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AMENDMENT OF BYLAW 938-19  
THE CITY OF BEAUMONT MUNICIPAL DEVELOPMENT PLAN  
Adopted March 26, 2019

AMENDED BY BYLAW 1077-25  
AZUR SCHOOL SITE MUNICIPAL DEVELOPMENT PLAN  
AMENDING BYLAW  
Adopted May 13, 2025

AMENDED BY BYLAW 1059-24  
MUNICIPAL DEVELOPMENT PLAN AMENDING BYLAW  
Adopted November 5, 2024

AMENDED BY BYLAW 1048-25  
MUNICIPAL DEVELOPMENT PLAN AMENDING BYLAW  
Adopted June 10, 2025

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**This document is consolidated into a single publication for the convenience of users.  
The official bylaw and all amendments thereto are available from the Legal and  
Legislative Services Department and should be consulted in interpreting and  
applying this Bylaw. In the case of any dispute, the original Bylaw and amendments  
must be consulted.**

**CITY OF BEAUMONT  
BYLAW NO. 938-19**

**A Bylaw of the City of Beaumont in the Province of Alberta to provide for the  
adoption of a Municipal Development Plan**

**WHEREAS** the *Municipal Government Act*, as amended, requires every council of a municipality to adopt a Municipal Development Plan; and

**WHEREAS** a Municipal Development Plan has been prepared in accordance with the requirements of Part 17 of the *Municipal Government Act*; and

**WHEREAS** the Council deems it to be in the public interest to adopt the policies contained with the Municipal Development Plan.

**NOW THEREFORE**, the Council, duly assembled, hereby enacts as follows:

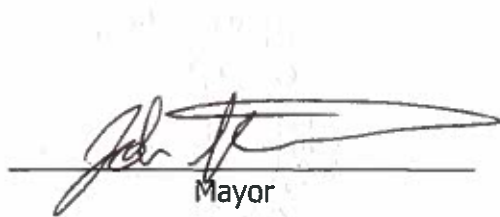
1. That this Bylaw may be cited as "Municipal Development Plan: *Our Complete Community*", a copy of which is attached as Schedule "A" to this bylaw;
2. That Bylaw 887-17 is hereby rescinded;
3. That Bylaw 894-17 Town of Beaumont Municipal Development Plan and all amendments are hereby repealed;
4. That this Bylaw shall take effect and come into force upon third reading.

Read a first time in Council this 8 day of January, 2019.

Statutory Public Hearing held this 26<sup>th</sup> day of March, 2019.

Read a second time in Council this 26<sup>th</sup> day of March, 2019.

Read a third time in Council and finally passed this 26<sup>th</sup> day of March, 2019.

  
\_\_\_\_\_  
Mayor

  
\_\_\_\_\_  
Supervisor, Legislative Services

# OUR COMPLETE COMMUNITY

MUNICIPAL DEVELOPMENT PLAN



# ACKNOWLEDGEMENTS

*Our Complete Community* was created from the efforts of Beaumont staff and Stantec Consulting. The project team would like to thank the stakeholders who have dedicated their time and energy into the creation of the plan by providing feedback at various workshops, open houses, interviews, and other engagement events.

Acknowledgement would also like to be given to Beaumont's Council and the Working Group who provided insight throughout the project.

BEAUMONT COUNCIL:	Mayor John Stewart Perry Hendriks Kathy Barnhart Bill Daneluik	Martin Stout Sam Munckhof-Swain Steven vanNieuwkerk
PAST COUNCIL (2013-2017):	Mayor Camille Bérubé Kathy Barnhart Kerri Bauer Perry Hendriks	Bruce LeCren Bill McNamara Louise White-Gibbs
WORKING GROUP:	Eleanor Mohammed, General Manager, Integrated Growth & Infrastructure Kerry Hilts, General Manager, Community & Protective Services Kendra Raymond, Director, Integrated Growth Kathy Lewin, Director, Infrastructure Rob Mackin, Director, Economic Development Joannes Wong, Manager, Long Range Planning Tyler Tymchyshyn, Manager, Engineering Joanne Dargis, Manager, Current Planning Shiva Kumar, Manager, Media and Communications Daya Ranasinghe, Geomatics Coordinator Alyssa Carson, Environmental Sustainability Coordinator Lisa Drury, Long Range Planner Ruibin Li, Long Range Planner Aleshia Kwasny, Current Planner Paxton Porter, Planning Technician	

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**PHOTO  
CREDITS:**

Several of the photographs used in the document are the creative works of residents of the community who entered a photo contest as part of the project. Their photos demonstrate the varied landscapes, wildlife, and built form that residents of Beaumont can enjoy. Thank you for all the submissions that have helped to make this plan interesting and visually appealing. Photos featured in the plan are credited to:

Colton Nelson (Cover page, Pg. 1, 11, 45, 69, and back cover)  
Elaine Grandon (Pg. 8, 13, 49, and back cover)  
Tracy Galenza (Pg. 1, 5, 12, 17, , 104, and back cover)  
Joanne Morrison (Pg. 18)  
Monica Helgoth (Pg. 14, 55, and back cover)

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**Note:**

Acknowledgement would also like to be given to former Working Group members who provided insight throughout the project:

Dave Dmytryshyn  
Ilona Molnar  
Bert Roach

Nick Nilsen  
Sadie Miller

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# Table of Contents

1	Introduction	1
---	--------------	---

---

2	Our Beaumont Past and Present	9
---	-------------------------------	---

---

3	Healthy Vibrant Community	26
---	---------------------------	----

---

4	Responsible Development	32
---	-------------------------	----

---


5	Economic Strength	44
---	-------------------	----

---

6	Effective Movement of People and Goods	48
---	--	----

---

7	Environmental Stewardship	54
---	---------------------------	----



8	Safety and Emergency Management	60
9	Working Together	64
10	Implementation, Transition, and Monitoring	68
11	Glossary of Terms	82
12	References	98
13	Maps	100

# 1

## Introduction





## 1.1 Our Story

*Our Complete Community*, Beaumont's Municipal Development Plan, celebrates our local context, and incorporates successful community building practices to plan growth in a responsible way both within our community and regionally. *Our Complete Community* recognizes our position within the Edmonton Metropolitan Region, in addition to meeting all the necessary legislative and regulatory requirements, regional and provincial policies, and plans.

Being a complete community means that Beaumont includes housing suitable for all ages and income levels, provides residents with easy access to jobs, local amenities, services, community facilities and access to a multi-modal transportation system. The elements of a complete community will vary depending on the factors

like scale and type of communities in terms of diversity and range of affordable housing, jobs, amenities and facilities needed. As such, *Our Complete Community* incorporates economic, social, cultural, environmental, and emergency service elements in our municipal governance and planning that contributes to the quality and character of Beaumont.

The purpose of *Our Complete Community* is to provide direction for local development, services, and land-use, along with outlining our relationship within the region. It also directs Beaumont's overall planning and engineering practices; in managing future growth and implementing the community-built vision of this plan over the next 30 years.

## 1.2 Building this Plan

### 1.2.1 Legislative & Policy Context

#### Alignment with Global Initiatives

The United Nations New Urban Agenda is an action-oriented planning document that sets out global standards for sustainable urban development. The New Urban Agenda recognizes the important relationship between development and the environment, along with the significance of social equity, inclusivity, resiliency, safety, and creating adequate housing and sustainable human settlements. It was ratified at the United Nations Housing and Sustainable Development Conference (Habitat III) held October 2016 in Quito, Ecuador. The New Urban Agenda calls for action and global collaboration from urban actors in all levels of government, non-governmental organizations, and the private sector to achieve its goals. Beaumont recognizes our role in coordinating planning efforts for urbanization within the goals of the Agenda.

*For resources on the United Nations New Urban Agenda, please see Section 12 - References*



### Alignment with National Initiatives

In 2015, the Truth and Reconciliation Commission of Canada issued its Calls to Action, encouraging all levels of government across Canada to begin the ongoing process of reconciliation, recognizing Canada's legacy of residential schools, and working to establish new and respectful relationships between Indigenous and non-Indigenous Canadians.

On July 7, 2015, the Government of Alberta (Office of the Premier, 2015, July 7) recognized the United Nations Declaration on the Rights of Indigenous Peoples (Fontaine, T., 2016, May 10), and that the declaration "speaks to Indigenous people's basic human rights, language, equality, land and their right to control their own lives. At its heart, the United Nations Declaration encourages all of us to celebrate and preserve Indigenous cultures and traditions, and to work alongside Indigenous people to ensure they are participating in decisions that concern them." The government committed to "engage directly with Indigenous peoples to find a common and practical understanding of how the principles of the United Nations Declaration can be implemented in a way that is consistent with our Constitution and with Alberta law".

On May 10, 2016, Canada's Federal Government fully adopted the United Nations Declaration on the Rights of Indigenous Peoples (Fontaine, T., 2016, May 10), committing to adoption and implementation of the declaration in accordance with the Canadian Constitution, recognizing Indigenous peoples' basic human rights, as well as rights to self-determination, language, equality, and land.

The Province is committed to implementing

the United Nations Declaration on the Rights of Indigenous Peoples, and, as such, has taken "meaningful and reasonable steps to understand and engage with neighbour Indigenous communities and citizens in respectful and culturally appropriate manners, particularly with respect to land use planning and service delivery" (Alberta Government, 2016). The modernized *Municipal Government Act*, proclaimed in force April 2018, provides direction in this regard.

Beaumont recognizes the significance of the Truth and Reconciliation Commission Calls to Action, United Nations Declaration on the Rights of Indigenous Peoples, the Constitution Act, and Treaty Six traditional territory as an important framework for building mutually beneficial relationships and understanding Indigenous peoples' rights. Beaumont respects that since time immemorial; Indigenous people have, and continue to call the lands in and around Beaumont their home and their traditional territory. In 2016, 3.2% of Beaumont's total population self-identified as being Indigenous (First Nation, Metis, or Inuit), serving as an important part of *Our Complete Community*.

As Beaumont continues to build and foster long-term relationships with local and surrounding Indigenous peoples, we respect, acknowledge, and celebrate Indigenous peoples' way of life, culture, and history. Beaumont calls upon its residents and businesses to learn more about the history of Canada's Indigenous peoples and identify new opportunities for reconciliation.

***For more information, see the Truth and Reconciliation Commission of Canada: Calls to Action or the United Nations Declaration on the Rights of Indigenous People***



## Consistency with Provincial Legislation and Policies

In accordance with the Province of Alberta *Municipal Government Act*, the purpose of *Our Complete Community: Municipal Development Plan* is to provide general development policies for the future development of Beaumont.

*Our Complete Community* has been prepared to conform and comply with all relevant provincial Acts, regulations, plans and policies such as the *Alberta Land Stewardship Act*, the Land Use Framework, and the Provincial Land Use Policies. Where not explicitly stated in this Municipal Development Plan the requirements of all federal and provincial policy and regulation take precedence.

More specifically, the policies of this plan reflect

the broader provincial and regional economic development, growth management, and land use stewardship strategies and goals that promote compact contiguous development, efficient use of land, along with protection of significant landscapes and natural systems. Decisions made based on *Our Complete Community* will show how consideration for these provincial Acts, regional plans, and policies was conducted.

This Municipal Development Plan is established under the authority of Section 632 of the *Municipal Government Act* (Revised Statutes of Alberta 2000 Chapter M-26), which addresses the adoption of a Municipal Development Plan and stipulates those matters which must be addressed by a Municipal Development Plan.

## Municipal Development Plans

632

- (1) Every council of a municipality must by bylaw adopt a municipal development plan.
- (2) Repealed 2016 c24 s98.
- (2.1) Within 3 years after the coming into force of this subsection, a council of a municipality that does not have a municipal development plan must by bylaw adopt a municipal development plan.
- (3) A municipal development plan
  - (a) must address
    - (i.) the future land use within the municipality,
    - (ii.) the manner of and the proposals for future development in the municipality,
    - (iii.) the co-ordination of land use, future growth patterns and other infrastructure with adjacent municipalities if there is no intermunicipal development plan with respect to those matters in those municipalities,
    - (iv.) the provision of the required transportation systems either generally or specifically within the municipality and in relation to adjacent municipalities, and
    - (v.) the provision of municipal services and facilities either generally or specifically.
  - (b) may address
    - (i.) proposals for the financing and programming of municipal infrastructure,
    - (ii.) the co-ordination of municipal programs relating to the physical, social and economic development of the municipality,
    - (iii.) environmental matters within the municipality,
    - (iv.) the financial resources of the municipality,
    - (v.) the economic development of the municipality, and
    - (vi.) any other matter relating to the physical, social or economic development of the municipality.
  - (c) may contain statements regarding the municipality's development constraints, including the results of any development studies and impact analysis, and goals, objectives, targets, planning policies and corporate strategies,
  - (d) must contain policies compatible with the subdivision and development regulations to provide guidance on the type and location of land uses adjacent to sour gas facilities,



- (e) must contain policies respecting the provision of municipal, school or municipal and school reserves, including but not limited to the need for, amount of and allocation of those reserves and the identification of school requirements in consultation with affected school boards,
  - (f) must contain policies respecting the protection of agricultural operations, and
  - (g) may contain policies respecting the provision of conservation reserve in accordance with section 664.2(1)(a) to (d).
- (4) A municipal development plan must be consistent with any intermunicipal development plan in respect of land that is identified in both the municipal development plan and the intermunicipal development plan.

Beaumont's Council has adopted this Plan on (insert date when adopted)\_\_\_\_\_, in accordance with the requirements of the *Municipal Government Act*.

### Edmonton Metropolitan Region Growth Plan

As an active member of the Edmonton Metropolitan Region Board, *Our Complete Community* has been carefully developed to ensure that it is in compliance with the Edmonton Metropolitan Region Growth Plan and other policies.

The Edmonton Metropolitan Region Growth Plan outlines a framework to manage economic, employment, and population growth through Policy Tiers and structure components. The Edmonton Metropolitan Region Growth Plan outlines three main Policy Tiers that recognize the unique roles and opportunities for growth and change within these tiers: Rural Areas, Metropolitan Areas, and Metropolitan Core.

Beaumont is identified within the Metropolitan Area. As a result, Beaumont will implement the Edmonton Metropolitan Region Growth Plan principles for the Metropolitan Area by encouraging a contiguous urban settlement pattern, offering employment areas, cultural and health facilities, major commercial centres, providing urban service levels, and regional commuter services.

Centre-Ville is the historic and cultural heart of the community and is Beaumont's Urban Centre which provides a sub-regional level of service to accommodate mixed-use development at higher intensities in a pedestrian oriented environment.

**Map 1 – Edmonton Metropolitan Regional Structure Context** depicts Beaumont's location within the Region. The Edmonton Metropolitan Region Growth Plan growth directives for a Metropolitan Area includes:

- Intensifying Beaumont's built-up urban areas;
- Developing compact and contiguous greenfield areas at a density of 35 dwelling units per net residential hectare;
- Encouraging higher densities around regional transit opportunities;
- Supporting employment and institutional, health, and educational growth;
- Promoting urban agriculture; and
- Providing housing options that are affordable for all residents.

*Our Complete Community* has applied these directives to support the objectives and policies within this Plan.



## Alignment with Municipal Initiatives

*Our Complete Community* is intrinsically linked with the Municipal Strategic Plan called *Our Beaumont*. *Our Beaumont* provides the foundational direction for our municipality's strategic work, to guide us in our everyday operations, and to prioritize budget and resource allocations. *Our Beaumont* is structured around six Strategic Pillars for Change.



### Livability

By supporting and promoting an accessible community that is safe, has diverse housing and transportation options, and provides a variety of public spaces.



### Regional Collaboration and Leadership

By pursuing the principles and policies of the *Edmonton Metropolitan Region Growth Plan* and work with neighboring communities to achieve a shared vision of the area.



### Connecting with Citizens

By ensuring communication with citizens in a meaningful way as well as providing opportunities for public participation.



### Economic Prosperity

By providing opportunities for community and commercial services to meet resident's needs and support new businesses.



### Good Governance, Fiscal Responsibility, and Efficient Use of Tax Dollars

By ensuring responsible development will utilize land and infrastructure wisely and efficiently and that Beaumont will continue its efforts to increase its non-residential assessment base.



### Welcoming Diversity and Celebrating our Cultural Heritage

By incorporating social, cultural elements in our municipal governance and planning, and ensuring the daily living needs of all citizens (existing and new) are met while celebrating the community's Indigenous, French, and Agricultural heritage.

*Our Complete Community* aligns with the same vision with the Strategic Plan and provides a more detailed set of land use and development policies built upon the six pillars of the Strategic Plan. The integration of the Strategic Plan within *Our Complete Community* ensures that these plans work together to achieve a common vision for future generations in Beaumont.





## 1.3 How To Use This Plan

*Our Complete Community* is a statutory long-range policy document that reflects policy directions established in Beaumont's Strategic Plan to guide Beaumont in making sustainable, responsible, and accountable decisions with respect to land-use, development, and service provisions. The Municipal Development Plan also serves to inform government agencies, Indigenous peoples, utilities and service providers, non-government organizations, developers, residents, local businesses, and other authorities such as local school boards, adjacent municipalities, and the Edmonton Metropolitan Region Board, of the major policy directions that Beaumont has established.

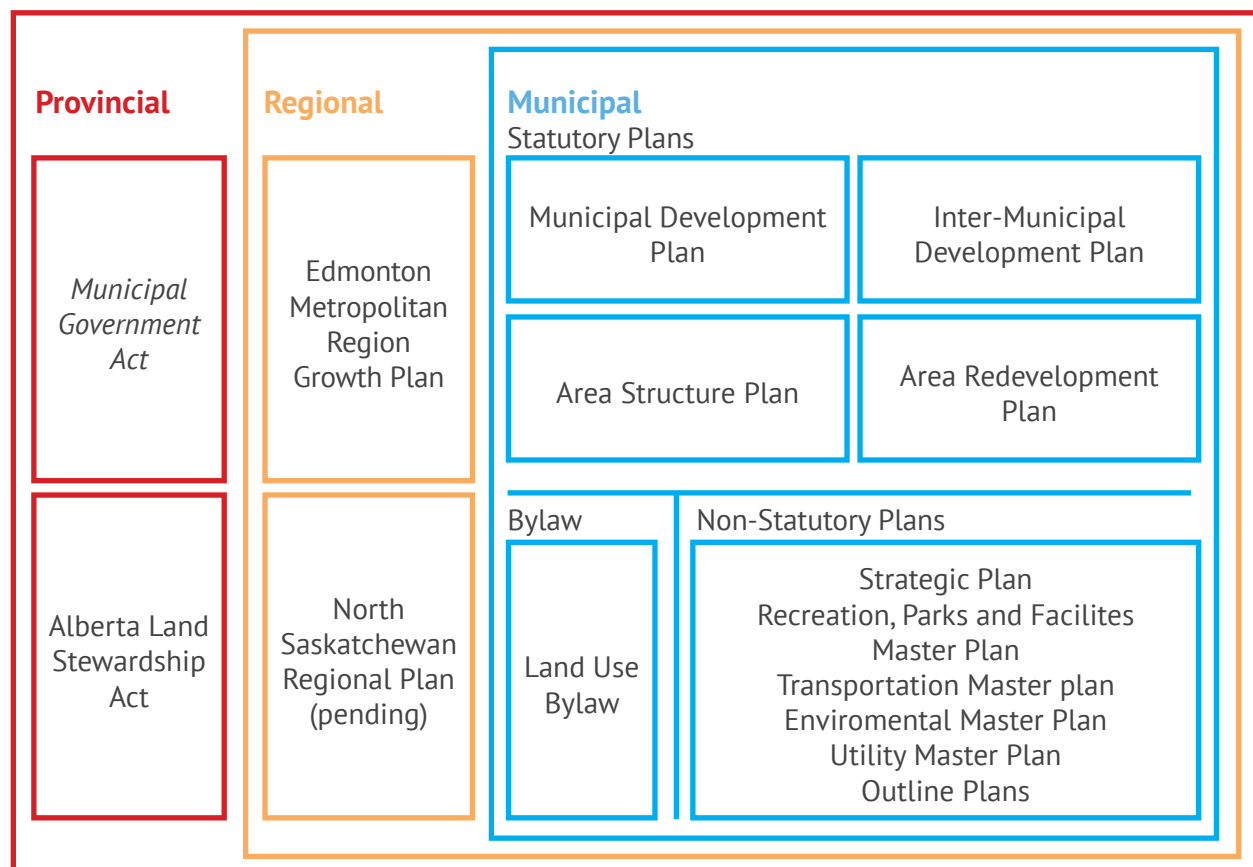
*Our Complete Community* guides the development of future statutory and non-statutory planning documents such as:

- **Area Structure Plan:** A Statutory plan defined by the *Municipal Government Act* that provides a land-use and servicing framework for the

development of new areas within Beaumont.

- **Area Redevelopment Plan:** A Statutory plan defined by the *Municipal Government Act* that provides policy direction for the redevelopment and revitalization of existing lands and buildings within Beaumont.
- **Land Use Bylaw:** A land use mechanism defined by the *Municipal Government Act* that implements the policies of *Our Complete Community*, Area Structure Plan, and Area Redevelopment Plan through regulations and land-use districts.
- **Master Plans, guidelines and standards:** Non-statutory documents that provide policy direction for the built form and streetscape design, the environment, community infrastructure servicing, and recreation and community service needs of the community.

The diagram below depicts Beaumont's planning hierarchy.



### 1.3.1 Interpretation

To understand the goals, objectives, and policies of the Beaumont Municipal Development Plan, also referred to as “*Our Complete Community*”, “the Plan” or “this Plan” it should be read in its entirety and all relevant text, tables, and schedules are to be applied together in the context of each individual situation.

The vision expressed in *Our Complete Community* is contingent on an understanding of Beaumont as a complex and rapidly growing municipality, where sometimes conflicting considerations must be effectively balanced so we can move forward with planning approaches and best practices that serve our community.

Policies are written using specific terminology within *Our Complete Community* to ensure that they have clear intentions and appropriate actions and they are to be interpreted as follows:

- The word “shall”, “must”, or “will” is considered mandatory where it is used in a policy. Where quantities or numerical standards are contained within mandatory policies, such quantities or standards may be varied so long as the intent of the policy is still achieved and the variation is necessary to address unique circumstances that would render compliance impractical or impossible.
- The word “should” in a policy, means that the policy is strongly encouraged, but can be varied where unique or unforeseen circumstances provide for courses of action that would satisfy the general intent of the policy.
- Where “may” is used in a policy, it means there is a choice in applying the policy and denotes discretionary compliance or the ability to vary the requirements as presented.

Certain terms in *Our Complete Community* have defined terms and/or variations in usage. The reader is advised that:

- Words used in the present tense include the other tenses and derivative forms.
- Words used in the singular include the plural, and words using the masculine gender include the feminine gender and vice versa.
- Words not defined herein may be given their definition in the *Municipal Government Act*. Other words shall be given their usual and customary meaning.
- Words have the same meaning whether they are capitalized or not.

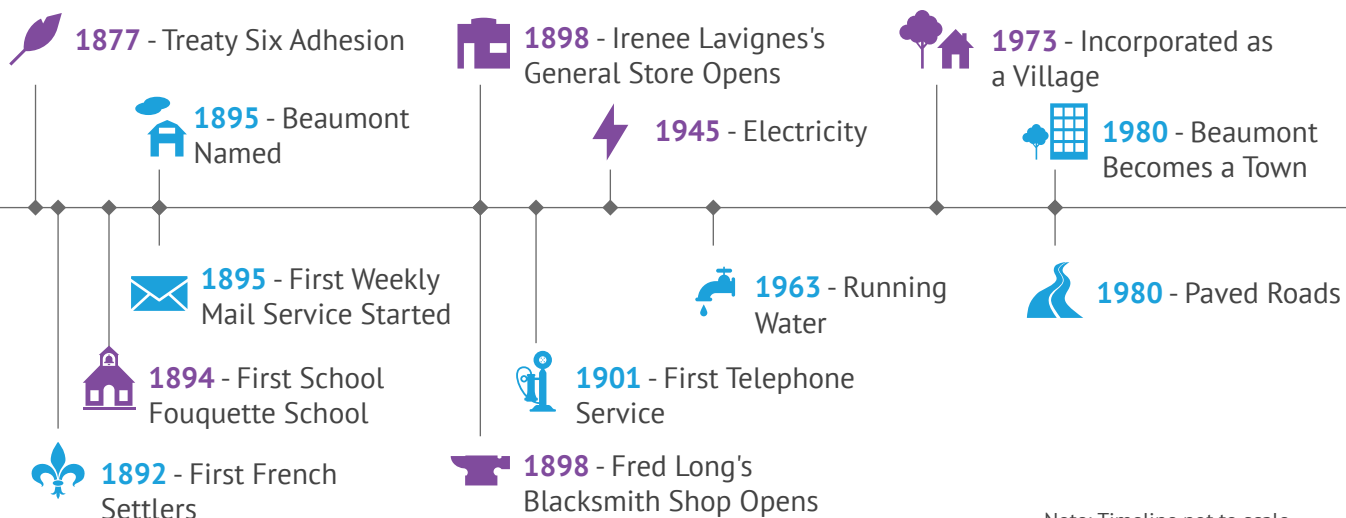
The locations of boundaries and symbols are approximate and they are not intended to define the exact locations except where they coincide with major roads, transmission lines, the LeBlanc Canal, and other clearly recognizable physical features. Future roads and public transit systems are shown in approximate locations only. Where a land use coincides with a property line, the property line will generally be interpreted as the boundary of the land use designation.

While a great deal of research and consultation was undertaken in the development of this plan, it is acknowledged that the plan may need to be amended from time to time.



# 2

## Our Beaumont Past & Present



Note: Timeline not to scale

## 2.0 Welcome to Beaumont

### 2.1 Our History

Beaumont is located within Treaty Six traditional territory and since time immemorial, Beaumont and surrounding Edmonton Region has been home to many Indigenous peoples (including the Blackfoot, Cree, and Métis).

On August 21, 1877, Cree Chief Papastayo (Edmonton Public Library, n.d.) signed an adhesion to Treaty No. 6 on behalf of the Papaschase band at Fort Edmonton. An area immediately north of Beaumont was selected to serve as a reservation and there were 195 band members who resided here. The Papaschase band identified as Cree and of mixed descent.

By the 1880s, bison were disappearing in the Beaumont area and the economy of the local Indigenous people was collapsing. The Papaschase Band was facing increased pressures to relocate from settlers in and around Edmonton. In 1885, the Scrip Commission arrived in the area and many members of the Papaschase Band began to accept scrip due to their poor health and living conditions. A scrip certificate entitled the holder to either a parcel of land or roughly \$160; they would also identify as Metis, forfeit their “Indian status” and any interest in the reserve lands. In 1888, the remaining Band members lost their land to the Federal Government, who subdivided the reserve, selling most of the land at auction to land speculators, who then resold it to settlers (Edmonton Public Library, n.d.). During this time of upheaval, many of the original Band members dispersed to surrounding First Nations in the Treaty Six area, including Alexander, Maskwacis, Saddle Lake, Beaver Lake, Goodfish Lake, Kehewin, Frog Lake and Onion Lake (Morin, B., 2015, July 14). The last remaining 82 residents on the Papaschase Reserve dispersed to the Enoch reserve just west of Edmonton (Morin, B., 2015, July 14).

The first French settlers from Ontario and Québec came to the Leduc district in 1892 when the railway opened. Some of those settlers chose the Beaumont area for their new homes. Followed by families from Québec, Minnesota, and North

Dakota in 1893, a colony of about 20 French-Canadian families formed this district, which was called Sandy Lake. The French Canadian colony was named Beaumont in 1895. Translated into English, Beaumont means beautiful hill.

Bishop Grandin of St. Albert purchased ten acres of land from the Hudson Bay Company to build the first church in Beaumont in 1894 and a founding resident donated 20 more acres. These 30 acres were the foundation of what became the hamlet of Beaumont. Father Lacombe was appointed to choose the site for Beaumont’s iconic church, today known as St. Vital Roman Catholic Church. The construction was completed in 1895 complimented with a log-hewn rectory, built in 1896. The original church burned down in 1918 and a new church was built on the hill further from the corner of 50 Street (Rue Preville) and 50 Avenue (Avenue Chartier) in 1920. Over time, this church has become a visual landmark and cultural focal point for the community.

Beaumont grew outward from this prominent landscape hilltop feature, which rises 31 metres (102 feet) above the surrounding prairie. Through the early years of this area’s history, agriculture was the economic driver. Over the years, Beaumont has transformed from a small agricultural service centre to a rapidly growing urban centre. Business and residential activity has spread outward in a concentric pattern from 50 Street and 50 Avenue, influenced by a circular collector road connecting the inner four quarter sections of development.

Incorporated as a Village in 1973, with an initial land base of 2.5 square kilometres (one square mile), and a population of 370, Beaumont grew quickly to become a town in 1980 with a population of 2,144. Additional land was annexed in 1980, 1984, 1988, and 1999. By 1999, Beaumont was 10.2 square kilometres (four square miles) in size with a population of 6,518. With the most recent annexation in 2017, Beaumont has an area of 23.5 square kilometres (9.07 square miles).

