BEAU VAL PARK/
BEAUMONT LAKES SOUTH
Area Structure Plan

(Parcels A/B/C/D, Plan 1912 EO, Plan 1025 KS)

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## Contents

1.0 INTRODUCTION ........................................................................................................... 1

2.0 PLAN AND POLICY CONTEXT ................................................................................. 1
   2.1 Capital Region Growth Plan ..................................................................................... 1
   2.2 Municipal Development Plan .................................................................................. 4
   2.3 Inter-Municipal Development Plan .......................................................................... 5
   2.4 Strategic Plan .......................................................................................................... 5
   2.5 Open Space and Trails Master Plan ......................................................................... 5
   2.6 Land Use Bylaw ...................................................................................................... 6

3.0 SITE CHARACTERISTICS .......................................................................................... 6
   3.1 Topography and Drainage ....................................................................................... 6
   3.2 Well Information ..................................................................................................... 6
   3.3 Pipelines .................................................................................................................. 6
   3.4 Former Landfill ........................................................................................................ 6
   3.5 Native Vegetation and Wetlands ............................................................................. 7
   3.6 Surrounding Land Use ............................................................................................. 7
   3.7 Access ..................................................................................................................... 8
   3.8 Existing Land Use ................................................................................................... 8

4.0 DEVELOPMENT CONCEPT ...................................................................................... 8
   4.1 Overall Concept ....................................................................................................... 8
   4.2 Residential ............................................................................................................. 9
   4.3 Commercial ............................................................................................................ 11
   4.4 Mixed Use ............................................................................................................. 11
   4.5 Open Space ........................................................................................................... 12
   4.6 Land Use Statistics ............................................................................................... 15

5.0 SERVICING ................................................................................................................. 18
   5.1 Water Distribution ................................................................................................. 18
   5.2 Sanitary Servicing ................................................................................................. 18
   5.3 Stormwater Management ...................................................................................... 18

6.0 FRANCHISE UTILITIES .......................................................................................... 19

7.0 TRANSPORTATION ................................................................................................... 19

8.0 DEVELOPMENT STAGING ..................................................................................... 20

9.0 SUMMARY .................................................................................................................. 20
List of Figures

Figure 1.1 - Site Location Plan
Figure 2.1 - Existing Site and Services
Figure 3.1 - Land Ownership
Figure 4.1 - Development Concept Plan
Figure 4.2 - Parcel for MR Calculation Purposes
Figure 4.4 - Open Space and Trails Plan
Figure 7.1 - Transportation Plan
Figure 8.1 - Development Staging

List of Appendices

Appendix A - Town of Beaumont MDP Future Land Use Concept, Map 5.1
Appendix B - Alberta Environment & Parks Former Landfill Remediation/Removal of Setback Restrictions
1.0 INTRODUCTION

The Beau Val Park/Beaumont Lakes South Area Structure Plan provides a land use and servicing framework for the future subdivision and development of lands in a manner consistent with the future land use maps and policies of the Town of Beaumont. This plan describes land uses, population density, the general location of major roads and public utilities, and the sequencing of development specifically for the lands south of the existing Beau-Val Park and Beaumont Lakes subdivisions in the SW¼ 26-50-24-W4M. The site is legally described as Parcel C, Parcel D, and portions of Parcs A and B of Plan 1912 E.O., along with Plan 1025 KS (Nuisance Grounds). The site is located east of 50th Street, north of Highway #625, and south of the existing subdivisions of Beau Val Park and Beaumont Lakes.

The overall location of the proposed development is indicated in Figure 1.1.

2.0 PLAN AND POLICY CONTEXT

2.1 Capital Region Growth Plan

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

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

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

<table>
<thead>
<tr>
<th>CRGP</th>
<th>ASP REFERENCE</th>
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<tbody>
<tr>
<td>Protect the environment and resources</td>
<td>The ASP achieves this by providing areas of greenway, natural area and park space throughout the ASP. The plan preserves natural space adjacent to the LeBlanc Canal, provides natural spaces around stormwater ponds and provides park space to support residential uses. 22% of the plan areas is provided as open space.</td>
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Minimize regional footprint

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<th>CRGP</th>
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<tbody>
<tr>
<td>A. Concentrate new growth within priority growth areas.</td>
<td>The plan area is within Priority Growth Area Ce of the Capital Region Growth Plan.</td>
</tr>
<tr>
<td>B. Support expansion of medium and higher density residential housing forms.</td>
<td>Medium density and higher density residential uses (in the mixed use and supportive living) account for over 66% of the dwelling units in the plan area.</td>
</tr>
<tr>
<td>C. Target Density for Priority Growth Area Ce is 25 - 35 d/Nrha</td>
<td>The plan provides for 38 dwelling units per hectare.</td>
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Strengthen Communities

