

BYLAW 926-18  
APPROVED BY COUNCIL  
SEPTEMBER 11, 2018



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NEIGHBOURHOOD STRUCTURE PLAN

July 2018



prepared for:

**DREAM DEVELOPMENT**

prepared by:

**INVISTEC CONSULTING LTD.  
CALLIDUS DEVELOPMENT MANAGEMENT + ADVISORY  
BALANCE LANDSCAPE ARCHITECTURE**

in association with:

**CT & ASSOCIATES ENGINEERING  
FIERA BIOLOGICAL CONSULTING  
BUNT ENGINEERING**

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# SECTION 1



# INTRODUCTION

### 1.1 Purpose

The purpose of this Neighbourhood Structure Plan (NSP) is to guide future development through the description of development objectives and policies, land use concepts, engineering servicing and infrastructure for Elan.

### 1.2 Authorization & Planning Framework

The Elan NSP is preceded by the Elan Area Structure Plan (ASP), adopted by Council on November 28, 2017, as well as Beaumont's Municipal Development Plan (MDP), adopted by Council on November 28, 2017.

As per section 638 of the Municipal Government Act (MGA), all statutory plans must be consistent with each other, meaning the NSP must align with goals and policies in the ASP, MDP and MGA.

### 1.3 Location

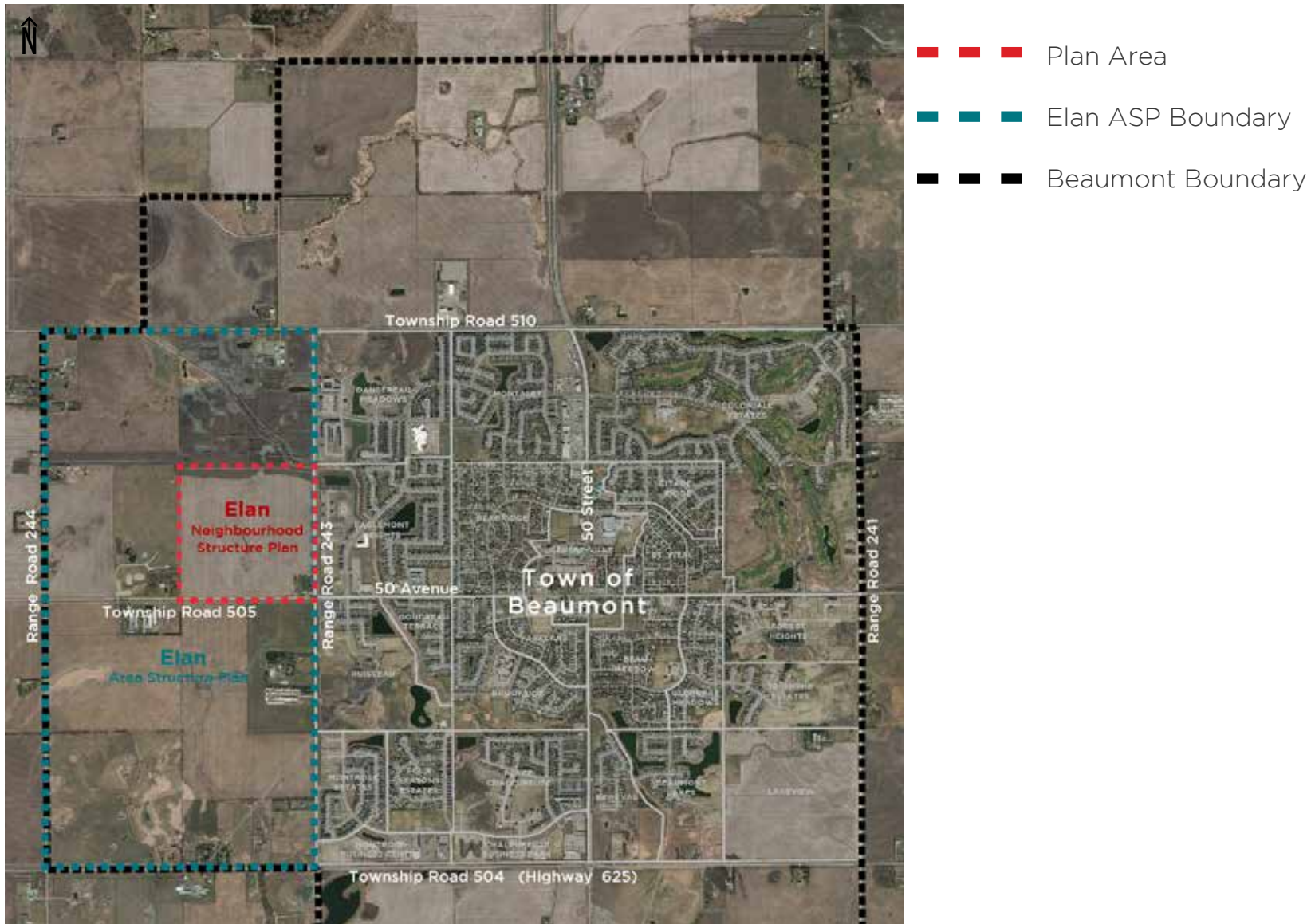
The Elan NSP is located within Beaumont's recently annexed lands west of the existing urban area, and is comprised of approximately 65.3ha of land within the central-southeast portion of the ASP. The plan area is defined by the following boundaries (see Figure 1 - Location):

- Northern boundary: Regional Sanitary Trunk Utility Right-of-Way (Plan Number 8420134)
- Eastern boundary: Range Road 243
- Southern boundary: 50th Avenue
- Western boundary: SW33-50-24-W4M

### 1.4 Ownership

As per Figure 2, the plan area consists of 3 privately owned parcels. The NSP was prepared on behalf of a private corporation who owns approximately 63.3ha of the total land in the plan area. The remaining lands are owned by non-participating landowners who have been consulted during the preparation of the plan.

# FIGURE 1 Location



Scale: N.T.S.

**FIGURE 2** Ownership

--- Plan Area

NUMBER	LEGAL DESCRIPTION	OWNER
1	SE33 50-24-4	Private owner
2	SE33 50-24-4	Private owner
3	SE33 50-24-4	Private owner



Scale: N.T.S.

## 1.5 Summary of Consultation

### 1.5.1 Public Meeting

A public meeting was held on June 20th, 2018 at Ken Nichol Regional Recreation Centre. The purpose of the meeting was to provide an opportunity for attendees to review the proposed Plan, the planning process and solicit questions, comments and concerns to the applicant and Town of Beaumont administration. Three (3) attendees signed in at the open house, however there were several others that attended but did not sign in. Only one feedback form was completed which indicated the need for weed control on stripped land, control surface run off and to increase the number of trees in the green spaces.



### 1.5.2 School Divisions

Consultation with the Black Gold Regional Division, STAR Catholic School Division, and Conseil Scolaire Centre-Nord were held in March 2018 to discuss each Division's requirements and current needs.

### 1.5.3 Stakeholder Consultations

In addition to the formal public meeting there have been several meetings with individual landowners and key stakeholders regarding the NSP. Separate meetings were held with the Beaumont and District Agricultural Society on June 4, 2018 and the owners of the Cheyenne Tree Farm on June 20, 2018. Attempts to meet with the owners of the land legally known as SE 33-50-24-W4 were made however no meeting has occurred. All of these groups were previously engaged during the Elan ASP process.

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# SECTION 2



## SITE CONTEXT



## 2.1 Existing & Adjacent Land Uses

The majority of the lands in Elan are currently used for agricultural purposes. There is a country residential parcel located within the southeast portion of the plan area.

To the east of the NSP is the developing residential community of Eaglemont Heights. To the west is the Beaumont and District Agricultural Society (BADAS), which is primarily used for private recreation and agricultural-related events. To the north is the existing regional sanitary sewer utility right-of-way and the Cheyenne Tree Farm. To the south across Township Road 505 / 50th Avenue are lands used for agricultural purposes.

## 2.2 Site Features

The majority of the lands have been cleared and are used for agricultural purposes. A low-lying drainage channel runs through the center of the plan area. There is an existing residence and accessory buildings located in the southeast portion of the plan area.

Two abandoned well sites are located in the southeast portion of the plan area. Chevron Canada Limited reported the two wells were shallow structural test holes drilled in 1951 to gather geologic formation information that were abandoned and reclaimed. A natural gas pipeline and related monitoring station are located immediately south of the plan area. All existing site features are shown on Figure 5.

## 2.3 Existing Infrastructure

The plan area is currently unserviced, with the country residential serviced through a water well and septic system.

## 2.4 Topography

The land within the plan area is generally flat with elevations ranging between 711m in the south and 707m in the north (see Figure 6 - Existing Topography). The lands drain from south to north towards the existing drainage canal located in the northeast portion of the plan area.

## 2.5 Environmental Overview










A Phase 1 Environmental Site Assessment (ESA) was prepared in support of the Elan ASP and submitted under separate cover. The Phase 1 ESA did not identify any areas of concern that warrant further investigation. Non-participating landowners will be required to submit ESA's or disclosure statements prior to the rezoning stage.



## Historical Resources

A Historic Resources Overview was submitted by the applicant to Alberta Heritage Resource Management in support of the ASP. It was determined no further investigation was required. Non-participating owners will be required to apply for clearance under the Historical Resources Act for their respective lands prior to rezoning.

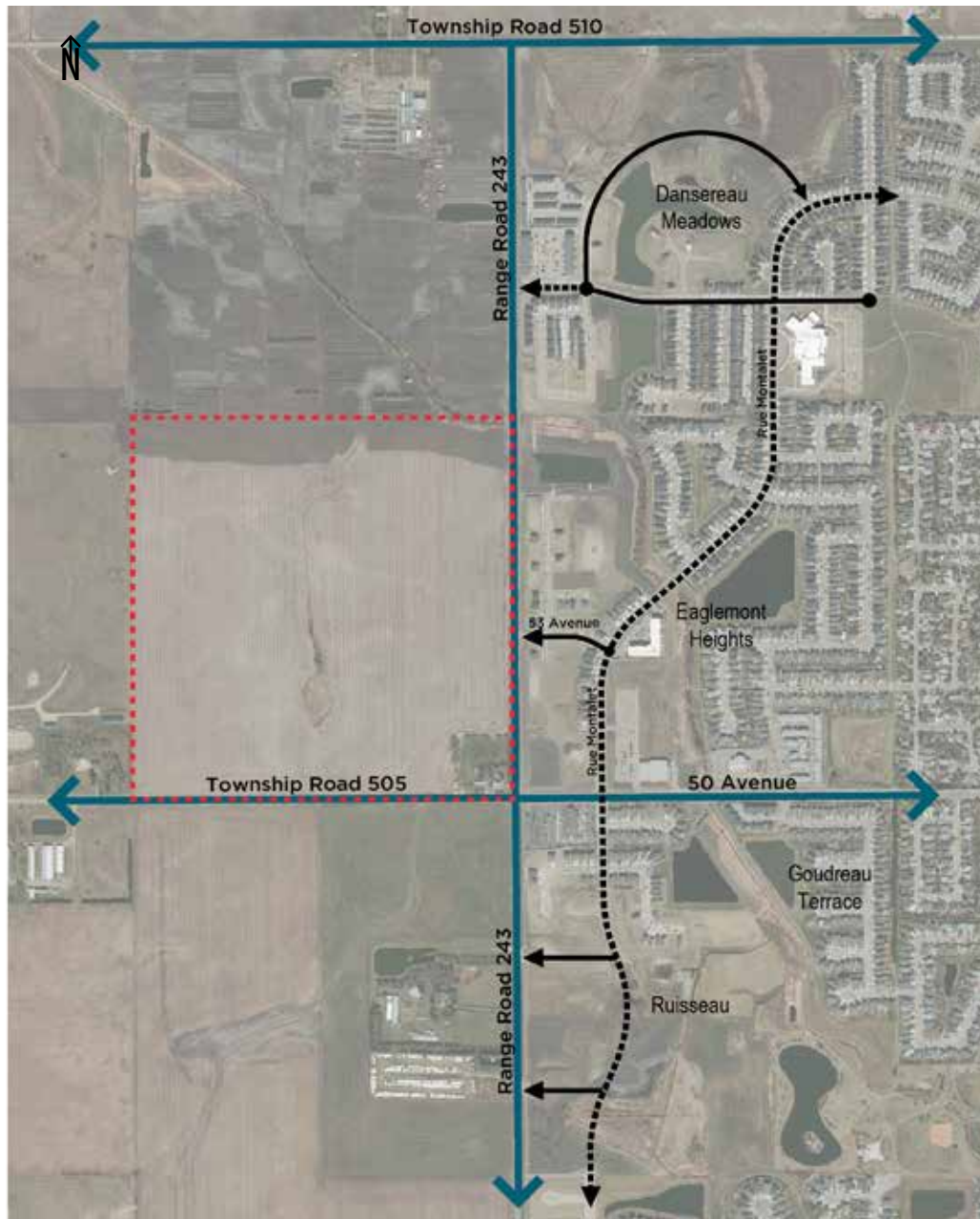
**FIGURE 3** Surrounding Land Uses

-  Plan Area
-  Low Density Residential
-  Medium Density Residential
-  Institutional
-  Drainage R.O.W.
-  Parks
-  Utility R.O.W.
-  Stormwater Facility
-  Future Residential



Scale: N.T.S.

**FIGURE 4** Existing Road Network



Scale: N.T.S.

