

Ville de/TOWN OF BEAUMONT

**MUNICIPAL
DEVELOPMENT PLAN**

BY-LAW NO. 486-98

September 23, 1998

With amendments to
September 8, 2009

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

TOWN OF BEAUMONT

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;

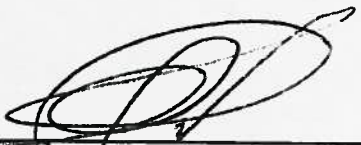
NOW THEREFORE, the Council of the Town of Beaumont, duly assembled, hereby enacts as follows:


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 29th day of July, 1998.

Read a second time in Council this 23rd day of September, 1998.

Read a third time in Council and finally passed this 23rd day of September, 1998.



Mayor

Municipal Secretary

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1. PURPOSE

The Municipal Development Plan is the primary land use plan for the Town. 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 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 By-law.

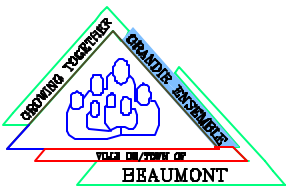
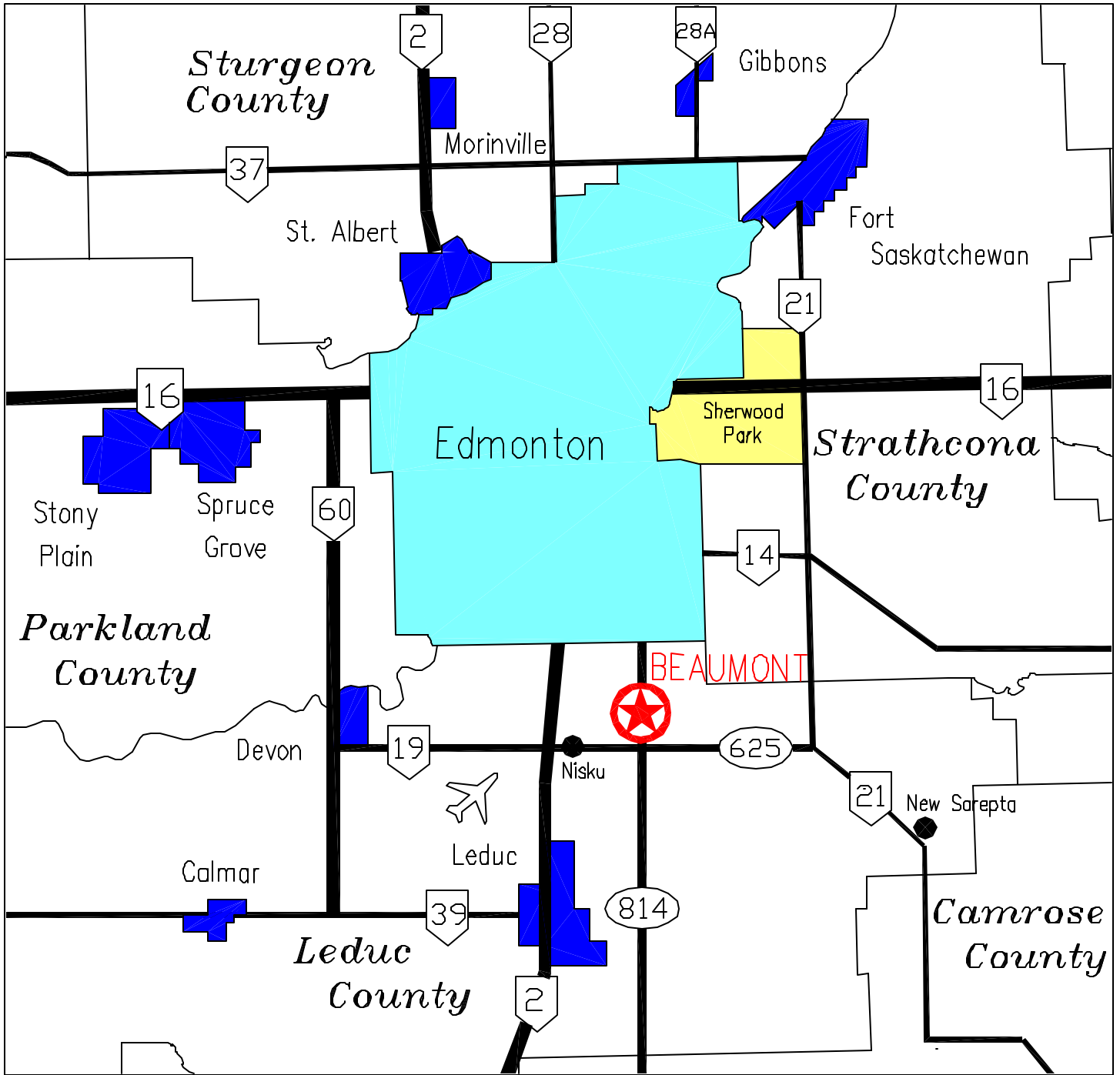
The Municipal Development Plan is being prepared now for several reasons. Firstly, the current General Municipal Plan is seven years old and needs updating to reflect change and to provide direction for the unsubdivided areas in the Town. Secondly, a major annexation is pending for the Town in 1998. When approved, the annexation will bring additional land into the Town which will require long range planning direction and coordination with existing services and development. Thirdly, the Municipal Government Act requires that municipalities with populations of 3,500 or greater, adopt a Municipal Development Plan. The Town is also moving forward, in cooperation with Leduc County, to conclude an Annexation Agreement and an Intermunicipal Development Plan.

This Plan builds on the foundation laid by the previous 1982 and 1991 General Municipal Plans to provide direction for the next five to ten years. It conforms with all requirements in the Municipal Government Act for municipal development plans.

The Municipal Development Plan becomes effective upon third reading of this By-law by the Town of Beaumont Council. The future land use policies apply to lands within the Town boundaries at time of By-law adoption. Policies for the proposed annexation area become effective upon the date contained in the annexation order. Policies for the “Intermunicipal Fringe Area” are as described in this Plan, or an Intermunicipal Development Plan adopted by the Town of Beaumont and Leduc County.

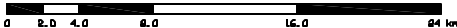
2. REGIONAL SETTING

Beaumont is a thriving community located 3.2 kilometres (2 miles) south of the City of Edmonton, 8 kilometres (5 miles) east of Highway 2 and less than 15 minutes from the Edmonton International Airport (see map 2.1 REGIONAL SETTING). Surrounded by farmland and Leduc County, it has excellent access via paved Secondary Highways 814 and 625 to the nearby employment centres of Edmonton, Nisku Business Park, the International Airport and City of Leduc.