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<th>CRGP</th>
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<tr>
<td>A. Create Inclusive Communities</td>
<td>The mixed use site presents an opportunity for reduced reliance on vehicles and increased social contact within the community.</td>
</tr>
<tr>
<td>i) Support initiatives to improve the liveability of communities;</td>
<td>The large amount of accessible open space and trails in the plan area fosters activity and social interaction.</td>
</tr>
<tr>
<td>ii) Integrate uses with adjacent developments to improve connectivity and accessibility to local parks, open space, commercial and community services.</td>
<td>The supportive living site is proximal to commercial development and open space to facilitate inclusion of residents in frequent interactions.</td>
</tr>
<tr>
<td>B. Support Healthy Communities</td>
<td>The trail network (Section 4.4.1) connects with the existing network in adjacent development, extends to future development, and connects all park and open space areas with residential and commercial sites. The potential for regional trail development on the LeBlanc Canal is protected.</td>
</tr>
<tr>
<td>i) Support the implementation of present and future initiatives to create and enhance parks, trails and natural areas for public use;</td>
<td>The trail network (Figure 4.4) provides for active transportation and separation of motor vehicles from pedestrians and cyclists. Direct property access by sidewalks with connections to the trail network is provided. Municipal standards for sidewalks adjacent to roadways will be met.</td>
</tr>
<tr>
<td>ii) Improve accessibility to community services by providing sidewalks, bicycle trails to encourage walking and cycling and locate these services within proximity to transit, where possible;</td>
<td>All development except Residential Low Density will be subject to the Town’s French Village Design Guidelines.</td>
</tr>
<tr>
<td>iv) Encourage and support innovative and green design solutions for neighbourhoods and buildings.</td>
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### CRGP

<table>
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<tr>
<th><strong>C. Support Public Transit</strong></th>
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<tr>
<td>i) Provide a mix of higher density land uses along transit corridors, at nodes, and employment centres;</td>
</tr>
<tr>
<td>ii) New developments shall plan for public transit support facilities such as park and ride lots, (where appropriate);</td>
</tr>
<tr>
<td>iii) New developments shall be designed for connectivity and accessibility to transit facilities;</td>
</tr>
<tr>
<td>iv) Prioritize public investments in multi-modal transport, park and ride lots, transit, and transit related services, in locations approved by the CRB</td>
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<tr>
<th><strong>D. Support Innovative and Affordable Housing Options</strong></th>
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### ASP REFERENCE

- **Support Public Transit**
  - The collector roadway provides for school and future local transit routing through the south east portion of Beaumont. This route is adjacent to the high density supportive living site, the commercial and mixed use (employment areas) sites.
  - Future transit support facilities may be considered within the commercial site at the time of development.

- **Support Innovative and Affordable Housing Options**
  - The commercial site abuts the regional bus routing on 50th Street proposed in the Capital Region 30 Year Inter-municipal Transit Service Plan.

### Increase Transportation Choice

<table>
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<tr>
<th><strong>A. Integrate Transportation Systems with Land Use</strong></th>
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<tr>
<th><strong>B. Support the Extension of Transit Service in Various Forms</strong></th>
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### Ensure Efficient Provision of Services

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<th><strong>A. Design Integrated Physical Infrastructure Within the Region</strong></th>
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<tr>
<th><strong>B. Maximize Utilization of Existing Infrastructure</strong></th>
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- **Residential uses include low density, medium density, supportive housing, and mixed commercial-residential sites, with a variety of housing types possible in each category.**

- **Utilities and roads align with existing and proposed systems, with available capacities identified in the Servicing Report and Traffic Impact Assessment.**
  - The roads and utilities are extensions of existing networks. The number of units in the Supportive Housing development is directly related to the capacity of the existing sanitary sewer system.
<table>
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<th>CRGP</th>
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<tbody>
<tr>
<td><strong>Support Regional Economic Development</strong></td>
<td>The commercial and mixed commercial-residential areas provide sites for a range of business opportunities to serve the local and regional economies.</td>
</tr>
</tbody>
</table>

A. **Ensure a Supply of Land to Sustain a Variety of Economic Development Opportunities**  

B. **Attract and Retain Individuals and families with a Diverse Range of Skills to the Capital Region**  

C. **Support Regional Prosperity**  

D. **Position the capital Region Competitively on the World Stage**  

The supportive housing site will encourage residents to remain in the community for an extended part of their lives and attract service providers to the area to support those residents.  

The addition of local opportunities for economic growth enhances regional economic development by increasing the need for additional support services and increasing the overall market for all services.  

