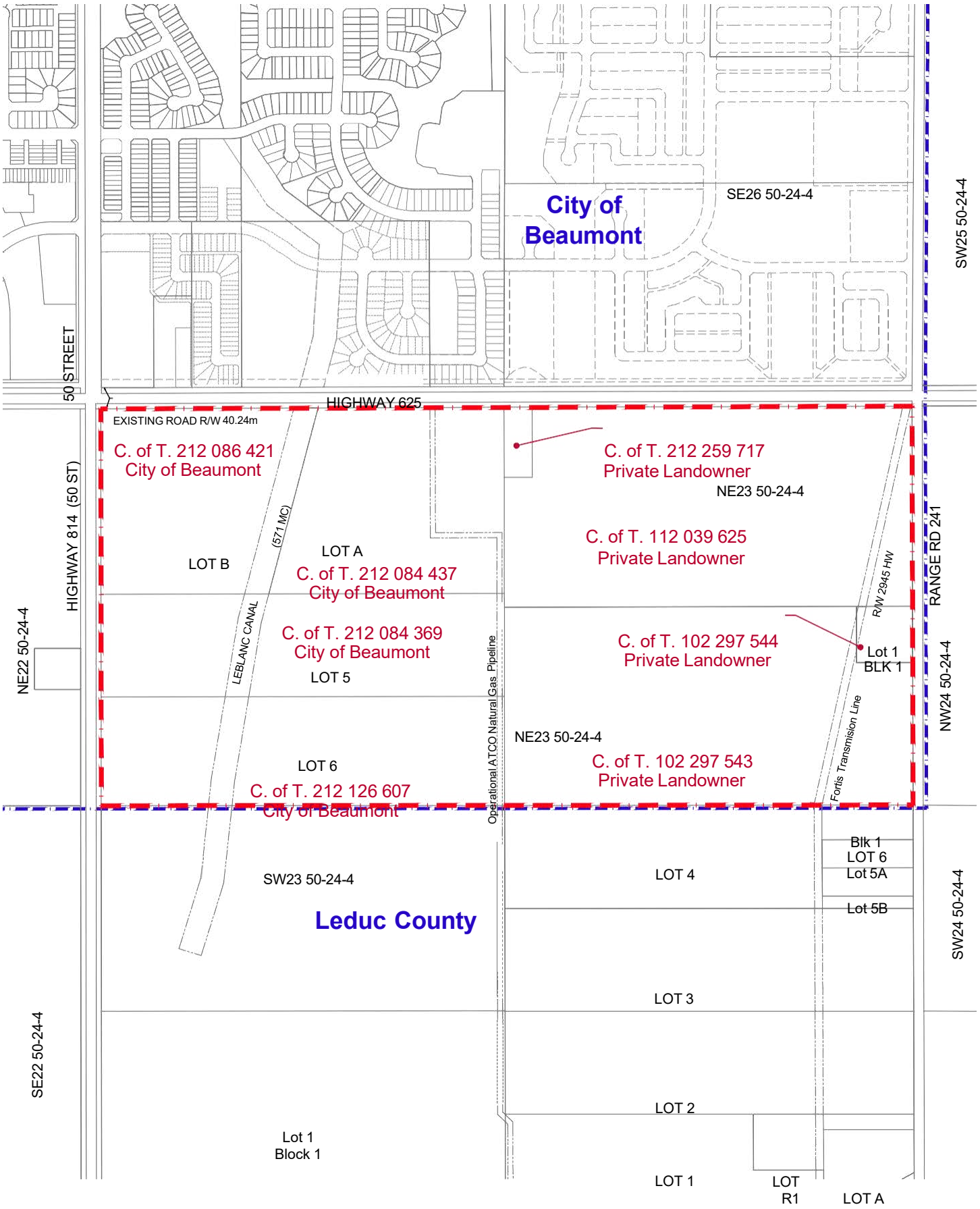
Existing Development and Utilities

Figure 3

City of Beaumont
Innovation Park ASP

January 2025


City of Beaumont
SE26 50-24-4
SW25 50-24-4
50 STREET
HIGHWAY 625
EXISTING ROAD R/W 40.24m
C. of T. 212 086 421
City of Beaumont
C. of T. 212 259 717
Private Landowner
NE23 50-24-4
HIGHWAY 814 (50 ST)
LOT B
LOT A
C. of T. 212 084 437
City of Beaumont
(571 MC)
LEBLANC CANAL
C. of T. 112 039 625
Private Landowner
R/W 2945 HW
RANGE RD 241
NE22 50-24-4
C. of T. 212 084 369
City of Beaumont
LOT 5
C. of T. 102 297 544
Private Landowner
Lot 1
BLK 1
NW24 50-24-4
Operational ATCO Natural Gas Pipeline
NE23 50-24-4
Fortis Transmision Line
LOT 6
C. of T. 212 126 607
City of Beaumont
C. of T. 102 297 543
Private Landowner
Blk 1
LOT 6
Lot 5A
Lot 5B
SW23 50-24-4
LOT 4
Leduc County
SW24 50-24-4
LOT 3
SE22 50-24-4
LOT 2
Lot 1
Block 1
LOT 1
LOT R1
LOT A

ASP Boundary
City of Beaumont Boundary

Land Ownership

Figure 4
City of Beaumont
Innovation Park ASP

January 2025

4.0 ENGAGEMENT

4.1 Engagement Process

Landowners in the Plan Area, community members and interested parties were engaged in the project throughout 2023 and 2024. Engagement activities included a project website, website updates, an online survey, one-on-one interviews, and a public open house.

4.2 Phase 1 Engagement Overview and Summary

In April and May 2023, landowners in the Plan Area, community members and interested parties were engaged through an online survey, one-on-one interviews, and a public open house. At the open house and one-on-one interviews, the following interests were expressed:

- The timeline for the project leading up to construction.
- The kinds of utility changes to expect, including where and when.
- The impact utility construction would have on the current land use and when.
- When access changes can be expected for Highway 625.
- If and how existing trees and visually pleasing landscaping will be incorporated into the final design.
- The kinds of businesses to be anticipated for the future light industrial and business park.
- The impact the project will have on existing water bodies within the project area, including drainage.

The following interests, ideas and concerns about the project were identified in the online survey:

- Some respondents expressed support for the project for the following reasons:
    - The opportunity for new innovative businesses in the area.
    - Local job creation.
    - Help balance the City's tax base.
- Some respondents expressed opposition to the project for the following reasons:
    - The potential cost of the project to taxpayers.
    - Potential environmental impacts.
    - Potential disruption to the existing community.
- Many respondents expressed concern about the impact the new development may have on traffic volumes in the area and the need for roadway infrastructure planning and upgrades to support the expected increase in traffic.

4.3 Phase 2 Engagement Overview and Summary

In June and July 2023 landowners in the Plan Area, community members and interested parties were engaged through an online survey, one-on-one interviews, and a public open house. During conversations at the open house, attendees expressed the following interests:

- Information about the public hearing.
- Information about the east/west gas line in the Plan Area.
- Information about the location of the north access to the Plan Area.
- Concerns the City is a lessor of the property, and this project represents a financial risk.
- Questions about how the City plans to connect north Beaumont to south Beaumont.
- Requests to reduce the speed limit on Highway 625.
- The City needs new businesses and services.
- Questions about what type of development will be in the Plan Area.

The following interests, ideas and concerns about the project were identified in the online survey:

- Concerns with current road standards and capacity standards (increased traffic).
- Desire for an increase in greenspace.
- Concerns with tax breaks available for developers.
- Wanting the City to protect natural green spaces and agricultural land.
- Wanting light industrial incorporated into the middle of the business park, and innovative businesses be placed on the perimeter, to maintain a more pleasing aesthetic.
- Wanting subsidized rent to attract businesses.
- Wanting reassurance that the financial investment being made for the project would not be placed on residents through tax increases.

4.4 Phase 3 Engagement Overview and Summary

On December 10 and December 11, 2024, Plan Area landowners, community members and interested parties, were engaged through a letter notice and invite to two virtual information sessions. The City of Beaumont, ISL, and the Alberta Motor Transport Association provided presentations. 24 people attended the sessions, and the following presents a high-level summary of the discussions that emerged during the formal question and answer period:

- Will the name, Innovation Park, be changed (City Council will approve/refuse the ASP)?
- How will the loss of agricultural land be addressed (commercial agriculture and food processing businesses are viable in Innovation Park)?
- How will traffic be managed (Highway 625 will be twinned)?
- Is there a pedestrian connection across Highway 625 (this may be considered)?
- Hydrogen as a utility power garnered interest and support.
- No comments were received that opposed the ASP.

5.0 Land Use Concept

The Innovation Lands ASP is a singularly special place. It not only provides Beaumont with a dedicated business/industrial park, but it also provides an innovation and research campus. The Plan Area is connected to the region's transportation network as it accesses Highway 625 (a high load corridor and regional expressway) and Highway 814 (regional expressway and future bus route) which provide important connections to Edmonton, and the International Airport. These connections facilitate economic trade and activity to the City and when combined with Beaumont's strong residential growth, the development within Innovation Park will help create a more sustainable tax base for the City, new jobs, technologies and research opportunities, and expand the City's open space network. Natural features within the Plan Area shall be retained and integrated into the Land Use Concept, wherever possible. The natural features will be linked by parks, open spaces and trail systems providing opportunities to accommodate a variety of passive and active recreation uses.