1998

SCALE 1 : 400 000



TOWN OF BEAUMONT MUNICIPAL DEVELOPMENT PLAN

MAP 2.1 REGIONAL SETTING

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 residential community. 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 and 1988. By 1990, Beaumont's population had risen to 4,584, an increase of nearly one hundred fourteen per cent (114%) in the ten years, since becoming a town. Between 1986 and 1991, the number of residents rose over twenty-six per cent (26%), the highest urban rate in the Edmonton region, and four times the average rate for towns in Alberta. The change from 1991 to 1996 was also the highest rate of urban increase in the Edmonton metro area, at seventeen per cent (17%). The historical population figures are shown on TABLE 3.1 HISTORICAL POPULATION CHANGE.

3.2 PRESENT

Rapid growth has continued to characterize and shape Beaumont. The anticipated 1998 annexation will add approximately 453 hectares (1,120 acres), resulting in a community that will be 10.2 square kilometres (4 square miles) in size. Although one of the smaller urban centres in the Edmonton metropolitan region, Beaumont consistently attracts proportionally more growth than other communities. It also has larger household sizes (3.5 persons), the youngest average resident age, and the highest percentage of population under 15 years of age. With slightly more than one per cent (1%) of the Edmonton area population, the Town absorbs over two per cent (2%) of the regional population growth. In the 1996 Federal Census, Beaumont had 5,810 residents, a figure which increased to 6,295 in the 1998 Municipal Census.

Beaumont attracts residential growth because of its strong visual appeal, bilingual school system, community atmosphere, amenities, extensive park and open space corridors network, close proximity to employment centres and competitive lot prices. It is not dissected by railways, truck routes or major highways, and has little industrial activity and/or highway commercial development. Architectural and design guidelines, based on a "French Village" concept, for multi-family residential, commercial and municipal buildings, have resulted in an attractive, cohesive visual theme.

TABLE 3.1 HISTORICAL POPULATION CHANGE

YEAR	POPULATION	PERSONS CHANGE/YEAR	PER CENT CHANGE/YEAR
1973	412		
1974	412 (no census)		
1975	532	120 (over 2 years)	28.5 (over 2 years)
1976	846	314	59.0
1977	1,045	199	23.5
1978	1,245	200	19.1
1979	1,546	301	24.2
1980	2,144	598	38.7
1981	2,622	478	22.3
1982	2,927	305	11.6
1983	3,202	275	9.4
1984	3,468	266	8.3
1985	3,723	255	7.4
1986	3,923	200	5.4
1987	3,996	73	1.9
1988	4,189	193	4.8
1989	4,386	197	4.7
1990	4,584	196	4.5
1991	4,952	368	8.0
1992	5,323	371	7.5
1993	5,564	241	4.5
1994	5,685	121	2.1
1995	5,747	62	1.1
1996	5,810	63	1.1
1997	5,810 (no census)		
1998	6,295	485 (over 2 years)	8.3% (over 2 years)
AVERAGE ANNUAL INCREASE		235 persons	12.4%

Source: Town of Beaumont Census and Statistics Canada Census

In June 1998, there were 1,794 housing units completed and 77 under construction for a total of 1,871 units; ninety-two per cent (92%) of which were single-family detached houses. Commercial development is concentrated along 50th Street and 50th Avenue in the Downtown area. Lands designated for a Business Park are located in the south part of Town and have access to Secondary Highway 625. The Town has over 70 hectares (173 acres) of parks, lakes, walking/cycling trails, municipal and school reserves, and a 65 hectare (160 acre) semi-private 18-hole golf course that is ranked 75th out of 1,800 public courses in Canada.

3.3 FUTURE

Future growth and development will build on and expand the present strengths of the community. In accordance with the mission statement in its Five Year Business Plan (1998 – 2002), Beaumont will “remain a growing, thriving community with a French heritage; a choice location in which to live, work, invest and play”. Its motto is “**Life is Better in Beaumont**”. The Business Plan’s vision is to:

- Maintain the quality of life and healthy lifestyles for residents.
- Commit to putting people before things.
- Value continuous improvement through support of citizens, volunteers, businesses and other organizations.
- Maintain the friendly, supportive, caring community atmosphere that initially attracted people to Beaumont.
- Insist on environmentally responsible developments.
- Welcome the emerging industries of the information age.
- Become the “community in the park.”
- Retain the French heritage.

It is Council’s intention to achieve the Mission and Vision through:

- Encouraging a safe, viable community.
- Supporting community needs by providing services and facilities.
- Ensuring financial stability by implementing plans which encourage growth and utilize a combination of reserves, revenue generation and taxes.
- Maintaining existing facilities to an acceptable level and standard.
- Ensuring the Town Administration has the attitude, skills and knowledge to fulfill the Mission, Vision and goals for the Town.
- Providing leadership and inspiring others to act on the shared vision.
- Promoting and marketing activities which support the community.

Based on population increases experienced between the years 1986 and 1996, and between 1991 and 1996, high and low population growth projections are shown on TABLE 3.2 POPULATION PROJECTIONS.

TABLE 3.2 POPULATION PROJECTIONS*

RATE OF INCREASE	YEAR 2001	YEAR 2006
LOWER (based on 5 year increase from 1991-1996 of 17.3%, or 3.5% per year uncompounded)	6,800	7,800
HIGHER (based on 10 yr. increase from 1986 to 1996 of 47%, or 4.7% per year uncompounded)	7,200	8,500

*Projected populations are rounded to the nearest hundred.

4. GROWTH CAPACITY

4.1 SERVICING CAPACITY

All of Beaumont's services have capacity for major growth. The Town's water supply, sanitary sewer and solid waste disposal are supplied by regional utility systems, 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, the Town obtains treated water from the E.L. Smith Water Treatment Plant in Edmonton. There is capacity in the Town's connecting supply line for a population of 14,000, after which a new water main is required, which will handle growth to a population of 24,800 (see map 12.2. MUNICIPAL UTILITIES in Section 12).

The Town's sewage is disposed of by the Capital Region Sewage Commission at the Goldbar Wastewater Treatment Plant in Edmonton. A new sanitary trunk line was installed in 1998, providing additional capacity from the N.W. quadrant to the regional line. Upgrading of the sewage outfall, when required, is the responsibility of the Capital Region Sewage Commission.