The Area Structure Plan proposes to retain existing natural features within the open space provided, principally with regard to the Leblanc Canal and adjacent land. As the plan area lies within Priority Growth Area C (e) of the Capital Region Growth Plan, where the Alternative Greenfield Density density target of 25 to 35 dwelling units per net residential hectare is proposed to be attained over time, the regional development footprint goals will be supported. The proposed combination of medium density and low density residential uses will assist the Town with transitioning to the density standards as development continues east of the plan area. The residential land use mix provides for a range of lifestyle choices and integration of residents to support development of community relationships. The trail and road networks proposed increase the options for active transportation and long term transit routing in Beaumont. As the development area lies at the current terminus of utility systems having sufficient capacity for the project, the efficiency of existing systems and past investments will be maximized. Lastly, the provision of commercial land within the plan area will provide for diversification of the municipal tax base and increase local opportunities for economic activity and development.

### 2.2 Municipal Development Plan

Ville de /Town of Beaumont’s Municipal Development Plan Bylaw 486-98 is the Town’s primary land use document to define land use and policies for growth and development. The MDP’s future land use map broadly outlines the location, size, and shape of land uses, roads, utilities, and open spaces. The MDP has flexibility to accommodate more detailed planning through the subsequent planning processes for Area Structure Plans, Outline Plans, and subdivisions.

The MDP’s Future Land Use Concept, Map 5.1 shown in Appendix A, identifies the area as having a mix of Commercial, Institutional, Residential and Reserves and Public Utilities land uses. The MDP is currently being amended to bring the future land use concepts of the MDP and this ASP into alignment.
2.3 Inter-Municipal Development Plan

The Town of Beaumont and Leduc County have jointly adopted an Inter-Municipal Development Plan to define the relationship regarding land use located on the Town’s fringe. This IDP requires that an Area Structure Plan within 0.8 kilometers of the Town’s boundary must be referred to Leduc County for their comment.

2.4 Strategic Plan

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

2.5 Open Space and Trails Master Plan

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

Neighbourhood Parks are intended to accommodate passive use and informal play for residents of all ages. Neighbourhood Park requirements of providing open space venues in close walking or biking proximity to residents are met with the open space locations. The OSTMP suggests residents should be able to walk to a neighbourhood park in under 10 minutes with all routes to the park less than 800m, which is met by the Area Structure Plan provision of open space. As identified in the OSTMP, open space as Neighborhood Park area should exceed 1.8ha to serve the more than twelve hundred people expected to live in the plan area.

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

The entire plan area is designated AR-Agricultural Reserve District in the land Use Bylaw. This district is to reserve those land intended for more intensive future development.

The standard land use districts Town of Beaumont Land Use Bylaw #796-12 or as otherwise amended will be used to implement the Area Structure Plan’s land use concept as appropriate.

3.0 SITE CHARACTERISTICS

3.1 Topography and Drainage

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

Drainage in the west portion generally flows to the north. The east portion drains to the north east. All flow is eventually to the northwest in the LeBlanc Canal.

3.2 Well Information

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

3.3 Pipelines

A natural gas pipeline, operated by AltaGas, traverses the east portion of the site, in a south to north direction. The line has been relocated to accommodate the proposed development plan. Most of the pipeline right of way will be incorporated into Public Utility Lot, which will be utilized as an open space and a recreational pathway. The development setback to the pipeline is the limit of the right of way, which will not affect any proposed private lots. A portion of the right of way is proposed to be used in the pathway network.

3.4 Former Landfill

The County of Leduc previously operated a landfill and the Town of Beaumont operated a sand/salt operation on Plan 1025 KS, in the south west portion of the plan area. An Environmental Assessment of the area has identified areas of salt contamination and the approximate waste limit of the landfill area as shown on the sketch below. The Town of Beaumont has undertaken the remediation required to ensure that the site contamination does not present any restrictions to the proposed development, see documentation in Appendix B.
3.5 Native Vegetation and Wetlands

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

During the Area Structure Plan process there were no wetlands identified in the plan area. However, if warranted a biophysical assessment can be undertaken at time of subdivision. The LeBlanc Canal, supports some natural vegetation and wildlife. It will not be altered by this project.

3.6 Surrounding Land Use

Beau Val Park/Beaumont Lakes South is bordered on the north by the predominately low density residential neighbourhoods. East of the plan area, the land is designated for future residential land use and is currently under cultivation. The land to the south, across Highway #625, is agricultural land within Leduc County. To the west (across 50th Street) is a developed with commercial and residential land uses.
The existing and proposed adjacent residential uses are similar in nature to those intended in the plan area. The commercial site is similar to the commercial area immediately across 50th Street, and does not present any nuisance to that development. The cultivated land south of the plan area is neither affected by nor does it negatively affect the plan area. Highway #625 has potential as a noise nuisance to the residential development in the south east portion of the plan area. Detailed design of noise attenuation will be carried out at the subdivision stage, and may include features such as berms and fences.

