

# MUNICIPAL DEVELOPMENT PLAN AMENDMENT

Town of Beaumont submission to the Capital Region Board - April 2017

*Town of Beaumont*

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## Introduction

DGE Civil Engineering Consultants, on behalf of 1871368 Ltd, has submitted an Area Structure Plan, known as the Beau Val Park/Beaumont Lakes South Area Structure Plan to the Town of Beaumont for the Beau Val Park and Beaumont Lakes neighbourhoods. The plan area is east of 50 Street, north of Highway 625, and south of 41 Avenue. This submission has triggered the need for an amendment to the Municipal Development Plan (MDP) to accommodate the proposed development. The Beau Val Park/Beaumont Lakes South Area Structure Plan (ASP) has been included as information as it is the key reason for the MDP amendment (Bylaw 877-17).

The proposed amendment will amend both the map and text of the commercial policies. The amendment of the Land Use Concept Map will expand the boundary extension of lands designated as Reserves & Public Utilities, expand the commercial lands, and designate an area for mixed use development. This is to facilitate the ASP as the proposed ASP includes a larger commercial area and a mixed use area that will act as a transitional land use between commercial and residential uses than what is currently identified on the Future Land Use Concept Map.

The amendment to the commercial policies in Section 8 will allow mixed use developments outside of the Central Area Redevelopment Plan area, subject to an approved ASP at Council's discretion. The lands that are affected by the MDP amendment are located within the S.W. 1/4 Section of 26-50-24-W4W and are legally described as Parcels A, B, C, and D of Plan 1912 EO and Plan 1025 KS.

## Amendment Rationale

### Alignment with Capital Region Growth Plan

The MDP amendment and ASP is consistent with the *2010 Capital Region Growth Plan: Growing Forward*, including the plan's six core principles and policy frameworks:

#### **Protect the Environment and Resources**

The amendment recognizes the importance of protecting the environment and integrating it within the plan area. An existing tree stand has been preserved, buffers along the LeBlanc Canal have been considered, and this amendment provides for a larger green space to serve the community in a central area that enables residents to easily access the space.

#### **Minimize the Regional Footprint**

The plan amendment acknowledges the important role for sustainable development in the Region and protecting regional infrastructure. Beaumont is part of the Priority Growth Area Ce and this MDP amendment will allow intensive forms of development that meet the density targets for this area. The Density target for Ce is 25-35 dwelling units/net residential hectares (du/nrh). The target density for the entire Beau Val/Beaumont Lakes South plan area is approximately 25 dwelling units per net residential hectare, which is in compliance with the Capital Region Growth plan targets (PGA C<sub>e</sub> density targets between 25-35 dwelling units per net hectare), with the undeveloped area at approximately 38 dwelling

units per net residential hectare. This area also includes medium and higher density housing forms that will support future transit services and ensure the efficient provision of infrastructure.

### **Strengthen Communities**

This amendment supports the integration open spaces with commercial and residential land uses to support social infrastructure within the area. The connectivity and access of these spaces were also carefully considered in the planning for this area. Consideration has also been given to supporting future transit opportunities, particularly along 50 Street. The MDP amendment also allows for a diversity of housing types to provide for a diverse population.

### **Increase Transportation Choice**

This amendment recognizes the important relationship between transportation and land use. The amendment provides for sustainable transportation options that encourage a variety of modes of transportation, with land uses that support future transit opportunities. The amendment also supports future regional transportation goals.

### **Ensure Efficient Provisions of Services**

The amendment considers the servicing and transportation network for the area to ensure the cost effective and efficient delivery of services. Important regional transportation corridors such as Highway 625 will be protected within this amendment as access to the development will be off local roads. The municipality will coordinate municipal services within the region. Existing physical infrastructure will be extended to maximize the use of existing infrastructure for this area.

### **Support Regional Economic Development**

Beaumont has minimal land currently available for large format commercial use that is readily available. This amendment will allow Beaumont to create more commercial lands to sustain a variety of economic development opportunities. This will help contribute to the regional economy and attract and retain the workforce. The commercial land has been strategically aligned with Highway 625 to ensure that the movement of goods has a strong regional connection to support the region's prosperity.

### **Alignment with Municipal Plans**

This Plan amendment has been proposed to allow the Beau Val Park/Beaumont Lakes South ASP proceed. This amendment will assist the Town in achieving its Economic Development Strategic Outcomes within the Strategic Plan to move Beaumont's current residential/non-residential tax base ratio of 95:5 towards a preferred ratio of 80:20. This amendment also supports parks planning principles within Beaumont's Open Space and Trails Master Plan.

### **New 2017 Municipal Development Plan: Our Complete Community**

Beaumont is currently working on updating the entire Municipal Development Plan called *Our Complete Community*; however, this amendment is required in the interim so that development may proceed in

the Beau Val Park/Beaumont Lakes neighbourhoods. The proposed amendment is consistent with the draft Municipal Development Plan, which will be submitted to the Capital Region Board in the near future.

## Process

The MDP Amendment and ASP were circulated together to internal departments, external agencies including Alberta Transportation, and adjacent landowners. First reading of Bylaw 877-17 was held on January 10, 2017 and the Public Hearing was held on January 24, 2017.

