

BYLAW 1076-25
Azur Area Structure Plan Bylaw Amending 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; and

Pursuant to Section 191 of the *Municipal Government Act*, the Council of the City of Beaumont having the power to pass a bylaw includes the power to amend the bylaw;

Therefore Council enacts:

- | | |
|-----------|--|
| Purpose | 1 The purpose of this bylaw is to amend Bylaw 927-18 to:
(a) revise the neighbourhood layout to accommodate an expanded school site;
(b) amend the servicing scheme to achieve more efficient connections;
(c) update the Area Structure Plan name; and
(d) make text adjustments to reflect changes to terminology and to the policy and development context. |
| Amendment | 2 Bylaw 927-18 is amended by removing Schedule A and replacing it with the attached Schedule A, which is attached to and forms part of this bylaw. |

FIRST READING: April 22, 2025

PUBLIC HEARING: May 13, 2025

SECOND READING: May 13, 2025

THIRD READING: May 13, 2025

SIGNED THIS 13th day of May, 2025.

MAYOR



CITY CLERK





AZUR
AREA STRUCTURE PLAN



Prepared for: Beaumont Lakeview Development LP.
Presented by: Select Engineering Consultants Ltd.
Date: April 1, 2025

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Table of Contents

Table of Contents	i
1.0 Introduction	1
1.1 Purpose	1
1.2 Authority	1
1.3 Supporting Documents	2
1.3.1 Biophysical Assessment	2
1.3.2 Geotechnical Report	2
1.3.3 Hydraulic Network Analysis	2
1.3.4 Neighbourhood Servicing Report	3
1.3.5 Transportation Impact Assessment	3
1.3.6 Agricultural Impact Assessment	3
1.3.7 Environmental Site Assessment	3
1.4 Policy Context	4
2.0 Site Context	4
2.1 Location	4
2.2 Land Ownership	4
2.3 Existing Conditions	5
2.3.1 Existing Topography	5
2.3.2 Geotechnical Characteristics	5
2.3.3 Existing and Adjacent Land Uses	8
2.3.4 Existing Transportation Routes and Connections	8
2.3.5 Site Features and Considerations	8
2.3.6 Existing Infrastructure	8
3.0 Land Use	10
3.1 Land Use Concept	10
3.2 Vision	10
3.3 Guiding Principles	10
3.3.1 Inclusion and Diversity	10
3.3.2 Responsible Development	10
3.3.3 Connectivity	12
3.3.4 Safety and Accessibility	12
3.4 Land Uses	12
3.4.1 Urban Design Policies	12
3.4.2 Residential Uses	15
3.4.3 Commercial	18
3.4.4 Open Spaces, School Sites and Greenways	19
3.5 Development Statistics	23
4.0 Transportation and Servicing	25
4.1 Roadway Network Concept	25
4.1.1 Arterial Roadways and Highways	25
4.1.2 Internal Roadway Circulation	25
4.2 Active Transportation	25

4.3	Servicing.....	27
4.3.1	Sanitary Servicing	27
4.3.2	Stormwater Servicing	27
4.3.3	Water Servicing	27
4.3.4	Servicing Policies	27
5.0	Implementation	31
5.1	Development Staging.....	31
5.2	Redistricting and Subdivision	31
5.3	Amendment Process	31
5.4	Summary of Consultation	31
5.4.1	Pre-Application Meeting	31
5.4.2	Stakeholder Consultation	31
5.4.3	School Divisions	32
5.4.4	Public Engagement on Land Uses	32
5.4.5	Public Open House	32
6.0	Policy Context	34
6.1	Edmonton Metropolitan Region Growth Plan.....	34
6.2	Municipal Development Plan.....	37
6.3	Municipal Strategic Plan (2017-2021)	41
6.4	Open Space and Trails Master Plan	41
6.4.1	Linear Parks	41
6.4.2	Neighbourhood Parks	42
6.5	Land Use Bylaw	42
6.6	Transportation Master Plan.....	42
6.7	Regional Agriculture Master Plan	42
6.8	Environmental Master Plan.....	43

List of Tables

Table 1:	Land Use Statistics –ASP Overall.....	23
Table 2 :	Student Generation.....	24

List of Figures

Figure 1:	Location.....	6
Figure 2:	Ownership	7
Figure 3:	Existing Site Feature	9
Figure 4:	Land Use Concept.....	11
Figure 5:	Parks, Open Spaces and Schools	22
Figure 6:	Roadway Network.....	26
Figure 8:	Stormwater Servicing.....	29
Figure 9:	Water Servicing	30
Figure 10:	Staging Plan.....	33

1.0 Introduction

1.1 Purpose

The purpose of this Area Structure Plan (ASP) is to describe the land use concept, development policies, and objectives for the Azur neighbourhood. The ASP intends to guide the future development of a complete community that is vibrant, healthy, and family-oriented; is compatible with the surrounding existing and planned development; and facilitates attractive, efficient, and orderly development.

1.2 Authority

An ASP was initially prepared by Invistec Consulting Ltd. which was approved in September 2018 (Bylaw 927-18) and amended in November 2019 (Bylaw 958-19). In October 2021, the City of Beaumont authorized Select Engineering Consultants Ltd. to proceed with an amendment, which, was approved on June 28, 2022 (Bylaw 1015-22). This amendment updated the northern half of Lakeview neighbourhood and was a consolidated update to the original ASP completed by Invistec as directed by the City of Beaumont. Precedent photos throughout the document are courtesy of Invistec.

In January 2023, Select Engineering was authorized to submit an application to amend the Lakeview ASP. The proposed amendment provided a new neighbourhood name (Azur) for the lands located in the north half of the ASP. The lands located in the south half of the ASP retained the neighbourhood name of Lakeview.

In December 2024, Select Engineering proposed an amendment to the Azur/Lakeview ASP. The proposed amendment will update the neighbourhood name (Azur/Lakeview to Azur), land use concept, development statistics and the shape and size of the storm water management facility and school site. The ASP amendment and associated changes to the development pattern are to accommodate a larger school site within SE-26-50-24-W4M.

The City of Beaumont is the planning authority for the subject lands.

1.3 Supporting Documents

The Azur ASP is supported by the following technical studies:

1.3.1 Biophysical Assessment

The Biophysical Assessment completed by Spencer Environmental Management Services Ltd. identified the environmental and ecological assets within the Plan Area and surrounding lands, including existing vegetation, water features, and ecological connections, and provides a recommendation on their protection and enhancement. The Biophysical Assessments included field investigations that analyzed the entire Plan Area.

Alberta Environment granted a Water Act approval for the Azur neighbourhood legally described as SE-26-50-24-W4 on October 4, 2021. This Water Act approval allows for the disturbance and alteration of wetlands for the development of the site. Additional wetland approvals may still be required for the south half of SE26-50-24-W4 (Previously Lakeview) prior to development proceeding. Water Act approval for the disturbance and alteration for wetlands will be received by Alberta Environment prior to development proceeding.

The Biophysical Assessment identified deciduous woodland within the southwest corner of the property. This woodland area has been incorporated into the neighbourhood's current land use concept. The retention of this woodland area would provide small ecological benefit but the land's permeability for wildlife movement will be limited due to housing, fencing and Highway 625. The December 2024 amendment proposes the removal of the Natural Area land use in favour of enlarging the Storm Water Management Facility. Noted, in the Biophysical Assessment is the opportunity to utilize the storm water management facilities located in Azur, Triomphe Estates, Beaumont Lakes and the Le Blanc Canal to create a large-semi natural habitat complex. This complex of semi-natural habitat can facilitate wildlife movement and have the potential to provide certain ecological functions comparable to natural permanent wetlands.

1.3.2 Geotechnical Report

The Geotechnical Report completed by Hoggan Engineering & Testing (1980) Ltd., for the Azur neighbourhood and the Geotechnical Report completed by CT & Associates Engineering Inc. for the Lakeview neighbourhood assessed the soils and underground water conditions related to the suitability of future development within the proponent's lands. This includes site grading, residential development, stormwater management facilities, infrastructure, and roadways.

1.3.3 Hydraulic Network Analysis

The original Hydraulic Network Analysis (HNA) was completed by Invistec Consulting Ltd.. The report used projections to pinpoint the future needs within the region as they relate to water servicing.

An update to the Hydraulic Network Analysis was completed in 2022 by Select Engineering Consultants Ltd. to reflect the ASP Amendment (Bylaw 1015-22) to the North half of the neighbourhood.

A new HNA has been completed for the South half of the Azur Neighbourhood. This new report confirms maximum pressures and fire flows within the new layout.

1.3.4 Neighbourhood Servicing Report

The Neighbourhood Servicing Report (NSR) was originally completed by Invistec Consulting Ltd. in 2018. IBI Group prepared an update memo as part of the 2019 Area Structure Plan amendment to reflect the land use changes in the south half of SE ¼ 26-50-24-W4M. An additional update was completed in 2022 as part of the ASP amendment (Bylaw 1015-22) which, described the specific servicing concepts to support development in the north half of the neighbourhood.

As part of the 2024 amendment, an updated NSR was completed to confirm the south half of the neighbourhood could be serviced through the existing infrastructure in the north half rather than connecting west into Beaumont Lakes South. To accomplish this, a proposal to reduce the standard sewage rate was included within the NSR, which would align more closely with the new EPCOR per capita flow rate.

1.3.5 Transportation Impact Assessment

The TIA completed by Scheffer Andrew Ltd. in 2018 and the update completed in 2019 outlines the overall traffic impacts on the existing and planned roadway networks as a result of the build-out of the Plan Area. The reports provide recommendations for roadway infrastructure improvements. While the 2022 ASP amendment reconfigured the local road network in the Azur neighbourhood, the land uses shown were similar to the land uses described within the previously approved ASP. As the land uses had not changed, the population was reduced from 3,333 to 3,120 and the residential density remained at 36 upnrha, the 2022 amendment generally did not impact the traffic patterns for the area.

The December 2024 ASP amendment acquired Bunt & Associates Engineering Ltd. to complete a TIA to support the proposed land use concept. The TIA was supportive of the planned road network within the Azur neighbourhood.

1.3.6 Agricultural Impact Assessment

The AIA completed by Invistec Consulting Ltd. assessed the impacts of development on the existing and surrounding agricultural lands as a result of this plan and was accepted by the EMRB.

1.3.7 Environmental Site Assessment

A Phase 1 Environmental Site Assessment (ESA) Phase 1 was completed for the south half of SE ¼ 26-50-24-W4M by Ecoventure in October 2024. Based on the findings of the report, no areas of potential environmental concern or contaminants were found on the Site.

A Phase 1 and Phase 2 Environmental Site Assessment (ESA) was completed for the north half of SE ¼ 26-50-24-W4M. A Phase 1 ESA was completed by Ecoventure in February 2021. The objective of the Phase 1 ESA was to determine whether the property has been or may be subject to actual or potential contamination. A site visit was completed on January 21, 2021, which discovered areas of staining on the north side of the farm site near the outbuildings. Above ground storage tanks (ASTs) were also located on the property. All areas were concluded to have a low risk of potential environmental concern, however due to the frozen, snow-covered conditions, the ground and surface conditions could not be confirmed at the time.

A Phase 2 ESA was completed in August 2021 which included a field visit and soil investigation in July 2021. The Phase 2 ESA was completed to investigate the areas of potential environmental concern identified within the Phase 1 ESA. Based on the results of the Phase II ESA, Ecoventure concluded that samples within the western low area and farm site exceed applicable Tier 1 Guidelines. Remediation was completed during site grading activities in 2022. Also, during site grading, decommissioning of the septic system and water wells on the site were completed according to appropriate provincial requirements.

1.4 Policy Context

The Azur ASP is prepared in accordance with City of Beaumont directional plans and planning strategies. Appendix I describes the relevant policies from these documents and outlines how the ASP conforms to each plan and bylaw.

2.0 Site Context

2.1 Location

The ASP Area contains approximately 63.69 ha of land. Triomphe Estates forms the north boundary of the Plan area, Highway 625 to the south, Range Road 241 to the east and the neighborhoods of Beau Val Park/Beaumont Lakes to the west as shown in Figure 1. The Plan Area consist of SE ¼ 26-50-24-W4.