3.7 Access

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

3.8 Existing Land Use

As shown on Figure 2.1, the northern portion of the plan area is comprised of the existing residential developments of Beau Val Park and Beaumont Lakes which include associated MR/park areas and storm water management facilities. The south east portion of the plan area is occupied by a former farmstead, with a vacant residence and associated vacant out buildings. These structures will be removed. Stockpiles of material from grading operations temporarily occupy land north and north east of the farmstead. The LeBlanc Canal flows north through the central portion of the area, providing for continuity of natural drainage. This course will be retained. A former off leash dog park and parking area are on the southern portion of Parcel C. The temporary nature of the improvements to this site (informal paths, wire fencing, gravel parking) are such that removal of the facility does not pose a barrier to development of the plan area. A former Nuisance Grounds lies west of the former dog park. This former Nuisance Grounds has been remediated and Alberta Environment and Parks has no concerns on the future development on the site and surrounding area. The letter to his effect is included as Appendix B.

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

4.0 DEVELOPMENT CONCEPT

4.1 Overall Concept

Beau Val Park/Beaumont Lakes South is a community of residential and commercial uses, including a neighborhood with a mixture of commercial and residential uses, to support the south east area of Beaumont, as shown on Figure 4.1. The Low Density residential neighborhoods offer a range of lot sizes, with semi-detached sites predominating. The Supportive and Assisted Living and Medium Density residential sites are distributed through the area, for development as independent projects with unique attributes for each location. The Commercial area, adjacent to two arterial roadways and the major collector, mirrors the land use west of 50th Street in the creation of a node to serve the
area, reducing traffic through the greater community. The Mixed Use area serves a transition district between the major commercial site and the residential areas to the east.

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

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

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

4.2 Residential

4.2.1 Lower Density Residential

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

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

4.2.2 Residential Supportive and Assisted Living

The Residential Supportive and Assisted living site is currently zoned Urban Services Residential (USR) which is consistent with the proposed use of this site. Development on the site will be governed by the Land Use Bylaw and The French Village Design Guidelines. Additional bylaws, regulations and building codes may also be applicable.

This site is in the west of the plan area, laying between 32nd and 30th Avenues. The proximity of the site to the nearby commercial areas, open space and natural areas provide walkable access to areas of importance to residents of the site. Traffic impact on the neighbourhood will be mitigated by providing two potential vehicular access points while recognizing residents of this site will be less reliant on individual vehicles than those in typical low density neighborhoods. The Land Use Bylaw will insure adequate parking is provided on the site.

The site borders an existing residential neighbourhood to the west and is adjacent to an existing residential neighbourhood to the north east. It is recognized that in addition to the provisions of the Land Use Bylaw and The French Village Design Guidelines development of the site will include measures such as selection of the building locating on the site and the provision of enhanced landscaping to mitigate the impact of development on existing neighbours.

Water and storm sewer services are adequate to service the site however the sanitary sewer capacity as identified in the Servicing Study limits development on this site to a maximum 145 units, pending further evaluation of sewer flows at the detailed design stage.

4.2.3 Medium Density Residential

Two Medium density residential districts with distinctive styles are proposed. The north east medium density site is intended for ground oriented housing, potentially semi-detached. It will be a node of development, with the majority of units benefitting from the view of the water feature. The rear design of dwellings backing onto the Stormwater management facility will include design standards which will be a requirement at the time of subdivision. The Town’s current Residential Medium Density (RMD1 and RMD2) designations would provide for the proposed density and styles of development.

The central east medium density site will support a planned unit development, with excellent access to the major neighborhood open space site, good connection to the community trail network, but not influenced by the higher values associated with land
adjacent to the water features and open space. Again the Town’s current residential medium designation would be applied.

4.3 Commercial

The vision of the commercial development is to provide opportunities for a range of retail and service establishments in a vehicle oriented shopping centre format consistent with Town Bylaws that will service the residents of the Town and surrounding area while providing the diversification of the tax base that is envisioned in the Town’s strategic plan. The Town’s French Village Design Guidelines (Part B: Ville de Beaumont) will regulate site planning and design, pedestrian circulation, open space, landscaping, parking, building design, built form, architecture, and signage to create an identifiable architectural character.

As the entry point to this neighborhood and the key route to future residential growth to the east, this can become a central location for services in this quadrant of the community, reducing traffic flow through other neighborhoods. Potential exists for establishment of services to support the assisted living facility of the medium density residential site to the immediate north. Landscaping that exceeds the Town’s General Design Standards on 30 Avenue from 50 Street to 48 Street along the road right of way will be included to buffer 48 and 49 Street from the adjacent commercial uses to the south.

Site development will be oriented for access from 30th Avenue, with an internal road network. The site allows for a range of project sizes, with parcel particulars to be determined at future subdivision and development stages. The commercial area will be provided with services and access suitable for a wide range and intensity of uses. The anticipated build out of the site is estimated at ten years, requiring flexibility in the layout and design of the site to address opportunities as they occur during the development window. Site development will conform to the requirements of the Land Use Bylaw in effect at the time of development. If developed today the Town’s current C-2 Commercial District designation would apply to this area.