5.1 Land Use Concept Principles

Diversity

The Plan Area encourages a range of business park/industrial uses that may offer local, regional, and global businesses throughout three policy areas:

1. a Multi-disciplinary Campus,
2. a Safety and Education Training Centre, and
3. a Flex Business Industrial area.

These areas will accommodate a range of land uses, such as an innovation center for transportation safety and industry research, hotels, offices, retail, professional schools, public service buildings, training buildings and light industrial development with uses such agri-food, agri-tech, clean-tech/clean energy, health care, flexible office, research and development, showrooms, and supply chain warehouses, and breweries. The lot sizes should be flexible in configuration and size so that they can both respond to the changing market demands and growth of companies within the site.

Mobility

The Plan Area provides a range of transportation modes to connect Beaumont to the local, regional and international markets. This includes an active transportation network, a possible/future public transit network along Highway 814, and automobile network. The overall transportation network includes linkages through the Plan Area and out to the surrounding area, including Highway 625 and Highway 814, Leduc County, Edmonton, the International Airport.

Place

The Plan Area will have a strong architectural identity through the design and placement of buildings adjacent to Highway 625, Highway 814 (50 Street), and Range Road 241, and the integration of natural features. Building design and site planning will conform to Beaumont's Urban Design Guidelines.

Preservation

Natural features such as the LeBlanc Canal, a wetland complex, and two of three tree stands are intended to be preserved, enhanced, and incorporated into urban development.

Impacts

Innovation Lands will be sensitive to adjoining uses and introduce berms, setbacks, landscaping and other buffers where necessary to minimize noise and visual intrusions into the landscape.

Based on these principles the Land Use Concept, as shown on **Figure 5**, has been designed to:

- Provide the region with a supply of business park/industrial uses,
- Develop a transportation network that meets the needs of vehicles, public transit, and active modes
- Protect natural areas and existing wetlands,
- Accommodate urban services, a range of parks, and a trail network connecting to amenities,
- Provide a logical municipal servicing concept and a phased development approach.

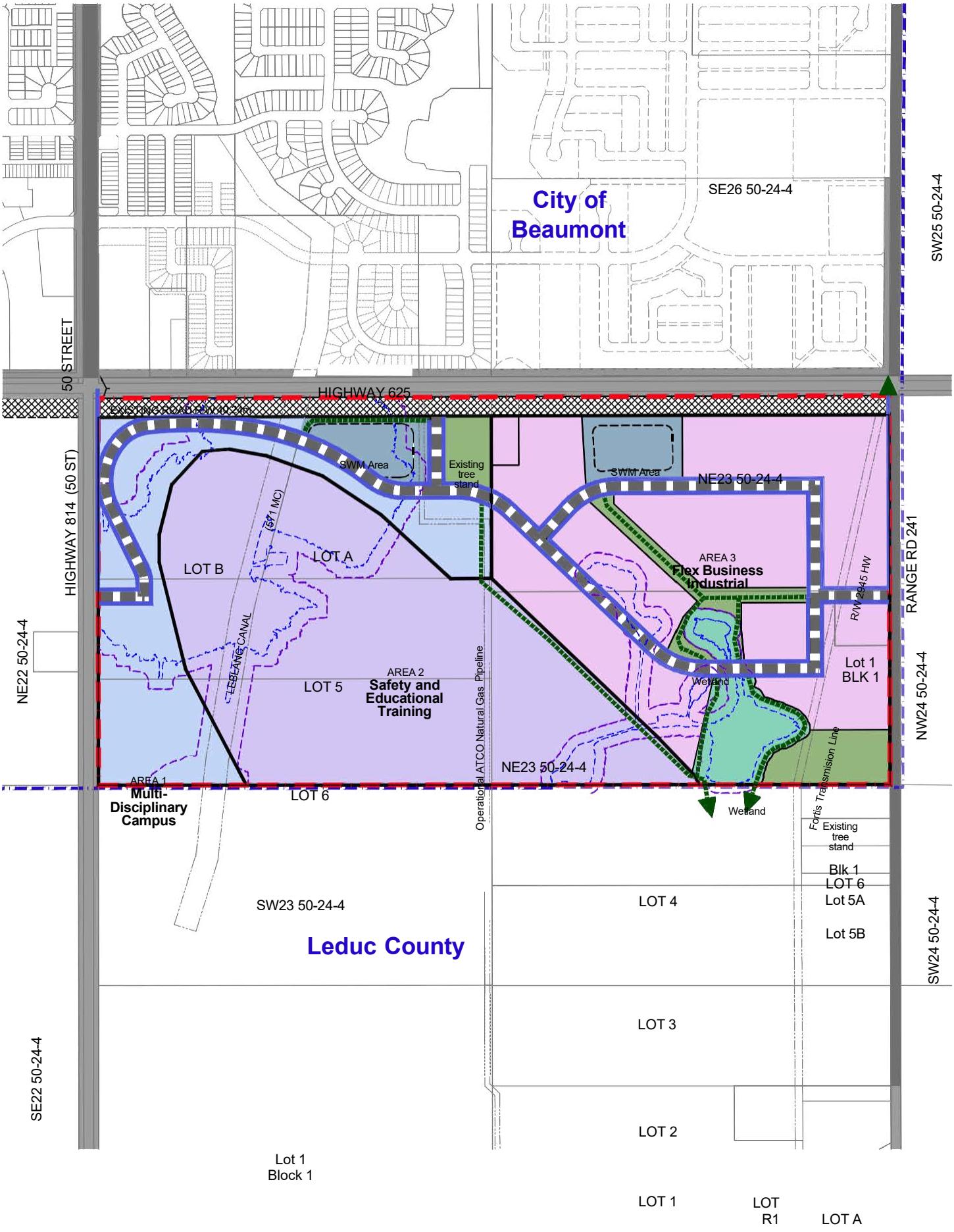
5.2 Land Use Statistics

The land uses within Innovation Park and their areas in hectares and by percentage are identified in the following table.

Table 3: Land Use Statistics

Proposed Land Use*	Area (ha)	% of GDA
ASP Area	**123.93**	
Proposed Highway 625 Widening	**6.04**	
Environmental Reserve (includes 20m development setback)	**4.41**	
Gross Developable Area (GDA)	**113.48**	**100.0%**
Business Park/Industrial	94.6	79.1
Area 1: Multi-Disciplinary Campus	16.39	
Area 2: Safety and Educational Training	43.86	
Area 3: Flex Business Industrial	34.35	
Internal Circulation	7.76	6.4
Municipal Reserve	5.96	4.9
Stormwater Management Facilities	5.16	4.3
Total	**113.48**	**100.0%**

* Areas are approximate, and any discrepancies are a result of rounding.


City of Beaumont
SE26 50-24-4
SW25 50-24-4
50 STREET
HIGHWAY 625
EXISTING ROAD R/W 40.24m
HIGHWAY 814 (50 ST)
SWM Area
Existing tree stand
SWM Area
NE23 50-24-4
RANGE RD 241
LOT B
LOT A
(371 MC)
AREA 3
Flex Business Industrial
R/W 2845 HW
NE22 50-24-4
LEDUC-ANS CANAL
LOT 5
AREA 2
Safety and Educational Training
Operational ATCO Natural Gas Pipeline
Lot 1
BLK 1
NW24 50-24-4
Wetland
NE23 50-24-4
AREA 1
Multi-Disciplinary Campus
LOT 6
Wetland
Fortis Transmision Line
Existing tree stand
Blk 1
LOT 6
Lot 5A
Lot 5B
SW23 50-24-4
LOT 4
Leduc County
SW24 50-24-4
LOT 3
SE22 50-24-4
LOT 2
Lot 1
Block 1
LOT 1
LOT R1
LOT A

Land Use Concept

Figure 5

City of Beaumont
Innovation Park ASP

January 2025

6.0 LAND USE POLICIES

This Section provides a description of the general policies that will guide development throughout the Plan Area, and includes policies for Agricultural and Urban Services, Environmental and Municipal Reserve, and Transportation and Utilities. The primary land use in the Plan Area is Business Park/Industrial, which has three areas: Multi-disciplinary Campus Policy Area, Safety and Education Training Policy Area, and Flex Business Industrial Policy Area. Each of these policy areas are presented within this Section.

6.1 General Land Use Policies

1. Development in the Plan Area shall follow the land use designations shown on **Figure 5**: Land Use Concept and **Figure 5A**: Intermunicipal Planning Framework and Land Use Concept.

    a. Residential development is prohibited in the Plan Area.

2. The provision of urban services in the Plan Area, which are owned or provided by the municipality, will contribute to a sustainable neighbourhood. Accordingly, a police, fire rescue, and emergency medical services detachment may be developed within the Plan Area.

3. Beaumont's French heritage will be reflected in the design of public spaces in compliance with the City's Urban Design Guidelines, Winter City Guidelines, and General Design Standards.