Stormwater is controlled by a series of linked wet and dry ponds which release into the LeBlanc drainage canal and then Irvine Creek. This management system will be extended into the annexation area. The guidelines and standards used will be comparable with the system developed for Coloniale Estates, and conform with the stormwater management requirements of Alberta Environmental Protection.

Solid waste is disposed of through the Leduc and District Regional Landfill Authority. The landfill site is located in Leduc County, and is not expected to reach capacity until the year 2016.

The major transportation access routes serving Beaumont are Secondary Highway 814 running north/south along and connecting to 50th Street in Edmonton, and Secondary Highway 625. The latter extends west, linking the Town's southern boundary with Nisku Business Park and Highway 2, and east to connect with Highway 21. Intersection improvements were made in 1998 to the Highway 2 overpass at Secondary Highway 625 to improve access from the north, and the Secondary Highway 625 twinning is planned for further extension east in Nisku Business Park. An overpass at Highway 2 and Ellerslie Road is planned for completion in 2001, which will improve access to the City for Beaumont commuters using Ellerslie Road. The planned rebuilding of Range Road 243, after annexation on the Town's future west boundary by Leduc County, will improve it to County gravel road standard. Future planning expects Secondary Highway 625 will be twinned from Highway 2 through Nisku to Beaumont, and Secondary Highway 814 twinned from Beaumont to Edmonton, when traffic volumes warrant.

The five Beaumont schools, including the high school, two junior high schools and two elementary schools, are operated by Black Gold Regional Schools. Ecole Secondaire Beaumont Composite High School and Ecole Bellevue School are located in the S.W.

quadrant, Ecole Beau Meadow School in the S.E quadrant, and Ecole J.E. Lapointe School and Ecole Coloniale Estates School in the N.E. quadrant.

The current total enrollment is 2,414 (ECS – 12), and the schools have capacity to accommodate approximately 2,645 students. Enrollment projections are shown on TABLE 4.1 SCHOOL ENROLLMENT AND CAPACITY. The high school is presently at capacity. An addition is planned which would increase capacity to a maximum of 1,000 students, pending provincial funding approval. When enrollment approaches that maximum, a new senior high school is expected to be built in the N.W. quadrant of the annexation area. A new school site is available in the N.E. quadrant on Coloniale Way, and will likely be developed as an elementary or junior high school in the near future, pending provincial funding approval.

TABLE 4.1 SCHOOL ENROLLMENT AND CAPACITY

SCHOOL		ENROLLMENT 1997/98	ESTIMATED CAPACITY
N.E.	Ecole J.E. Lapointe School (Grades 5 – 8)	392	500
	Ecole Coloniale Estates School (Grades 5 – 8)	362	410
S.W.	Ecole Bellevue School (Grades ESC – 4)	483	520
	Ecole Secondaire Beaumont Composite High School (Grades 9 – 12)	735	715
S.E.	Ecole Beau Meadow School (Grades ECS – 4)	442	500
TOTAL CAPACITY:		2,414	2,645

4.2 LAND SUPPLY AND ABSORPTION RATES

The Town of Beaumont is currently 5.6 square kilometres (2.2 square miles) in area. The supply of vacant unserviced land zoned for residential use is about 11 hectares (27 acres). There are approximately 4 hectares (10 acres) of vacant serviced commercial land and 19 hectares (48 acres) of unserviced land for a business park. The annexation in 1998 will

increase the Town's size by approximately 453 hectares (1,120 acres) to 10.2 square kilometres (4 square miles) in total.

The absorption rate for residential land has been exceeding 4 hectares (10 acres) per year. The rate of commercial land absorption is less because most of the new commercial development, aside from the new IGA, has involved redevelopment of existing sites in the Downtown. Residential lot density averages about 12.75 units per gross hectare (5 lots per gross acre). Average household size in June 1998 was about 3.5 persons, based on a population of 6,295, and 1,794 dwelling units. The average household size is expected to decrease slightly as the population base ages and family size decreases. The percentage of multi-family and adult-only units in the community is also expected to increase.

In June 1998, there were only 78 serviced residential lots available for development, including: 37 in the N.E. quadrant, 4 in the N.W. quadrant, 21 in the S.E. quadrant and 16 in the S.W. quadrant. The existing vacant and potential lots, and the potential population which may be created in the undeveloped areas of Beaumont and the land expected to be annexed, are shown on TABLE 4.2 POTENTIAL AND EXISTING VACANT LOTS AND POPULATION.

4.2 POTENTIAL* AND EXISTING VACANT LOTS AND POPULATION*

QUADRANT		POTENTIAL* AND EXISTING VACANT LOTS	HOUSE-HOLD SIZE	POTENTIAL* POPULATION
N.E.	Coloniale I, II & III	21	3.5	74
	Coloniale remainder	930	3.5	3,325
	Citadel Phase 1	15	3.5	53
	Citadel remainder	216	3.5	758
N.W	Westview	2	3.5	7
	Dansereau (462 acres)	2310*	3.2	7,392*
S.W.	Brookside Phase II	11	3.5	39
	Brookside III	38	3.5	133
	Westbrook	75	3.5	263
	Dansereau (90 acres)	450	3.2	1,440
	Goudreau (142 acres)	710*	3.2	2,272*
	Taylor (60 acres)	300*	3.2	960*
	Vallee (5 acres)	25*	3.2	80*
S.E.	Glen Parc	19	3.5	67
	Beausites	1	3.5	4
	Caradon	1	3.5	4
	Goudreau (35 acres)	175	3.2	560
	Tree Farm (8 acres)	40	3.2	128
	Beaumont Land (72 acres)	360*	3.2	1,152*
	Martin (30 acres)	150*	3.2	480*
	Royer (178 acres)	890*	3.2	2,848*
	Schedler (78 acres)	390*	3.2	1,248*
TOTALS		7,129		23,287

*Note: These lands and populations are located in the annexation area. Amounts of land for future residential use are approximate and in accordance with map 5.1 FUTURE LAND USE CONCEPT. A factor of five lots per gross acre is used in estimating the number of lots that may be created from lands currently unsubdivided.

5. DEVELOPMENT STRATEGY

Beaumont is expected to grow steadily for several decades, exceeding 8,500 population by 2006. In addition to relying on in-migration of new residents and family formation for its growth, the Town must also meet the needs of the elderly, “empty nesters” and young adults, especially their housing requirements.

The past pattern of development of efficient concentric growth from the axis at 50th Street and 50th Avenue will be perpetuated and strengthened by the anticipated annexation of lands in the N.W., S.W. and S.E. quadrants. This 10.2 square kilometres (4 square miles) configuration was envisioned and planned for in the Town’s first General Municipal Plan (1982). It also represents a long standing desire of the landowners in the annexation area for urban development of their property

The annexation will provide for the continuation and eventual completion of a second ring road, linking all four quadrants of the community. It will also ensure there is competition among developers of residential, commercial and business park lots, and a variety of choices available to property purchasers.