- — — Plan Area
- — — Arterial Roadway
- - - Major Collector Roadway
- — — Minor Collector Roadway

**FIGURE 5** Existing Site Features

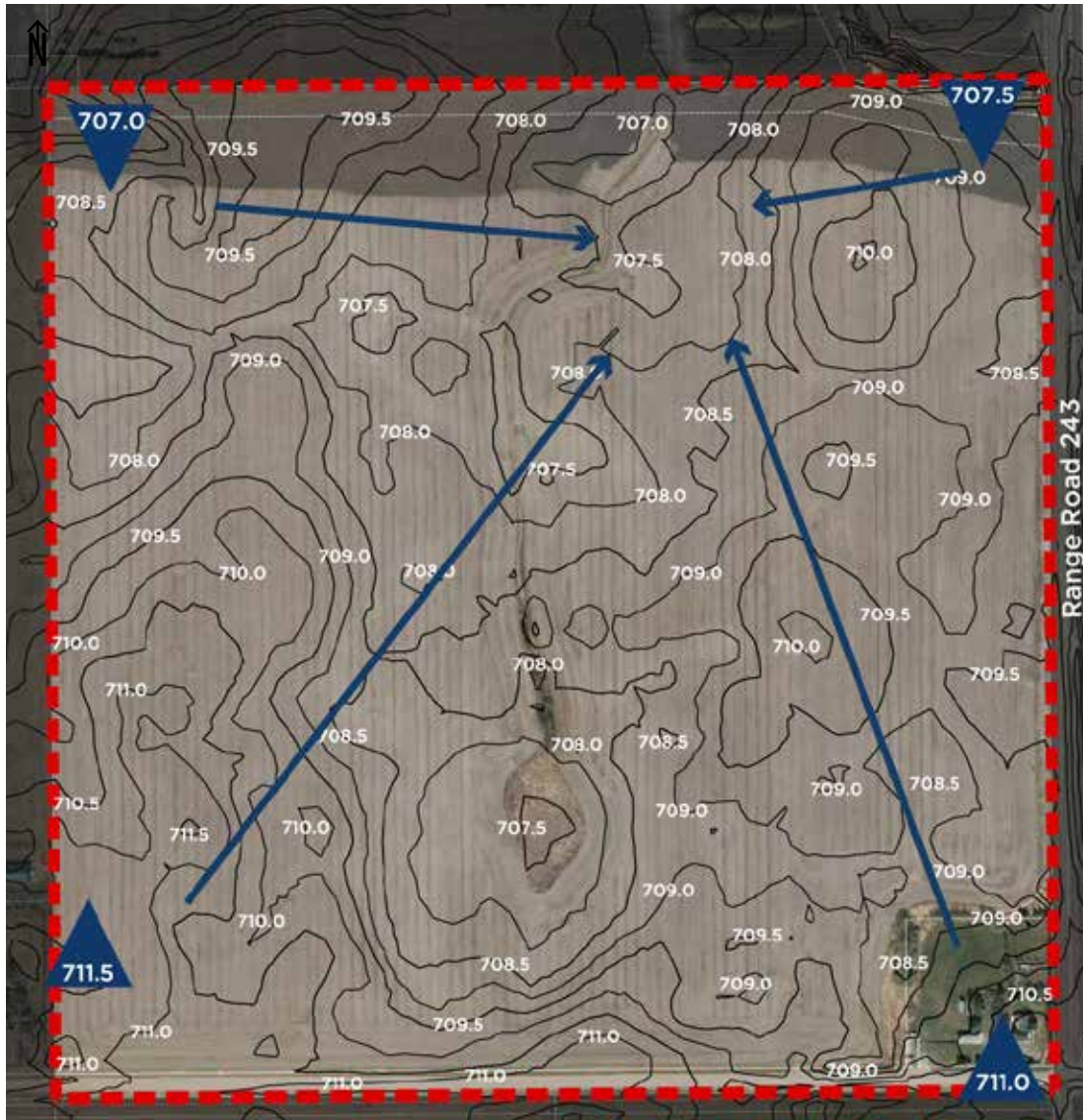
-  Plan Area
-  Utility R.O.W.
-  Drainage R.O.W.
-  Existing Low-lying Areas
-  Abandoned Wells



Scale: N.T.S.



# FIGURE 6 Existing Topography



- Plan Area
- Flow Direction
- High Point
- Low Point

Scale: N.T.S.

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# SECTION 3



## LAND USE

3.1

## Vision

**ELAN** is a vibrant, healthy, residential community situated in west Beaumont. The neighbourhood encourages a diverse mix of housing types, commercial and mixed-use land uses, transportation options, and an integrated system of parks and open spaces and a stormwater management facility to create focal points and gathering spaces for the use and enjoyment of residents and visitors.

3.2

## Land Use Concept

The Elan NSP is planned to be developed as a new residential neighbourhood with a mixed-use Urban Village and a commercial site, planned around an extensive network of parks and open spaces. The Urban Village will feature higher density residential and mixed land uses and become the primary focal point and destination area for the community.



## 3.3 Goals & Objectives

### 3.3.1 Inclusion and Diversity

- Establish a community that can accommodate people from diverse backgrounds, ages, and abilities
- Provide a range of residential uses that are attainable to a variety of income groups and households
- Establish a commercial node that serves as a destination and gathering place for the community

### 3.3.2 Connectivity

- Promote safe and efficient access to community amenities, schools, parks and open spaces, and transportation facilities
- Provides a variety of parks and open spaces to accommodate active and passive recreational activities
- Provide opportunities to accommodate a variety of transportation modes
- Provide logical and safe connections to adjacent existing and planned neighbourhoods













### 3.3.3 Sustainability

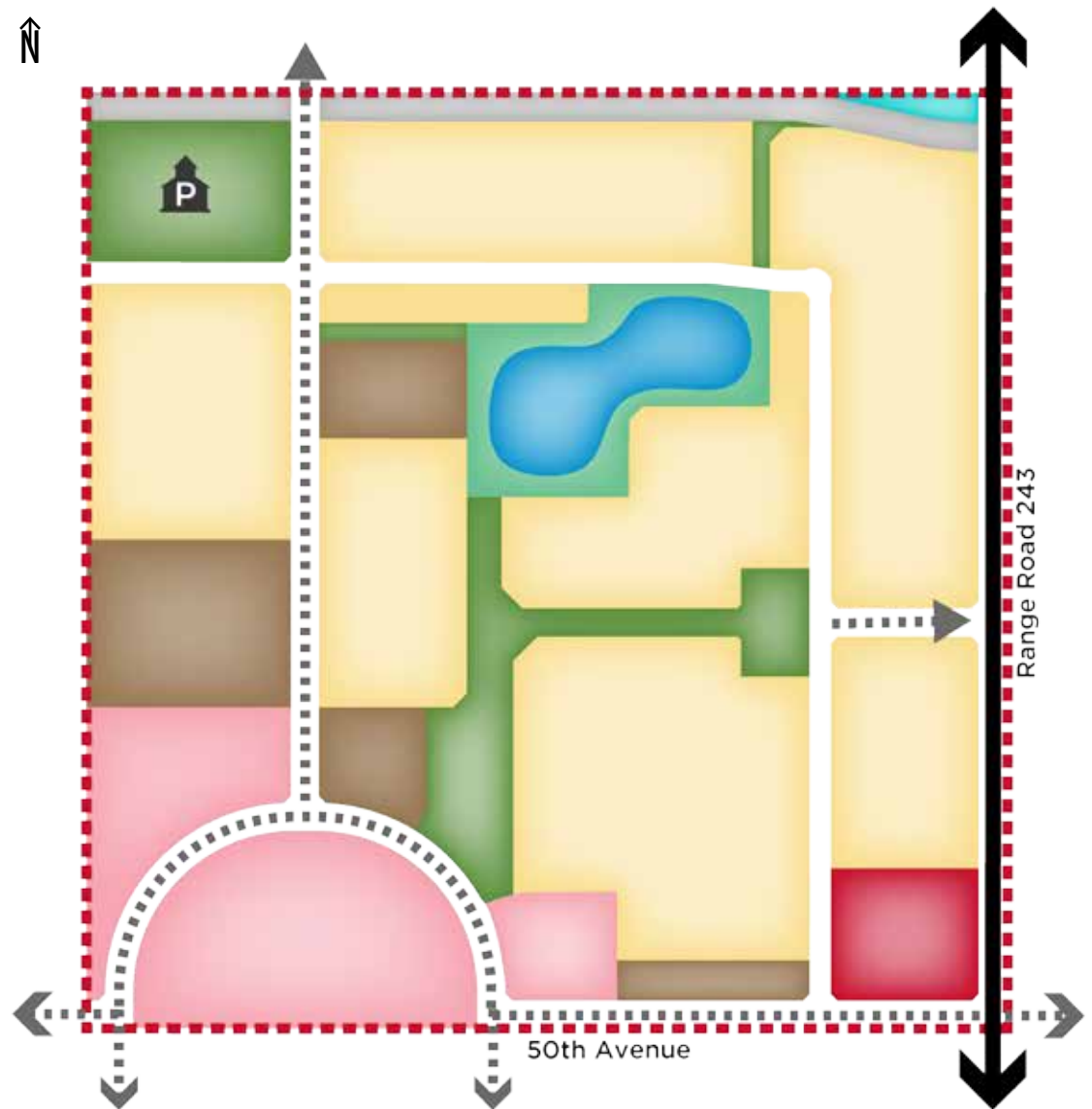
- Provide retail and employment uses to support the demands from local and surrounding residents
- Encourage a compact built form that better utilizes community and municipal infrastructure
- Encourage the preservation and integration of natural features with urban development

### 3.3.4 Safety

- Design walkway networks that provide safe routes to neighbourhood destinations and the school
- Design streets, buildings, parks, and open spaces that are attractive and safe
- Consider Crime Prevention Through Environmental Design (CPTED) principles where possible

**FIGURE 7** Land Use Concept

-  Plan Area
-  Low Density Residential
-  Medium Density Residential
-  Urban Village
-  Commercial
-  Municipal Reserve
-  School Site
-  Stormwater Management Facility
-  Utility R.O.W.
-  LeBlanc Canal
-  Collector Road
-  Arterial Road



\*Local roadway alignments are conceptual and subject to change.

## 3.4 Residential Land Use

The majority of the land uses within Elan NSP are planned for residential development which includes low and medium density housing. The Plan Area will feature a mix of residential types that caters to a diverse consumer market of varying economic levels and demographics. Low Density Residential uses shall consist of single detached and semi-detached housing located to take advantage of neighbourhood amenities including parks and open spaces, walkways and stormwater management facility. Medium Density Residential will be developed as row housing, stacked row housing and apartment housing forms. Medium Density Residential uses will be located along or adjacent to collector roadways, Urban Village and commercial areas and other neighbourhood amenities to support compact development and improve overall walkability.

### 3.4.1 General Residential Policies

- Residential densities shall meet or exceed the residential density target of 35 units per net residential hectare as established by the Edmonton Metropolitan Region Growth Plan
- Provide a variety of housing types and densities to meet the needs of different demographic profiles and income groups
- Encourage high quality design and architecture to create a timeless and aesthetically pleasing community

### 3.4.2 Low Density Residential (LDR) Policies

- Promote affordability by developing a more compact housing form
- Provide opportunities to develop secondary suites or garage suites within single detached housing
- Encourage a variety of single and semi-detached housing forms to create a more inclusive and diverse community

### 3.4.3 Medium Density Residential (MDR) Policies

- Encourage the development of a variety of Medium Density Residential housing forms
- Locate MDR uses to provide a transition between Low Density Residential and higher intensity land uses and to support future transit
- Buildings should be designed to frame public streets and provide an appropriate interface between adjacent land uses and community amenities
- Buildings shall be designed in accordance with the French Village Design Guidelines

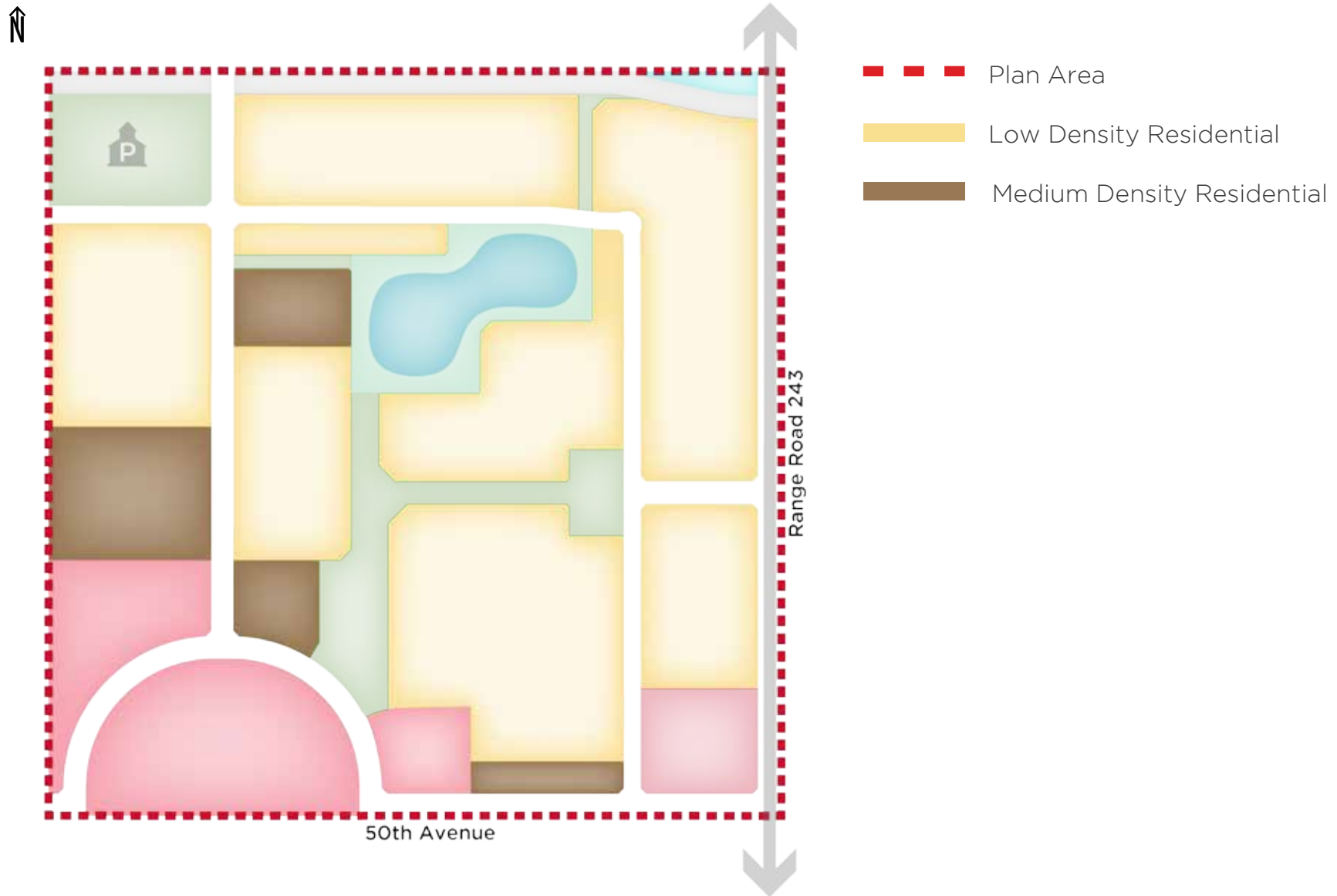


Locate buildings to frame public streets and amenities



Encourage the use of high quality architecture and landscaping

# FIGURE 8 Residential Land Uses



3.5

## School, Parks, Greenways, and Open Space

The NSP proposes a comprehensively planned open space network which consists of a school site, greenways, parks, and a stormwater management facility. These uses have been designed to become focal points and destination areas in the community.

Greenways and open spaces will be designed to encourage active, healthy lifestyles, and accommodate a range of activities that can be enjoyed year-round. Greenways and open spaces will provide connections to neighbourhood focal points and destination areas.

A stormwater management facility and utility ROW provides additional open space opportunities for the community. These features will be incorporated into the overall greenway and walkway network and may serve as additional amenity space for residents.

