TOWN OF BEAUMONT
BYLAW NO. 894-17

A Bylaw amending Bylaw No. 486-98, the Town of Beaumont Municipal Development Plan, in the Province of Alberta

WHEREAS the Municipal Government Act, as amended, requires a council of a municipality with a population of 3500 or more 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:

That the Municipal Development Plan No. 486-98 of the Town of Beaumont be amended by:

(i) Replacing the Municipal Development Plan with the Plan attached as Schedule A.

Read a first time in Council this 12th day of September, 2017.

Statutory Public Hearing held this 28th day of November, 2017.

Read a second time in Council this 28th day of November, 2017.

Read a third time in Council and finally passed this 28th day of November, 2017.

[Signatures]

MAYOR

[Signature]

Manager, Legislative Services
Ville de/TOWN OF BEAUMONT

MUNICIPAL DEVELOPMENT PLAN

BYLAW NO. 486-98

September 23, 1998

With amendments to
June 27, 2017
The following Bylaws have been passed by the Council of the Town of Beaumont to amend the Municipal Development Plan. These amendments have been included here for convenience of information, and reference should be made to the original Bylaws for legal interpretation and accuracy.

<table>
<thead>
<tr>
<th>Bylaw No</th>
<th>Date of Final Reading</th>
<th>Purpose</th>
</tr>
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<tbody>
<tr>
<td>698-07</td>
<td>September 11, 2007</td>
<td>Amending Map 5.1 Future Land Use Concept</td>
</tr>
<tr>
<td>707-08</td>
<td>February 12, 2008</td>
<td>Amending Map 5.1 Future Land Use Concept</td>
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<td>693-08</td>
<td>March 11, 2008</td>
<td>Amending Map 5.1 Future Land Use Concept</td>
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<td>701-08</td>
<td>April 22, 2008</td>
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<tr>
<td>710-08</td>
<td>July 22, 2008</td>
<td>Sections 10.3.1, 11.3.2 and 11.3.3 be deleted in their entirety and replaced with Bylaw 710-08.</td>
</tr>
<tr>
<td>743-09</td>
<td>September 8, 2009</td>
<td>Map 5.1, Sections 6.3.6, 8.1, 8.2.1, 8.3.1, 8.3.3, 8.3.4 deleted and replaced; 8.3.6 &amp; Map 8.1 deleted in its entirety.</td>
</tr>
<tr>
<td>877-17</td>
<td>June 27, 2017</td>
<td>Amending Map 5.1 Future Land Use Concept, Section 8.3.1 removed and replaced.</td>
</tr>
<tr>
<td>894-17</td>
<td>November 28, 2017</td>
<td>Replacing the Municipal Plan in its entirety</td>
</tr>
</tbody>
</table>
Introduction

It is with pleasure that I introduce you to our Municipal Development Plan - a guide to future development in Beaumont. I believe this Plan respects our past, honors our present, and views our future with optimism. With careful management of resources and attention to long-term planning, Beaumont can provide a variety of development options - for both the public and the private sector, which will not only benefit the community-at-large, but the Edmonton Region as a whole.

We know that the future will continue to bring change - to Beaumont, as well as the entire region. Guided by our Values and our Mission, along with input from present and future stakeholders, our commitment to long-term planning will ensure that “Life is Better in Beaumont!”

Camille Bérubé, B.A., FCCUI
Mayor

Acknowledgements

To complete the Municipal Development Plan, Palliser Alliances had the cooperation and assistance of many stakeholder groups, ratepayers, landowners and their consultants. Mayor Bérubé and Council provided the overall direction and feedback on the project.

The Town Administration staff are to be thanked for their guidance throughout the process, the countless queries they responded to, and the advice they generously provided. In particular, the assistance of Susan Maceyovski, Planning and Development Officer; Chris Calvert, Manager of Community Development; Gordon Stewart, General Manager; Al Gauthier, Manager of Engineering; and Connie McKinney, Municipal Secretary; is gratefully acknowledged.

Lyle Markovich, New Era Municipal Services, Onoway, patiently prepared many alternative versions of the map product.

Al McCully
Palliser Alliances
Edmonton
By-Law Number 486-98

A by-law of the Town of Beaumont, in the Province of Alberta
for the purpose of adopting a Municipal Development Plan

WHEREAS, Section 707 (2) of the MGA deems a General Municipal Plan to be a Municipal Development Plan that must be amended on or before September 1, 1998 to provide for matters referred to in Section 632 (3) (a), (d) and (e) if those matters are not provided for in the Plan;

AND WHEREAS, the Minister of Municipal Affairs granted an extension until September 30, 1998 for completion of the Plan;

AND WHEREAS, the Council of the Town of Beaumont did direct the preparation of a new Municipal Development Plan to include for the items referred to in Section 632 of the Municipal Government Act and other such matters deemed appropriate by the Town;

AND WHEREAS, the Council deems it to be in the public interest to repeal By-Law Number 368-91 the Town of Beaumont General Municipal Plan and replace it with a new Municipal Development Plan;

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

1. That the Town of Beaumont General Municipal Plan adopted by By-law 368-91 is hereby repealed;
2. That this By-law may be cited as the “Town of Beaumont Municipal Development Plan”;
3. That this By-law comes into full force and effect upon third and final reading.

Read a first time in Council this 29” day of July, 1998.
Read a second time in Council this 23” day of September, 1998.
Read a third time in Council and finally passed this 23rd day of September, 1998.
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1. **PURPOSE**

The Municipal Development Plan is the primary land use plan for Beaumont. The purpose of the Plan is to anticipate future land use requirements in Beaumont, and provide policy direction for its long term growth and development. The Plan strives to enhance the quality of life for residents, sustain economic viability of the community, and minimize undesirable effects of change. It creates a balance between providing for growth, and maintaining the community atmosphere that attracts people to Beaumont.

The Municipal Development Plan is being updated to reflect changes in the corporate boundaries of Beaumont and to provide direction for the urban reserve areas of Beaumont, while ensuring compliance with the 2010 Capital Region Growth Plan.

This Plan builds on the foundation laid by the previous General Municipal Plans to provide direction for the next five to ten years. 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 Municipal Development Plans and stipulates those matters which must be addressed within Municipal Development Plans.

The Plan is general and conceptual in nature. It indicates approximate locations, sizes and shapes of use areas, and of road, utility and open space corridors. This permits flexibility for the more detailed level of planning that occurs in Area Structure Plans, Outline Plans and Plans of Subdivision. Permitted and discretionary land uses and development regulations to implement the Plan are provided in the Land Use Bylaw.
2. REGIONAL SETTING

Beaumont is a thriving community located approximately 2 kilometres south of the City of Edmonton, 5 kilometres east of Queen Elizabeth 2 Highway and less than 15 minutes from the Edmonton International Airport (see Map 2.1 REGIONAL CONTEXT). Surrounded by farmland and Leduc County, it has excellent access via paved Highways 814 and 625 to the nearby employment centres of Edmonton, Nisku Business Park, the International Airport and City of Leduc.
3. GROWTH PATTERNS AND DEVELOPMENT

