

**TOWN OF BEAUMONT
BYLAW NO. 892-17**

**A Bylaw to adopt the Elan
Area Structure Plan**

PURSUANT to the Municipal Government Act, R.S.A. 2000 and Amendments thereto, the Council of the Town of Beaumont, duly assembled, enacts as follows:


1. That the Town of Beaumont adopt Bylaw 892-17 known as the Elan Area Structure Plan as attached as Schedule A.

Read a first time in Council this 25th day of July, 2017.

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

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

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



Mayor



Manager, Legislative Services



élan

**AREA STRUCTURE PLAN
SEPTEMBER 2017**





**ELAN AREA STRUCTURE PLAN
JULY 2017**

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
COLLIER'S INTERNATIONAL
SNC LAVALIN ENVIRONMENT
SAMENG ENGINEERING**



[E•lan] *a combination of style and vigour.*

Driven by principles of sustainability, Elan is a progressive, vibrant, and green community. The integration of urban development and natural features is what sets Elan apart. Through the preservation and enhancement of natural features, Elan has the potential to be a leader in neighbourhood planning.



01

INTRODUCTION

- 1.1 PURPOSE 08
- 1.2 AUTHORITY 08
- 1.3 PLAN PREPARATION 08
- 1.4 SUPPORTING DOCUMENTS 09
- 1.5 POLICY FRAMEWORK 10

02

PLAN AREA

- 2.1 REGIONAL CONTEXT 12
- 2.2 LOCAL CONTEXT 13
- 2.3 OWNERSHIP 14
- 2.4 EXISTING CONDITIONS 16
- 2.5 INFRASTRUCTURE CONDITIONS 19
- 2.6 ENVIRONMENTAL & AGRICULTURAL CONSIDERATIONS 19
- 2.7 RECREATION 20
- 2.8 FLOODPLAIN ANALYSIS

03

PRINCIPLES

- 3.1 INTEGRATION 23
- 3.2 SUSTAINABLE DEVELOPMENT 24
- 3.3 LOCAL IDENTITY & PLACEMAKING 24
- 3.4 ACCESSIBILITY 25
- 3.5 EFFICIENCY 25
- 3.6 SAFETY 26

04

CONCEPT

- 4.1 LAND USE CONCEPT 29
- 4.2 URBAN DESIGN 31
- 4.3 RESIDENTIAL 35
- 4.4 COMMERCIAL 41
- 4.5 COMMUNITY MIXED USE 43
- 4.6 BUSINESS PARK 47
- 4.7 PARKS & OPEN SPACES 51
- 4.8 SUPER WETLAND 57
- 4.9 TRANSPORTATION 61

05

ENGINEERING

- 5.1 SANITARY SERVICING 67
- 5.2 WATER SERVICING 69
- 5.3 STORM SERVICING 71
- 5.4 SHALLOW UTILITIES 71

06

IMPLEMENTATION

- 6.1 PROJECTIONS 75
- 6.2 STAGING 75
- 6.3 NSPs, DISTRICTING & SUBDIVISIONS 75
- 6.4 STATUTORY REVIEW & POLICY CONTEXT 76

07

APPENDIX

- 7.1 LAND USE STATISTICS 86
- 7.2 CONTEXT PLAN 87



LIST OF FIGURES

FIGURE 1: REGIONAL CONTEXT	12
FIGURE 2: LOCAL CONTEXT	13
FIGURE 3: OWNERSHIP MAP	14
FIGURE 4: EXISTING TOPOGRAPHY	15
FIGURE 5: EXISTING & SURROUNDING LAND USES	17
FIGURE 6: CONSIDERATIONS	18
FIGURE 7: LAND USE CONCEPT	28
FIGURE 8: RESIDENTIAL LAND USES	34
FIGURE 9: COMMERCIAL LAND USES	40
FIGURE 10: MIXED USE NODE	42
FIGURE 11: BUSINESS PARK	46
FIGURE 12: PARKS & OPEN SPACES	50
FIGURE 13: OVERALL TRAIL SYSTEM	52
FIGURE 14: SAFE ROUTES TO SCHOOL	54
FIGURE 15: SUPER WETLAND	56
FIGURE 16: SUPER WETLAND CONCEPT	58
FIGURE 17: ROADWAY NETWORK	60
FIGURE 18: SANITARY SERVICING	66
FIGURE 19: WATER SERVICING	68
FIGURE 20: STORM SERVICING	70
FIGURE 21: STAGING	74
FIGURE 22: CONTEXT MAP	87

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1.1 Purpose

The purpose of this Area Structure Plan (ASP) is to describe the land use concept, development policies and objectives for the Elan area, including establishing a framework for engineering services, transportation, parks and open spaces. In addition to the broader objectives included in Beaumont's Municipal Development Plan (MDP), the Elan ASP intends to facilitate attractive, efficient and orderly development that is connected and compatible with adjacent natural features and surrounding existing and planned development.

1.2 Authority

Preparation of the Elan ASP was authorized by Leduc County Council on January 14, 2014. At that time, Beaumont submitted an application to annex the lands from Leduc County. Both municipalities agreed to a collaborative intermunicipal review of the ASP on May 14, 2014.

On January 1, 2017 the lands were annexed to Beaumont, which are the planning authority for the subject lands.

1.3 Plan Preparation

Various public meetings were held with local stakeholders, landowners, and representatives from both Leduc County and Beaumont.

1.3.1 Public Meeting #1

The first public meeting was held with the current landowners at that time within the Plan Area on May 20, 2014. 10 of the 18 landowners attended the meeting, and were presented a land use concept as well as information on the ASP process. Feedback was gathered at the meeting and considered throughout the development of the ASP.

1.3.2 Public Meeting #2

A second public meeting was held on August 26, 2014, where residents were presented a more detailed land use concept based on feedback received from the first public meeting. 6 residents attended the meeting, and were encouraged to share their opinions through comment sheets provided.

1.3.3 Public Meeting #3

A third public meeting was held on June 1, 2017, under the Plan Area's new jurisdiction, following the annexation. Residents were presented the background



of the project, guiding principles, the proposed land use concept, and neighbourhood features that were developed with Beaumont. 1 resident attended the meeting, and was encouraged to share their opinion through comment sheets provided.

1.3.4 *Public Hearing*

The Elan ASP was adopted by Beaumont Council on (date) in accordance with Section 633 of the Municipal Government Act.

Consultations with External Agencies

Throughout the preparation of the plan, there were discussions with various government agencies and service providers, including RCMP, Fire and Emergency Services, Alberta Health Services, Alberta Environment and Parks, and the Black Gold School Division, St. Thomas Aquinas Roman Catholic School Division, and Conseil Scolaire Centre-Nord. Discussions with emergency service providers indicated they have capacity to expand operations to accommodate the additional population planned for the ASP. The school divisions have expressed interest in building a new school within the Plan Area to accommodate future demand.

1.4 *Supporting Documents*

The Elan ASP is supported by the following technical studies:

1.4.1 *Phase 1 Environmental Site Assessment (ESA)*

Conducted by CT & Associates Engineering Ltd., the purpose of the ESA is to review previous and current uses and operations on the subject lands and surrounding properties to assess potential environmental concerns.

1.4.2 *Biophysical Assessment*

Prepared by Fiera Biological Consulting, the Biophysical Assessment identifies the environmental and ecological assets within the Plan Area and surrounding lands, including watercourses, vegetation and riparian areas, and provides recommendations on the protection and enhancement of these natural features. Biophysical Assessments for lands outside the scope of the report will be required prior to development of those lands.

1.4.3 *Geotechnical Report*

CT & Associates completed an assessment of soils and groundwater conditions

related to the suitability of future development within the lands owned by Dream, including site grading, residential development, storm-water management facilities, infrastructure and roadways. Geotechnical reports for the lands not included in the report will be required prior to development.

1.4.4 *Municipal Servicing Report*

The Municipal Servicing Report describes the specific servicing concepts to support development within the Plan Area.

1.4.5 *Water Network Analysis*

The Water Network Analysis identifies the servicing alternatives to provide water to the proposed development. The report uses projections for development in Elan to pinpoint future needs within the region as they relate to water servicing.

1.4.6 *Agricultural Impact Assessment (AIA)*

The AIA identifies whether there are any impacts to agriculture in Plan Area and the surrounding lands as a result of the ASP.

1.4.7 *Transportation Impact Assessment (TIA)*

The TIA was prepared by Bunt Engineering and outlines the overall traffic impacts on existing and planned roadway networks in the region as a result of urban development within Elan. The report provides recommendations for roadway infrastructure improvement, including potential upgrades to existing roadway networks.

1.4.8 *Historical Resources Impact Assessment (HRIA)*

Conducted by SNC Lavalin Environment, the assessment identifies any historical resources within the Plan Area that require preservation, such as historic buildings, structures, archaeological and paleontological sites.