A portion of a school site, as planned in the Elan ASP, is located within the northwest portion of the plan area. The school site is connected to the community by a network of greenways and walkways and maintains frontage along a collector road. The site will remain as open space until it is required by the respective school boards.

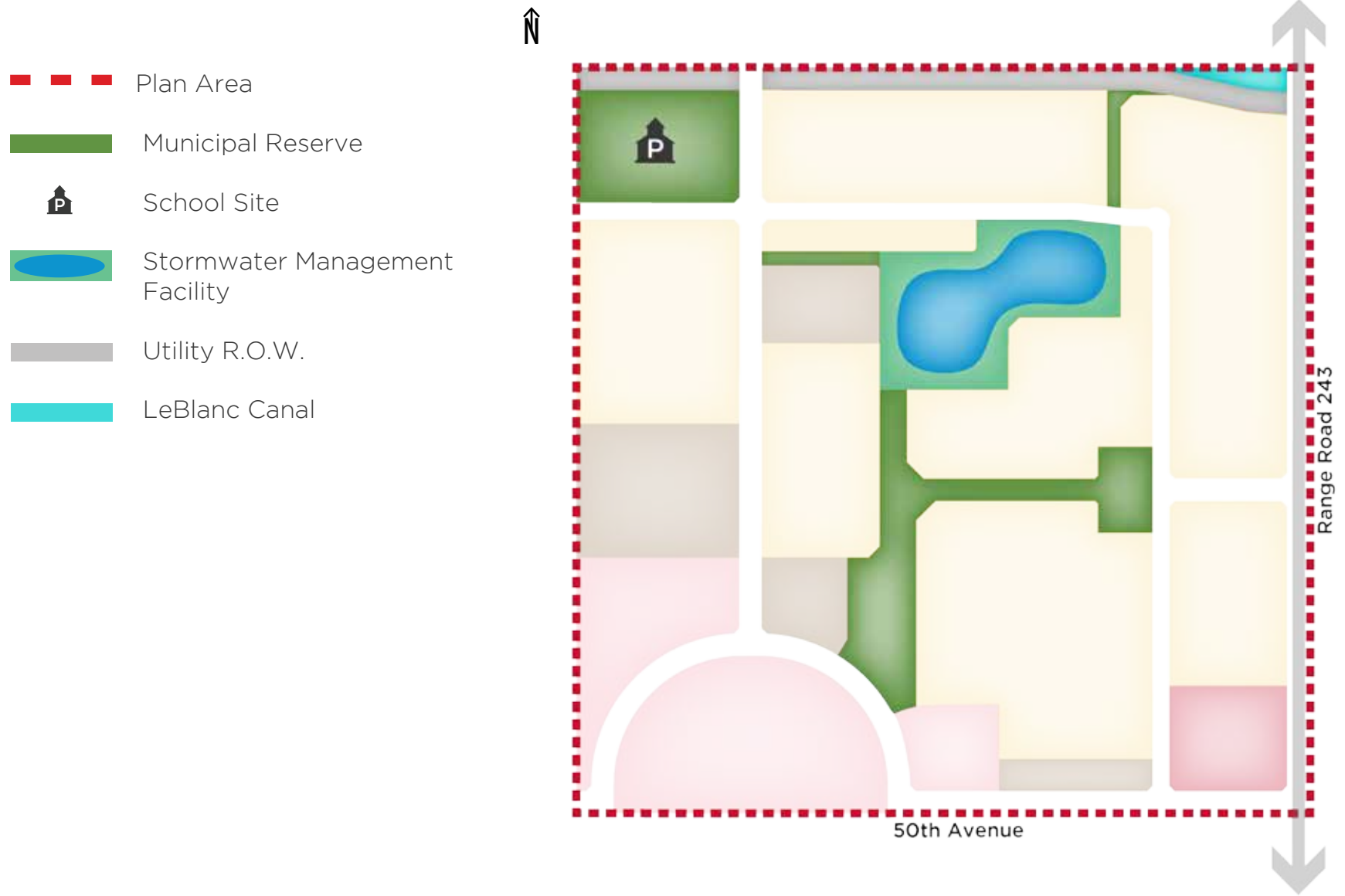
### 3.5.1 General Park and Open Spaces Policies

- Park spaces and greenways should be designed to accommodate a range of users and activities
- Design open spaces and greenways to include activity nodes to provide places for residents to visit, gather and interact
- Ensure park spaces are connected through a series of greenways and walkways designed to facilitate the safe, orderly and efficient movement of people within and throughout the community
- Parks and open spaces should be located within walking distance to all residents
- Ensure connections are provided to adjacent planned and existing open space network where possible
- Design stormwater management facilities to serve as a community amenity
- Design of parks, open spaces and greenways should consider and include opportunities to incorporate interpretative and wayfinding signage, and public art

### 3.5.2 School Site Policies

- Ensure school sites are sized and designed to accommodate future buildings and ancillary infrastructure/facilities
- Connect the school site to the residential areas through a network of greenways and walkways including the utility R.O.W.
- Ensure adjacent roadways are designed to support safe routes to school

**FIGURE 9** School, Parks, & Open Spaces







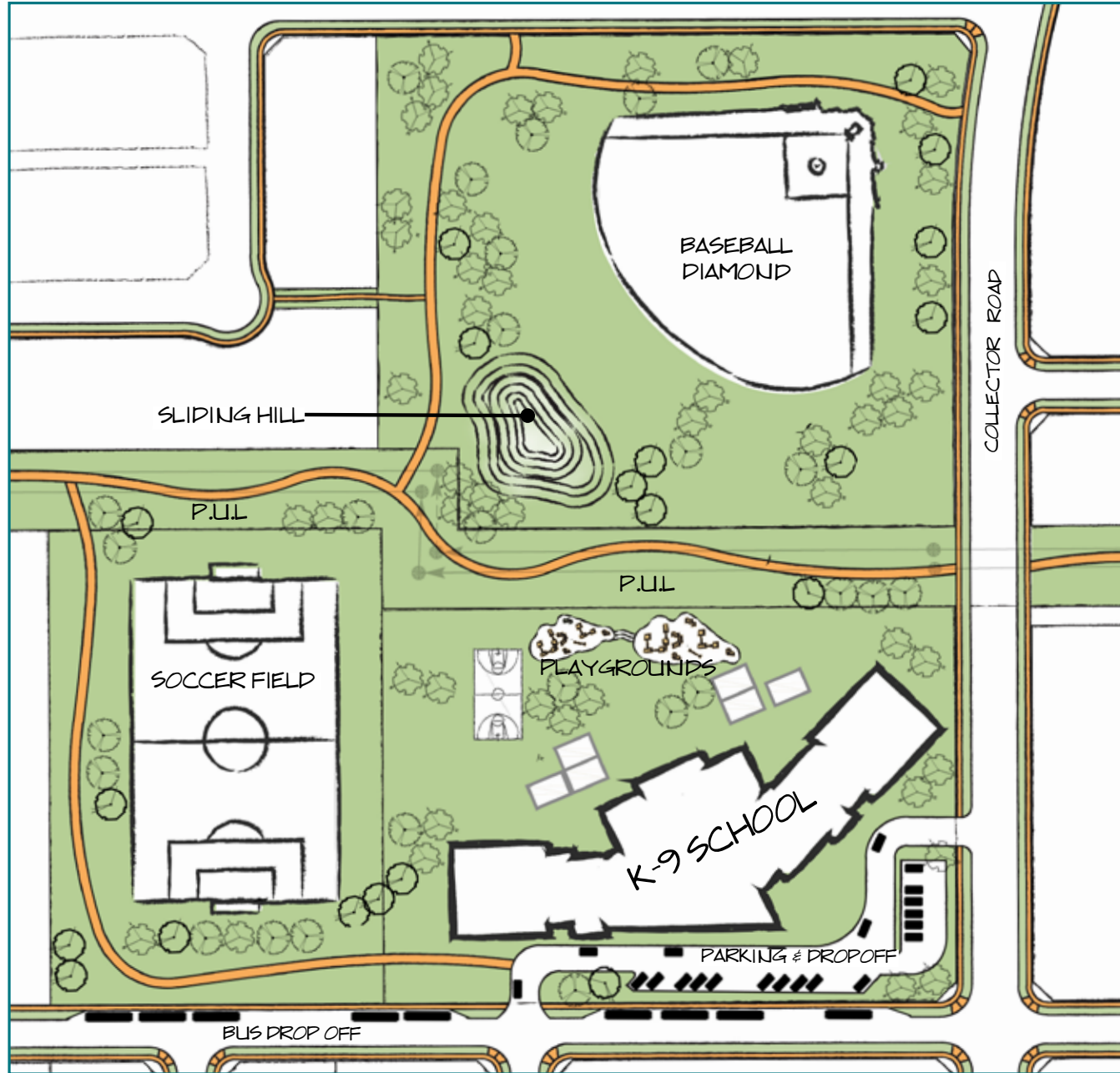
Potential activity node design



Potential skating trail design

Potential greenspace, park, and stormwater pond design

\*The greenspace, park, and stormwater pond layout are conceptual and to be used for illustrative purposes only.



Possible school site design

\*The School layout is conceptual and to be used for illustrative purposes only.

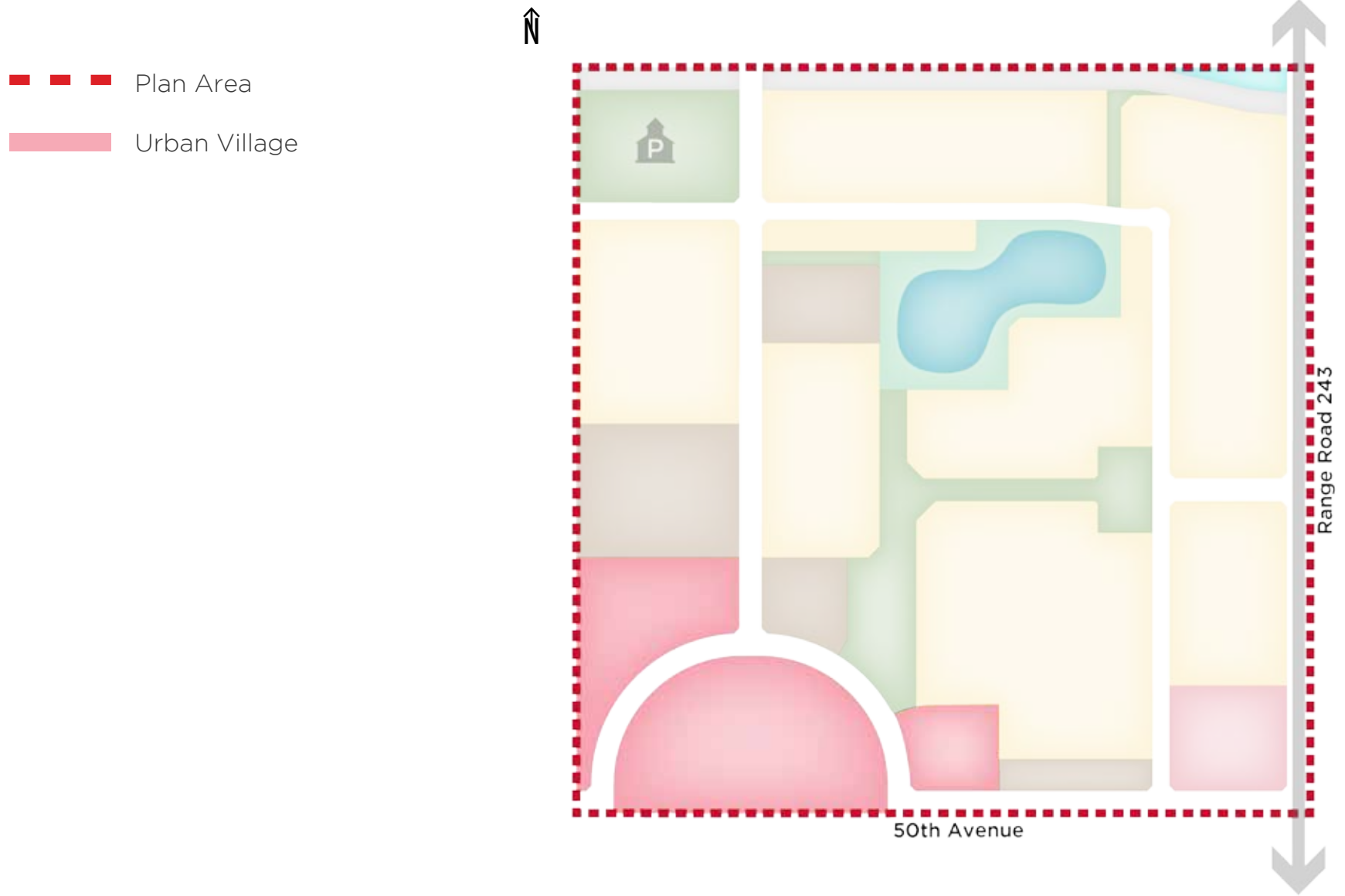
## 3.6 Urban Village Mixed Use

The Mixed Use Urban Village is intended to be the focal point and social hub of the community. The area will be designed as a place for people with a focus on providing human-scale architecture, animated streetscapes and enhanced public realm. The Urban Village contemplates a range of small and medium-scale commercial, residential, institutional and public uses integrated in a vertical and horizontal built form.