3.1 PAST

The first French-Canadian families settled in the area in 1892. Father Lacombe purchased a 4-hectare (10-acre) parcel for church construction two years later. The St. Vital Roman Catholic Church, erected on the hill at the intersection of 50th Street (Rue Preville) and 50th Avenue (Avenue Chartier), became the visual landmark and cultural focal point for the community. Beaumont grew outward from this dominant landscape hilltop feature which rises 31 meters (102 feet) above the surrounding prairie. Over the years, Beaumont has transformed from a small agricultural service centre to a rapidly growing urban centre. Business and residential activity spread outward in a concentric pattern from the Church intersection, and was 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. To accommodate growth, additional land was annexed in 1980, 1984, 1988, 1999, and 2017. The historical population figures are shown on TABLE 3.1

HISTORICAL POPULATION CHANGE

<table>
<thead>
<tr>
<th>YEAR</th>
<th>POPULATION</th>
<th>PERSONS CHANGE/YEAR</th>
<th>PERCENT CHANGE/YEAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>1973</td>
<td>412</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1974</td>
<td>412 (no census)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1975</td>
<td>532</td>
<td>120 (over 2 years)</td>
<td>28.5 (over 2 years)</td>
</tr>
<tr>
<td>1976</td>
<td>846</td>
<td>314</td>
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</tr>
<tr>
<td>1977</td>
<td>1,045</td>
<td>199</td>
<td>23.5</td>
</tr>
<tr>
<td>1978</td>
<td>1,245</td>
<td>200</td>
<td>19.1</td>
</tr>
<tr>
<td>1979</td>
<td>1,546</td>
<td>301</td>
<td>24.2</td>
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<tr>
<td>1980</td>
<td>2,144</td>
<td>598</td>
<td>38.7</td>
</tr>
<tr>
<td>1981</td>
<td>2,622</td>
<td>478</td>
<td>22.3</td>
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<tr>
<td>1982</td>
<td>2,927</td>
<td>305</td>
<td>11.6</td>
</tr>
<tr>
<td>1983</td>
<td>3,202</td>
<td>275</td>
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<td>266</td>
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<td>1985</td>
<td>3,723</td>
<td>255</td>
<td>7.4</td>
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<tr>
<td>1986</td>
<td>3,923</td>
<td>200</td>
<td>5.4</td>
</tr>
<tr>
<td>1987</td>
<td>3,996</td>
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<td>4,189</td>
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<tr>
<td>1990</td>
<td>4,584</td>
<td>196</td>
<td>4.5</td>
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<tr>
<td>1991</td>
<td>4,952</td>
<td>368</td>
<td>8.0</td>
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<tr>
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<td>5,323</td>
<td>371</td>
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<tr>
<td>1993</td>
<td>5,564</td>
<td>241</td>
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<tr>
<td>1994</td>
<td>5,685</td>
<td>121</td>
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<tr>
<td>YEAR</td>
<td>POPULATION</td>
<td>PERSONS CHANGE/YEAR</td>
<td>PERCENT CHANGE/YEAR</td>
</tr>
<tr>
<td>------</td>
<td>------------</td>
<td>---------------------</td>
<td>---------------------</td>
</tr>
<tr>
<td>1995</td>
<td>5,747</td>
<td>62</td>
<td>1.1</td>
</tr>
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<td>1996</td>
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<td>1.1</td>
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<tr>
<td>1997</td>
<td>5,810 (no census)</td>
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</tr>
<tr>
<td>1998</td>
<td>6,295</td>
<td>485 (over 2 years)</td>
<td>8.3 (over 2 years)</td>
</tr>
<tr>
<td>1999</td>
<td>6,518</td>
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<td>468 (over 2 years)</td>
<td>7.2 (over 2 years)</td>
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<td>7,128</td>
<td>142</td>
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<tr>
<td>2003</td>
<td>7,407</td>
<td>279</td>
<td>3.9</td>
</tr>
<tr>
<td>2004</td>
<td>7,807</td>
<td>400</td>
<td>5.4</td>
</tr>
<tr>
<td>2005</td>
<td>8,361</td>
<td>554</td>
<td>7.1</td>
</tr>
<tr>
<td>2006</td>
<td>8,951</td>
<td>590</td>
<td>7.1</td>
</tr>
<tr>
<td>2007</td>
<td>9,749</td>
<td>798</td>
<td>8.9</td>
</tr>
<tr>
<td>2008</td>
<td>10,820</td>
<td>1,071</td>
<td>11.0</td>
</tr>
<tr>
<td>2009</td>
<td>11,794</td>
<td>974</td>
<td>9.0</td>
</tr>
<tr>
<td>2010</td>
<td>12,586</td>
<td>792</td>
<td>6.7</td>
</tr>
<tr>
<td>2011</td>
<td>13,287</td>
<td>701</td>
<td>5.6</td>
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<tr>
<td>2012</td>
<td>13,977</td>
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<tr>
<td>2013</td>
<td>14,916</td>
<td>939</td>
<td>6.7</td>
</tr>
<tr>
<td>2014</td>
<td>15,828</td>
<td>912</td>
<td>6.1</td>
</tr>
<tr>
<td>2015</td>
<td>16,768</td>
<td>940</td>
<td>5.9</td>
</tr>
<tr>
<td>2016</td>
<td>17,720</td>
<td>952</td>
<td>5.7</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>AVERAGE ANNUAL INCREASE</strong></td>
<td><strong>380 persons</strong></td>
</tr>
</tbody>
</table>

Source: Town of Beaumont Census and Statistics Canada Census

### 3.2 PRESENT

Rapid growth has continued to characterize and shape Beaumont. By 2016, Beaumont’s population had risen to 17,720. Beaumont consistently attracts proportionally more growth than other communities in the Edmonton Metropolitan Region. Over the past 30 years, 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 attracts residential growth because of its strong visual appeal, bilingual school system, community atmosphere, amenities, extensive park and open space network, and close proximity to employment centres. Beaumont’s 2017 annexation provides needed land for new non-residential development and residential developments in line with the Capital Region Board Growth Plan density target for Priority Growth Area C. The new lands will enable 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 offers a wide variety of services to its residents. There are two existing major commercial/business areas in the south adjacent to Highway 625, west of 50 Street as well as 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. Architectural and design guidelines for Beaumont, based on a “French Village” concept, for multi-family residential, commercial and municipal buildings, have resulted in an attractive, cohesive visual theme. Beaumont has over 125 hectares of parks, lakes, and municipal and school reserves that are connected by an extensive network or over 35 kilometers of highly functional interconnected trails which are in close proximity to residential development.

3.3 FUTURE

Future growth and development will build on and expand the present strengths of the community. In accordance with the vision statement in the Strategic Plan (2016-2021), “as a prosperous, vibrant, healthy, family oriented community, Beaumont welcomes diversity, nurtures business, promotes excellence and is environmentally conscious, while celebrating its French heritage”. Its motto is “Life is Better in Beaumont”. The Strategic Plan conveys Council’s vision and priorities for the future of the community and is organized around six key focus areas:

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

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. Two 30-year population projections from 2014-2044 have been accepted by the Capital Region Board, a low and a high scenario, which are based on Beaumont’s 2013 municipal census population of 14,916. TABLE 3.2 POPULATION PROJECTIONS illustrates a comparative summary of the low and high scenarios as well as an interpolated midpoint scenario to 2044. Based on the midpoint scenario, Beaumont’s existing land supply enables Beaumont to accommodate approximately 40 to 55 years of population growth.
<table>
<thead>
<tr>
<th>2016 Population</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Low Scenario</td>
<td>36,800</td>
</tr>
<tr>
<td>Midpoint Scenario</td>
<td>48,300</td>
</tr>
<tr>
<td>High Scenario</td>
<td>59,800</td>
</tr>
<tr>
<td>Total Population Change</td>
<td>19,080</td>
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<tr>
<td></td>
<td>30,580</td>
</tr>
<tr>
<td></td>
<td>42,080</td>
</tr>
<tr>
<td>Average Annual Growth Rate</td>
<td>2.7%</td>
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<td></td>
<td>3.8%</td>
</tr>
<tr>
<td></td>
<td>4.6%</td>
</tr>
</tbody>
</table>

*Projected populations are rounded to the nearest hundred.*
4. GROWTH CAPACITY

4.1 SERVICING CAPACITY

All of Beaumont’s infrastructure services have capacity for major growth. Beaumont’s water supply, sanitary sewer and solid waste disposal are supplied by regional service commissions or authorities, all of which will provide capacity as required by the growth of the community. As a member of the Capital Region Southwest Water Services Commission, Beaumont receives water from EPCOR via the Boundary Station located on the west side of the Queen Elizabeth II Highway at 41 Avenue. 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 urban reserve areas and upgrades to the system will be required to extend water servicing to these areas (see Maps 12.2 through 12.4 in Section 12).