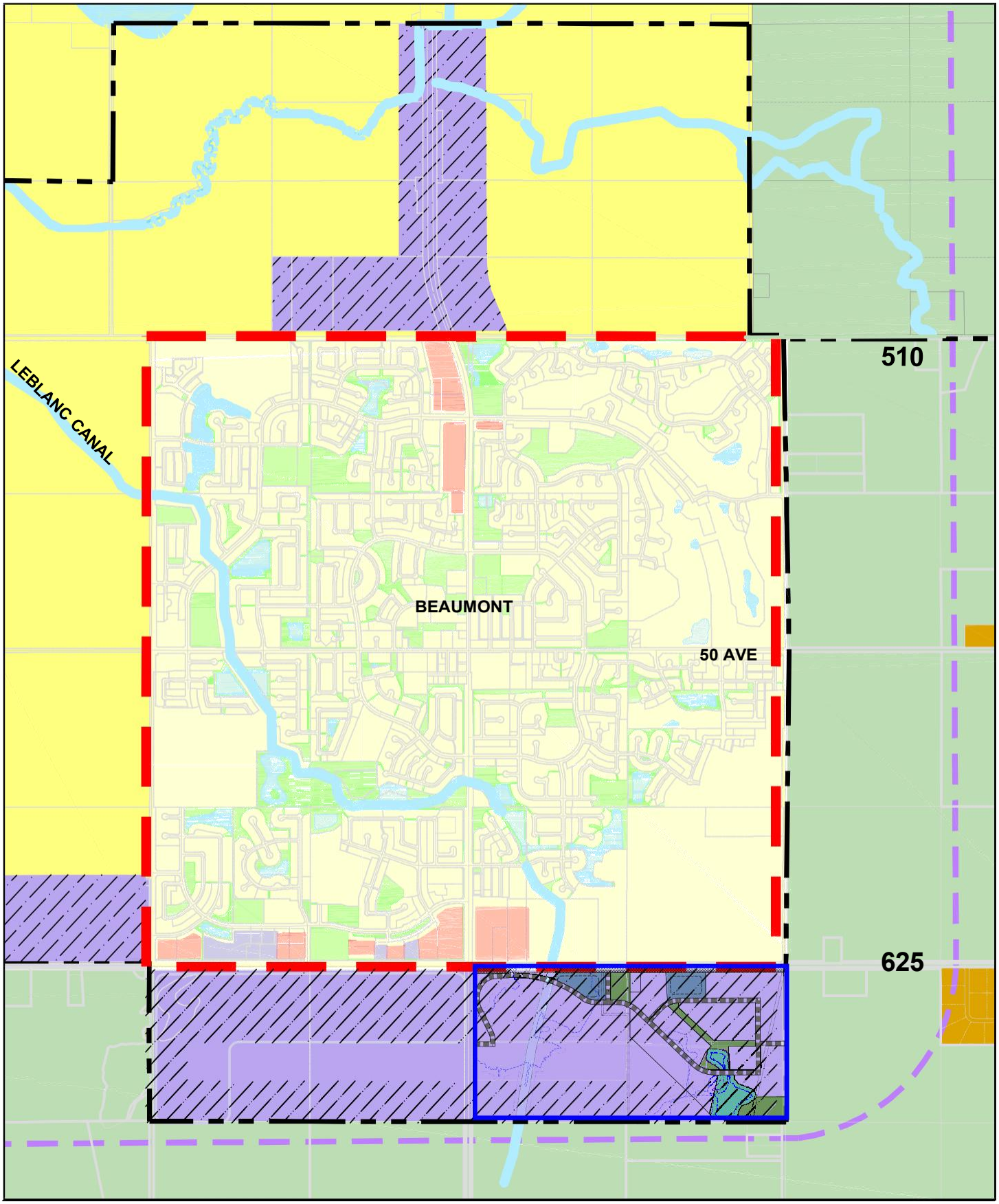
4. Development adjacent to Highway 625, Highway 814 (50 Street), and Range Road 241:

    a. may include lighting, banners and graphic elements, street blades, landscaping, fencing, and entrance features to celebrate these important gateways. Signage and decorative features along Highway 625 shall comply with Alberta Government recommended practices and guidelines.
    b. shall be designed in a manner that will complement and visually improve the rights-of-way and consider the following:

        i. provide sight lines to wetlands, parks, or open spaces to reveal and celebrate the natural character and amenities,
        ii. design all four facades of the building to be architecturally finished,
        iii. that building entrance features should be oriented to major public roadways,
        iv. explore options for implementing green building practices to increase efficiency and reduce environmental impacts,
        v. parking lot landscaping shall include trees and permeable road surfaces to reduce the heat island effect created by asphalt parking lot surfaces, and
        vi. loading docks should not face Highway 625, Highway 814 (50 Street), and Range Road 241 and should be screened and architecturally articulated in a manner to reduce visual impact (e.g., screening walls composed of same materials as building).

5. Development adjacent to Highway 625 shall provide noise attenuation features, buffers, or landscaping along areas adjacent to urban residential property lines to reduce any impacts, as required.

6. A Risk Assessment and/or a Noise and Vibration Impact Study may be required at the City's discretion at the time of rezoning or development permit to confirm proposed uses, identify potential risks, and provide minimization or mitigation strategies that may include noise attenuation features, buffers, or landscaping.



ISL BEAUMONT

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Integrated Expertise, Locally Delivered

IPF BOUNDARY
ASP BOUNDARY
MUNICIPAL BOUNDARIES
EMRB METROPOLITAN AREA BOUNDARY
AGRICULTURE
URBAN RESIDENTIAL
COUNTRY RESIDENTIAL
EMPLOYMENT
HIGH AESTHETIC STANDARD / LOW NUISANCE USES
WATER BODIES / SWMF
CONTEXT - AGRICULTURE
CONTEXT - URBAN RESIDENTIAL
CONTEXT - COMMERCIAL
CONTEXT - COUNTRY RESIDENTIAL
CONTEXT - OPEN SPACE

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Intermunicipal Planning Framework and Land Use Concept

Figure 5A

City of Beaumont
Innovation Park ASP

January 2025

7. Prior to the time of development, preferably at the zoning stage, the City shall require an Environmental Site Assessment (ESA) Phase I update and Phase ESA II for NW23-50-24-4 (NW23) and NE23-50-24-4 (NE23), as described in Section 2.7. More specifically, the following is required:

    a. A Phase I ESA for the farmstead located on Lot 6 in the southwest portion NW23.
    b. A Phase II ESA for the farmstead located Certificate of Title 162 237 253, within NE23. The acreage once had an above ground fuel storage tank. Accordingly, soil sampling and analysis shall be conducted to identify environmental risks.
    c. A Phase I ESA for the other two acreages in NE23.
    d. There is a moderate risk assigned to the potential salinity contamination associated with the former landfill/public works yard located to the north of the Plan Area. Hoggan advises that the available information be reviewed to determine "…if the potential salinity contamination is significant environmental risk to the subject site. If the salinity is a potential environmental concern, the degree and extend [sic] of potential salinity contamination within the subject site would need to be investigated."

8. Prior to subdivision or development, the City may require the following additional studies, including:

    a. Biophysical Impact Assessments,
    b. Natural Area Assessment
    c. Servicing Design Reports,
    d. Transportation Impact Assessments, and/or
    e. Crime Prevention through Environmental Design Reports.

9. The Government of Alberta, in accordance with Section 31 of the *Historical Resources Act*, requires a person who discovers an historic resource while making an excavation for a purpose other than for the purpose of seeking historic resources shall immediately notify the Minister of the discovery, as per the Standard Requirements under the *Historical Resources Act: Reporting the Discovery of Historic Resources*.

10. Heavy industrial uses or uses that include higher risk activities that require setbacks and buffers from other uses are not permitted in the Plan Area.

6.2 Business Park/Industrial Policies

The Plan Area is intended to attract local, regional, and global markets to Beaumont, and the region. Accordingly, most of the Plan Area is designated Business Park/Industrial, which will allow for a range of commercial and industrial development as per the Business Light Industrial District (BLI) and Commercial District (C) of the City's LUB. The Business Park/Industrial area has three policy areas: Multi-disciplinary Campus, Safety and Education Training, and Flex Business Industrial. These areas and their policies are described below.

1. Multi-disciplinary Campus Policy Area (Area 1)

This area, in the northwest and identified on **Figure 5**, provides for an office, named an Innovation Centre, for transportation safety and industry research for alternative energy vehicles. The area may also include business industrial uses to support the Innovation Centre. These uses will be developed with a high aesthetic architectural standard and are considered low nuisance, and conform to the Intermunicipal Planning Framework Agreement (IPF) designation of "high aesthetic architectural standard and low nuisance uses (HAS/LN)", as shown on **Figure 5A**. The following policies guide development in this policy area:

a. Land uses within the HAS/LN designation, as shown on **Figure 5A**, shall only allow for low or limited nuisances with activities contained within the building and/or site so there is no noise, odour, visual (including light pollution), or other nuisance impacts beyond the property line, as described in the IPF, determined by the development officer, and directed by the Beaumont Urban Design Guidelines.
b. Land uses outside the HAS/LN designation, as shown on **Figure 5A**, may have business activities that occur outdoors with some off-site impacts (noise, dust, odour, visual impacts), as determined by the development officer and directed by the Beaumont Urban Design Guidelines. Any off-site land use impacts should be mitigated through on-site provisions (e.g., landscaping, fencing, berms, etc.). Outdoor storage may be allowed but should be screened.
c. Architectural and design standards for development in this area shall be determined by the development officer and directed by the Beaumont Urban Design Guidelines.
d. Sites that front Highway 625 shall provide enhanced parking lot landscaping, screened parking, waste storage, and loading areas, to the satisfaction of the Development Authority.
e. The use of shared facilities, such as communal waste collection areas, shipping and receiving areas, and parking, between neighbouring businesses should be encouraged to avoid redundancy.