2.2 Land Ownership

The Azur neighbourhood is actively being subdivided and is under construction with multiple landowners in the ASP area. The undeveloped portions of the site consist of two privately owned parcels and one City owned Municipal Reserve Parcel as shown in Figure 2.

2.3 Existing Conditions

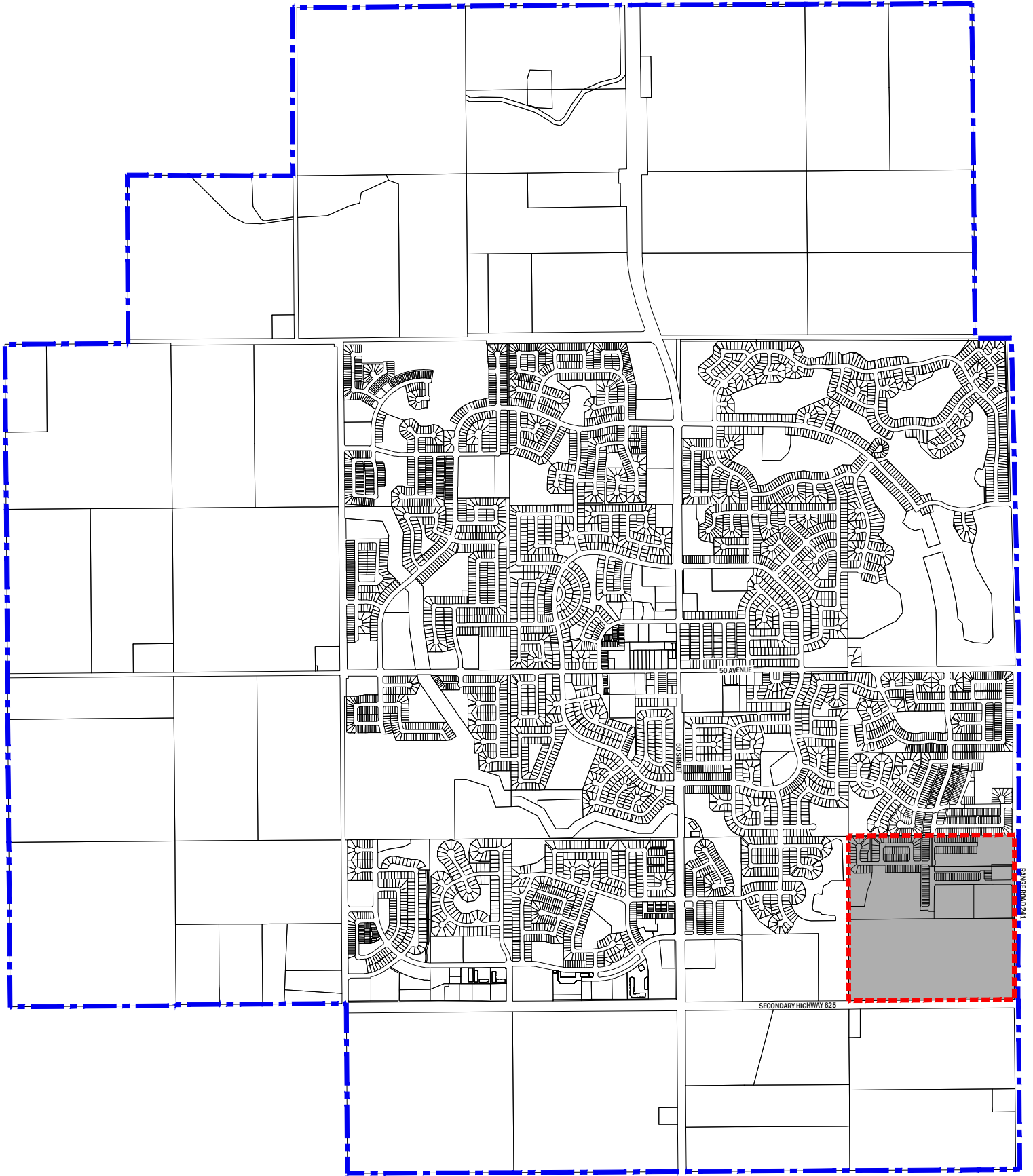
2.3.1 Existing Topography

The topography of the lands is gently rolling, primarily sloping towards the central west side of the Plan Area. Elevations vary from approximately 725m to 715m. Surface drainage generally runs towards the west, sloping away from Highway 625 and Range Road 241 to the central west side of the Plan Area.



2.3.2 Geotechnical Characteristics

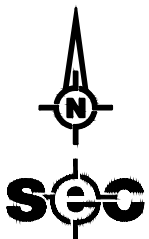
Hoggan Engineering & Testing (1980) Ltd. conducted a geotechnical investigation for the Azur neighbourhood and concluded that the lands are generally suitable to accommodate future urban development. The report noted that the groundwater table levels were low to high throughout the site and attempts to lower the water table were recommended. The soil consists primarily of surficial topsoil or organic clay material, followed by medium plastic lacustrine clay and/or medium plastic clay till. It was recommended that all topsoil and organic soil be stripped away for landscaping purposes only.

CT & Associates Engineering Inc. conducted a geotechnical investigation on the south half of the Plan Area. Based on the encountered soil and groundwater conditions, the lands are considered a good site geotechnically for the proposed development within the south half of the Plan Area.



LEGEND

-  Municipal Boundary
-  Area Structure Plan Boundary



LOCATION

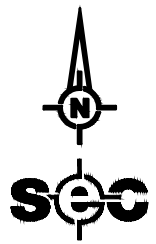
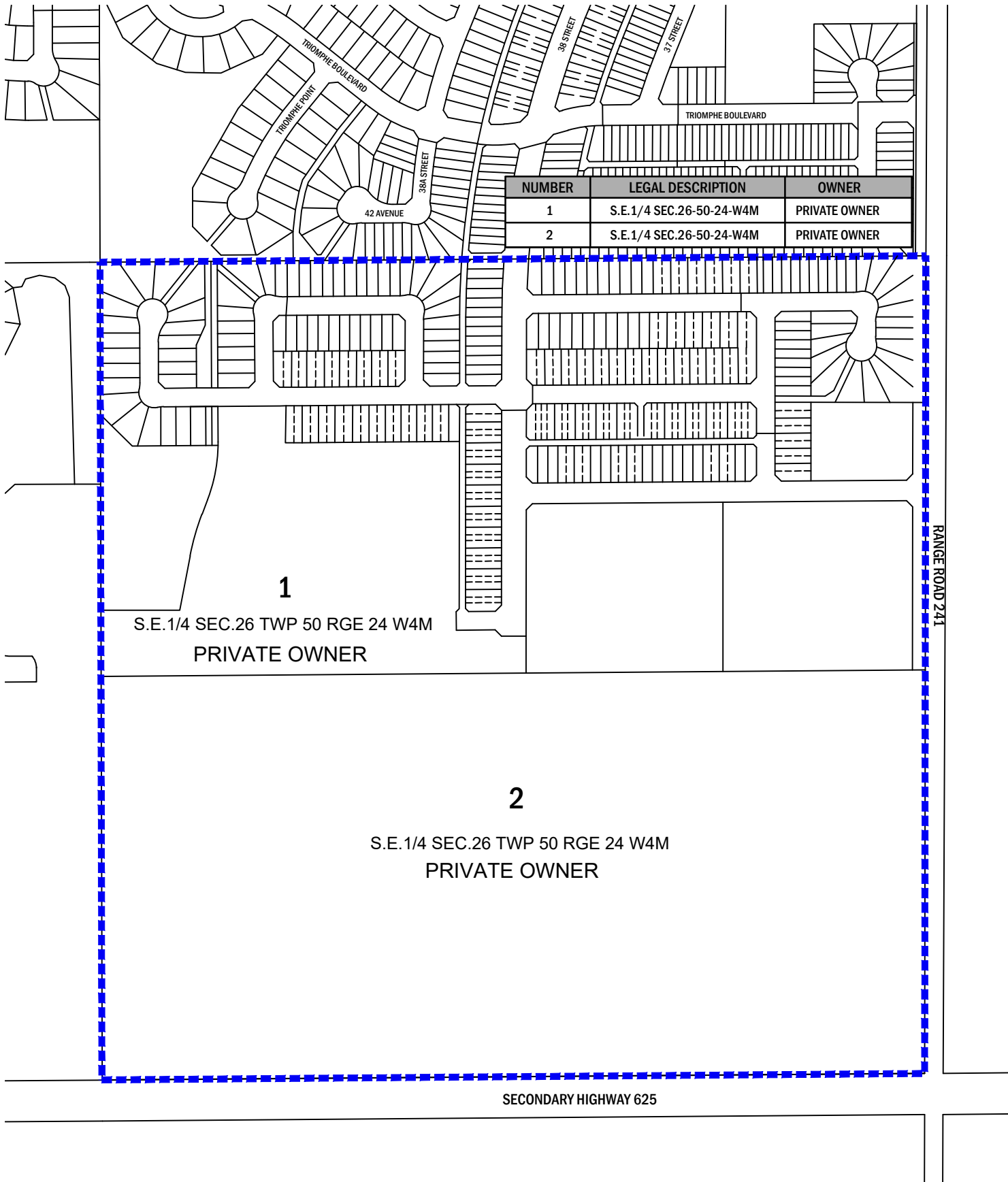


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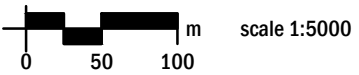
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FIGURE 1



OWNERSHIP



LEGEND

■ ■ ■ ■ ■ Azur Neighbourhood Boundary

AZUR
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2.3.3 Existing and Adjacent Land Uses

The Plan Area is cultivated for agricultural purposes and has residential being developed in alignment with Beaumont's Municipal Development Plan (MDP), Map 9 Land Use Concept. The Plan Area is adjacent to the Triomphe Estates Plan Area to the north (which consists of residential land uses) and the Beau Val Park/Beaumont Lakes South Plan Area to the west (which consists of residential, commercial, and mixed-use land uses).