Beaumont is a member of the Alberta Capital Region Wastewater Commission. Wastewater from Beaumont is conveyed into the Edmonton 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. Areas lying to the north and northwest are low-lying and will require lift stations and force mains for wastewater conveyance. Upgrading of the sewage outfall, when required, is the responsibility of the Alberta Capital Region Wastewater Commission.

The Stormwater systems in Beaumont follow 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 linked wet and dry ponds which release into the LeBlanc Canal and then Irvine Creek. Stormwater infrastructure will be extended as development occurs, and will conform to regulations established by Alberta Environment and Parks and be considered as part of the Area Structure Plan.

Beaumont is a member of the Leduc and District Regional Waste Management Authority. Solid waste disposal is provided by Beaumont under contract to the landfill site located in Leduc County.

Beaumont currently accommodates a variety of transportation options that prioritize safety and efficiency. Beaumont has 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. Regional connectivity and cooperation is a key priority for Beaumont. The community is well connected to the greater Capital Region through a variety of transportation connections including, 50 Street and Highway 625, which are regional transportation connections.
50 Street extends north/south through Beaumont’s downtown (Centre-Ville) and continues as 50 Street within Edmonton to the north and Highway 814 south of Highway 625. 50 Street is two lanes in each direction between Highway 625 and 400 metre south of 41 Avenue SW (Edmonton) except for an approximate 450 metre stretch through Centre-Ville. North of 41 Avenue SW, 50 Street connects to Anthony Henday Drive and Whitemud Drive as well as other major arterials within Edmonton. An interchange at Highway 2 and 41 Avenue SW opened in 2016, which improved access to Edmonton for Beaumont commuters using Township Road 510, Nisku Spine Road and 50 Street.

Highway 625 is a high load corridor which extends west, linking Beaumont with Nisku Business Park and the Queen Elizabeth II Highway, and east to connect with Highway 21. Highway 625 is at least two lanes in each direction through Nisku to 3 kilometres east of the Queen Elizabeth II Highway. Beyond this point, Highway 625 consists of a single travel lane in each direction. An interchange at Highway 2 and Highway 625 provide ease of access to the Edmonton International Airport, Nisku Business Park, and the City of Leduc for Beaumont commuters.

50 Street north of Highway 625 and Highway 625 west of 50 Street/Highway 814 are classified as regional arterials in the Integrated Regional Transportation Master Plan, completed by the Capital Region Board in 2011. East of 50 Street/Highway 814, Highway 625 is classified as a regional expressway, as is Highway 814 south of Highway 625. Alberta Transportation has completed a functional planning study that has planned for the future twinning of Highway 625 from Nisku through Beaumont to Highway 21, which is consistent with the Integrated Regional Transportation Master Plan. However, there are currently no timelines for implementing the functional planning study improvements.

Range Road 241 and Range Road 243 provide important north/south connectivity between Highway 625 and Township Road 510. A functional design for Range Road 243 was completed in 2015 and improvements to the northbound lanes to a paved rural standard have been completed. Range Road 241 is planned to be improved to a paved rural standard, with the portion between Township Road 510 and Highway 625 having been completed. The remainder of the road will be completed as development proceeds in the southeast portion of Beaumont.

Beaumont has ten schools which are operated by three school boards, Black Gold Regional Schools, St. Thomas Aquinas Roman Catholic School Division, and the Conseil Scolaire Centre-Nord. Black Gold Regional Schools operates a high school, one junior high, and five elementary schools, with one elementary school scheduled to open in 2018. St. Thomas Aquinas Roman Catholic School Division operates an elementary school with one junior high school expected to open in fall of 2017. The Conseil scolaire Centre-Nord operates one elementary school. The current total enrollment is 4,344 (ECS – 12) is shown on TABLE 4.1 SCHOOL ENROLLMENT AND CAPACITY.
<table>
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<th>ENROLLMENT 2016/17</th>
</tr>
</thead>
<tbody>
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<td>Public</td>
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</tr>
<tr>
<td>Ecole Bellevue School (Grades ECS – 6)</td>
<td>617</td>
</tr>
<tr>
<td>Ecole J E Lapointe School (Grades 7-9)</td>
<td>407</td>
</tr>
<tr>
<td>Ecole Beau Meadow School (Grades ECS – 6)</td>
<td>531</td>
</tr>
<tr>
<td>Ecole Secondaire Beaumont Composite High (Grades 9 – 12)</td>
<td>857</td>
</tr>
<tr>
<td>Ecole Coloniale Estates School (Grades ECS – 8)</td>
<td>606</td>
</tr>
<tr>
<td>Ecole Dansereau Meadows School (Grades 1 – 8)</td>
<td>657</td>
</tr>
<tr>
<td>Separate (Catholic)</td>
<td></td>
</tr>
<tr>
<td>Academie Saint – Andre Academy (Grades ECS – 8)</td>
<td>551</td>
</tr>
<tr>
<td>Francophone</td>
<td></td>
</tr>
<tr>
<td>École Saint-Vital (Grades ECS – 6)</td>
<td>118</td>
</tr>
<tr>
<td>TOTAL CAPACITY</td>
<td>4344</td>
</tr>
</tbody>
</table>

Beaumont’s robust population growth and high proportion of children under the age of 15 has led to immense pressures on the school system in Beaumont. There are no adequately sized sites available to site any new schools within the developed area of Beaumont. New school sites will be directed to locate in urban reserve areas of Beaumont, in conjunction with the School Site Allocation Agreement and pending provincial approval.
5. DEVELOPMENT STRATEGY

Beaumont is expected to continue to experience robust population growth reaching a population of 48,300 residents by 2044. In addition to relying on in-migration of new residents and family formation for its growth, Beaumont must also meet the needs of the elderly, “empty nesters” and young adults, especially their housing requirements.

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

Map 5.1 LAND USE CONCEPT illustrates the general intent for future uses of the land to guide the long-term growth and development of Beaumont.

The land uses, identified in the Plan and shown on the MAP 5.1 LAND USE CONCEPT map, describe general classifications with common functional characteristics, and are not intended to be exclusive or restrictive, but rather, to serve as a conceptual framework. The map is to be interpreted as a broad expression of land use policy, and not as a precise description of proposed land uses related to specific parcels of land.

According to the Alberta Energy Regulator, there are no sour gas facilities to constrain subdivision or development in Beaumont.