2. Safety and Education Training Policy Area (Area 2)

This area advances on-road transportation safety and performance for vehicles, and possibly autonomous/connected vehicle actualization and innovative solutions for the transportation industry. This area may include a testing track and accessory buildings and serve as a dedicated research and development facility. Public service agencies, such as emergency, police, and fire response units, may be developed in this area and use the track and research and development facility. A large portion of the area is designated "HAS/LN", as per the Intermunicipal Planning Framework Agreement (IPF) shown on **Figure 5A**.

a. Land uses within the HAS/LN designation, as shown on **Figure 5A,** shall only allow for low or limited nuisances and with activities contained within the building and/or site so there is no noise, odour, visual (including light pollution), or other nuisance impacts beyond the property line, as described in the IPF, determined by the development officer, and directed by the Beaumont Urban Design Guidelines.
b. Land uses outside the HAS/LN designation, as shown on **Figure 5A,** may have business activities that occur outdoors with some off-site impacts (noise, dust, odour, visual impacts), as determined by the development officer and directed by the Beaumont Urban Design Guidelines. Any off-site land use impacts should be mitigated through on-site provisions (e.g., landscaping, fencing, berms, etc). Outdoor storage may be allowed but should be screened.
c. If a track is developed, any off-site nuisances created by noise shall be mitigated through a variety of measures, including a berm. The applicant may be required to provide a noise impact assessment.
d. Outdoor storage may be permitted as an accessory use and fully screened from adjacent commercial, residential, and public lands.
e. The lands adjacent to Highway 625 and along the southern boundary of the Plan Area shall be developed with a high aesthetic architectural standard, as determined by the development officer and the Beaumont Urban Design Guidelines.

3. Flex Business Industrial Policy Area (Area 3)

This area is intended to strengthen the City's regional importance and non-residential land and tax base, provide local employment opportunities, and contribute to the long-term financial sustainability of the City. The intent is to create a range of industrial development types connected by a road network, integrated with pathways and ponds, and easily accessible from major roadways. Attractive building proportions that are scaled to the pedestrian and materials will provide an inviting and valued place of business. Existing landscape features such as tree stands and wetlands will be retained to draw on the legacy of the agrarian landscape.

a. Land uses within the HAS/LN designation, as shown on **Figure 5A,** shall only allow for low or limited nuisances with activities contained within the building and/or site so there is no noise, odour, visual (including light pollution), or other nuisance impacts beyond the property line, as described in the IPF, determined by the development officer, and directed by the Beaumont Urban Design Guidelines. Land uses shall only allow for low or limited nuisances. These uses may include hotels, offices, smaller-scale retail, schools, public service buildings, training buildings, and light industrial development. More specifically, the light industrial development might include uses such agri-food, agri-tech, clean-tech/clean energy, health care, flexible office, research and development, showrooms, and supply chain warehouses, such as advanced manufacturing for renewable energy, green transportation, and breweries.
b. Land uses outside the HAS/LN designation, as shown on **Figure 5A,** may have business activities that occur outdoors with some off-site impacts (noise, dust, odour, visual impacts), as determined by the development officer and directed by the Beaumont Urban Design Guidelines. Any off-site land use impacts should be mitigated through on-site provisions (e.g., landscaping, fencing, berms, etc). Outdoor storage may be allowed but should be screened.
c. The lands adjacent to Highway 625, Range Road 241, and along the southern boundary of the Plan Area shall be developed with a high aesthetic architectural standard, as determined by the development officer and the Beaumont Urban Design Guidelines.
d. Outdoor storage may be permitted as an accessory use and fully screened from adjacent commercial, residential, and public lands.

6.3 Agriculture Policies

1. The Plan Area shall be phased to stage the conversion of agricultural lands so that they remain in agricultural operation for as long as possible. The City should:

    a. work with agricultural producers to keep lands in agricultural production until required for development.
    b. promote the growth of the agricultural sector by:

        i. advancing food production, processing and distribution, and value-added opportunities related to agriculture products and services,
        ii. developing as per the City's Urban Agricultural Plan,
        iii. supporting manufacturing, packaging, shipping and distribution to wholesalers, agritourism, and farmers markets,
        iv. promoting diversification related to food production, processing, and distribution, and
        v. collaborating with Leduc County, agricultural operators, and current and new non-agricultural users within and adjacent to the Plan Area to address potential conflicts through education and other mechanisms.

2. Existing agricultural uses may be given consideration to be kept as an existing land use supported by an Urban Agricultural Plan.

6.4 Environmental Reserve Policies

In July 2021, ISL Engineering and Land Services completed a Biophysical Assessment Report, which included desktop and field findings, to identify habitat features. Based on the report, the Plan Area has numerous wetland and remnant forested areas, as described and shown in Section 3.4. Implementing retention strategies for wetlands as well as requiring vegetated buffers for wetlands will limit the impact of development on natural features and wildlife within the Plan Area. In August 2021, ISL also prepared a Floodplain Analysis, as described in Section 3.5, to identify the LeBlanc Canal flood extent during a 100-year event, and a 20 m setback from the floodplain. Alberta Environment and Protected Areas requires project applicants to follow the wetland mitigation hierarchy approach of; Avoid, Minimize, and Replace (Alberta Wetland Mitigation Directive, 2018 [Alberta Wetland Mitigation Directive]). Avoidance is the preferred and primary response to avoid wetland impacts. Where avoidance is not possible, applicants are expected to minimize wetland impacts. As a last resort where avoidance and minimization efforts are not feasible, wetland replacement is required. Wetland replacement can take the form of in-lieu compensation fees or permittee-responsible replacement. In accordance with the recommendations of the reports, the following policies are provided:

1. At the time of subdivision, environmental reserve (ER) shall be dedicated for land deemed by the City to be unsuitable for development and should be integrated into the open space network. Namely, the wetland complex in the southeast portion of the Plan Area, as shown in **Figure 5**.

2. Development is not permitted within the ER lands, the LeBlanc Canal, LeBlanc Canal floodplain, or within the LeBlanc Canal 20 m setback (measured from the PUL), as illustrated in **Figure 5.**

3. Notwithstanding 6.5.2, if a development is proposed within any ER lands, the LeBlanc Canal, its floodplain, or within the 20 m LeBlanc Canal setback, a Biophysical Impact Assessment (BIA) including fieldwork shall be undertaken by a Professional Biologist and a Stormwater Assessment and Geotechnical Report shall be provided at the time of redistricting, subdivision or development permit.

    a. The BIA shall examine relevant valued ecosystem components including, but not limited to, wildlife and wildlife habitat, wetlands, fish habitat potential, vegetation including rare plants, and hydrology, and shall compile and include all fieldwork results. These studies shall be conducted no greater than three years prior to development to remain valid. The required fieldwork shall include the following, if applicable:

        i. Wetland fieldwork conducted during the growing season and following Alberta Environment and Protected Areas (AEPA) directives to support a *Water Act* application for wetland disturbance. The fieldwork shall delineate and classify each wetland. If construction is planned within 3 years, ABWRET-A values shall be assigned to all wetlands identified in the Plan Area. The BIA shall include recommended development setbacks to undisturbed wetlands that will remain.
        ii. Wildlife field studies, specifically migratory bird assessments, raptors and raptor nest assessments, amphibian assessments, reptile and hibernacula assessments and searches for protected nests and cavities under the Migratory Bird Regulation (2022), or others deemed necessary by the Professional Biologist. Species surveys shall be undertaken following the Sensitive Species Inventory Guidelines to assess for protected species and the need for mitigation specific to those species and to remain in compliance with the *Wildlife Act* and *Migratory Bird Convention Act*. The wildlife field studies shall evaluate habitat quality and suitability for sensitive species in the Plan Area.
        iii. A vegetation field assessment shall be included in the BIA and shall include rare plants, weeds, and rare ecological communities and describe habitat types.
        iv. Fish and fish habitat studies of waterbodies with potential to support fish life to determine fish presence to ensure compliance with the *Fisheries Act*.

4. Lands adjacent to the LeBlanc Canal and wetland complexes should be naturalized through native plantings and/or designed to accommodate a trail network.

5. It is the landowner/developer's responsibility to obtain all necessary environmental approvals required for development. This may include but is not limited to a *Water Act* approval for wetland disturbance and *Historical Resources Act* clearance. Appropriate construction mitigation will be required to remain in compliance with other environmental regulatory requirements including but not limited to the *Migratory Birds Convention Act,* Alberta *Wildlife Act*, Alberta *Weed Act*, *Agricultural Pests Act*, *Environmental Protection and Enhancement Act,* and *Species At Risk Act*.

6.5 Municipal Reserve Policies

This ASP provides for open space development that includes two existing tree stands, linear parks, and trail corridors. Linear parks will facilitate the movement throughout the Plan Area and provide connection to existing tree stands, stormwater management areas, and wetlands. Developable area in the Innovation Park ASP is 119.52 ha and the land use concept identifies 5.96 ha or 4.9% of land for municipal reserve (MR). Designations for MR, as shown in **Figure 5**, are not absolute and will vary. While MR will be provided as 10% of developable area, the location and amount of MR shall be confirmed through the subdivision process and the provision of environmental reserve.

1. Municipal reserve (MR) shall be dedicated at the time of subdivision, in accordance with the following policies:

    a. as shown in the Land Use Concept, MR will be dedicated in parcel form to include two existing tree stands, and trail corridors connecting the wetland in the southeast to stormwater management ponds in the north, and
    b. the balance of MR owing shall be provided as money in place.

2. Money in place of MR that is collected may be used to facilitate the construction of trail systems that are not provided by the developer, or for the assembly or acquisition of land for park spaces elsewhere in the City.