<sup>1</sup> The “North-West Half-Breed Commission” (referred to today as Metis Scrip Commission) was created by Federal Order-in-Council, P.C. 688, 1885, authorizing the Minister to grant: “To each half-breed head of a family resident in the North-West Territories...the lot or portion of land of which he is at present time in bona fide undisputed occupation by virtue of residence...to the extent of one hundred and sixty acres...and in the case of each half-breed head of family...who is present in a bona fide occupation of any land, scrip be issued, ...to the extent of one hundred and sixty dollars.”



## Beaumont Today

**Map 3 – Current Land Use** depicts Beaumont's current land use which offers a wide variety of services to its residents. Beaumont offers over 125 hectares of parks, lakes, and municipal and school reserves that are connected by an extensive network of over 35 kilometres of highly functional interconnected trails that are in close proximity to residential development. Beaumont is committed to developing and maintaining a sustainable environment through its programs and services. Beaumont has a rich French-Canadian history that inspires civic, cultural, and retail services. In Beaumont's core, Centre-Ville, past and present come together. The design of new buildings in Centre-Ville exhibit Beaumont's French heritage through their architectural design.



## 2.2 Local And Regional Context

### Treaty Six and Indigenous Peoples

Beaumont acknowledges that it is part of the Treaty Six traditional territory, and that since time immemorial Indigenous peoples have, and continue to call this area their home. Beaumont recognizes the achievements and contributions of Indigenous people and their

role in the development of the Edmonton region and Beaumont. Beaumont supports an open-dialogue with Indigenous peoples, respects Indigenous culture, and is committed to reconciliation, promoting awareness, and recognition of Indigenous people.

### How We Fit in The Edmonton Metropolitan Region

Beaumont is an integral part of the Edmonton Metropolitan Region; it is bordered by the City of Edmonton and Leduc County, and approximately five kilometres east of the Queen Elizabeth II Highway, the Edmonton International Airport, and the Nisku Business Industrial Park.

Beaumont's location is important for its employment and population growth. Linking to the Canada – Mexico Trade Corridor, in addition to being in close proximity to the Alberta Aerotropolis area around the Edmonton International Airport as well as Alberta's Industrial Heartland, provides tremendous opportunity for Beaumont to leverage the strength of its existing businesses, attract inward investment, diversify the local and regional economy, and create more jobs. Possible areas for economic diversification in Beaumont include the information, communications, technology, healthcare, and tourism industries.

Beaumont not only provides a full range of services to its residents, it also contributes social, community, educational services, and regional joint-use facilities to adjacent municipalities through inter-municipal agreements and regional partnerships. Beaumont has a strong history of intermunicipal cooperation through its partnerships with Leduc County and the City of Edmonton. The Beaumont Sports and Recreation Centre (formerly called Aqua-Fit Centre) and Ken Nichol Regional Recreation Center were built to serve the recreation and community service needs for residents from Beaumont and Leduc County. Additionally, in 2017 Beaumont together with the City of Edmonton established its first regional transit service linking Beaumont and the City of Edmonton, providing stronger connections within the community and to the surrounding areas.



## Natural Features

Beaumont is located within the Central Parkland Natural Subregion. This subregion is the most densely populated region in the province and, as such, the majority of its native vegetation has been altered by human activity. This subregion consists of groves of aspen and balsam poplar intermixed with grasslands and depressional wetlands (Natural Regions Committee, 2006).

Beaumont's future growth areas are dominated by agricultural lands (including farmstead/residential buildings) with an assortment of natural features, including both woodlands and wetlands. The woodlands present contain a diverse assemblage of vegetation, dominated by a pure or mixed canopy of trembling aspen, balsam poplar, or white spruce. A review of the Alberta Merged Wetland Inventory (Alberta Environment and Parks, 2013) identified nine fens, 65 marshes and 12 open water features within the Plan area. From a landscape distribution standpoint, the wetland features are clustered primarily along

the western half and the areas to the north of Township Road 510. There is also a large open water wetland located south of Highway 625. Field verification will be required to determine the actual area, distribution and value of wetlands and should be done prior to or concurrent with future land use plans.

Irvine Creek is a major wildlife linkage that runs from east to west, connecting to the Blackmud Creek and the North Saskatchewan River. Northward expansion of urban development toward Irvine Creek leads to pressures on the connectivity of the area, and it is important that the riparian area of Irvine Creek be protected and enhanced to protect a functional ecological network on a local and regional level.

## Agricultural Land Capability

The Edmonton Metropolitan Region Growth Plan identifies soil classifications for agricultural lands in the region based on the Land Suitability Rating System determined by Agriculture and Agri-Food Canada. The majority of Beaumont's lands are categorized as Class 2 Soil (Prime) and a portion in the northeast is categorized

as Class 4 (Marginal) Soil. Areas within Beaumont's greenfield area that are designated as prime agriculture lands shall be conserved for agricultural purposes until the lands are needed to accommodate urban growth and will require an agriculture impact assessment as part of the requirements for an Area Structure Plan.

## Topography & Drainage

The regional topographic slope and inferred shallow groundwater flow direction is towards Irvine Creek, which eventually discharges into the Blackmud Creek. The Blackmud/Whitemud Creek Surface Water Management Study is currently being completed, which examines the drainage of the area on a regional basis to create a master drainage plan for the Blackmud/

Whitemud Creek watershed. Drainage within built-up Beaumont is addressed through a series of stormwater management ponds and facilities before discharging into the LeBlanc Canal and the Irvine Creek.



## Geographic Hydrology

The regional geology and hydrogeology around Beaumont was assessed using the Hydrogeology of the Southwest Segment, Edmonton, Alberta (Ceroici, WJ., 1978). The underlying geological formation is anticipated to be the Horseshoe Canyon Formation, which consists of interbedded bentonitic shales and sandstones with numerous coal seams. The indicated possible regional groundwater yield from area aquifers is reported to range from 0.10 litres per second (L/s) to 0.40 L/s. Based on the hydrogeological map, lateral groundwater flow direction is west to

northwest. The vertical groundwater flow direction of the unconsolidated sediments could not be determined from the reviewed map. Sandstone and coal lenses are expected to be the most dominant aquifers throughout most of the bedrock geology. Information accessed for the purposes of this report is on a regional basis and does not constitute a complete geological or hydrogeological evaluation of the Beaumont lands.

## Pipelines & Wellsite Locations

A search was conducted using the Abacus Datagraphics website (Abacus Datagraphics, n.d), which includes pipeline and oil wellsite information from the Alberta Energy Regulator (**Map 4 – Significant Features**). Please note that the locations of oil wells from the Abadata website are approximate. A detailed understanding of wellsite locations will require surveying.

The results of the Abadata search indicated that there were two operational pipelines and two abandoned pipelines located within the built-up area of Beaumont, which are licensed to carry natural gas. There are also numerous low-pressure natural gas lines within the greenfield area of Beaumont that are licenced to AltaGas Utilities Inc.

The search results indicated that within the greenfield area of Beaumont there are no wellsite records north of Township Road 510. Four wellsite records in the western portion and four wellsite records in the southern portion. The four oil wells were drilled in the western portion in the early 1950s (1951 or 1952). Three of the oil wells were licensed to Chevron (abandoned in 1951) and one of the oil wells was licensed to Imperial Oil Ltd. (with no abandonment date reported). The four oil wells in the southern portion were drilled in the early 1950's and were licensed to either Chevron or Imperial Oil Ltd. One of the four oil wells was reportedly abandoned in the early 1950s, shortly after drill completion.



## Municipal Servicing

### Water

Beaumont receives its water from the Capital Region Southwest Water Services Commission, which operates approximately 120 kilometres of water transmission pipes. The Commission receives water from EPCOR via the Boundary Station located on the west side of Highway 11 at 41 Avenue (**Map 4 – Significant Features**). From this point, water is conveyed via a 400 millimetre line to Beaumont. The

existing water system consists of a looped network of distribution pipes, two reservoirs, and two pumphouses. In accordance with the Capital Region Southwest Water Services Commission's Master Plan, additional capacity is available to service new greenfield areas. Upgrades to the system will be required to extend water servicing to these areas.

## Wastewater

Beaumont is a member of the Alberta Capital Region Wastewater Commission. Wastewater is conveyed from Beaumont into the system for treatment via two existing 525 millimetre and 900 millimetre gravity mains. Beaumont is serviced through two main connection points: the majority of the community discharges to the west, while the northeast area discharges to a trunk adjacent to Township Road 510. Greenfield areas to the north and northwest are low lying and will require lift stations and force mains for wastewater conveyance.



## Stormwater

The stormwater system in Beaumont follows a dual drainage concept of minor (piped system) and major systems (conveyance and storage). The minor system accommodates the more frequent rainfall runoff, whereas the major system accommodates less frequent events that are above the capacity of the minor system. Stormwater is managed by a series of interlinked wet and dry stormwater management facilities releasing into LeBlanc drainage canal and ultimately to Irvine Creek.

Stormwater management facilities comprised of wet and dry ponds conforming to Alberta Environment and Parks Guidelines.

The greenfield areas are generally serviceable by gravity to existing creeks and canals in the vicinity. Lands at the southeast corner of Highway 625 and 814 have very little vertical relief and will require stormwater to be considered as part of the Area Structure Plan for the development.

Other existing streams and watercourses for stormwater discharge include:

- LeBlanc canal to the northwest and to the south;
- A ditch to the northeast that discharges into Irvine Creek at 50 Street to the north;
- Irvine Creek to the north;
- Clearwater Creek to the south; and
- Blackmud Creek to the west.

## Transportation

Beaumont currently accommodates a variety of transportation options that prioritize safety and efficiency. There is an extensive pedestrian network made up of sidewalks and multi-use trails in Beaumont that connect residents to destinations and provide recreational opportunities for healthy active lifestyles. Beaumont has also made strides in promoting active transportation in Centre-Ville through pedestrian oriented built form and streetscaping initiatives. In addition, a commuter transit system, developed in partnership with the City of Edmonton, has been in place since late 2017.

Regional connectivity and cooperation is a key priority for Beaumont. The community is well connected to the greater Edmonton Metropolitan

Region through a variety of transportation routes as illustrated on **Map 6 – Transportation Context**. To the north, five connections lead to Edmonton, 91 Street SW, Range Road 242, 50 Street, Range Road 240, and 17 Street SW. To the west, two connections, Highway 625 and Township Road 510 lead towards Nisku, Leduc, the Edmonton International Airport, and the Queen Elizabeth II Highway. Beaumont continues to work with its regional partners to coordinate greater regional mobility by planning for transportation facilities such as a Park and Ride facility (**Map 4 – Significant Features**).

## 2.3 Population & Employment

### Population & Demographics

Beaumont is a booming community that is attractive to young families and consistently attracts proportionally more growth than other communities in the Edmonton Metropolitan Region. Over the past 30 years (1986-2016), Beaumont's population has increased an average of 5.1% annually. The 2016 federal census ranked Beaumont as the fastest growing municipality in the Edmonton metropolitan area and the fifth fastest in Canada between 2011 and 2016 among municipalities within census metropolitan areas.

Beaumont is a relatively young community with a high proportion of residents under 15 years of age, and the lowest median age in the Edmonton metropolitan area. Beaumont's median age in 2011 is 32.3 years compared to 36.5 years for the Edmonton metropolitan census area. Residents under 15 years old have been the largest population group in Beaumont since 2010. As per the 2016 Federal Census Report, 26% of the total population in Beaumont is under the age of 15 and the largest age cohorts are ages five to nine (9.8%) and 35 to 39 (9.6%). The number of males and females in Beaumont has remained almost equal since 2011. While there are a high percentage of residents under the age of 15, the young adult cohort declines greatly before growing again with residents over the age of 30.

The population trends in Beaumont indicate that Beaumont is a community of choice for young families, as well as senior citizens. Many young adults appear to leave Beaumont for larger centres, such as nearby Edmonton where the housing market is more diverse, the opportunities for jobs are greater, and there is a wide variety of social amenities available. Once people begin to raise families, Beaumont's close-knit community and family friendly lifestyle become more attractive. The rise in the number of senior citizens is in line with national trends where senior citizens are moving closer to their families.

These trends have implications on the facilities and services that are needed in the community such as school sites, youth programming, diversity of housing choices, and lifestyle options that allow for residents to age in place. New greenfield areas and infill and redevelopment opportunities will increase the amount of medium and higher density residential options to provide choices for residents at all ages, abilities, and stages of life. Furthermore, young populations are often associated with more computer and technology literate populations, which will influence how Beaumont interacts with its residents including trends towards a high social media presence and more technology-based communication techniques. It is expected that as the community's population continues to increase, there will be increased demands on municipal services such as the library system and recreation facilities such as the Beaumont Sports and Recreation Centre and the Ken Nichol Regional Recreation Centre.

Beaumont's 2017 annexation has provided needed lands for the development of services and facilities to allow residents to continue to shop locally and live within close proximity to a wide range of goods and services to meet their everyday needs. Beaumont has traditionally been a commuter community with many jobs located outside of our municipal boundaries. Greenfield areas provide needed land for the development of new commercial areas, business parks, and light industrial areas. Beaumont has two existing major commercial/business areas in the south adjacent to Highway 625 west of 50 Street and in the northern portion of Beaumont south of Township Road 510 and west of 50 Street. The Centre-Ville area has seen recent redevelopment and features many smaller local shops that exhibit French flair.

### Historic Population in Beaumont

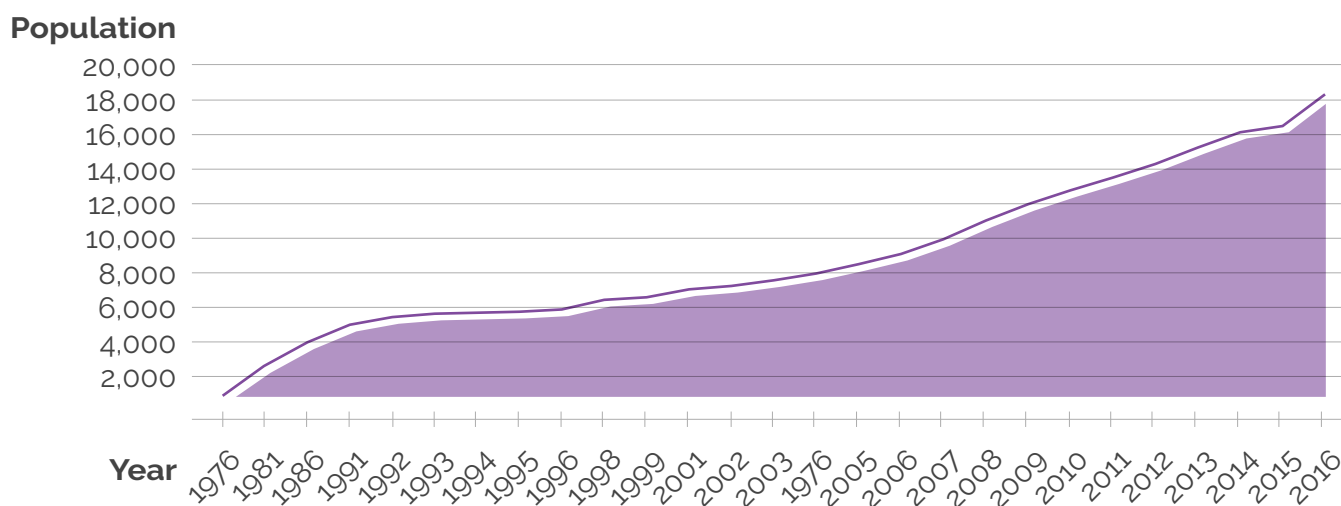


Figure 1. Beaumont Historic Population, 1976 - 2016

### Age Distribution

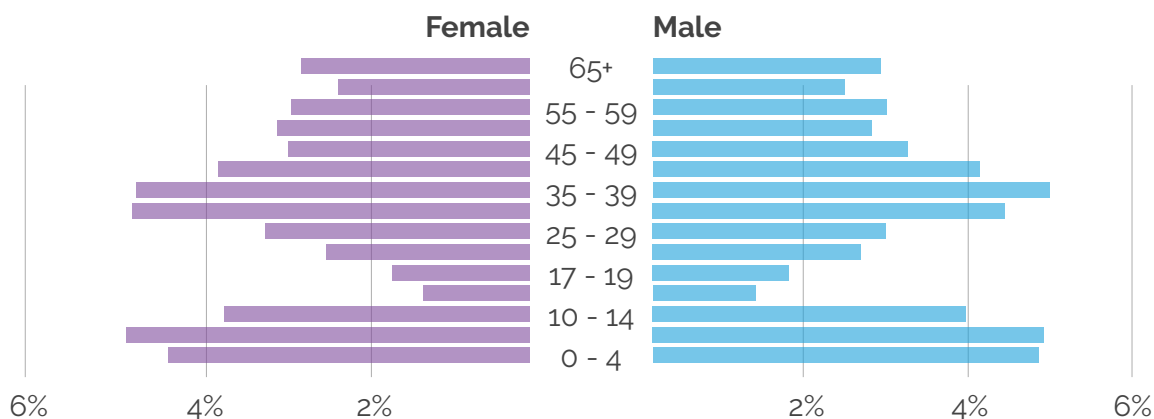


Figure 2. Age Distribution, Beaumont, 2016.

With respect to work destinations, approximately 16% of employed residents working in the local community. Approximately 78% of the labor force in Beaumont works in Edmonton, Nisku and Leduc County, City of Leduc, and the Edmonton International Airport.

Beaumont has traditionally been known for its unique French heritage. Today Beaumont is growing towards a diverse, multicultural community. Beaumont's changing population

and demographics give us an understanding of what we can expect for the future. *Our Complete Community* incorporates Beaumont's planning and service delivery to become a welcoming community and acknowledging the benefits of being a diverse community.



## Aboriginal Population

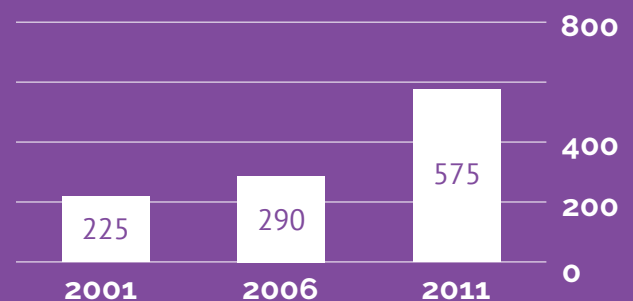
Based on the federal census, for 2001, 2006 and 2011, the Aboriginal population in Beaumont has increased by 350 people representing an increase of 155%. Between 2006 and 2011, the Aboriginal population increased by 285 people representing an increase of 98%.

According to Canada's 2011 National Household Survey, over 56% of Beaumont's Aboriginal population is under the age of 24 years, compared to 37% of non-Aboriginal population. In the age cohort of 15 to 19 years and 45 to 49, the Aboriginal population is more than double that of the non-Aboriginal population.

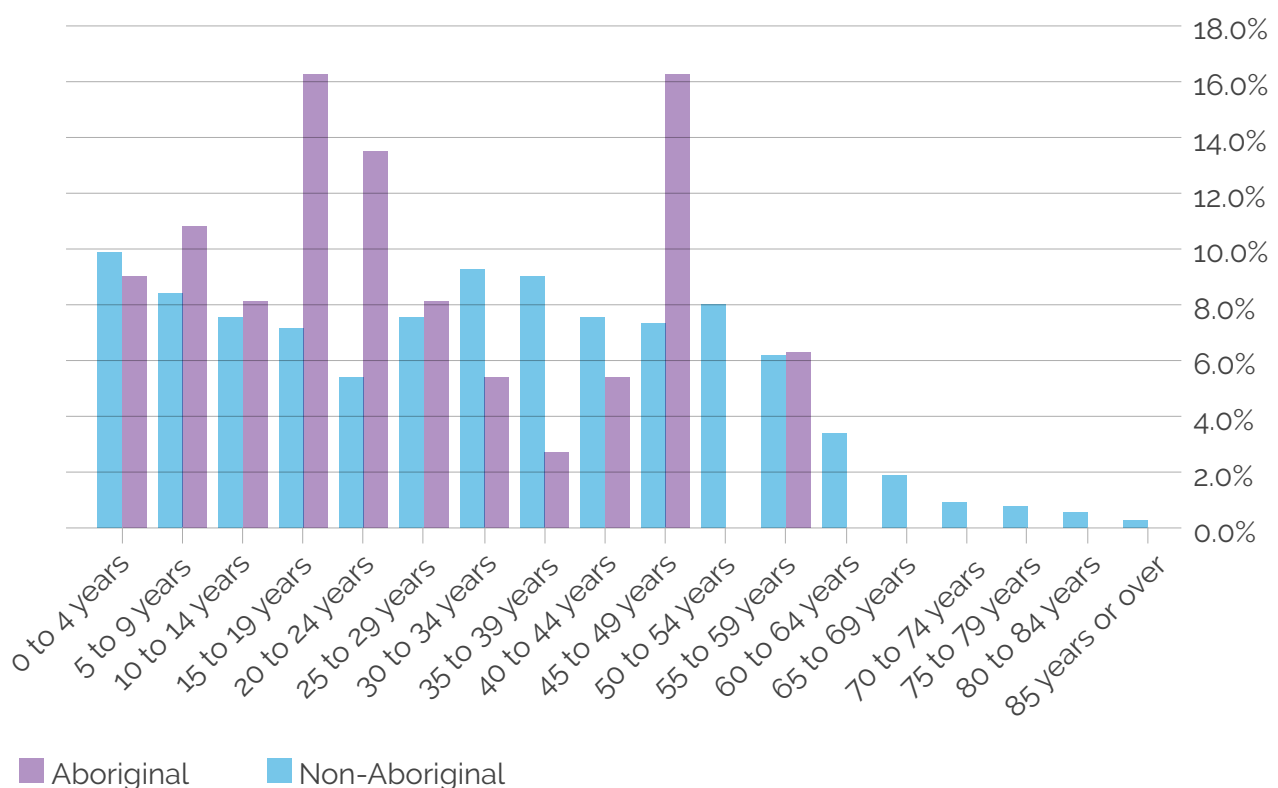
The difference between Beaumont's median age of 32.3 years and its Aboriginal population's median age of 24.3 years is eight years. As Beaumont continues to grow, it is anticipated that the Aboriginal population could continue to grow faster than the non-Aboriginal population, by natural increase, in-migration and those self-identifying as Aboriginal.



Beaumont's Growth in Aboriginal Population



Beaumont's 2011 Aboriginal and Non-Aboriginal Age Distribution



## Population Projections

Population projections are used to predict the future development demands and to inform planning of transportation and investment in municipal infrastructure to support and sustain a growing community. The Edmonton Metropolitan Region Growth Plan includes two scenarios of 30-year population projections from 2014 to 2044 – a low case and a high case. Beaumont's 2013 municipal census population of 14,916 informed these cases. Figure 3 below illustrates a comparative summary of the low and high cases as well as an interpolated midpoint case to 2044. Table 1 yields three potential final populations

for the community by 2044: 36,800 (low), 48,300 (midpoint) or 59,800 (high).

Through 2016, Beaumont's Federal Census results reveal that its growth is outpacing that of the Edmonton Metropolitan Region Growth Plan high case. While the high case scenario is possible given the high rates of growth seen over the past 30 years, it is not reasonable to assume that this will continue over the long-term as population growth is influenced by social, environmental, and economic changes. The midpoint case scenario has been used to inform the development of *Our Complete Community*.

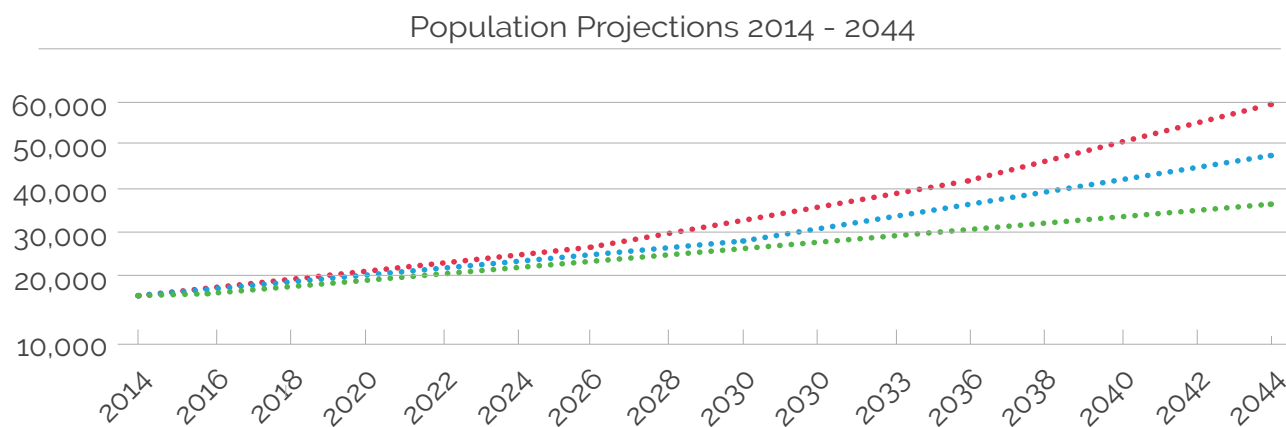


Figure 3 Future Population Growth Projections to 2044

2016 Population	17,720	17,720	17,720
	Low Scenario	Midpoint Scenario	High Scenario
2044 Projected Population	36,800	48,300	59,800
Total Population Change	19,080	30,580	42,080
Average Annual Growth Rate	2.7%	3.8%	4.6%

Table 1 Alternative Growth Scenario Comparative Summary (2016-2044)

## Land Supply

In 2017, Beaumont annexed 21 quartersections of land to accommodate growth. Informed by **Map 9 – Land Use Concept** and the density targets in the Edmonton Metropolitan Region Growth Plan, it is anticipated that this new land supply will enable Beaumont to accommodate approximately 40 to 55 years of population growth.



## 2.4 *Our Complete Community*: The Process

A robust public engagement process was launched in early 2016 to collaboratively create *Our Complete Community*. The process was centred around a strong and diverse public engagement process to include perspectives from administration, stakeholders, and the public at critical points in the development of the plan.

Various communication techniques were used to promote the project including mail-outs, website updates, radio spots, newspaper ads, and social media interactions. Sounding boards were also set up at the Administrative Office, Beaumont Sports and Recreation Centre (formerly called the Aqua-Fit Centre), and the Ken Nichol Regional Recreation Centre. Each sounding board posed a series of questions over six weeks to raise awareness for the project and to gauge the community's opinions on a range of topics. The Municipal Development Plan was also promoted at a variety of community events to give residents the opportunity to ask questions, develop ideas, and learn about the project.

Visioning exercises were undertaken with staff and community stakeholders. Prior to the community workshops in spring 2016, a Technical Staff Working Group participated in an internal visioning session. The purpose of this session was to develop a future vision for the Municipal Development Plan from a technical perspective that could provide an outline for the public/stakeholders to analyze, dismantle, build-upon, and ultimately make their own at the visioning workshop. The community workshops had residents, municipal representatives, and community stakeholders participate in visioning exercises for the Municipal Development Plan to create the draft vision statement. Workshop participants were asked to identify key concepts (which were subsequently grouped into this plan's themes) that they believed were important to consider when developing the Plan.

Workshops were also held in the community in the early summer of 2016 to identify key features that were important to retain, in addition to where land uses and transportation corridors should be located. Additionally, participants were asked to compose key goal statements for each of the policy themes. What resulted was a list of key concepts/

themes and objectives. These have been used to draft key goal statements and objectives for each of the six components of the Plan.

- Healthy Vibrant Community
- Responsible Development
- Effective Movement of People and Goods
- Environmental Stewardship
- Economic Strength
- Safety and Emergency Management

Three preliminary Land Development Concepts were presented for discussion purposes at workshops in September 2016. Attendees were asked what components of each of the options they supported, supported with conditions, or did not support. The feedback from these sessions informed the land development concept of the *Our Complete Community*.

In March 2017, a two-day workshop was held to provide stakeholders with the opportunity to work through policies supporting the different theme areas of the plan.



In April 2017, *Our Complete Community* was presented to the public for discussion review and comment. It was presented to Council in the spring of 2017. Following second reading the plan was submitted to the Capital Region Board (later replaced by the Edmonton Metropolitan Region Board) for approval under the Regional Evaluation Framework process. The Regional Evaluation Framework requires member municipalities of the Board to submit new or amendment to statutory plans such as Municipal Development Plan for approval prior to Council giving approval to the statutory plan. The process includes a third-party evaluation, a recommendation from the Board's Administration, and a 28-day appeal period, in which any member municipality can appeal the decision of the Board. However, the plan was not approved by the Capital Region Board.

During 2018, Beaumont's Administration reviewed and updated *Our Complete Community* to comply with the modernized *Municipal Government Act* as well as other provincial and regional plans and policies, such as the new Edmonton Metropolitan Region Growth Plan (approved October 2017). In addition, on February 16, 2018 an Intermunicipal Planning Framework Agreement was signed by Mayors of the City of Edmonton, Leduc County, and Beaumont committing to collaborative joint planning (land use, servicing and transportation, as well as cost and benefit sharing) of an agreed upon study area which includes Beaumont's recent annexed lands north of Township Road 510. The Agreement recognizes that by working together, more sustainable and liveable communities in the Edmonton Metropolitan Region can be achieved.