1.5 **Policy Framework**

Elan has been carefully developed to ensure that it is in compliance with the Edmonton Metropolitan Region Growth Plan. Until the Edmonton Metropolitan Region Growth Plan receives ministerial approval, the existing Capital Region Growth Plan (CRGP) is in force. Elan is consistent with the principles and policy direction outlined in the CRGP for Priority Growth Area Ce and is compatible with the objectives of the Capital Region Growth Plan as set out in Section 11 of the Capital Region Board Regulation and is consistent with Section 5.4 of the Schedule A to Ministerial Order No. L: 270/10. Additional details can be found in section 6.4 - Statutory Review and Policy Context.

2.1 Regional Context

The Plan Area is located along the western edge of Beaumont, south of the City of Edmonton and east of Nisku.

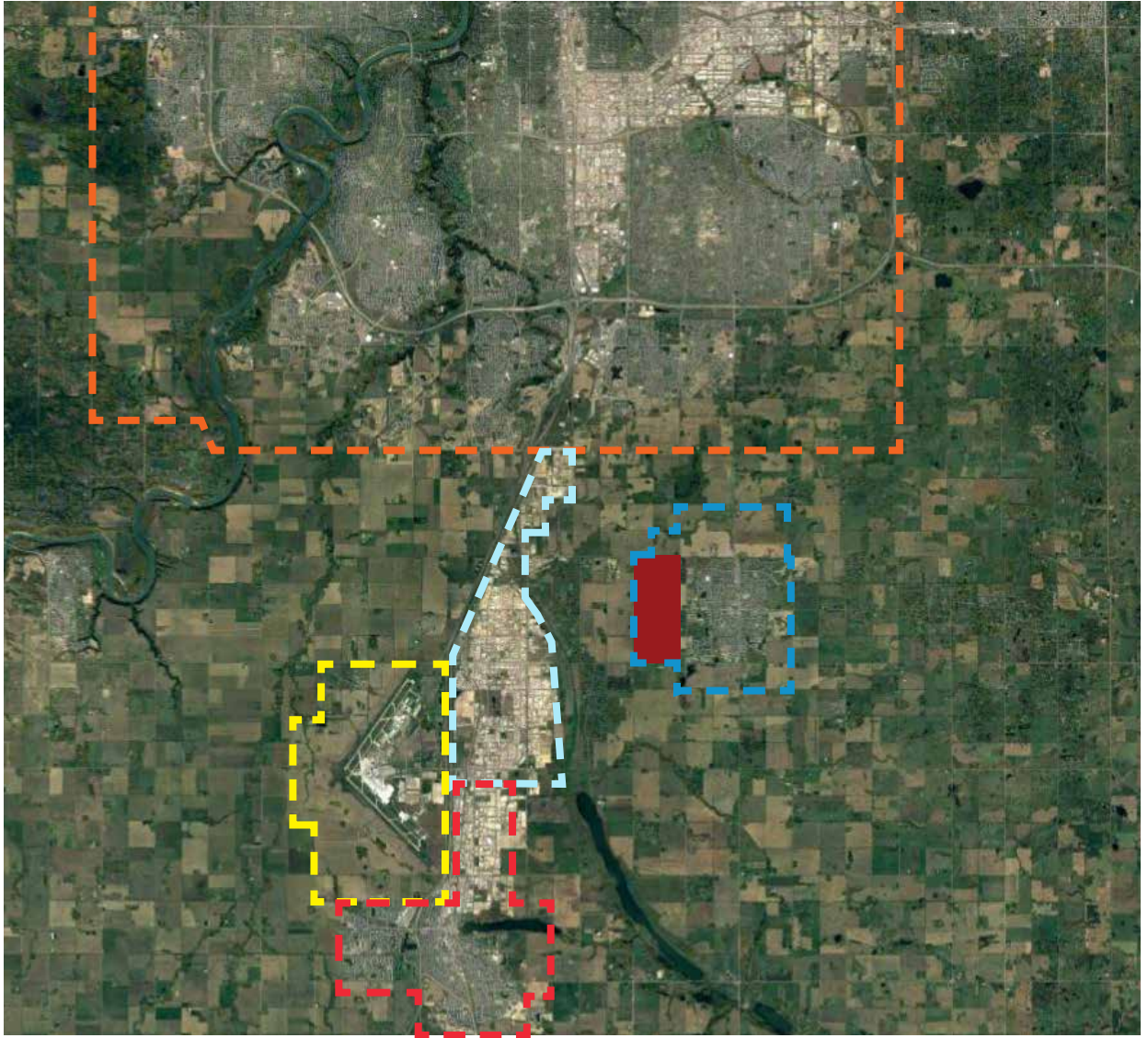


FIGURE 1

REGIONAL CONTEXT

PLAN AREA

- CITY OF EDMONTON
- BEAUMONT
- NISKU
- EDMONTON INTERNATIONAL AIRPORT
- CITY OF LEDUC

2.2 Local Context

The Plan Area is comprised of approximately 515 hectares (two sections) of land within Beaumont. The Plan Area lies in the western portion of Beaumont, immediately east of Leduc County's East Vistas LASP. The Plan Area is bounded by Township Road 510 to the north, Highway 625 to the south, Range Road 243 to the east and Range Road 244 to the west.