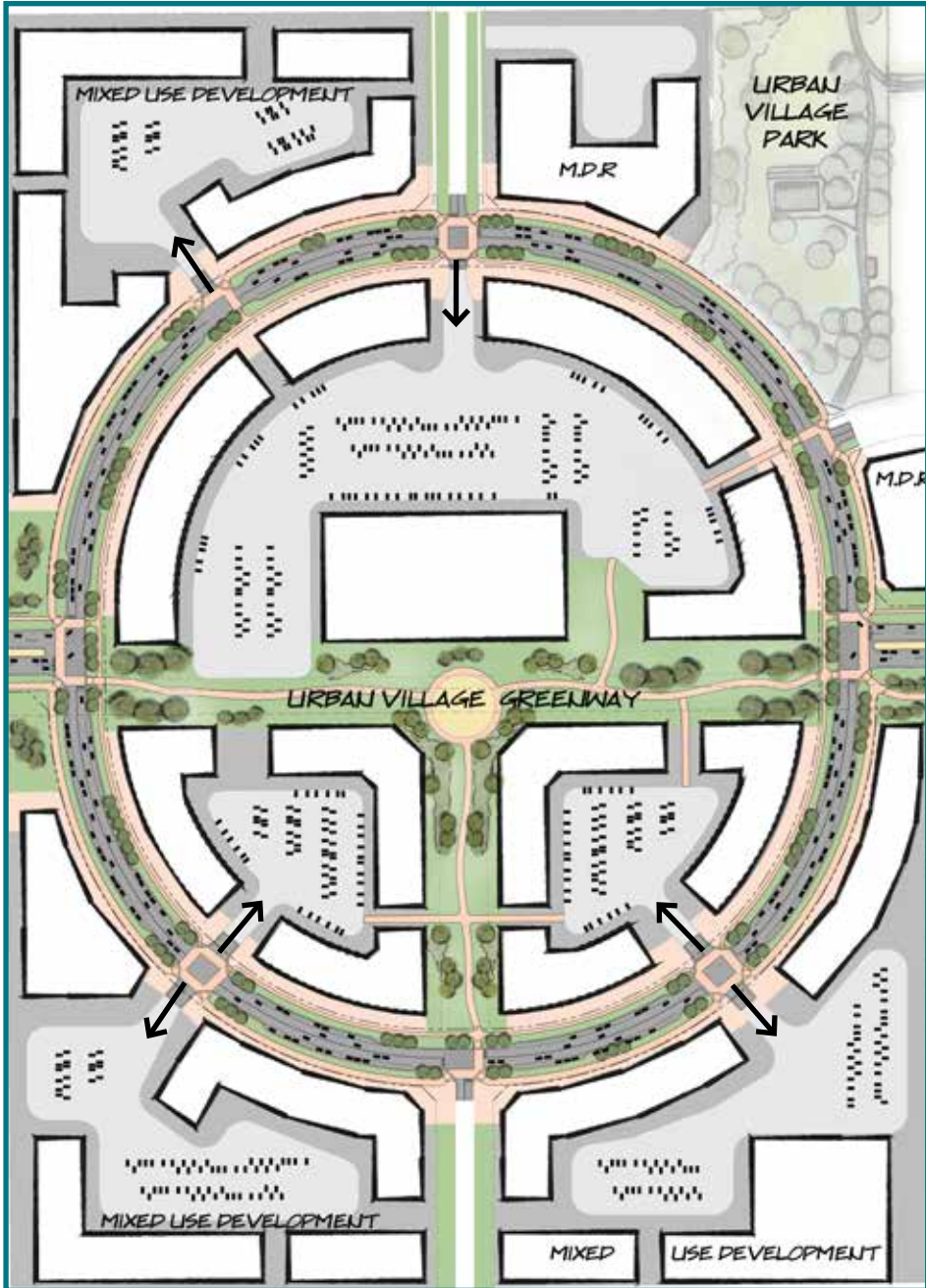
### 3.6.1 Urban Village Policies

- Development shall consist of single or multi-storey buildings and where appropriate encourage mixed-use opportunities
- Buildings should be designed to front onto adjacent streets and include architecture and urban design techniques that establish a positive interface with the sidewalk and public realm
- Site design shall provide safe and convenient access to adjacent public sidewalks, greenways and walkways
- Ensure that parking and loading areas are concealed behind buildings or screened using high quality landscaping and other urban design techniques
- Promote a vibrant, walkable community destination through attractive streetscaping, landscaping, and human-scaled design
- Design features such as public art, public seating/plaza areas, and landscaping be incorporated into the overall site design
- Development shall conform to the French Village Design Guidelines
- Municipal reserve (0.69 ha) shall be provided within the Urban Village for pedestrian connections and public spaces, the location will be determined at time of subdivision

**FIGURE 10** Urban Village Land Uses







Potential design of the Urban Village

\*The Urban Village layout is conceptual and to be used for illustrative purposes only.



Street-oriented building design



Incorporate public gathering places

→ Potential Access Locations

## 3.7

**Commercial Land Use**

Commercial uses provide opportunities for residents to shop and work within their community. A Commercial site has been located in the southeast corner of the neighbourhood along Range Road 243 and 50 Avenue. The site is of sufficient size and configuration to accommodate a range of low intensity commercial uses and is accessible to the adjacent public roadways and sidewalk network.

**3.7.1 Commercial Policies**

- Commercial sites shall be developed to provide a range of commercial and retail uses
- Commercial sites shall consider design techniques to minimize impacts on adjacent land uses
- Commercial sites shall be located on arterial and collector roadways, and walkways to ensure good accessibility and frontage
- Buildings shall be designed to create an aesthetically-pleasing and pedestrian-friendly environment
- Commercial sites shall developed in accordance with the French Village Design Guidelines

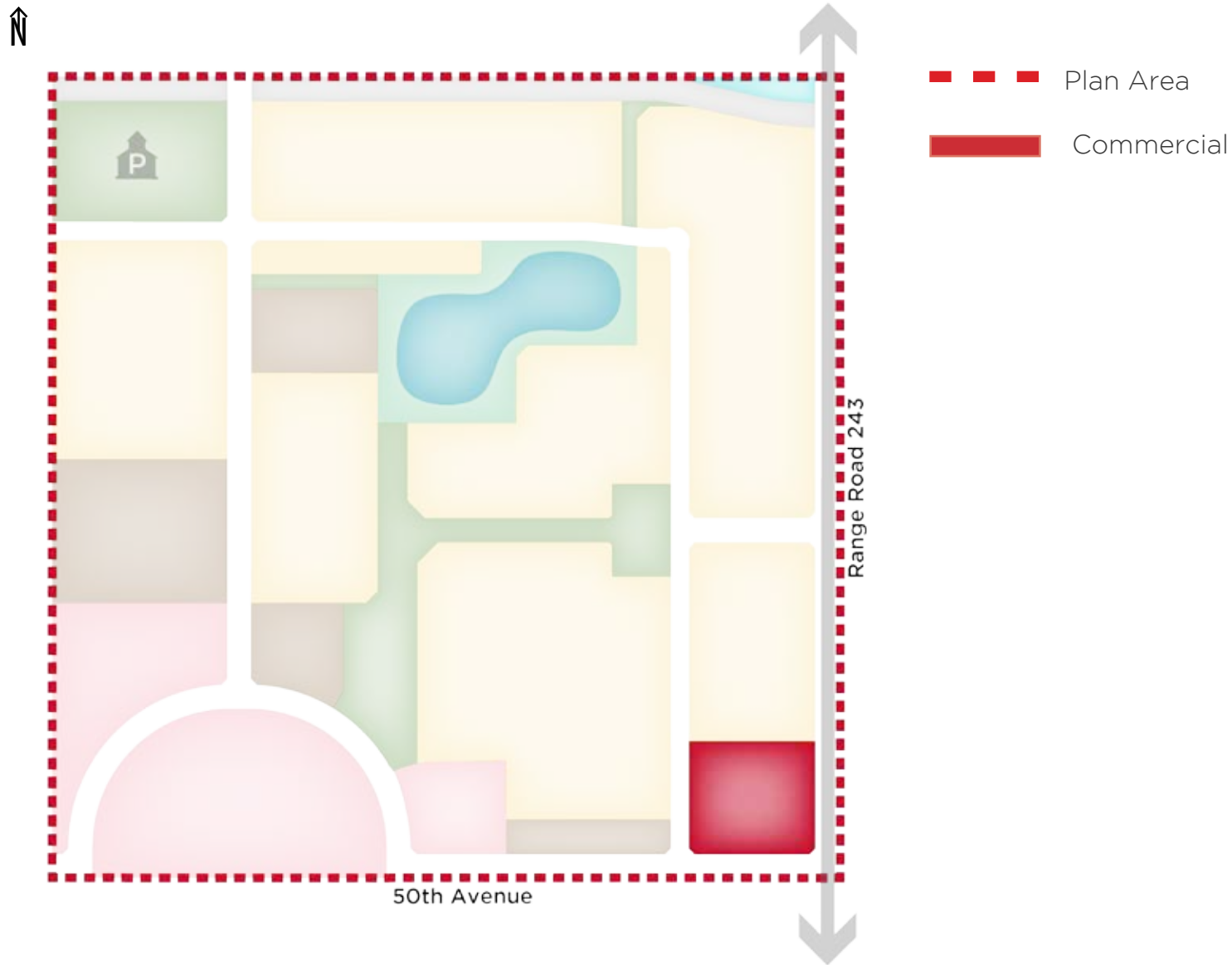


Dedicated pedestrian pathways



Aesthetically-pleasing commercial development

**FIGURE 11** Commercial Land Use



3.8

## Development Statistics

	Area (ha)	% of GA
<b>GROSS AREA</b>	<b>65.30</b>	
Arterial Roadway	2.05	3.14%
Pipeline R/W	1.90	2.91%
Drainage R/W (LeBlanc Canal)	0.23	0.003%
Commercial	1.22	1.87%
Urban Village Commercial	1.88	2.88%
Parks, Open Spaces, Schools (Municipal Reserve)*	6.53	10.00%
<i>School</i>	2.20	
<i>Park and Greenways</i>	3.32	
Circulation	13.42	20.56%
Stormwater Management Facilities	3.61	5.53%
<b>TOTAL Non-Residential Area</b>	<b>30.84</b>	<b>46.89%</b>
<b>Net Residential Area (NRA)</b>	<b>34.80</b>	<b>53.30%</b>

### RESIDENTIAL LAND USE AREA, UNIT, AND POPULATION COUNT

Land Use	Area (ha)	% of NRA	Units/ha	Units	PPDU	Pop.
Low Density Residential	24.79	71.2%	25	620	2.8	1,736
Medium Density Residential	5.15	14.8%	75	386	2.8	1,081
Urban Village Residential (70%)	4.86	13.97%	100	486	1.8	875
<b>Total Residential</b>	<b>34.80</b>	<b>100%</b>		<b>1,492</b>		<b>3,692</b>

\* Municipal reserve includes 0.32 ha of land to be deferred to future phases of the Elan ASP and an additional 0.69 ha to be dedicated in the Urban Village, location to be determined at time of subdivision.

Population Density (ppnrha)	106
Unit Density (upnrha)	43

### STUDENT GENERATION

	Elementary (K-6)	Junior High (7-9)	Senior High (10-12)	Total
Public	277	138	138	553
Separate	141	70	70	281
<b>TOTAL</b>	<b>418</b>	<b>208</b>	<b>208</b>	<b>834</b>

\*Student Generation  
 22.6% of Total Population  
 Public: 66% of Students, Separate: 33% of Students  
 K-6: 50% of Students, 7-9: 25% of Students, 10-12: 25% of Students



# SECTION 4

# TRANSPORTATION & SERVICING

## 4.1

## Roadway Network

The roadway network within Elan proposes an internal circulation system connected to the existing and planned roadway networks. A hierarchy of arterial, collector, and local roadways are intended to facilitate the efficient, safe and orderly movement of vehicular traffic.

### 4.1.1 Arterial Roads & Highways

Arterial roads accommodate the movement of intra and intermunicipal traffic and generally have limited accesses to adjacent land uses. Range Road 243 is designated as an arterial roadway serving the Plan Area. This facility will be ultimately designed to accommodate a four lane roadway with a shared-use path on one side to accommodate pedestrians and cyclists.

### 4.1.2 Collector Roadways

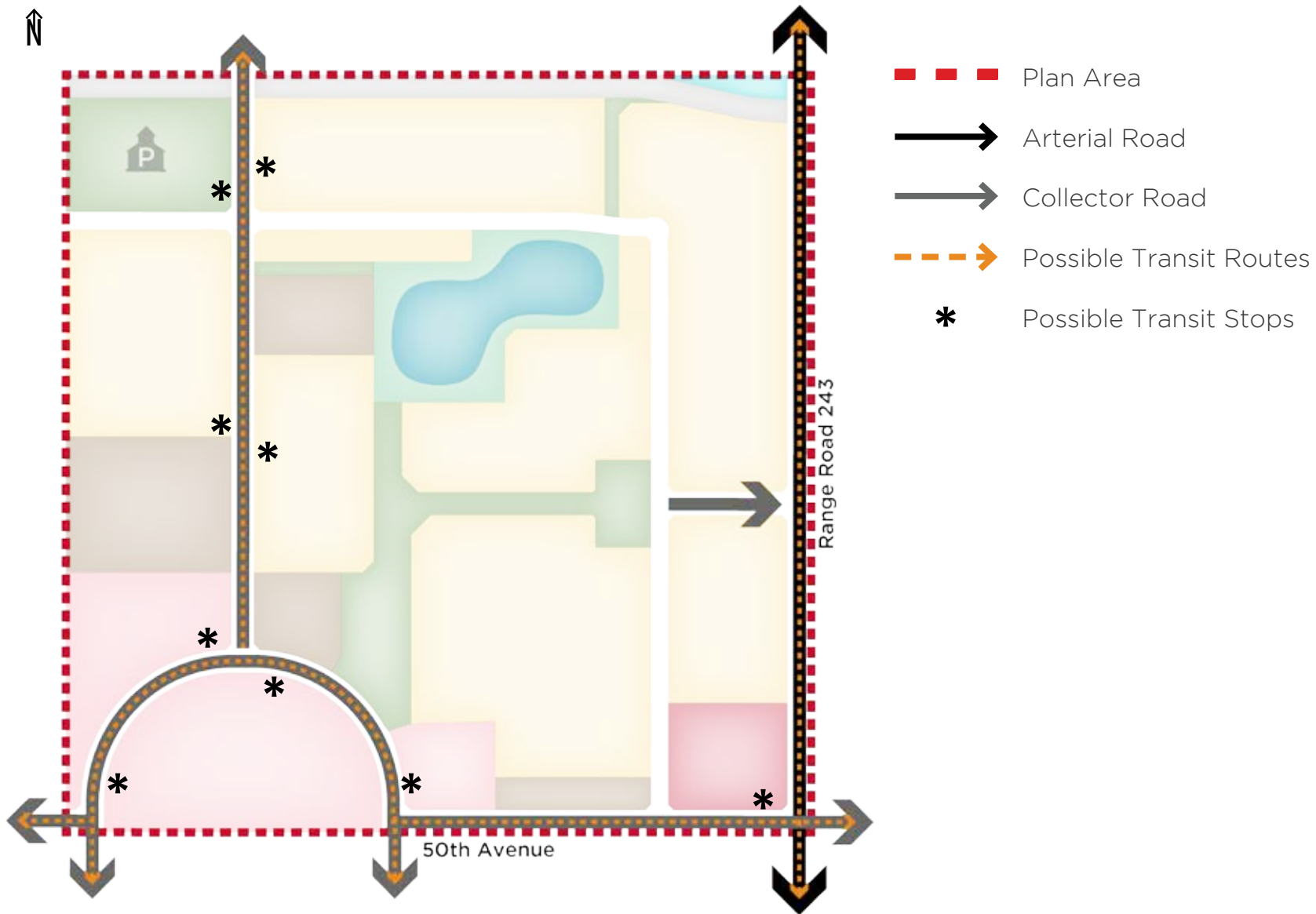
Collector roadways have been designed to facilitate the safe and efficient movement of vehicles, transit and other modes of transportation within the neighbourhood. A number of collector roadways have been incorporated within the Elan NSP.