## 2.5 Our Complete Community: A Vision For Beaumont

Beaumont's community-built vision guides our everyday plans and actions. The policies, goals, and objectives of *Our Complete Community* have been developed to achieve this vision.

**"Together, we make life better in Beaumont."**

As a prosperous, vibrant, healthy, family-oriented community, Beaumont welcomes diversity, nurtures business, promotes excellence, and is environmentally conscious, while celebrating its Indigenous, agricultural, and French heritage."

Six overarching policy theme areas for *Our Complete Community* were identified through the public process.

These theme areas are:

### **Healthy Vibrant Community**

Important policy elements that together create an attractive, desirable community that provides a high quality of life for residents of all ages, which include arts and culture, placemaking, history, and social equity.

### **Responsible Development**

Policies guiding future development of lands in Beaumont.

### **Effective Movement of People and Goods**

Policies related to the transportation system with a focus on safe, inclusive, and multi-modal options for residents and businesses.

### **Environmental Stewardship**

Policies that ensure the protection and expansion of Beaumont's environment to ensure future generations can enjoy Beaumont's resources.

### **Economic Strength**

Key components for successful growth and attracting diverse and innovative local employment opportunities.

### **Safety and Emergency Management**

Safety and Emergency Management is included in the plan to ensure the safety, health, and welfare of Beaumont's residents.

These themes are overlapping and interconnected; they build upon each other and support each other. You will see different elements of each theme incorporated in other sections to reinforce

important concepts and ideas. These themes should be applied holistically as they work together to build a complete community.



## 2.6 Generalized Land Use Concept

**Map 9 – Land Use Concept**, details the land use policy areas to guide the long-term growth and development of Beaumont. Ten generalized character areas have been identified based on current development and the desired future development as established through the *Our Complete Community* vision and key goals. The land use concept has been designed to align

with the growth directives in the Edmonton Metropolitan Region Growth Plan to appropriately intensify Beaumont's built-up and planned areas, in addition to ensuring that Beaumont's greenfield areas achieve a density of 35 dwelling units per net residential hectare along with supporting transit, employment, urban agriculture, and affordable housing opportunities.

### RESIDENTIAL AREAS

#### Established Residential

The Established Residential character area, identified on **Map 9 – Land Use Concept**, is also considered the built-up and planned area of Beaumont as per the Edmonton Metropolitan Region Growth Plan. The established residential area encompasses all existing residential neighbourhoods within the community that have an existing approved Outline Plan or Area

Structure Plan. Policies for the Established Residential policy area are intended to support maintenance or enhancement of the residential neighbourhood while providing opportunities for infill, redevelopment, and intensification. The Established Residential area has an intensification goal of 10% in accordance with the Edmonton Metropolitan Region Growth Plan .

#### Future Residential

The Future Residential character area identified on **Map 9 – Land Use Concept** is contained within the greenfield area of Beaumont identified on **Map 8 – Metropolitan Structure Components** in accordance with the Edmonton Metropolitan Region Growth Plan. The Future Residential policy area applies to areas intended for residential neighbourhood development that do not have an existing approved Outline Plan or Area Structure Plan. The

Future Residential area is primarily intended for a broad spectrum of residential housing types to meet the needs of residents at all ages and stages of life. Future Residential areas may include complementary uses such as schools, churches, recreational facilities, parks, open space, trails, utilities, and neighbourhood level commercial opportunities including mixed-use developments.

### LOCAL EMPLOYMENT AREAS

#### Commercial

Commercial uses for areas identified on **Map 9 – Land Use Concept** include concentrations of retail, office, and entertainment uses, including large-format stores that attract a community-wide customer base. The policy area also includes a broad range of commercial uses that rely on

highway and major corridor access and exposure, such as auto services, sales and gas stations, hotels, restaurants, and other hospitality services. These areas are designed to take advantage of key transportation routes and integrate highway commercial opportunities.

### Light Industrial

The Light Industrial character area identified on **Map 9 – Land Use Concept**, is intended to accommodate a range of light uses such as warehousing, equipment and material storage, manufacturing, and general light industrial operations that may require some limited outside storage. Screening standards will be implemented through the Land Use Bylaw. The Light Industrial area will maintain separation from non-industrial

land uses through the use of roadways, landscaped berms, or buffers to minimize land use conflicts and mitigate potential negative impacts such as visual, dust, odour, noise, and other esthetic impacts on surrounding users. Limited commercial uses like gas stations, convenience retail, and restaurants may be permitted where appropriate. This area also includes Beaumont's Operations Facility and is designated for a future transit centre.

### Business Park

The Business Park character area identified on **Map 9 – Land Use Concept**, is intended for development of a compatible mix of employment and commercial and light industrial uses in a campus like setting such as offices, warehouses, and light manufacturing where all activities are carried out entirely within the confines of the building. The Business Park policy area

has higher design, landscaping, and signage requirements than typical light industrial uses that will be established and regulated through the Land Use Bylaw. These areas will also accommodate external public spaces and be at higher intensities to incorporate multiple stories of development for a variety of office and other employment opportunities.

### Community Commercial/Employment Centre

Community Commercial/Employment Centres identified on **Map 9 – Land Use Concept**, are not intended to accommodate large-format retail uses but are designed to accommodate a mix of retail, offices and institutional uses that may also include multi-unit residential integrated with other uses. Residential components of Community Commercial/Employment Centres will be predominantly medium to high-density residential development. Community Commercial/Employment Centres are intended to be a focal point and meeting place for the community by

providing an attractive pedestrian-friendly public realm and gathering spaces that include patios and plazas. Pedestrian and cyclist connections will be provided between commercial and residential areas. Parking will be located behind buildings or underground to enable dense urban form. Community Commercial/Employment Centres will be located along arterial roads and will incorporate transit opportunities as part of the Centre. The principles of Transit Oriented Development will be implemented as part of Community Commercial/Employment Centres.

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## FUTURE GROWTH AREA

Future Growth area includes lands north of Township Road 510 between Range Road 241 and Range Road 243. This area is part of an agreed upon study area within the Intermunicipal Planning Framework Agreement signed by the Mayors of the City of Edmonton, Leduc County, and Beaumont for collaborative joint planning (land use, servicing

and transportation, as well as cost and benefit sharing) that recognizes that by working together, more sustainable and liveable communities in the Edmonton Metropolitan Region can be achieved.

## CENTRE-VILLE

Centre-Ville is the historic and cultural heart of Beaumont and the Urban Centre of the community as per the Edmonton Metropolitan Region Growth Plan. Centre-Ville identified on **Map 9 – Land Use Concept**, will continue to be developed and revived with the goal of making it the major business, social, cultural, and entertainment focus of the community with a distinct French flair. This will be achieved through application of the Beaumont Urban Design Guidelines and development of a public realm that includes a unique and distinctive

streetscape with a focus on pedestrian-orientated mixed-use developments where people can live and work near daily amenities in close proximity to major transit facilities. Centre-Ville is intended to accommodate mixed-use development at higher intensities with development striving to meet an aspirational density target of 100 dwelling units per net residential hectare over the horizon of *Our Complete Community*.

## PUBLIC FACILITIES AND INSTITUTIONS

The Public Facilities and Institutions area generally identified on **Map 9 – Land Use Concept**, includes schools, places of worship, recreational facilities, libraries, civic buildings, and other institutional

uses. Through the Area Structure Plan process, future school sites, parks, and other community services will be identified in the future residential areas.

## PARKS, RECREATION, AND OPEN SPACE

### Private Recreation

The Private Recreation area identified on **Map 9 – Land Use Concept**, identifies the Coloniale Golf Course and the Beaumont and District Agricultural Society operations. The Private Recreation policy area may also include any

privately operated recreation facilities that may be established within Beaumont's boundary in the future.

### Parks and Open Space

The Parks and Open Space area generally identified on **Map 9 – Land Use Concept**, encompasses several existing natural and constructed uses that provide a public amenity, are public infrastructure, or provide protection of environmentally sensitive natural features. This includes public parks spaces and recreational

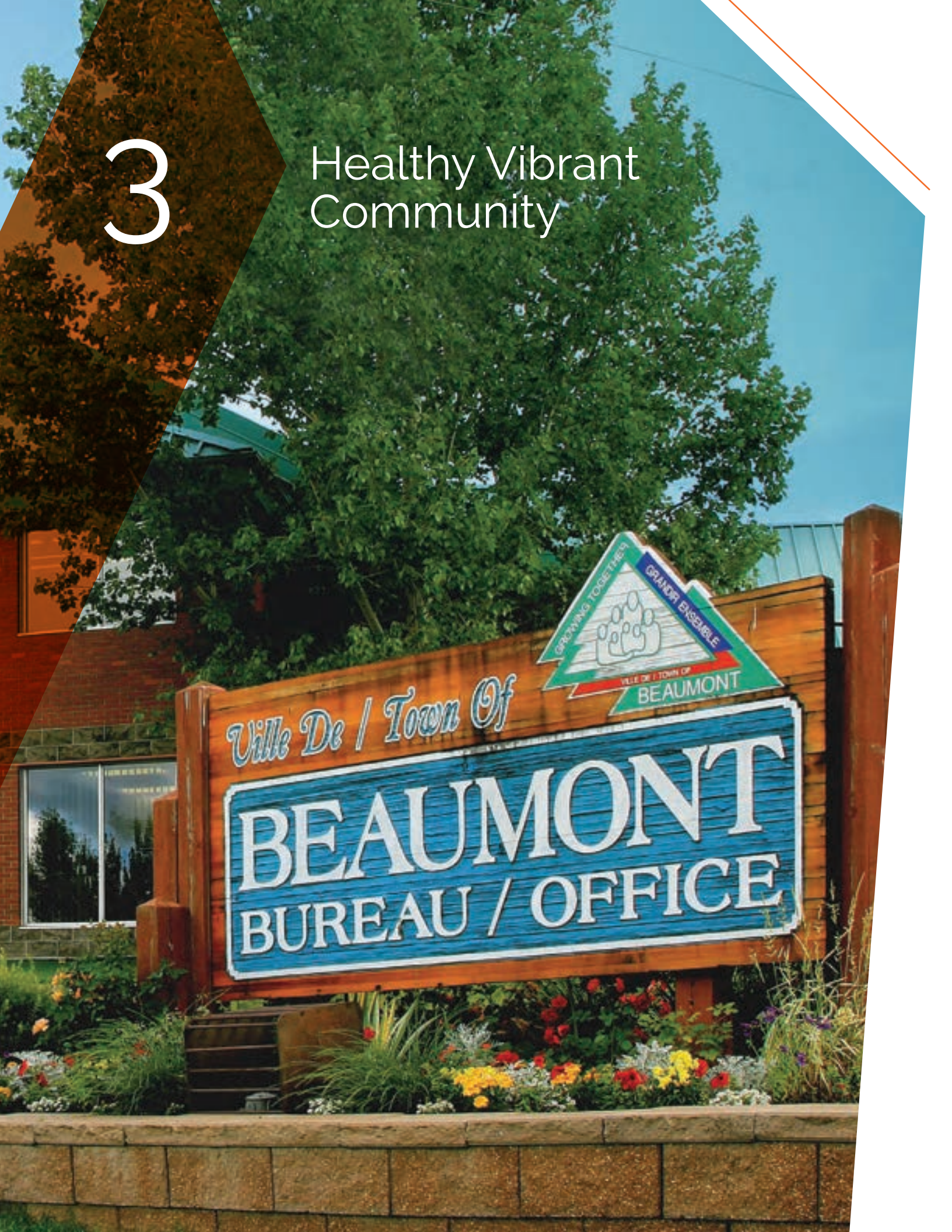
playing fields, wetlands, waterbodies, streams, and creeks, stormwater management facilities, utility corridors, and other public open spaces. Through the Area Structure Plan process, Parks and Open Space will be identified in the future residential areas.





3

## Healthy Vibrant Community





**OVERVIEW:**

Originating from its Indigenous and French history, Beaumont has grown from a small rural community to an attractive family-oriented urban community. As the community grows and matures, Beaumont will appeal to more people from diverse backgrounds, ages, and abilities. This will further increase our desirability as a community of choice in which to live, work, shop, and socialize. In addition to providing facilities and services, to become a healthy community, a healthy vibrant Beaumont must continue to provide opportunities that support emotional, physical, and spiritual well-being for its diverse population. This section addresses social equity and the significant historic and cultural elements that contribute to a healthy complete community. This section also acknowledges the local context that makes Beaumont's community unique within the region and provides opportunities for a range of lifestyles.

**KEY GOAL STATEMENT:**

As Beaumont grows, it continues to celebrate its past, present, and future by ensuring that art, culture, and heritage are not only supported but also integrated into the fabric of the community. The community is inclusive and diverse with residents who are active and engaged at all ages, abilities, and stages of life.

**OBJECTIVES:**

- a) All residents and visitors to Beaumont feel safe, secure, and welcome.
- b) Beaumont is a community of choice that is inclusive with a diversity of residents of all ages and stages of life.
- c) Beaumont is proud of its rich Indigenous and French heritage, which it celebrates through multi-cultural festivals, art, and events.
- d) Supported by facilities and programs that promote health and wellness and life-long learning, residents of Beaumont of all ages and abilities are healthy and resilient.
- e) Beaumont embraces its agricultural heritage and encourages opportunities for all types of urban agriculture.

## 3.0 Healthy Vibrant Community

### 3.1 Civic Engagement and Good Governance

- 3.1.1 Support and encourage public participation and meaningful engagement in the development of municipal plans and processes by creating and implementing a public engagement strategy that allows both formal and informal opportunities to encourage representation from a broad spectrum of stakeholders and residents.
- 3.1.2 Transparent municipal decision making shall be employed by providing:
  - a) adequate information to stakeholders;
  - b) access to public information;
  - c) opportunities for stakeholder engagement; and
  - d) reporting back results.
- 3.1.3 Innovation and best management practices will be used in delivering fiscally responsible services to the community.
- 3.1.4 Recognize and respect Indigenous rights, values and heritage, engaging on projects or initiatives that may be of potential interest.

### 3.2 Community

- 3.2.1 Ensure through current and innovative land use planning, the provision of gathering places and spaces where the community can come together at a street, neighbourhood, and community level.
- 3.2.2 Consider and support events such as festivals, farmer's markets, and sporting events that are inclusive and respectful of people of all backgrounds.
- 3.2.3 Existing community gardens and spaces where residents can harvest their own food will be supported and opportunities for new facilities will be encouraged.

- 3.2.4 Urban Agriculture pilot projects such as community gardens, edible landscaping, beekeeping, or rooftop gardens will be considered.

### 3.3 Arts & Culture

- 3.3.1 Provide opportunities for and encourage public art within the public realm.
- 3.3.2 Consider and support artistic and cultural endeavors (events, activities, installations) of interest to a diverse community by striving to allocate a portion of publically funded new capital infrastructure expenditures to the acquisition and/or creation and display of public artworks.
- 3.3.3 Indigenous culture will be promoted, acknowledging and commemorating the original people of this area.

### 3.4 Placemaking, History, and Landmarks

- 3.4.1 Encourage the development of private or public museums; interpretive centres and displays; cultural institutions and facilities to educate and highlight Beaumont's rich Indigenous, French, and agricultural heritage.
- 3.4.2 Endeavour to preserve valuable heritage resources within the community.
- 3.4.3 Spaces that encourage social connections will be fostered and strengthened through human scale design of buildings, streetscapes, and public spaces.
- 3.4.4 Promote the vibrancy of public spaces by encouraging the use of low cost temporary installations within the community that support livability such as art work, street furniture, and landscaping.
- 3.4.5 As new landmarks are introduced, they should enhance the visual identity and appearance of Beaumont and improve wayfinding throughout Beaumont.

- 3.4.6 The heritage value and special character of areas, districts, streetscapes, cultural landscapes and individual properties shall be maintained through statutory and non-statutory instruments such as Area Structure Plans, Area Redevelopment Plans, and design guidelines.
- 3.4.7 Ensure that all heritage and cultural values are identified, celebrated, and retained through community engagement, participation, and signage.

### 3.5 Social Equity

- 3.5.1 All new residential areas within Beaumont shall be required to provide diverse and innovative housing options, services, and facilities that meet the needs of residents at all income levels and stages of life. This shall include the provision of a mix of single detached, semi-detached, row housing, multi-unit housing, and apartments integrated within neighbourhoods as well as allowances for secondary suites. Where significant redevelopment of existing neighbourhoods is contemplated through an Area Redevelopment Plan, Beaumont will require the provision of a greater diversity of housing options to intensify the built-up residential area through a 10% increase in the number of dwellings.
- 3.5.2 Encourage developments, urban design requirements, programs, and services that support aging in place.
- 3.5.3 Incorporation of universally accessible design, barrier-free, and age friendly design shall be supported and encouraged when considering housing, transportation networks and access, outdoor spaces, buildings, and other amenities.
- 3.5.4 Opportunities for services and facilities within neighbourhoods that support families, such as basement, garden, and garage suites, child and elder daycare facilities, and the provision of parks for passive and active recreation shall be encouraged.

- 3.5.5 Ensure that services and opportunities are available that promote the spiritual, emotional, and physical well-being of Beaumont residents.
- 3.5.6 Collaborate with community based organizations and Indigenous peoples to design and develop programs, services and employment and economic opportunities that meet the needs of the residents and surrounding communities.
- 3.5.7 Participate in addressing the core housing need within the region in accordance with the Edmonton Metropolitan Region Growth Plan.

### 3.6 Education and Opportunities for Life-long Learning

- 3.6.1 Encourage the continued pursuit of knowledge in the community by providing or supporting learning programs and spaces for all ages.
- 3.6.2 Access to public facilities such as recreation centres and libraries shall be available to all Beaumont residents and surrounding community.
- 3.6.3 Promote awareness of Canada's Indian residential school system and increase knowledge of Indigenous culture, traditions, values, and rights.
- 3.6.4 Consultation and collaboration with local school boards shall be undertaken during Area Structure Plan preparation with a review process to ensure appropriate location and integration of school sites within neighbourhoods.
- 3.6.5 School sites will be allocated to individual school boards through a School Site Allocation Agreement and via the School Site Allocation Committee.
- 3.6.6 Access to school and institutional infrastructure shall be promoted by considering a five-minute walk (400 meter) from medium and high density housing to promote walkability in neighborhoods.

## 3.0 Healthy Vibrant Community

- 3.6.7 Design of school sites shall ensure that schools are located adjacent to a neighbourhood park and have a minimum of 50% street frontage along the perimeter of the site along two roads to support safe site access and visibility.
- 3.6.8 Pursue partnerships and joint facility opportunities with all School Boards to be supported by Joint Use Agreements.

### 3.7 Active Lifestyle Opportunities

- 3.7.1 Programs, opportunities, and initiatives that encourage, educate, and promote active lifestyles at all stages of life and ability will be supported.
- 3.7.2 Neighbourhoods and the community shall be designed and developed to encourage modes of transportations other than private vehicles including barrier-free walking/wheeling connections, accessible transit options, and active transportation.
- 3.7.3 Design of neighborhoods shall consider linkages and connection to diverse land uses to promote walkability and a active lifestyle living in Beaumont.
- 3.7.4 Recreation opportunities (passive and active) shall be integrated into the community at a neighbourhood level in addition to providing Beaumont-wide recreation complexes/facilities.
- 3.7.5 Parks and open space in the future residential areas shall be distributed within a five-minute walk (400 metres) in residential and mixed-use areas and should appeal to diverse interests, ages, and levels of mobility.

### 3.8 Public Facilities and Institutions Policies

- 3.8.1 **Map 9 – Land Use Concept** identifies the general location of existing Public Facilities and Institutions. Identification of future public facilities and institutions will

be undertaken at the Area Structure Plan stage of planning.

- 3.8.2 The safety of residents shall be prioritized through coordination and support for police, fire, rescue, emergency, and medical services.
- 3.8.3 Ensure that municipal and public services are accommodated through best practices in land use planning. Facilities should be located where they are compatible with adjacent land uses and where they are accessible and convenient for users. These developments should ensure strong pedestrian and cycling linkages to pathways, the street network, and to future transit corridors. Consideration should be given to clustering compatible and complementary uses such as libraries, schools, sports fields, recreation centres, and cultural facilities.
- 3.8.4 Public facilities shall be visible and accessible by a variety of modes of transportation including vehicular and non-vehicular modes of transportation such as walking, cycling, and public transit.
- 3.8.5 In addition to this plan, all new development and redevelopment of facilities shall be guided by the Recreation, Parks and Facilities Master Plan.
- 3.8.6 Civic structures and facilities shall employ the principles of Crime Prevention through Environmental Design, which may include:
- Natural access control (how entrances, exits, fencing, landscaping, and lighting to guide how people access a space)
  - Natural surveillance (placement of features such as windows, lighting, and landscaping)
  - Territorial Reinforcement (ex. using landscaping, pavement designs, signs, and fences to define property lines and distinguish private and public space)



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# 4

## Responsible Development





## OVERVIEW:

Beaumont has grown at an unprecedented pace in recent years. To ensure that the community expands in an orderly, efficient, and responsible manner aligned with the Growth Directions of the Edmonton Metropolitan Region Growth Plan, Beaumont is committed to planned development and providing a diverse spectrum of land uses. For Beaumont to become a complete community we must recognize the importance of varied and integrated land uses, in addition to functional services that provide residents the ability to meet their everyday needs in a readily accessible way.

In February 2018, Beaumont entered into Intermunicipal Planning Framework Agreement with City of Edmonton and Leduc County. *Our Complete Community* recognizes this important collaborative planning efforts among the Three Partner Municipalities and will continue to participate in this initiative. As such policies around this Intermunicipal Planning Framework Agreement are included to guide further development in Beaumont.

## KEY GOAL STATEMENT:

Growth and development will be undertaken in a manner that ensures Beaumont remains attractive, liveable, accessible, and safe, supporting inclusiveness, affordability and diversity for current and future residents, while encouraging a built form that promotes design excellence, innovation, and efficiency.

## OBJECTIVES:

- a) Beaumont will participate in the Intermunicipal Planning Framework Agreement to collaboratively work with the City of Edmonton and Leduc County on future development with boundary interface and transportation and servicing efficiencies.
- b) Beaumont will provide a viable mix of residential, commercial, recreational and industrial development within the community.
- c) All development will utilize land and infrastructure wisely and efficiently.
- d) Beaumont will provide a choice of housing and tenure options, which meet the needs of a multi-generational, culturally diverse, and variable income community.
- e) Beaumont will encourage excellent urban design.
- f) Developments are resilient and designed to respond to climate change, economic change, and changing demographic conditions.
- g) Beaumont provides smart and flexible development regulation that supports development of complete communities.
- h) Beaumont will ensure that development complies with the greenfield density of 35 dwelling units per net residential hectare and strives to achieve the goal of intensifying the built-up residential area through a 10% increase in the number of dwellings, as per the Edmonton Metropolitan Region Growth Plan.
- i) Beaumont will continue its efforts to increase its non-residential assessment.
- j) Beaumont will plan to accommodate a population of 48,300 residents by 2044.

## 4.0 Responsible Development

### 4.1 General Policies

- 4.1.1 All development shall be in general accordance with the character areas identified on **Map 9 – Land Use Concept**.
- 4.1.2 All development shall be in accordance with an approved land use, infrastructure, and service plan.
- 4.1.3 Development shall integrate a broad spectrum of housing types to accommodate low, medium, and higher densities, which are described as the following:
- a) low density developments are intended to accommodate primarily single detached and semi-detached dwellings within residential neighborhoods;
  - b) medium density developments are intended to accommodate row housing and low rise buildings four stories or under with or without a mixed use component;
  - c) high density developments are intended to accommodate buildings greater than four stories with or without an integrated mixed-use component; and
  - d) all new developments in Future Residential areas shall provide a minimum of 30-40% of residential land use in the form of medium and high density development.
- 4.1.4 Compatibility of land uses proposed adjacent to oil and gas facilities, including sour gas facilities, wells, and pipelines shall be through the application of Provincial legislation, regulations, and guidelines. Beaumont will ensure appropriate development setbacks from oil and gas pipelines and facilities are achieved through the subdivision approval process.
- 4.1.5 Beaumont shall encourage cooperation with member municipalities and utility companies to create and maintain integrated utility corridors.
- 4.1.6 Any proposed residential uses adjacent to highways and arterial roads shall require noise attenuation measures.
- 4.1.7 Cost of development shall be borne by the developers.

### 4.2 Statutory Plans

- 4.2.1 Area Structure Plans shall be prepared for the development of all Future Residential, Commercial, Business Park, and Light Industrial areas. Neighbourhood Structure Plans may be required to support Area Structure Plans for development areas larger than 64 hectares (one quarter section).
- 4.2.2 New Neighbourhood Structure Plans will not be permitted without an approved Area Structure Plan in place.
- 4.2.3 No new Outline Plans will be permitted.
- 4.2.4 The extension of urban development shall only occur if an approved Area Structure Plan is in place which demonstrates viable connections to services immediately adjacent to the lands proposed for development and development agreements are in place.
- 4.2.5 Redistricting of lands located in the Future Residential area will not be permitted without an approved Area Structure Plan in place. An approved Neighbourhood Structure Plan may also be required.
- 4.2.6 An Area Redevelopment Plan may be required prior to changes in built-up urban areas, at the discretion of the development authority.
- 4.2.7 Areas considered Built-up Urban Areas and Planned Areas, as defined on **Map 8 – Metropolitan Structure Components**, are grandfathered into *Our Complete Community* and will not be required to meet the greenfield area density targets



in the Edmonton Metropolitan Region Growth Plan. Substantive amendments to existing approved Outline Plans and Area Structure Plans will be required to meet the aspirational intensification target of 10% (exceptions may apply).

### 4.3 Regulatory Requirements

- 4.3.1 All proposed plans shall comply with the *Municipal Government Act* public consultation and notification requirement. Additional efforts beyond these requirements shall be encouraged where appropriate. This includes engagement of the public, the development industry and builders, adjacent landowners, and other stakeholders. Inclusive planning processes shall be required to provide understanding of development proposals and to provide the opportunity for review and feedback.
- 4.3.2 All new statutory plans or amendments to statutory plans shall comply with and indicate how they meet the requirements of the Edmonton Metropolitan Region Growth Plan and the Provincial Land Use Policies.
- 4.3.3 All new statutory plans or amendments to statutory plans shall be referred to the Capital Region Board in accordance with the requirements of the Regional Evaluation Framework process for approval.

### 4.4 Discourage Fragmented and Inefficient Development

- 4.4.1 Development shall maximize planned and existing municipal infrastructure and its ongoing operation and maintenance by utilizing existing capacity prior to consideration for expansion or extension of services.
- 4.4.2 Infill and redevelopment in existing serviced areas shall be prioritized, followed by areas where the extension of existing services and infrastructure is logical, contiguous, efficient, and economical.

- 4.4.3 Land will be intensified in the Built-up Urban Areas, as defined on **Map 8 – Metropolitan Structure Components**, through redevelopment, infill development, and expansion and conversion of existing buildings where opportunities exist. Where intensification of land in the Built-up Urban Areas is occurring, it shall be in compliance with the requirements of the Edmonton Metropolitan Region Growth Plan, including intensifying the built-up residential area through a 10% increase in the number of dwellings.
- 4.4.4 The premature fragmentation and development of agricultural land shall be prevented through the preparation of Area Structure Plans that provide for logical staging and phasing of development of the greenfield areas as shown on **Map 8 - Metropolitan Structure Components**.
- 4.4.5 In greenfield development areas identified for future urban development, only new uses that will not adversely impact future urban expansion and development shall be permitted. Existing activities will be allowed to remain until such time as the land is redeveloped for its intended use.
- 4.4.6 Within the Future Residential area, the fragmentation and conversion of prime agricultural lands for non-agricultural uses will only be considered when all of the following criteria are met:
  - a) lands are contiguous with built up urban areas and/or planned areas;
  - b) the development proposal is required to conform to the employment and population projections in accordance with the Edmonton Metropolitan Region Growth Plan;
  - c) lands proposed for residential uses are identified within an Area Structure Plan that conforms with the minimum greenfield density of 35 dwelling units per net residential hectare;
  - d) an Agricultural Impact Assessment has been completed as part of the Area

## 4.0 Responsible Development

- Structure Plan to identify potential adverse impacts of the proposed development on agricultural lands and existing agricultural operations both on-site and off-site in the surrounding area; and
- e) mitigation measures recommended through the Agricultural Impact Assessment conducted by a qualified professional are incorporated in the planning and design of the proposed development to minimize any identified potential adverse impacts.