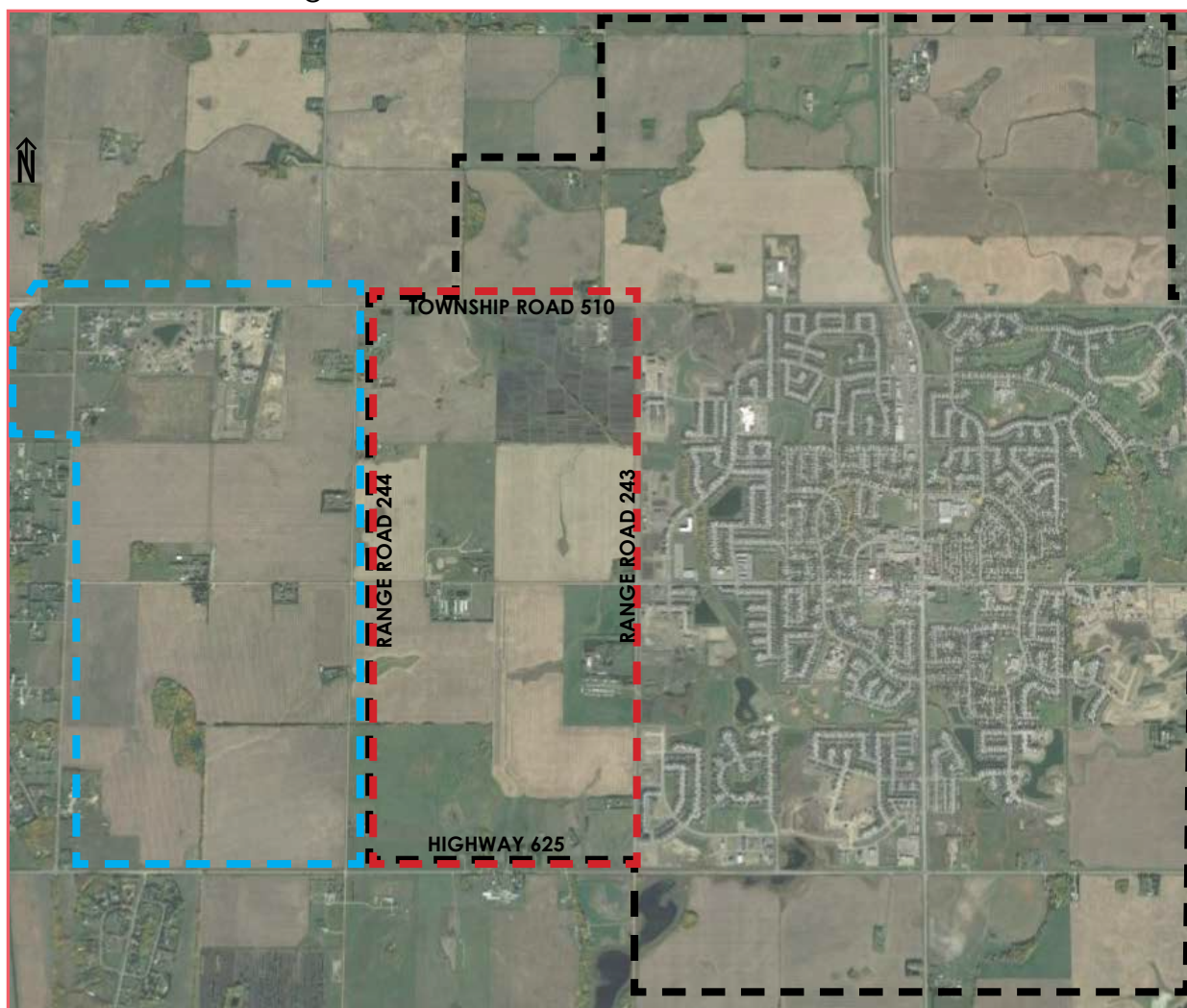


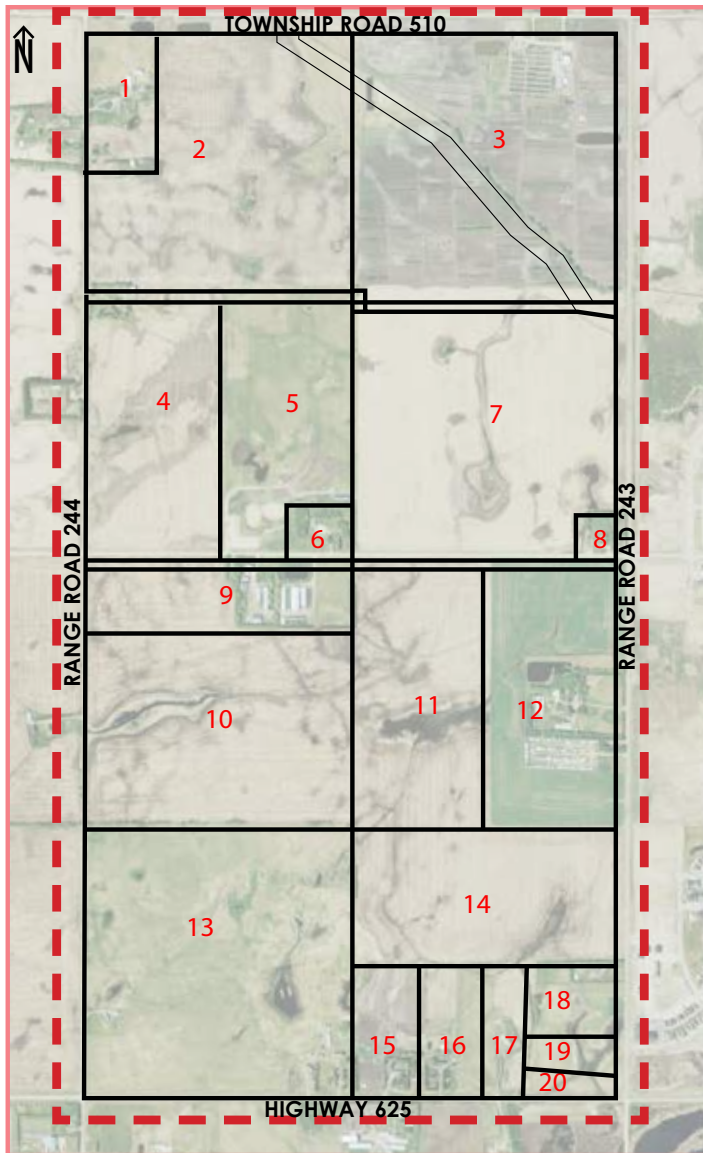
FIGURE 2

LOCAL CONTEXT

- — — — — PLAN AREA
- — — — — EAST VISTAS LASP AREA
- — — — — BEAUMONT BOUNDARY

2.3 Ownership

As shown in Figure 3, the Plan Area consists of 18 privately owned parcels and 2 publicly owned parcels.



NUMBER	LEGAL DESCRIPTION	OWNER
1	Lot 1, Plan 8621006	private owner
2	NW33 50-24-4	private owner
3	NE33 50-24-4	private owner
4	SW33 50-24-4	private owner
5	SW33 50-24-4	private owner
6	SW33 50-24-4	private owner
7	SE33 50-24-4	private owner
8	SE33 50-24-4	2 private owners
9	NW28 50-24-4	private owner
10	NW28 50-24-4	private owner
11	NE28 50-24-4	Beaumont
12	NE28 50-24-4	private owner
13	SW28 50-24-4	private owner
14	SE28-50-24-4	private owner
15	SE28 50-24-4	private owner
16	Lot A, Plan 514RS	private owner
17	Lot B, Plan 3416RS	private owner
18	Lot C, Plan 3416RS	private owner
19	Lot D, Plan 3416RS	private owner
20	Lot R, Plan 3416RS	Leduc County

FIGURE 3

OWNERSHIP

--- PLAN AREA

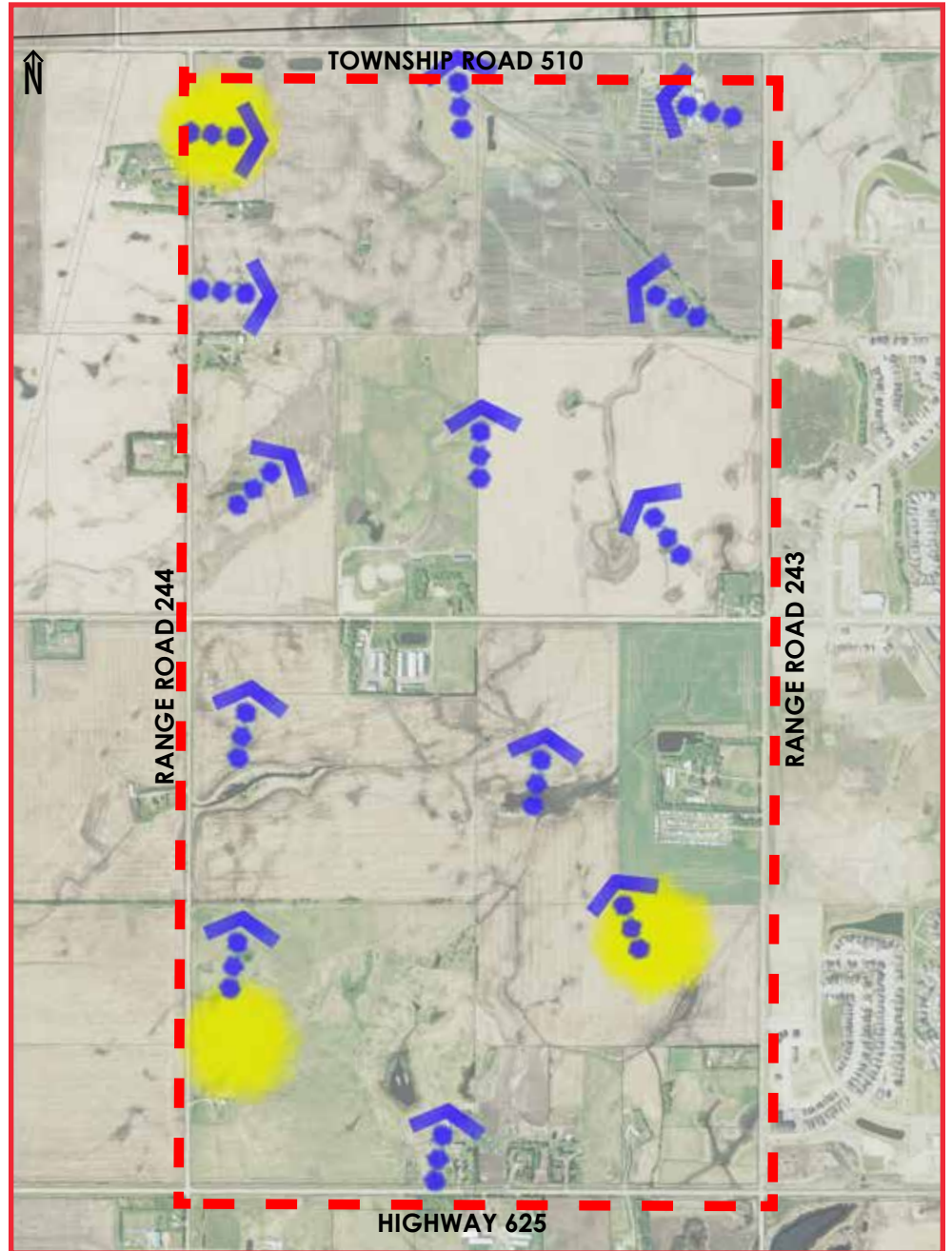


FIGURE 4
- - - PLAN AREA

EXISTING TOPOGRAPHY
◀••• FLOW DIRECTION
● HIGH POINT

2.4 Existing Conditions

2.4.1 Existing Topography

As shown in Figure 4, the existing topography within the Plan Area is characterized by a sloping grade from Highway 625 north towards Township Road 510. Elevations within the Plan Area range between 705m and 716m. The Plan Area is generally flat, with one high elevation area in the northwest corner. The Plan Area includes a number of low-lying areas that have been channelized to accommodate surface drainage.