The commercial development will be subject to the Town’s French Village Design Guidelines, which are applied at the Development Permit stage.

4.4 Mixed Use

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

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

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

Land use is intended to be similar to that of the existing Town Centre Mixed Use District of the Land Use Bylaw, with mixed uses developed either vertically (within the same building) or horizontally (within separate buildings, or a combination thereof). The French Village Design Guidelines will apply to developments in this area.

4.5 Open Space

The plan provides for about 22% of the area to be available as public open space. Over 2.4 ha of open space is within the land dedicated for the Leblanc Canal, which provides for a linear park through the site with connection to the storm water pond park area to the north. The canal itself occupies less than 0.6 ha of its right of way, leaving close to two hectares of useable open space.

The central open space/Municipal Reserve is ideally situated next to the medium density housing to provide residents with smaller yard space greater access to open space. The street frontage on both sides of this MR provides greater accessibility to the entire neighbourhood and adjoining the MR with the Stormwater management facility and the Leblanc Canal maximizes the Town’s ability to program and efficiently maintain the open space.
Two open space parcels in the central/north part of the plan area are contiguous with the canal lands, providing access to the greater open space and potential sites for park development.

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

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

### 4.5.1 Open Space and Trails

The location of future primary and secondary trails and bike routes as shown on Figure 4.4 is in accordance with the Town of Beaumont’s Open Space and Trails Master Plan. A primary trail is proposed along the south boundary of the property paralleling Highway 625 connecting to a future north south primary trail constructed in the development to the east and matching the current alignment adjacent to 50th Street. A secondary trail will connect to the existing trail adjacent to the LeBlanc Canal with a connection to Lakeland Blvd and parallel the canal to the south boundary of the property. 30th Avenue will provide the bike route. The exact location and type of trails will be confirmed at the time of subdivision.
4.5.2 Municipal Reserve

Dedication of Municipal Reserve in Beau Val Park/Beaumont Lakes South will meet the requirements of the Municipal Government Act. M.R. will be provided as combinations of land and cash in lieu of land as shown on Figure 4.2 and presented in the following tables:

Table 4.1 - Net Plan Area by Parcel for MR Calculations

<table>
<thead>
<tr>
<th>Plan</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>1025KS</th>
<th>AREA TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>ORIGINAL PLAN AREA</td>
<td>19.55</td>
<td>29.20</td>
<td>3.27</td>
<td>12.37</td>
<td>1.41</td>
<td>65.80</td>
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<td>Road Plan 8322654</td>
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<td>0.00</td>
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<tr>
<td>Road Plan 1025KS</td>
<td>1.41</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Net Area For MR Calculation</td>
<td>18.14</td>
<td>29.05</td>
<td>3.17</td>
<td>12.00</td>
<td>1.34</td>
<td>63.70</td>
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</table>

Table 4.2 - MR Calculations

<table>
<thead>
<tr>
<th>PARCEL</th>
<th>AREA</th>
<th>MR OWED</th>
<th>MR DEDICATED</th>
<th>DRC</th>
<th>MR (Dedicated + DRC)</th>
<th>TO BE DEDICATED AS LAND</th>
<th>CASH IN LIEU (ha)</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>A (less 1025 KS)</td>
<td>18.14</td>
<td>1.81</td>
<td>1.03</td>
<td>0.79</td>
<td>1.83</td>
<td>0.06</td>
<td>0.72</td>
<td>1.81</td>
</tr>
<tr>
<td>B</td>
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<td>2.91</td>
<td>1.11</td>
<td>1.81</td>
<td>2.91</td>
<td>1.00</td>
<td>0.81</td>
<td>2.91</td>
</tr>
<tr>
<td>C</td>
<td>3.17</td>
<td>0.32</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.06</td>
<td>0.26</td>
<td>0.32</td>
</tr>
<tr>
<td>D</td>
<td>12.00</td>
<td>1.20</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.96</td>
<td>0.24</td>
<td>1.20</td>
</tr>
<tr>
<td>1025 KS</td>
<td>1.34</td>
<td>0.13</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.04</td>
<td>0.09</td>
<td>0.13</td>
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<tr>
<td>Totals</td>
<td>63.70</td>
<td>6.37</td>
<td>2.14</td>
<td>2.60</td>
<td>4.74</td>
<td>2.12</td>
<td>2.12</td>
<td>6.37</td>
</tr>
</tbody>
</table>
4.6 Land Use Statistics

The following tables present the existing conditions, proposed development area and the totals for the entire plan area.