### 4.5 Neighbourhood Design

- 4.5.1 Ensure that a diversity of housing types and tenure options, that meet a range of incomes and demographics, be incorporated into greenfield areas to meet the needs of all residents through all stages of life.
- 4.5.2 Mixed use developments that are vertically oriented and incorporate a mixture of housing, commercial, office uses, live/work units, and secondary suites will be encouraged.
- 4.5.3 Medium and higher density residential development should be located in areas with good access to major roads, trails and walkway connections, and within a five minute walk (400 metres) to transit opportunities.
- 4.5.4 New neighbourhoods shall be designed so that trails and walkways are integrated and connect to the community-wide pathway/trail network.
- 4.5.5 Natural features including tree stands, wetlands, streams and other natural features should be incorporated into neighbourhoods.
- 4.5.6 Gathering spaces within neighbourhoods shall be encouraged to provide safe places for children to play and foster community interaction and engagement

- 4.5.7 Road networks shall be designed to create walkable streets with frequent connections and linkages to destinations and other modes of transportation. The inclusion of cul-de-sacs shall be minimized.
- 4.5.8 Developments should be designed to incorporate winter design principles whenever possible. Winter design principles are meant to encourage the development of comfortable, accessible, and enjoyable public spaces in the winter season and throughout the year. They include:
- blocking wind;
  - maximizing sunshine exposure;
  - use of colour and light; and
  - providing infrastructure to encourage use and to provide comfort.

### 4.6 Safety and Accessibility

- 4.6.1 Crime Prevention Through Environmental Design principles should be considered for the design of new neighbourhoods, development and redevelopment of buildings, open spaces, pathways, and parking areas to enhance the effective and safe use of the space.
- 4.6.2 Developments should be planned and designed to be barrier-free and accessible to allow use by as wide a range of people as possible.
- 4.6.3 New development and redevelopment must demonstrate how emergency services will be accommodated.

### 4.7 Transit Oriented Development

- 4.7.1 Medium and higher density residential and mixed use developments shall be located near park and ride facilities or transit stops in the Future Residential area, Centre-Ville, and Community Commercial/Employment Centres to support high frequency, rapid transit service and provide a base for a variety of housing, employment, local

- services, and amenities that support a complete community and support ridership.
- 4.7.2 Convenient, comfortable, direct, and safe pedestrian linkages must be created at all transit stops and park and ride facilities. Implement innovative parking strategies to accommodate transit bus, private automobile, and cycling circulation, in addition to parking needs near transit stops and park and ride facilities.
- 4.8 Residential Policies**  
**Established Residential Area Policies**
- 4.8.1 The planned and built-up residential areas of Beaumont are designated as Established Residential on **Map 9 – Land Use Concept**.
- 4.8.2 Neighbourhood re-investment shall be encouraged by taking full advantage of existing services and facilities in established residential areas by:
- a) encouraging the development of vacant lots and the redevelopment of underutilized lots;
  - b) striving to meet the aspirational intensification target of 10%;
  - c) encouraging secondary suites;
  - d) non-market affordable housing through collaboration with other member municipalities and non-profit housing providers on the funding and delivery of non-market affordable housing;
  - e) enabling re-subdivision of large (>15m wide) residential lots where appropriate; and
  - f) supporting incremental ways to improve our public realm.
- 4.8.3 Proposed development should be sensitive to the scale and design of the surrounding built environment to ensure suitable integration of new uses in existing areas.
- 4.8.4 The integration of home-based businesses and live-work uses in Established Residential Areas is encouraged. Applicants must demonstrate that adjacent land uses will not be negatively impacted.
- 4.8.5 Neighbourhood services such as day care facilities, municipal libraries, places of worship, community support services, and neighbourhood commercial developments such as convenience stores or smaller grocery stores should be considered in Established Residential areas.
- 4.8.6 Medium to high density residential, mixed-use residential and commercial developments in Established Residential Areas should be oriented to the street, along proposed transit-serving corridors and adjacent to pedestrian trail, and walkway networks.
- 4.8.7 Smaller forms of housing will be encouraged and integrated with single detached residential developments within built-up areas where sufficient municipal services (water and sanitary) capacity exists.
- 4.8.8 Redistricting, redevelopment, or subdivision proposals in Established Residential areas may require the development of an Area Redevelopment Plan and should have regard for:
- a) compatibility of height and massing with adjacent land uses;
  - b) non-market affordable housing through collaboration with other member municipalities and non-profit housing providers on the funding and delivery of non-market affordable housing;
  - c) connectivity and impact on municipal services;
  - d) provision of required parking; and
  - e) existing street layout and site planning.
- 4.8.9 In established residential areas, high density residential developments shall be combined with medium density residential developments to provide an appropriate visual transition between high and low density uses.
- 4.8.10 Isolated blocks of high density residential developments shall be discouraged.

## 4.0 Responsible Development

### 4.9 Future Residential Area Policies

- 4.9.1 Unplanned, greenfield areas designated for residential neighbourhood development are identified as Future Residential on **Map 9 – Land Use Concept**.
- 4.9.2 All Area Structure Plans within the Future Residential area must ensure that they conform to the minimum greenfield density established for Beaumont in the Edmonton Metropolitan Region Growth Plan of 35 dwelling units per net residential hectare.
- 4.9.3 No new development, or subdivision that may inhibit future urban development as shown on **Map 9 – Land Use Concept** shall be permitted.
- 4.9.4 New residential development in the Future Residential area must be planned to extend existing municipal infrastructure in a contiguous, efficient, and cost effective manner as established through Area Structure Plans.
- 4.9.5 The integration of home-based businesses and live-work uses in Future Residential areas may be considered. Applicants must demonstrate that adjacent land uses will not be negatively impacted.
- 4.9.6 New greenfield developments in the Future Residential area will strive to integrate residential development with local services, amenities, institutional, and commercial uses including mixed-use developments that are located within buildings or within a five-minute walk (400 metre radius) as established through Area Structure Plans.
- 4.9.7 Medium to high density residential, mixed-use residential, and commercial developments in the Future Residential area should be oriented to the street, along proposed transit-serving corridors and adjacent to the pedestrian trail and walkway network.
- 4.9.8 In Future Residential areas, higher density residential developments shall be combined with medium density residential developments to provide an appropriate visual transition between higher and low density uses.
- 4.9.9 Isolated blocks of higher density residential development shall be discouraged.
- 4.9.10 New residential areas within Beaumont shall be required to provide diverse housing options, services, and facilities that meet the needs of residents at all income levels and stages of life. This shall include the provision of a mix of single detached, semi-detached, row housing, multi-unit housing, and apartments integrated within neighbourhoods as well as allowances for secondary suites.
- 4.9.11 To provide affordable housing options and contribute to housing choice within the Future Residential area, Beaumont shall support the development of:
  - a) more compact housing forms and increased density to achieve a more diverse housing stock in Beaumont;
  - b) development of secondary suites and innovative parking strategies;
  - c) incorporating innovative building practices related to prefabrication, building materials, and built forms with good urban design to improve affordability;
  - d) the formation of innovative partnerships and exploring creative financing models, regulations, standards and approval processes, and incentives for the private sector to provide market affordable housing options; and
  - e) non-market affordable housing through collaboration with other member municipalities of the Edmonton Metropolitan Region and non-profit housing providers on the funding and delivery of non-market affordable housing



#### 4.10 Future Growth Area

- 4.10.1 Beaumont will actively participate in the Intermunicipal Planning Framework Agreement discussion with the City of Edmonton and Leduc County.
- 4.10.2 Future land uses around shared municipal boundaries of the City of Edmonton, Leduc County, and Beaumont to be included in the intermunicipal planning framework discussion to explore and identify recommendations for decision making around boundary interfaces, conceptual land uses, future transportation corridors and utility networks.
- 4.10.3 Development in the Future Growth Area will occur in a manner that implements the cost-shared servicing approach as identified in the Intermunicipal Planning Framework Agreement.
- 4.10.4 Efforts shall be made not to create hardships for the City of Edmonton and Leduc County to plan their respective lands within their municipal boundaries.

#### 4.11 Centre-Ville

- 4.11.1 The Urban Centre or downtown core of Beaumont is designated as Centre-Ville, which is shown on **Map 9 - Land Use Concept**.
- 4.11.2 Centre-Ville will continue to be developed and revived with the goal of making Centre-Ville the major business, social, cultural, and entertainment focus of the community with a distinct French flair.
- 4.11.3 Centre-Ville will strive to maintain the heritage value and special character of streetscape, cultural landscapes, and individual properties through statutory and non-statutory instruments.
- 4.11.4 The Central Area Redevelopment Plan shall be reviewed and updated on a regular basis as defined in the Central Area Redevelopment Plan, to provide direction on:

- a) achieving a density target of 100 dwelling units per net residential hectare as outlined in the Edmonton Metropolitan Region Growth Plan;
  - b) intensification;
  - c) transit oriented development;
  - d) high density mixed-use development;
  - e) commercial services including business commercial;
  - f) education services;
  - g) local and major community services;
  - h) multi-modal transportation including local and commuter transit services;
  - i) preservation and enhancement of the active transportation networks;
  - j) open space and pedestrian infrastructure;
  - k) infrastructure; and
  - l) parking.
- 4.11.5 Centre-Ville will accommodate a mix of employment and population growth through intensification and transit oriented development and will strive to achieve the Edmonton Metropolitan Region Growth Plan aspirational Urban Centre Density target of 100 dwelling units per net residential hectares in Centre-Ville over the horizon of *Our Complete Community*. The development of vacant lots and the redevelopment and intensification of underutilized lots in Centre-Ville to optimize existing and planned infrastructure shall be encouraged.
  - 4.11.6 Centre-Ville will be pedestrian focused. New developments and redevelopments shall be designed using pedestrian-scale site planning and building design.
  - 4.11.7 Parking shall be located under or behind buildings to preserve the continuity of the existing street face. Adjacent parking may be considered where other options are not viable.
  - 4.11.8 Residential uses may be permitted above or behind ground floor pedestrian-oriented commercial/office uses, as well as medium and higher density developments.

## 4.0 Responsible Development

Commercial/office and mixed use development should include:

- a) separate at-grade entrances for commercial/office and residential premises when located in the same building;
- b) visually transparent façades along the ground floor;
- c) reduced front setbacks, with the exception of providing for patio and seating space; and
- d) building façades with design elements, materials, and variations that reduce perceived mass and linearity and add interest consistent with the Beaumont Urban Design Guidelines.

4.11.9 Residential development, including infill development, in Centre-Ville is encouraged to provide a diversity of housing options with a focus on increased density, type, form, and affordability including row housing.

4.11.10 Beaumont may allow for major (corporate) retail and restaurant uses within Centre-Ville that are developed in an urban format, fronting public streets, and with parking that is screened or located behind buildings. These uses must comply with the Beaumont Urban Design Guidelines regarding architectural design and signage.

4.11.11 Centre-Ville shall incorporate parks, open spaces and plazas, services, and facilities that are accessible, complement commercial uses, and act as destinations.

4.11.12 Existing single detached residential buildings, which could be converted to commercial or office uses, shall be permitted to remain, however the development of new single residential structures on those properties shall be prohibited within Centre-Ville.

4.11.13 Development within Centre-Ville will be encouraged to provide high quality design and aesthetics through:

- a) use of attractive and high quality

building materials, finishes, and façades consistent with the Beaumont Urban Design Guidelines;

- b) installation of enhanced landscaping;
- c) incorporation of public art;
- d) incorporation of Winter City design principles;
- e) public gathering spaces and parks; and
- f) transit and active transportation.

### 4.12 Community Commercial/Employment Centre Policies

4.12.1 The development of Community Commercial/Employment Centres in the locations indicated on **Map 9 - Land Use Concept** is actively encouraged. Typical land uses include a mix of retail, offices, and institutional uses and may also include multi-unit residential developments as standalone developments or integrated into the upper storeys of commercial or office buildings.

4.12.2 Streets and paths should be designed to accommodate a range of users including transit, active transportation (e.g. walking, cycling), passenger vehicles, and goods movement. Variances to Beaumont's standards may be considered to accommodate public realm improvements as set out in an Area Structure Plan.

4.12.3 Development in this policy area carries the expectation of higher quality site and building design. Area Structure Plans, Outline Plans, and development permit applications shall identify site design and architectural guidelines, which may

be further defined through architectural controls.

4.12.4 Public realm improvements including street furniture, public art and public gathering spaces, bicycle racks and storage facilities should be incorporated into developments within Community Commercial/Employment Centres.

### 4.13 Commercial Policies

- 4.13.1 The development of Commercial uses will be encouraged in the locations indicated on **Map 9 - Land Use Concept**. Uses include retail, office, hospitality, and entertainment uses, including large-format stores that attract a community-wide customer base along key transportation routes to provide access and exposure. Multi-unit residential developments may also be integrated into the upper storeys of commercial buildings.
- 4.13.2 Commercial uses shall be situated along major roadways (major collector and arterials) to ensure convenient access, freight movement, and to minimize land use conflicts.
- 4.13.3 Commercial subdivisions adjacent to highways shall be required to provide service roads and shall be in accordance with provincial transportation policies.
- 4.13.4 Commercial uses shall be oriented to align with public roadways to create a pedestrian friendly streetscape and engaging public realm.
- 4.13.5 Multi-storey commercial buildings that efficiently use land and infrastructure are encouraged.
- 4.13.6 New commercial development proposals shall be subject to:
  - a) an approved Area Structure Plan;
  - b) An evaluation of servicing capacity and the provision of required infrastructure to be provided at the developer's expense;
  - c) traffic assessments for appropriate circulation and access; and
  - d) all costs of development shall be borne by the developer.

### 4.14 Business Park Policies

- 4.14.1 **Map 9 - Land Use Concept** identifies the Business Park areas, which establish the location for the development of

employment, office, commercial and light industrial uses (where all activities occur within the confines of the building and there is no outside storage). Hospitality uses like restaurants, convenience stores, and hotels may also be considered in the Business Park area.

- 4.14.2 New Business Park developments shall be encouraged to provide higher architectural and landscaping standards to establish a distinctive and cohesive image for the development. Beaumont may require a comprehensive design concept to address architectural controls, landscaping and open space, and parking design.
- 4.14.3 Buildings located in Business Park areas are encouraged to be vertically oriented and incorporate multiple stories of development for a variety of uses.
- 4.14.4 New Business Park development proposals shall be considered subject to:
  - a) an approved Area Structure Plan;
  - b) An evaluation of servicing capacity and the provision of required infrastructure to be provided at the developer's expense;
  - c) traffic assessments for appropriate circulation and access; and
  - d) all costs of development shall be borne by the developer.

### 4.15 Light Industrial Policies

- 4.15.1 **Map 9 - Land Use Concept** identifies the Light Industrial areas, which establish the location for the development of Light Industrial uses.
- 4.15.2 To prevent or mitigate potential impacts to adjacent non-industrial uses on adjacent sites, ensure sufficient buffering / separation space is provided through provisions in the Land Use Bylaw.
- 4.15.3 A risk assessment will be required, which may include a hazardous materials

## 4.0 Responsible Development

impact analysis and/or an environmental assessment, at the cost of the developer, when considering an industrial use that may pose a potential safety hazard or environmental nuisance at Beaumont's discretion.

- 4.15.4 Light Industrial areas shall have direct access to truck routes and highways. Commercial traffic should be routed to avoid residential areas.
- 4.15.5 New Light Industrial development proposals shall be subject to:
- a) an approved Area Structure Plan;
  - b) an evaluation of servicing capacity and the provision of required infrastructure to be provided at the developer's expense;
  - c) traffic assessments for appropriate circulation and access; and
  - d) all costs of development shall be borne by the developer.

### 4.16 Municipal Servicing and Utilities

- 4.16.1 The maintenance and completion of servicing infrastructure upgrades and construction will be in conformance with approved servicing studies, plans, and standards to support high quality service provision and future development capacity.
- 4.16.2 Servicing shall be extended to new development in a contiguous, logical, and efficient manner.
- 4.16.3 All new development shall connect to municipal services where appropriate.
- 4.16.4 Developers shall be required to construct and pay for all or a portion of the service connection and oversizing costs associated with new development. Off-site levies and cost sharing agreements will be established to ensure proportionate contributions from benefiting lands.
- 4.16.5 Sustainable and innovative servicing

practices, technologies, and design standards to increase efficiency and effectiveness while reducing environmental impacts will be encouraged.

- 4.16.6 In addition to this plan, all new development and redevelopment shall be guided by Beaumont's Utility Master Plan.

### 4.17 Private Recreation

- 4.17.1 The Private Recreation area, located at the SW ¼ Section of 33-50-24-W4M, shall remain agricultural in use until such time that the landowner proposes a different use. An approved Area Structure Plan shall support any change of use or redistricting on these lands. An approved Neighbourhood Structure Plan may also be required.
- 4.17.2 Applications for the development or redevelopment of private recreation operations may be considered, having regard for existing and planned infrastructure, compatibility with adjacent land uses, and adequate site access. Redevelopment of Private Recreation shall be in conformance with an approved Area Redevelopment Plan. An approved Neighbourhood Structure Plan may also be required.



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5

## Economic Strength





## OVERVIEW:

Residential development has driven Beaumont's growth for many years. While residential expansion will continue, diversification of Beaumont's local economy is essential to ensure that future growth and development is fiscally sustainable while contributing to the diversification of the Edmonton Metropolitan Region. The cost for additional infrastructure, services, and community programs can no longer be placed on residential development only and a greater percentage of growth must be achieved within the commercial, business park, and light industrial sectors. Beaumont's close proximity to the Edmonton International Airport, Nisku, as well as corporate headquarters and centres for higher education in Edmonton provides the opportunity to leverage complementary business development. Beaumont's unique positioning also gives it the opportunity to promote job creation in the information and communication technologies, clean-tech, healthcare, agri-innovation, science/research, professional services, and tourism sectors. The provision of a wide range of local employment opportunities, diversification of the tax base, and access to a range of goods and services helps contribute to transforming Beaumont into a complete community that is dynamic and sustainable.

## KEY GOAL STATEMENT:

A healthy economic base sustains a vibrant community for residents and local business.

## OBJECTIVES:

- a) Diversify the economic tax base by attracting diverse and unique commercial / industrial / business uses.
- b) Foster local employment opportunities that enable residents of all capabilities to live and work in the community.
- c) Increase economic strength by striving to:
  - I) Achieve an 80/20 tax base;
  - II) Increase the diversity of commercial uses such as national chains, hotels, and shopping opportunities;
  - III) Foster local employment opportunities and support the strong local business/entrepreneurial spirit in the community;
  - IV) Promote the growth of sectors related to health, the knowledge-based economy, and professional service in employment areas to contribute to global economic competitiveness and diversification of the regional economy; and
- d) Promote Beaumont as a tourist destination acknowledging the rich Indigenous, French, and agricultural heritage, encouraging celebrations, festivals, cultural activities, etc.
- e) Encourage an environment of innovation, entrepreneurship, skill development, and life-long learning.
- f) Plan to accommodate 8,022 jobs by 2044 as projected in the Edmonton Metropolitan Region Growth Plan.
- V) Promote "live and work in Beaumont".



## 5.0 Economic Strength

### 5.1 General Policies

- 5.1.1 Areas shown as Commercial, Business Park, and Light Industrial on **Map 9 – Land Use Concept** are considered Local Employment Areas as per the Edmonton Metropolitan Region Growth Plan as shown on **Map 8 – Metropolitan Structure Components**.
- 5.1.2 Provide opportunities for economic growth with a focus on light industrial, business offices, service and supply operations, value-added agriculture (agri-innovation), eco-industrial services, health campuses, knowledge-based economy companies, engineering/professional services (knowledge based industry), and technology development within the Light Industrial, Business Park, and Commercial areas near major transportation corridors to enhance regional and global connectivity, take advantage of existing infrastructure, and make more efficient use of the land base through intensification.
- 5.1.3 Encourage economic growth and diversification on the lands depicted on **Map 8 – Metropolitan Structure Components** to promote job growth and the competitiveness of the region's employment base.
- 5.1.4 Strive to accommodate 8,022 jobs within local employment areas by 2044.
- 5.1.5 Business Park and Light Industrial developments will be promoted south of Highway 625 and designed to take advantage of the high load corridor. Access management will be considered as part of the Area Structure Plan to protect the integrity and function of the high load corridor.
- 5.1.6 The development of storefront commercial businesses, including: diverse shopping opportunities, professional services, personal services, national chains, niche market businesses, and neighbourhood-based businesses will be encouraged.
- 5.1.7 Foster a welcoming environment for regional businesses that do business in the community and maintain a local business license, recognizing that over time, some of these businesses may expand or wish to relocate to Beaumont.
- 5.1.8 Local businesses that access a significant niche market and international opportunities will be encouraged.
- 5.1.9 Engage with Indigenous peoples on projects or initiatives that intersect with identified Indigenous interests and concerns.
- 5.1.10 Participate in regional economic development bodies such as Edmonton Global, the Leduc-Nisku Economic Development Association and the Greater Edmonton Economic Development Team and work proactively with member municipalities and regional stakeholders to pursue economic development opportunities and positively promote the Edmonton Metropolitan Region and Beaumont's unique position within it.
- 5.1.11 Support local artists, artisans, crafters, and other individuals who develop works that are reflective of Beaumont's heritage, and encourage them to locate in Centre-Ville and other mixed-use and live-work districts such as Community Commercial/Employment Centres.
- 5.1.12 Home Based Businesses will be encouraged, in recognition that many local entrepreneurs start as home based operations and that a percentage of these businesses, may grow into storefront businesses.
- 5.1.13 Continue to develop and promote Centre-Ville as a destination, with a focus on destination retail, hospitality, accommodation, and food service industries.



- 5.1.14 Foster tourism and support the local economy by promoting festivals, cultural activities, and events that are inclusive and respectful of Beaumont's heritage.
- 5.1.15 Work with the local business community to increase the capture and retention rate of local disposable income, increase the level of retail expenditure inflow, and reduce the level of retail expenditure outflow.
- 5.1.16 Local employment opportunities which will enable residents to live and work, in the community will be supported.
- 5.1.17 Support the local business community by working closely with the local and regional business groups to understand the needs, desires, and opportunities for local businesses.
- 5.1.18 Neighbourhood commercial uses will be encouraged to locate in Future Residential Policy areas in centralized locations adjacent to multi-modal transportation corridors.
- 5.1.19 The conversion of local employment areas to non-employment uses with the exception of Centre-Ville shall be evaluated as part of a comprehensive review through an amendment to *Our Complete Community*. Proposals for conversion shall demonstrate that:
  - a) the lands are not required over the horizon of *Our Complete Community* for employment purposes;
  - b) there is sufficient employment lands to accommodate projected employment over the horizon of *Our Complete Community*;
  - c) the conversion and proposed uses will not adversely impact the overall viability of the local employment area; and
  - d) there is existing or planned infrastructure to accommodate the proposed land use.

# 6

## Effective Movement of People and Goods





Being able to move effectively, efficiently, and safely within, through and around the community using all modes of transportation is important. Moving forward Beaumont wants to reduce reliance on private vehicle by supporting active transportation and ensuring that public transportation opportunities are available and well integrated in the community. Roads and trails will be designed using the principles of Complete Streets to support all modes of transportation and integrated land use to ensure connectivity between neighbourhoods and destinations within Beaumont and the region. How people and goods move is a crucial element of a complete community, it shapes how we are able to access the necessities of everyday life. This section demonstrates how Beaumont will become a connected community that is safe, inclusive, and provides multi-modal options and opportunities that accommodate a broad spectrum of residents regardless of income or stage of life.

The Integrated Regional Transportation Master Plan features several roads within our jurisdiction that have significance to the greater Edmonton Metropolitan Region. Our transportation maps illustrate this dual purpose through showing our alignment with the Integrated Regional Transportation Master Plan on **Map 4 – Significant Features** and our local hierarchy on **Map 7 – Transportation Network**. Our road hierarchy will balance the priorities of all modes of transportation and ensure safety for all users and is guided by the Transportation Master Plan. The transportation network will provide different options to effectively connect residents, goods, and services locally, regionally, and beyond. Our connection to the region and beyond is illustrated through the variety of route options depicted on **Map 6 – Transportation Context** as major connections.

## OVERVIEW:

**Highways:** Highways are shown on **Map 7 – Transportation Network**. Highway 625 is a regionally significant roadway and is also classified as a regional arterial west of 50th Street and a regional expressway east of 50th Street on Highway 814 (50th Street) south of Highway 625 is a regional expressway **Map 4 – Significant Features**. The function of a highway is to provide largely uninterrupted travel, and are able to accommodate higher volumes and higher speeds.

**Arterial Roads:** Designed for higher capacity in both speed and volume, arterial roads primary function is to deliver traffic in and out of the municipality and into the region at the highest level of service possible. Arterial roads are shown on **Map 7 – Transportation Network**. These roads are utilized by both vehicular and non-vehicular traffic and access is balanced to ensure safety for all modes of transportation while maintaining efficiency of the whole network. Key crossing locations must be planned to support pedestrian accessibility to all areas of the community.

**Collector Roads:** Designed for moderate capacities, a collector roads primary function is to deliver traffic from local streets to arterial roads. Collector roads are shown on **Map 7 – Transportation Network**. These roads can vary widely in appearance, have more frequent access points, and can include features such as wide boulevards entering a neighbourhood. Small scale commercial areas can be found on collector roads in residential areas. In addition, major facilities such as schools, churches, and recreational facilities can often be found on collector roads. Pedestrians and cyclists use separate paths, typically on both sides of the roadway with increased crossing locations.

## 6.0 Effective Movement of People and Goods

**Local/Residential Roads:** These roads have the lowest speed limit, and carry low volumes of traffic while providing direct access to properties. Pedestrian safety is a high priority for these roadways.

### KEY GOAL STATEMENT:

To build and maintain a resilient transportation system that provides safe and inclusive options for active living, while effectively connecting residents, goods, and services locally, regionally, nationally, and internationally.

### OBJECTIVES:

- a) Support a multi-modal transportation network that supports walkability and transit while minimizing conflict between motorized and non-motorized mode of transportation.
- b) All areas of the community will be connected via appropriate and convenient links to the transportation network.
- c) Beaumont recognizes the transportation needs of the community and encourages safe, reliable, accessible, and well-designed trails, pathways, and roads to accommodate all ages and levels of mobility.
- d) Beaumont will promote attractive and high quality/durable streetscape design.
- e) All residents of Beaumont utilize the transportation network for active use during all seasons (Winter City Design Principles).
- f) Beaumont will be part of a regional transit system that connects the community to the region.
- g) Beaumont residents can reduce their dependence on private automobiles.



## 6.1 General Policies

- 6.1.1 In addition to this plan, a Transportation Master Plan shall guide the efficient and effective movement of people and goods for all new development and redevelopment.
- 6.1.2 The road network and streetscape will be designed to balance and prioritize all modes of transportation in respect to their roadway classification to ensure safe, effective, and efficient movement for all users while supporting development. . All new development and redevelopment shall indicate how this will be achieved as part of the requirements for an Area Structure Plan, Area Redevelopment Plan, or Neighbourhood Structure Plan.
- 6.1.3 Transportation Impact Assessments shall be required where proposed development may impact the safe or efficient movement of all modes of transportation.
- 6.1.4 The principles of Complete Streets shall be implemented when designing new neighbourhoods and transportation corridors or upgrading existing corridors. Transportation corridors will be designed to:
- a) balance the needs and priorities of various users within the right-of-way, including pedestrians, cyclists, transit vehicles and users, goods and services vehicles, emergency vehicles, and motorists;
  - b) allow users of all ages and abilities to safely move along and across the street;
  - c) provide space for street elements, such as utilities and services, trees and landscaping, green infrastructure, snow and stormwater management, wayfinding, boulevard cafés, marketing and vending, and street furniture;
  - d) improve the quality and convenience of active transportation options;
  - e) serve community destinations and public gathering spaces; and
  - f) provide building and amenity access.
- 6.1.5 Prioritize investment in Beaumont's transportation system that are multi-modal and promote active lifestyle and transit oriented options.
- 6.1.6 Parking requirements will be determined and evaluated based on land use considerations consistent with Beaumont's desire to promote a walkable compact community.
- 6.1.7 Cash in-lieu may be required where the number of parking stalls has been reduced and will be used for acquiring land and investment in the development or redevelopment of municipal parking lots and park and rides.
- 6.1.8 The public realm shall be enhanced through quality urban design, increased streetscaping and landscape standards.
- 6.1.9 The use of sidewalks within Centre-Ville for outdoor patios will be encouraged.
- 6.1.10 All new development and redevelopment shall have consideration for snow clearance and waste removal in the design of streets and boulevards. The need for local snow storage should be balanced with other considerations, such as walkability, aesthetics, and parking.
- 6.1.11 The design, development, and maintenance of the transportation system including roadways, trails, and streetscape design shall be resilient and consider climate change adaptation and greenhouse gas mitigation strategies.
- 6.1.12 Traffic calming principles shall be incorporated into the design of new and existing roadways.

## 6.0 Effective Movement of People and Goods

### 6.2 Regional Networks

- 6.2.1 Work collaboratively with Alberta Transportation, member municipalities of the Capital Region Board, and all stakeholders to develop an efficient regional transportation network of roads, trails, and regional transit.
- 6.2.2 Participate in discussions to create a fully integrated regional transit fare system and alternate governance and cost-sharing models for the provision of region wide transit services with other member municipalities.
- 6.2.3 Regional transportation systems shown on **Map 4 – Significant Features** which are aligned with the Integrated Regional Transportation Master Plan, will be protected and enhanced to enable the efficient and effective movement of goods both locally and to the greater Edmonton Metropolitan Region, including Aerotropolis and the Industrial Heartland.