2.3.4 Existing Transportation Routes and Connections

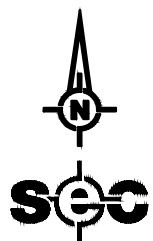
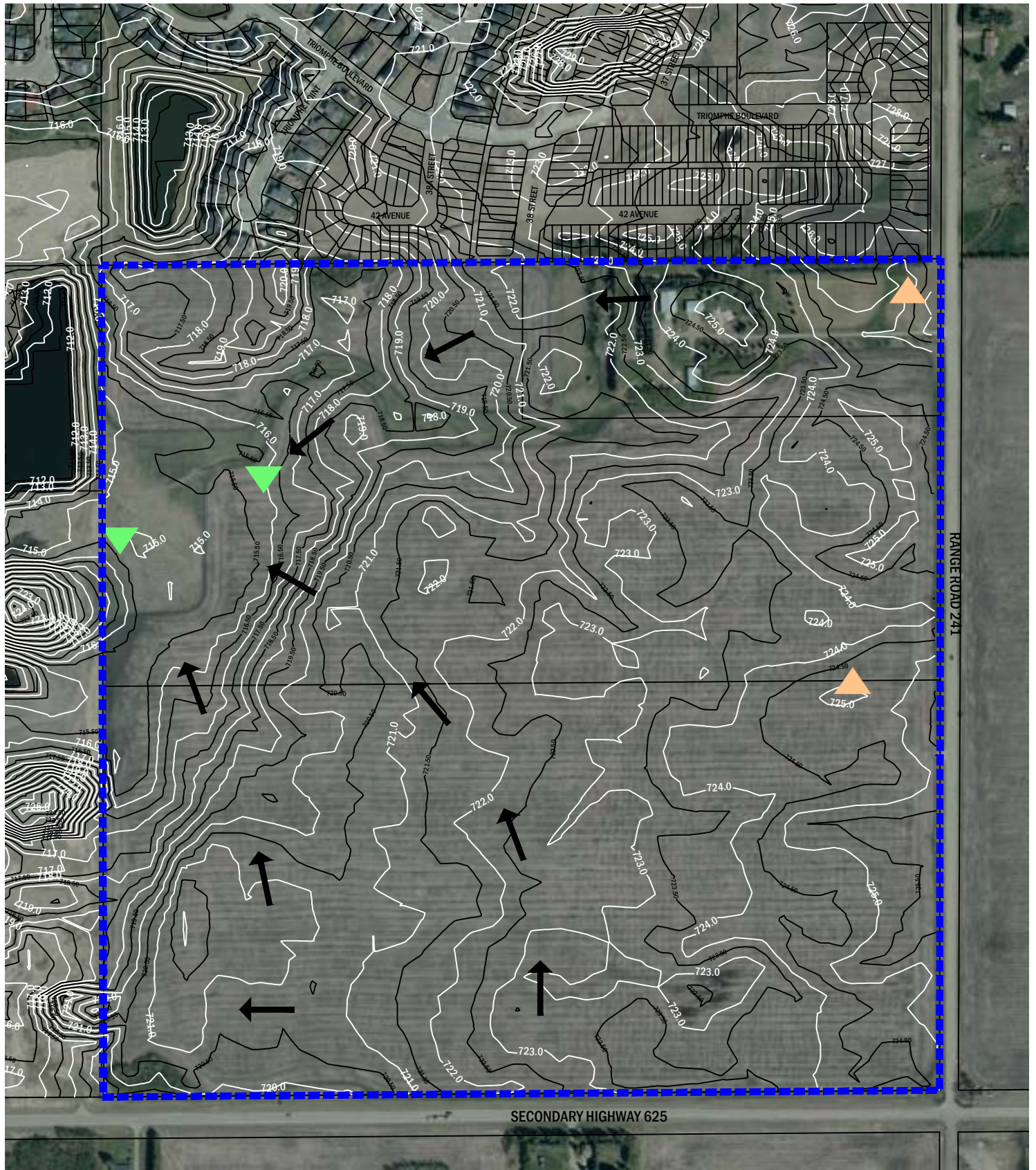
Highway 625 is a "high-load" corridor and a major transportation route to Leduc County and the Nisku Industrial Business Park that is anticipated to be widened in the future. The highway has regional significance to the Edmonton region, as indicated in Beaumont's Municipal Development Plan. Range Road 241 is a two-lane arterial roadway along the eastern boundary of Beaumont, built to a rural standard. Beaumont's Municipal Development Plan plans for a future collector roadway connecting the Plan Area to adjacent neighbourhoods: Beau Val Park/Beaumont Lakes South and Triomphe Estates to the west and north respectively. The Plan Area is also connected to these neighbourhoods through pedestrian connections, such as multi-use trails and pedestrian linkages, and stormwater management facilities.

2.3.5 Site Features and Considerations

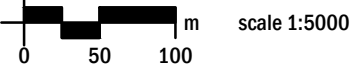
Figure 3 outlines the site features within the Plan Area, including utility rights-of-ways, topography and existing buildings. No historic resources or abandoned wells were identified by Alberta Culture and Tourism or the Alberta Energy Regulator, respectively in the Plan Area.

2.3.6 Existing Infrastructure

The existing north neighbourhood (Triomphe Estates) allow service tie-ins for parcels located in Azur north. Beau Val Park/Beaumont Lakes enable parcels in Azur south to be serviced for both water and sanitary. Stormwater in the Plan Area will discharge into the Beau Val Park/Beaumont Lakes South's stormwater management system, which ultimately discharges into Leblanc Drainage Canal.





EXISTING SITE FEATURES



LEGEND

-  Azur Neighbourhood Boundary
-  0.5m Contour Intervals
-  Drainage Direction

-  High Point
-  Low Point

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FIGURE 3

3.0 Land Use

3.1 Land Use Concept

The Azur ASP is intended to be primarily residential, connecting the Triomphe Estates and Beau Val Park/ Beaumont Lakes South neighbourhoods. The land use concept follows Beaumont's Municipal Development Plan and the Edmonton Metropolitan Region Growth Plan's directives for developing greenfield areas as a compact and contiguous neighbourhood by offering a variety of residential housing types, at varying densities **(See Figure 4)**.

Commercial sites are incorporated into the ASP area to support a complete community by offering neighbourhood focal points and pedestrian-friendly meeting places in highly accessible locations along collector roadways to provide day-to-day services.

3.2 Vision

The general intent for the Azur ASP is established through the following vision:

"The Azur neighbourhood is a safe, walkable, complete community in Southeast Beaumont. The neighbourhood encourages walkability through safe and attractive routes, supports a variety of housing choices, and provides both employment and transportation options for all residents."

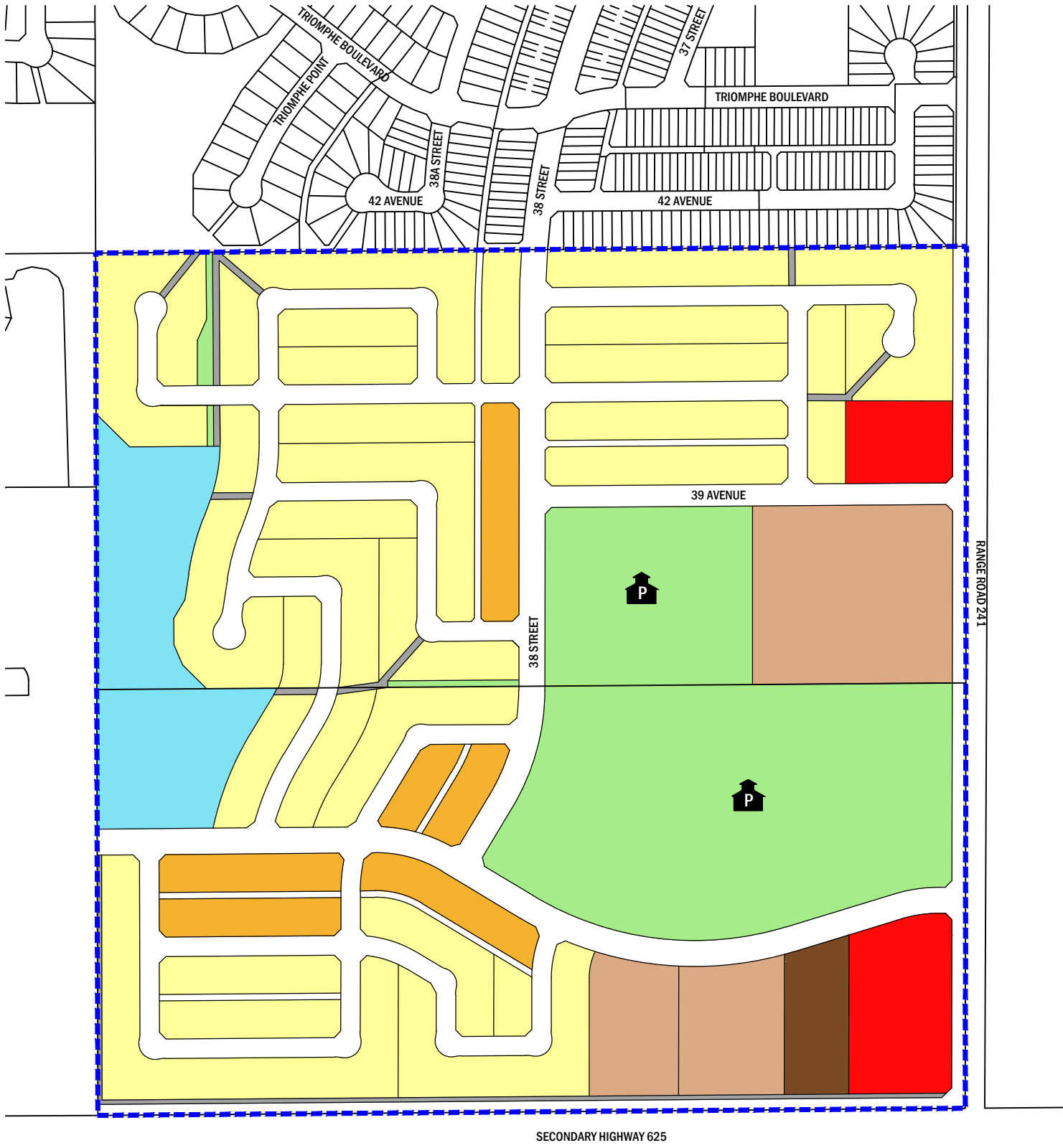
3.3 Guiding Principles

3.3.1 Inclusion and Diversity

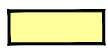

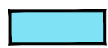







A community that can attract people from diverse backgrounds, ages, and abilities supports its long-term viability. This ASP strives to provide a diverse variety of housing options to allow for aging in place, attracting people of all backgrounds, and encourages a variety of different types of residential and local commercial developments. Gathering points are an important aspect of inclusion, as they provide the neighbourhood with a sense of place and community.

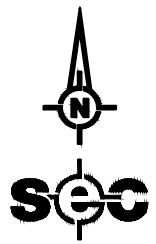
3.3.2 Responsible Development

The ASP area is connected and integrated with adjacent land uses and neighbourhoods. It provides varied and transitional land uses, maximizes public infrastructure, and promotes innovative, sustainable, and low-impact developments.

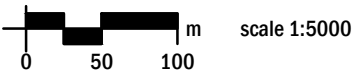


LEGEND

- | | | |
|--|--|--|
|  Low Density Residential |  High Density Residential |  Stormwater Management Facility |
|  Low/Medium Density Residential |  Commercial |  Public Utility |
|  Medium Density Residential |  Municipal Reserve |  Azur Neighbourhood Boundary |
| |  School Site | |



LAND USE CONCEPT



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FIGURE 4

3.3.3 Connectivity

Healthy and vibrant communities provide a variety of transportation options that allow residents to move easily and efficiently. Beaumont's extensive open space system will connect to the Plan area's own system that encourages active transportation. Balancing the needs of various modes of transportation will support a well-connected community.

3.3.4 Safety and Accessibility

Developing a safe and accessible neighbourhood signifies that residents feel safe, secure, and confident in public spaces. Encouraging safe routes to neighbourhood gathering points, such as parks and trails, and barrier-free design where possible will provide a sense of security and accessibility in the community. Developments are also encouraged to utilize Crime Prevention Through Environmental Design principles when appropriate.

3.4 Land Uses

3.4.1 Urban Design Policies

- Developments should provide transitional uses of different densities, height, and massing.
- Encourage the use of contrasting and saturated colour palettes on roofs, trim, and decorative features.
- Encourage the design of collector roadway to include traffic calming measures to promote safety, walkability, and accessibility for all users.
- Design streets that are functional, safe, and can accommodate various modes of transportation.
- Safe and attractive pedestrian linkages should be provided to the greater open space system.
- Entry features and fencing shall be of a consistent style and colour.
- Introduce walkways and greenways to connect community focal points and destination areas.
- Landscaping and design should encourage Crime Prevention Through Environmental Design principles where possible.
- Commercial, high density residential, medium density residential, and school sites shall follow the Beaumont Urban Design Guidelines.
- Neighbourhood entrances and outdoor gathering spaces/focal points shall be designed to accommodate year-round activity.
- Development along major and minor collector roadways are encouraged to be street-oriented to provide natural surveillance.
- Utilize landscape design to create distinctive entrances for each neighbourhood that identifies a sense of place.



Contrasting and saturated colours shall be used to improve visual interest of streets year round.



Entrances to the neighbourhood will be designed with a high level of visual interest.



Street trees and on-street parking are examples of traffic calming techniques.



Pedestrian linkages will utilize CPTED principles to promote safety in the neighbourhood, Where possible.

3.4.2 Residential Uses

The majority of the land within the Azur neighbourhood is intended for residential uses. The Plan area will feature a mix of residential types such as: low density residential, medium density residential, and high density residential and encourage a mix of different residential types within the same block. By providing a variety of housing types, the Azur neighbourhood will promote a community that welcomes diverse lifestyles and people with opportunity to age in place.

Low Density Residential

Low density residential development shall be predominately single detached, semi-detached, and duplex dwelling units. Low density residential will include a variety of housing and lot sizes, appropriately transitioning from adjacent neighbourhoods.

Low-Medium Density Residential

Low-medium density residential development shall be predominately semi-detached, duplex or rowhouse dwelling units. The inclusion of single-family dwelling units may be permitted where appropriate without needing an ASP amendment. A mix of residential housing types within the same block is encouraged and will be incorporated where feasible.