Table 4.3 - Existing Conditions

<table>
<thead>
<tr>
<th>AREA</th>
<th>AREA (ha)</th>
<th>% of AREA</th>
<th>DWELLINGS UNITS</th>
<th>DENSITY (units/ha)</th>
<th>POPULATION PERSONS</th>
<th>% K-6</th>
<th>% 7-9</th>
<th>% 10-12</th>
<th>Students</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>-LDR</td>
<td>15.70</td>
<td>23.9%</td>
<td>297</td>
<td>19</td>
<td>1040</td>
<td>46%</td>
<td>89</td>
<td>45</td>
<td>45</td>
</tr>
<tr>
<td>-MDR</td>
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<td>0.0%</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0%</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>COMMERCIAL</td>
<td>0.00</td>
<td>0.0%</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>MIXED USE</td>
<td>0.00</td>
<td>0.0%</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0%</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>ASSISTED &amp; SUPPORTIVE LIVING</td>
<td>0.00</td>
<td>0.0%</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0%</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>PUL</td>
<td>7.08</td>
<td>10.8%</td>
<td>-</td>
<td>-</td>
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<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>MR</td>
<td>2.14</td>
<td>3.3%</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>ROADS</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>-Arterial</td>
<td>1.60</td>
<td>2.4%</td>
<td>-</td>
<td>-</td>
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<td>-</td>
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<tr>
<td>-Local</td>
<td>5.54</td>
<td>8.4%</td>
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<td>-</td>
</tr>
<tr>
<td>Former Nuisance Grounds</td>
<td>1.41</td>
<td>2.1%</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<tr>
<td>UNDEVELOPED</td>
<td>32.33</td>
<td>49.1%</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>TOTALS</td>
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<td>19</td>
<td>1040</td>
<td>46%</td>
<td>89</td>
<td>45</td>
<td>45</td>
</tr>
</tbody>
</table>

Density/Population Assumptions:

- Low Density Residential: 23.00 Units/ha, 3.50 Person/Unit
- Medium Density Residential: 40.00 Units/ha, 2.60 Person/Unit
- Mixed Use: 40.00 Units/ha, 2.60 Person/Unit
- Assisted and Supportive Living: 104.00 Units/ha, 2.00 Person/Unit

Student Population Generation:

- Number of Students per unit: 0.60

Student Distribution:

- K-6: 50%
- 7-9: 25%
- 10-12: 25%
Table 4.4 - Proposed Areas

<table>
<thead>
<tr>
<th>AREA</th>
<th>ha</th>
<th>% of AREA</th>
<th>DWELLINGS</th>
<th>POPULATION</th>
<th>STUDENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>UNITS</td>
<td>DENSITY (units/ha)</td>
<td>PERSONS</td>
</tr>
<tr>
<td>RESIDENTIAL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Low Density</td>
<td>6.32</td>
<td>18.7%</td>
<td>145</td>
<td>23</td>
<td>509</td>
</tr>
<tr>
<td>- Medium Density</td>
<td>3.12</td>
<td>9.3%</td>
<td>125</td>
<td>40</td>
<td>325</td>
</tr>
<tr>
<td>COMMERCIAL</td>
<td>7.93</td>
<td>23.5%</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>MIXED USE (assume 25% of</td>
<td>.86</td>
<td>10.3%</td>
<td>35</td>
<td>40</td>
<td>90</td>
</tr>
<tr>
<td>area is residential)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ASSISTED &amp; SUPPORTIVE</td>
<td>1.39</td>
<td>4.1%</td>
<td>145</td>
<td>104</td>
<td>290</td>
</tr>
<tr>
<td>LIVING</td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PUL</td>
<td>3.98</td>
<td>11.8%</td>
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<td>-</td>
<td>-</td>
</tr>
<tr>
<td>MR</td>
<td>2.12</td>
<td>6.3%</td>
<td>-</td>
<td>-</td>
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<td>ROADS</td>
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<tr>
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<td>0.79</td>
<td>2.3%</td>
<td>-</td>
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<td>- Local</td>
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<td>13.7%</td>
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</tr>
<tr>
<td>Former Nuisance</td>
<td>-1.41</td>
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<td>-</td>
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</tr>
<tr>
<td>Grounds - Included in</td>
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<td>Commercial</td>
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</tr>
<tr>
<td>UNDEVELOPED</td>
<td>0.00</td>
<td>0.0%</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<tr>
<td>TOTALS</td>
<td>33.74</td>
<td>100.0%</td>
<td>450</td>
<td>38</td>
<td>1213</td>
</tr>
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</table>

Density/Population Assumptions:

- **Units/ha**
  - Low Density Residential: 23.00
  - Medium Density Residential: 40.00
  - Mixed Use: 40.00
  - Assisted and Supportive Living: 104.00

- **Person/Unit**
  - Low Density Residential: 3.50
  - Medium Density Residential: 2.60
  - Mixed Use: 2.60
  - Assisted and Supportive Living: 2.00