### 6.3 Biking and Walking

- 6.3.1 A “pedestrian prioritized” philosophy will be implemented throughout the community with trails, sidewalks, and crossings designed to support pedestrian safety and ease of use while balancing the needs of all users and roadway classifications (speed and volume).
- 6.3.2 Design the street network and pedestrian routes to support small blocks and/or mid-block pathways and crossings, offering multiple route choices and quality street frontages.
- 6.3.3 Trails shall be designed and developed to allow for recreational and purpose driven activities (e.g. travelling to work, shopping, school, etc.).
- 6.3.4 Trails shall incorporate design principles that increase safety and reduce crime. Trails network is shown on **Map 5 - Open Space and Trails Network**.
- 6.3.5 New Area Structure Plans and major

updates to Area Structure Plans will be required to identify pedestrian and trail crossing locations on major roads. These crossings must provide a high level of safety for pedestrians while maintaining effective movement of other modes (transit/private vehicles).

- 6.3.6 The bicycle network will be designed to enable safe and efficient all season cycling:
  - a) on shared facilities when road traffic volumes and speeds are low; or
  - b) on separated cycling facilities when road traffic volumes and/or speeds are high.
- 6.3.7 Bicycle parking facilities shall be required for all non-residential land uses, park and ride locations, and all medium and higher density residential sites with more than four units per site.

### 6.4 Transit

- 6.4.1 A regional park and ride facility will be generally located on **Map 4 – Significant Features**.
- 6.4.2 Work towards achieving a local transit system in addition to a regionally connected transit system.
- 6.4.3 Medium and high density mixed use residential and local employment areas shall be promoted around future transit stops.
- 6.4.4 Transit opportunities shall be located within a five minute walk (400 metres) from schools and major community destinations, such as recreation centres and grocery stores.
- 6.4.5 Transit opportunities will be incorporated in Centre-Ville and Community Commercial/ Employment Centres.

- 6.4.6 Park and ride lots shall be located:
- a) adjacent to compatible commercial, business park, or mixed use developments along regional transit service routes; and
  - b) with compatible land uses that have peak parking demand in evenings and weekends, which may include sports fields, churches, and recreation centres.
- 6.4.7 Transit services and infrastructure shall be designed to be barrier free and accessible to mobility, hearing, and sight impaired users.

# 7

## Environmental Stewardship





**OVERVIEW:**

Throughout the public engagement process, stakeholders identified the importance of maintaining Beaumont's biodiversity and enhancing its trails and green spaces as we continue to grow. This means incorporating principles of environmental stewardship to ensure the conservation and responsible use of the environment is maintained for existing and future residents of Beaumont and the greater region. Diversity and maintaining the natural environment is an important aspect of a complete community so that residents can enjoy and connect with the environment. Natural amenities provide to the vibrancy of a community. As a result, the following objectives and policies are designed to protect and expand Beaumont's biodiversity.

**KEY GOAL STATEMENT:**

Present and future generations are able to enjoy the benefits of clean water, fresh air and thriving biodiversity through innovative best practices, protection of environmentally significant assets, and through education and stewardship initiatives.

**OBJECTIVES:**

- a) Allow for and encourage environmental stewardship and innovation.
- b) Protect environmentally sensitive and natural areas, air, water quality, and biodiversity.
- c) Encourage green development by integrating and enhancing existing environmental features within neighbourhoods, supports green building practices, and low impact design.

## 7.0 Environmental Stewardship

### 7.1 General Policies

- 7.1.1 Support the conservation and restoration efforts of the provincial government, public agencies, organizations, Indigenous peoples, and other partners.
- 7.1.2 Implement the strategies to guide natural resource development, support economic growth, and protect the environment as set out in the Provincial Land Use Policies.
- 7.1.3 In addition to this plan, the environmental aspects of all new development and redevelopment shall be guided by Beaumont's Environmental Master Plan and Recreation, Parks and Facilities Master Plan.
- 7.1.4 Promote and support education and awareness in community stewardship programs that protect, enhance, and restore ecological health.
- 7.1.5 Developments shall meet all provincial and federal acts, regulations, and guidelines with respect to air quality, water quality, flood plains, and hazard management.
- 7.1.6 New statutory plans shall incorporate climate change adaptation tools and mitigation strategies for development and redevelopment to ensure resilience to the potential impacts of climate change, including innovative solutions to floodplain or wetland management.
- 7.1.7 The reduction, recycling, and reuse of materials by municipal departments, residents, and businesses to maximize waste diversion from the landfill shall be encouraged as per the Environmental Master Plan.

### 7.2 Water Management

- 7.2.1 Beaumont's operations and all new development or redevelopment shall implement the recommendations from the Blackmud/Whitemud Creek Surface Water Management Study.
- 7.2.2 The naturalization of all new stormwater management facilities shall be encouraged.
- 7.2.3 Low Impact Development principles will be encouraged in all new development and redevelopment through landscaping and design practice that preserve local hydrology, which may include the use of green roofs, permeable pavement, rain gardens, xeriscaping, or bioswales.
- 7.2.4 Design of yards in Existing Residential and Future Residential areas shall limit the amount of impervious material coverage in order to protect the stormwater management system and enhance our public realm.
- 7.2.5 Environmental studies will be required to accompany development in environmentally sensitive areas as shown on **Map 4 – Significant Features**, and have consideration of potential Indigenous traditional knowledge (such as berry picking or medicine gathering), or as otherwise identified by Administration. The relevant studies will be identified as part of the Area Structure Plan process and may include, but are not limited to, an Environmental Impact Assessment, Environmental Site Assessment, drainage study, Biophysical Assessment, environmental management plans, and/or environmental inventories.

- 7.2.6 Support initiatives to improve water quality and quantity through monitoring and reporting programs, implementing awareness and conservation incentives, encouraging naturalization initiatives, and requiring statutory plans to include policies to contribute to these goals.
- 7.2.7 Beaumont's operations and all new development or redevelopment shall adhere to the Groundwater Management Framework and the Water Management Framework for the North Saskatchewan Region.
- 7.2.8 The implementation of innovative water conservation strategies for municipal buildings, large-scale developments, and residential properties will be encouraged.
- 7.2.9 Area Structure Plans shall create and implement policies that establish appropriate buffer zones and setbacks adjacent to a watercourse or water body including areas designated as Floodplain Study Area and Wetland on **Map 4 - Significant Features** to maintain water quality and hydraulic function, as well as maintain the upland habitat necessary to support the life cycle needs of the wetland ecosystem.
- 7.2.10 Wetlands shall be protected in alignment with Provincial legislation to ensure no net loss of wetlands through the following methods in order of priority:
- avoidance of wetland damage or destruction;
  - minimize the impact and provision of applicable compensation; and
  - compensation for wetland damage or destruction.
- 7.1.11 Ensure that upland areas along the LeBlanc Canal and Irvine Creek will be protected through a minimum six metre setback from the top of the bank as show on **Map 4 – Significant Features**.
- ### 7.3 Air Quality
- 7.3.1 Collaborate with neighbouring municipalities, community organizations, Indigenous peoples, and other levels of government to monitor air quality and implement programs to improve air quality.
- 7.3.2 The urban forest shall be protected through the incorporation of existing tree stands into the parks and open space network of new neighbourhoods where feasible and by encouraging sustainable development and construction practices that retain trees and tree stands.
- 7.3.3 Continue to expand the urban forest through the implementation of landscaping standards for new developments and in conjunction with the Recreation and Culture, and Parks and Facilities Services.
- 7.3.4 Beaumont's operations and all new development or redevelopment shall adhere to the Air Quality Management Framework for the North Saskatchewan Region.
- ### 7.4 Green Building/Innovation
- 7.4.1 The energy needs of new development and redevelopment will be encouraged to be sustained with methods that are cost efficient, environmentally responsible, and foster local development.
- 7.4.2 Strive to conserve energy and implement energy recovery and green energy through the implementation of bio energy, district energy, and renewable energy systems for new development and redevelopment.
- 7.4.3 Green building practices and green infrastructure initiatives will be encouraged.
- 7.4.4 Remediation and re-use of contaminated land to support the redevelopment of brownfields shall be encouraged.
- 7.4.5 Proposed new green technology and innovative environmental practices not considered in this plan, the Environmental

## 7.0 Environmental Stewardship

Master Plan, General Design Standards, or in the Land Use Bylaw will be evaluated on a case-by-case basis.

- 7.4.6 Developments should be encouraged to incorporate Xeriscaping or drought resistant landscaping in their designs.

### 7.5 Biodiversity

- 7.5.1 Beaumont's operations and all new development or redevelopment will incorporate municipal best practices to minimize soil erosion, protect and enhance riparian zones, and conserve and enhance areas that contain habitat for plants or wildlife species to support biodiversity, sustainability, and a functional ecological network.
- 7.5.2 Monitor and control the occurrence of harmful and noxious pests throughout Beaumont's park spaces and urban forest to combat nuisance species, minimize pesticide use, and reduce maintenance costs.

### 7.6 Open Space, Urban Forest, and Trails

- 7.6.1 **Map 9 – Land Use Concept** indicates the general locations of parks, retained natural areas, and open space within the developed areas of Beaumont. In new development areas the actual location, size, and configuration of these features will be determined through the Area Structure Plan process and in conjunction with the Environmental Master Plan and Recreation, Parks and Facilities Master Plan.
- 7.6.2 Implement strategies that preserve or restore the integrity of Beaumont's lands and park spaces.
- 7.6.3 Municipal Reserve and/or School Reserve as land, or cash in lieu of land, up to the

statutory maximums in accordance with the *Municipal Government Act* shall be required at the time of subdivision. Land that can be dedicated as Environmental Reserve as defined by the *Municipal Government Act*, shall not be dedicated as Municipal Reserve, School Reserve, or any combination thereof. Beaumont may require technical studies to determine the suitability of land for development.

- 7.6.4 Lands dedicated as Environmental Reserve or placed under an Environmental Reserve Easement should remain in their natural state and/or be used as part of the open space and trail system. If municipal infrastructure must cross the Environmental Reserve lands, it is to be in the least intrusive manner in order to minimize the impact on the environmental feature.
- 7.6.5 Through the Area Structure Plan and subdivision process, lands considered unsuitable for development shall be dedicated as Environmental Reserve or placed under Environmental Reserve easements in accordance with the provisions of the *Municipal Government Act*.
- 7.6.6 If cash in lieu of all or part of the Municipal Reserve is being taken, pursuant to the *Municipal Government Act*, the money shall be used for a public park, a public recreation area, school board purposes, or as a buffer to separate areas of land that are used for different purposes.
- 7.6.7 Wetlands and other environmentally significant areas that enhance Beaumont's overall open space network that do not fall within the *Municipal Government Act* definition of Environmental Reserve should be protected using conservation tools such as easements, land swaps and land purchases. Conservation Reserves,



conservation easements, Transferable Development Credits Program, and other tools, including but not limited to, land swaps and land purchases. Potential areas for Conservation Reserves will be identified through future planning process, in particular the Area Structure Plan process.

- 7.6.8 Ecological connectivity locally and regionally should be considered when planning parks, stormwater management facilities, open spaces, and trails.
- 7.6.9 Open spaces will provide a variety of opportunities for recreational experiences for all seasons and accommodate users of different ages and abilities.
- 7.6.10 The supply and location of open space will best serve all residents and be logically connected throughout Beaumont.
- 7.6.11 Isolated parks that are not integrated as part of the larger open space system shall be discouraged.
- 7.6.12 Open space will be designed to consider ease of maintenance, operation, and access.
- 7.6.13 Public Utility Lots may be used to provide trail linkages.

# 8

## Safety and Emergency Management





The purpose of emergency management is to protect the safety, health, and welfare of people, in addition to limiting damage to property. A sense of safety by residents is essential so they can enjoy all the amenities the community has to offer. Legislation requires municipalities to develop and maintain an emergency plan with policies for the delivery of preparedness, response, and recovery, and to assess the likelihood and anticipated impacts of natural and human-made hazards that exist within their boundaries. Decisions and actions taken before and after disaster events are an important consideration for planning and land-use management. Currently, the top natural and human-made hazards for Beaumont include:

#### Natural:

- Summer Storms: lightning/hail/rain
- Winter Storms: blizzard/ice storm
- Prolonged Extreme Temperature: hot/cold
- Tornado/wind storm
- Pandemic/epidemic
- Fires

#### Human-Made:

- Pipeline failure – rupture or leak (above or below ground, sour/sweet gas)
- Dangerous goods incident – transportation (road closures)
- Airplane incident
- Power/utility failure
- Fire/explosion
- Drinking water contamination
- Severe reduction or loss of water supply

### OVERVIEW:

#### The Priorities of Beaumont's Emergency Management Program:

1. Save lives and minimize the impact on people. The first priority is the safety of all people impacted by the event. This includes first responders as well as survivors.
2. Protect property – this includes protecting critical infrastructure as well as the property of the municipality and private citizens.
3. Protect the environment.

#### Key Functions of Beaumont's Emergency Management Program:

1. **Mitigation:** measures taken to eliminate, reduce, or minimize the risks from the effects of a hazard with the aim to prevent or reduce the impact of the disaster when it occurs.
2. **Preparedness:** building capacity to effectively and rapidly respond when people, property, and the environment are affected by a hazard or hazards. Includes planning, exercising, education, and training.
3. **Response:** the action taken to minimize the damage and loss to people, property, and the environment with an emphasis on prevention of injury and loss of life.
4. **Recovery:** the activities taken to return an affected community and/or organization to a reasonable state of normal life after it has been affected by an emergency or disaster.

## 8.0 Safety and Emergency Management

### KEY GOAL STATEMENT:

Beaumont is prepared to manage emergency situations and disasters in such a way that injury to people and property is minimized, the environment is protected, and the community is able to successfully recover from such events.

### OBJECTIVES:

The emergency management policies of this plan address the objectives below:

- a) That emergency preparedness is community wide. agencies, service providers, and community organizations.
- b) Through land-use planning, design, and application approvals, Beaumont mitigates and prepares for emergencies and disasters. d) That emergency response is coordinated and delivered efficiently and effectively.
- c) That the planning and delivery of emergency management is coordinated locally, between governments, public e) Beaumont is prepared for short to long-term recovery from disaster events.

### 8.1 General Policies

- 8.1.1 All plans, policies, bylaws, and work undertaken in Beaumont will consider emergency management principles - mitigation, preparedness, response, and recovery.
- 8.1.2 Land-use planning, engineering, and design shall:
  - a) Implement Crime Prevention Through Environmental Design principles;
  - b) Provide multiple access points to neighbourhood level subdivisions;
  - c) Ensure appropriate development setbacks from oil and gas pipelines and facilities are achieved through the subdivision process;
  - d) Minimize conflicts among different land uses in the community;
  - e) Minimize the inclusion of cul-de-sacs, in favour of a connected road network; and
  - f) Ensure infrastructure can accommodate negative climate change impacts, such as increased extreme weather events.
- 8.1.3 New developments shall be planned to ensure appropriate fire and police response and associated facilities are available to protect existing and new residents, development, and infrastructure.
- 8.1.4 Formal agreements with member municipalities in the Edmonton Metropolitan Region shall be developed, maintained, and enhanced for the purpose of regional coordination of emergency management.
- 8.1.5 Efforts of government, business, and community partners will be supported to engage with the community and build a community understanding of emergency preparedness.
- 8.1.6 Maintenance and regular updates to the Beaumont Municipal Emergency Plan and Program shall be undertaken.
- 8.1.7 Ensure the appropriate allocation of resources, financial and human, to emergency management planning and programming.



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# 9

## Working Together





#### OVERVIEW:

Beaumont recognizes the importance of being part of Treaty Six Traditional Territory and the Edmonton Metropolitan Region. Beaumont strives to foster and maintain on-going relationships with Indigenous peoples to pursue reconciliation and joint initiatives and opportunities.

Beaumont continues to maintain a mutually beneficial relationships with our immediate neighbours, Leduc County and the City of Edmonton, in all intermunicipal matters, in particular the Intermunicipal Planning Framework Agreement to work together to achieve a sustainable and livable communities in the Edmonton Metropolitan Region.

Beaumont also recognizes its role in the Edmonton Metropolitan Regional Plan Structure as a Metropolitan Area and its corresponding responsibility to contribute to the vitality of the region as a whole. Beaumont as a complete community will constantly evolve over time and ongoing coordination and collaboration with its partner's will strengthen its success.

#### KEY GOAL STATEMENT:

Beaumont will continue to cooperate and foster positive relationships with its neighbouring municipalities, Indigenous peoples, regional partners, as well as other levels of government.

#### OBJECTIVES:

- a) Actively participate in the Intermunicipal Planning Framework Agreement with the City of Edmonton and Leduc County.
- b) Maintain mutually beneficial relationships with other levels of government and neighbouring municipalities.
- c) Foster positive relationships with Indigenous peoples.
- d) Ensure that Beaumont advises, and is advised of, matters of development near municipal boundaries.

## 9.0 Working Together

### 9.1 General Policies

- 9.1.1 Develop and maintain strong, cooperative, and collaborative relationships with Federal and Provincial governments, its regional municipal counterparts, regional commissions businesses, non-profits, and Indigenous peoples through the preparation of Intermunicipal Development Plans, participation in the Edmonton Metropolitan Region Board, or through other plans, agreements, and partnerships.
- 9.1.2 Coordinate and collaborate with Leduc County and the City of Edmonton to ensure compatible land uses are being planned and developed adjacent to Beaumont's boundaries through established development referral protocols.
- 9.1.3 New and amended statutory plans, land use bylaw amendments, subdivision, and discretionary development permits within 1600 metres of the municipal boundary shall be formally circulated to adjacent municipalities for review and comment.
- 9.1.4 Collaborate with Leduc County, the City of Edmonton, and other member municipalities on land use planning matters to support the orderly and coordinated development of land.
- 9.1.5 The compatibility of land use plans shall be evaluated when considering land use and development referrals from adjacent municipalities.
- 9.1.6 Beaumont shall work cooperatively with adjacent municipalities to consider opportunities for the joint provision of infrastructure, utilities, or community services.
- 9.1.7 Beaumont shall invite Leduc County and the City of Edmonton to jointly prepare respective Inter-municipal Development Plans and/or joint planning exercises and enter into any necessary cooperation agreements needed to implement these plans.

### 9.2 Edmonton Metropolitan Region Growth Plan

- 9.2.1 Work with its member municipalities in the Edmonton Metropolitan Region to guide and monitor growth by:
  - a) submitting statutory plans and amendments to the Edmonton Metropolitan Region Board for review in accordance with the Regional Evaluation Framework;
  - b) circulating Transportation Master Plans and Agricultural Master Plans to the Edmonton Metropolitan Region Board for review and comment;
  - c) submitting relevant data to the Edmonton Metropolitan Region Board on established key performance indicators to support the Edmonton Metropolitan Region Board's monitoring and reporting responsibilities; and
  - d) continuing to be an active member municipality within the Edmonton Metropolitan Region.
- 9.2.2 All new growth shall be accommodated and approved through statutory plans or conceptual schemes as defined by the *Municipal Government Act*.
- 9.2.3 Regional connectivity will be supported in public transit systems and work towards coordinated transportation policies between neighbouring jurisdictions, and member municipalities.
- 9.2.4 Growth will be accommodated through implementing the Growth Directions for a Metropolitan Area in the Edmonton Metropolitan Regional Structure within *Our Complete Community* and other municipal plans.
- 9.2.5 The intensification of Built-up Urban and Planned Urban Areas as defined in the Edmonton Metropolitan Region Growth Plan will be encouraged by striving to achieve



a 10% density increase in the number of dwellings within the Established Residential Area.

- 9.2.6 Land uses and housing types will be varied to support compact greenfield development and meet the minimum greenfield residential density target of 35 dwelling units per net hectare as required by the Edmonton Metropolitan Region Growth Plan.
- 9.2.7 Diverse economic growth will be supported and encouraged in the Centre-Ville and Community Employment/Commercial Centres especially for mixed-use developments including institutional, health, and education opportunities.
- 9.2.8 Employment growth will be located in local employment areas as identified on **Map 8-Metropolitan Structure Components**.

### 9.3 Inter-municipal Planning Framework Agreement

- 9.3.1 Beaumont, Leduc County and the City of Edmonton will create a Joint Working Group to meet at regular intervals to discuss the plan area and develop a high level conceptual framework to address joint land use around boundary interfaces, transportation and servicing strategies, and a commitment for cost and benefit sharing on a study area mutually agreed by the three municipalities.
- 9.3.2 Beaumont is committed to implement the work resulted from this Framework Agreement and continue to collaborate with Leduc County and the City of Edmonton on any future initiatives that is mutually beneficial to all partner municipalities.

# 10

## Implementation, Transition, & Monitoring





#### OVERVIEW:

While *Our Complete Community* is Beaumont's principal guide for future growth and development, further detailed planning is required to implement its direction. The Municipal Development Plan will require periodic review and possible amendments to ensure that it remains in line with the current planning, economic, social, and environmental context, and best practices. The *Municipal Government Act* provides a hierarchy of statutory plans and requires that these plans be consistent with each other, as well as the provincial land use policies and the requirements and direction of the Edmonton Metropolitan Region Growth Plan. It is important to evaluate whether the directions put forward in this Municipal Development Plan are being realized by monitoring and assessing the outcomes of the strategies and policies of this Plan.

#### KEY GOAL STATEMENT:

The objectives and policies of *Our Complete Community* will be monitored and reviewed to ensure the policy is working to achieve the future vision for Beaumont.

#### OBJECTIVES:

- a) Implement the vision of *Our Complete Community* through Beaumont's statutory plans, non-statutory plans, and instruments, and other means available to Beaumont.
- b) Ensure consistency between *Our Complete Community* and other Beaumont plans.
- c) Undertake periodic review and amendment of *Our Complete Community* to ensure that it remains current and aligned with Beaumont's vision.



# 10.0 Implementation, Transition, and Monitoring

## 10.1 General Policies

- 10.1.1 All new statutory plans adopted by Beaumont shall be consistent with *Our Complete Community*.
- 10.1.2 The direction within *Our Complete Community* shall be implemented through Area Structure Plans, Area Redevelopment Plans, the Land Use Bylaw, and other non-statutory plans and instruments, policies, decisions, and practices.
- 10.1.3 *Our Complete Community* shall be reviewed annually to ensure that the policies are effective. A major review of *Our Complete Community* will be undertaken every five years.

## 10.2 Municipal Development Plan Amendments

- 10.2.1 Beaumont or a landowner may initiate an amendment to *Our Complete Community*. Beaumont may require the submission of background information prior to the commencement of the bylaw amendment process. Amendment of *Our Complete Community* shall follow the procedures set out in the *Municipal Government Act* for amendment to statutory plans.
- 10.2.2 Existing uses may continue until a change of use is proposed that is consistent with the direction outlined in *Our Complete Community*.

## 10.3 Land Use Bylaw Amendment

- 10.3.1 The Land Use Bylaw shall be amended to implement the policies contained within *Our Complete Community*. This may include, but is not limited to:
  - a) the creation of new districts;
  - b) changes to existing districts;
  - c) creation of new permitted and discretionary uses;
  - d) changes to existing permitted and discretionary uses;

- e) creation of development regulations; and
- f) changes to existing development regulations.

## 10.4 Area Structure Plans/Area Redevelopment Plans

- 10.4.1 In addition to the requirements set out in the *Municipal Government Act*, Beaumont may require Area Structure Plans and Area Redevelopment Plans to include any of the following that are relevant:
  - a) detailed layout of future land uses;
  - b) detailed layout of internal roadways based on municipal design and construction standards;
  - c) detailed provisions for stormwater management, potable water, and wastewater;
  - d) development phasing;
  - e) traffic and transportation networks;
  - f) environmental assessments, including Indigenous traditional knowledge;
  - g) geotechnical characteristics;
  - h) biophysical characteristics (e.g. existing vegetation, water features, ecological connections) in particular for Conservation Reserve purposes;
  - i) historical resource conservation;
  - j) an Edmonton Metropolitan Region Growth Plan compliance matrix; and
  - k) any other information that is deemed necessary.



### **10.5 Edmonton Metropolitan Region Growth Plan**

- 10.5.1 Implement the principles, objectives, and policies of the Edmonton Metropolitan Region Growth Plan through Our Complete Community other statutory plans, and non-statutory plans and instruments.
- 10.5.2 Refer all required statutory plans and statutory plan amendments to the Edmonton Metropolitan Region Board per the requirements outlined in the Regional Evaluation Framework regulation.

### **10.6 North Saskatchewan Regional Plan**

- 10.6.1 At the time that the North Saskatchewan Regional Plan comes into force, Beaumont shall:
  - a) review all plans and bylaws and make amendments as necessary to comply with the regional plan; and
  - b) file a statutory declaration with the Land Use Secretariat certifying that the Municipal Development Plan is in compliance with the Regional Plan.

## 10.1 Our Complete Community Action List

### Integrated Growth and Infrastructure

<b>Central Area Redevelopment Plan</b>	<ul style="list-style-type: none"> <li>Update the Central Area Redevelopment Plan to be consistent with the Edmonton Metropolitan Region Growth Plan</li> </ul>	Responsible Development
<b>Transportation Master Plan</b>	<ul style="list-style-type: none"> <li>Create and maintain the Transportation Master Plan</li> </ul>	Effective Movement of People and Goods
<b>Land Use Bylaw</b>	<ul style="list-style-type: none"> <li>Prepare secondary suite regulations and determine appropriate districts for implementation (This could include garden and garage and lane home options as well)</li> <li>Update home based business and live-work regulations</li> <li>Review/revise districts to support mixed use (residential-commercial) developments</li> <li>Explore regulations for community gardens, backyard chickens, beekeeping, rooftop gardens</li> </ul>	Healthy Vibrant Community  Responsible Development
<b>Design Guidelines</b>	<ul style="list-style-type: none"> <li>Review and update the Design Guidelines for the City of Beaumont</li> <li>Review/revise/prepare architectural guidelines and landscaping standards for Business Parks</li> </ul>	Responsible Development
<b>General Design Standards</b>	<ul style="list-style-type: none"> <li>Look at variance or change in Beaumont engineering and development standards to support public realm improvements.</li> <li>Review/revise/prepare architectural guidelines and landscaping standards for Business Parks</li> <li>Update engineering standards to include low impact design and innovative, green technologies and naturalization standards</li> <li>Update engineering and transportation standards/ cross-sections to reflect multi-modal uses and facilities</li> </ul>	Responsible Development

## Integrated Growth and Infrastructure

<b>Off-Site Levy Bylaw</b>	<ul style="list-style-type: none"> <li>• Update development agreements, and on and off-site levies</li> </ul>	Responsible Development
<b>Other Plans</b>	<ul style="list-style-type: none"> <li>• Urban Agriculture Plan</li> <li>• Historical Resource Assessment</li> <li>• Winter City Plan</li> <li>• Tactical Urbanism Plan</li> <li>• Aging in Place Strategy</li> <li>• Crime Prevention through Environmental Design Guidelines</li> <li>• Barrier Free Guidelines</li> <li>• Wayfinding Guidelines</li> <li>• Affordable Housing Guidelines</li> <li>• Infill Guidelines</li> </ul>	Responsible Development

## Parks, Recreation and Culture

<b>Recreation, Parks and Facilities Master Plan</b>	<ul style="list-style-type: none"> <li>• Establish a program that celebrates and encourages local cultural and artistic expressions, including public art</li> <li>• Guide the programming of public spaces</li> <li>• Ensure access to public facilities such as recreation centres and libraries</li> </ul>	Healthy Vibrant Community
<b>Social Master Plan</b>	<ul style="list-style-type: none"> <li>• Act as a guide for supporting social well-being within the community of Beaumont</li> <li>• Improve the quality of life through the social determinants of social well-being in our community to support the programs and direction of Beaumont's Family and Community Support Services (FCSS)</li> </ul>	Healthy Vibrant Community

## Communications

<b>Public Engagement Strategy</b>	<ul style="list-style-type: none"> <li>• Create a public engagement strategy that ensures all stakeholders have opportunities to be involved in the planning process</li> </ul>	Healthy Vibrant Community
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## Infrastructure

<b>Environmental Master Plan</b>	<ul style="list-style-type: none"> <li>• Maintain a waste diversion strategy</li> <li>• Prepare an energy conservation strategy</li> <li>• Implement Green Building Design Guidelines</li> <li>• Establish community stewardship programs</li> <li>• Establish an urban forest/tree program</li> <li>• Establish and implement a water conservation strategy</li> <li>• Develop strategies and guidelines for naturalization</li> </ul>	Environmental Stewardship
<b>Servicing Master Plan</b>	<ul style="list-style-type: none"> <li>• Create a servicing plan for Beaumont, which integrates within the broader region</li> </ul>	Responsible Development
<b>Transit strategy</b>	<ul style="list-style-type: none"> <li>• Participate in regional transit discussions</li> </ul>	Effective Movement of People and Goods
<b>Blackmud/Whitemud Creek Surface Water Management Study</b>	<ul style="list-style-type: none"> <li>• Implement the recommendations from the study</li> </ul>	Environmental Stewardship
<b>Utility Master Plan</b>	<ul style="list-style-type: none"> <li>• Maximize planned and existing municipal infrastructure prior to consideration for expansion or extension of services</li> </ul>	Responsible Development

## Economic Development

<b>Update and Maintain an Economic Development Strategy</b>	<ul style="list-style-type: none"> <li>• Consider establishment of incentives</li> <li>• Establish a recognition program for businesses that promote French heritage and bilingual services</li> <li>• Monitor the number and kind of commercial developments being approved</li> <li>• Prepare an event and festival strategy and maintain memberships and affiliations and develop partnerships with Indigenous communities</li> <li>• Undertake a review and assessment of local employment opportunities</li> <li>• Prepare a strategy to celebrate local success stories</li> </ul>	Economic Strength
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**Community and Protective Services**

<b>Emergency Preparedness Strategy</b>	<ul style="list-style-type: none"><li>• Develop an Emergency Preparedness Strategy</li></ul>	Safety and Emergency Management
<b>Municipal Emergency Plan and Program</b>	<ul style="list-style-type: none"><li>• Review resource emergency management allocations and fund/staff appropriately</li></ul>	Safety and Emergency Management

## 10.2 Our Complete Community and Beaumont's Strategic Plan Measure of Success

### Healthy Vibrant Community

#### KEY GOAL STATEMENT

As Beaumont grows, it continues to celebrate its past, present, and future by ensuring that art, culture, and heritage are not only supported but also integrated into the fabric of the community. The community is inclusive and diverse with residents who are active and engaged at all ages, abilities, and stages of life.