2.4.2 Geotechnical Characteristics

A geotechnical investigation conducted by CT & Associates concluded that the lands are generally suitable to accommodate future urban development. Within Sec 28-50-24-W4M and Sec 33-50-24-W4M, CTA noted some low-lying and wet areas, including areas where the local drainage has been channelized to improve surface drainage. These areas may impact future urban development.

Within Sec 33-50-24-W4M, it is understood that topsoil has been placed over the northeast quarter section (to accommodate the tree farm (Cheyenne Nursery)). Additional geotechnical investigation will be required to ensure the lands are suitable for future urban development.

2.4.3 Existing Land Uses

Figure 5 identifies the existing land uses within the Plan Area. The majority of the lands are currently used for agricultural purposes, including traditional farmland, the Cheyenne Tree Farm, and the Beaumont and District Agricultural Society. Portions of three of the parcels are partially districted Direct Control. The one in the northwest is intended for residential development, while the other two are intended for RV storage spaces.

2.4.4 Surrounding Land Uses

As indicated on Figure 5, areas to the north are designated for future residential uses, the lands to the east are developed or planned to accommodate a variety of residential, commercial and related uses. The East Vistas Local Area Structure Plan is located to the west and is designated for residential and associated uses, and the lands to the south are designated for agricultural uses according to the Leduc County Municipal Development Plan (MDP).

2.4.5 Transportation & Connections

Highway 625 is an Alberta secondary highway and is a paved, two-lane roadway. Township Road 510 and Range Road 243 are constructed to a paved rural standard, while Range Road 244 is currently a gravel rural standard

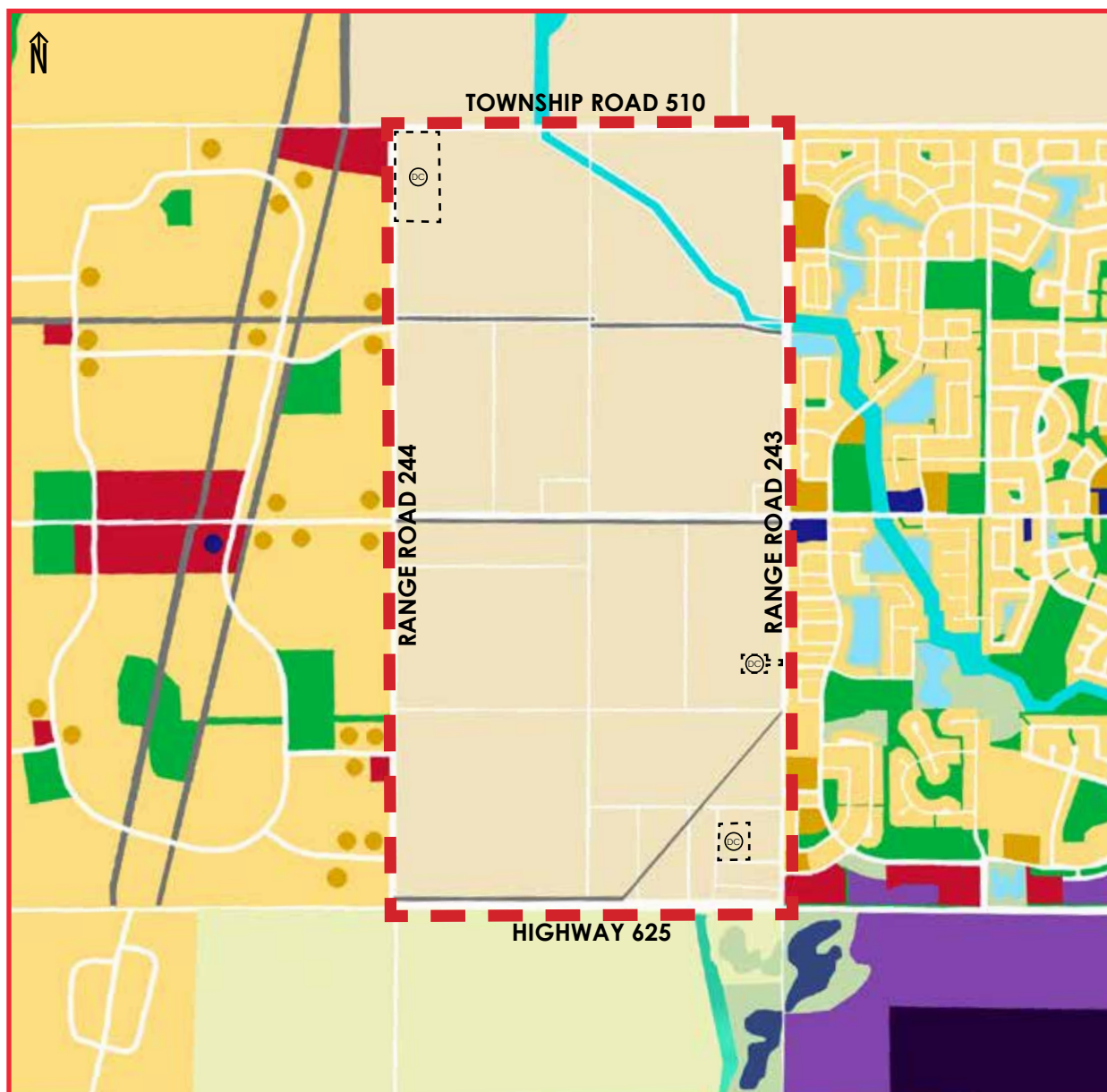


FIGURE 5

--- PLAN AREA

PLANNED SURROUNDING LAND USES

- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- COMMERCIAL
- BUSINESS PARK
- LIGHT INDUSTRIAL
- INSTITUTIONAL
- ENVIRONMENTAL RESERVE
- DRAINAGE R.O.W.
- PARKS
- UTILITY R.O.W.
- STORMWATER FACILITY
- AGRICULTURE
- FUTURE RESIDENTIAL
- DIRECT CONTROL BOUNDARY
- DIRECT CONTROL