Medium Density Residential

Medium density residential development shall be predominately multi-attached dwelling units, and apartment housing. Medium density residential development is generally found adjacent to collector roadways or activity nodes/neighbourhood amenities, such as commercial sites and schools, to promote a walkable, healthy community.

High Density Residential

High density residential development shall be apartment housing. There is one high density residential site planned within the Azur neighborhood. The high density residential site is strategically located along a collector road with an immediate connection to Range Road 241. This high-density residential site and its adjacent commercial site will have separate entrances to each parcel, and a shared access agreement may be needed to facilitate future vehicular accesses. High density residential development adjacent to low density residential shall incorporate design elements that soften transitions in scale and strive to protect light and privacy for adjacent residents including, but not limited to, building orientation, massing, landscaping, setbacks, parking, buffers and internal roads. High density residential development will support community services, aging in place, and be within walking distance to neighbourhood amenities including schools, parks, future transit, and major roadways to promote a walkable, healthy, and inclusive community.



Mixed residential areas help increase density without changing the lifestyle to which residents are accustomed. They also allow for a diverse population to reside in one neighbourhood, and provide visual interest to the street, as the building form will vary throughout the neighbourhood.



Landscaping should be considered in lanes to beautify and provide character to the space.



Low-rise apartments shall be designed with high-quality architecture according to the Beaumont Urban Design Guidelines, complementing surrounding developments.

3.4.2.1 General Residential Policies

- ❑ Residential shall follow the direction and requirements of the Land Use Bylaw.
- ❑ Residential densities shall meet the Edmonton Metropolitan Region Growth Plan’s targets of 35 dwelling units per net residential hectare for greenfield development.
- ❑ Provide a range of housing types and densities to meet the needs of different ages and income groups.
- ❑ A mix of residential dwelling types (single family, semi-detached, duplex or townhouse) is encouraged within each block to create a varied and more diverse streetscape.
- ❑ Development should be street-oriented along collector roadways to create a safe and walkable environment.
- ❑ Medium density residential and high-density residential sites shall be located within 400 meters of future transit opportunities.
- ❑ Medium density residential and high density residential may include limited ground floor commercial that are compatible with residential uses.
- ❑ Medium density residential should locate parking areas internal to the site, or underground where possible, to maintain safe pedestrian access.
- ❑ High density residential shall be street-oriented, and locate parking areas internal to the site, or underground.
- ❑ Appropriate transitions and buffers between high density residential and adjacent low density residential shall be provided through appropriate setbacks, setbacks, separation spaces, landscaping, and screening measures.
- ❑ Transitioning housing forms and densities from adjacent neighbourhoods and blocks by including a mix of different residential types within the same block where appropriate.



3.4.3 Commercial

Commercial development is intended to serve residents with goods and services. Commercial uses should be located along the arterial and collector roadway to take advantage of the access, visibility, and frontage opportunities. A potential right-out access from the south Commercial Site onto Range Road 241 may be considered, if in accordance with the City's General Design Standards, and will be confirmed at the time of subdivision or development permit.

3.4.3.1 Commercial Use Policies

- Commercial shall follow the direction and requirements of the Land Use Bylaw.
- Commercial sites shall be developed to provide a range of commercial and retail uses.
- Commercial sites shall be located on arterial and collector roadways to ensure good accessibility.
- Development should include pedestrian and cyclist connections between local commercial and residential areas.
- Parking areas should be located internal to the site or underground, where possible, to maintain safe pedestrian access.
- Appropriate transitions and buffers between commercial and adjacent residential uses shall be provided through appropriate setbacks, separation spaces, landscaping, and screening measures.
- Commercial developments shall incorporate the Beaumont Urban Design Guidelines in their design.



3.4.4 Open Spaces, School Sites and Greenways

As shown on Figure 5, one School site is identified in the ASP Area. The site is located centrally within the neighbourhood and adjacent to collector roadways. Greenways are located throughout the neighbourhood, providing accessibility, connections between open spaces, such as Stormwater Management Facilities, and supporting active transportation. The Plan Area proposes one Stormwater Management Facility located along the west side property line. This facility will provide additional connections to Beaumont's open space network, while providing an additional amenity to nearby residents.

A four-meter Public Utility Lot is included along the southwest boundary of the site. This 4-metre PUL will allow grading activities to not impact the lands to the west. While this area does not include a walkway connection, it will be landscaped and include storm infrastructure to capture any run-off. When development of Beaumont Lakes South proceeds, a similar 3-4m PUL could be provided to allow a future walkway connection to Secondary Highway 625.

A four-meter PUL is located along the south boundary of the ASP adjacent to HWY 625. This PUL is provided to protect for a future walkway corridor along HWY 625 should the ultimate design not be able to accommodate one. Future stages may reincorporate this PUL into the plan area if it is determined that it is not needed at the time of subdivision. Incorporation of this PUL into the residential lots will not require an ASP amendment and the walkway will be designed and constructed by the City. As part of the overall design of the neighbourhood, a noise attenuation berm may encroach into this PUL which will be reviewed and approved by the City at the time of detailed design.

The total area planned for the Open Space, School Sites, and Greenways (MR) is 12.03 hectares, which represents 19.43% of the gross area. Additional land designated for parks, open space, trails and schools that exceed the 10% of gross developable area required under the MGA shall be acquired by the municipality.

3.4.4.1 Parks, Greenways and Open Space Policies

- Trails and sidewalks should be incorporated into the open space network to provide safe and comfortable access for pedestrians and cyclists.
- Open spaces and park spaces should have public visibility through visual corridors and walkways.
- Parks and open spaces should be designed for year-round use.
- Provide connections to existing trails in adjacent neighbourhoods where possible. Location to be determined at subdivision.
- MDR, HDR and Commercial sites shall consider providing connection walkways to trails where possible.
- Greenways (MR) should be designed to incorporate low-impact development techniques and xeriscaping where possible.
- Trails shall incorporate design principles that increase safety and reduce crime, such as lighting, and landscaping.

3.4.4.2 School Sites Policies

- School sites should be designed to accommodate a variety of active and passive recreational uses.
- Promote street- oriented development nearby school sites.
- Promote the sharing of recreational facilities to maximize land use efficiency.

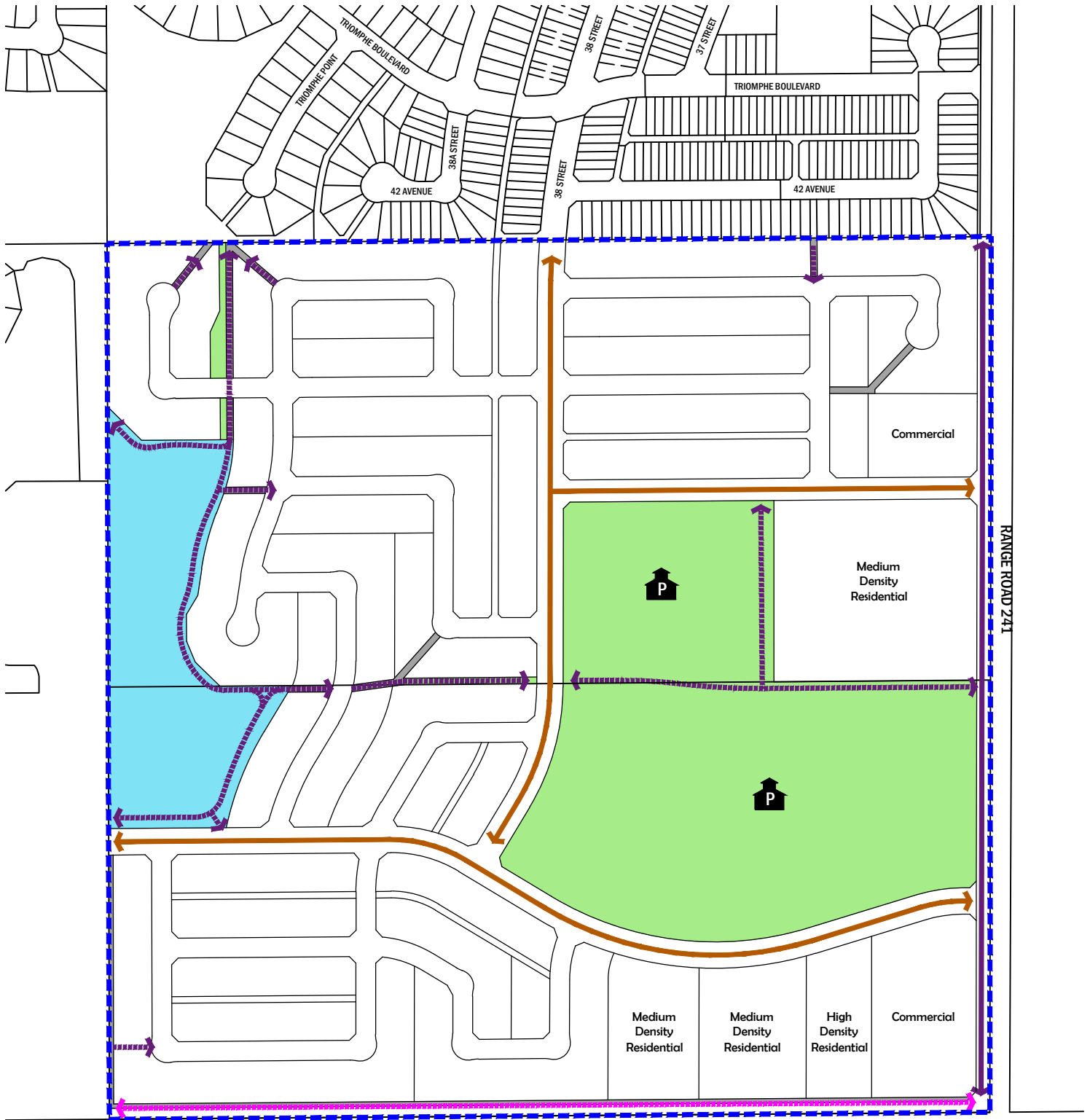
High quality designed entrance features will make parks and open spaces attractive to all residents.



The natural topography can be utilized in park design to maintain existing drainage flows and minimize costs.



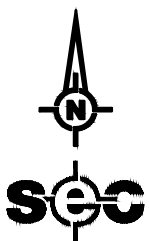
Safe and attractive places that are well connected will encourage residents to use active transportation as a mode of transportation.



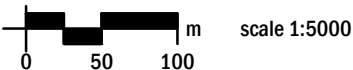
SECONDARY HIGHWAY 625

LEGEND

- Municipal Reserve
- Public Utility
- Stormwater Management Facility
- Key Sidewalk Connections
- Primary Trails
- Secondary Trails
- Potential Highway Trail
- Azur Neighbourhood Boundary



PARKS, OPEN SPACE AND SCHOOLS



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3.5 Development Statistics

Table 1: Land Use Statistics –ASP Overall

Land Uses	Ha	%	Units	%	Pop.	%
GROSS AREA	63.69					
Arterial Roadway	1.78					
Subtotal	1.78					
GROSS DEVELOPABLE AREA	61.91					
OTHER USES						
Public Utility Lot	0.74	1.20%				
Commercial	2.26	3.65%				
Parks, Open Space, Schools (MR)	11.94	19.29%				
Circulation (Collector & Local Road)	11.53	18.62%				
Stormwater Management Facility	3.78	6.11%				
SUBTOTAL – OTHER USES	30.25	48.9%				
RESIDENTIAL						
Low Density Residential	22.44	36.2%	628	56.7%	1,758	64%
Low to Medium Density Residential	3.16	5.1%	126	11.4%	352	12.8%
Medium Density Residential	5.24	8.5%	288	28.1%	518	20.6%
High Density Residential	0.82	1.3%	65	6.3%	117	4.7%
SUBTOTAL - RESIDENTIAL	31.66	51.1%	1,107	100%	2,745	100%

Units per net residential hectare – 35

Residential Density

Low Density Residential	28 units / hectare
Low to Medium Density Residential	40 units / hectare
Medium Density Residential	55 units / hectare
High Density Residential	80 units / hectare

Population Density

Low Density Residential	2.80 persons / unit
Low to Medium Density Residential	2.80 persons / unit
Medium Density Residential	1.80 persons / unit
High Density Residential	1.80 persons / unit

Table 2 : Student Generation

School	Elementary (K-6)	Junior High (7-9)	Senior High (10-12)	Totals
Public	208	104	104	416
Separate	107.5	53.75	53.75	215
Total	315.5	157.75	157.75	631

Student Generation:

23% of Total Population (2021 Federal Census)

Public: 66% of Students, Separate 34% of Students

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

4.0 Transportation and Servicing

4.1 Roadway Network Concept

The transportation network concept in the ASP intends to provide efficient vehicular, pedestrian, and future transit circulation, while connecting to the existing and planned roadway networks. A hierarchy of arterial, collector, and local roadways is intended to facilitate the efficient movement of vehicular traffic is shown on Figure 6.