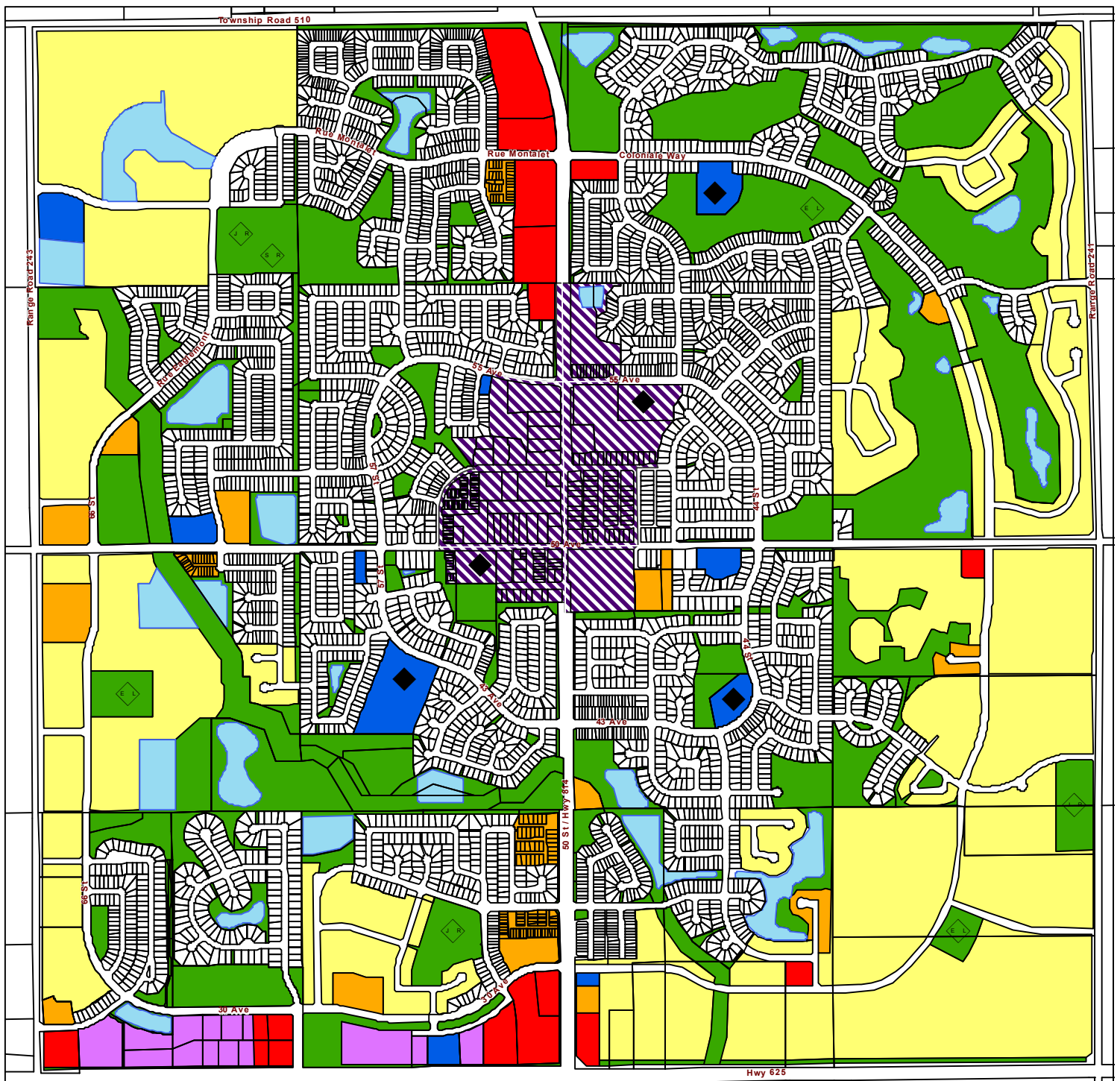
The development strategy focuses on five main functional areas for the community, including: residential areas, downtown area, business park, parks/recreation/open space areas and intermunicipal fringe areas. Urban design and community image, important elements common to the five functional areas, are addressed, as are roadways, municipal utilities, and institutional needs.

With the pending 1998 annexation, Beaumont will have sufficient land to plan comprehensively for growth and development for the next 30 to 40 years. Map 5.1 FUTURE LAND USE CONCEPT illustrates the general intent for future uses of the land.

The land uses, identified in the Plan and shown on the FUTURE 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.

The size, configuration and boundaries of the proposed use areas, reserves, roadways, utility corridors, and open space linkages are conceptual. Precise delineation of boundaries will occur in a more detailed level of plans (e.g. Outline Plans, Area Structure Plans and Plans of Subdivision). The FUTURE LAND USE CONCEPT map is not intended to be amended on a site-specific basis, but updated periodically as part of a comprehensive review of the Plan. An amendment may be required for a major change in land use.











According to the Alberta Energy and Utilities Board, there are no sour gas facilities to constrain subdivision or development in the pending annexation area.



The Town of Beaumont

Municipal Development Plan
 Map 5.1 Future Land Use Concept
 Revised September 2009

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.

- | | |
|--|--|
|  Water Bodies |  Reserves & Public Utilities |
|  Business Park |  Residential |
|  Commercial |  Land Uses in accordance with Central Area Redevelopment Plan |
|  Institutional |  Future Schools |
|  Multi-Family |  Existing Schools |



6. URBAN DESIGN AND COMMUNITY IMAGE

6.1 ISSUES

The challenge facing the Town is to balance steady growth with preserving the strong sense of community, and to balance expansion with sufficient revenues to support municipal infrastructure assets.

6.2 OBJECTIVES

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

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

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

6.3 POLICIES

6.3.1 The Town will provide a visually and functionally attractive urban environment for residents, business growth and visitors.

6.3.2 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.

6.3.3 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.

6.3.4 The French Village theme concept, as outlined in the Town's French Village Design Guidelines (1992), 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 the Town.

6.3.5 The French Village theme naming convention will be applied to streets and avenues in new areas.

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

6.3.7 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.

6.3.8 Significant natural landforms and amenities, such as native tree stands, vistas, water bodies should be conserved where feasible, and integrated into the Town's park and open space system.