**Student Population Generation**

- Number of Students per unit: 0.60

**Student Distribution**

- K-6: 50%
- 7-9: 25%
- 10-12: 25%
Table 4.5 - Total Plan Area

<table>
<thead>
<tr>
<th>AREA</th>
<th>AREA (ha)</th>
<th>% of AREA</th>
<th>DWELLINGS</th>
<th>DENSITY (units/ha)</th>
<th>POPULATION PERSONS</th>
<th>%</th>
<th>Students K-6</th>
<th>7-9</th>
<th>10-12</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL</td>
<td>65.80</td>
<td>100.0%</td>
<td>747</td>
<td>79</td>
<td>2252</td>
<td>100%</td>
<td>181</td>
<td>90</td>
<td>90</td>
</tr>
<tr>
<td>- Low Density Residential</td>
<td>22.02</td>
<td>33.5%</td>
<td>442</td>
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<td>1548</td>
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<td>133</td>
<td>66</td>
<td>66</td>
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<tr>
<td>- Medium Density Residential</td>
<td>3.12</td>
<td>4.7%</td>
<td>125</td>
<td>40</td>
<td>325</td>
<td>14%</td>
<td>37</td>
<td>19</td>
<td>19</td>
</tr>
<tr>
<td>COMMERCIAL</td>
<td>7.93</td>
<td>12.1%</td>
<td>-</td>
<td>-</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>MIXED USE (assume 25% of area is residential)</td>
<td>3.46</td>
<td>5.3%</td>
<td>35</td>
<td>10</td>
<td>90</td>
<td>4%</td>
<td>10</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>ASSISTED &amp; SUPPORTIVE LIVING</td>
<td>1.39</td>
<td>2.1%</td>
<td>145</td>
<td>104</td>
<td>290</td>
<td>13%</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<tr>
<td>PUL</td>
<td>11.05</td>
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<td>MR</td>
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<td>ROADS</td>
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<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>- Arterial</td>
<td>2.39</td>
<td>3.6%</td>
<td>-</td>
<td>-</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>- Local</td>
<td>10.17</td>
<td>15.5%</td>
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</tr>
<tr>
<td>Former Nuisance Grounds - Included in Commercial</td>
<td>0.00</td>
<td>0.0%</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>UNDEVELOPED</td>
<td>0.00</td>
<td>0.0%</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>TOTALS</td>
<td>65.80</td>
<td>100.0%</td>
<td>747</td>
<td>25</td>
<td>2252</td>
<td>100%</td>
<td>181</td>
<td>90</td>
<td>90</td>
</tr>
</tbody>
</table>

Density/Population Assumptions:

<table>
<thead>
<tr>
<th>Units/ha</th>
<th>Person/Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low Density Residential</td>
<td>23.00</td>
</tr>
<tr>
<td>Medium Density Residential</td>
<td>40.00</td>
</tr>
<tr>
<td>Mixed Use</td>
<td>40.00</td>
</tr>
<tr>
<td>Assisted and Supportive Living</td>
<td>104.00</td>
</tr>
</tbody>
</table>

Student Population Generation

- Number of Students per unit: 0.60

Student Distribution

- K-6: 50%
- 7-9: 25%
- 10-12: 25%
FIGURE 4.4
OPEN SPACE AND TRAIL PLAN

BEAU VAL / BEAUMONT LAKES SOUTH
(BEAUMONT SOUTH)
AREA STRUCTURE PLAN

LEGEND
- AREA STRUCTURE PLAN BOUNDARY
- EXISTING OFF STREET PATHWAY
- PROPOSED PRIMARY PATHWAY
- PROPOSED SECONDARY PATHWAY
- PROPOSED ON STREET PATHWAY
- BIKE ROUTE
- MUNICIPAL RESERVE
- PUBLIC UTILITY LOT
- 500 METRE WALKING DISTANCE

N.T.S.
OCT. 4, 2016

Civil Engineering Consultants
5.0 SERVICING

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

The intention is to connect to services in the existing Beau Val Park and Beaumont Lakes Subdivisions located adjacent to the development site. The extension of 30th Avenue will provide access to the plan area along with future development areas to the east. Local roadways will be provided to facilitate the orderly development of each land use. Municipal servicing consisting of water distribution, sanitary sewers, and storm sewers are available and will be installed in accordance with the Town of Beaumont General Design Standards, amended September 2011.

5.1 Water Distribution

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

5.2 Sanitary Servicing

Sanitary sewers within the commercial and assisted and supportive living sites will discharge into the Beau Val Park Subdivision system while the remainder of the subject site will discharge into the Beaumont Lakes Subdivision system. The Beau Val Park Subdivision sewer system will accommodate flows of 21.72 L/s and therefore, to allow for sufficient capacity, the assisted and supportive living site will be limited to a max of 145 units. The number of assisted and supportive living units could be increased if water/sewage conservation measures are incorporated in the site design.