3. MR allocation in the vicinity of and between wetlands is proposed to balance a desire for public access with protection of the wetland areas from encroachment. The specific corridor width requirements shall be determined at the time of subdivision.

4. Parks shall be designed to maximize frontage onto public streets for better access and visibility. Increased visibility will create safer public spaces from adjacent pedestrian and vehicular traffic.

5. The Winter City Strategy, Urban Agriculture Plan, and the Urban Forest Master Plan objectives shall be considered in the design of parks and open spaces.

6. Stormwater management facilities shall provide a 30% frontage to road rights-of-way, as per the City's General Development Standards.

7. A maximum of 50% of a stormwater management facility shall accommodate public access in the form of a developed trail and viewing area above the high-water mark. Lands above the high-water mark that are publicly accessible may be dedicated as MR.

8. Innovation Park includes a trail network that:

    a. improves accessibility between activities by providing convenient, direct routes to businesses, stormwater management facilities, and tree stands, and
    b. may include trailhead parks that provide public art, wayfinding signage, and lookouts, and consist of seating areas, naturalized landscaping, and information plaques about Beaumont's history.

9. Trails shall be developed in accordance with the City of Beaumont Design Standards. Trail development adjacent to watercourses and stormwater management facilities shall connect to the open space system in the Plan Area. Any trail development should consider both sides of a watercourse and future connections across Highway 625 to the north and to adjacent lands to the south.

10. Pedestrian connections should be provided between sites, between buildings on a site, and between buildings and the sidewalk/trail network to encourage pedestrian activity.

7.0 TRANSPORTATION

7.1 Transportation Policies

Access to the Innovation Park plan area will be provided from Highway 625, Highway 814 (50 Street), and Range Road 241 as shown in **Figure 6**. The following policies shall be considered when developing Innovation Park's transportation network:

1. The transportation network, as shown in **Figure 6**, is integrated with land use, and is intended to connect policy areas, and destinations as well as serve both transportation and recreation needs.

2. The Plan Area is within ATEC's development influence area. Innovation Park's transportation network shall be developed to minimize the impact of development on provincial highway operations.

3. Highway 625, which is a high load corridor under ATEC's jurisdiction, shall be protected, maintained, and widened with dedication of road right-of-way through the subdivision process.

4. Direct access to the Plan Area from Highway 625 is limited to the right-in/right-out shown in **Figure 6** and is subject to change in accordance with ATEC guidelines. Other access to the Plan Area shall be provided from Highway 814 and Range Road 241.
   a. The right-in/right-out access must be designed per the *Highway Geometric Design Guide* and relevant safety standards of ATEC.
   b. The developer is responsible for the full cost of constructing the right-in/right-out access or any other access to the Plan Area.
   c. The cost for intersection improvements on arterial roads intersecting Highway 625 will be funded through off-site levies.

5. The City of Beaumont shall complete an update to the Highway 625 Functional Planning Study (FPS) to accommodate any proposed changes in the access management.
   a. The developer shall be responsible for providing alternate access arrangements to all land parcels affected by the changes to the FPS, including providing temporary access to affected parcels if Highway 625 is twinned before the east-west ASP roadway is constructed.
   b. A caveat must be registered on the title at the time of subdivision approval to dedicate land for the purposes of twinning Highway 625 in accordance with the updated FPS.
   c. The location and nature of future grade separated active mode crossings on Highway 625 shall be dictated by the findings of the updated Highway 625 FPS.

6. Existing direct accesses on Highway 625 must be closed with access via the internal ASP roadway network upon redevelopment.

7. Highway 625 and Highway 814, which are classified by the EMRB as Regional Expressways and are adjacent to the Plan Area, shall be protected and maintained in accordance with the EMRB policies.

8. Highway 814, adjacent to the Plan Area, is under the City's jurisdiction. Accesses and operations on this corridor are subject to the City's regulations and EMRB policies, however ATEC's policies shall remain a consideration due to the proximity to Highway 625.

9. The City will prioritize active transportation, walkability, pedestrian movement, and transit to reduce dependence on vehicles. Streets should be complete with consideration for the comfort, safety, convenience, and visual interest of all users, including cyclists, transit riders, and pedestrians.
    a. Transit facilities shall be provided adjacent to Highway 814.
    b. The trail network should be extended from the Plan Area to north as per the Functional Planning Study, to the south (into the County, if possible), east, and west as shown on Figure 6.

10. Traffic calming shall be provided to manage traffic flow and speed and enhance pedestrian safety. Traffic calming includes curb extensions to reduce vehicle turning speeds and at mid-block pedestrian crossings to reduce pedestrian crossing widths.
    a. Traffic calming measures shall be provided where collector roadways intersect with open space corridors.

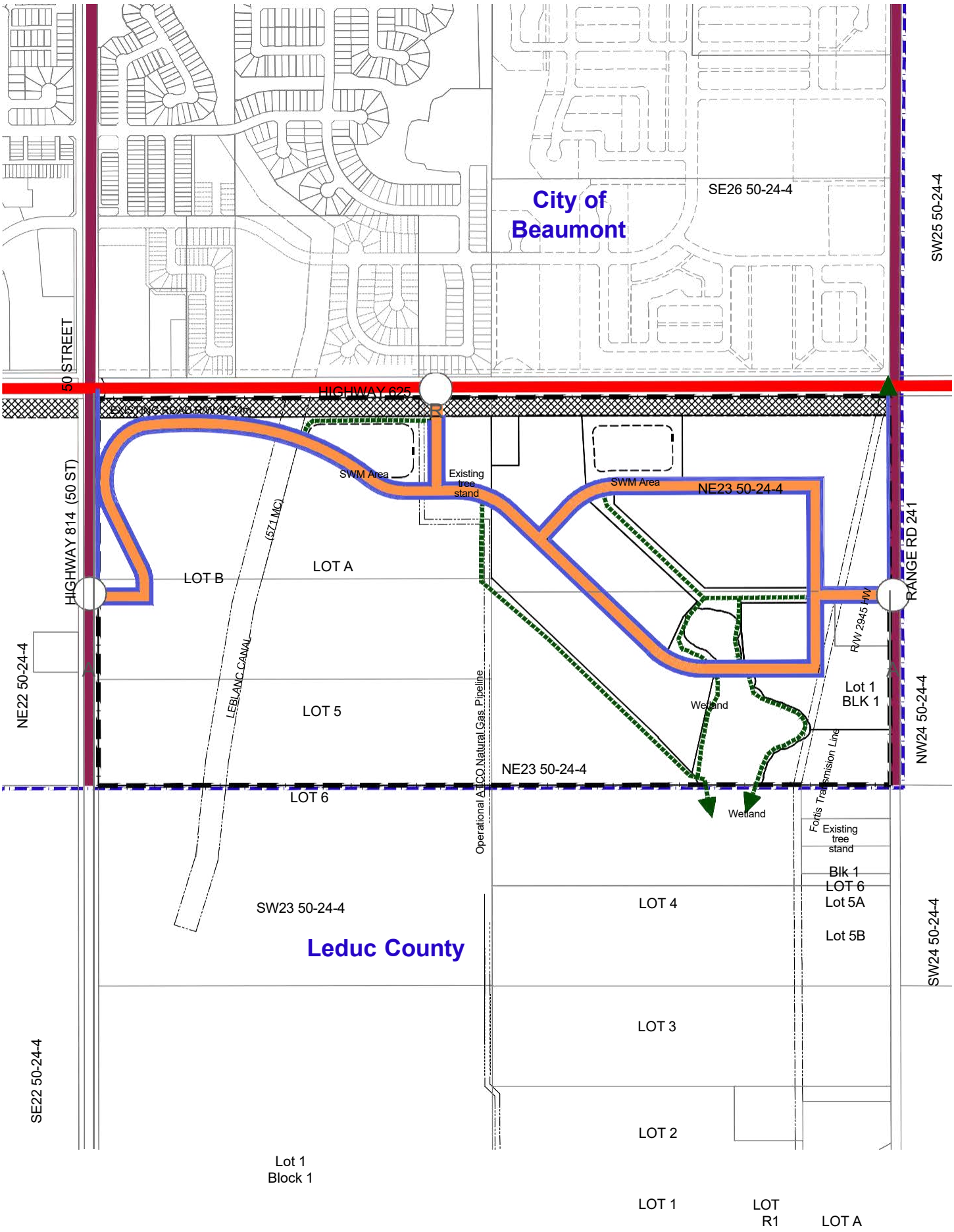
11. All internal Plan Area roadways shall be constructed to the City of Beaumont's Standards and as follows:
    a. The City's approval is required for the internal roadway cross section if an appropriate industrial cross section is not defined in the City's standards at the time of development. **Exhibit 10** shows an example of a potential cross section.
    b. A minimum of 24 m right-of-way shall be reserved for internal collector roadways.

12. All internal roadways within the Plan Area shall be constructed with a sidewalk on both sides of the roadway right-of-way or a sidewalk on one side and a multi-use bike path on the other.
    a. Pedestrian and cycling facilities shall connect all land uses within the Plan Area.
    b. Crossings at major roads should be reasonably frequent to maintain permeability and connectivity between the Plan Area and the balance of the City.
    c. Crosswalks may be provided at intersections and mid-block and between the trail networks.

13. Development along collector roadways should be street-oriented and designed for active transportation connections.

14. Upgrades to the adjacent roadway network should align with the recommendations of the Innovation Park TIA. Significant changes in the Plan Area land use or adjacent land use may result in the need to re-affirm the types and timelines of transportation infrastructure upgrades.