The collector roadway network, which includes an extension of 50th Avenue, have been designed to accommodate four travel lanes, two in either direction and on-street parking with separated sidewalks on both sides. The collector roadways within the Urban Village area will be designed to support pedestrians through the provision of wider sidewalks, shared-use path and marked/enhanced crosswalks. All greenway/walkway crossings at collector roadways shall be designed to ensure they are safe and visible and support safe routes to schools.

### 4.1.3 Transit Service

The arterial and collector roadway network are designed to accommodate interim and future transit service. Bus stop locations will be determined when transit is extended into the neighbourhood and will be directed by Beaumont's General Design Standards. Bus stops shall be accessible to adjacent land uses, community amenities, parks and the school site. The proposed Regional Transit route is planned to run along 50th Avenue.

**FIGURE 12** Internal Transportation Network



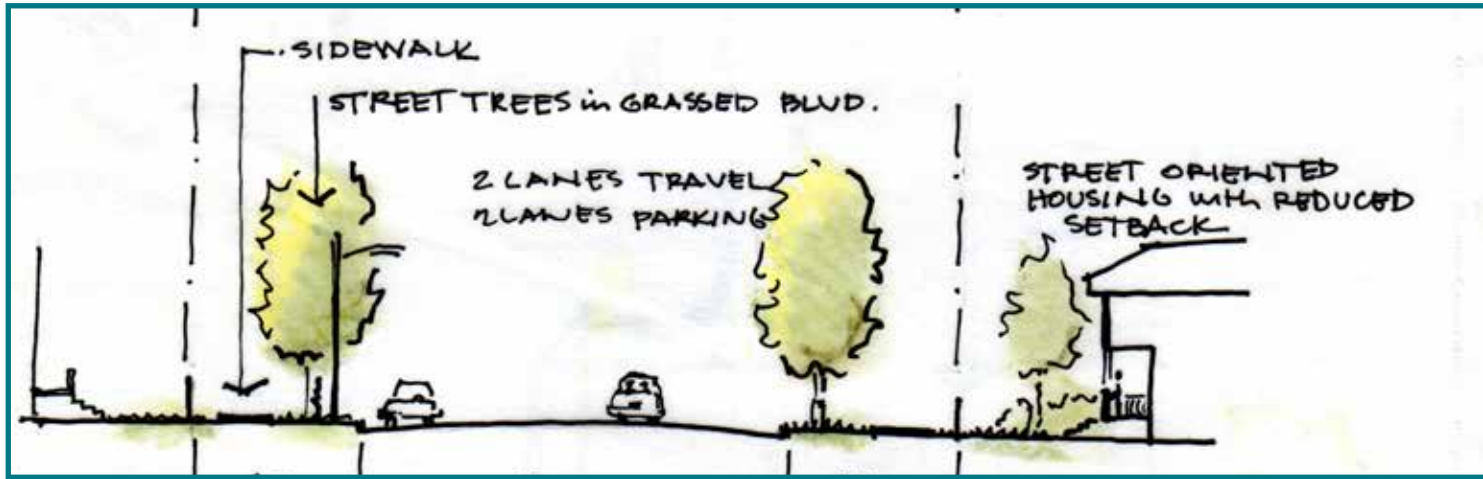
\*The transit stops are conceptual and to be used for illustrative purposes only.

#### 4.1.4 Roadway Network Policies

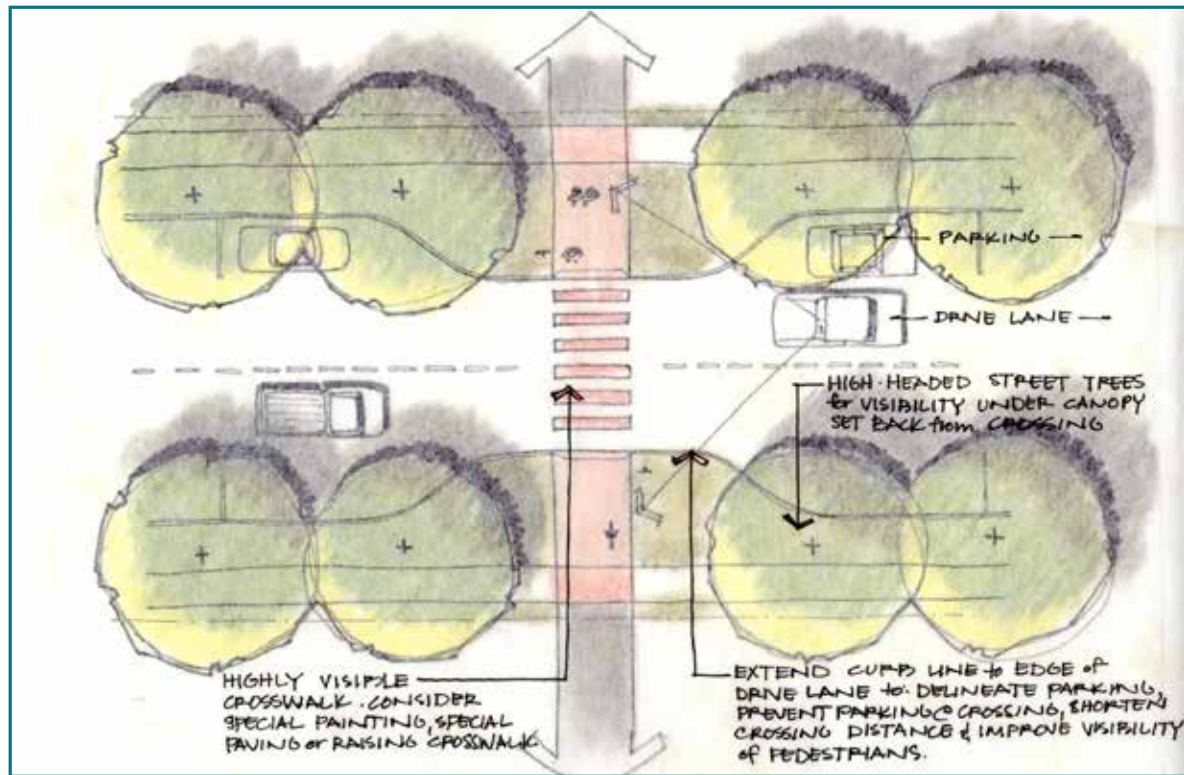
- A comprehensively planned system of arterial, collector and local roadways shall be utilized to accommodate the movement of various modes of transportation
- Collector roadways should be designed as complete streets that accommodate all modes of transportation
- Front drive accesses should be minimized to reduce conflicts with vehicles, transit movements and pedestrians along collector roadways
- Opportunities to utilize innovative and/or alternative roadway design standards should be encouraged
- Transit stops should be accessible (within a 400m walk) to all residents and land uses

#### 4.1.5 Traffic Calming Policies

- Traffic calming design measures shall be applied to all collector roadways and local roadways that are straight for more than 215m
- Traffic calming measures should be used to manage traffic flow and speed, enhance pedestrian safety, and improve the streetscape
- Traffic calming measures may include raised crosswalks, stamped concrete, and curb extensions

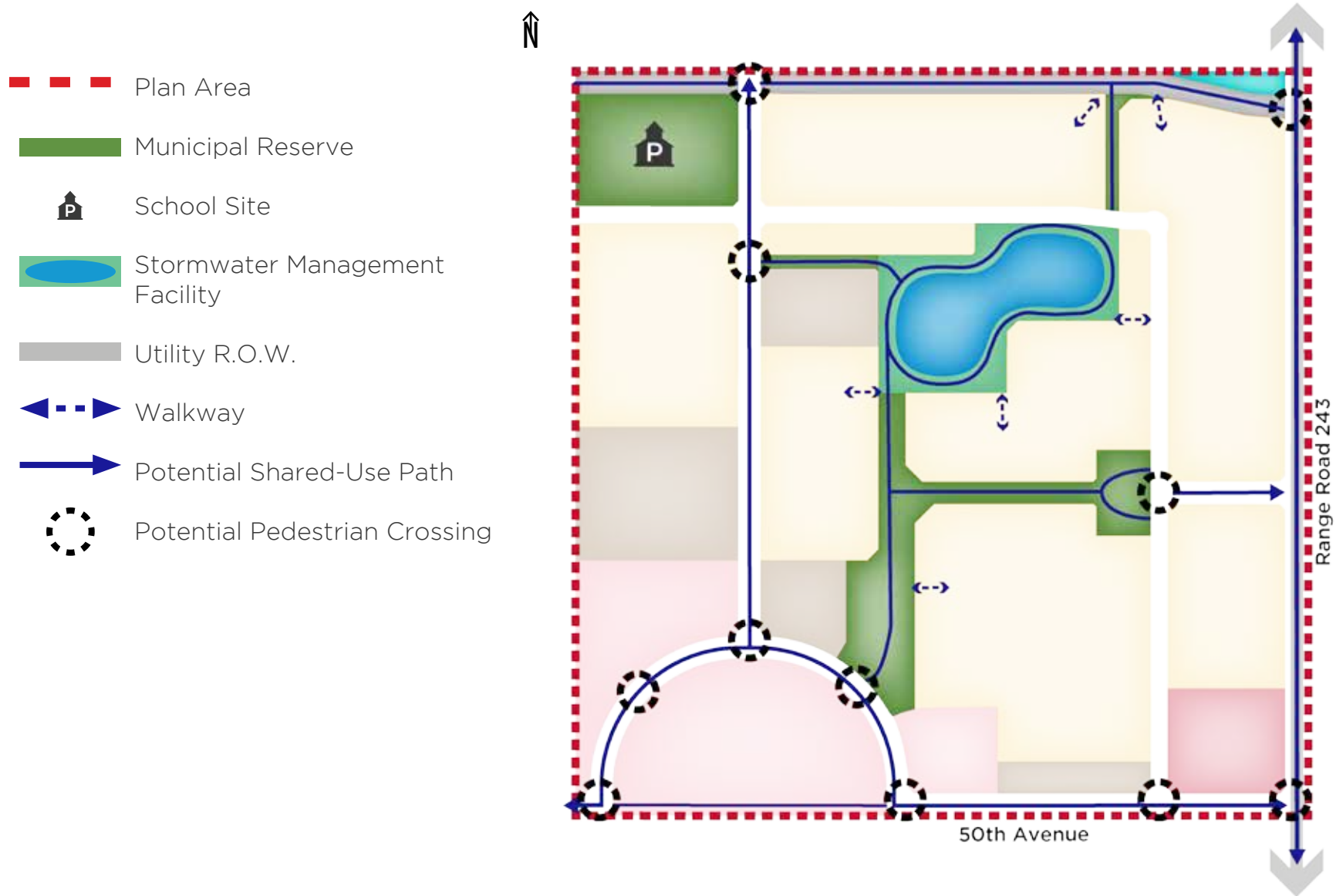


Typical collector within residential area

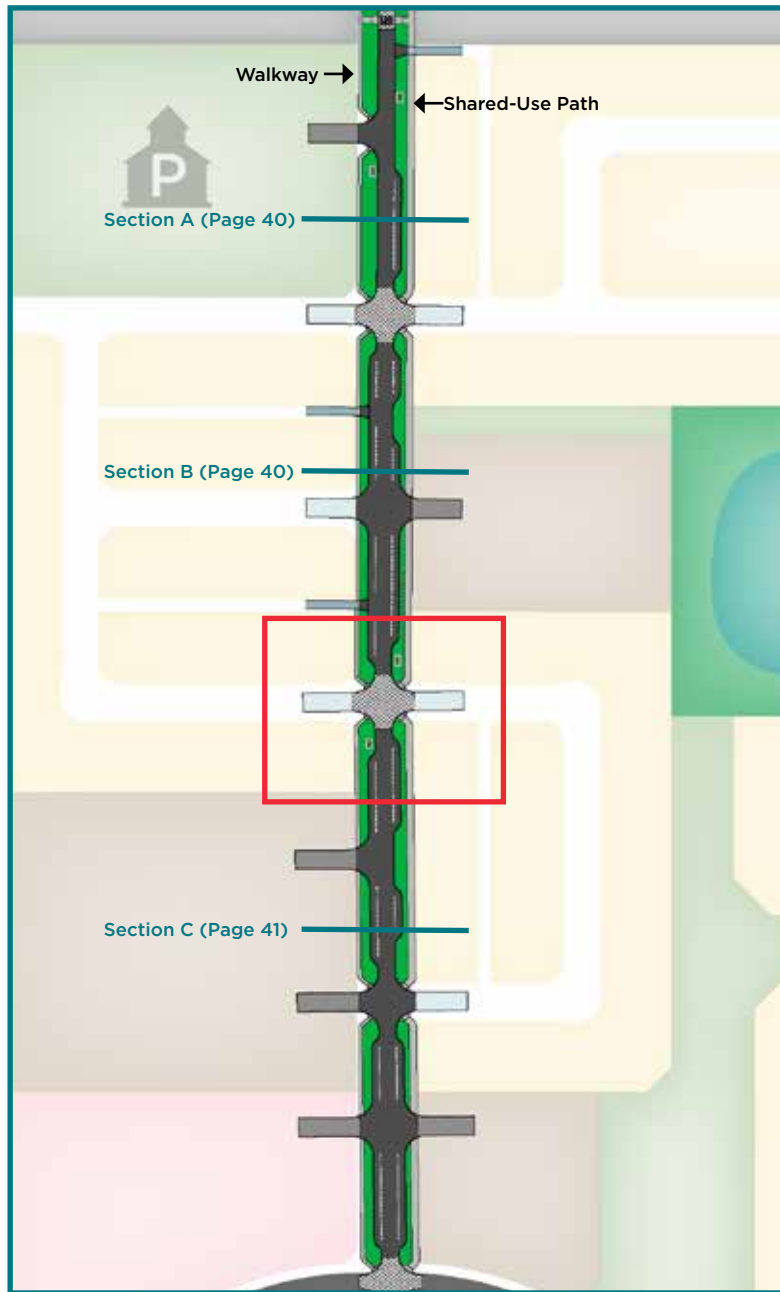









Typical crosswalk along a collector

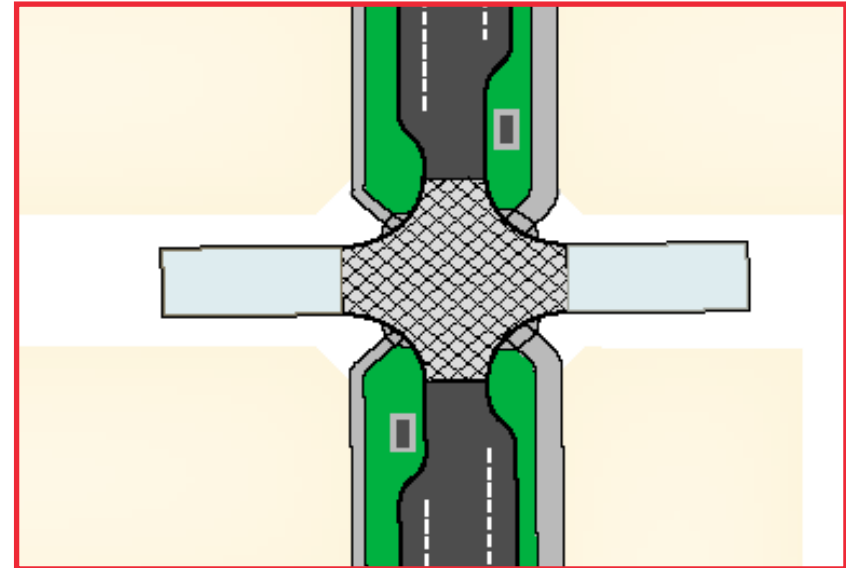
**FIGURE 13** Active Transportation Network