4.1.1 Arterial Roadways and Highways

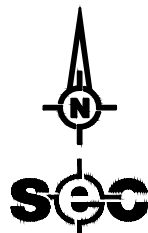
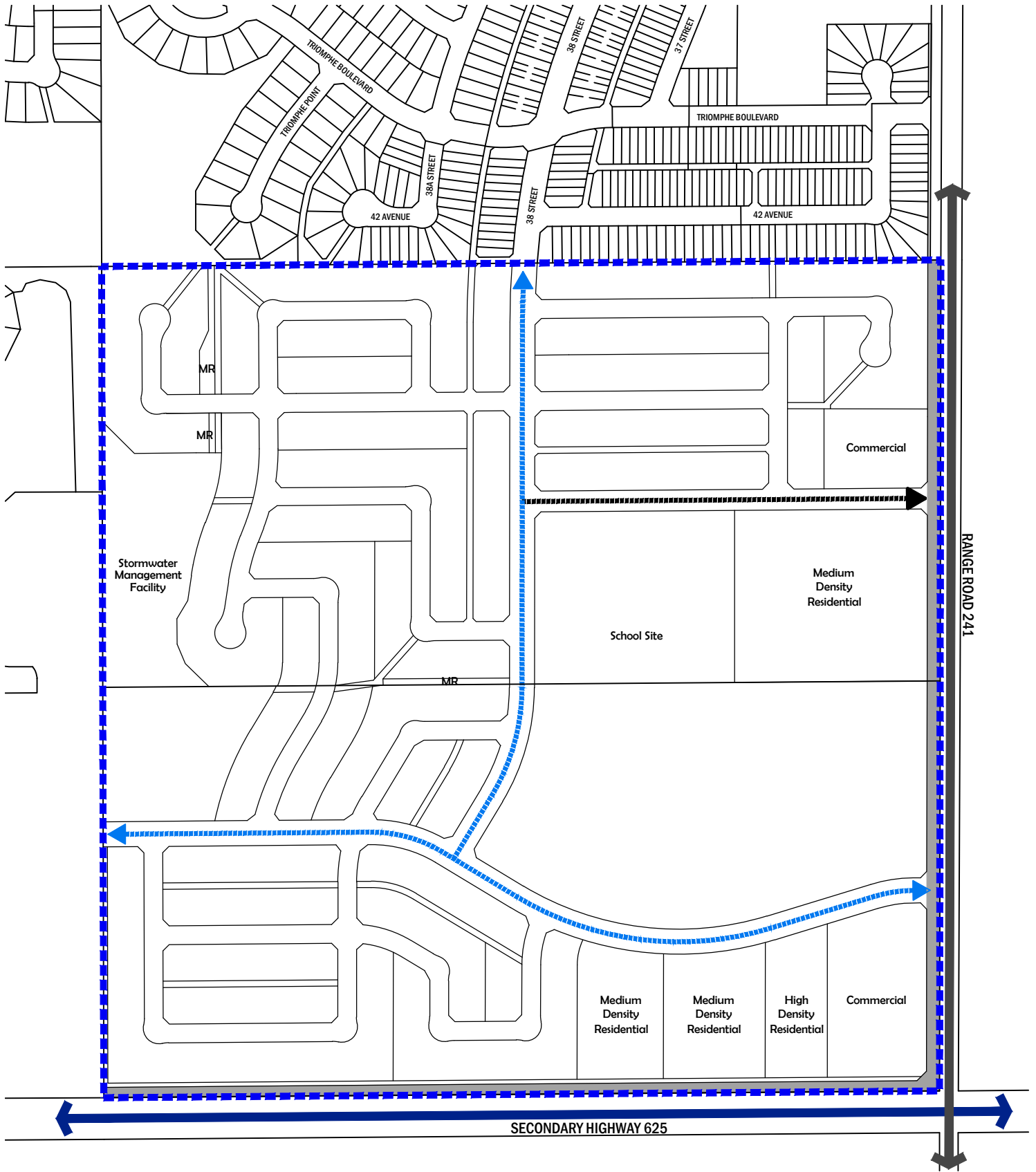
The ASP area is bounded by Range Road 241 and Highway 625. Collector roadway accesses have been planned onto Range Road 241. Range Road 241 facilitates the movement of intra and inter-municipal traffic, and collector roadway intersections will be designed to accommodate the projected traffic volumes. Noise attenuation will be developed along HWY 625 where residential lots back the HWY 625 corridor. The City of Beaumont has confirmed that a variance to the required maximum 55 dBA, will be relaxed to 60dBA as per the Noise Impact Assessment completed by Acoustical Consultants Inc. (ACI) in 2025. Exact requirements will be confirmed at the time of subdivision and detailed design.

4.1.2 Internal Roadway Circulation

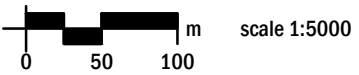
The Plan Area's internal roadway circulation includes major collector, minor collector, and local roadways. The collector roadway network provides efficient and convenient internal/external accesses, with major collector roadways connecting to existing and proposed major collector roadways. Minor collector roadways connect the major collector roadway to Range Road 241, providing access to the nearby highway system. Local roadways offer safe and convenient access throughout the neighbourhood. They maintain a limited role in the overall movement of traffic.

4.2 Active Transportation

The trails identified within this ASP, Figure 5, will encourage alternative modes of transportation than the automobile through an efficient and continuous network of sidewalks and pathways. The trail network will connect to focal points internally, such as stormwater management facilities, schools, and local commercial services, as well as externally through Beaumont's open spaces network.



ROADWAY NETWORK



LEGEND

- Roadway Widening
- Major Collector Roadway
- Minor Collector Roadway
- Arterial Roadway
- Highway Roadway
- Azur Neighbourhood Boundary

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4.3 Servicing

The overall sanitary, stormwater and water servicing concepts are shown on Figures 7, 8 and 9.

4.3.1 Sanitary Servicing

The on-site sanitary network will follow the internal roadway alignments and associated public utility lots. The Plan Area will be serviced by connecting to the existing sanitary trunk nodes (375mm) to the north, ultimately discharging into the Triomphe Estates Subdivision system. The size of sanitary mains and detailed sanitary flow analysis are provided in the detailed neighbourhood servicing report.

4.3.2 Stormwater Servicing

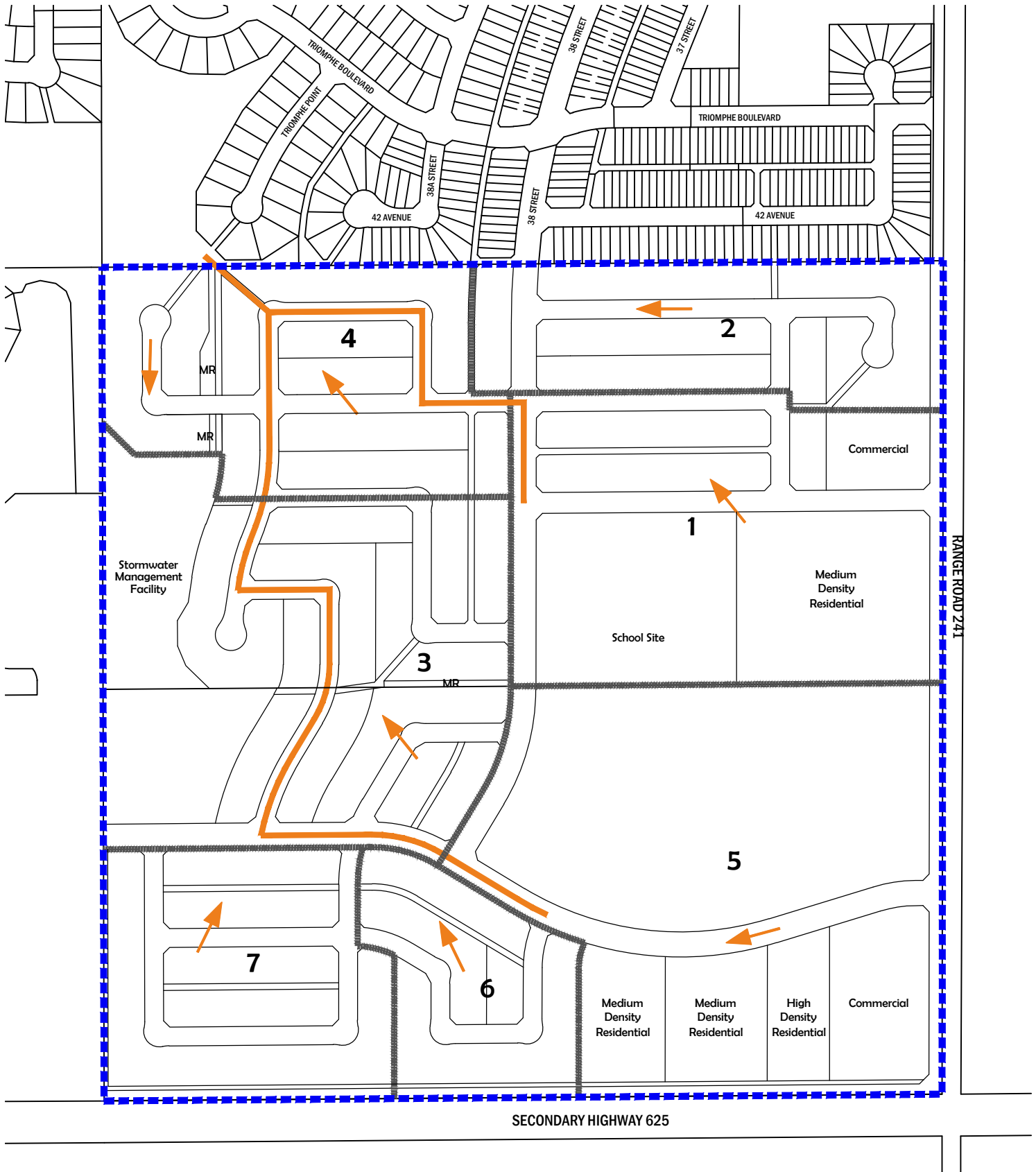
One large stormwater management facility (SWMF) is proposed to be located along the western property line, with an approximate size of 3.78 hectares. The basin area includes 7.06 ha from Triomphe Estates and 4.14 ha from Range Road 241 as per the Neighbourhood Servicing Report and amendments. The SWMF was designed to accommodate the entire Plan Area with control structures to restrict the discharge rate into Beaumont Lakes South's SWMF. This was done to accommodate the outflow to prevent overwhelming SWMFs downstream. The location of the SWMF was strategically placed to take advantage of the site's natural topography and drainage patterns. Further stormwater analysis was provided in the amended detailed servicing report in 2022. The SWMF as proposed in the ASP does not conform to the 30% street frontage as outlined in the GDS. A variance to the GDS will be pursued at subdivision.

4.3.3 Water Servicing

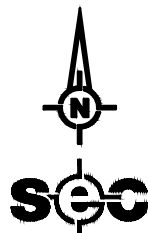
The subject site's water system will be supplied by existing water mains located in the Beaumont Lakes South and Triomphe Estates Subdivision systems. The existing watermains will be extended to service and loop within the Plan Area. Servicing will be designed to provide peak and fire flows for residential, commercial, and mixed-use developments. A Hydraulic Network Analysis has been provided to describe the water network in detail.