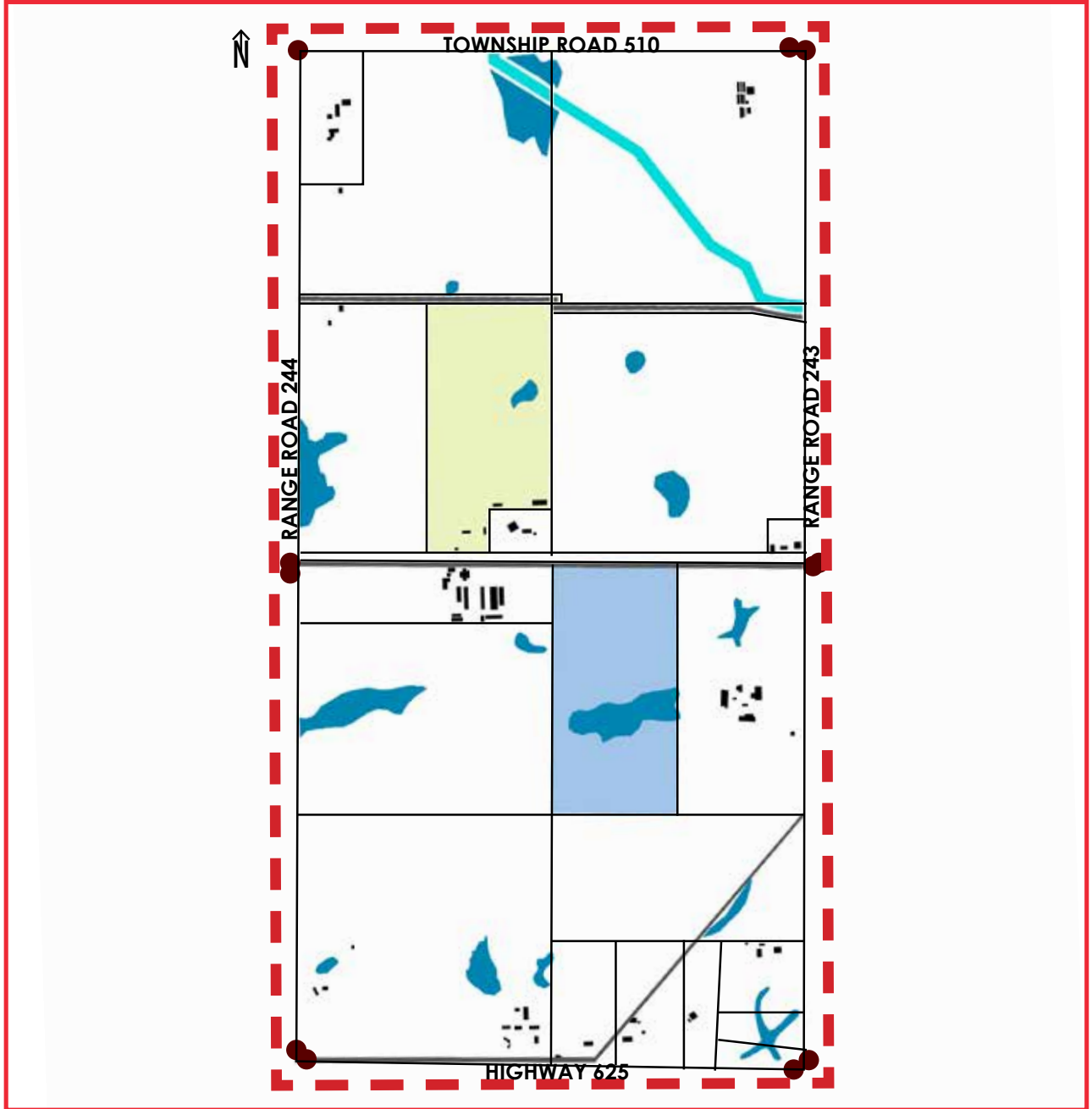


FIGURE 6

CONSIDERATIONS

--- PLAN AREA

■ EXISTING WET AREAS

■ DRAINAGE R.O.W.

■ UTILITY R.O.W.

■ EXISTING BUILDINGS

■ BEAUMONT AND DISTRICT AGRICULTURAL SOCIETY LANDS

● ABANDONED WELL

■ TOWN OF BEAUMONT LANDS



2.4.6 *Considerations*

Figure 6 outlines the various considerations within the Plan Area, including existing wet areas, utility rights-of-way, the Leblanc Canal, abandoned wells, and existing uses and buildings.

2.4.7 *Emergency Services*

Existing emergency service providers in Beaumont, including RCMP, Fire and ambulance services are anticipated to expand to accommodate future demand.

2.5 *Infrastructure Conditions*

Regional sanitary and water trunks are located within Sec 33-50-24-W4M. The LeBlanc Canal is located in the north east section of Sec 33-50-24-W4M. The LeBlanc Canal functions as a major drainage channel within the Plan Area and for Beaumont.

2.6 *Environmental & Agricultural Considerations*

A number of abandoned well sites have been identified within the government road allowances in Sec 28 and 33-50-24-W4M, as per Figure 6. Additional investigation of these abandoned well sites will be required at the NSP stage.

The premature fragmentation and development of agricultural land shall be discouraged through the logical staging and phasing of development of the plan area, ensuring that lands are contiguous with built up urban areas and/or planned areas, and compliance with the Agricultural Impact Assessment and mitigation measures recommended for the Area Structure Plan, including minimizing potential adverse impacts of the proposed development on agricultural lands and existing agricultural operations both on-site and off-site.

2.7 *Recreation*

The Plan Area contains the Beaumont and District Agricultural Society; a facility providing space for equestrian activities, rodeos, exhibitions and other agricultural competitions. Beaumont features a number of public recreational facilities, including The Beaumont Community Centre, Aqua-Fit Centre, the Beaumont Curling Club, Ken Nichol Regional Recreation Centre, as well as outdoor recreational spaces including Four Seasons Park and Gerry Patsula Park.

2.8 **Flood Plain Analysis**

Sameng Inc. was retained to conduct a review and assessment of the condition and performance of the LeBlanc Canal located in the northeast portion of the Plan Area.

The LeBlanc Canal was constructed in the 1920's, and has been upgraded multiple times over the last several decades. The canal serves as the primary outlet for the stormwater system serving Beaumont, as well as other lands south of the Town.

The Canal has been subject to flooding for many years. In 1991, Sameng Inc. conducted a preliminary engineering study on Irvine Creek, including the LeBlanc Canal. The flooding is attributed to a number of factors, including increased discharge from Beaumont, beaver-dam activity, and restrictions to the channel at certain points. The study recommended to retain storage ponds in Beaumont to control flows to match pre-development rates, and upgrade the channel where required.

In 2016, the Blackmud/Whitemud Creek Surface Water Management Group, consisting of City of Edmonton, City of Leduc, Strathcona County, Leduc County, and the Town of Beaumont, began the process to acquire a consultant to prepare the Blackmud/Whitemud Creek Surface Water Management Study. Associated Engineering was retained to complete the study. At the time of this writing, the study has not been made public nor has it been completed. Upon its completion, future NSPs within Elan will conform to the policies and strategies outlined in the study.

Sections 4.8 and 5.3 describe the strategy to help mitigate flooding on private properties along the LeBlanc Canal.



Elan is a unique, complete community that stands apart from conventional greenfield developments by virtue of its inclusion and sensitive integration of environmental features with urban development.

3.1 *Integration*

Reducing automobile dependence can have positive impacts on the health and quality of life for residents. Elan strives to incorporate non-vehicular connections throughout the Plan Area and to the surrounding region, while ensuring the principles of complete streets are incorporated into roadway design. Important natural features such as the Leblanc Canal are intended to be preserved, enhanced, and incorporated into urban development.



preserve and enhance local drainage courses through trail connections, landscaping and interactive features

3.2 Sustainable Development

Sustainable infrastructure and development patterns ensure the neighbourhood functions efficiently. Exploring the potential to utilize alternative development patterns and low impact development principles will have a positive impact on the retention and enhancement of existing natural features and overall health and well-being of residents.

3.3 Local Identity & Placemaking

Strong communities foster a distinct identity through the careful design and placement of focal points, retention and integration of natural features and other placemaking elements. Paying homage to Beaumont's French heritage will be reflected in the overall design of public spaces within the ASP and conform to Beaumont's design guidelines.



promote the use of alternative energy sources throughout the neighbourhood

3.4 Accessibility

Providing opportunities to accommodate a range of transportation modes is fundamental to developing a well-connected community. This includes active transportation, public transit, and personal automobiles. The overall transportation network should include a number of linkages throughout the community and the surrounding area.

3.5 Efficiency

The utilization of logical and efficient development patterns, where residential uses are well connected and integrated with adjacent land uses creates a vibrant and sustainable community. The Elan ASP encourages the development of compact development forms to maximize the use of public infrastructure and services. Development will take advantage of existing topographic features to minimize grading and overall disturbance to existing landforms.



non-traditional housing facing onto courtyard rather than street

3.6 Safety

Public and private spaces will be designed to be safe, healthy and inclusive. Development shall be encouraged to adopt Crime Prevention Through Environmental Design principles where possible.



traffic calming elements such as bulb-outs at crosswalks increases pedestrian safety