5.1 OBJECTIVES

5.1.1 To establish a planning hierarchy of documents to guide land use decision making.

5.1.2 Ensure alignment of local land use decisions with the Capital Region Growth Plan.

5.1.3 Improve the integration of land use with the planning and investment of infrastructure and public facilities.

5.1.4 Align Beaumont’s strategic planning process with land use decisions.

5.1.5 To acknowledge through the statutory planning process the integration of land use, transportation and infrastructure.

5.2 POLICIES

5.2.1 Development in residential, commercial and business park areas shall be subject to an Area Structure Plan prior to consideration for redistricting and subdivision.

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

a. How minimum residential density targets for Priority Growth Area C_e (25-35 du/nrha) established by the Capital Region Growth Plan will be achieved across the plan area;
b. The provision of a mix of land uses in a compact built form, including a mix of residential and employment uses to support the creation of complete communities and active transportation;

c. The incorporation of innovative and sustainable development standards where feasible to achieve compact development;

d. The incorporation of an interconnected street network and open space network to support active transportation and transit viability, where applicable; and

e. The provision of a mix of housing forms and housing options that are attainable in areas close to existing and future employment areas, and multi-modal transportation access.

5.2.3 All new statutory plans shall demonstrate alignment with:

a. Capital Region Growth Plan

b. Town of Beaumont Municipal Development Plan

c. Transportation Master Plan

d. Utility Master Plan

e. Environmental Master Plan

f. Open Space and Trails Master Plan

5.2.4 Administration shall prepare a Consolidated Area Structure Plan that consolidates the following neighbourhoods:


5.2.5 In addition to implementing the policies of the Municipal Development Plan, the Consolidated Area Structure Plan shall establish development objectives and a policy framework that will identify future land uses, and guide the future subdivision and development of the remaining undeveloped portions of previously planned areas within Beaumont. These previously planned areas are primarily subject to non-statutory plans adopted prior to the enactment of the 2010 Capital Region Growth Plan.

5.2.6 The Consolidated Area Structure Plan shall contain policy that aligns with the Principles and Policies of the 2010 Capital Region Growth Plan by addressing:

a. An increase of residential density to be achieved through future amendments and redevelopment opportunities to demonstrate movement towards the residential density target for PGA Ce across the plan area; and

b. Any future amendments to the Consolidated Area Structure Plan shall not result in the reduction of the original approved residential unit density (the Consolidated Area Structure Plan shall include the existing residential unit density of each neighbourhood or outline plan area).
5.2.7 The Consolidated Area Structure Plan shall provide policy with respect to contiguous development, and the logical and orderly extension of existing and planned infrastructure.

5.2.8 Develop and apply a Terms of Reference for Area Structure Plans, Neighbourhood Structure Plans and Area Redevelopment Plans.

5.2.9 Statutory Neighbourhood Structure Plans may be required to provide further planning, policy and infrastructure details with respect to the development of lands subject to an approved Area Structure Plan.

5.2.10 In accordance with Section 135(d) of the Municipal Government Act, the Leduc County North Major Area Structure Plan shall apply as an overlay to the lands within Beaumont’s boundaries (see Map 5.1 LAND USE CONCEPT) that are also within the North Major Area Structure Plan plan area until repealed or other bylaws are approved by Town Council and come into effect.

5.2.11 Administration shall prepare an update to, or a new Central Area Redevelopment Plan that includes the eight neighbourhoods generally within Beaumont’s original 1973 boundary including Centre-Ville, Citadel Ridge, St. Vital, Glenbrae Beadows, Beau Meadow, Parklane, Brookside and Beauridge.

5.2.12 In addition to implementing the policies of the Municipal Development Plan, the Central Area Redevelopment Plan shall establish development objectives and a policy framework that:

- Prioritizes and supports opportunities for intensification through redevelopment and infill of underutilized sites; and

- Demonstrates an increase in the residential density across the plan area through future development and amendments.

5.2.13 In consultation with the Alberta Energy Regulator, ensure development setbacks from oil and gas facilities (pipelines, wells, batteries, etc.) are achieved through the subdivision process.

5.2.14 Beaumont will continue to attract population growth by planning for and supporting development of complete and inclusive communities with a diverse range of housing options and convenient access to a broad range of health, education, recreation and cultural services.
6. **URBAN DESIGN AND COMMUNITY IMAGE**

Beaumont has grown at an unprecedented pace in recent years. To ensure that the community grows in an orderly, efficient and responsible manner, Beaumont is committed to planned development and providing a diverse spectrum of land uses. Growth and development of the community will be undertaken in a manner that ensures Beaumont remains attractive, liveable, accessible and safe, while encouraging built form that promotes design excellence, innovation, and efficiency.

6.1 **OBJECTIVES**

6.1.2 To plan for all new development in a comprehensive manner.

6.1.3 To strengthen the Downtown as the commercial core and cultural focus of the community.

6.1.4 To strengthen identity and marketing of the community through the French Village design concept.

6.2 **POLICIES**

6.2.2 Beaumont will provide a visually and functionally attractive urban environment for residents, business growth and visitors.

6.2.3 New development should occur as an orderly and efficient extension of the existing urban structure, while ensuring there are strong linkages with existing utility, transportation and open space corridors.

6.2.4 It is imperative that high quality visual integrity of development and landscaping be maintained at the entrances to Beaumont. Development and landscaping along the south boundary, and, in particular, the south entry on 50th Street, should complement the design and visual standards used at the north entrance point.

6.2.5 The French Village theme concept, as outlined in Beaumont’s French Village Design Guidelines will continue to be implemented through the design and approval process for commercial development, multi-family housing and major municipal buildings, and should be considered in the design of entrances to Beaumont.

6.2.6 New development in the Downtown will adhere to the policies and guidelines of the Central Area Redevelopment Plan.

6.2.7 All development proposals in the Downtown should visually reinforce the dominant focal point, the St. Vital Roman Catholic Church, and preserve the views to and from this hilltop icon.

6.2.8 Significant natural landforms and amenities, such as native tree stands, vistas, water bodies should be conserved where feasible, and integrated into Beaumont’s park and open space system.
6.2.9 Beaumont will strive to maintain at least a 20 year supply of land for future development to enable long range comprehensive planning to occur, to maintain competition within the development industry, and to provide property buyers a range of choices.
7. RESIDENTIAL AREAS

Beaumont is a young, family-oriented community, with predominantly single-family detached residential units. Although the demand for this product is strong, there is an emerging need for couples and singles accommodation for the plus 55, elderly and young adult segments. The challenge for the development industry and Town is to provide a range of housing options which can be integrated into existing and new development areas.

The 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. 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. Residential policy areas are also intended to support maintenance or enhancement of the residential neighbourhood while providing opportunities for infill, redevelopment, and intensification.

7.2 OBJECTIVES

7.2.1 To ensure residential expansion can take place in an efficient, economical and logical manner.

7.2.2 To increase the variety of housing types to meet community lifestyles and market requirements.

7.2.3 To achieve the residential density target as assigned by the Capital Region Growth Plan through the adoption and implementation statutory plans in order to achieve the approved density target over the 35-year horizon of the Growth Plan, and provide for a transition between low density and higher density housing.

7.3 POLICIES

7.3.1 Beaumont will require submission of statutory plans prior to redistricting and subdivision for major new residential development (see Map 5.1 LAND USE CONCEPT). These more detailed plans will address the following:

a. Compatibility with existing urban development and/or transitional measures, roadway and utilities connections, open space corridors and pedestrian linkages, and engineering systems;

b. The need for a variety of residential dwelling types and densities;

c. The impact of the development on other community services (education, recreation, cultural); and

d. Existing topography, major landforms, vegetation, scenic viewscapes, hills and natural drainage courses which should be integrated into the subdivision design.