6.3.9 The Town 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

7.1 ISSUES

Beaumont is a young, family-oriented community, with predominantly single-family detached residential units. Although the demand for this product is very 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.

7.2 OBJECTIVES

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

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

7.2.3 To maintain a high population density per square kilometer, and provide for a transition between low density and higher density housing.

7.3 POLICIES

7.3.1 The Town will require submission of Area Structure Plans (or similar planning documents) prior to redesignation and subdivision for major new residential development (see map 5.1 FUTURE 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 The Town 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. Lots with similar widths and housing design should be grouped to form definable clusters or units, such as on a cul-de-sac or along a block.

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, the Town 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.

8. COMMERCIAL AREAS

8.1 ISSUES

Beaumont has two commercial nodes, at the North and South entrances along 50th Street. The challenge is to support the strengthening and renewal of the Central Area Redevelopment Plan, while carefully managing highway and neighbourhood commercial development.

8.2 OBJECTIVES

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

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

8.3 POLICIES

8.3.1 Mixed use development will be located in the Downtown area, in accordance with the Central Area Redevelopment Plan.

8.3.2 The Town 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.

8.3.3 All development and redevelopment proposals in the Downtown shall:

- a) Conform with the Central Area Redevelopment Plan;
- b) Conform with the French Village Design Guidelines;
- b) Respect the prominence of the St. Vital Church site as the community visual focal point; and
- c) Protect the views of, and from, the hilltop.

8.3.4 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.

8.3.5 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

9.1 ISSUES

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 the Town's residential tax base, and to provide more employment opportunities within the community.

9.2 OBJECTIVE

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

9.3 POLICIES

9.3.1 The Town will actively promote business development opportunities in cooperation with the business sector, developers and organizations such as the Metropolitan Edmonton Economic Development Team, Leduc-Nisku Economic Development Authority, and the Alberta Capital Region Alliance.

9.3.2 The Town encourages the development of a Business Park located in the S.W. quadrant adjacent to Secondary Highway 625 and the proposed outer ring road. Prior to further subdivision or major development, an Area Structure Plan may be required (see map 5.1 FUTURE LAND USE CONCEPT).

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

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

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

9.3.6 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.

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

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

10. PARKS, RECREATION AND OPEN SPACE

10.1 ISSUES

Beaumont has a well-developed system of parks and open space (see MAP 10.1 PARKS, RECREATION AND OPEN SPACE). Major facilities include the Four Seasons Park, Coloniale Estates 18 hole semi-private golf course, and the Beaumont Regional Activities Centre for skating, hockey and curling. Four Seasons Park is 21 hectares (52 acres) in size and provides numerous facilities, including: a lake stocked with fish, two sand volleyball courts, five ball diamonds, a soccer field, Lions recreational vehicle park, playground, concession and washrooms. Many of the Town's parks are located in association with school sites, and linked by pedestrian walkways to residential areas and other activity nodes. The challenge is to further extend this system into the newly annexed areas, and to maintain and enhance the existing park and recreation assets.

10.2 OBJECTIVES

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

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

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

10.3 POLICIES

10.3.1 The Town 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, the Town 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)

10.3.2 Within the limitations of its capital and operating budgets, the Town 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.

10.3.3 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.

10.3.4 The Town, in conjunction with Leduc County, will protect the LeBlanc drainage canal for its regional stormwater drainage function, to buffer different land uses, to

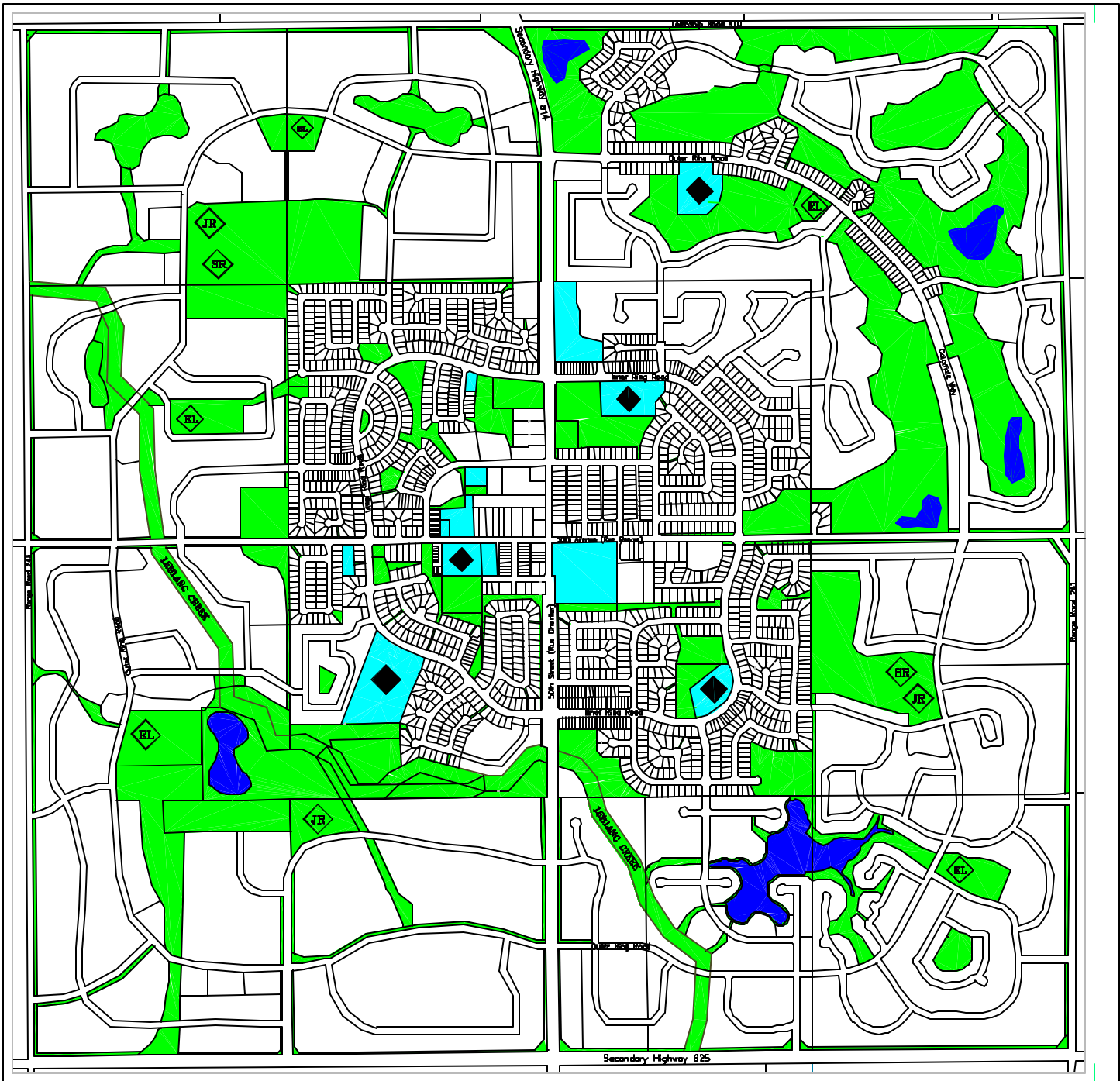
permit continued development of major open space corridors, and to provide an open space amenity area for the proposed Business Park.