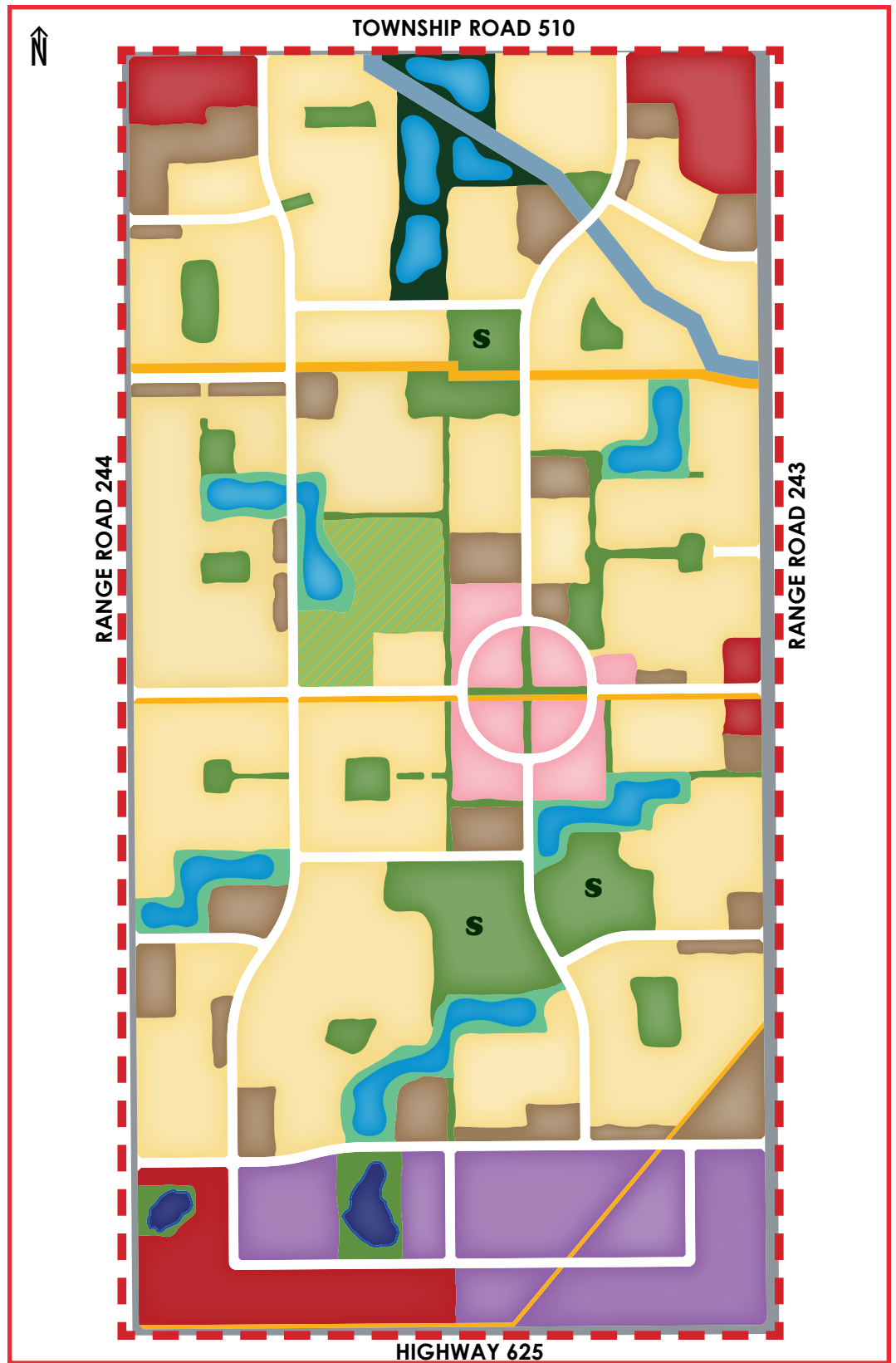


FIGURE 7

LAND USE CONCEPT

--- PLAN AREA

- ROAD WIDENING DEDICATION
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- COMMERCIAL
- BUSINESS PARK
- COMMUNITY MIXED USE
- PRIVATE RECREATION
- MUNICIPAL RESERVE
- SUPER WETLAND
- SWMF
- E.R.
- LEBLANC CANAL
- UTILITY R.O.W.
- POTENTIAL SCHOOL SITE

4.1 **Land Use Concept**

The Elan ASP has been planned to offer a variety of residential land uses at varying densities and forms mixed with commercial, business park, institutional and public and private land uses. Existing natural features within the Plan Area shall be retained and integrated into the development concept, wherever possible. These natural features will be linked by a network of parks and open spaces providing opportunities to accommodate a variety of passive and active recreation uses. This will be complemented by a comprehensively planned network of greenways and trail systems that will provide connections throughout the community.

The inclusion of commercial and business park land uses supports the creation of a complete community by offering residents an opportunity to live, work, shop and entertain within Beaumont. Although Elan has been planned to be a complete community on its own, its integration into the existing developed areas in Beaumont is crucial to the success of the plan area. Connections to existing activity nodes and facilities in Beaumont have been planned. Higher residential densities and mix of land uses will complement the existing conditions in Beaumont and provides Beaumont with new housing styles and typologies that will attract new residents as well as retain current residents – either those seeking affordable products or those looking to downsize and remain in Beaumont. The inclusion of commercial and business park land uses contributes to Beaumont's vision of establishing a more sustainable tax base, and provides additional shopping and employment lands for existing and new residents.

A community-oriented mixed use area is planned in the central portion of the Elan ASP and is intended to become the social and cultural hub for the neighbourhood. This area is planned to develop a variety of commercial, residential and associated land uses in a more dense and compact built form.

Beaumont is one of the fastest growing municipalities in Canada, and the variety of uses found in Elan support its growing population by creating new jobs, expanding the open space network, and providing a variety of housing options for all households. This complete community integrates with existing development through the location of land uses and incorporation of the French Village Design Guidelines.



4.2 **Urban Design**

High quality urban design is crucial to fostering the creation of livable neighbourhoods that are timeless and maintain a sense of permanence. Assembling a mix of uses within a framework of connected streets and compact building forms will encourage people to walk, cycle or use other forms of transportation.

4.2.1 *Goals & Objectives:*

The vision for Elan is to create a complete, walkable and well-designed community that accommodates a range of transportation options and encourages a compact urban form that uses land responsibly and efficiently.

4.2.2 *Policies:*

- a Encourage a compact and efficient built form
- b Reduced setbacks and active frontages should be encouraged for buildings adjacent to collector roads, public parks and amenity areas to create a pedestrian-friendly built form
- c Introduce walkways and greenways to connect community focal points and destination areas
- d Design streets to be functional, safe, and accommodate various modes of transportation
- e Significant environmental features shall be retained and incorporated with development where possible
- f Provide adequate separation and buffers between residential and non-residential land uses
- g Incorporate elements of Crime Prevention Through Environmental Design (CPTED) to ensure public safety
- h Development should provide appropriate transitions between uses of different densities, heights, and massing
- i Design open spaces to be connected to trails and greenways, and have good visibility from roadways



streets should be designed to add to the visual aesthetic of neighbourhoods



commercial and light industrial buildings should be designed using high quality materials and architectural features



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promote non-traditional housing types that contribute to vibrant and usable public spaces



street-oriented housing ensures consistent and safe pedestrian connections are maintained

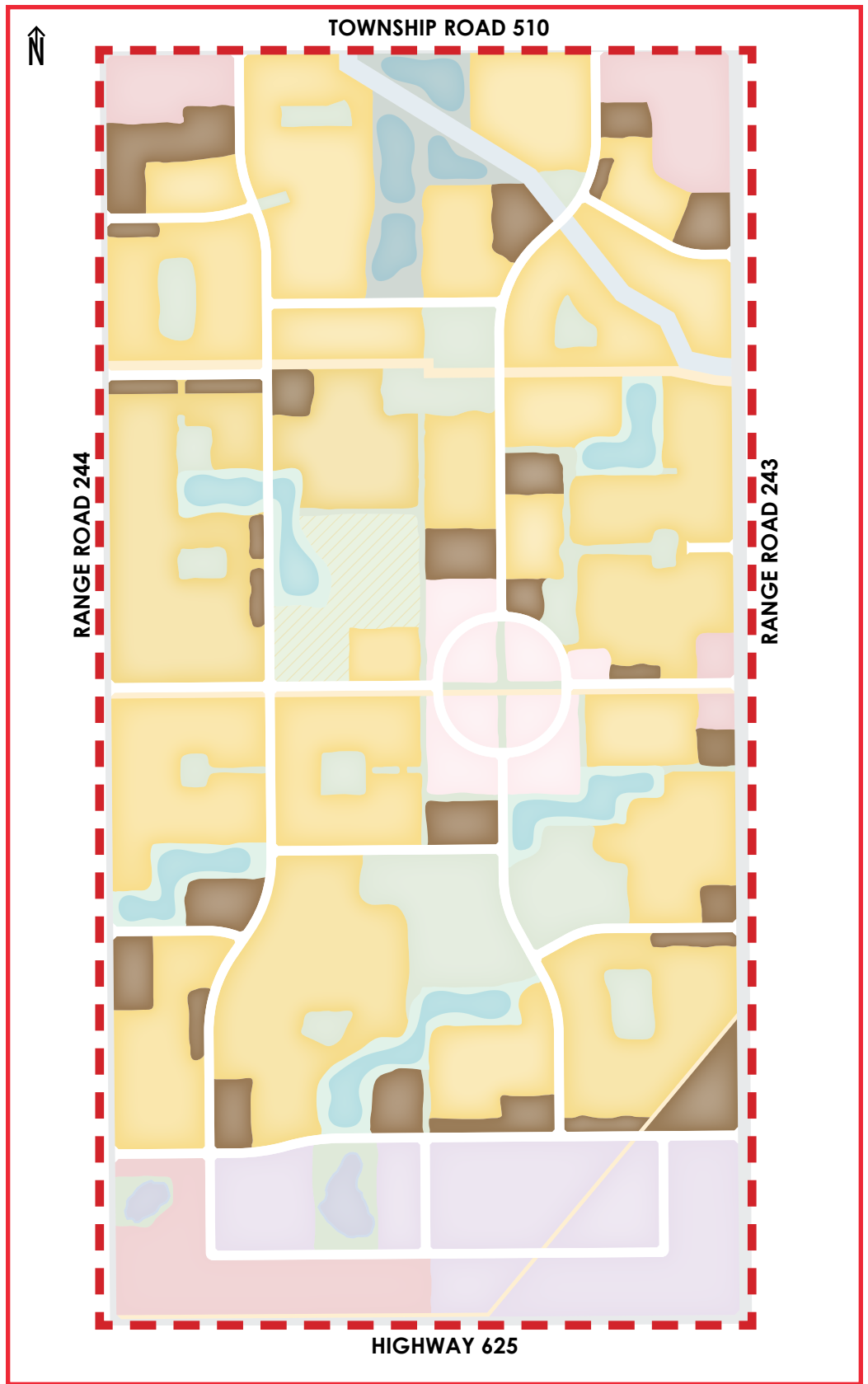


FIGURE 8

RESIDENTIAL AREAS

--- PLAN AREA

LOW DENSITY RESIDENTIAL

MEDIUM DENSITY RESIDENTIAL

4.3 Residential Uses

The majority of land within Elan is intended for residential uses. Low and medium density residential dwelling types of various densities are planned throughout the Plan Area.