4.3.4 Servicing Policies

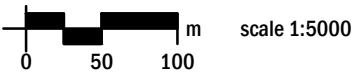
- Sanitary and stormwater servicing shall be provided in accordance with Beaumont's General Design Standards and the supporting Neighbourhood Servicing Reports and amendments.
- Water servicing shall be provided in accordance with Beaumont's General Design Standards and the supporting Hydraulic Network Analysis.
- Low impact development principles related to stormwater management facilities shall be implemented wherever feasible, such as naturalizing the stormwater management facility, and vegetated swales.
- Shallow utilities shall be extended into the plan area as required.



SECONDARY HIGHWAY 625



SANITARY SERVICING



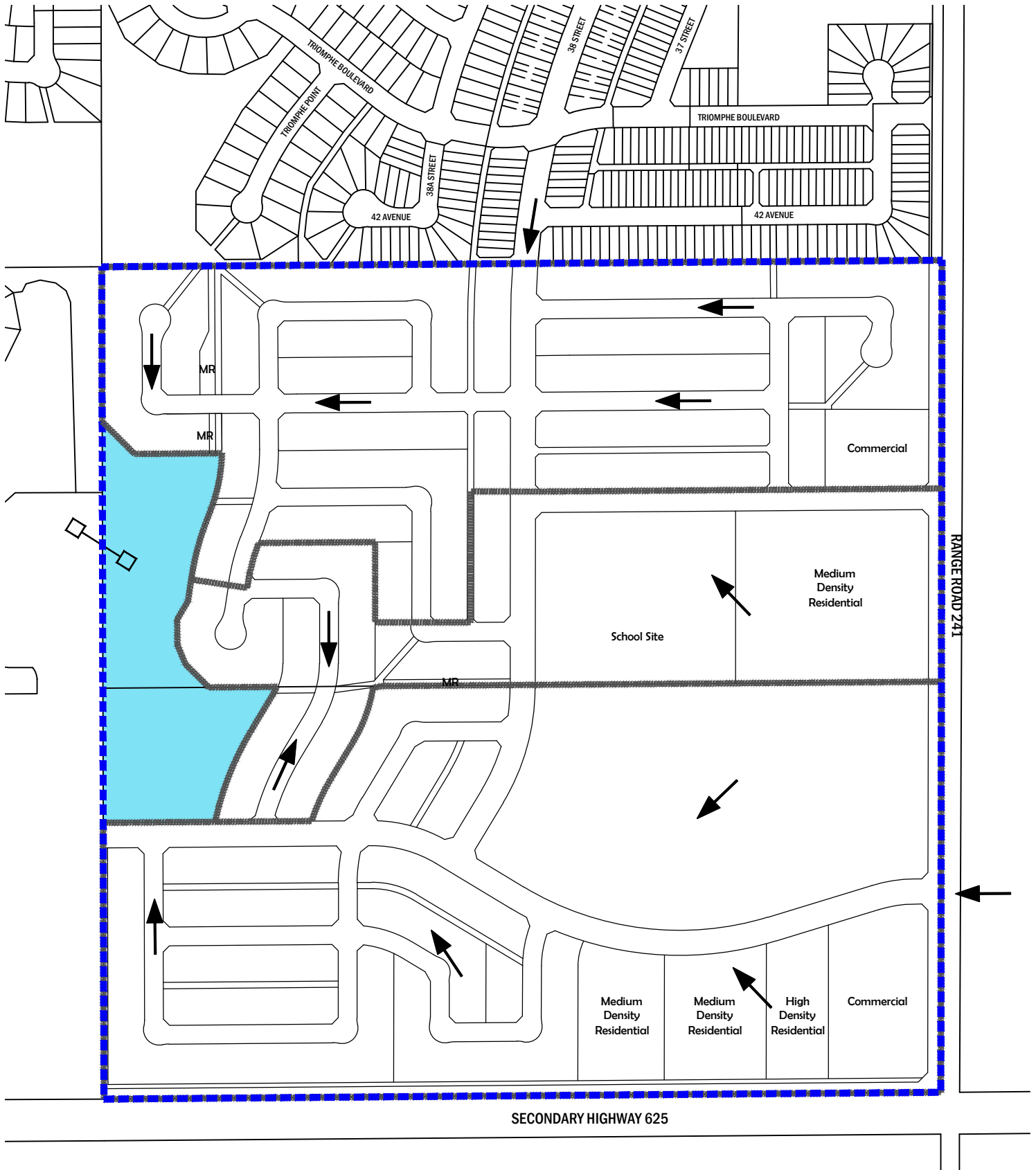
LEGEND

- Sanitary Trunk
- Basin Boundary
- Direction of Flow
- # Basin Number
- Azur Neighbourhood Boundary

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119-24013-03-PRF007.DWG
Jurinic March 26, 2025

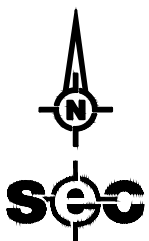
FIGURE 7



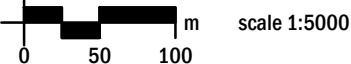
SECONDARY HIGHWAY 625

LEGEND

- Stormwater Management Facility
- Direction of Flow
- Basin Boundary
- Interconnecting Pipe
- Azur Neighbourhood Boundary



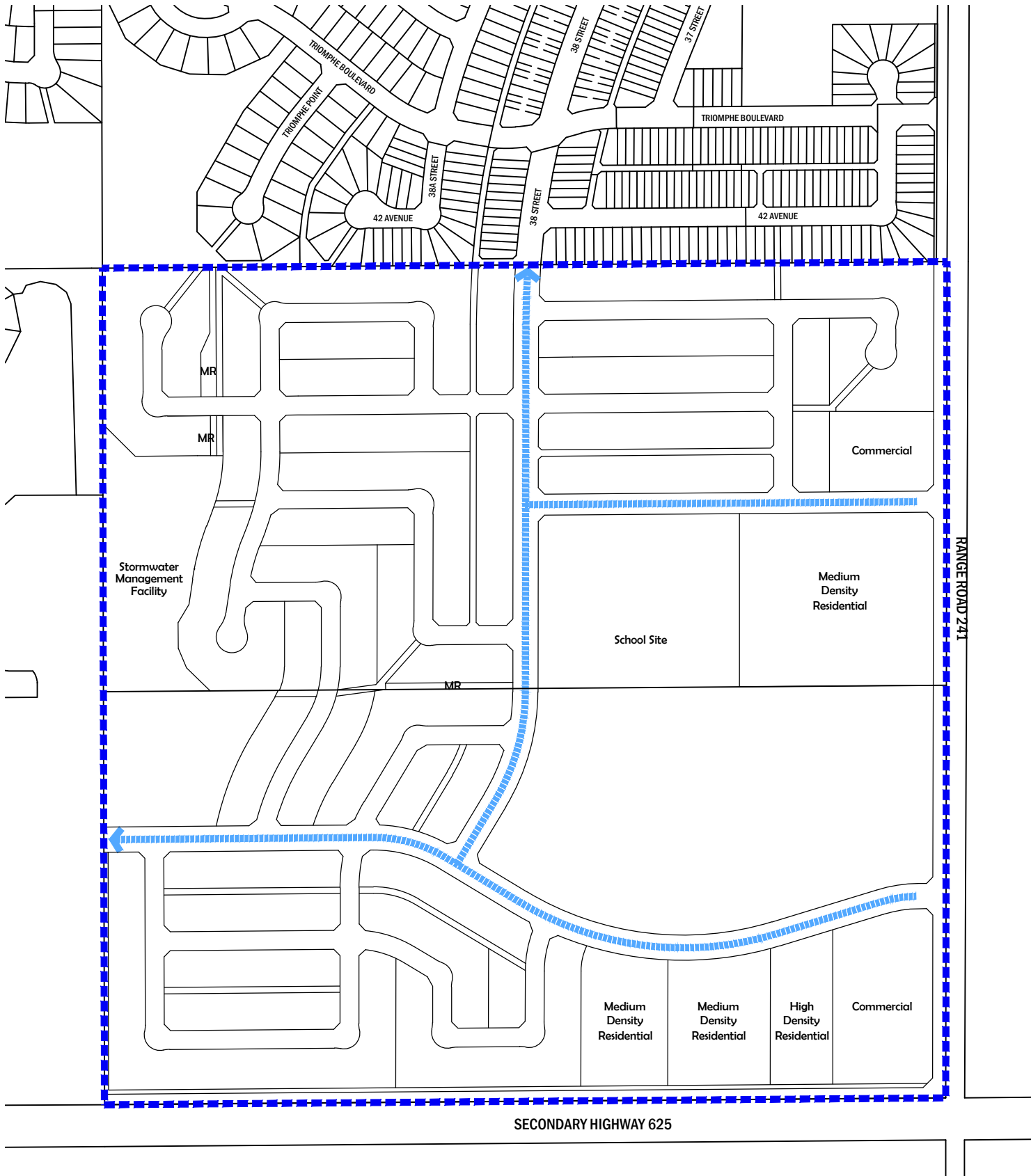
STORMWATER SERVICING





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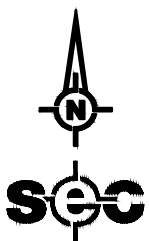
119-24013-03-PRF008.DWG
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FIGURE 8

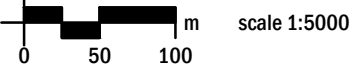


LEGEND

-  Major Water Main
-  Azur Neighbourhood Boundary



WATER SERVICING



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119-24013-03-PRF009.DWG
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FIGURE 9

5.0 Implementation

5.1 Development Staging

The development and construction of land will generally progress south from Triomphe Estates along 38th Street into the Azur neighbourhood. A general staging direction concept is shown on Figure 10.

5.2 Redistricting and Subdivision

Lands within the ASP have been districted to a mix of Conventional neighbourhood (CN), Integrated Neighbourhood (IN), and Commercial (C) districts to match the land use designation in the ASP. The December 2024 amendment will concurrently redistrict lands to Integrated Neighbourhood (IN) and Commercial (C) districts to align with the updated development pattern.

5.3 Amendment Process

Policies, texts, and mapping information found within the Azur ASP may be amended from time to time, in order to respond to broader or more specific issues affecting the plan area. Any amendments made shall be in accordance with the Municipal Government Act, Municipal Development Plan, and all other applicable bylaws, policies, and procedures in Beaumont.

5.4 Summary of Consultation

5.4.1 Pre-Application Meeting

A Technical Advisory Group meeting was held on April 28, 2017, with Beaumont's administration. This meeting involved relevant review agencies and civic departments. The purpose of this session was to determine the technical requirements, technical constraints, and level of report details required.

5.4.2 Stakeholder Consultation

Letters were sent out to stakeholders in the Plan Area on May 17, 2017. Three landowners contacted Invistec Consulting, inquiring information on what a plan meant to their land.

Notification regarding the Area Structure Plan amendment was circulated to adjacent landowners in February 2025. Landowners received a copy of the summary of ASP amendment changes and a copy of the land use concept.

5.4.3 School Divisions

Consultation with the Black Gold Regional Division (BGSD), STAR Catholic School Division (STAR), and Conseil Scolaire Centre-Nord (CSCN) were held in May 2017 to discuss each Division's requirements and current needs. Meeting minutes were provided to Beaumont and each Division based on these discussions.

The City of Beaumont, with the support of the BGSD and STAR, have acquired municipal reserve through subdivision within Beaumont to enable the development of two high schools. The December 2024 ASP amendment reflects the updated school site parcel. In addition, a concurrent redistricting application has been submitted to facilitate future land use on the school site parcel.