## Section 5.4 of the Regional Evaluation Framework

When evaluating a statutory plan or statutory plan amendment under this section, the Board must consider:

<b>A) Compatibility of the development with the objectives of the Capital Region Growth Plan as set out in Section 11 of the Regulation;</b>	
(a) To promote an integrated and strategic approach to planning for future growth in the Capital Region;	Section 2.1 of the Beau Val/Beaumont Lakes ASP outlines how the Plan is in alignment with the Capital Region Growth Plan to ensure that Beaumont is growing with the region in an integrated way. The MDP amendment has been initiated to enable this amendment and is therefore also consistent with these principles.
(b) To identify the overall development pattern and key infrastructure investments that would (i) Best complement existing infrastructure, services and land use in the Capital Region, and (ii) Maximize benefits to the Capital Region	The utilities and roads align with existing and proposed systems, with available capacities and the roads and utilities are extensions of existing networks.
(c) To co-ordinate decisions in the Capital Region to sustain economic growth and ensure strong communities and a healthy environment	The land use provides a variety of business opportunities by increasing the amount of commercial lands (designated for both commercial and mixed use development) to serve both the local and regional area.
<b>B) Whether approval and full implementation of the statutory plan or statutory plan amendment would result in development that is consistent with all of the following:</b>	
(i) The Land Use Principles and Policies of the Capital Region Growth Plan including the provisions for: <ul style="list-style-type: none"> <li>• Buffer areas as shown on the Regional Buffers Area Map in the Capital Region Growth Plan;</li> <li>• Priority Growth Areas as shown on the Priority Growth Areas and Cluster Country</li> </ul>	<u>Regional Buffer Areas Map</u> Beaumont is not within any of the buffer areas identified in the Regional Buffer Areas map.  <u>Priority Growth Areas and Cluster Country Residential Areas Map/Density Targets</u> Beaumont is within Priority Growth Area Ce as identified on the Priority Growth Areas and Cluster Country Residential Areas. The Density target for

<p>Residential Areas map in the Capital Region Growth Plan;</p> <ul style="list-style-type: none"> <li>• Cluster Country Residential Areas as shown on the Priority Growth Areas and Cluster Country Residential Areas map in the Capital Region Growth Plan;</li> <li>• Density targets as outlined in the Capital Region Growth Plan; and</li> <li>• Outside Priority Growth Areas</li> </ul>	<p>Ce is 25-35 dwelling units/net residential hectares (du/nrh). The target density for the entire Beau Val/Beaumont Lakes plan area is approximately 25 units per net residential hectare, which is in range of the Capital Region Growth plan targets (PGA C<sub>E</sub> density targets between 25-35 dwelling units per net hectare), with the undeveloped area at approximately 38 dwelling units per net residential hectare. Beaumont is not part of the Cluster Country Residential Areas as identified on the Priority Growth Areas and Cluster Country Residential Areas map.</p>
<p>(ii) The regional population and employment forecasts in the Capital Region Growth Plan.</p>	<p>The Growth Plan indicates that Beaumont will have a population of 21,577 by 2044. It also predicted that Beaumont's population will be 15,578 by 2019, which Beaumont surpassed in 2016 (2016 Federal Census population: 17,396). These projections have been used to inform this amendment by recognizing the the growing need for diverse housing options, additional commercial lands for employment, and the need and location for infrastructure for this area.</p>
<p>(iii) The regional transportation network as show in the Regional Transportation Infrastructure map in the Capital Region Growth Plan.</p>	<p>The Regional Transportation Infrastructure Map identifies Highway 625 as an Existing Regional Road/Highway. This plan has been designed to protect that transportation route and manage its access. Primary access to the area will be provided by the extension of 30 Avenue eastward from 50 Street. All existing accesses to Highway 625 will be closed as development proceeds and no additional accesses will be allowed onto Highway 625 as a result of this amendment and the corresponding ASP.</p>
<p>(iv) The Intermunicipal Transit Network Plan of the Capital Region Growth Plan (Figures 8, 9, or 10 of the Capital Region Intermunicipal Network Transit Plan), and a Transportation Master Plan as approved by the City of Edmonton</p>	<p>The amendment is consistent with the Intermunicipal Transit Network Plan of the Capital Region Growth Plan (Figures 8, 9, 10). The Long Term Network suggests an intermunicipal bus route along 50 Street adjacent to this development. The ASP that has triggered this amendment suggests that a regional bus route would be possible at the 50 Street and 30 Avenue intersections.</p>
<p>(v) The regional infrastructure, and recreation, transportation and utility corridors as identified on the Regional Transportation</p>	<p><u>Regional Transportation Infrastructure Map</u> The Long Term intermunicipal bus line can be accommodated within the area along 50 Street.</p>

<p>Infrastructure, Regional Water and Wastewater Infrastructure, Regional Power Infrastructure, and Regional Corridors maps of the Capital Region Growth Plan.</p>	<p><u>Regional Water and Wastewater Infrastructure Map</u>  This area is not impacted by the existing and future water and wastewater lines.</p> <p><u>Regional Power Infrastructure Map</u>  This amendment will not interfere with the existing 138 kV Power Corridor identified.</p> <p><u>Regional Corridors Map</u>  None of the identified Regional Corridors identified affect Beaumont.</p>
<p>(vi) The boundaries and policies of Alberta’s Industrial Heartland Area plans and the Edmonton International Area Structure Plan</p>	<p>These plans are not applicable to Beaumont.</p>