7.3.2 Beaumont will monitor lot and housing supply, and work with the development industry to ensure that the transition between raw land and construction is efficient, orderly,
and reflects the needs of the community.

7.3.3 Where entrance signs are used at primary entries to residential areas or developments, the signs should be aesthetically designed and in accordance with the French Village Design Guidelines.

7.3.4 Low density (single-family detached/duplex) neighbourhoods may include a variety of lot widths to accommodate a range of housing forms.

7.3.5 Where medium density (townhouse/apartment) housing sites are proposed in an Area Structure Plan, they should be dispersed throughout the area.

7.3.6 In new residential areas, a transition area between medium density (townhouse/apartment) and low density (single-family detached/duplex) housing shall be provided by open space, roadway separations and/or intermediate housing densities.

7.3.7 Proposed medium density (townhouse/apartment) housing sites shall be located in association with open space areas, and have easy access to collector roadways.

7.3.8 To ensure that medium density (townhouse/apartment) housing developments complement the low density (single-family detached/duplex) housing neighbourhood in which it is to be sited, Beaumont shall require submission of an architectural and site design proposal in conjunction with the subdivision application or development proposal.

7.3.9 A range of housing alternatives such as condominiums, co-op housing and seniors’ accommodation (condominiums, nursing homes, and apartments) should be considered.

7.3.10 All residential development in urban reserve areas shall implement the minimum net residential target for Priority Growth Area Ce, as established by the Capital Region Growth Plan.

7.3.11 New Area Structure Plans and Neighbourhood Structure Plans will be required to apply or exceed the minimum residential density target for Priority Growth Area Ce, as established by the Capital Region Growth Plan.

7.3.12 Plan amendments for Area Structure Plans, Neighbourhood Structure Plans and Area Redevelopment Plans will not be permitted to reduce the original approved residential unit density.

7.3.13 The review and amendment (or repeal and replacement) of the Central Area Redevelopment Plan shall:

   a. Accompany medium to high residential density in housing with a mix of employment uses, enhancements to public gathering places and the provision of additional open spaces and amenities to support the creation of complete and inclusive communities; and

   b. Identify redevelopment opportunities to plan for more intensive forms of development that includes diversifying the range and mix of housing forms and densities, mixed use development, employment opportunities and amenities in
7.3.14 Explore with stakeholders and housing providers ways to deliver innovative and affordable housing for residents.

7.3.15 Plan for and support a diverse range and mix of housing options and densities, including medium and high density residential forms to accommodate the needs of existing and future citizens in various demographic and income groups in all neighbourhoods. Mixed-use developments may also be considered.

7.3.16 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.

7.3.17 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 Residential areas.
8. COMMERCIAL AREAS

Commercial uses 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. In addition to large format commercial, Commercial areas are designed to accommodate a mix of retail, offices and institutional uses that may include mixed use developments with multi-unit residential integrated with other uses and emphasize an attractive pedestrian-friendly public realm.

Centre-Ville is the historic and cultural heart of Beaumont and plays an important role in the development of commercial opportunities. Centre-Ville 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 distinctly French flair. This will be achieved through application of the French Village 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.

8.1 OBJECTIVES

8.1.1 To strengthen the Downtown area as the retail, office and mixed use focus, while allowing commercial development at strategic locations along major roadways.

8.1.2 To allow the development of other functions in the Downtown area, including residential, social and cultural activities.

8.2 POLICIES

8.2.1 Mixed use development shall be in conformance with the Central Area Redevelopment Plan or at the discretion of Beaumont subject to an approved Area Structure Plan.

8.2.2 Beaumont will monitor demand for and supply of commercial space and work with the business sector and developers to identify space requirements. Space for future commercial developments should be met primarily through infilling of vacant land, redevelopment to higher densities, and conversion of other uses to commercial in prime locations.

8.2.3 All development and redevelopment proposals in the Downtown shall:

   a. Conform to the Central Area Redevelopment Plan;

   b. Conform to the French Village Design Guidelines;

   c. Respect the prominence of the St. Vital Church site as the community visual focal
point; and

d. Protect the views of, and from, the hilltop.

8.2.4 Commercial development proposals in the Downtown shall provide for safe vehicular movement, safe and convenient pedestrian movement and linkages to the open space system in accordance with the Central Area Redevelopment Plan.

8.2.5 Development of small commercial sites may be allowed outside the Downtown area if they:

a. Serve the demonstrated needs of neighbourhoods, the Business Park, or commuter traffic;

b. Are located adjacent to a major collector or arterial roadway, a portion of the pedestrian open space system, and preferably adjacent to medium density housing (townhouses or apartments); and

c. Are developed to a high aesthetic standard, conform to the French Village design guidelines, and are buffered from adjacent residential uses.
9. BUSINESS PARK AREA

Beaumont thus far has experienced little demand for Business Park or industrial park development, partly due to the absence of rail or primary highway access and partly due to the availability of established competition in Edmonton, Nisku, Leduc and Strathcona County. The challenge is to attract new business and light industry to help balance Beaumont’s residential tax base, and to provide more employment opportunities within the community.

Business Park uses in Beaumont are intended for development of a compatible mix of employment, 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. These areas will have 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.

9.1 OBJECTIVE

9.1.1 To encourage the development of a high quality Business Park which will not detract from the quality of life in Beaumont.

9.2 POLICIES

9.2.1 Beaumont will actively promote business development opportunities in cooperation with the business sector, developers and organizations such as the Beaumont Chamber of Commerce, Leduc–Nisku Economic Development Authority, and Edmonton Global.

9.2.2 The lands south of Highway 625 to Beaumont’s southern boundary are designated as Urban Reserve with a Non-Residential Overlay (Map 5.1 LAND USE CONCEPT). This area is intended for non-residential land uses that will provide future economic development and employment opportunities at the local level.

9.2.3 Development in the Urban Reserve, Non-Residential Overlay area shall be subject to an Area Structure Plan (in accordance with policy 5.3.2 requirements for Area Structure Plans) prior to consideration for redistricting or subdivision. 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.

9.2.4 Business Park development proposals must ensure that groundwater and surface water will not become polluted or the drainage courses degraded.

9.2.5 To ensure physical continuity and visual quality, Beaumont may require a comprehensive design proposal addressing architectural controls, landscaping and open space linkages be submitted in conjunction with a subdivision proposal.

9.2.6 Where business development occurs adjacent to Highway 625, 50 Street, or the
proposed outer ring road, access to individual lots should be via a system of internal roads.

9.2.7 Where business development areas adjoin residential areas, visual screening and design control of architecture and landscaping should be required. The site’s landscaping, building design, storage areas, loading areas and parking should be compatible with adjacent residential and public open space uses.

9.2.8 Where business developments adjoin arterial roadways, landscaped open space buffers will be required. At main entrances to Beaumont, additional landscaping and attractive entrance design will be required.

9.2.9 When subdivision occurs in the Business Park, land may be required to provide for parks, walking/cycling trails and open space linkages to Beaumont’s pedestrian system.