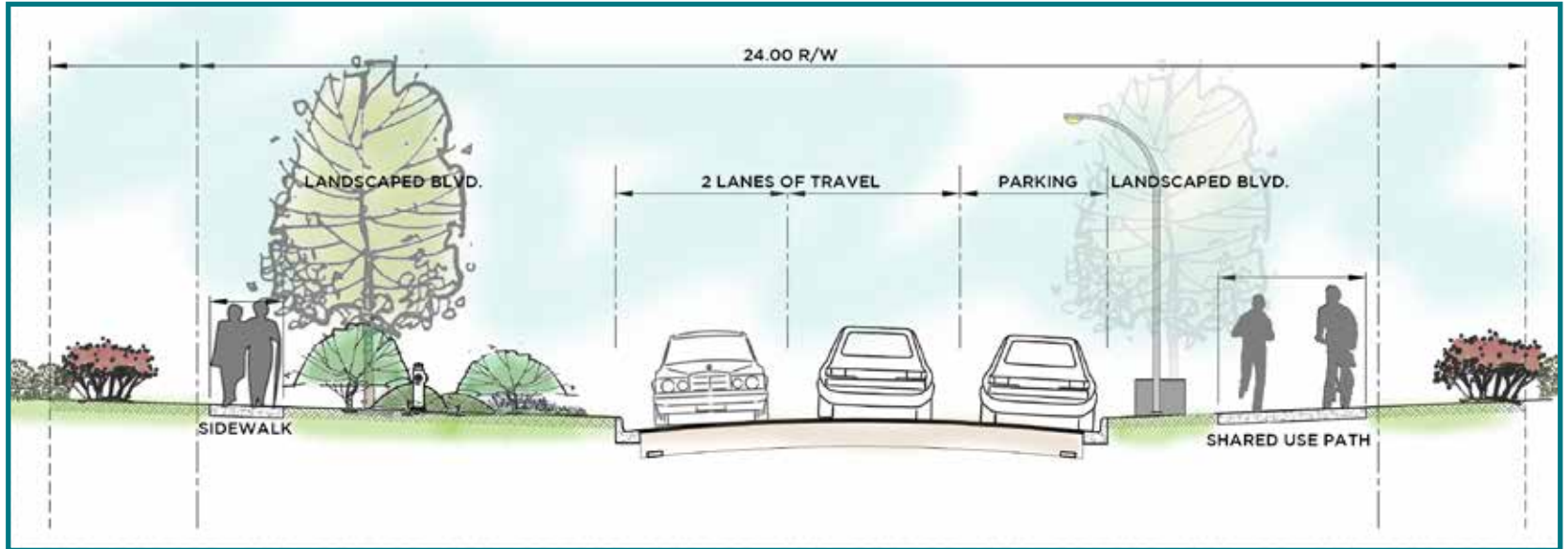


-  Collector Road
-  Local Road
-  Alley
-  Private Site Access
-  Walkway/Shared-Use Path
-  Raised Intersection
-  Potential Bus Stop

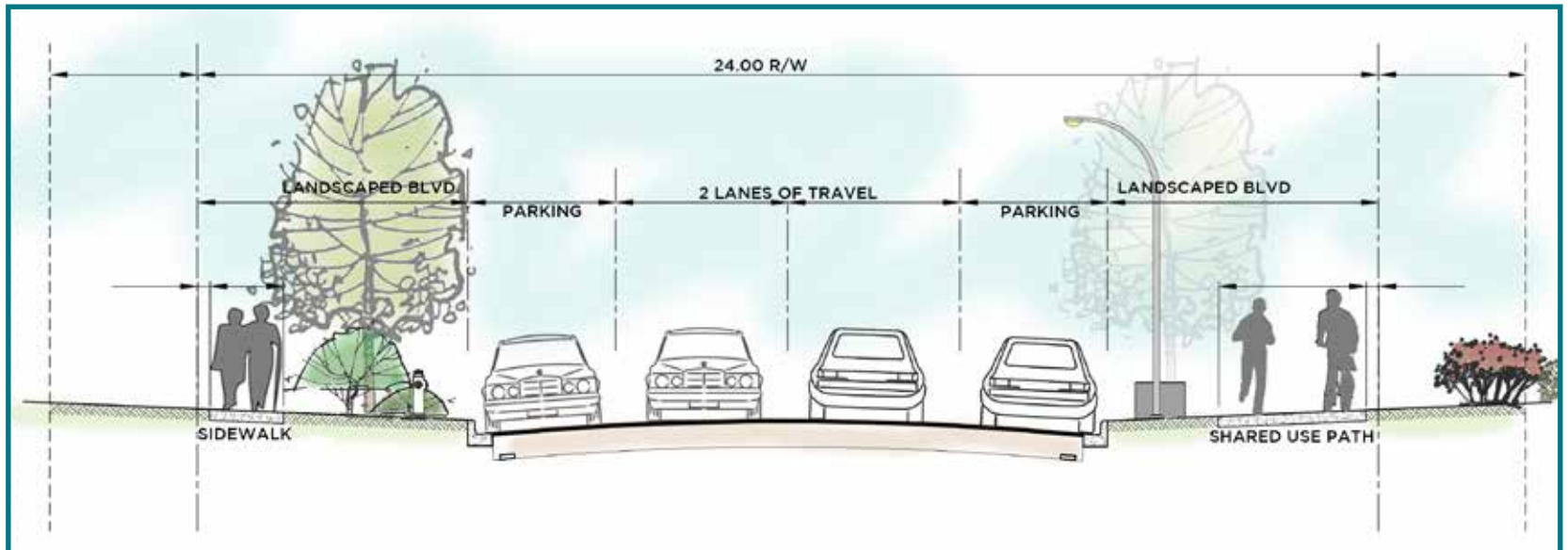


Conceptual north-south collector road traffic calming design

\*The north-south road layout is conceptual and to be used for illustrative purposes only.

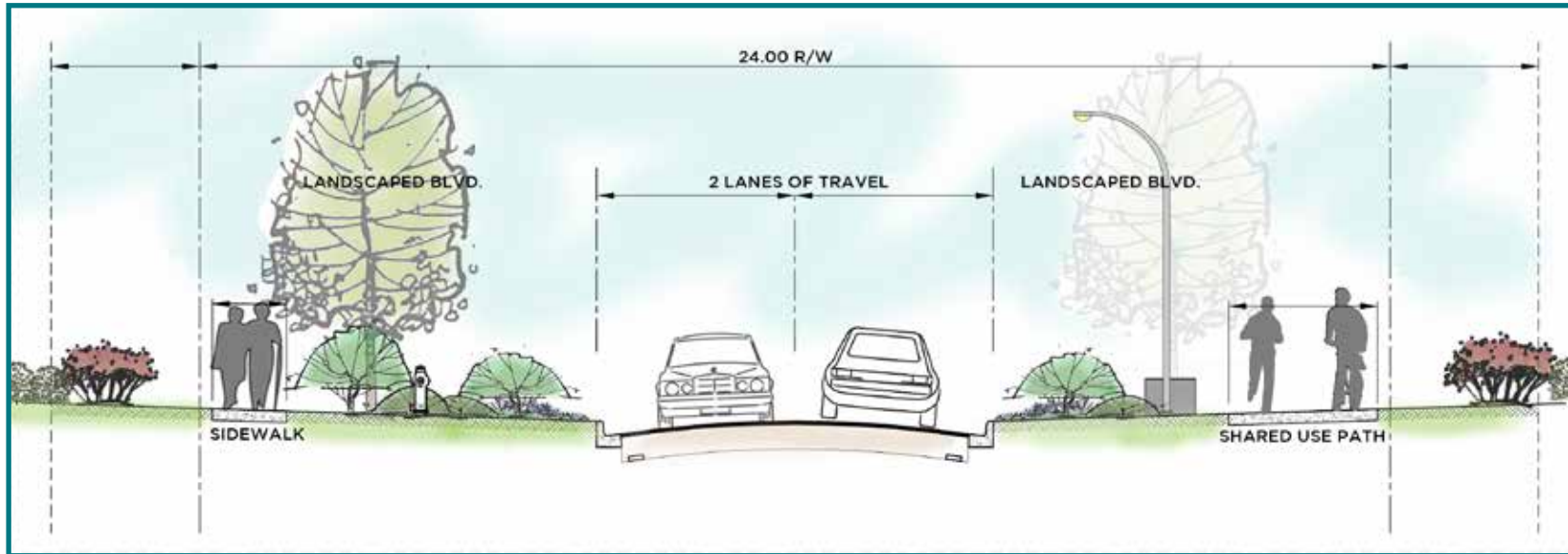


Section A of the north-south collector road



Section B of the north-south collector road

\*The road sections are conceptual and to be used for illustrative purposes only.



Section C of the north-south collector road

\*The road sections are conceptual and to be used for illustrative purposes only.

## 4.2

## Servicing

The Elan NSP will be developed to a full urban standard in accordance with Town of Beaumont design specifications. The extension of services shall be provided in an efficient, contiguous and economic manner.

### 4.2.1 Sanitary

Sanitary services for the Elan Neighbourhood will connect to an existing 900mm diameter trunk installed by the Alberta Capital Region Wastewater Commission (ACRWC) running from east to west along the northern edge of the Elan Neighbourhood. The Elan Neighbourhood will be serviced by 2 sanitary trunks running north-south and connect to the existing ACRWC sanitary trunk as illustrated on Figure 14

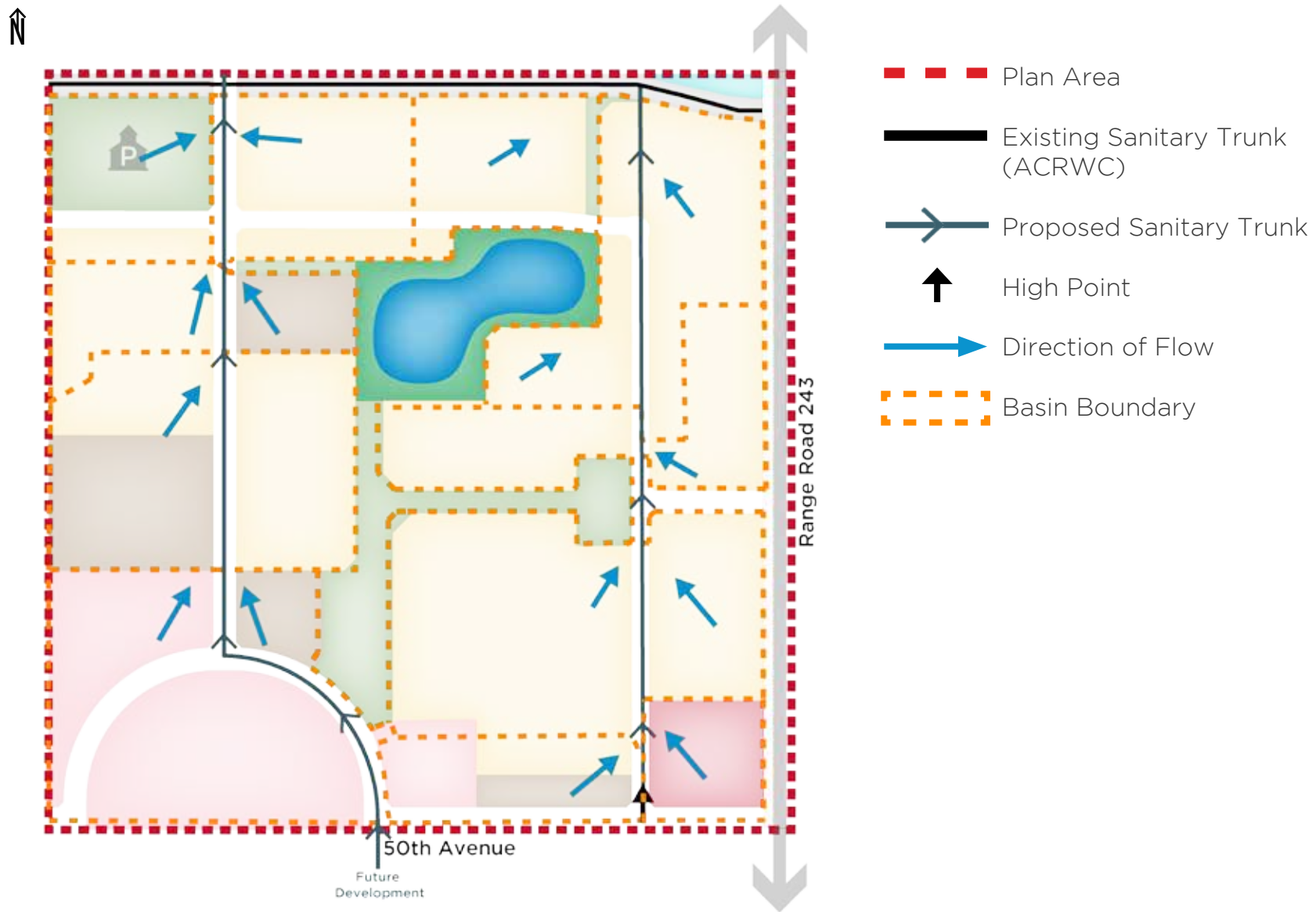
### 4.2.2 Stormwater

One stormwater management facility (SWMF) is proposed in the northern portion of the Plan Area (see Figure 15 - Stormwater Servicing). The location and size of the SWMF was strategically placed to take advantage of the site's natural topography and drainage patterns. Further details are provided in the Neighbourhood Design Report submitted under separate cover.