10.3.5 The Town 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.

10.3.6 The Town will work with Leduc County to encourage linkage of the Town's open space and walkway system with Edmonton's extensive trail network and the Trans-Canada Trail, e.g. via the LeBlanc drainage canal right-of-way and bikeways on Secondary Highway 814.

10.3.7 The Town will consider developing one or more toboggan hills in each quadrant of the Town 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.

10.3.8 The Town 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 the Town; and, create a marketable quality of life amenity for the Town. On June 12th, 2001, the Council approved the Town of Beaumont Master Trail Plan to guide the development of a trail network. (Please refer to appendix "A" for the complete document).



**TOWN OF BEAUMONT
MUNICIPAL DEVELOPMENT PLAN
MAP 10.1
FUTURE LAND USE CONCEPT**

YOUR TOWN/TOWNSHIP OF
BEAUMONT

SCALE 1 : 16 000

0 50m 100m 200m 400m

NO NET REPRODUCTION WITHOUT PERMISSION APPROVED AS OF FEBRUARY 2010

- FUTURE SCHOOLS
- SCHOOLS
- INSTITUTIONAL
- WATER BODIES
- OPEN SPACE

THIS IS A CONCEPTUAL MAP ILLUSTRATING THE INTENDED STRUCTURE OF URBAN DEVELOPMENT. IT DOES NOT IDENTIFY EXACT LOCATIONS OR PROVIDE SITE SPECIFIC DIRECTION TO LAND USE REGULATION.

11. INSTITUTIONAL AREAS

11.1 ISSUES

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 in all five schools. The next elementary or junior high school will likely be developed in the N.E. quadrant on Coloniale Way. The next high school is expected to be constructed in the N.W. quadrant in the annexation area. The existing and proposed school sites are shown on map 10.1 PARKS, RECREATION AND OPEN SPACE. The challenge will be to continually expand the facilities, such as schools, churches, and programs in time to meet the needs of residents, and to help them integrate into the community.

11.2 OBJECTIVES

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

11.2.2 To encourage a high level of community involvement.

11.3 POLICIES

11.3.1 The Town 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.

11.3.2 The Town supports the use of joint agreements with the School Authorities, Black Gold Regional Schools and St. Thomas Aquinas Roman Catholic Separate Regional Schools, to make effective use of existing and future facilities in the Town.

11.3.3 Unless otherwise provided for in a school site reserve/joint use agreement between the Town and the School Authorities, Black Gold Regional Schools and St. Thomas Aquinas Roman Catholic Separate Regional Schools:

- a) Reserve land acquired by the Town shall be registered as municipal reserve, (see also PARKS, RECREATION AND OPEN SPACE POLICY 10.3.1);
- b) Consultations will occur prior to subdivision, and during the planning and design of schools, school building sites, joint use grounds and Town facilities located on joint use grounds;
- c) Both the school building site and joint use grounds shall be determined at time of subdivision;
- d) In providing reserve land for schools sites, the Town will use its best efforts through the subdivision process to acquire the school building sites and related joint use lands at no cost to the school authority and the Town will work with the School

Board Authorities in the allocation of municipal reserve lands for school and park purposes.

11.3.4 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.

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

11.3.6 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. ROADS, WALKWAYS AND UTILITIES

12.1 ISSUES

The backbone of the Town's roadway system is formed by the 50th Street (north/south) and 50th Avenue (east/west) arterials. Secondary Highway 625 paralleling the south boundary is the other major arterial for the community and rural traffic. A key feature of the internal roadway system is the inner and outer ring roads. The inner ring road is in place in all four quadrants, and the outer ring road is nearly complete in the N.E. quadrant (see map 12.1 ROADS).

The Town receives water and sewer services from regional commissions which will provide additional capacity when required by growth in the community. Locations of water mains and sanitary sewer trunk lines for the expansion areas are expected to generally parallel the future outer ring road (see map 12.2 MUNICIPAL UTILITIES), but may change if the proposed transportation and utilities study is undertaken (see POLICY 12.3.1).

The challenge will be to ensure the services are in place in the appropriate phasing to facilitate new development, and that the development will generate sufficient tax revenue to support the capital, operating and replacement costs of the roadway and municipal utility systems.

12.2 OBJECTIVES

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

12.2.2 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.

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

12.2.4 To connect activity nodes (residential areas, recreation facilities, education sites, business areas, natural areas) with green spaces and walkways.

12.3 POLICIES

12.3.1 The Town should have a transportation and utilities study prepared after annexation to provide detailed infrastructure direction for the future location and design of major roads, underground trunk utility lines, and storm drainage channels and ponds for the annexation areas.

12.3.2 The major components of the Town's roadway system will be the north/south (50th Street) and east/west (50th Avenue) arterials, the inner and outer collector ring roads, Secondary Highways 625 and 814, and the perimeter roads (Range Road 241, Range Road 243 and Township Road 510) after annexation (see map 12.1 ROADS).

12.3.3 Upgrading of the existing and proposed boundary gravel roads to higher standard will likely be required to handle increased commuter traffic and truck bypass traffic. After annexation, Leduc County proposes to rebuild Range Road 243 between Township Road 510 and Secondary Highway 625 on the new west boundary of the Town. Township Road 510, on the north boundary, will also require some improvement. The 50th Avenue extensions to the west and east boundary roads will need upgrading in future to accommodate increased volumes.

12.3.4 The Town will require that Area Structure Plans or other detailed plans for new development areas identify the hierarchy of roadways and municipal utilities, and ensure that they are compatible with existing roadway and utility systems. The Area Structure Plans should also provide information on the financial impact of the proposed development on the Town, and specifically, the cost of operating and replacing municipal infrastructure, and anticipated tax revenues required to support the new development.