5.4.4 Public Engagement on Land Uses

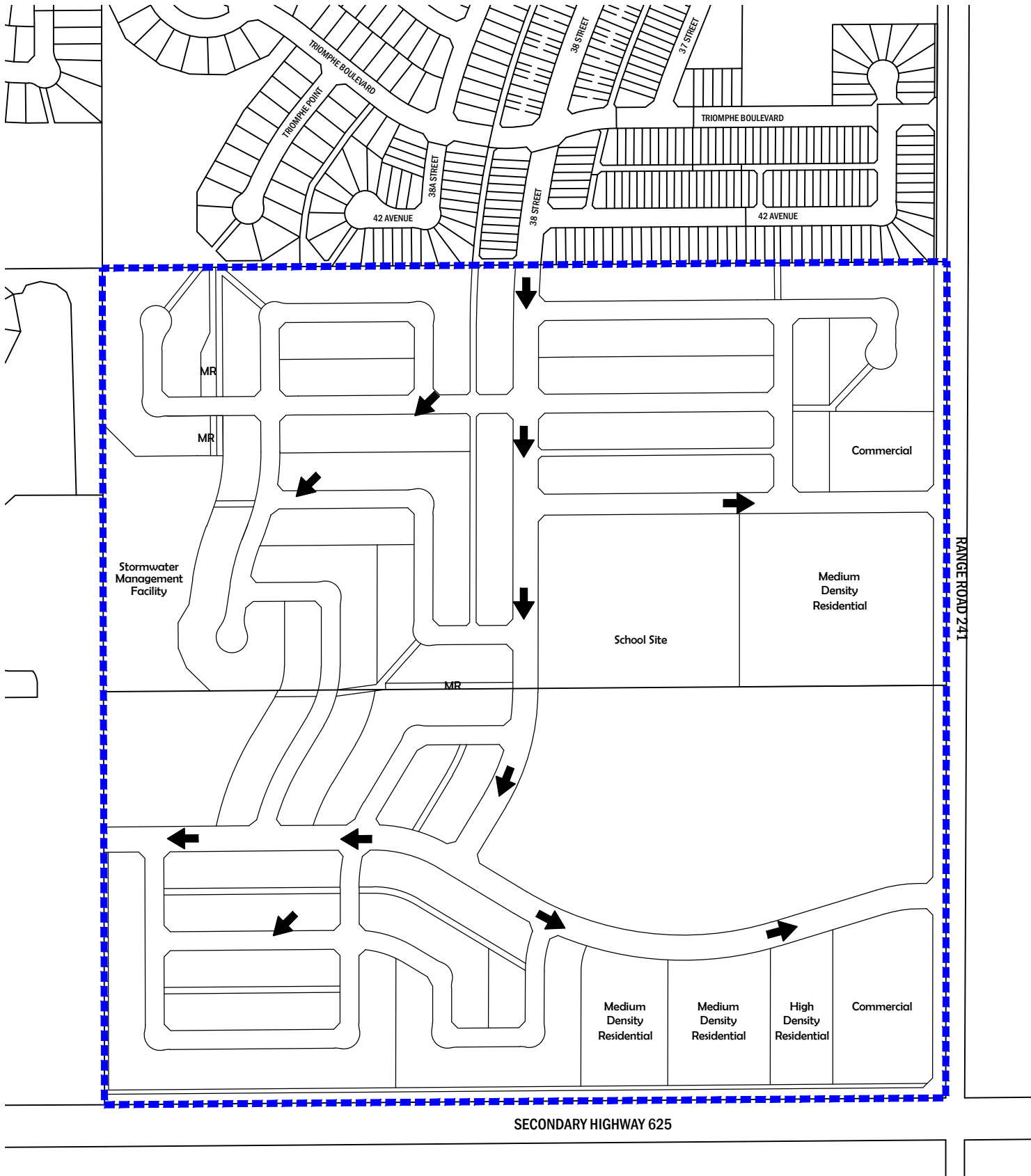
A survey was advertised through the classified sections of the Beaumont News, Leduc County Market, Devon Dispatch, and the Leduc Rep for two weeks from May 29 to June 12, 2017. The purpose of the survey was to receive feedback on what residents would like to see in the Plan Area in terms of land uses. A total of one response was received.

Some of the key components that the residents believe should be incorporated into this neighbourhood include connecting neighbourhoods together, access onto Highway 625, new community facilities, and a mix of different housing forms. The resident supported large lot single-detached, small lot single-detached, semi-detached, multi-dwelling units, and low-rise apartments. They would like to see small scale retail and/or commercial development in this community that were located along highway corridors and arterial roadways.



5.4.5 Public Open House

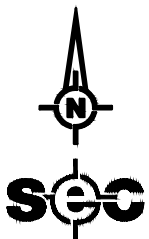
A Public Open House was held on February 8, 2018, in the lobby of the Ken Nichol Regional Recreation Centre. The purpose of the open house was to provide stakeholders and residents an opportunity to learn about the proposed plan, and to voice their interest, comments, concerns, and/or support regarding the plan. Thirteen residents formally signed in at the open house, however the location of the open house attracted the interest of residents passing through who stopped and asked questions as well. Most attendees commented about the school sites, with some desiring a francophone school, while others desiring a high school. Other attendees inquired about the timeline of the plan area, the connectivity of The ASP with Beaumont's open space network, and the density of the neighbourhood. One formal feedback form was returned, who mentioned that there needed to be more green spaces, natural areas, and small parks.

As confirmed by the City of Beaumont, no public engagement was required as part of the 2024 ASP amendment.

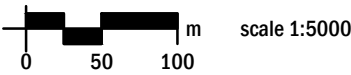


LEGEND

-  Future Staging Direction
-  Azur Neighbourhood Boundary



STAGING PLAN



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6.0 Policy Context

6.1 Edmonton Metropolitan Region Growth Plan

The Edmonton Metropolitan Region Growth Plan is a comprehensive and integrated policy document that provides its members a framework for planning their growth in relation to the regional context. The purpose of the Growth Plan is to provide guidance on how to grow responsibly through compact and contiguous development. The following guiding principles provide a guide for growth with a forward-thinking vision:

- Collaborate and coordinate as a Region to manage growth responsibly
- Promote global economic competitiveness and regional prosperity
- Recognize and celebrate the diversity of communities and promote an excellent quality of life across the Region
- Achieve compact growth that optimizes infrastructure investment
- Ensure effective regional mobility
- Ensure the wise management of prime agricultural resources
- Protect natural living systems and environmental assets

Edmonton Metropolitan Region Growth Plan	Azur ASP
Economic Competitiveness and Employment	
<p>Policy 1.2.1 – An adequate supply of lands shall be identified and protected by member municipalities to accommodate the employment projections in Schedule 1 and provide a variety of employment types and support economic diversification.</p> <p>Policy 1.2.6 - Employment growth outside of major employment areas will be accommodated by: a. supporting the designation and growth of local employment areas, generally in accordance with Schedule 3B, for locally relevant business and economic activities to support complete communities and strive for a diversified tax base.</p> <p>Policy 1.4 - To improve housing diversity in the Region, market affordable and non-market housing will be</p>	<p>The land use concept incorporates commercial and mixed-use opportunities to provide employment and services to the residential community. Despite removing the Mixed-Use land use concept, opportunities to develop mixed-use sites exist through the Land Use Bylaw’s Commercial (C) District’s discretionary ability to permit Dwelling Units within land zoned Commercial.</p> <p>Under the Municipal Development Plan, the Azur ASP is designated as primarily residential. Incorporating local commercial opportunities into the land use concept supports a diversified tax base.</p>

<p>planned and developed within close commuting distance to major employment areas and within centres, appropriate to the level of service and amenities identified in Table 1A-C.</p>	<p>The land use concept provides a range of housing types from low to medium density residential. Both low density residential and low-medium density residential areas shown within Figure 5 – Land Use Concept allow for single family, semi-detached or row housing units however, low density residential will primarily include single family and semi-detached and low – medium density residential will primarily include semi-detached and rowhouse units. The land use is flexible to market conditions and will provide housing choices to residents. Standalone medium and high-density residential sites are also found in the ASP Plan area.</p>
<p>Natural Living Systems</p>	
<p>Policy 2.2.3 - All development shall be required to comply with all applicable provincial and federal acts, regulations and guidelines with respect to water quality, flood plains and hazard management.</p> <p>Policy 2.3.1 - The planning, design and construction of new development and infrastructure in greenfield areas and built-up urban areas will incorporate low-impact development and green building practices.</p>	<p>A Biophysical Assessment and associated applications were completed and accepted by the Province of Alberta.</p> <p>Naturalized stormwater management facilities and low impact development were incorporated into the plan where possible.</p>
<p>Communities and Housing</p>	
<p>Policy 3.1.4 - In the metropolitan area, greenfield areas will be planned and developed as complete communities that:</p> <ul style="list-style-type: none"> • Are compact, contiguous, and incorporate a mix of uses, • Are accessible and age-friendly, • Provide a diversity of housing options in terms of density and built form, • Achieve the minimum greenfield density, in accordance with Schedule 6, • Incorporate an interconnected street network and urban form to support active transportation, • Integrate local services, amenities, institutional and commercial uses with residential 	<p>This ASP was designed as a compact and contiguous neighbourhood with a mix of compatible uses. Through new land uses, a diversity of housing options that respond to the needs of the market can be developed to achieve the minimum greenfield density. Low, medium, and high density residential create housing at various price points, supporting an accessible and age-friendly neighbourhood. The Plan Area is connected to the neighbourhoods to the north and west, as well as the greater open space network. Local amenities, such as school sites, and a local commercial sites, are located throughout the neighbourhood to support walkability within the neighbourhood. Medium and High density residential is generally planned along the collector roadways, a future</p>

<p>development, within buildings and/or within a five-minute walk (400 meters),</p> <ul style="list-style-type: none"> • Incorporate higher density uses along existing and planned transit corridors and at major transit stations, and • Provide high quality parks, trails and open spaces. <p>Policy 3.2.1 - Housing will be planned and developed to address the changing demographics in the Region by including housing that offers a diversity of types, forms and levels of affordability to support a variety of lifestyle options, income levels and to meet the needs of all residents.</p>	<p>transit corridor. Further, both medium and high-density residential areas are within walking distance (400m) to a collector roadway.</p> <p>A variety of housing types and styles are proposed and supported though the land use concept. The ASP incorporates low, medium, and high density residential that will provide an additional alternative residential housing type.</p>
<p>Integration of Land Use and Infrastructure</p>	
<p>Policy 4.1.4 - Non-residential uses including commercial, retail, and institutional uses in built-up urban areas and greenfield areas will be planned and developed in a compact form to reduce auto dependency, enhance connectivity and create vibrant mixed-use areas with onsite or adjacent residential uses to meet the needs of the local community.</p> <p>Policy 4.3.2 - Greenfield areas will only be considered for development in locations that meet all of the following criteria:</p> <ul style="list-style-type: none"> • Are part of an existing urban community, and • Are contiguous to planned areas approved through a statutory plan or are adjacent to existing or planned infrastructure or support the logical and orderly extension of infrastructure. <p>Policy 5.2.3 - Active transportation networks and facilities will be integrated into transportation and land use planning to provide safe, comfortable and reliable travel for pedestrians and cyclists within greenfield areas and built-up urban areas, and provide nonmotorized linkages to transit services, adjacent neighbourhoods and employment and recreational destinations, where applicable.</p>	<p>Commercial sites are planned within the neighbourhood that will help to reduce auto dependency. These sites are located near medium density residential sites and are connected by regional pathway systems. They are also located along collector roadways, supporting future transit opportunities.</p> <p>The ASP is located within Beaumont’s boundary and is designated for future residential in Beaumont’s Municipal Development Plan. It will provide connections to the existing residential neighbourhoods to the north and west, completing the major collector roadway around Beaumont. The first stages are immediately adjacent to Triomphe Estates, which is currently developing directly north. This will logically extend built infrastructure, rather than extending infrastructure from the west.</p> <p>Greenways and multi-use trails are incorporated into the Plan Area and are interconnected with the greater open space system in Beaumont. The proposed trails are incorporated into the existing open spaces network, linking residents to local and external amenities. Density is planned along the major collector roadway, a future transit corridor,</p>

<p>Policy 5.3.1 - The locations, types, scale and built form of residential, commercial, institutional and industrial uses will be planned and developed to optimize the use of transportation infrastructure to ensure efficient, convenient and safe movement of people and goods.</p> <p>Policy 5.7.1 - Minimum greenfield density shall be used and interpreted as follows:</p> <ul style="list-style-type: none"> all area structure plans proposed and approved after this Plan comes into effect shall comply with the required minimum greenfield density in accordance with Schedule 6. 	<p>while also providing residents with employment opportunities within the neighbourhood.</p> <p>Commercial and high-density development have been concentrated along collector roadways to optimize on transportation infrastructure and promote nonmotorized linkages. They also provide higher accessibility to future transit opportunities.</p> <p>The Azur ASP has a planned density of 35 units per net residential hectare, which meets the minimum greenfield density set out in Schedule 6.</p>
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6.2 Municipal Development Plan