4.3.1 Goals & Objectives

Providing a range of housing types will accommodate demand from a diverse range of consumers. Low Density Residential is comprised of a mix of single detached, semi-detached, and duplexes. Medium Density Residential is comprised of row housing (stacked and street-oriented) and low rise apartment forms.

4.3.2 Policies

- a Achieve a minimum as-built residential density of 35 dwelling units per net residential hectare as per the Edmonton Metropolitan Region Growth Plan
- b Provide a variety of housing choices to meet the needs of a diverse population
- c Ensure sufficient overall residential densities to support the provision of public infrastructure and services
- d Locate residential uses to take advantage of natural and man-made features such as stormwater management facilities, wet areas, walkways and parks
- e Provide opportunities for a range of residential densities, innovative housing types, and alternative site and building designs that will contribute to the overall diversity and sustainability of the residential land use pattern and form

4.3.3 Low Density Residential

- a Low Density Residential areas should achieve a average density of 20-30 units per net residential hectare
- b The predominant residential housing types within Low Density Residential areas will be single detached, duplex, and semi-detached dwellings
- c Encourage dwellings to be street-oriented along collector roads to create a human-scaled environment
- d Incorporate a variety of lot sizes and housing styles to create a distinct sense of place within each neighbourhood



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4.3.4 *Medium Density Residential*

- a The predominant residential housing types within Medium Density Residential areas will be row housing, stacked row housing, and apartment housing
- b Medium Density Residential areas should achieve an average density of 70-80 units per net residential hectare
- c Medium Density Residential development should be located near commercial uses, recreation facilities, park areas, or transit facilities



encourage buildings to be street-oriented and to locate parking internally or underground



high-quality landscaping and balconies should be provided to residents within apartment dwellings

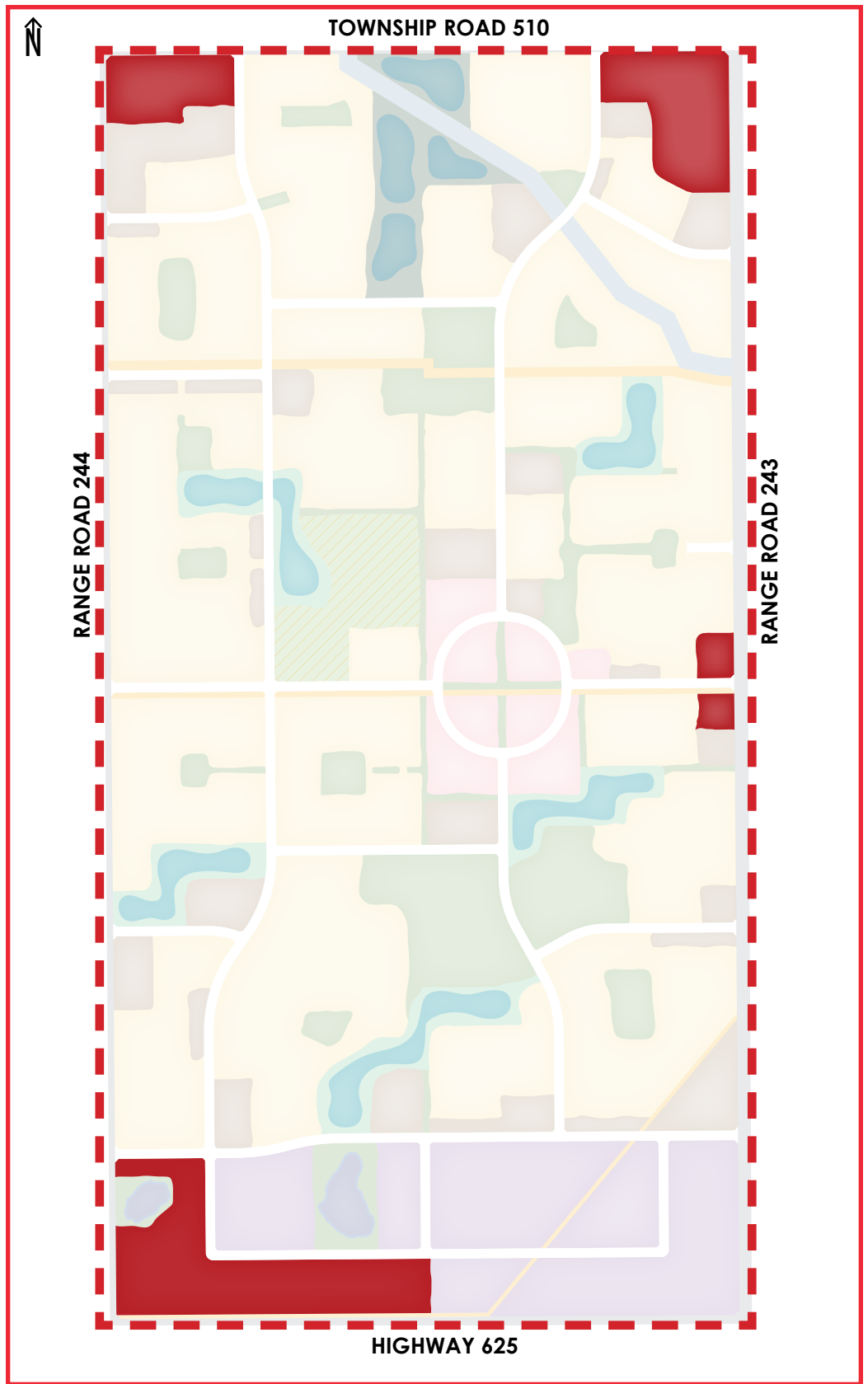


FIGURE 9

COMMERCIAL AREAS

--- PLAN AREA

■ COMMERCIAL

4.4 Commercial Uses

Commercial areas have been located to take advantage of access and frontage opportunities along arterial and collector roadways. A network of greenways and trails provide additional access from the commercial areas to the adjacent residential land uses. A variety of commercial sites have been provided throughout the Plan Area: neighbourhood convenience along collector roadways, shopping centres along arterial roadways, and highway commercial along highways. The specific type of commercial will be determined at the NSP stage.

4.4.1 Goals & Objectives

Commercial uses add to the vibrancy and sustainability of the community, as they allow residents to work and shop within close proximity of their homes. These uses provide both vehicular and non-vehicular access, and are buffered appropriately from adjacent residential developments. These sites are located to provide a high level of visibility and convenient access for pedestrians and automobiles.

4.4.2 Policies

- a Commercial sites shall be located adjacent to highway, arterial, and collector roadways and be accessible to various modes of transportation
- 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
- c Ensure all new commercial developments incorporate a high standard of architecture and urban design
- d Provide adequate buffering between commercial and adjacent residential uses through appropriate setbacks, landscaping and screening measures