#### OBJECTIVES

- a) All residents and visitors to Beaumont feel safe, secure, and welcome.
- b) Beaumont is a community of choice that is inclusive with a diversity of residents of all ages and stages of life.
- c) Beaumont is proud of its rich Indigenous and French heritage, which it celebrates through multi-cultural festivals, art, and events.
- d) Supported by facilities and programs that promote health and wellness and life-long learning, residents of Beaumont of all ages and abilities are healthy and resilient.
- e) Beaumont embraces its agricultural heritage and encourages opportunities for all types of urban agriculture.

#### SUCCESS INDICATOR

- Recreation and cultural events are held throughout the year.
- Population growth continues with a diversity of ages and stages of life.
- Services and facilities are accessible to all residents and meet the needs of the community.
- Beaumont offers a diversity of recreation opportunities (passive and active).
- Crime Prevention through Environmental Design is incorporated in new civic structures and facilities.
- Urban agriculture in all forms are thriving within the community.

## Responsible Development

### KEY GOAL STATEMENT

Growth and development will be undertaken in a manner that ensures Beaumont remains attractive, liveable, accessible, and safe, supporting inclusiveness, affordability and diversity for current and future residents, while encouraging a built form that promotes design excellence, innovation, and efficiency.

### OBJECTIVES

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| <ul style="list-style-type: none"> <li>a) Beaumont will participate in the Intermunicipal Planning Framework Agreement to collaboratively work with the City of Edmonton and Leduc County on future development with boundary interface and transportation and servicing efficiencies.</li> <li>b) Beaumont will provide a viable mix of residential, commercial, recreational and industrial development within the community.</li> <li>c) All development will utilize land and infrastructure wisely and efficiently.</li> <li>d) Beaumont will provide a choice of housing and tenure options, which meet the needs of a multi-generational, culturally diverse, and variable income community.</li> <li>e) Beaumont will encourage excellent urban design.</li> </ul> | <ul style="list-style-type: none"> <li>f) Developments are resilient and designed to respond to climate change, economic change, and changing demographic conditions.</li> <li>g) Beaumont provides smart and flexible development regulation that supports development of complete communities.</li> <li>h) Beaumont will ensure that development complies with the greenfield density of 35 dwelling units per net residential hectare and strives to achieve the goal of intensifying the built-up residential area through a 10% increase in the number of dwellings, as per the Edmonton Metropolitan Region Growth Plan.</li> <li>i) Beaumont will continue its efforts to increase its non-residential assessment.</li> <li>j) Beaumont will plan to accommodate a population of 48,300 residents by 2044.</li> </ul> |
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### SUCCESS INDICATOR

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|---|--|
| <ul style="list-style-type: none"> <li>• A diverse range of housing types are built throughout the community.</li> <li>• An increase of infill and current vacant lands are developed.</li> <li>• Open space and trails are located throughout the community and are well integrated.</li> <li>• Density for greenfield development are met as per the Edmonton Metropolitan Region Growth Plan.</li> <li>• The extension of infrastructure occurs in a logical and efficient manner.</li> <li>• Beaumont Urban Design Guidelines and Winter City Design principles are implemented.</li> </ul> | <ul style="list-style-type: none"> <li>• The Land Use Bylaw reflects the policy direction of the Municipal Development Plan.</li> <li>• Infill guidelines are developed and adhered to.</li> <li>• Increase in the percentage and value of revenue from the following streams; residential taxes, non-residential taxes, fees, provincial and federal grants, other sources.</li> <li>• New growth is accommodated as per the Land Use Concept.</li> </ul> |
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## Economic Strength

KEY GOAL  
STATEMENT

A healthy economic base sustains a vibrant community for residents and local business.

## OBJECTIVES

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|--|---|
| <ul style="list-style-type: none"> <li>a) Diversify the economic tax base by attracting diverse and unique commercial / industrial / business uses.</li> <li>b) Foster local employment opportunities that enable residents of all capabilities to live and work in the community.</li> <li>c) Increase economic strength by striving to:               <ul style="list-style-type: none"> <li>I) Achieve an 80/20 tax base;</li> <li>II) Increase the diversity of commercial uses such as national chains, hotels, and shopping opportunities;</li> <li>III) Foster local employment opportunities and support the strong local business/entrepreneurial spirit in the community;</li> <li>IV) Promote the growth of sectors related to health, the knowledge-based economy, and professional</li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>service in employment areas to contribute to global economic competitiveness and diversification of the regional economy; and</li> <li>V) Promote “live and work in Beaumont”.</li> <li>d) Promote Beaumont as a tourist destination acknowledging the rich Indigenous, French, and agricultural heritage, encouraging celebrations, festivals, cultural activities, etc.</li> <li>e) Encourage an environment of innovation, entrepreneurship, skill development, and life-long learning.</li> <li>f) Plan to accommodate 8,022 jobs by 2044 as projected in the Edmonton Metropolitan Region Growth Plan.</li> </ul> |
|--|---|

SUCCESS  
INDICATOR

- |  |  |
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| <ul style="list-style-type: none"> <li>• Economic growth continues to expand in the community that provide a range of commercial and employment options.</li> <li>• The percentage of real non-residential assessments is increased and an 80/20 tax base is achieved.</li> <li>• Beaumont is a community of choice for businesses.</li> <li>• Residents are able to live in close proximity to major employment areas.</li> </ul> | <ul style="list-style-type: none"> <li>• New Business Park and Light Industrial areas are developed.</li> <li>• Beaumont’s unique French flair and recreation and cultural events make the community a tourist destination.</li> <li>• The number of live-work units within Beaumont increase.</li> <li>• The number of new storefronts in Centre-Ville increase.</li> </ul> |
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## Effective Movement of People and Goods

### KEY GOAL STATEMENT

To build and maintain a resilient transportation system that provides safe and inclusive options for active living, while effectively connecting residents, goods, and services locally, regionally, nationally, and internationally.

### OBJECTIVES

- a) Support a multi-modal transportation network that supports walkability and transit while minimizing conflict between motorized and non-motorized mode of transportation.
- b) All areas of the community will be connected via appropriate and convenient links to the transportation network.
- c) Beaumont recognizes the transportation needs of the community and encourages safe, reliable, accessible, and well-designed trails, pathways, and roads to accommodate all ages and levels of mobility.
- d) Beaumont will promote attractive and high quality/durable streetscape design.
- e) All residents of Beaumont utilize the transportation network for active use during all seasons (Winter City Design Principles).
- f) Beaumont will be part of a regional transit system that connects the community to the region.
- g) Beaumont residents can reduce their dependence on private automobiles.

### SUCCESS INDICATOR

- The transportation network is multi-modal and accommodates all users.
- New developments are well connected to Beaumont's existing transportation network.
- A regional transit system connects the community to the region.
- Beaumont has a local transit system that enjoys high ridership.
- The trails system is extended throughout the community.



Environmental Stewardship		
KEY GOAL STATEMENT	Present and future generations are able to enjoy the benefits of clean water, fresh air and thriving biodiversity through innovative best practices, protection of environmentally significant assets, and through education and stewardship initiatives.	
OBJECTIVES	a) Allow for and encourage environmental stewardship and innovation. b) Protect environmentally sensitive and natural areas, air, water quality, and biodiversity. c) Encourage green development	by integrating and enhancing existing environmental features within neighbourhoods, supports green building practices, and low impact design.
SUCCESS INDICATOR	<ul style="list-style-type: none"><li>• New developments are resilient and protect Beaumont’s environment through innovation and incorporation of best practices.</li><li>• The Urban Forest is expanded and protected.</li><li>• Environmentally sensitive areas are protected through development review and regulation.</li><li>• New stormwater management facilities are naturalized.</li></ul>	
Safety and Emergency Management		
KEY GOAL STATEMENT	Beaumont is prepared to manage emergency situations and disasters in such a way that injury to people and property is minimized, the environment is protected, and the community is able to successfully recover from such events.	
OBJECTIVES	a) That emergency preparedness is community wide. b) Through land-use planning, design, and application approvals, Beaumont mitigates and prepares for emergencies and disasters. c) That the planning and delivery of emergency management is coordinated	locally, between governments, public agencies, service providers, and community organizations. d) That emergency response is coordinated and delivered efficiently and effectively. e) Beaumont is prepared for short to long-term recovery from disaster events.
SUCCESS INDICATOR	<ul style="list-style-type: none"><li>• New developments demonstrate how they will mitigate the impacts of disasters.</li><li>• The community has been educated and has knowledge about emergency</li></ul>	
		preparedness. <ul style="list-style-type: none"><li>• Emergency services have the tools they need to respond to disaster events and coordinates with the surrounding area.</li></ul>

## Working Together

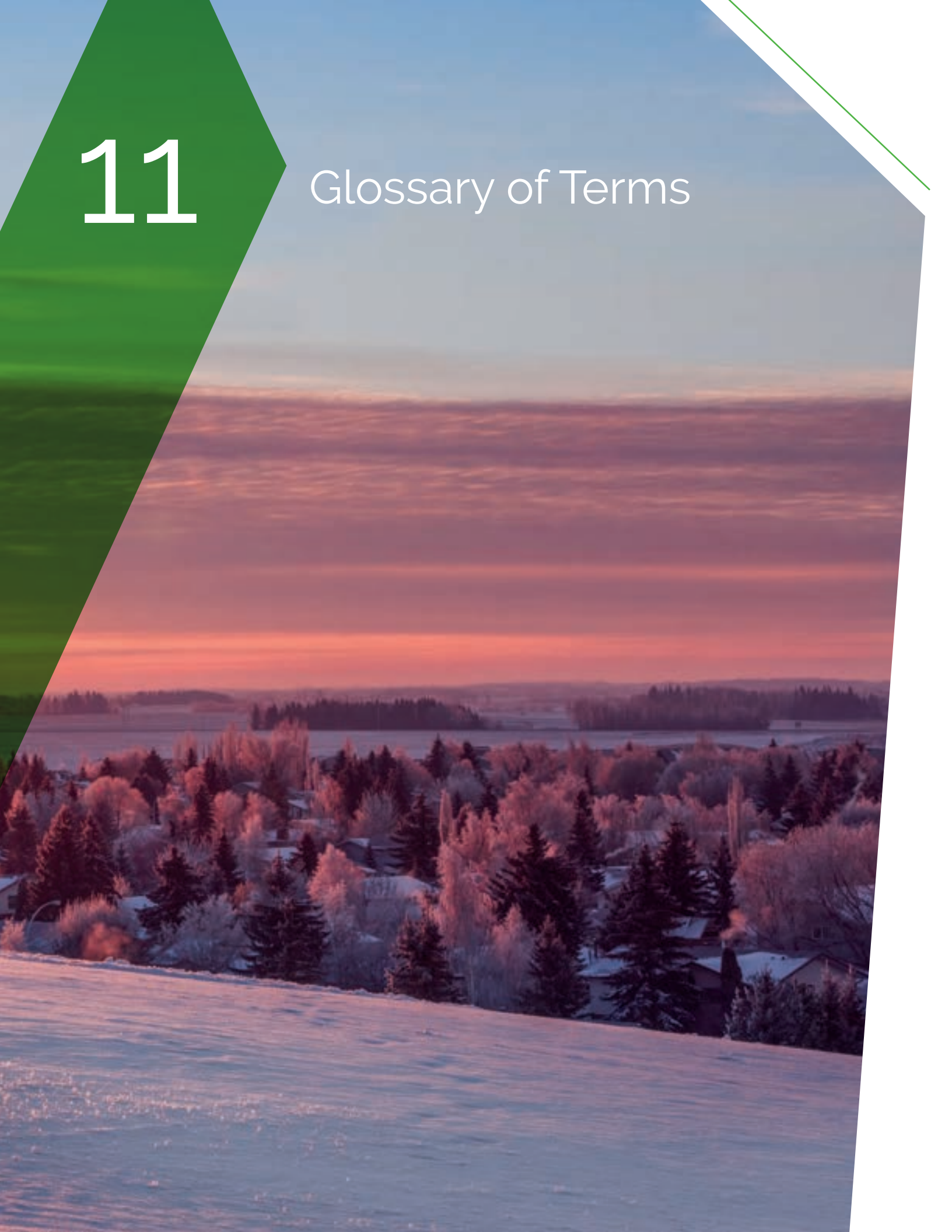
KEY GOAL STATEMENT	Beaumont will continue to cooperate and foster positive relationships with its neighbouring municipalities, Indigenous peoples, and regional partners.	
OBJECTIVES	<ul style="list-style-type: none"> <li>a) Actively participate in the Intermunicipal Planning Framework Agreement with the City of Edmonton and Leduc County.</li> <li>b) Maintain mutually beneficial relationships with neighbouring municipalities.</li> <li>c) Foster positive relationships with Indigenous peoples.</li> <li>d) Ensure that Beaumont advises, and is advised of, matters of development near municipal boundaries.</li> </ul>	
SUCCESS INDICATOR	<ul style="list-style-type: none"> <li>• Inter-municipal plans and joint planning initiatives are implemented with neighbouring municipalities.</li> <li>• Referral protocols with adjacent municipalities, residents, and agencies are followed.</li> <li>• Beaumont develops collaborative working relationships with businesses, non-profits, Indigenous people, and other interest groups.</li> </ul>	

## Implementation, Transition, and Monitoring

KEY GOAL STATEMENT	The objectives and policies of <i>Our Complete Community</i> will be monitored and reviewed to ensure the policy is working to achieve the future vision for Beaumont.	
OBJECTIVES	<ul style="list-style-type: none"> <li>a) Implement the vision of <i>Our Complete Community</i> through Beaumont's statutory plans, non-statutory plans, and instruments, and other means available to Beaumont.</li> <li>b) Ensure consistency between <i>Our Complete Community</i> and other Beaumont plans.</li> <li>c) Undertake periodic review and amendment of <i>Our Complete Community</i> to ensure that it remains current and aligned with Beaumont's vision.</li> </ul>	
SUCCESS INDICATOR	<ul style="list-style-type: none"> <li>• All new plans are consistent with the Municipal Development Plan.</li> <li>• The Municipal Development Plan is reviewed annually and a major review takes place every five years.</li> </ul>	

# 11

## Glossary of Terms



# A

**Aboriginal peoples** – “The descendants of the original inhabitants of North America. The Canadian Constitution recognizes three groups of Aboriginal people – Indians, Métis and Inuit. These are three separate peoples with unique heritages, languages, cultural practices and spiritual beliefs.” Indigenous and Northern Affairs, December 2016.

**Aboriginal rights** - “Rights that some Aboriginal peoples of Canada hold as a result of their ancestors’ long-standing use and occupancy of the land. The rights of certain Aboriginal peoples to hunt, trap and fish on ancestral lands are examples of Aboriginal rights. Aboriginal rights vary from group to group depending on the customs, practices and traditions that have formed part of their distinctive cultures.” Indigenous and Northern Affairs, December 2016.

**Action:** The identification of an act to be undertaken by the municipality, to support the delivery of a policy, within *Our Complete Community*.

**Active Transportation:** Human powered travel, including but not limited to: walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power assisted devices moving at a comparable speed.

**Alberta Capital Region Wastewater Commission:** is a model of regional cooperation providing wastewater transmission and treatment services to 13 municipalities in the Alberta Capital Region.

**Aerotropolis:** A regional economic generator concept that provides a broad base of economic benefits to all municipalities in the Region through access to the Edmonton International Airport and interconnected with regional infrastructure and transportation systems.

**Affordable Housing:** Rental or owned housing that is affordable and targeted for long term occupancy consisting less than 30% of before tax household income. Shelter costs include the following: for renters (rent and any payments for electricity, fuel, water and other municipal services); and for owners (mortgage payments for principal and interest, property taxes, and any condominium fees, along with payments for electricity, fuel, water and other municipal services). Housing that falls within the financial means of a household living in either market or non-market dwellings. Total costs for rent or mortgage plus taxes (including a 10% down payment), insurance and utilities should equal 30 percent or less of a household’s gross annual income. Housing affordability is influenced by household income, and cost and supply of housing.

**Age-friendly Community:** An accessible and inclusive community that supports the opportunity for residents of all ages. Age friendly communities recognize the importance of allowing seniors to remain living in their own neighbourhood or community as they age. An age friendly community ensures the availability of appropriate services, facilities and housing options for all stages of life.

**Agriculture:** The growing, raising, managing and / or sale of livestock (cattle, pigs, sheep, horses, game animals, poultry (hens, chickens, turkeys, chicks, game birds, other poultry), crops (hay, field crops, tree fruits or nuts, berries or grapes, vegetables, seed), foods or other agricultural products (e.g., trees, greenhouse or nursery products, mushrooms, sod, honey), horticulture and agri-food related value added enterprises including education, motivated either by profit or lifestyle.

**Ambient Air Quality:** The quality of outdoor air existing in our surrounding environment. It is typically measured near road level, away from direct sources of pollution.

**Apartment:** Means one (1) or more Principal Buildings containing three (3) or more residential dwelling Units with a separate, private entrance from the exterior of the Building or from a common hall, lobby or stairwell. A dwelling located in a multi-story, multi-unit building that accesses the ground via shared corridors, entrances and exits.

## A

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**Area Redevelopment Plan:** Statutory plan which guides the redevelopment of existing developed areas. Area Redevelopment Plans are approved and adopted by Council and must conform to *Our Complete Community*.

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**Area Structure Plan:** Statutory plan which provides long range land use planning for undeveloped land within Beaumont. The plans identify major roadways, land uses, infrastructure requirements, parks, trails, and school sites. Area Structure Plans are approved and adopted by Council and must conform to the *Our Complete Community*.

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## B

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**Beaumont Chamber of Commerce:** formerly the Beaumont Business Association, was officially formed January 1, 2014. The Chamber strives to bring value to its membership through its role as an advocate for Business within Beaumont, Alberta and by offering programs and events tailored to the member's needs and growth.

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**Bike Lane (Protected):** A protected bike lane is a marked reserved lane that physically separates the bicycle right-of-way from motor vehicle traffic, and parking and distinct from the sidewalk. Unlike a bike lane, a protected bike lane has physical barriers (such as bollards, medians, or raised curbs) restricting motor vehicles. It is separated by solid white lines, and marked with an image of a bicycle and a white diamond. If parking is permitted, it will appear along the left side of parked cars. If parking is prohibited, it will be along the curb.

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**Biodiversity:** The number, range or variety of life forms, including plants, animals and micro-organisms, and the ecological systems that they form a part of.

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**BioEnergy:** Renewable energy made available from materials derived from biological services. As a fuel it may include wood, straw, manure, and many other by-products from a variety of agriculture processes.

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**Arterial Road:** A street that typically emphasizes a high level of traffic mobility at higher speeds and volumes and a low level of property access, serving longer distance trips including those between major activity centres and regional destinations.

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**Built Environment:** The collection of buildings and man-made infrastructure that makes up Beaumont's urban environment. It can be intersected by elements of the natural environment. The tillage of fields is included in the built environment.

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**Built-up Urban Area:** All lands located within the limits of the developed urban area with plans of subdivision registered prior to December 31, 2016.

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**Bylaw:** A law made by a local authority in accordance with the powers conferred by or delegated to it under the *Municipal Government Act*. Bylaws are enforceable through penalties, able to be challenged in court and must comply with higher levels of law.

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**Brownfield:** Undeveloped or previously developed properties that are contaminated. Brownfield sites are usually former industrial or commercial properties that may be underutilized, vacant or abandoned. The expansion and redevelopment of brownfield sites may involve the remediation of hazardous or contaminated substances or pollutants.

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## C

**CANAMEX:** The CANAMEX Trade Corridor, as defined by Congress in the 1995 National Highway Systems Designation Act, is a High Priority Corridor that links Canada to Mexico through the United States. Currently the corridor is defined by a series of highways. However, the corridor is also proposed for use by railroads and fiber optic telecommunications infrastructure.

**Capital Region Southwest Water Services Commission:** Capital Region Southwest Water Services Commission serves the potable water needs of Beaumont and other municipalities in the Alberta Capital Region.

**Centres:** Areas that reflect differing roles, levels of services and ability to accommodate growth.

**Centre-Ville:** The central area in Beaumont as identified in the Beaumont Central Area Redevelopment Plan, which is Beaumont's Urban Centre.

**Climate Change:** A long term change in the statistical distribution of weather patterns over periods of time that range from decades to millions of years. It may be a change in the average weather conditions or a change in the distribution of weather events with respect to an average, for example, greater or fewer extreme weather events.

**Collector Road:** Collector roadways place roughly equal emphasis on mobility and land access. In general, collector roadways provide a link for traffic to travel from a local road to the nearest arterial roadway. They are intended to accommodate most of the traffic movements within a neighbourhood and often serve as bus routes.

**Community Garden:** A piece of land gardened collectively by a group of people. The land is typically owned by local governments or not for profit associations.

**Community Infrastructure and Services:** An inclusive term that encompasses the broadest range of services to people, including social, health, recreation and education, provided by the public, private and non-profit sectors.

**Compact Development / Compact Form:** A land use pattern that reflects efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace and institutional), multi-modal transportation access, and the efficient use of infrastructure. Compact development may include detached and semi-detached houses on small lots as well as townhouses and walk-up apartments, multi-story commercial developments, and apartments or offices above retail.

**Complete Community:** Includes housing suitable for all ages and income levels, provides residents with easy access to jobs, local amenities, services, community facilities and access to a multi-modal transportation system. The elements of a complete community will vary depending on the policy tier and the size and scale of a community meaning the amount, diversity and range of affordability housing, jobs, amenities and facilities and generally increasing from the rural area, to the metropolitan area and metropolitan core.

**Complete Streets:** Transportation facilities that are designed and operated to enable safe access for all users – pedestrians, cyclists, public transit passengers and vehicles, commercial vehicles and automobiles. Users of all ages and abilities must be able to safely move along and across a Complete Street. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations.

**Connectivity:** The directness of links and the density of connections in a path or road network. A connected transportation system allows for more direct travel between destinations, offers more route options and makes Active Transportation more feasible.

**Corridor:** A designated right-of-way or route for moving people and goods as well as accommodating above and below ground linear service infrastructure piped services. This includes, but is not limited to: major arterial roads, transit routes, product pipelines, utility lines, power transmission corridors, regional water and waste corridors and recreation corridors.

## C

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**Crime Prevention Through Environmental**

**Design:** A pro-active crime prevention strategy that focuses on an analysis of how the features of the environment and the policies that govern its management and use can constrain criminal activity. Crime Prevention Through Environmental Design strategies are based on the premise that the proper design and effective use of the built environment can lead to a reduction in the incidence and fear of crime and improve the quality of life. Emphasis is placed on the physical environment, productive use of space, and behavior of people to create environments that are absent of environmental cues that cause opportunities for crime to occur.

## D

**Dark Sky Lighting Principles:** The principle of protecting and restoring the natural night environment through the promotion of quality outdoor lighting to minimize glare while reducing light trespass and skyglow.

**Density:** The number of dwelling Units on a Site expressed in Dwelling Units per Net Hectare. The calculation of Net hectare means the number of Dwelling Units allowed for each hectare of land, but does not include those lands within the Site required for Public Roadways, Public Utility Lots, environmental reserve or municipal and school reserve.

**Destination Retail:** Regional-serving retail that is focused on attracting consumer spending from outside Beaumont.

**Developer:** An owner, agent, or any person, firm, or company required to obtain or who has obtained a development permit from the Beaumont development authority.

**Development:** Means a change of use of land or a building; the construction of a building; an extraction or stockpile; or change in intensity of use, as per the definition in the *Municipal Government Act*.

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**Critical Infrastructure:** Physical and information technology facilities, networks, services and assets, which if disrupted or destroyed, would have a serious impact on health, safety, security, or economic vitality in a community or the effective functioning of government.

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**Culture:** A set of shared values, social practices, or heritage that characterize a group. Culture can include arts, heritage, sport and recreation, and the natural environment. Culture includes creativity and innovation especially in business and the arts.

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**Development Authority:** Established by bylaw, the person, body or committee that is authorized to exercise development powers and perform duties on behalf of the municipality.

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**Disaster:** An event that results in serious harm to the safety, health or welfare of people or in widespread damage to property.

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**District:** See Land Use District.

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**District Energy System:** A centralized production and distribution of heating and cooling provides an economical, scalable, eco-friendly, and smart solution to many needs within a building complex, neighbourhood or community. It uses a central energy plant to provide efficient heating, cooling, and hot water to a group of buildings. A distinct energy system can be incorporated into an existing development or installed as part of new construction projects.

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**Duplex:** A residential building which contains a maximum of two dwelling units, with one dwelling unit placed over the other in whole or in part, and where no one dwelling unit is designed to be subordinate to the other.

## E

**Easement:** A privilege to pass over the land of another, whereby the holder of the easement acquires only a reasonable and usual enjoyment of the property and the owner of the land retains the benefits and privileges of ownership consistent with the easement.

**Ecosystem:** A biological environment consisting of all the organisms living in a particular area, as well as all the nonliving, physical components of the environment with which the organisms interact, such as air, soil, water, and sunlight.

**Edmonton Global:** Edmonton Global was established to advance economic development cooperation amongst stakeholders of the Edmonton Metropolitan Region, to promote the region globally, and to attract and retain business investment and trade for the region. It was incorporated June 9, 2017.

**Edmonton Metropolitan Region (the Region):** The geographic area known as the Edmonton Metropolitan Region (formerly the Capital Region), as defined by the Edmonton Metropolitan Region Board Regulation to include its members.

**Edmonton Metropolitan Region Growth Plan:** Under the authority of the *Municipal Government Act*, the Edmonton Metropolitan Region Growth Plan, which replaced the former Capital Region Growth Plan, is prepared by the Edmonton Metropolitan Region Board and approved by the Minister of Municipal Affairs in October 2017 to ensure decisions and programs are integrated to support the long term economic prosperity and quality of life for all citizens of the Edmonton Metropolitan Region.

**Emergency:** An event that requires prompt

coordination or special regulation of persons or property to protect the safety, health, or welfare of people or to limit property damage.

**Emergency Services:** The public organizations that respond to and deal with emergencies when they occur, especially those that provide police, ambulance, and firefighting services.

**Environmental Master Plan (*Keep it Green Beaumont Plan*):** The plan is about providing goals and strategies to support Beaumont, its residents, and its businesses to work towards environmental, financial, and social sustainability.

**Environmental Reserve (ER):** A municipality may require land to be provided as environmental reserve if it is a swamp, gully, ravine, coulee, a natural drainage course, unstable or subject to flooding, or adjacent to the bed and shore of any water body. This type of reserve is to remain in its natural state or be used as a public park. It can be acquired either through an easement registered against the title of the land, or through a dedication of the land. There is no maximum amount of land that can be dedicated as environmental reserve; however, the MGA sets a minimum width for any environmental reserve land that borders a body of water.

**Environmentally Sensitive Area:** A landscape element or area with important and/or unique environmental characteristics essential to the long term maintenance of biological diversity, soil, water or other natural processes, both with the ESA and in a regional context.

**Environmental Stewardship:** Responsible use, conservation, and restoration of the natural environment to allow future generations to use and enjoy.

## F

**Food Security:** availability of and access to food of sufficient quantity and quality to meet the nutritional needs of a healthy and active life.

**Fragmentation:** The process of reducing the size and connectivity of an area. In the context of natural living systems, fragmentation of an eco-region or habitat results in reduction in the total habitat area, the isolation of patches of habitat from each other and the increase in edge effects,

and can affect the ability of organisms to maintain healthy populations and to survive. In the context of rural lands, fragmentation occurs when a contiguous agricultural area is divided into isolated parcels separated by non-agricultural land uses, and can impact the productivity of the land. Fragmentation can also occur within a given agricultural parcel of land by access roads, oil and gas developments and/or linear infrastructure.