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

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

12.3.7 The Town places a high priority on continued development of a continuous pedestrian walkway system, linking activity areas with the open space system, and connecting neighbourhoods with the two ring roads and Town boundary. This applies to both new development areas and those already subdivided and developed. Options such as use of public utility lots, public utility rights-of-way, land exchanges, municipal and environmental reserves, and environmental or conservation easements will be considered.

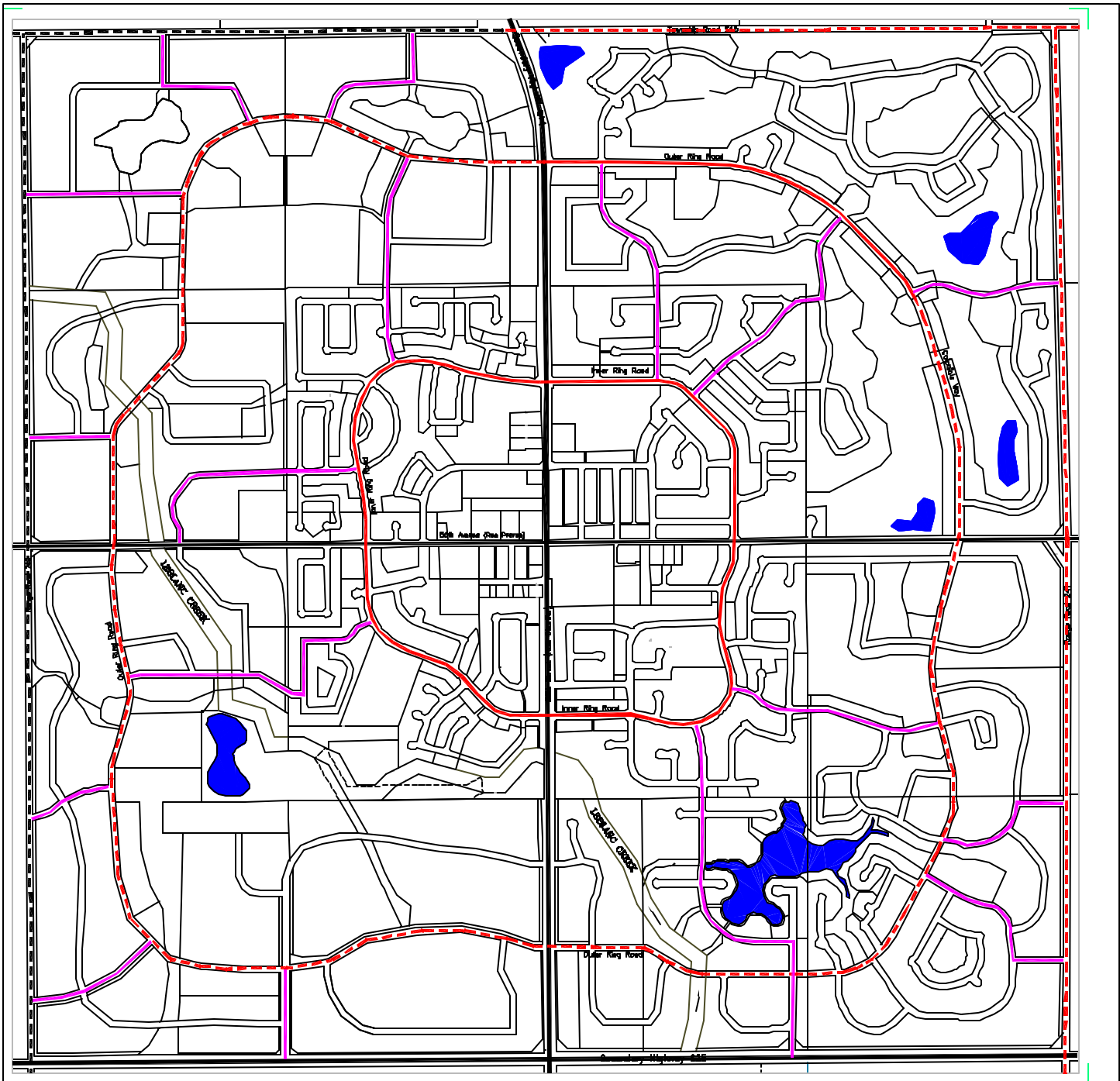
12.3.8 The Town will work with the Capital Region Sewage Commission and Capital Region Southwest Water Services Commission to ensure the development of regional systems meet Beaumont's growth requirements. An additional sanitary trunk line was installed in 1998, extending west along 52nd Avenue to the regional outfall line, to provide extra capacity to handle storm inflow and infiltration.

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

12.3.10 The Town will ensure that stormwater drainage is managed so that the surface discharge conforms with Alberta Environmental Protection standards, and stormwater and groundwater inflows and infiltration to the sanitary system are controlled.