9.2.10 Future business park development shall be planned to accommodate employment opportunities in accordance with the latest population and employment projections accepted by the Capital Region Board.
10. PARKS, RECREATION AND OPEN SPACE

Beaumont has a well-developed system of parks and open space (see Map 10.1 OPEN SPACE AND INSTITUTIONAL FACILITIES). Beaumont provides a full range of recreation services to its residents with facilities such as the Aqua-Fit Center and Ken Nichol Regional Recreation Center. Beaumont also offers over 125 hectares of parks, lakes, and municipal and school reserves that are connected by an extensive network of over 35 kilometres of interconnected trails. Many of Beaumont’s parks are located in association with school sites, and linked by pedestrian walkways to residential areas and other activity nodes. Future development will enhance the parks and open space system through the development of park spaces and the extension of the pedestrian network into the urban reserve areas, as well as the development of further recreational facilities to meet the future needs of the community.

10.1 OBJECTIVES

10.1.1 To develop a continuous pedestrian system connecting major activity areas.

10.1.2 To ensure availability and accessibility of park and recreation facilities, and open space for residents and visitors.

10.1.3 To integrate significant natural landforms, native tree stands, natural watercourses and stormwater drainage features into the park and open space system, where practical.

10.2 POLICIES

10.2.1 Beaumont will ensure that lands are made available to satisfy the parks, recreation and open space requirements of the community. To meet spatial needs for future parks, recreation, open space and school sites, Beaumont will continue to require landowners to provide, as municipal reserve, ten per cent (10%) of land to be subdivided, less the land required for environmental reserve and environmental reserve easements. (see also INSTITUTIONAL AREAS, Section 11)

10.2.2 Within the limitations of its capital and operating budgets, Beaumont will continue the development of the system of larger parks, e.g. Four Seasons Park, which serve the entire community, neighbourhood parks, sub-neighbourhood parks, and continuous open space corridors and pedestrian walkways in accordance with five year capital and operational plans.

10.2.3 Continued development of Four Seasons Park for community and visitor use is a high priority. Proposed future uses such as a water park, equestrian facility and cultural centre should be located in or near this major recreation area.

10.2.4 Beaumont supports the integration of stormwater ponds and channels into the open space system, if the ponds meet accepted engineering standards and child safety guidelines, and can provide a secondary recreation or open space function.

10.2.5 Beaumont will work with Leduc County to encourage linkage of Beaumont’s open
space and walkway system with Edmonton’s extensive trail network and the Trans-Canada Trail.

10.2.6 Beaumont will consider developing one or more toboggan hills in each quadrant of Beaumont using north or east facing natural slopes where possible, or creating new hills using surplus fill to provide better access and safety for this activity.

10.2.7 Beaumont recognizes the benefits of a trail network to: alleviate safety concerns associated with the mix of pedestrian and vehicular traffic on the ring road; enhance year-round opportunities for fitness and recreation within the community; offer pedestrian-friendly travel routes through Beaumont; and, create a marketable quality of life amenity for Beaumont.

10.2.8 Public service facilities, new neighbourhoods, and developments will protect and integrate ecological networks by adopting an ecological networks approach to land use planning and design.

10.2.9 Require new Area Structure Plans to identify environmentally sensitive areas (provincial, regional and local), where applicable, and include a development concept and supportive policies that reduce its fragmentation, and support its management, protection and restoration.

10.2.10 Encourage new buildings and public spaces to incorporate design features that mitigate impacts on the natural and ecological environment.

10.2.11 Prioritize and implement the direction and recommendations of the Open Space and Trails Master Plan.

10.2.12 All development must comply with all applicable federal and provincial legislation with respect to waterbodies, watercourses, airsheds and watersheds.
11. INSTITUTIONAL AREAS

Beaumont has a strong institutional focal point in its historic St. Vital Catholic Church and lengthy French cultural heritage, which is reinforced visually through the French Village architectural design guidelines, bilingual street/building/facility names and the well-supported French language immersion school programs. The development of new institutional facilities, such as schools, churches, and programs to meet the needs of residents, and to help them integrate into the community will be supported and encouraged to meet the needs of the residents and surrounding community.

11.1 OBJECTIVES

11.1.1 To encourage the efficient use and development of institutional and cultural facilities.

11.1.2 To encourage a high level of community involvement.

11.2 POLICIES

11.2.1 Beaumont will work with public and private providers of health, education, social and cultural services to meet community needs. Business and industry will be encouraged to participate in partnerships to help provide cultural and other community facilities.

11.2.2 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.

11.2.3 School sites will be allocated to individual school boards through a School Site Allocation Agreement and via the School Site Allocation Committee.

11.2.4 Pursue partnerships and joint facility opportunities with all School Boards to be supported by Joint Use Agreements.

11.2.5 Community and institutional facilities should be:

a. Located convenient to users;

b. Designed to permit phased expansion;

c. Able to accommodate multiple uses;

d. Accessible to handicapped persons and seniors; and

e. Located in proximity to major activity areas, shopping facilities or open space.

11.2.6 Beaumont encourages further planning for the development of a new cultural facility in the community, possibly to be located near Four Seasons Park.

11.2.7 The French heritage connection will be maintained through the French Village
design theme for public facilities, multi-family housing, commercial projects, and the bilingual naming of streets, buildings, parks and neighbourhoods.
12. TRANSPORTATION AND INFRASTRUCTURE

As shown in Map 12.1 TRANSPORTATION CONCEPT, the backbone of Beaumont’s roadway system is formed by the 50 Street (north/south) and 50 Avenue (east/west) arterials. North of Beaumont, 50 Street is a major commuter corridor to the City of Edmonton that is twinned to a rural divided standard to approximately 400 metres south of 41 Avenue SW. South of Beaumont, 50 Street continues as Highway 814 and serves mostly rural traffic, though it does provide backdoor access to the southern portion of the Nisku Business Park (NBP), the Edmonton International Airport (EIA) and the City of Leduc. West of Beaumont, 50 Avenue provides access to future development within Leduc County’s East Vistas urban community while providing access to rural and country residential development to the east.

Within Beaumont’s pre-2017 boundaries, a key feature of the internal collector roadway system is the inner and outer ring roads. The inner ring road is in place in all four quadrants, while the outer ring road is complete in the northwest quadrant, nearing completion in the southwest quadrant, and approximately two-thirds complete in the northeast quadrant. The development of the outer ring road is in its infancy within the southeast quadrant.

Beaumont recently initiated a regional commuter transit service to Edmonton. At present, the route travels north along 50 Street into Edmonton. It terminates at the Century Park Transit Centre in southwest Edmonton. A temporary park and ride for this commuter service has been established at the Ken Nichol Regional Recreation Centre within Centre-Ville.

Beaumont’s road and transit networks are supplemented with a strong pedestrian system comprising sidewalks within road allowances, walkways connecting subdivisions, and multi-use trails within public lands. A key feature of Beaumont’s pedestrian system are the connections provided between residential lots. These provide shorter, more direct connections between different areas of Beaumont. Several improvements to the trail system are planned to increase the connectivity.

As presented in Map 12.2 WATER CONCEPT and Map 12.3 SANITARY CONCEPT, the Town receives water and sanitary sewer services from regional commissions from the west, which will be twinned to provide additional capacity when required by growth in the community. Locations of water mains and sanitary sewer trunk lines for the urban reserve within Beaumont’s pre-2017 boundaries are expected to generally parallel the future outer ring road.

As presented in Map 12.4 STORMWATER CONCEPT, the LeBlanc Canal is the primary recipient of stormwater flows through Beaumont from south to north. It discharges into Irvine Creek, which flows from east to west north of Township 510. Prior to entry into the LeBlanc Canal, stormwater is held within a system of stormwater management facilities.
12.1 OBJECTIVES

12.1.2 To plan land uses and the transportation system comprehensively, and in coordination with nearby municipalities and Alberta Transportation.