15. Off-site infrastructure design and construction for the transportation network or to extend services to property line, if required, shall be borne by the proponent, which may be potentially recoverable as identified in a development agreement and/or levy.


City of Beaumont
SE26 50-24-4
SW25 50-24-4
50 STREET
HIGHWAY 625
EXISTING ROAD R/W 40.24m
HIGHWAY 814 (50 ST)
SWM Area
Existing tree stand
SWM Area
NE23 50-24-4
RANGE RD 241
(571 MC)
LOT B
LOT A
LEBLANC CANAL
R/W 2945 HW
NE22 50-24-4
LOT 5
Lot 1
BLK 1
NW24 50-24-4
Wetland
Operational ATCO Natural Gas Pipeline
NE23 50-24-4
LOT 6
Wetland
Fortis Transmission Line
Existing tree stand
Blk 1
LOT 6
Lot 5A
Lot 5B
SW23 50-24-4
LOT 4
Leduc County
SW24 50-24-4
LOT 3
SE22 50-24-4
LOT 2
Lot 1
Block 1
LOT 1
LOT R1
LOT A

Transportation Network

Figure 6

City of Beaumont
Innovation Park ASP

January 2025

8.0 UTILITIES

Innovation Park will be serviced and constructed in accordance with City servicing standards and the following policies.

8.1 General Servicing Policies

1. Regional infrastructure and energy corridors shall be protected and maintained.

2. All infrastructure shall be developed in accordance with provincial regulations, the City of Beaumont Design Standards and Neighbourhood Servicing Reports (Water Servicing Concept, Stormwater Management Concept, Wastewater Management Concept, and Sanitary Servicing Concept).

3. The City shall collaborate with regional member municipalities to identify lands for multi-use corridors, advocate for future infrastructure lines to be co-located in existing and planned multi-use corridors, and coordinate and align regional infrastructure, where feasible.

4. The costs of extending the services, including the costs to determine capacity, construction, connection, oversizing, and upgrading of existing infrastructure associated with their development, shall be borne by the proponent.

5. Off-site infrastructure design and construction to extend services to property line, if required, shall be borne by the proponent, which may be potentially recoverable as identified in a development agreement and/or levy.

6. The municipal system shall be demonstrated by the proponent to have the capacity to accommodate demand.

7. All developments shall retain stormwater on-site, and discharge at a post-development rate that does not exceed pre-development release rates. Stormwater will discharge into adjacent water bodies.

8. All subdivision and major development permit applications are required to submit a stormwater management report.

9. The City shall not permit premature installation of municipal services that would adversely affect the desired sequence of development. Utility systems shall be upgraded and expanded in accordance with Beaumont's long-term utility servicing plans as outlined in the latest version of the Utility and Stormwater Management Master Plan.

8.2 Water Servicing

A looped watermain system, as shown on **Figure 7**, extends from existing City infrastructure to service the Plan Area.

1. The design of the water distribution system shall ensure that all lands can be serviced via existing municipal water connections.

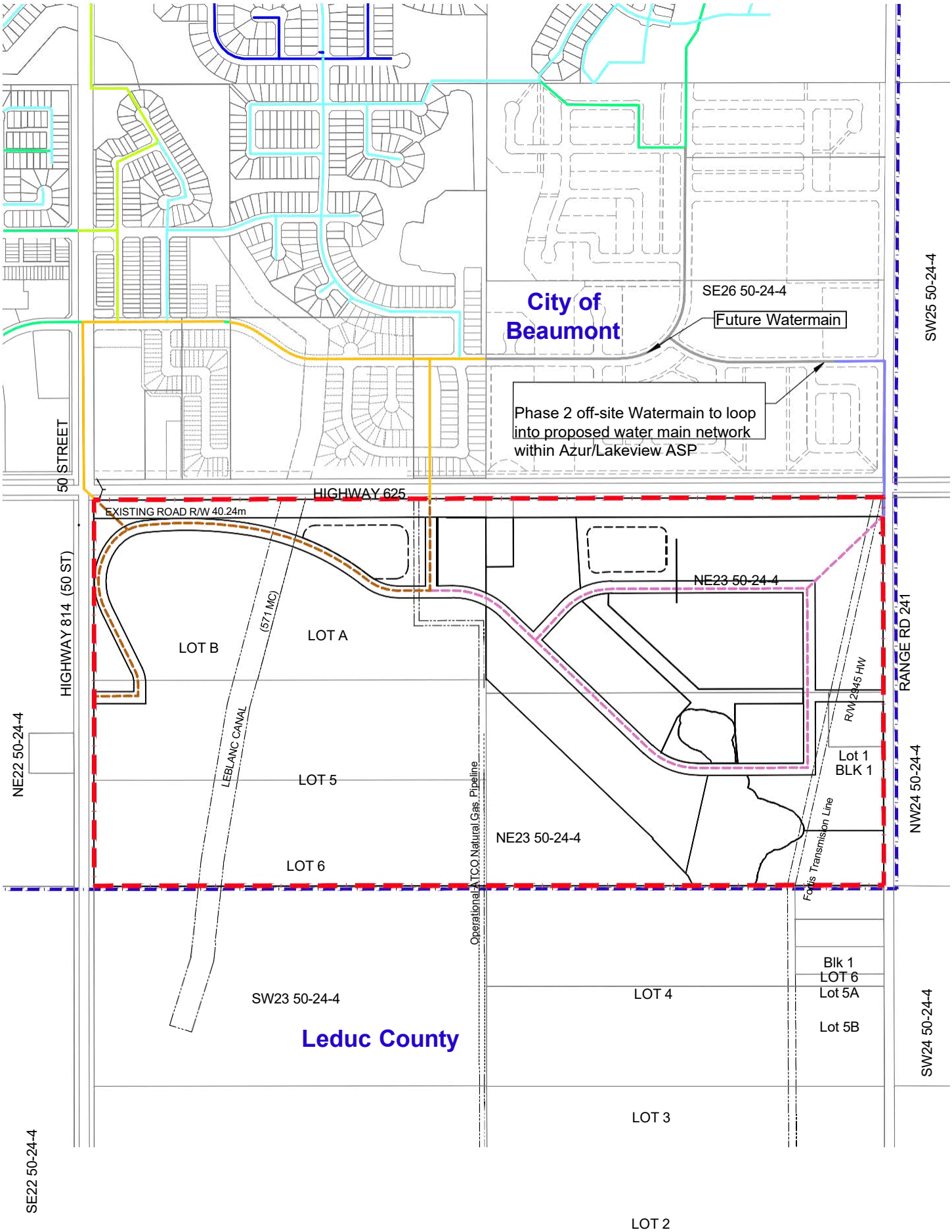
2. The design of the water distribution system shall ensure that all parcels have sufficient looping and connections to provide for adequate fire protection and peak flows as development progresses.

3. The developer shall be responsible for costs for all off-site systems needed to connect the on-site water system with the existing municipal water distribution system, that are not identified in the most current version of the Off-Site Levy Bylaw. If connections are needed prior to the timeline identified in the Bylaw, the developer may be responsible to construct the infrastructure and become eligible for cost recovery at a future date in accordance with the provisions of the Off-Site Levy Bylaw in effect at the time.

4. The on-site water distribution system will connect to existing municipal water distribution system at the following three locations, as identified in **Figure 7**:

    a. The existing 300 mm water main at 50 Street and 30 Avenue,
    b. The existing 300 mm water main along 30 Avenue within the Beau Val Neighbourhood, and
    c. The existing 300 mm water main located within the quarter section northwest of the intersection of Range Road 241 and Highway 625

5. To protect and conserve water supplies and resources to secure Innovation Park's needs in a sustainable manner, the water distribution network shall be designed and installed by reaching cost-effective minimum leakage levels and minimizing the amount of energy consumed in water supply.


City of Beaumont
SE26 50-24-4
Future Watermain
Phase 2 off-site Watermain to loop into proposed water main network within Azur/Lakeview ASP
SW25 50-24-4
50 STREET
HIGHWAY 625
EXISTING ROAD R/W 40.24m
HIGHWAY 814 (50 ST)
NE23 50-24-4
RANGE RD 241
LOT B
LOT A
(571 MC)
LEBLANC CANAL
R/W 2945 HW
NE22 50-24-4
Lot 1
BLK 1
NW24 50-24-4
LOT 5
Operational ATCO Natural Gas Pipeline
Fortis Transmission Line
NE23 50-24-4
LOT 6
Blk 1
LOT 6
Lot 5A
Lot 5B
SW23 50-24-4
LOT 4
Leduc County
SW24 50-24-4
LOT 3
SE22 50-24-4
LOT 2

Water Servicing Concept

Figure 7
City of Beaumont
Innovation Park ASP

January 2025

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8.3 Stormwater Management

Innovation Park will be serviced via an underground piped stormwater system that discharges into stormwater management facilities (SWMFs), as shown on **Figure 8**. The facilities will store stormwater runoff and release it at a controlled rate of 1.8 L/s/ha to ensure existing flooding concerns in the downstream LeBlanc Canal are not worsened. Two SWMFs will be graded such that they function as neighbourhood and community amenities to add to the parks within the Plan Area.