### 4.2.3 Water

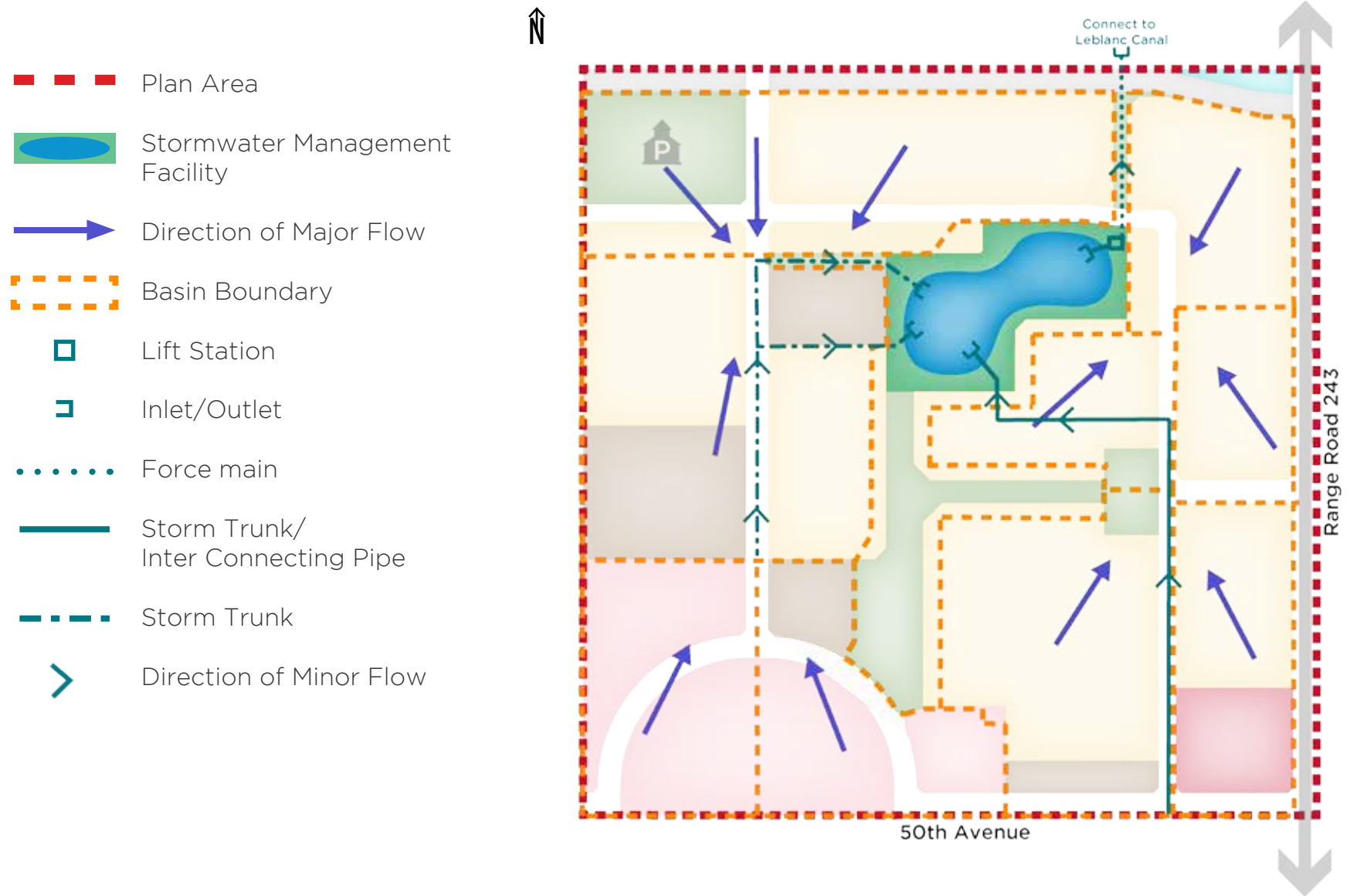
Water servicing for the Elan Neighbourhood will include an interim and permanent servicing scheme. The interim water connection will tie into an existing 300mm water main on 50th Avenue as well as a connection to an existing 200mm watermain within the existing residential neighbourhood, Eaglemont Heights on the east side of RR 243. Beaumont's draft Utility Master Plan proposes a future reservoir which will service the plan area. The permanent water servicing will be supported by a 400mm watermain upon completion of the reservoir. For further information on water servicing refer to the HNA submitted under separate cover.

**FIGURE 14** Sanitary Servicing



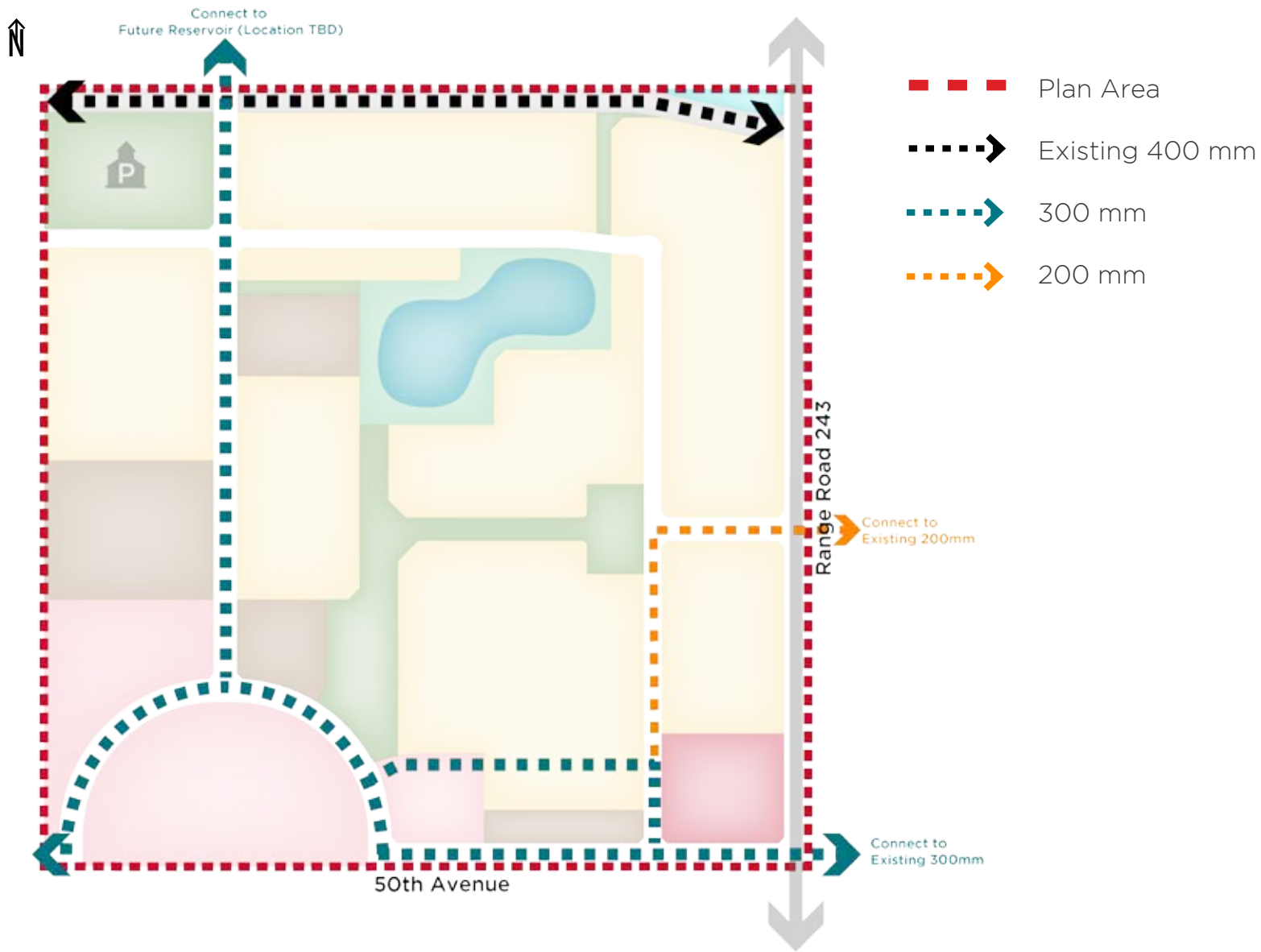
- Plan Area
- Existing Sanitary Trunk (ACRWC)
- Proposed Sanitary Trunk
- ↑ High Point
- Direction of Flow
- Basin Boundary

**FIGURE 15** Stormwater Servicing





**FIGURE 16** Water Servicing



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# SECTION 5

# IMPLEMENTATION

5.1

### Development Staging

Development will commence within the central east portion of the NSP, as infrastructure to service these lands exists at the intersection of Range Road 243 and 50th Avenue. As shown on Figure 17, development will advance in a north and south manner from the central greenway/open space, and proceed to the north towards the school site and south-west towards the Urban Village.

Development expansion will proceed in a economical, contiguous and orderly manner. The size and orientation of individual stages will be dependent on market demands and the aspirations of individual landowners.

5.2

### Rezoning & Subdivision

Rezoning and subdivision applications will commence as required and correspond with the land use designations specified in this NSP. These applications shall be guided by the Beaumont MDP, Elan ASP, Land Use Bylaw and other relevant policy plans/documents.

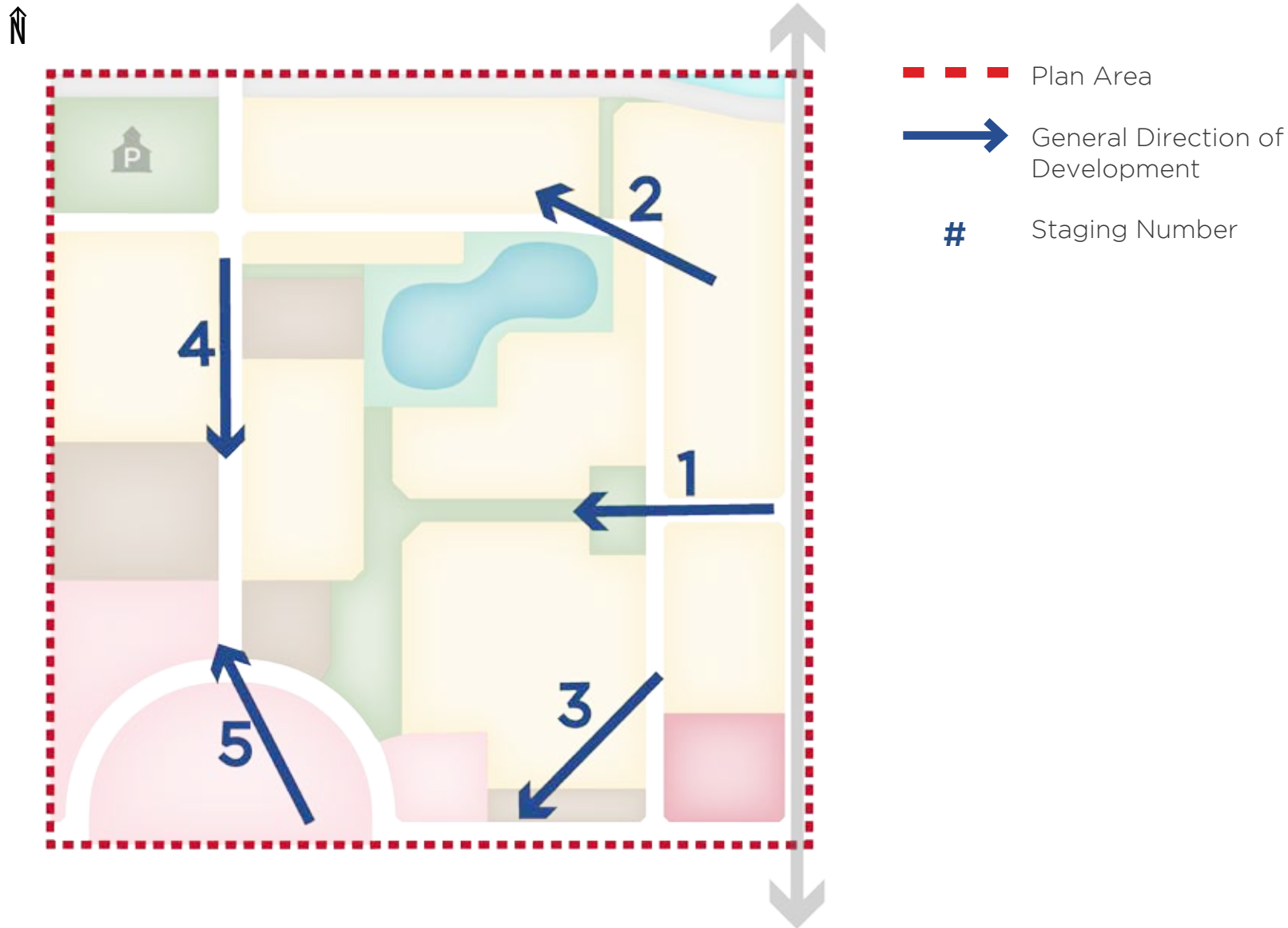
Where development cannot be accommodated through available Land Use Districts in the Land Use Bylaw the applicants shall work with the Town of Beaumont to create an appropriate Land Use District that is specific to the Elan neighbourhood.

5.3

### NSP Amendment Process

The Elan NSP may be amended from time to time to remain current and relevant to specific issues associated with the neighbourhood, Town of Beaumont and Edmonton Metropolitan Region.

**FIGURE 17** Staging



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# SECTION 6

## Appendix

6.1 **Statutory Review & Policy Context**

The NSP has been prepared within the context of the planning requirements in Beaumont, and complies with other applicable statutory plans.

6.1.1 **Edmonton Metropolitan Region Growth Plan**

The Edmonton Metropolitan Region Growth Plan is a non-statutory plan that expands on the Provincial Land Use Framework to create land use principles and policies that municipalities are to consider to guide future growth and development in the Edmonton Metropolitan Region.

EDMONTON METROPOLITAN REGION GROWTH PLAN	ELAN NSP
1. Economic Competitiveness and Employment	
<p><b>Policy 1.4.1</b> - To improve housing diversity in the Region, market affordable and non-market housing will be planned and developed within close commuting distance to major employment areas and within centres, appropriate to the level of service and amenities identified in Table 1A-C.</p>	<p>Elan proposes a variety of low and medium density housing forms to provide housing choice to residents.</p>
2. Natural Living Systems	
<p><b>Policy 2.2.3</b> - All development shall be required to comply with all applicable provincial and federal acts, regulations and guidelines with respect to water quality, flood plains and hazard management.</p>	<p>Supporting documents, including the Biophysical Assessment, Public Lands Act, and Water Act applications have been completed and accepted by the Province of Alberta to ensure compliance with all applicable regulations.</p>
<p><b>Policy 2.3.1</b> - The planning, design and construction of new development and infrastructure in greenfield areas and built-up urban areas will incorporate low-impact development and green building practices.</p>	<p>Elan was designed to take advantage of existing natural and overland drainage systems and develop stormwater facilities as naturalized wetlands.</p>

3. Communities and Housing

**Policy 3.1.4** - In the metropolitan area, greenfield areas will be planned and developed as complete communities that:

- a. are compact, contiguous, and incorporate a mix of uses;
- b. are accessible and age-friendly;
- c. provide a diversity of housing options in terms of density and built form;
- d. achieve the minimum greenfield density, in accordance with Schedule 6;
- e. incorporate an interconnected street network and urban form to support active transportation;
- f. integrate local services, amenities, institutional and commercial uses with residential development, within buildings and/or within a five-minute walk (400 metres);
- g. incorporate higher density uses along existing and planned transit corridors and at major transit stations; and
- h. provide high quality parks, trails and open spaces identified in Table 1A-C.