## G

**General Design Standards:** The document outlines the procedures and minimum requirements of the municipality of Beaumont and is intended to provide direction and guidelines for the design of local improvements applicable to redevelopment as well as the development of subdivisions. These standards apply to all land use applications.

**Green Building:** The practice of creating structures and using processes that are environmentally responsible and resource efficient throughout a building's life cycle. From siting to design, construction, operation, maintenance, renovation, and demolition, this practice expands and complements the classical building design concerns of economy, utility, durability, and comfort.

**Greenfield Area:** An area for future urban growth in Beaumont located outside of the built-up Urban Area or previously planned areas (Identified on **Map 9 – Land Use Concept**).

**Greenfield Density (Minimum):** The required residential density for greenfield areas planned and approved in the Edmonton Metropolitan Region Growth Plan; measured as average dwelling unit per net residential hectare within an Area Structure Plan.

**Greenhouse Gas:** A greenhouse gas is a gas in an atmosphere that absorbs and emits radiation within the thermal infrared range. The primary greenhouse gases in Earth's atmosphere are water vapor, carbon dioxide, methane, nitrous oxide, and ozone.

## H

**Habitat:** The sum of the environmental conditions in which an organism lives, or the physical and biological environment that provides essential food, water and shelter for an organism.

**Half Breed:** The term "Half-Breed" are used to refer to those people in western Canada who trace their roots to a shared Aboriginal and European ancestry – an ancestry which at some point would have been enumerated by a Commission with the authority to issue land or money scrip.

**Health:** A state of complete physical, mental and social well-being and not merely the absence of disease or infirmity.

**Height:** The vertical distance between the Building Grade and the highest point of a Building, excluding an elevator housing, a mechanical housing, a roof stairway entrance, a ventilating fan, a skylight, a steeple, a chimney, a tower, a smoke stack, a fire wall, a wall, an architectural feature, a flagpole, or other features not structurally necessary to the Building.

# H

**Heritage:** A range of inherited traditions, cultures, landmarks, objects, and behaviours that help shape our identity.

**Home Based Business:** Development consists of the use of a part of a Dwelling Unit or its Garage for an occupation, trade, or craft, which is secondary to the residential occupancy and does not change the exterior character of the Dwelling Unit.

# I

**Impacts:** Refers to a measure of the tangible and intangible effects (consequences) of one thing or entity's action or influence upon another.

**Indigenous people:** "Indigenous communities, peoples and nations are those which, having a historical continuity with pre-invasion and pre-colonial societies that developed on their territories, consider themselves distinct from other sectors of the societies now prevailing on those territories, or parts of them. They form at present non-dominant sectors of society and are determined to preserve, develop and transmit to future generations their ancestral territories, and their ethnic identity, as the basis of their continued existence as peoples, in accordance with their own cultural patterns, social institutions and legal system." This definition was developed in the 1980s, when the United Nations Special Rapporteur on Discrimination against Indigenous Populations, José Martínez Cobo, developed a working definition for use with the Working Group of Indigenous Populations.

**Indicator:** A tool or measure, used to find the state of something. For *Our Complete Community* this is an item that will be monitored and reviewed, to determine whether the intent of the Municipal Development Policies and Actions, are achieving the objectives.

**Housing Typology:** The structural form of housing, traditionally defined as single detached family, semi-detached duplex, townhomes, etc. See the Land Use Bylaw for definitions of each housing type.

**Infill:** Development in mature or built up areas of Beaumont occurring on vacant or underutilized lands, behind or between existing development and which is comparable with the characteristics of surrounding development.

**Infrastructure:** The technical structures that support a society, including roads, transit, parks, water supply, sewers, power grid, telecommunications, etc. These may or may not be municipally owned.

**Intensification:** Development at a higher density than currently exists in Built-up Urban Areas through: redevelopment; the development of underutilized lots within previously developed areas; infill development; or the expansion or conversion of existing buildings.

**Intensification Target:** An aspirational target of 10% to increase the residential densities of the Built-Up and Planned Areas through amendments to existing approved Outline Plans and Statutory Plans.

**Intermunicipal Development Plan:** A statutory plan adopted by two or more municipal councils in Alberta to include specified areas of land lying within the boundaries of both municipalities, outlining the future uses of the lands, manner for developing land in the area, and procedures for resolving conflict, repealing and administering the plan.



# L

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**Landmarks:** Natural hilltops and built structures that by their prominence or distinction from the surrounding context, visually punctuate the physical profile of urban areas and express its skyline character. Landmarks generally are taller than the surrounding built fabric of a city, are visible from a distance, may exhibit a higher level of architectural design detail and articulation, and often serve important civic functions.

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**Land Use:** The various ways in which land may be used or occupied. Typically, these are broadly categorized as residential, commercial, industrial, or institutional.

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**Land Use Bylaw:** Town of Beaumont Bylaw 796-12, and amendments thereto.

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**Land Use District:** Regulations for development for an area of land, as set out in the Land Use Bylaw.

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**Linkages:** linear systems that connect places and built forms. Linkages allow for the movement of people and goods within the urban fabric.

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**Live/Work Unit:** A business operated from a dwelling by the occupant of the dwelling, where the business does not exceed 60 per cent of the Gross Floor Area of the dwelling.

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**Local Employment Area:** Localized area with industrial commercial and/or institutional land uses that have locally significant business and economic activities and generate a small concentration of employment for the local area; or rural areas with existing resource based economic assets resulting in dispersed employment through agricultural activities, mining activities (coal, sand , gravel) and forestry activities, etc. Local employment areas may be located within existing urban community, or outside urban communities in the rural area.

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**Local Roads:** Streets with low levels of traffic mobility and a high level of land access, serving residential, commercial, and industrial areas that fall under the conventional functional classification of local streets.

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**Local Transit:** Transit network and service designed to connect neighbourhoods to local destinations and to Rapid and Frequent Transit services. In some cases smaller transit vehicles can be utilized to better match passenger demand and operating conditions on local roads.

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**Low Impact Development:** A land planning and engineering design approach for managing storm water runoff. Low Impact Development emphasizes conservation and use of on-site natural features to protect water quality. This approach implements engineered small scale hydrologic controls to replicate the predevelopment hydrologic regime of watersheds through infiltrating, storing, evaporating, and detaining runoff close to its source.

# M

**Massing:** The spatial relationship of buildings to the street. Vacant lots, parking lots, and building plazas weaken the three-dimensional urban design framework of buildings and streets.

**Major Employment Area:** An area with a concentration of industrial, commercial, and/or institutional land uses that have regionally significant businesses and economic activities and high levels of employment.

**Master Plan:** A comprehensive plan outlining the eventual development of a system, network or site, and what is needed to achieve that development.

**Metropolitan Region:** An area consisting of a densely populated urban core and its less populated surrounding area, interconnected by industry, infrastructure, and housing. A Metropolitan Region generally comprises multiple jurisdictions and municipalities, and may include one or more urban areas, as well as satellite cities, towns and intervening rural areas that are socio-economically tied to the urban core, typically measured by commuting patterns.

**Metropolitan Area Tier:** An area surrounding the urban metropolitan core, including proportions of county lands, urban communities, major and local employment areas an intervening undeveloped areas that are socio-economically tied and that share industry, housing, and infrastructure.

**Metropolitan Core Tier:** The contiguous developed area within the City of Edmonton with the highest density development served by higher order transit and the highest concentration of regionally significant amenities and services including downtown Edmonton; a major employment area.

**Mixed Use Development:** Means a Development that is designed to accommodate more than one (1) type of Use on a single Site or a single Building. Development comprised of more than one complementary land use, either in the same building, in separate buildings in close proximity, or within the same Land Use District.

**Mobility:** Refers to the movement of people and goods and reducing the constraints on physical movement by decreasing travel times and increasing transportation options. Mobility is higher when average travel times, variations in travel times, and travel costs are low.

**Monitoring:** A continuous, systematic process of collecting and analyzing information using indicators to track progress towards intended results.

**Multi-unit:** A building containing three or more dwelling units, also referred to as multi-family or a multiple dwelling.

**Multi-modal Transportation:** The availability or use of more than one form of transportation, such as automobiles, walking, cycling, transit, rail (commuter/freight), trucks, air and marine.

**Municipal Development Plan:** Statutory plan adopted by a Municipal Council, under the authority of Section 632 of the *Municipal Government Act*. The plan outlines the direction and scope of future development, the provision of required transportation systems and municipal services, the coordination of municipal services and programs, environmental matters and economic development.

**Municipal Government Act:** Provincial legislation that outlines the power and obligations of a municipality.

## M

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**Municipal Reserve (MR), school reserve (SR), municipal and school reserves (MSR):** These types of reserves can be used for a public park, recreation area, school board purposes, or to separate lands that are used for different purposes (e.g., as a buffer). At the time of subdivision, a total of 10 per cent of the original parcel (less the amount taken for environmental reserve) can be taken as these types of reserves. In specific circumstances, an additional five per cent may be requested. Rather than asking for land, a municipality may require money in place of reserve land or choose to defer receiving the reserve land until a future subdivision occurs on the land. Calculation of money in place of reserve land is based upon either market value appraisal of the land or a value that is agreed upon between the developer and the subdivision authority. Lands to be owned by a municipality to provide for park, recreation or school authority purposes. Such lands are generally obtained at the time of subdivision, where the applicant is required to provide up to 10% of the Developable Area as reserve lands or cash in lieu, as determined by the municipality

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**Municipal Services and Facilities:** Services and facilities owned, maintained or operated by the Municipality.

## N

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**Natural Areas:** Those areas which are not part of the Built Environment and offer opportunities for the preservation and enhancement of wildlife, flora, fauna, water bodies, etc. Typically these areas include low lands, gullies, rivers, drainage channels, treed and naturally vegetated areas.

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**Naturalized Storm Ponds:** An approach to storm management that creates a living ecosystem that is designed to improve watershed health through natural processes.

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**Neighbourhood Structure Plan:** A detailed non-statutory land use plan for an area of land that is typically smaller than the land covered by an area structure plan, and which conforms to all Statutory Plans.

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**Noise Attenuation:** Strategies to reduce noise typically resulting from heavy traffic. Strategies may include berming or fencing.

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**Non-market Housing:** Housing that is funded, created and operated through direct government subsidies and includes different categories of housing based on needs of the clients.

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**Non-Statutory Plan:** Plans that are similar in scope to statutory plans but which are approved through Council resolution. These may include Outline Plans, guidelines, and policy statements.

## O

**Open Space:** Any parcel of land or body of water which is set aside and reserved for public use, typically including Municipal and Environmental Reserve lands, parks, playgrounds, trails and paths.

**Open Space and Trails Master Plan:** The plan is to guide the development of future open space and trail system components in the community.

**Open Space System:** The collection of spaces set aside for public use.

**Outline Plan:** A detailed land use plan for an area of land that is typically smaller than the land covered by an area structure plan, approved by resolution of Council, and which conforms to all Statutory Plans. An Outline Plan is adopted by resolution of Council, Pursuant to Part 17 of the Act, and is otherwise equivalent to a “Conceptual Scheme” as described in the Act. A non-statutory plan outlining development principles, patterns and land uses for an area. These plans typically specify Land Use Districts, density levels, road types and infrastructure needs for the development.

## P

**Parks (Active and Passive):** An area of space provided for recreational uses, set aside for human enjoyment or for the protection of wildlife or natural habitats. Typically parks are dedicated as Municipal Reserve lands.

**Placemaking:** A multi-faceted approach which considers planning, design and management of public spaces, focusing on creating spaces that promote health, happiness and well-being.

**Place of Worship:** A development used for worship and related religious, philanthropic or social activities, rectories, manses, meeting rooms, food preparation and service facilities, classrooms, dormitories and other buildings.

**Planned Area:** An area subject to a previously adopted statutory or non-statutory plan below the Municipal Development Plan or Intermunicipal Development Plan level. This includes plans adopted before the approval of the Edmonton Metropolitan Region Growth Plan as well as those adopted before the approval of the 2010 Capital Region Growth Plan.

**Policy:** A specific statement or plan to achieve an objective, which when part of a statutory plan, provide direction and instruction for a proposal.

**Private Recreation:** Space on private property within an establishment or outside an establishment, which has controlled access. They include but are not limited to fair grounds, golf courses, private pools, or tennis clubs.

**Public Art:** Works of art in any media that have been intentionally planned for being situated or staged in a public space, accessible to all to experience.

**Public Consultation/Engagement:** An opportunity for members of the community to provide input on a proposed plan, bylaw amendment, or other activity being undertaken by Beaumont, either the municipality or another party. Opportunities may be in the form of social media comment, written, oral or other submissions.

**Public Realm:** Any publicly owned streets, pathways, right of ways, parks, publicly accessible open spaces or any public and civic building facilities.

**Public Space:** Space on public or private property within an establishment or outside an establishment, which is open to the public.

**Public Transit/Transportation:** Public transit (also known as public transportation) is a shared passenger-transport service which is available for use by the general public.

## P

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**Public Utility Lot:** A lot owned by the municipality that is designated as a Utility Lot with the Land Titles Office, and is to accommodate one or more public utilities, pedestrian walkways, or multi-use trails.

## R

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**Recreation:** An activity done for leisure.

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**Recreational Facilities:** Public spaces that support both indoor and outdoor recreation, sports and leisure activities.

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**Recreation, Parks and Facilities Master Plan:** The plan is to guide the development of future recreation and sports facilities, open space and trail system, and local cultural and artistic expressions, including public art components in the community.

---

**Redevelopment:** The creation of new units, uses or lots on previously developed land in existing urban communities, including brownfield sites. (See Infill and Intensification).

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**Regional:** Of a scale or significance that is relevant to more than one municipality within the Region.

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**Regional Context Statement:** A written statement prepared by member municipalities identifying how their strategic level planning documents or their existing Municipal Development Plans will be brought into conformance with the Plan until such time as they bring their Municipal Development Plan into full compliance. Regional Context Statements are to be approved by council resolution and submitted to the Capital Region Board for information.

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**Regional Evaluation Framework:** The framework provides criteria to allow the Capital Region Board to evaluate new municipal statutory plans and statutory plan amendments to ensure consistency with the long-term regional interests identified in the Edmonton Metropolitan Region Growth Plan, and the Capital Region Board Regulation.

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**Renewable Energy:** Energy that comes from resources that are naturally replenished during a human timescale.

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**Residential:** A land use where housing predominates, offering offering opportunities for a variety of housing types.

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**Resilience:** The capacity of a system to withstand and bounce back intact from environmental or human disturbances.

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**Risk Assessment:** A process analyzing three sets of variables one analysis the different elements shown: (1) what are the hazards, (2) who or what is at risk, (3) what are the factors of vulnerability of the elements at risk?

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**Row Housing:** A group of three or more dwelling units, each unit separated by a common or party wall and having a separate front and rear access to the outside grade.

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**Rural:** Typically include farms, natural areas, rural residential uses (e.g., acreages, country residential subdivisions and lakeshore residential subdivisions), resource extraction areas, recreation areas, and rural industrial developments (including agri-business).

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**Rural Area Tier:** Lands outside the metropolitan area within the wider Edmonton Metropolitan Region, consisting of rural working landscapes with agricultural lands, natural living systems, recreation areas and resource extraction areas, rural industrial, and counties, towns, villages, hamlets and country residential development with a range of local levels of service and community amenities.



## S

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**Secondary Suite:** Development consists of a self-contained Dwelling Unit located in a Structure in which the Principal Use is a Single Detached Dwelling. This includes conversion of Basement space to a Dwelling Unit or the addition of new floor space for a Secondary Suite to an existing Single Detached Dwelling. This does not include Duplex Dwelling, Multi-Attached Dwelling, Garage Suite, or apartment, where the Structure was initially designed for two (2) or more Dwelling Units.

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**Semi-detached Dwelling:** Development consists of a Principal Building containing only two (2) Dwelling Units joined, in whole or in part, at the side only with no unit being placed over another in whole or in part, where each Dwelling Unit shall have separate, individual and direct access at grade.

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**Setback:** The distance between a property line and a building, governed through the Land Use Bylaw.

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**Single Detached Dwelling:** A residential building containing one principal dwelling unit and is physically separate from any other residential building, and does not include a manufactured home.

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**Statutory Plan:** A plan adopted by municipal bylaw under the authority of the *Municipal Government Act*, which includes: an Intermunicipal Development Plan, Municipal Development Plan, Area Structure Plans and Area Redevelopment Plans.

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**Stormwater Management Facility:** A storm water management facility is a man-made pond that collects runoff from snow and rain, and diverts it away from homes and streets. The Stormwater management facility filter the runoff and they runoff and they allow for a controlled release of water into the local ecosystem.

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**Steep Slope:** Slopes which have a 15% or greater grade such that the land should be dedicated to Beaumont as Environmental Reserve.

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**Strategic Plan (2017-2021):** The non-statutory plan developed by Beaumont Council, to guide activities between the years 2017-2021, as may be amended from time to time.

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**Streetscape:** The visual elements of a street or road, including the street/road, sidewalks, adjoining buildings, street furniture and landscaping.

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**Subdivision:** The creation or separation of new titled parcels of land from an existing parcel of land.

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**Sustainable:** Activities, actions, and processes that meets the needs of the present without compromising the ability of future generations to meet their own needs.

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## T

**Traffic Calming:** Design and street management strategies to slow down motor vehicles and improve safety for motorists, cyclists, and pedestrians, such as speed humps, surface treatments, raised medians etc.

**Traffic Impact Assessment:** Tool to analyze traffic generated by proposed developments or development with a new access or increased use of an existing access. A (TIA) Traffic Impact Assessment generally includes a description of the scope and intensity of the proposed project, a summary of the projected impacts and any required mitigation measures, and helps ensure that the highway can safely accommodate a proposed subdivision/development.

**Trail:** A route established for different different Active Transportation modes.

**Transit:** See Public Transit/Transportation.

**Transportation Master Plan:** Provides Beaumont with specific target thresholds of when particular roads should be widened, which intersections require signalization at what time and where safety issues may be anticipated in the future.

**Transit Oriented Development:** Compact mixed use development that has high levels of employment and/or residential densities to support higher order transit service and optimize transit investment, and makes development more accessible for transit users. Features can include roads laid out in a grid network, a pedestrian-friendly built form environment along roads to encourage walking to transit, reduced setbacks and parking requirements, placing parking at the sides/rears of buildings, and improved access between arterial roads and interior blocks in residential areas.

**Truth and Reconciliation Commission:** A component of the Indian Residential Schools Settlement Agreement to inform all Canadians about Indian Residential Schools by documenting the truth of survivors, communities and anyone affected by this experience. This includes First Nations, Inuit and Métis former Indian Residential School students, their families, communities, the Churches, former school employees, Government and other Canadians.

## U

**United Nations Declaration on the Rights of Indigenous Peoples:** Adopted by the United Nations on September 13, 2007, to enshrine (according to Article 43) the rights that “constitute the minimum standards for the survival, dignity and well-being of the indigenous peoples of the world.”

**Unabsorbed Land:** Lands that are planned for future residential, commercial or industrial development per approved statutory plans or non-statutory land use plans, but are not yet through the final two prerequisite planning approvals before becoming “shovel ready” (i.e. zoning is not in place, subdivision has not yet been registered, or both).

**Urban Agriculture:** Practice of cultivating, processing and distributing food in or around an urban area. It may involve animal husbandry, aquaculture, agroforestry, urban beekeeping, and horticulture.

**Urban Centres:** Central urban areas in the metropolitan area that provide sub-regional level of service. Urban Centres are intended to accommodate mixed use development at higher intensities in the metropolitan area, and include downtowns and central areas of urban communities.

## U

**Urban Design:** Urban design is concerned with the human-made environment. It is a discipline that is dedicated to the relationships among the fields of urban planning, architecture and landscape architecture. The concerns of urban design range from a broad level, such as the layout of entire cities, to particular aspects of designed environments such as architectural detailing, landscaping and street furniture.

**Urban Design Concept Plan:** A non-statutory plan that addresses future land uses, urban form, servicing upgrades and implementation strategies

that has been adopted by Council as a Bylaw. An example of this is if Beaumont's Downtown Urban Design Concept Plan.

**Urban Forest:** A collection of trees or a forest within an urban area.

**Urban Form:** The form of Beaumont and its elements at every scale from neighbourhoods and districts to streets, blocks and sites.

**Utilities:** Means either (1) municipal or regional utilities such as water and sanitary sewer or (2) 'shallow' utilities such as gas, telephone and electric.

## V

**Vision:** A statement outlining the desired state for Beaumont at a particular point in the future.

## W

**Walkability:** A measure of how friendly an area is to walking, influenced by factors such as street connectivity, land use mix, residential density, presence of landscaping, frequency and variety of buildings and safety.

**Walkable:** See Walkability.

**Waste Management:** The overarching system in which the generation, prevention, monitoring, treatment, handling, reuse and depositing of waste occurs.

**Wetlands:** Land saturated with water long enough to promote formation of water altered soils, growth of water tolerant vegetation and various kinds of biological activity that are adapted to the wet environment. Wetlands are highly diverse, productive ecosystems that provide a host of ecological services and form an integral component of Alberta's diverse landscapes.

**Wildlife Corridor:** A habitat link which joins larger areas of wildlife habitat, allowing for the movement of wildlife between areas.

**Winter City:** A place where the average January temperature is below freezing zero (0) Celsius.

**Winter City Design Principles:** A concept for communities in northern latitudes that encourages them to plan their transportation systems, buildings, and recreation projects around the idea of using their infrastructure during all four seasons.

# 12

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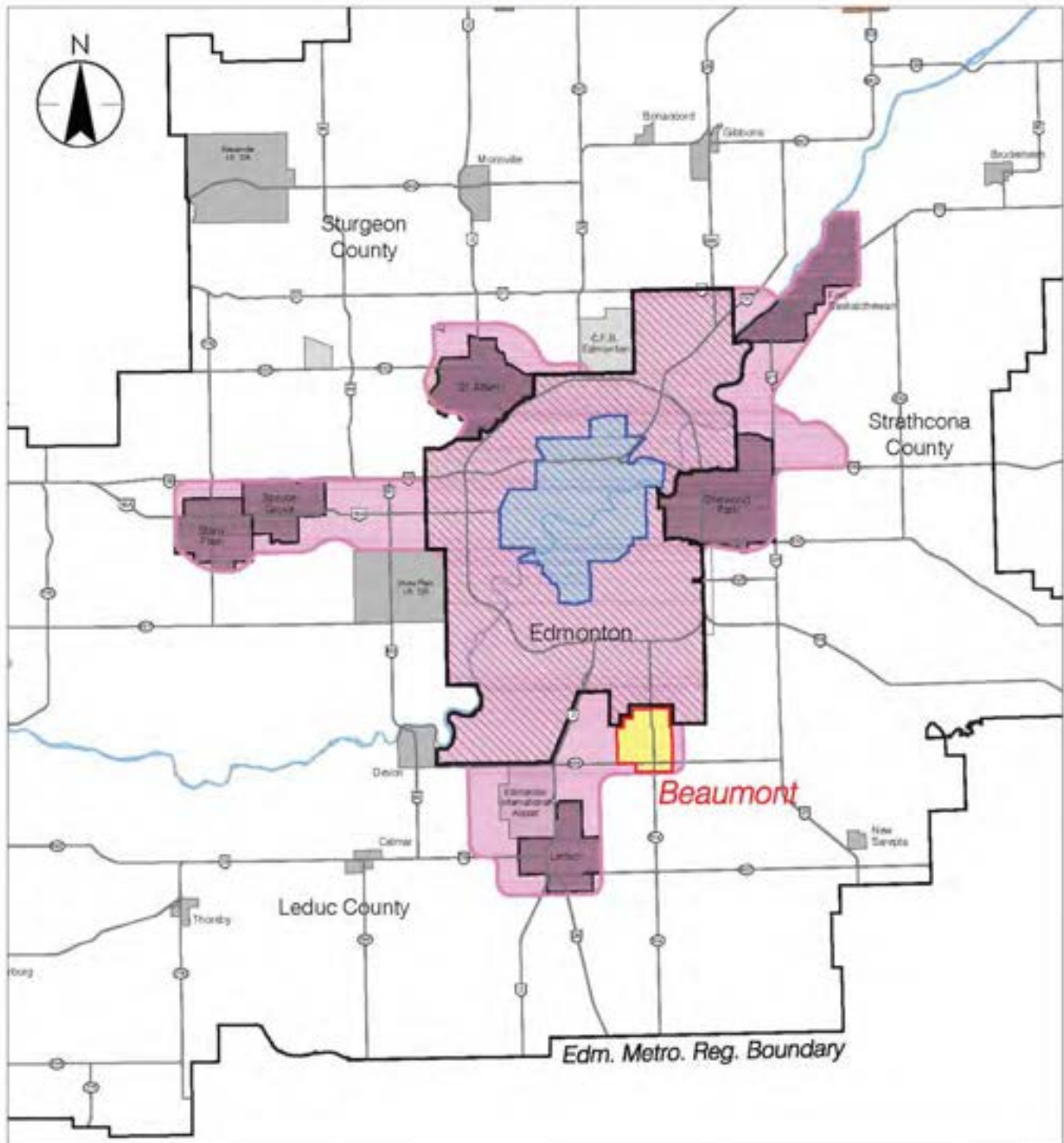