1. The section of LeBlanc Canal that bisects the west half of the Plan Area consists of a poorly defined ditch cross-section and a large wetland floodplain that currently attenuates uncontrolled runoff from the south. Development proposals that reduce or otherwise alter any of the channel, floodplain and/or the available stormwater storage will require a private on-site stormwater management system. The proposed stormwater management system shall be detailed in a site specific Stormwater Management Plan, which shall demonstrate the following to the satisfaction of the City:

    a. the proposed Stormwater Management Plan aligns with the Stormwater Management Concept (December 2024) prepared for these lands,
    b. sufficient on-site stormwater storage is provided in a suitable location and manner to replace the lost wetland storage,
    c. peak flow within the Hwy 625 culvert or any other surface drainage channels is not increased compared to pre-development conditions, and
    d. uncontrolled runoff from south of the study area can be accommodated without any expected impacts to off-site areas beyond those existing in pre-development conditions.

    Flow monitoring upstream of the Highway 625 culvert will be required of the proponent to quantify the off-site, uncontrolled runoff from south of the Plan area and to verify the volume of wetland storage that needs to be replaced.

2. If the wetland within the west quarter section of the Plan Area is filled in, a private SWMF will be required within Catchment #3 and will need to consider:

    a. critical infrastructure such as control structures and/or spill weirs that are owned and operated by the City,
    b. potential for access for the critical infrastructure through an access agreement or easement,
    c. appropriate protection including fencing, setbacks, freeboard and the registration of restrictive covenants on adjacent properties to ensure public safety and facility functionality, and
    d. a maximum flooding depth that is subject to approval by the City, in consideration of a risk assessment and safety measures incorporated into the design.

3. Runoff from west of Highway 814, which crosses Highway 814 through an existing 600 mm culvert, shall be conveyed through the Plan Area to the LeBlanc Canal as part of the detailed design (via overland ditch or piped system).

4. Runoff from the low-lying lands west of the LeBlanc Canal will be conveyed through storm sewers designed to pass underneath the drainage canal and into a private on-site storm pond located within the western portion of the Plan Area. Because of elevation constraints, a pump station is required to pump stormwater from this area back into the LeBlanc Canal upstream of the Highway 625.

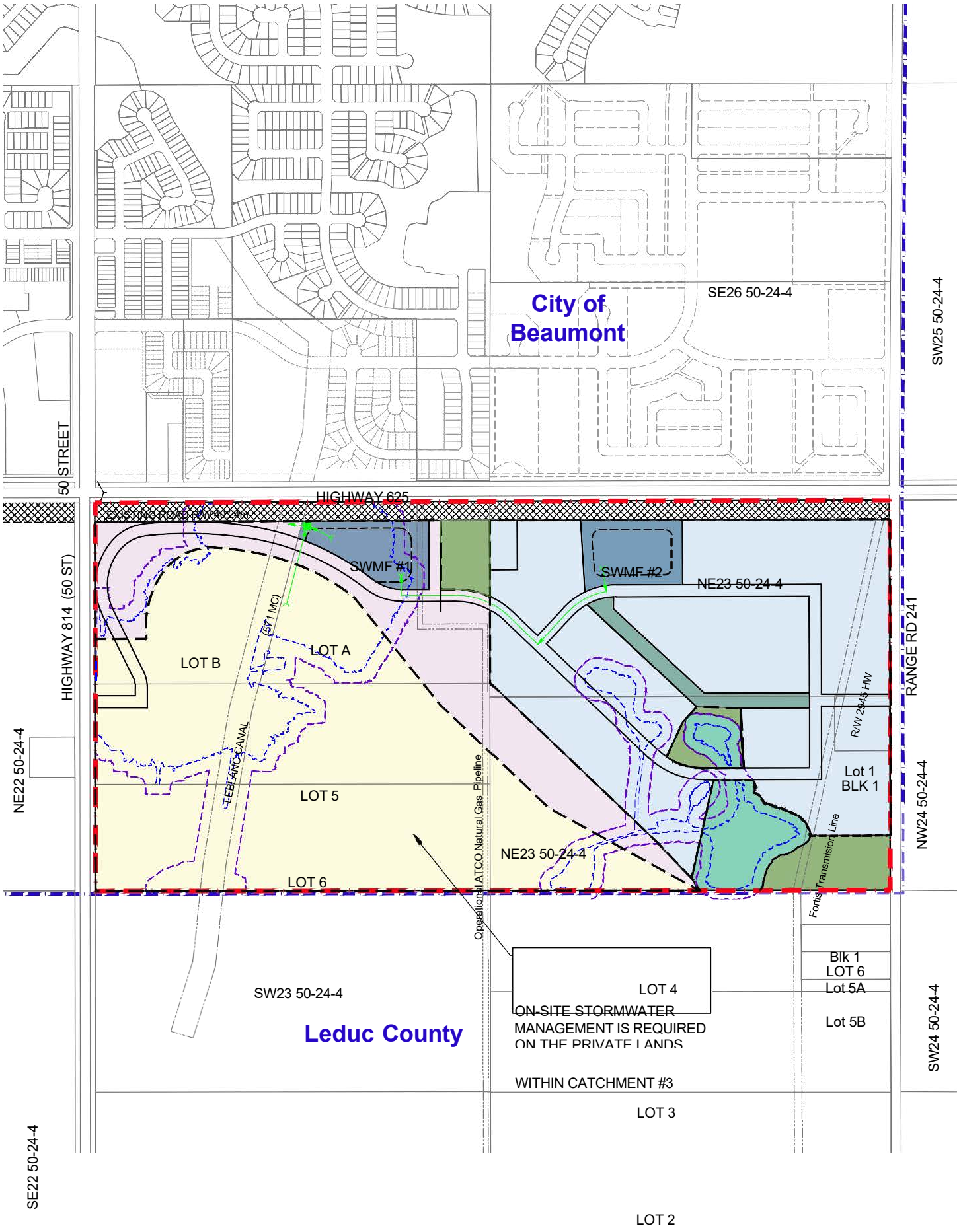
5. *Water Act* approval shall be required for any activity that may alter the flow or level of water; change the location of water; change the direction of water flow; cause the siltation of water; cause erosion of bed or shore of any waterbody; or if there is any anticipated effect on the aquatic environment, including development of SWMFs.

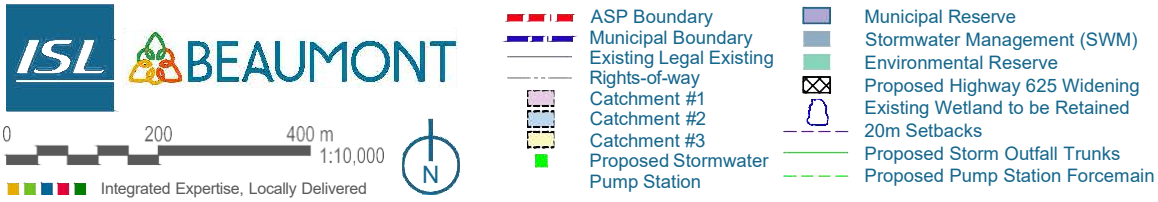
6. The design of the stormwater management system shall:

    a. avoid runoff to highway infrastructure,
    b. ensure that all lands can be serviced via municipal storm connections,
    c. tie into existing downstream services and preserve or improve existing drainage patterns,
    d. provide stormwater discharge rates that match the City's approved rate of 1.8 L/s/ha,
    e. be integrated into ER and MR and active transportation networks to serve as community amenities,
    f. include viewpoint parks in association with SWMFs to enhance their value as an amenity within the community, and
    g. provide views toward SWMFs.

7. The City encourages innovative and sustainable designs for new development to accommodate the collection and reuse of greywater, and the exchange of surplus greywater and waste energy between businesses and industries. An on-site Stormwater Management Plan (SWMP) shall be submitted at the subdivision or development permit stage. The SWMP:

    a. Shall demonstrate available capacity within the existing stormwater infrastructure to accommodate the development. The design may include low-impact development design strategies with the goal of reducing overall discharge, recharging groundwater, and enhancing water quality using bioretention cells (rain gardens), bioswales (grassed swales), green roofs, permeable pavers, and/or xeriscaping.
    b. May use bioswales to reduce pipe infrastructure and enhance natural systems. Bioswales, which are encouraged, may be integrated with the landscaped setback of the site or within parking areas to provide an amenity, as well as a stormwater servicing function.


City of Beaumont
SE26 50-24-4
SW25 50-24-4
50 STREET
HIGHWAY 625
EXISTING ROAD R/W (10.4m)
HIGHWAY 814 (50 ST)
SWMF #1
SWMF #2
NE23 50-24-4
(SY1 MC)
LOT B
LOT A
LOT 5
LOT 6
LEBLANC CANAL
RANGE RD 241
R/W 2943 HW
Lot 1
BLK 1
NW24 50-24-4
NE22 50-24-4
Operational ATCO Natural Gas Pipeline
Fortis Transmission Line
NE23 50-24-4
Blk 1
LOT 6
Lot 5A
Lot 5B
SW24 50-24-4
SW23 50-24-4
LOT 4
ON-SITE STORMWATER
MANAGEMENT IS REQUIRED
ON THE PRIVATE LANDS
Leduc County
WITHIN CATCHMENT #3
LOT 3
SE22 50-24-4
LOT 2



Stormwater Servicing Concept

Figure 8
City of Beaumont
Innovation Park ASP

January 2025

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8.4 Wastewater System

Innovation Park will require an on-site gravity sewer system, as shown on **Figure 9**. The on-site gravity sewer system will convey flows to a new on-site wastewater pump station, which will pump wastewater flows through a new forcemain to the existing municipal wastewater system.

1. The design of the wastewater collection system shall ensure that all lands can be serviced via the existing municipal downstream systems.