12.1.3 To ensure the transportation system accommodates all modes of transportation in a safe and efficient manner.

12.1.4 To ensure adequate service capacities are available for future expansion, and that revenues from the development will support the municipal costs of operating and replacing the roadway and utility systems.

12.1.5 To control stormwater and groundwater inflow and infiltration to the sanitary sewer system.

12.1.6 To maximize utilization of existing infrastructure and servicing capacity and logically extend infrastructure and servicing where necessary in an efficient manner.

12.2 POLICIES

12.2.1 Beaumont shall prepare a transportation master plan and a utilities master plan to provide detailed infrastructure direction for the future location and design of arterial roads, regional transit routes and water, sanitary and stormwater infrastructure to inform the preparation of Area Structure Plans within the urban reserve areas.

12.2.2 Beaumont shall appropriately upgrade Range Road 241 and Range Road 243 and designate them as truck routes to facilitate north/south goods movement between Highway 625 and Township Road 510.

12.2.3 Extend transportation, water, sanitary and stormwater services into areas only when an approved area structure plans are in place that demonstrate contiguous development, and the logical and orderly extension of existing or planned infrastructure.

12.2.4 Provide balanced investment in Beaumont’s transportation system by reducing car-oriented infrastructure where other options are available. Options to be considered include: reducing parking requirements in areas that are walkable or close to transit; limiting roadways to a total of four lanes; planning for and allowing higher utilization of roadway capacity and higher thresholds for delay; and providing infrastructure for alternative modes of transportation to reduce vehicle-oriented use where vehicular congestion warrants roadway improvements.

12.2.5 Within Beaumont’s urban reserve areas, arterials shall be generally provided in a one-mile grid basis as conceptually presented on Map 12.1 TRANSPORTATION CONCEPT, and the collector roadway networks shall be identified through the preparation of Area Structure Plans.

12.2.6 Beaumont shall collaborate with its municipal neighbours in planning for the future realignments of the north/south arterial roads that intersect with Township Road 510 to avoid offset arterial road intersections.
12.2.7 Area Structure Plans, Neighbourhood Structure Plans and Area Redevelopment Plans shall establish vehicle and pedestrian circulation at the neighbourhood level.

12.2.8 Transportation, water, sanitary and stormwater infrastructure shall be provided at full cost of the developer and constructed in accordance with Beaumont’s municipal servicing standards.

12.2.9 Area Structure Plans, Neighbourhood Structure Plans and Area Redevelopment Plans shall establish the network of water, stormwater and sanitary infrastructure at the neighbourhood level.

12.2.10 Area Structure Plans should also provide information on the financial impact of the proposed development on Beaumont, and specifically, the cost of operating and replacing municipal infrastructure, and anticipated tax revenues required to support the new development.

12.2.11 Beaumont shall plan for future regional bus service to and from the Nisku Business Park via East Vistas in collaboration with Leduc County including consideration of route alignment options presented in Map 12.1 TRANSPORTATION CONCEPT.

12.2.12 Beaumont shall plan for the development of a regional park and ride facility within the lands north of Township 510 along 50 Street with the location to be established through the preparation of Area Structure Plan(s). Beaumont will ensure that the location is connected with strong pedestrian and cycling friendly linkages as well as complementary land uses that can provide shared parking. The park and ride facility will integrate into the adjacent land uses and be accessible for all modes of transportation.

12.2.13 Consideration for future municipal and regional transit service requirements (e.g. space for pullouts and bus stop shelters) will be included in the design of arterial and collector roadways.

12.2.14 At entrances to Beaumont and to new development areas, sufficient land will be provided within the right-of-way for landscaping and entrance identification.

12.2.15 Beaumont places a high priority on improving and expanding the continuous pedestrian system, linking origins and destinations with sidewalks, walkways and trails. Options such as use of public utility lots, registered walkway right-of-ways, land exchanges, municipal and environmental reserves, and environmental or conservation easements will be considered.

12.2.16 Beaumont understands that pedestrians are the most vulnerable transport mode and will improve the pedestrian system by ensuring that major roadways are not a barrier to cross. Options such as increased connectivity across major roadways, providing high quality crossings with superior illumination and speed controls, planning pedestrian crossing points within ASPs and improving existing crossings will be considered.

12.2.17 To complement Beaumont’s strong pedestrian network, Beaumont will implement bicycle parking requirements for all non-residential uses through a future Land Use Bylaw update.
12.2.18 Beaumont will work with the Alberta Capital Region Wastewater Commission and Capital Region Southwest Water Services Commission to ensure the development of regional systems meet Beaumont’s growth requirements.

12.2.19 Beaumont will require engineering evaluations for water, sanitary and stormwater systems and the franchise utilities as part of detailed plans submitted for new development areas.

12.2.20 Beaumont will ensure that stormwater drainage is managed so that the surface discharge conforms to Alberta Environment and Parks standards, and stormwater and groundwater inflows and infiltration to the sanitary system are controlled.

12.2.21 Beaumont will regularly review the requirements for capital and operating expenditures related to roadway and municipal utility systems to help with the preparation of five-year budgets.

12.2.22 Future public works facilities and maintenance yards may be located in the Business Park.

12.2.23 Plan, coordinate and design future infrastructure to utilize existing infrastructure corridors where possible before new infrastructure is built.

12.2.24 Align development with the Utility Master Plan and Transportation Master Plan.

12.2.25 Develop higher density housing and a mix of uses in proximity to transit.

12.2.26 Ensure the local transportation system network aligns with, and supports the implementation of the regional transportation network as established by the Capital Region Growth Plan and the Capital Region Integrated Regional Transportation Master Plan.

12.2.27 Collaborate with Alberta Transportation on the protection of Highway 625 as a provincial high load corridor and planning for future intersection spacing as contemplated within the Capital Region Board’s Integrated Regional Transportation Master Plan as approved by the Government of Alberta.
13. INTERMUNICIPAL PARTNERSHIPS

Beaumont recognizes the importance of being part of Treaty Six Traditional Territory and the Edmonton Metropolitan Region. In addition to maintaining mutually beneficial relationships with Beaumont’s immediate neighbours, Leduc County and the City of Edmonton, Beaumont strives to foster and maintain ongoing relationships with Indigenous peoples to pursue reconciliation and joint initiatives and opportunities. Beaumont also recognizes its role in the Capital Region Growth Plan within a Priority Growth Area, its future role in the Edmonton Metropolitan Regional Plan Structure within the 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 partners will strengthen its success.

13.1 OBJECTIVES

13.1.1 To provide for sound planning and development decisions that implement the Capital Region Growth Plan.

13.1.2 Foster open and effective channels of communication with municipal neighbours to strengthen intergovernmental relations.

13.1.3 Actively participate on the Capital Region Board through collaboration and supporting regional initiative.

13.2 POLICIES

13.2.1 If there is a conflict between the policies in this Section and an Intermunicipal Development Plan adopted by Beaumont and Leduc County, the Intermunicipal Development Plan provisions prevail.

13.2.2 Beaumont will notify Leduc County of significant development or activity in the intermunicipal fringe area or nearby which could have an adverse impact (smoke, smell, noise, or aesthetics) on the County.