12.3.11 The Town 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.

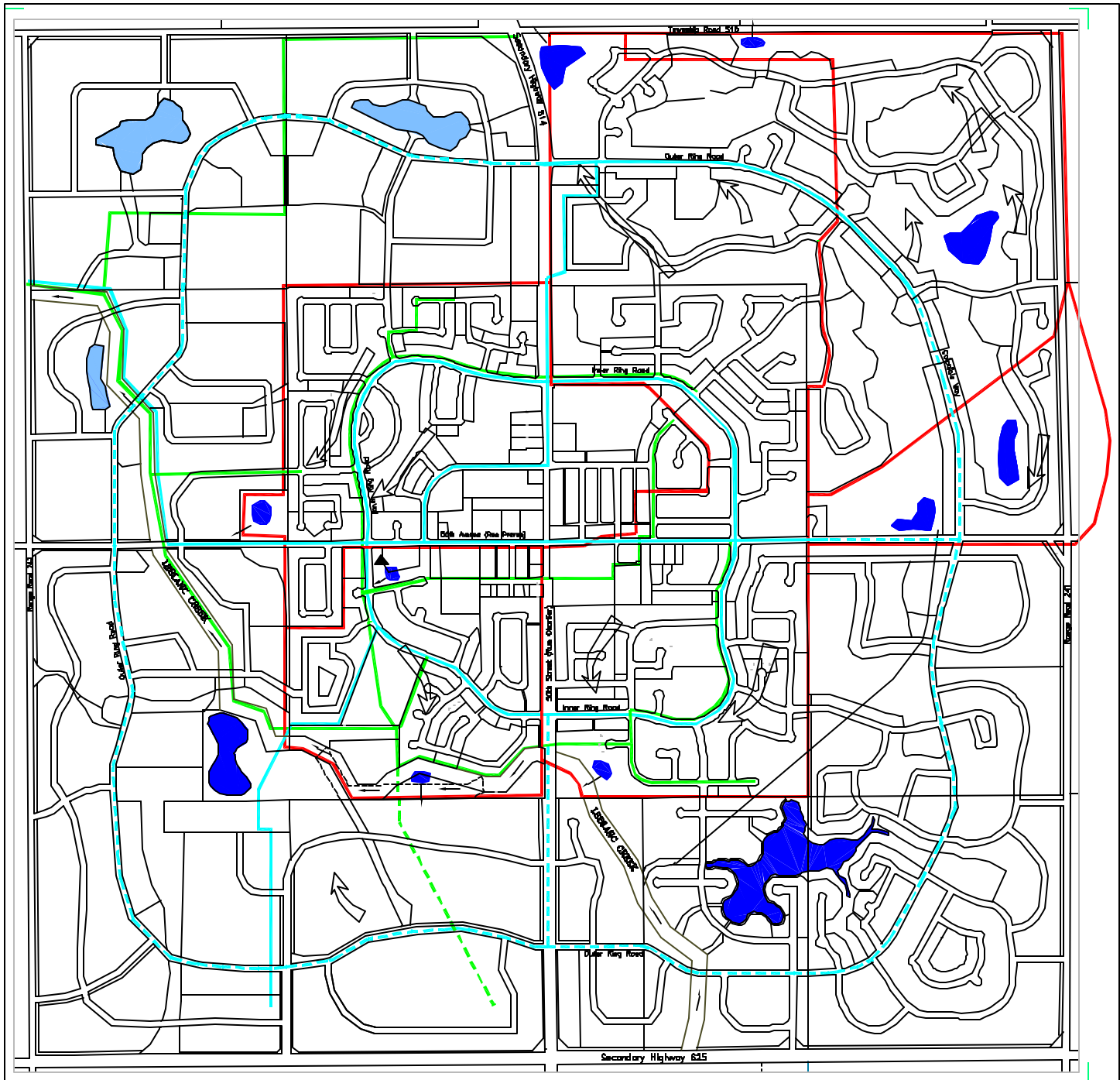
12.3.12 Future public works facilities and maintenance yards may be located in the Business Park.


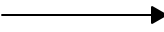










**TOWN OF BEAUMONT
MUNICIPAL DEVELOPMENT PLAN
MAP 12.1
MUNICIPAL UTILITIES**

- ARTERIAL (present)
- - - - - ARTERIAL (future)
- COLLECTOR (current major)
- - - - - COLLECTOR (future major)
- COLLECTOR (future minor)


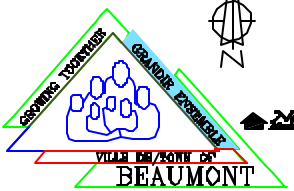
THIS IS A CONCEPTUAL MAP ILLUSTRATING THE INTENDED STRUCTURE OF URBAN DEVELOPMENT. IT DOES NOT IDENTIFY EXACT LOCATIONS OR PROVIDE SITE SPECIFIC DIRECTION TO LAND USE REGULATION.




-  Future storm management
-  Storm Pond
-  Outfall
-  Pumphouse
-  Directional Flow
-  Drainage Basin
-  Future sanitary sewer
-  Sanitary sewer
-  Future water trunk
-  Water trunk

**TOWN OF BEAUMONT
MUNICIPAL DEVELOPMENT PLAN
MAP 12.2
MUNICIPAL UTILITIES**

THIS IS A CONCEPTUAL MAP ILLUSTRATING THE INTENDED STRUCTURE OF URBAN DEVELOPMENT. IT DOES NOT IDENTIFY EXACT LOCATIONS OR PROVIDE SITE SPECIFIC DIRECTION TO LAND USE REGULATION.

SCALE 1 : 16000



13. INTERMUNICIPAL FRINGE AREA

13.1 ISSUES

Intermunicipal fringe area concerns between the Town and Leduc County have existed for several years over stormwater drainage, roadway costs and annexation issues. The Annexation Agreement between the two municipalities to increase Beaumont's size to 10.2 square kilometres (4 square miles) and Intermunicipal Development Plan for the fringe area (see map 13.1 FRINGE AREA) address these issues.

13.2 OBJECTIVES

13.2.1 To provide for sound planning and development decisions in the intermunicipal fringe area.

13.2.2 To increase consultation between the Town and Leduc County on planning and development matters of mutual interest, and reduce intermunicipal differences in the fringe area.

13.3 POLICIES

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

13.3.2 An intermunicipal fringe area will be located as shown on map 13.1 INTERMUNICIPAL FRINGE AREA.

13.3.3 The Town 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, aesthetics) on the County.

13.3.4 The Town will refer to Leduc County, and provide opportunity for comment, applications, requests, authorizations or proposals to adopt, accept, or amend any statutory plans, land use by-laws and outline plans affecting the intermunicipal fringe area, 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.




13.3.5 The above referrals must occur when completed applications are received by the Town, and allow three weeks for Leduc County to respond.

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

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



SCALE 1 : 40 000

 INTERMUNICIPAL FRINGE AREA
 ANNEXATION AREA
 EXISTING TOWN LIMITS

TOWN OF BEAUMONT
MUNICIPAL DEVELOPMENT PLAN
MAP 13.1
INTERMUNICIPAL FRINGE AREA

14. IMPLEMENTATION

14.1 The Municipal Development Plan will be implemented through the:

- a) Town of Beaumont Land Use By-law;
- 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) Five Year Business 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 By-law, 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. The Town's Land Use By-law should conform with the Municipal Development Plan.

14.3 The Town 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 The Town will refer a proposed amendment to this Plan for comment to:

- a) Leduc County, if the amendment affects lands in the Intermunicipal Fringe Area;
- b) Any public agency, whose interest Council considers relevant to the proposal; and
- c) Any other person or agency Council considers necessary.

14.5 Town Council will provide opportunity for public comment by way of Public Hearing prior to the 2nd reading of the adoption by-law for this Plan, or any amendment of the Plan, except if the amendment corrects minor errors and does not materially affect the by-law in principle or substance.

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

14.7 The Plan policies apply to the lands within the existing Town boundary and the adjacent Intermunicipal Fringe Area, as per Section 13. Policies for the annexation area will become effective on the date prescribed in the annexation order.

14.8 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 By-law.

14.9 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. The Town 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 Environmental Protection, Government of Alberta, and distributed under license to the Spatial Data Warehouse.

14.10 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 the Town.