**Policy 3.2.1** - Housing will be planned and developed to address the changing demographics in the Region by including housing that offers a diversity of types, forms and levels of affordability to support a variety of lifestyle options, income levels and to meet the needs of all residents.

Elan is designed as a complete community, with a more compact development pattern. The diversity in housing types and forms provides housing for all stages of life, and achieves the density targets set out by the Edmonton Metropolitan Region Growth Plan. A variety of natural and conventional park spaces are planned, and are connected throughout the neighbourhood and beyond.

Elan proposes a variety of housing styles and types to provide choice for consumers.

## 4. Integration of Land Use and Infrastructure

**Policy 4.1.4** - Non-residential uses including commercial, retail, and institutional uses in built-up urban areas and greenfield areas will be planned and developed in a compact form to reduce auto dependency, enhance connectivity and create vibrant mixed use areas with on-site or adjacent residential uses to meet the needs of the local community.

**Policy 4.3.2** - Greenfield areas will only be considered for development in locations that meet all of the following criteria:

- a. are part of an existing urban community;
- b. are contiguous to planned areas approved through a statutory plan or are adjacent to existing or planned infrastructure or support the logical and orderly extension of infrastructure;
- c. have long term municipal storm, water and wastewater servicing capacity to accommodate the planned development

**Policy 4.5.1** - Centres will be planned and developed to accommodate higher density development and shall meet the specified centres density target identified in Schedule 6.

Non-residential areas within Elan are planned to be developed using a more compact built form. These areas are connected to the community through a network of greenways and walkways reducing auto dependence.

Elan will form a logical extension of urban development and is fully serviceable.

The Elan NSP achieves the density target set out in Schedule 6.

## 5. Increase Transportation Choice

**Policy 5.2.3** - Active transportation networks and facilities will be integrated into transportation and land use planning to provide safe, comfortable and reliable travel for pedestrians and cyclists within greenfield areas and built-up urban areas, and provide nonmotorized linkages to transit services, adjacent neighbourhoods and employment and recreational destinations, where applicable.

The provision of greenways and the integrated trail network provide safe and easy connections to all areas within Elan.

EDMONTON METROPOLITAN REGION GROWTH PLAN	ELAN NSP
<p><b>Policy 5.3.1</b> - The locations, types, scale and built form of residential, commercial, institutional and industrial uses will be planned and developed to optimize the use of transportation infrastructure to ensure efficient, convenient and safe movement of people and goods.</p>	<p>The location of residential and non-residential areas was intended to best utilize existing and planned transportation networks in the neighbourhood and in the region to ensure a high level of efficiency and safety.</p>

### 6.1.2 Beaumont’s Municipal Development Plan

The following Beaumont’s MDP policies are met by the Elan NSP:

Beaumont MDP	ELAN NSP
<p>5. Development Strategy Policies</p>	
<p><b>Policy 5.2.1</b> - Development in residential, commercial and business park areas shall be subject to an Area Structure Plan prior to consideration for redistricting and subdivision.</p> <p><b>Policy 5.2.2</b> - In addition to the requirements of the Municipal Government Act, new Area Structure Plans shall address through policy:</p> <ul style="list-style-type: none"> <li>a. How minimum residential density targets for Priority Growth Area Ce (25-35 du/nrha) established by the Capital Region Growth Plan will be achieved across the plan area;</li> <li>b. The provision of a mix of land uses in a compact built form, including a mix of residential and employment uses to support the creation of complete communities and active transportation;</li> <li>c. The incorporation of innovative and sustainable development standards where feasible to achieve compact development;</li> <li>d. The incorporation an interconnected street network and open space network to support active transportation and transit viability, where applicable;</li> </ul> <p>and</p>	<p>The Elan ASP and Elan NSP have been approved prior to redistricting and subdivision.</p> <ul style="list-style-type: none"> <li>a. Elan NSP achieves a minimum density of 43 du/nrha which complies with the Capital Region Growth Plan.</li> <li>b. Elan NSP provides a variety of housing types and densities, as well as employment opportunities and designed to support active transportation.</li> <li>c. Elan NSP incorporates an urban village which will promote compact development and act as a focal point of the community.</li> <li>d. Parks and open spaces are intended to be connected throughout Elan and tie into the existing open space network within Beaumont. Transit stops will be provided under the direction of Beaumont’s General Design Standards.</li> </ul>

Beaumont MDP	ELAN NSP
<p>e. The provision of a mix of housing forms and housing options that are attainable in areas close to existing and future employment areas, and multi-modal transportation access.</p> <p><b>Policy 5.2.14</b> - Beaumont will continue to attract population growth by planning for and supporting development of complete and inclusive communities with a diverse range of housing options and convenient access to a broad range of health, education, recreation and cultural services.</p>	<p>e. The community provides a mix of housing styles and forms that are in close proximity to future employment opportunities and has access to multiple modes of transportation.</p> <p>The residential areas will encourage diversity, and provide housing styles and forms that range in density to ensure affordability and accessibility at various life stages. The urban village and commercial areas will provide convenient access to goods and services and employment opportunities.</p>
<p>6. Urban Design and Community Image</p>	
<p><b>Policy 6.2.2</b> - Beaumont will provide a visually and functionally attractive urban environment for residents, business growth and visitors.</p> <p><b>Policy 6.2.3</b> - 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.</p> <p><b>Policy 6.2.5</b> - The French Village theme concept, as outlined in Beaumont’s French Village Design Guidelines will continue to be implemented through the design and approval process for commercial development, multi-family housing and major municipal buildings, and should be considered in the design of entrances to Beaumont.</p>	<p>Beaumont’s growth is supported by the community of Elan. Elan will develop into an attractive urban environment for residents, business growth, and visitors.</p> <p>Elan is a logical extensions of the existing development, as there will linkages with existing utilities, transportation, and open space corridor.</p> <p>Elan will adhere to, and promote the French culture of Beaumont through the design of public spaces and other land uses in accordance with the design guidelines established by Beaumont.</p>

**Beaumont MDP**

**ELAN NSP**

7. Residential Areas

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

**Policy 7.3.4** - Where medium density (townhouse/apartment) housing sites are proposed in an Area Structure Plan, they should be dispersed throughout the area.

**Policy 7.3.4** - 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.

**Policy 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.

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

**Policy 7.3.11** - Plan for and support a diverse range and mix of housing options and densities, including medium and high density residential forms to accommodate the needs of existing and future citizens in various demographic and income groups in all neighbourhoods. Mixed-use developments may also be considered.

Elan will include a variety of housing options and styles within the low density residential land use.

Medium density residential is proposed and dispersed throughout Elan.

Transition areas between medium density and low density residential land uses will be provided through open spaces, roadway separations, and intermediate housing densities.

Medium and higher density residential uses are planned adjacent to major arterial and collector roadways, and within walking distances of the proposed trail systems to promote alternative modes of transportation.

Elan achieves the minimum density requirements as set out by the Edmonton Metropolitan Region Growth Plan.

Elan supports a mix of housing options and densities to ensure affordability and accessibility.



Beaumont MDP	ELAN NSP
<p>8. Commercial Area</p>	
<p><b>Policy 8.2.5</b> - Development of small commercial sites may be allowed outside the Downtown area if they:</p> <ul style="list-style-type: none"> <li>a. Serve the demonstrated needs of neighbourhoods, the Business Park, or commuter traffic;</li> <li>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</li> <li>c. Are developed to a high aesthetic standard, conform to the French Village design guidelines, and are buffered from adjacent residential uses.</li> </ul>	<p>Elan includes an urban village and a commercial site which are both intended to serve the needs of local residents and are located on a major collector or arterial roadway. The urban village and commercial site are well connected to the open space network and close to medium density residential land uses.</p>
<p>10. Parks, Recreation and Open Space</p>	
<p><b>Policy 10.2.1</b> - Beaumont will ensure that lands are made available to satisfy the parks, recreation and open space requirements of the community. To meet spatial needs for future parks, recreation, open space and school sites, Beaumont will continue to require landowners to provide, as municipal reserve, ten percent (10%) of land to be subdivided, less the land required for environmental reserve and environmental reserve easements</p> <p><b>Policy 10.2.7</b> - Beaumont recognizes the benefits of a trail network to: alleviate safety concerns associated with the mix of pedestrian and vehicular traffic on the ring road; enhance year-round opportunities for fitness and recreation within the community; offer pedestrian friendly travel routes through Beaumont; and, create a marketable quality of life amenity for Beaumont.</p>	<p>Elan has dedicated 10% of municipal reserve for parks, recreation, open spaces, and school sites.</p> <p>Elan incorporates an open space network that connects with the existing open space network within Beaumont.</p>

### 6.1.3 Elan ASP

The Elan ASP was adopted by Council on November 28, 2017. The Elan NSP meets the following ASP policies:

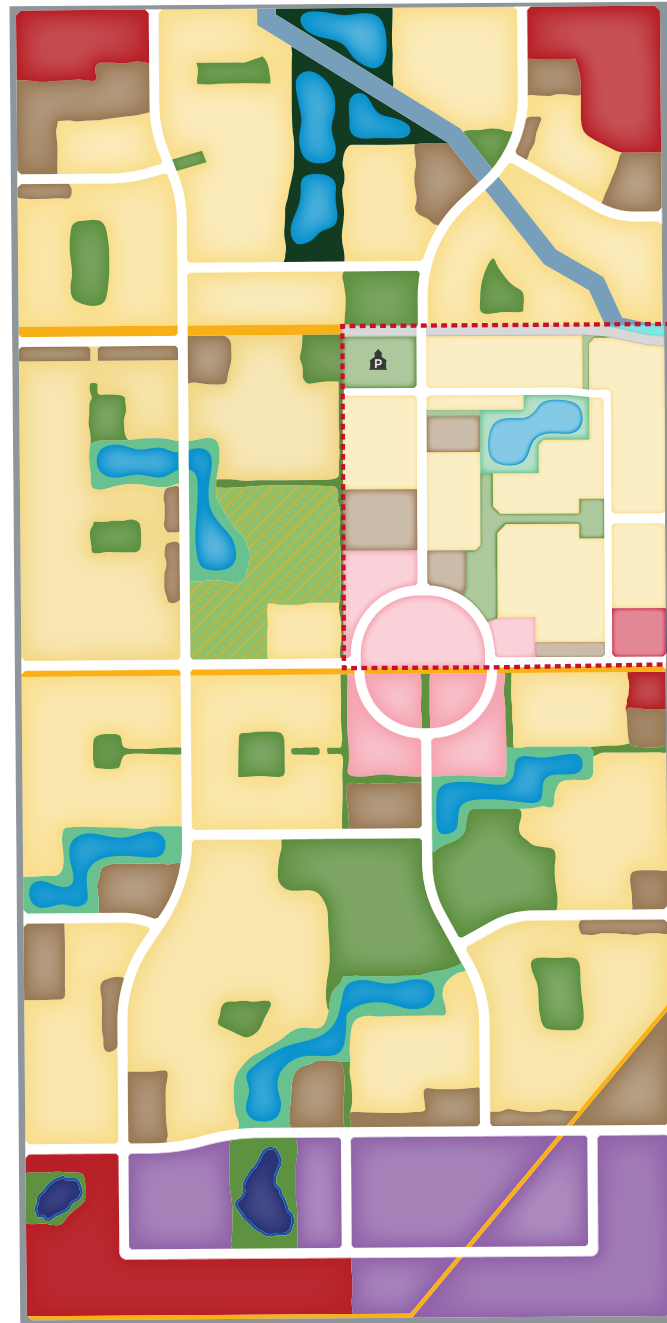
Elan ASP	ELAN NSP
4.3 Residential Uses	
<b>Policy 4.3.2.b</b> - Provide a variety of housing choices to meet the needs of a diverse population.	Elan NSP proposes a wide range of low and medium density residential housing forms to meet the needs of a diverse population.
4.4 Commercial Uses	
<b>Policy 4.4.2.b</b> - Commercial sites shall be located adjacent to highway, arterial, and collector roadways and be accessible to various modes of transportation.	Commercial areas within Elan are located adjacent to major transportation corridors and are accessible by multiple modes of transportation.
<b>Policy 4.4.2.c</b> - Provide a wide range of retail and commercial services to serve the needs of residents within the Plan Area as well as the region.	Elan provides a range of retail and commercial services that serve the needs of residents.
4.5 Community Mixed Use	
<b>Policy 4.5.2.c</b> - Mixed Use development shall be pedestrian-friendly, well-designed and comfortable.	The Urban Village within the Plan area provides a mixed use development that is designed to be pedestrian-friendly and a community gathering space.
<b>Policy 4.5.2.i</b> - Higher Density Residential development should be located near commercial uses, recreation facilities, park areas, or transit facilities.	Elan NSP proposes the higher density residential development to be located near commercial uses, park areas, and transit facilities.
4.7 Parks, Open Space & Recreation	
<b>Policy 4.7.1.d</b> - Provide a variety of parks and open spaces to accommodate a range of passive and active recreational opportunities.	The Elan NSP incorporates a variety of parks and open space that can accommodate a range of uses.
<b>Policy 4.7.2.a</b> - Provide a connected and integrated open space system that encourages walking and cycling.	Elan has a connected open space system that encourages residents to walk and cycle to their destinations.

#### 6.1.4 Strategic Plan

Elan is primarily a residential neighbourhood which was influenced by the first pillar in the Strategic Plan 2017-2021. The first pillar aims to improve the livability and quality of life of Beaumont citizens. The connected open space network and transportation options will promote a high quality of life. The diverse housing options will provide affordable housing opportunities and allow residents to age-in-place. The commercial and urban village land uses will provide essential goods and services to residents which achieves pillar five. Pillar five aims to ensure economic prosperity of neighbourhoods and Beaumont, by encouraging business development. Elan will provide a sufficient land supply for commercial and mixed-use development thereby creating employment opportunities for Beaumont residents.

**FIGURE 18** Context Plan

-  Plan Area
-  Low Density Residential
-  Medium Density Residential
-  Urban Village
-  Commercial
-  Business Park
-  Municipal Reserve
-  School Site
-  Private Recreation
-  Stormwater Management Facility
-  Super Wetland
-  LeBlanc Canal
-  Environmental Reserve
-  Utility R.O.W
-  Road Widening Dedication



**FIGURE 18** Context Plan

-  Plan Area
-  Municipal Reserve
-  School Site
-  Stormwater Management Facility
-  Utility R.O.W.
-  Walkway
-  Potential Multi-Use Trail
-  Potential Pedestrian Crossing