2. The design of the wastewater collection system shall ensure that it is not in conflict with the LeBlanc Canal, nor the stormwater collection system.

3. The design of the on-site wastewater pump station and forcemain shall be sufficient to accommodate the entire development at peak flows, the available capacity in the downstream receiving sewers, and the staging of pumps required for Phase 1 and 2, and wet well storage requirements.

4. The proposed forcemain will connect to the existing wastewater system at Lakewood Close and Lakewood Boulevard as indicated **Figure 9**. Alternative lift station locations and forcemain alignments can be proposed as required by the developer and subject to the approval of the City.

8.5 Utilities

Gas, power, telephone, and fibre shall be provided by the developer/landowner to the Plan Area by the extension of existing adjacent infrastructure as development occurs, in coordination with the relevant utility provider. Upgrades to existing services will be provided in accordance with the demand and pace of development.

1. The integrity of utility corridors will be protected and maintained, where possible, including:

    a. power poles and lines throughout the Plan Area,
    b. the LeBlanc Canal (Plan 571 MC),
    c. an ATCO natural gas pipeline (Plan 4349 TR) trending north/south in the central portion of the Plan Area (along the eastern side of Lot A, Lot 5, and Lot 6),
    d. an ATCO natural gas pipeline with the northern portion of NE23-50-24-4,
    e. a Fortis transmission line (Plan 29445 HW) within the eastern portion of NE23-50-24-4,
    f. an abandoned natural gas line in the northern portion of NE23-50-24-4, and
    g. a reclamation exempt abandoned well in the northeast portion of NE23-50-24-4.

    If an impact is expected and relocation is necessary, advanced notification to the providers is required.

2. Pipelines, rights-of-way, and wells shall operate and/or be removed and remediated in accordance with federal, provincial and municipal legislation or regulation.

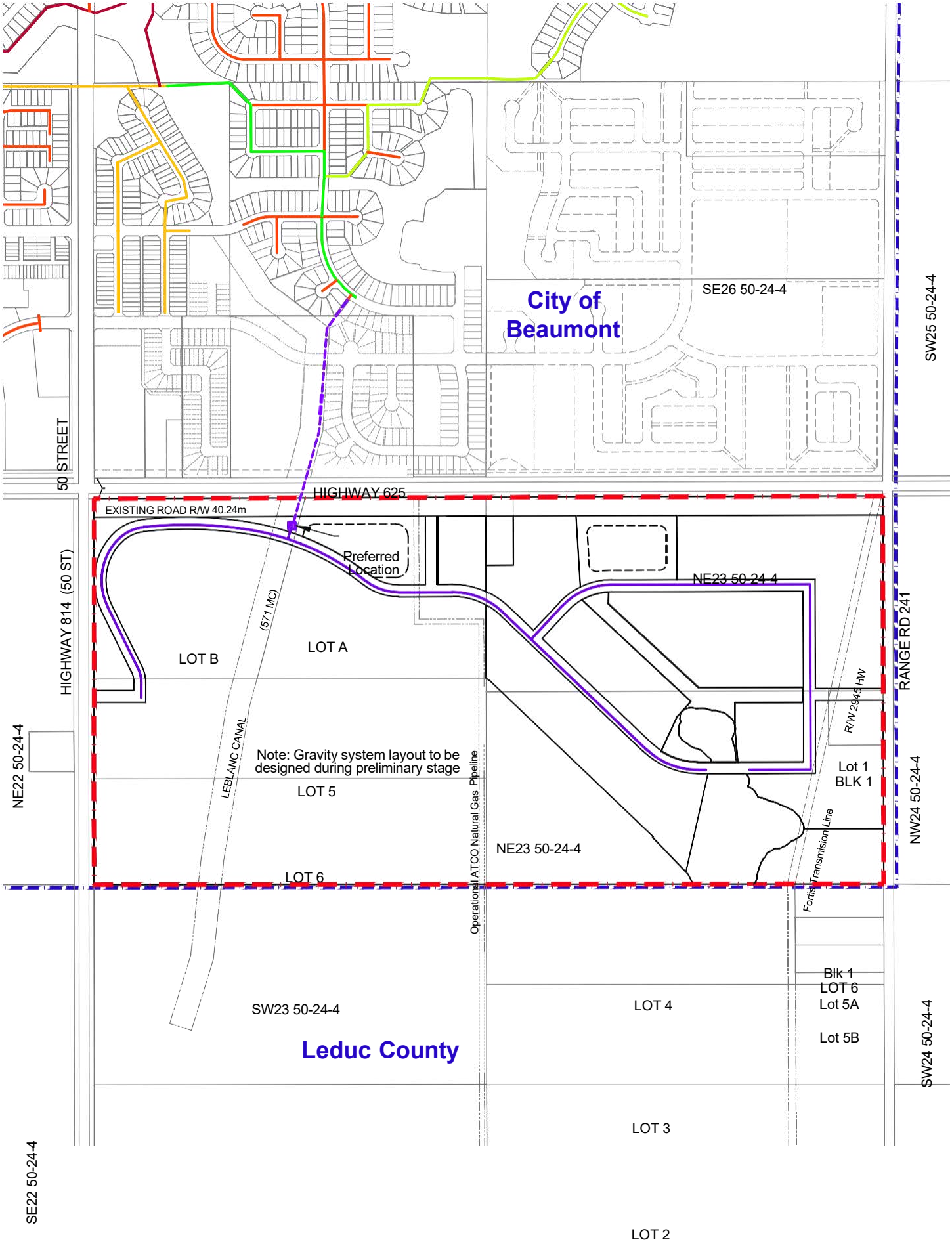
    a. A 15 m setback should be provided from the centerline of an ATCO Pipeline.
    b. Ground disturbances, surface works, and road crossings within 30 m of a pipeline requires prior written approval from pipeline companies before any work is commenced.
    c. Pipelines, rights-of-way, and wells may be relocated, consolidated or removed at the time of development at the developer's expense. Once wells, pipelines or utility rights-of-way are relocated, consolidated or removed, those lands shall take on the land use designation of adjacent lands, as identified in **Figure 5**.

3. At the time of subdivision and development:

    a. Shallow utilities shall be placed within road rights-of-way or within registered easements,
    b. The proponent shall investigate the opportunity to share utility corridors, and where appropriate make use of these corridors for open space and trails,
    c. The proponent shall identify by survey all active and abandoned wells, active, suspended and abandoned pipelines, and all rights-of-way to confirm the locations shown on **Figure 4**, and
    d. At the time of development permit application for any application adjacent to an oil and gas well, pipelines, and rights-of-way, the Development Authority may require the submission of an Environmental Impact Assessment or Risk Assessment to identify possible risk and any strategies to mitigate and/or minimize the risk.

4. The abandoned well in northeast portion of NE23-50-24-4 requires a minimum 5.0 m radius around the well and an emergency access, as per Alberta Energy Regulator (AER) Directive 079. The abandoned well should be located within road right-of-way or public utility lot dedicated to the City to ensure access. The developer shall contact the well owner and confirm necessary setbacks.

5. Development adjacent to oil and gas wells, pipelines, and rights-of-way shall comply with federal, provincial, and municipal legislation, regulation and setbacks.


City of Beaumont
SE26 50-24-4
SW25 50-24-4
50 STREET
HIGHWAY 625
EXISTING ROAD R/W 40.24m
Preferred Location
HIGHWAY 814 (50 ST)
NE23 50-24-4
RANGE RD 241
LOT B
LOT A
(571 MC)
LEBLANC CANAL
R/W 2945 HW
NE22 50-24-4
Note: Gravity system layout to be designed during preliminary stage
Lot 1 BLK 1
NW24 50-24-4
LOT 5
Operational ATCO Natural Gas Pipeline
NE23 50-24-4
Fortis Transmision Line
LOT 6
Blk 1
LOT 6
Lot 5A
Lot 5B
SW23 50-24-4
LOT 4
Leduc County
SW24 50-24-4
LOT 3
SE22 50-24-4
LOT 2

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Wastewater Servicing Concept

Figure 9
City of Beaumont
Innovation Park ASP

January 2025

9.0 IMPLEMENTATION

This ASP will be implemented through a variety of mechanisms available to municipalities, including: the MDP, a neighborhood structure plan (if required), the LUB, subdivision review, the development permitting process and development agreements.

9.1 Amendments to the Future Land Use Concept, Policies and Statistics

The land use designations and line work shown on **Figure 5** are not intended to be precise, may change and are included to identify the general location of land uses. An amendment to the ASP is not required provided the purpose of the ASP, its policies, statistics, and land use concept are generally maintained. However, a shift in policy direction or a significant shift in the location of a designation or increase/reduction of a particular land use area shall require an ASP amendment.

9.2 Development Staging

The tentative development staging for the Plan Area is based upon contiguous access to utility services and road systems. It is then anticipated that subdivision and development will proceed from the northwest to the central portion of the Plan Area, and finally to the east. This sequence of development will be subject to change, depending on market demand, and should be flexible. Likewise, staging of the road network will also be flexible to allow roadway improvements to suit the size, type, density and staging of development. Where a later stage precedes an earlier one, an ASP amendment would not be required.

9.3 Rezoning and Subdivision

To comply with the LUB, a series of redistricting applications shall be required concurrent with applications to subdivide or develop lands in Innovation Park. The applications will be guided by the Beaumont MDP and other relevant policy plans and documents. Where development cannot be accommodated through available land use districts, the applicant shall work with the City of Beaumont to create an appropriate land use district that is specific to this ASP.