13.2.3 Beaumont will refer to Leduc County and the City of Edmonton, and provide opportunity for comment, applications, requests, authorizations or proposals to adopt, accept, or amend any statutory plans, land use bylaws and outline plans affecting the lands within 1.6 kilometres of Beaumont’s boundaries, and all multi-lot subdivision applications and discretionary use development permit applications (except for permitted uses with discretionary variances) and highway commercial applications in the intermunicipal fringe area.

13.2.4 The above referrals must occur when completed applications are received by the Beaumont, and allow three weeks for Leduc County and the City of Edmonton to respond.

13.2.5 A 25 metre (82 foot) right-of-way on each side of the centre line of Highway 625 and Highway 814 shall be protected from development for future road widening.

13.2.6 Future roadway accesses to Highway 625 and Highway 814 north of Beaumont to
Edmonton will be limited to 0.8 kilometre (0.5 mile) intervals.

13.2.7 Plan for regional corridors for transportation, utilities and pipelines within the context of the Capital Region Growth Plan.

13.2.8 Work with regional partners to identify infrastructure and transportation priorities, investments, programs and projects to accommodate future growth, economic development initiatives, and safe and reliable services to citizens.

13.2.9 Work with the Capital Region Board and adjacent municipalities to acquire, protect and restore natural systems and linkages, recognizing that Beaumont's ecological network is part of a larger regional network.

13.2.10 Monitor population and employment data, redevelopment activity, and land consumption to inform alignment with the Capital Region Growth Plan, and strategic decisions on development and land use to accommodate forecasted population and employment growth within this portion of the Capital Region.

13.2.11 Coordinate with other regional municipalities in planning to meet projected regional affordable housing needs within the context of the Capital Region Growth Plan.

13.2.12 Ensure development is consistent with the regional infrastructure, recreation and utility corridors as established by the Capital Region Growth Plan and Capital Region Integrated Regional Transportation Master Plan (see Map 13.1 REGIONALLY SIGNIFICANT FEATURES).

13.2.13 Coordinate with other municipalities in planning to meet projected regional affordable housing needs within the context of the Capital Region Growth Plan.

13.2.14 Submit all new statutory plans, and substantive amendments to existing area structure plans in accordance with the provisions of the Regional Evaluation Framework, for review and comment to support implementation of the Capital Region Growth Plan.
14. IMPLEMENTATION

14.1 The Municipal Development Plan will be implemented through the:

a. Town of Beaumont Land Use Bylaw;

b. Subdivision and development approval processes;

c. Annexation approval orders;

d. Area Structure Plans or similar documents which provide details on proposed land use patterns, densities, utilities servicing, roadways, parks and open space;

e. Application of the French Village Design Guidelines;

f. Capital and Operating budgets;

g. Intermunicipal Development Plan;

h. Strategic Plan;

i. Central Area Redevelopment Plan;

j. Proposed Transportation and Utilities Study;

k. Other plans and studies; and

l. Initiatives with other governments and agencies.

14.2 Town Council will review and amend as necessary the Land Use Bylaw, Central Area Redevelopment Plan and adopted Area Structure Plans. The Municipal Government Act requires that all statutory plans adopted by a municipality must be consistent with each other. Beaumont’s Land Use Bylaw should conform to the Municipal Development Plan.

14.3 Beaumont will seek to maintain not less than a 20 year supply of land which will permit growth in a variety of directions, allow for competition among developers, and foster long term comprehensive planning.

14.4 Beaumont will refer a proposed amendment to this Plan for comment to:

a. City of Edmonton, if the amendment affects lands within 1.6 km of the City’s boundary.

b. Leduc County, if the amendment affects lands within 1.6 km of the County’s boundary;

c. Any public agency, whose interest Council considers relevant to the proposal; and

d. Any other person or agency Council considers necessary.

14.5 Council will provide opportunity for public comment by way of Public Hearing prior to the second reading of the adoption bylaw for this Plan, or any amendment of the Plan, except if the amendment corrects minor errors and does not materially affect the
bylaw in principle or substance.

14.6 Beaumont will monitor the Municipal Development Plan, and review it for major updating every five years.

14.7 The time frame of the Plan is five to ten years; therefore, the locations, shapes and sizes for the proposed land uses are conceptual and approximate. The maps illustrate the intended structure of urban development, but do not identify exact locations or provide site specific direction to land use regulation. For example, the location and size of the future reserves (municipal, school, and environmental) and public utility lots (stormwater ponds and drainage channels, utility corridors and facility sites, pedways, etc.) illustrated in this Plan are general, and may change when more detailed levels of planning and development control occur. This provides flexibility in the preparation of the more detailed plans and regulation including: area structure plans, outline plans, area redevelopment plans, subdivision plans, development proposals and the Land Use Bylaw.

14.8 No part of the maps in this Plan may be reproduced in any form, or by any means without the written consent of the Town of Beaumont. Beaumont provides the map information in good faith, but provides no warranty nor accepts any liability arising from incorrect, incomplete or misleading information or its improper use. The base maps are produced in part by the Resource Data Division, Alberta Environment and Parks, Government of Alberta, and distributed under license to the Alberta Data Partnerships Ltd.

14.9 The interpretation of operative words used in this Plan are as follows:

a. “Shall” and “will” mean the action is a mandatory requirement; and

b. “May” and “should” mean the action is at the discretion of Beaumont.
15. GLOSSARY

Absorbed land supply

Means those lands that are ready for residential, commercial or industrial development from a planning approvals perspective (zoning is in place and subdivision has been registered). This includes zoned and subdivided lands that are already developed.

Affordable housing

Housing provided for persons or families who earn less than the median income for their household size and pay more than 30 percent of that household’s gross income for housing whether owned or rented.

Contiguous development

Development that occurs immediately adjacent to existing development.

Density target

Means a minimum to a maximum density target assigned to PGAs. The minimum density target shall apply to the entire plan area.

Greenfield development

The conversion of undeveloped land or land that been developed for low intensity uses such as agriculture, to more intense forms of development.

Net residential area (NRA)

Means the land required for residential purposes within a residential neighbourhood. This excludes Environmental and Municipal Reserve, roadways) including local, collector and arterial), public utilities, stormwater management facilities, and commercial, industrial, and institutional lands.

Priority Growth Area (PGA)

Location where growth is directed, including Major Employment Areas, due to existing or planned multi modal transportation corridors, the proximity to existing or proposed major employment areas, the redevelopment or intensification opportunities within an existing urban area and the ability to utilize and maximize existing infrastructure or logically and efficiently extend that infrastructure.

Unabsorbed land supply

Lands that are planned for future residential, commercial, industrial development or country residential land per approved MDPs (or more detailed ASPs where greater detail is required), but that have not as yet been subject to pre-development planning process (zoning is not in place and/or subdivision has not been registered).
Urban reserve, North Major Area Structure Plan Overlay

Areas identified predominantly for future residential development in accordance with the Leduc County North Major Area Structure Plan. Prior to redistricting or subdivision an Area Structure Plan must be in place.

Urban reserve, Non-residential Overlay

Areas identified predominantly for future non-residential development. Prior to redistricting or subdivision an Area Structure Plan must be in place.

Grandfathering* The exemption of statutory plans that were approved previous to the adoption of this Plan from the application of its guiding principles, objectives and policies. The effective date to identify statutory plans subject to grandfathering is determined by the Minister of Municipal Affairs and reflected in the Capital Region Board Regulation.

* Denotes definitions from the EMRGP

+ Denotes definitions from the 2009/2010 Growth Plan or Addenda