5.3 Stormwater Management

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

The existing stormwater management pond was designed to accommodate major stormwater runoff generated from the SW¼ 26-50-24-W4M including Beau Val Park Subdivision, Beaumont Lakes Subdivision and the subject lands but excluding the former Nuisance Ground site.

Due to the inclusion of the landfill site and changes in land uses, on-site stormwater management will be required. The 8.60 ha of the commercial site and the 1.45 ha Supportive and Assisted Living site will be required to restrict the major storm outflow to 1.46 m³/s. On-site stormwater storage will be required within the subject site and will be contained primarily on the Commercial site. The approximate volume of on-site storage required during the major storm is 18 m³. Further stormwater analysis will be required during the detailed design stage to ensure sufficient on-site storage is provided.
Additionally, based on the study of the LeBlanc Drainage Canal, completed by WSP/Focus, the LeBlanc Canal has a capacity of 1.8 L/s/ha. Due to the discharge requirement, a 7.6 L/s and a 9.5 L/s maximum discharge rate from the mixed use site and the low density residential site, respectively. The mixed use site will utilize a combination of on-site storage as well as a stormwater management pond while the residential site will control the runoff by means of a stormwater management pond. The low density site will require approximately 4,600 m\(^3\) of storage to restrict the major storm outflow. Further stormwater analysis will be required during the detailed design stage to ensure sufficient on-site storage is provided to ensure development will meet all Stormwater requirements in accordance with the Town’s General Design Standards and the general agreement that the Town and County have signed including the allowable volumes discharging into the LeBlanc Canal.

6.0 FRANCHISE UTILITIES

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

7.0 TRANSPORTATION

The transportation system, as shown on Figure 7.1 Transportation is designed with the collector roadway (30\(^{th}\) Avenue), as the main route through the site and component of the outer ring network. Local roads branch off the main trunk for property access points. The major intersection of 50\(^{th}\) Street and 30\(^{th}\) Avenue is a controlled intersection.

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

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

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

The trail network identified in Section 4.4.1 is an integral component of the transportation system, providing for active transportation and separation of motor vehicles from pedestrians and cyclists. While the trail network will address many transportation needs, direct property access by sidewalks with connections to the trail network is required, and provided. Municipal standards for sidewalks adjacent to roadways will be met.

Existing access points to Highway #625 will be eliminated as development proceeds. The plan area will not have access to Highway # 625.
FIGURE 7.1
TRANSPORTATION PLAN

NOTE: ACTUAL CONFIGURATION OF MEDIAN TO BE CONFIRMED AT TIME OF DETAILED DESIGN.
A Traffic Impact Assessment has been undertaken to evaluate the effects of the proposed development. The TIA, submitted as a separate document, shows that traffic changes associated with development within the Area Structure Plan will not adversely impact roadways or intersections outside of the plan area, and that the proposed configuration of the 30th Avenue intersection with 50th Street will be sufficient to build out.

8.0 DEVELOPMENT STAGING

The staging for development of the Area Structure Plan Area is conceptually depicted on Figure 8.1. These stages represent the logical extension of roadways and other infrastructure in this area. Each Stage will be phased in accordance with market conditions, servicing costs and developer priorities with the exception that 30th Avenue will be constructed from 50th Street west to the east boundary of Parcel C, Plan 1912 EO with development of the second phase of Beau Val Park South. Beau Val Park Stage 4 and Beaumont Lakes South Stage 5 and 6 are possible to develop prior to Beaumont Lakes Stage 3 if road access is provided by Beau Val Park South Stage 2 and servicing is provided through the PUL connecting to the existing Beaumont Lakes development.

The portion of 32nd Avenue north of the Assistive/Supportive Living site will be completed when that development proceeds.

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

9.0 SUMMARY

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

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

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

( BEAUMONT SOUTH )

AREA STRUCTURE PLAN

FIGURE 8.1

DEVELOPMENT STAGING

NOTE: RATES SHOWN IN ASP ARE NOT FINAL AND ARE SUBJECT TO CHANGE.

N.T.S. OCT. 4, 2016

LEGEND

AREA STRUCTURE PLAN BOUNDARY
STAGING BOUNDARY
PROPOSED OFF STREET PATHWAY
PROPOSED ON STREET PATHWAY
EXISTING DEVELOPMENT
BEAUMONT LAKES SOUTH - STAGE 1
BEAUMONT LAKES SOUTH - STAGE 2
BEAUMONT LAKES SOUTH - STAGE 3
BEAUMONT LAKES SOUTH - STAGE 4
BEAUMONT LAKES SOUTH - STAGE 5
BEAUMONT LAKES SOUTH - STAGE 6
This is a concept map illustrating the intended structure of urban development. It does not identify exact locations or provide site specific direction to land use regulation.
APPENDIX B
July 7, 2016

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

Dear Mr. Seaby:


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

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

The above conclusion is based on:


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

Yours truly,

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

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