13

Maps



Map 1 Edmonton Metropolitan Regional  
Structure Context

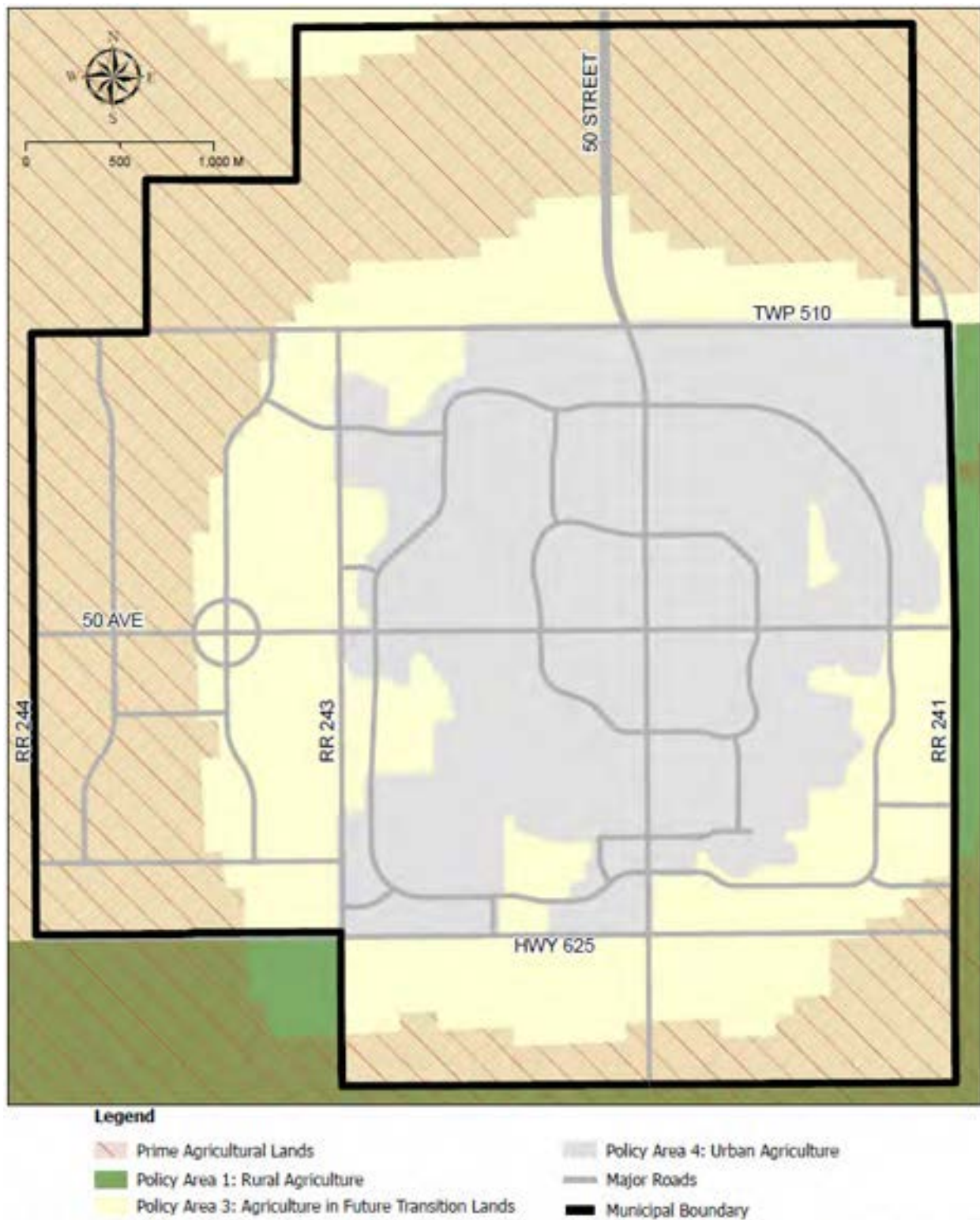


**Legend**

-  Metropolitan Core
-  Metropolitan Area
-  City of Edmonton
-  Beaumont

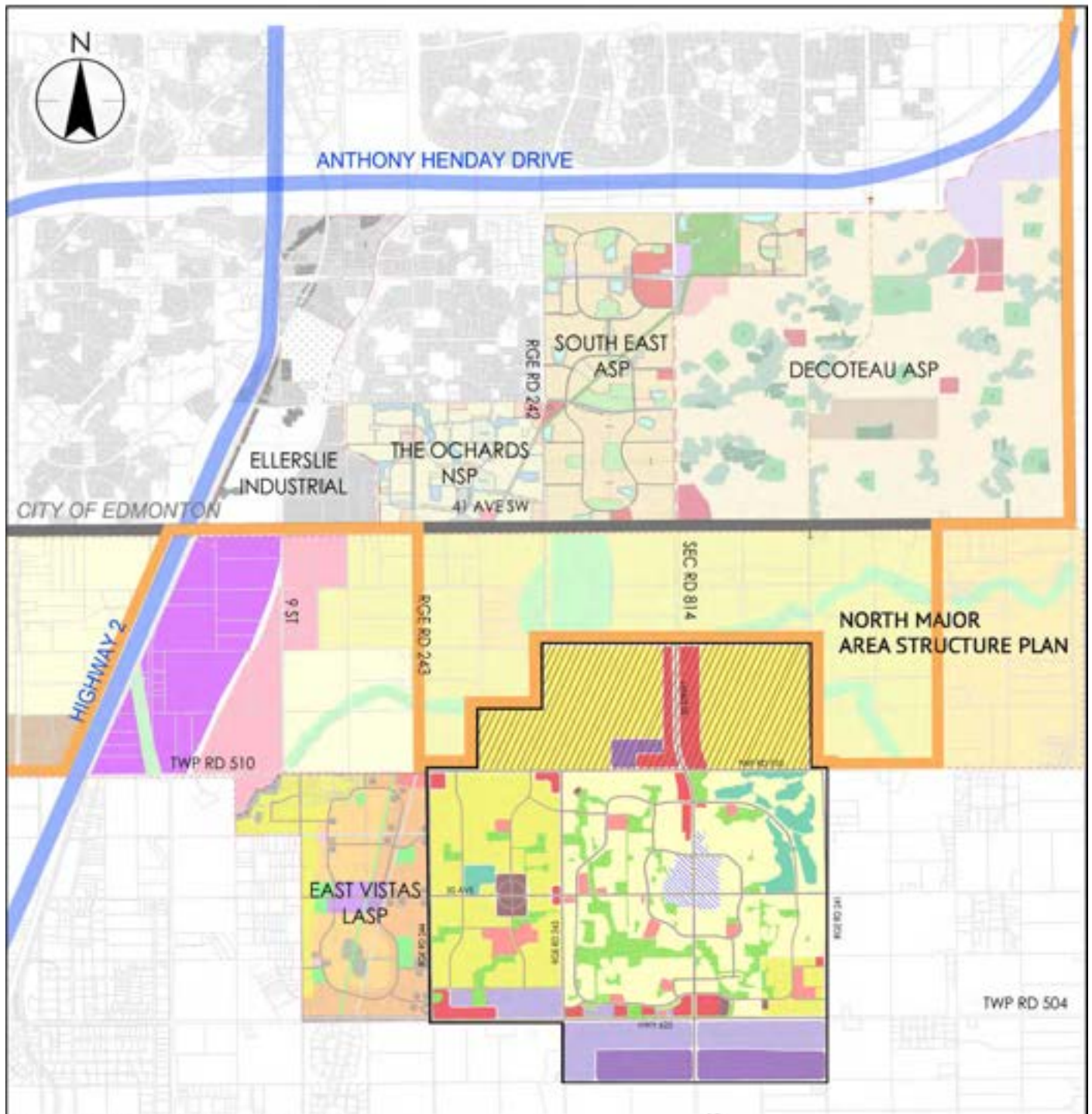


# Map 1a RAMP Agriculture Policy Areas



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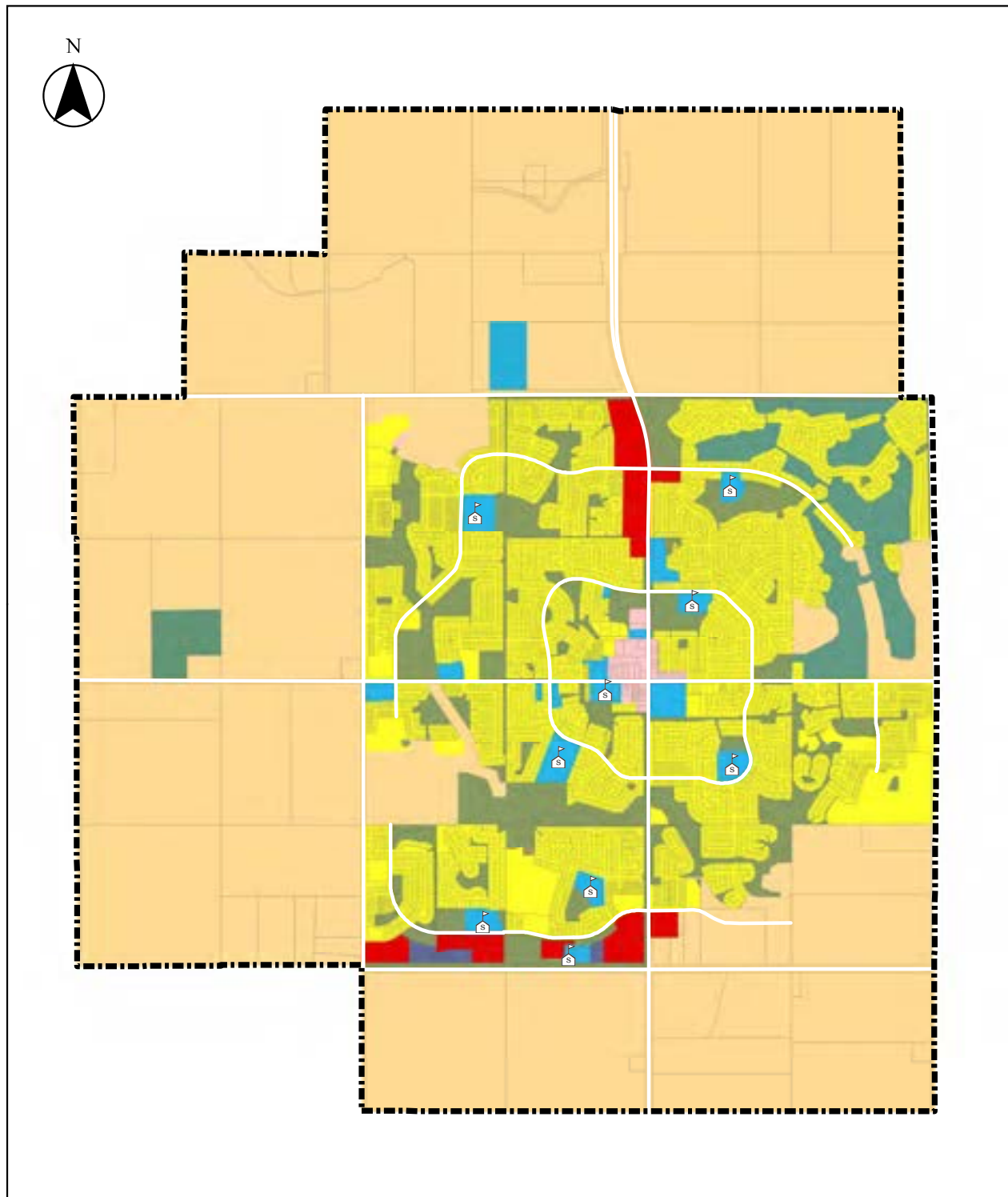
## Map 2 Adjacent Land Use





*This map represents a generalized illustration and should not be relied upon for site specific information. Persons seeking site specific information should contact Beaumont Planning and Engineering*

— Edmonton Municipal Boundary (Effective January 1, 2019)

# Map 3 Current Land Use

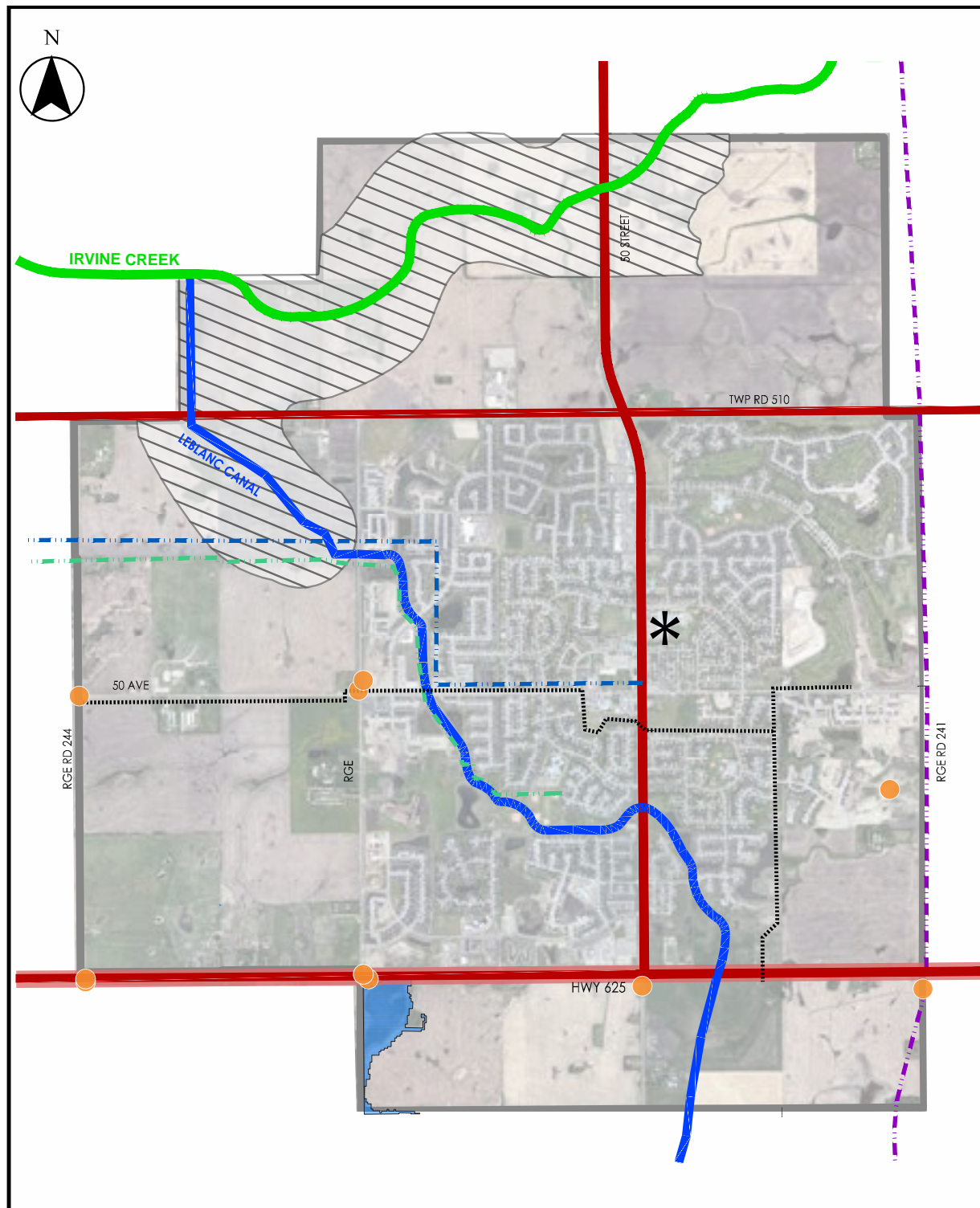


## Legend

	School		Business Park		Institutional and Public Facilities
	Residential		Public Recreation		Municipal Boundary
	Commercial		Private Recreation		
	Mixed Use		Agricultural Reserve		



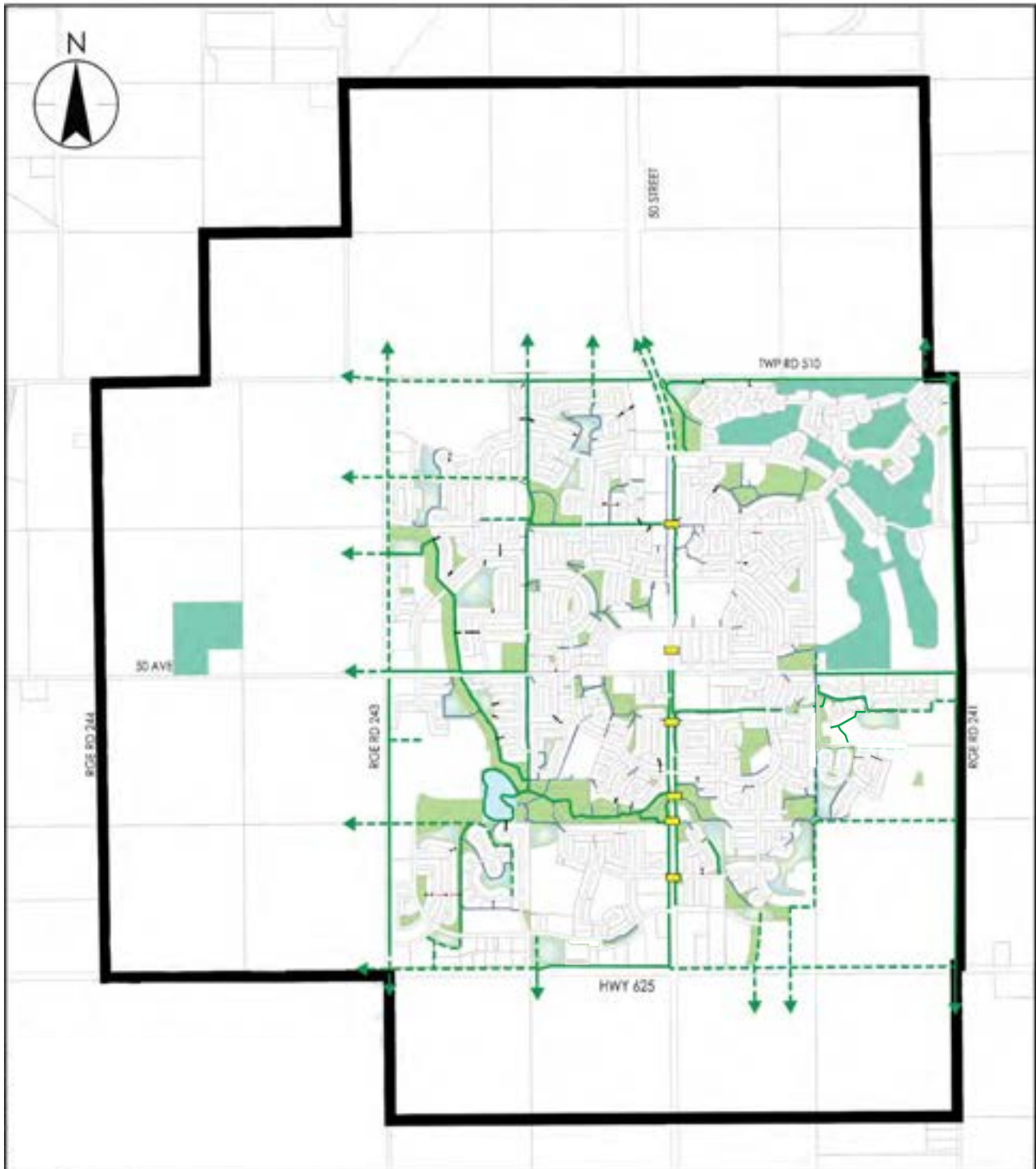
# Map 4 Significant Features



## Legend

- |                                     |                    |                        |
|-------------------------------------|--------------------|------------------------|
| Regional Wastewater Line            | Irvine Creek       | Existing Pipelines     |
| Regional Water Line (to be refined) | LeBlanc Canal      | Existing Wellsites     |
| Regional Power Transmission Line    | Regional Arterial  | Flood Plain Study Area |
| Park & Ride                         | High Load Corridor | Wetland                |

# Map 5 Open Space and Trails Network



## Legend

- |   |   |
|---|---|
|  Parks & Open Space                |  Existing Primary Trail    |
|  Private Recreation                |  Proposed Primary Trail    |
|  Storm Water Management Facilities |  Existing Secondary Trail  |
|  Lake                              |  Existing Tertiary Trail   |
|  Municipal Boundary                |  Pedestrian First Crossing |

# Map 6 Transportation Context



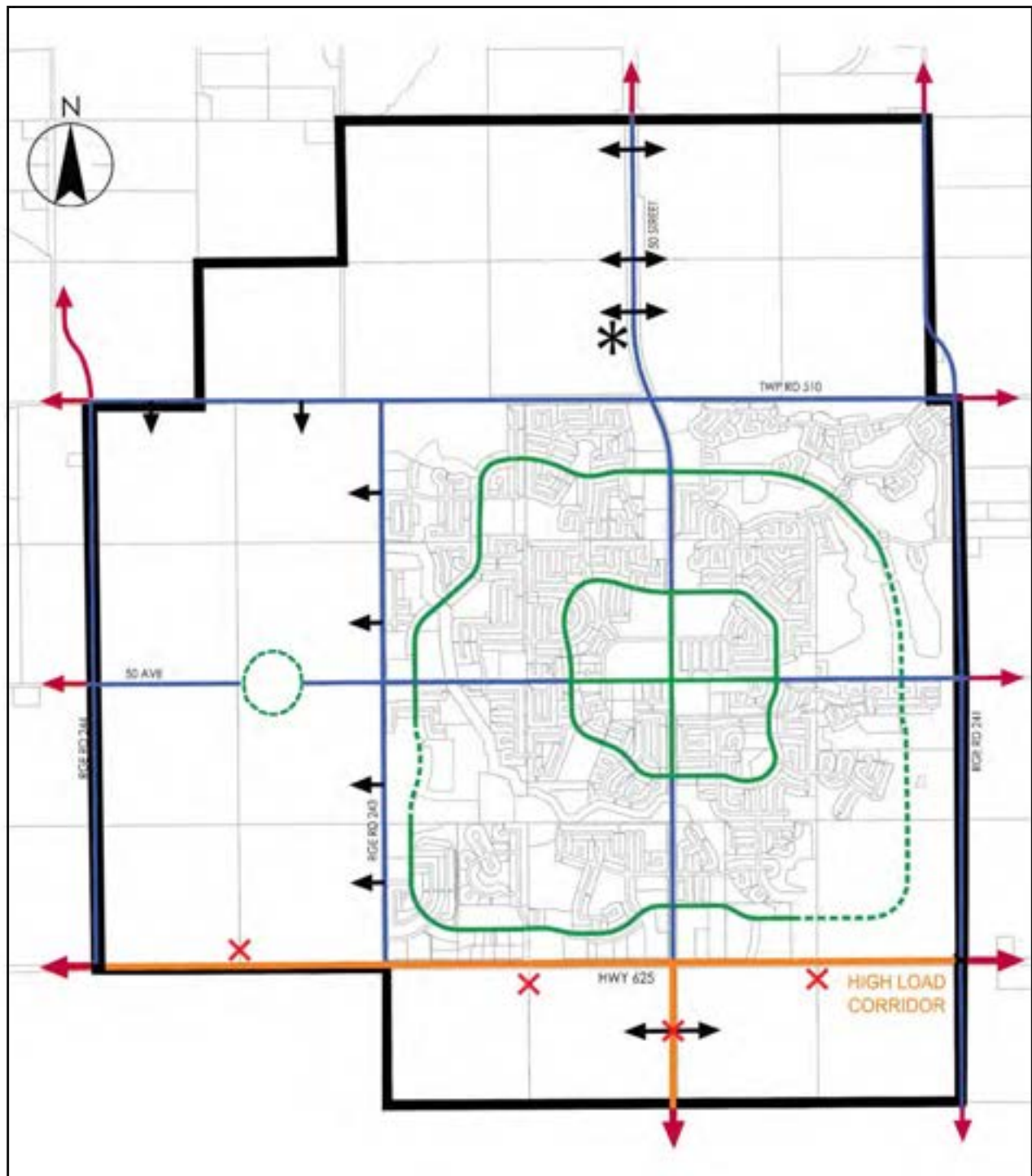
## Legend

- ★ Park & Ride
- ★ Future Park & Ride
- Major Intersection
- ← Major Connection
- Regional Bus

- Edmonton Municipal Boundary (Effective January 1, 2019)
- Regional Freeway\_Edmonton Metropolitan Region
- Regional Expressway\_Edmonton Metropolitan Region
- Regional Arterial\_Edmonton Metropolitan Region
- - Municipal Boundary
- ... Realigned Regional Bus



# Map 7 Transportation Network

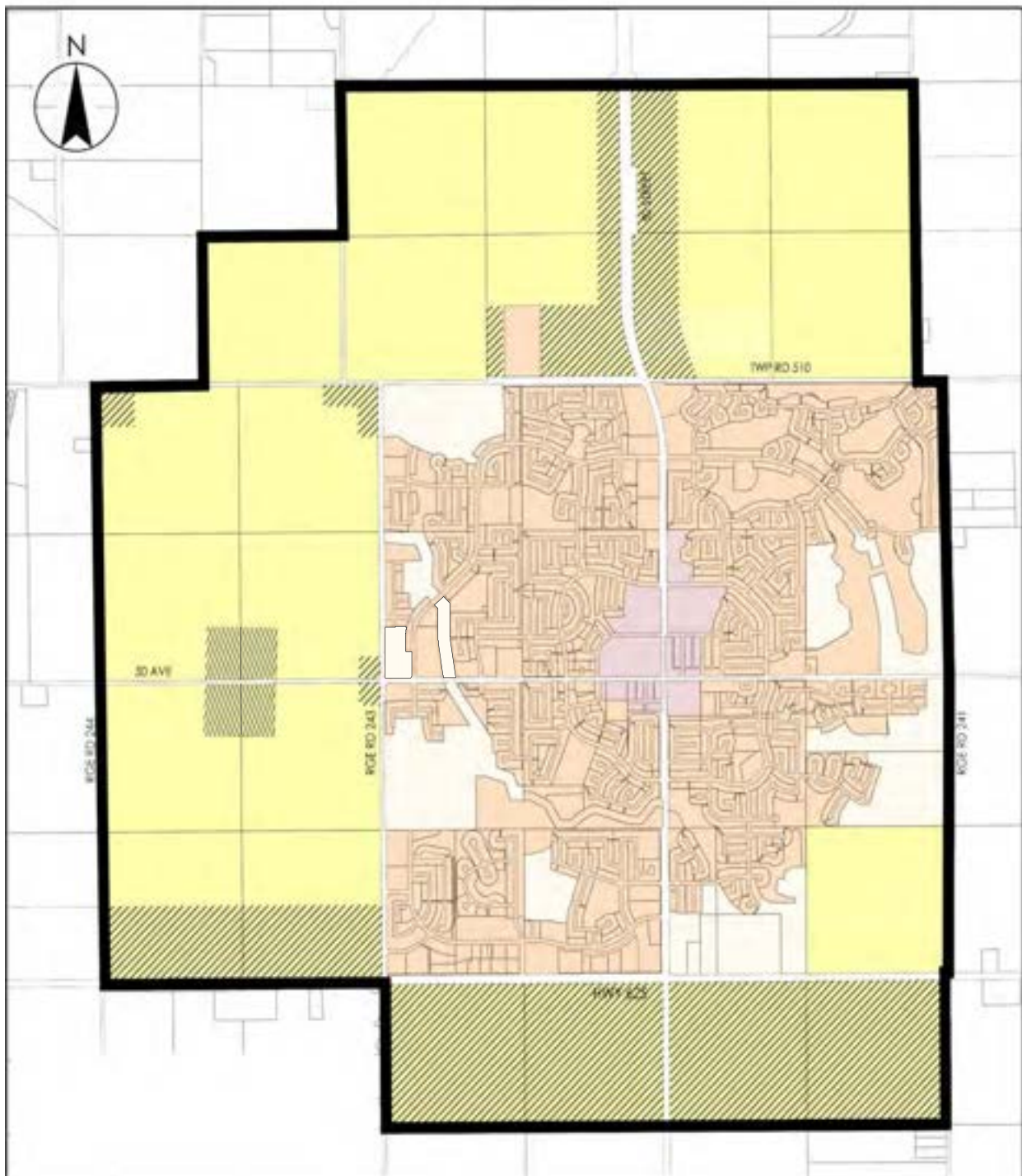


## Legend

- Collector (Major)
- - - Future Collector (Major)
- Arterial
- Highway
- ➔ Intersection / Crossing Locations
- ✕ Potential Highway Access

- ➔ Future Connections
- ✱ Possible Location for Regional Park & Ride
- Municipal Boundary
- \* Conceptual Access Strategy. Access Management will be further defined in the Transportation Master Plan.*

## Map 8 Metropolitan Structure Components

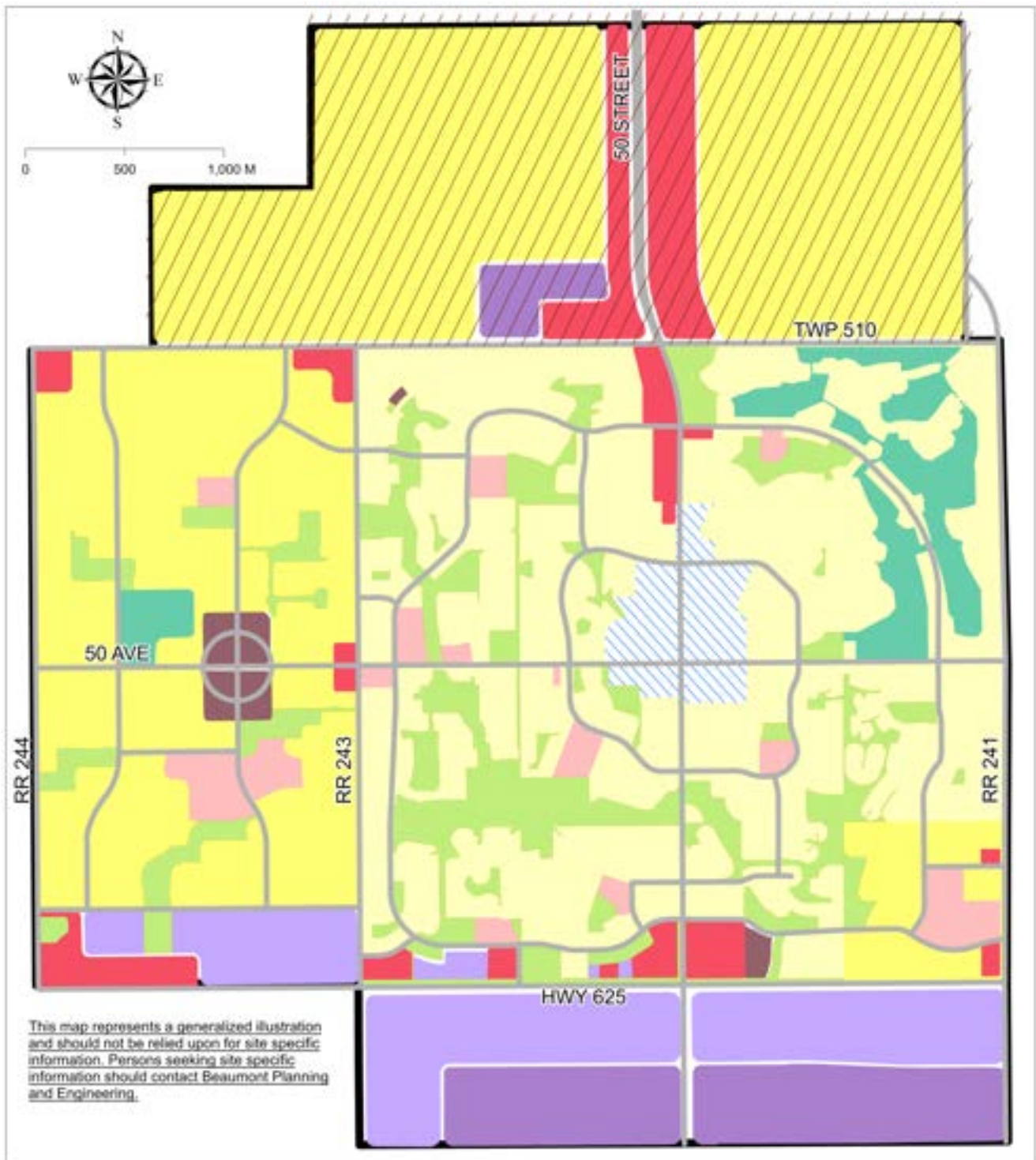


### Legend

- Urban Centre
- Built-up Urban Area
- Unabsorbed Land
- Greenfield Area
- Future Local Employment



# Map 9 Land Use Concept



## Legend

- |  |                    |
|--|--------------------|
| Future Residential                       | Future Growth Area |
| Established Residential                  | Centre-Ville       |
| Commercial                               | Light Industrial   |
| Business Park                            | Private Recreation |
| Institutional & Public Facilities        | Parks & Open Space |
| Community Commercial / Employment Centre | Major Roads        |
|  | Municipal Boundary |