Beaumont’s Municipal Development Plan Bylaw 486-98, under which this ASP was initially prepared, was adopted on September 23, 1998. The MDP is a guide to future development in Beaumont, intended to anticipate future land use requirements in Beaumont and provide policy direction for its long-term growth and development. The Plan is organized by six key focus areas:

- Communication/Citizen Engagement
- Complete Community
- Fiscal & Asset Management
- Community Identity
- Economic Identity
- Economic Development
- People Services

Municipal Development Plan	Azur ASP
Development Strategy	
<p>Policy 5.2.1 - Development in residential, commercial and business park areas shall be subject to an Area Structure Plan prior to consideration for redistricting and subdivision.</p>	<p>The land use concept incorporates commercial opportunities to provide employment and services to the residential community.</p> <p>The Azur ASP meets the density target of 35 du/nrha as required for this Priority Growth Area.</p>

Policy 5.2.2 - In addition to the requirements of the Municipal Government Act, new Area Structure Plans shall address through policy:

- How minimum residential density targets for Priority Growth Area Ce (25-35 du/nrha) established by the Capital Region Growth Plan will be achieved across the plan area,
- The provision of a mix of land uses in a compact built form, including a mix of residential and employment uses to support the creation of complete communities and active transportation,
- The incorporation of innovative and sustainable development standards where feasible to achieve compact development
- The incorporation an interconnected street network and open space network to support active transportation and transit viability, where applicable, and
- The provision of a mix of housing forms and housing options that are attainable in areas close to existing and future employment areas, and multi-modal transportation access.

Policy 5.2.3 - All new statutory plans shall demonstrate alignment with:

- Capital Region Growth Plan
- Town of Beaumont Municipal Development Plan
- Transportation Master Plan
- Utility Master Plan
- Environmental Master Plan
- Open Space and Trails Master Plan

The plan includes a commercial site that is adjacent to residential . The mixture of land uses within the neighbourhood offer, a variety of housing types to allow for aging in place, and large park spaces connected to the greater Beaumont Open Space Network in order to support a complete community and active transportation. Low-impact development measures will be implemented where feasible.

The ASP connects to the future collector roadways planned to the north and west, completing the planned ring road around Beaumont. The ASP is also connected to Beaumont’s Open Space Network and planned primary trails along Highway 625. The residential areas are primarily a low residential land use to allow for a mix of housing types which may include single family, semi-detached or row housing. Medium density and high-density sites are also planned to support different housing options and are located in proximity to major transportation corridors.

The Azur ASP contains a Policy Context section to demonstrate how the plan aligns with key applicable municipal and regional plans.

Urban Design and Community Image

<p>Policy 6.2.3 - New development should occur as an orderly and efficient extension of the existing urban structure, while ensuring there are strong linkages with existing utility, transportation and open space corridors.</p>	<p>The ASP is the last unplanned area in Beaumont’s pre-annexation boundaries. The neighbourhoods to the north and west are currently developing, making the plan area a logical extension of existing development.</p>
<p>Residential Areas</p>	
<p>Policy 7.3.15 - Plan for and support a diverse range and mix of housing options and densities, including medium and high-density residential forms to accommodate the needs of existing and future citizens in various demographic and income groups in all neighbourhoods. Mixed-use developments may also be considered.</p>	<p>The ASP contains a range of housing types from single detached, semi-detached, duplexes, row housing, medium density residential, and high-density residential development. These housing forms are distributed through the Plan to accommodate existing and future citizens.</p>
<p>Commercial Areas</p>	
<p>Policy 8.2.3 - Development of small commercial sites may be allowed outside the Downtown area if they:</p> <ul style="list-style-type: none"> • Serve the demonstrated needs of neighbourhoods, the Business Park, or commuter traffic, • Are located adjacent to a major collector or arterial roadway, a portion of the pedestrian open space system, and preferably adjacent to medium density housing (townhouses or apartments), and • Are developed to a high aesthetic standard, conform to the Beaumont Urban Design Guidelines, and are buffered from adjacent residential uses. 	<p>The ASP contains two commercial sites. These sites are intended to be small scale neighbourhood commercial sites to serve residents. These sites are located along a collector roadway, nearby primary and secondary trails, and are in proximity to higher density development.</p> <p>Commercial development will follow the Beaumont Urban Design Guidelines as required, and be buffered accordingly as per the policies</p>
<p>Parks, Recreation, and Open Space</p>	
<p>Policy 10.2.1 - Beaumont will ensure that lands are made available to satisfy the parks, recreation and open space requirements of the community. To meet spatial needs for future parks, recreation, open space and school sites, Beaumont will continue to require landowners to provide, as municipal reserve, ten per cent (10%) of land to be subdivided, less the land</p>	<p>The ASP dedicates 19.29% of land towards Municipal Reserve, exceeding the minimum requirements in order to provide a larger open space area for residents.</p>

<p>required for environmental reserve and environmental reserve easements.</p> <p>Policy 10.2.4 - Beaumont supports the integration of stormwater ponds and channels into the open space system, if the ponds meet accepted engineering standards and child safety guidelines and can provide a secondary recreation or open space function.</p> <p>Policy 10.2.9 - Require new Area Structure Plans to identify environmentally sensitive areas (provincial, regional and local), where applicable, and include a development concept and supportive policies that reduce its fragmentation, and support its management, protection and restoration</p>	<p>The stormwater management facility in the ASP is adjacent to the other facilities in nearby neighbourhoods to connect as part of Beaumont's Open Space Network. Green spaces are planned to supplement this network.</p> <p>The majority of the plan area has been used primarily for agricultural purposes, thus having limited environmentally sensitive areas.</p>
Institutional Areas	
<p>Policy 11.2.3 - School sites will be allocated to individual school boards through a School Site Allocation Agreement and via the School Site Allocation Committee.</p>	<p>All three school boards were consulted as part of the planning process for the first Area Structure Plan submission in 2019.</p>
Transportation and Infrastructure	
<p>Policy 12.2.7 - Area Structure Plans shall establish vehicle and pedestrian circulation at the neighbourhood level.</p> <p>Policy 12.2.9 - Area Structure Plans shall establish the network of water, stormwater and sanitary infrastructure at the neighbourhood level.</p> <p>Policy 12.2.15 - Beaumont places a high priority on improving and expanding the continuous pedestrian system, linking origins and destinations with sidewalks, walkways and trails. Options such as use of public utility lots, registered walkway rights-of-way, land exchanges, municipal and environmental reserves, and environmental or conservation easements will be considered.</p> <p>Policy 12.2.27 - Collaborate with Alberta Transportation on the protection of Highway 625 as a provincial high load corridor and planning for future intersection spacing as contemplated within the Capital Region Board's Integrated Regional Transportation Master Plan as approved by the Government of Alberta.</p>	<p>Major roadways and pedestrian circulation networks have been identified in the plan. Servicing plans have been identified as part of the plan. They are further supported by the Neighbourhood Servicing Report and the Hydraulic Network Analysis.</p> <p>Public Utility Lots, walkways, and municipal reserve are all utilized to expand and connect to the existing continuous pedestrian system.</p> <p>Alberta Transportation was consulted as part of the planning process.</p>

6.3 Municipal Strategic Plan (2017-2021)

The Azur ASP is a primarily residential neighbourhood and was influenced by the first Strategic Pillar for Change outcome: Livability. The Municipal Strategic Plan aims to support the development of policies and programs that promote economic, physical, environmental, cultural, and social well-being of Beaumont's citizens. The ASP incorporates commercial and mixed-use sites that are responsive to market conditions. Commercial and mixed-use sites will help shift the residential tax base to non-residential tax base, which supports the economic aspect of the pillar. Secondly, the ASP incorporates housing types from single-detached housing to row housing, and high density residential. These land uses will better utilize the land and helps meet the density requirements, achieving the physical and social well-being aspects. Finally, a large park space is assembled along with the retention of a natural area for citizens and future residents. These green spaces meet the physical, environmental, and cultural aspects of the pillar.

6.4 Open Space and Trails Master Plan

Beaumont adopted an Open Space and Trails Master Plan in July 2015. The purpose of this Master Plan is to guide the development of future open space and trail systems. It describes different types of parks and the provisions behind their development. Open spaces are guided by six principles:

- Strategically Acquire Open Space,
- Ensure Diversity in the Open Space System,
- Design open spaces based on current and anticipated demand,
- Create an open space system that is accessible to all residents of Beaumont regardless of age, ability, or finances,
- Design for Efficiency, and
- Design open space with natural resource protection in mind.

The open space system in the Azur ASP is an interconnected system that connects to Beaumont's greater open space system through the Nature Park/Canal Leblanc Park system. It consists of greenways, school and park sites, and the stormwater management facility. Sidewalk and trails are used to provide additional connections between these facilities. All modes of active transportation are supported, in order to promote a safe, walkable, and complete community.

6.4.1 Linear Parks

Linear Parks are incorporated in the Plan Area as Greenways. Greenways provide connections between the stormwater management facility, the school and community park sites, and regional trails. Greenways improve connectivity through the neighbourhood by offering different routes to gathering spaces in the neighbourhood.

6.4.2 Neighbourhood Parks

A school sites is located centrally in the Plan Area, providing all residents in the Plan Area access within a 10-minute walk. The sites are located along the major collector roadway and connected by greenways, supporting active transportation. The school sites were designed to accommodate either two school sites, or one larger school facility. The School and Community Parks are planned to be 3.15 and 8.58 hectares in size for the north and south sites respectively.

6.5 Land Use Bylaw

Standard land use districts will be used to implement the Azur ASP's land use concept.

The Azur neighbourhood includes a mix of Conventional, Integrated Neighbourhood Districts and Commercial. Azur Stage 1 subdivision and redistricting was approved by the City of Beaumont in 2021 and includes a mix of Conventional neighbourhood and Integrated Neighbourhood Districts as described within the Land Use Bylaw. The south half of the neighbourhood has been districted a mix of Integrated Neighbourhood and commercial to correspond to the land uses identified in this ASP.

6.6 Transportation Master Plan

The City of Beaumont's Transportation Master Plan was approved by resolution at the August 25, 2020 Council meeting. The Transportation Master Plan provides strategic planning for Beaumont's transportation system, including safe, comfortable and efficient facilities for walking, cycling, transit, and vehicles.

The Azur ASP supports the Transportation Master Plan by developing a roadway network that supports safe and efficient travel for all multi-modal transportation options through obtaining transportation impact assessments when required and ensuring dedicated pedestrian/cyclist connections are considered in the Azur neighbourhood.

6.7 Regional Agriculture Master Plan

The Urban Agriculture Plan (UAP) is supported through direction established by the Edmonton Metropolitan Region Board's Regional Agriculture Master Plan (RAMP) and the City of Beaumont's Environmental Master Plan. The RAMP considers the Azur neighbourhood as Police Area 3, Agriculture in Future Transitions Lands.

The City of Beaumont released a comprehensive Urban Agriculture Plan in November 2023 to support the City's vision of continuing to be a nimble agricultural innovator and empowers the community to engage in urban agriculture, while connecting new local initiatives to Beaumont's rich agricultural heritage in a just and sustainable way.

6.8 Environmental Master Plan

The Environmental Master Plan (EMP) is a strategic plan that will guide Beaumont's progress towards our environmental goals over the next three decades. On August 10, 2021, City Council approved an updated EMP. The 2021 EMP is a comprehensive strategic plan to guide Beaumont's environmental initiatives for the period of 2021 to 2026. The plan is a long-range, strategic plan for the next 30 years. It outlines the vision, goals, measurable outcomes, and actions for the next five years. The plan includes a number of focus areas, including air, community design, ecology, energy, waste and water, through which environmental progress will be made and measured.

Through Community Design, the Azur neighbourhood introduces diversity of housing forms to support higher densities and reduce land consumption and creates a network of pedestrian/cyclist linkages that facilitates multi-modal transportation options.