dedicated pedestrian pathways and seating through parking areas



ensure high quality aesthetics for commercial development

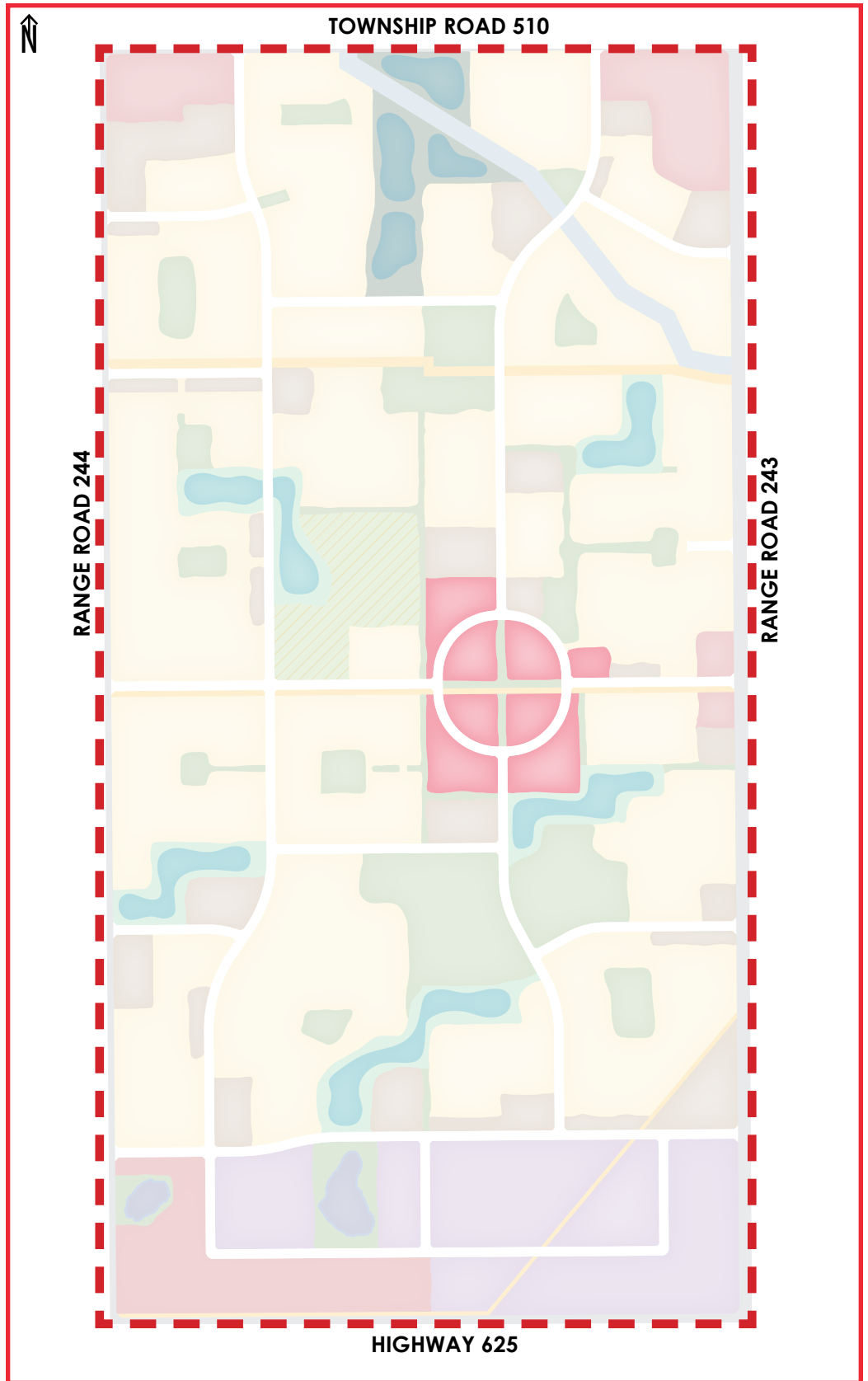


FIGURE 10

MIXED USE NODE

--- PLAN AREA

■ COMMUNITY MIXED USE

4.5 **Community Mixed Use**

A Community Mixed Use node is planned within the central portion of Elan, and is intended to act as a community focal point and destination area. The node is intended to be developed as a high quality designed, mixed use area accommodating a range of commercial, higher density residential, institutional, and civic uses. The Mixed Use Node will provide services to satisfy the needs of local residents and is not intended to compete with other town centres in the region.

4.5.1 *Goals & Objectives*

The community mixed use node will encourage a variety of civic, commercial and residential land uses. Higher density residential developments are promoted to support transit and commercial uses. Planning of this area will focus on providing higher quality architecture and urban design with an emphasis on providing spaces for people and well-designed community focal point.

4.5.2 *Policies*

- a Encourage mixed use development forms with non-residential uses at grade and residential uses above
- b Residential developments should achieve a minimum density of 100 units per net residential hectare
- c Mixed Use development shall be pedestrian-friendly, well-designed and comfortable
- d Buildings shall be designed to contribute to activating the public realm
- e Incorporate design elements that can be enjoyed year-round
- f Ensure a high level of connectivity within and to surrounding walkways and land uses
- g Encourage the use of public art and other cultural mediums throughout the development
- h Promote a welcoming pedestrian environment through human-scale design, and providing spaces for events, gatherings and festivals.
- i Higher Density Residential development should be located near commercial uses, recreation facilities, park areas, or transit facilities
- ii Development will be subject to Beaumont's French Village Design Guidelines and have high quality architecture and landscape design



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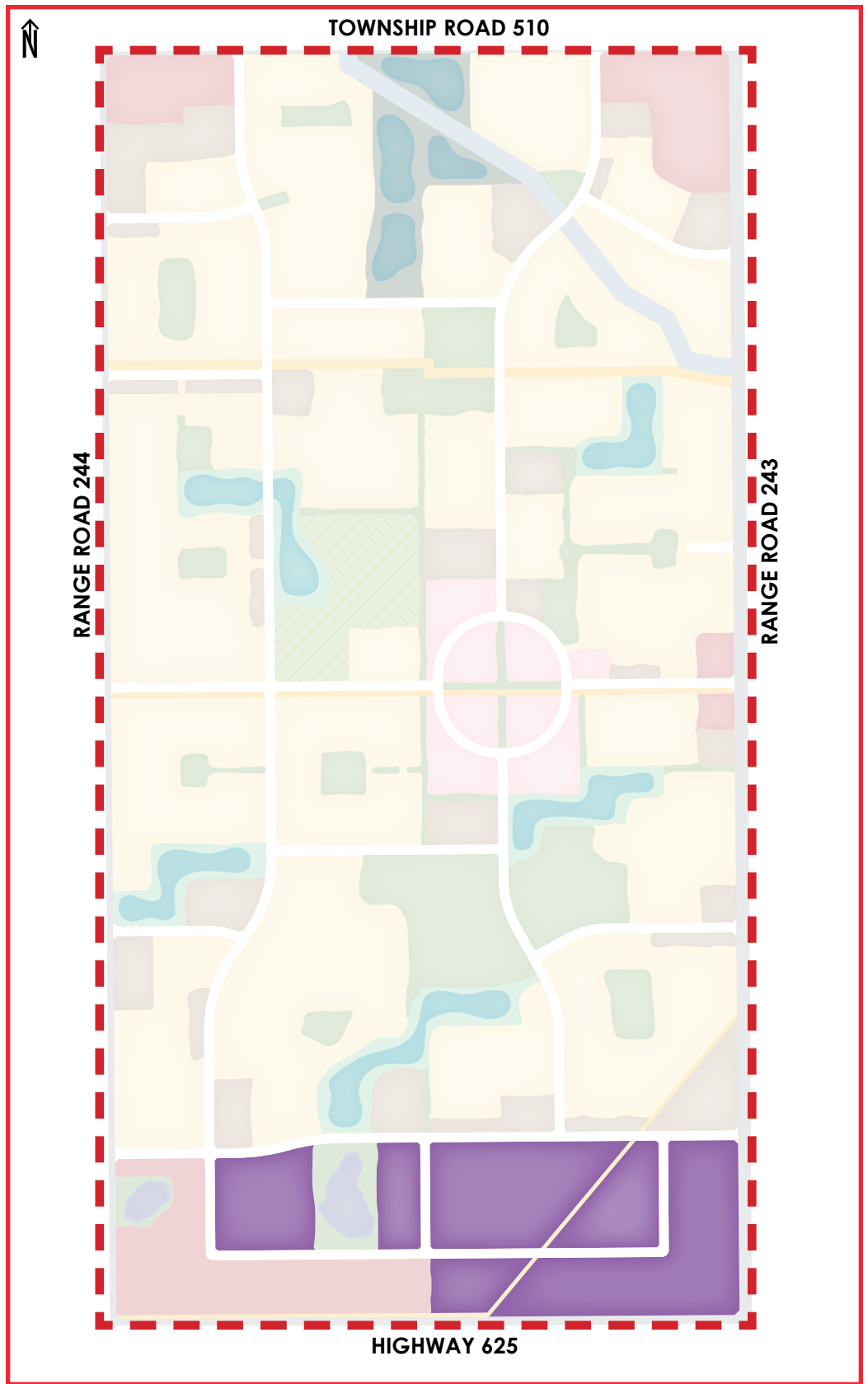


FIGURE 11

BUSINESS PARK

PLAN AREA

BUSINESS PARK

4.6 Business Park

The Elan Business Park area aims to establish itself as an important employment hub within the community. The Business Park is intended to accommodate a variety of higher quality business, light industrial and ancillary office uses. These uses may be developed as a comprehensively planned development or as individual sites. Outdoor storage areas will be limited and appropriately screened from adjacent public roads and adjacent residential land uses.



high levels of architecture and urban design in business parks

4.6.1 Goals & Objectives

Encourage a variety of high quality business park, light industrial, and ancillary uses that provides local employment opportunities for residents and the region. Business park areas will be highly connected by both vehicular and non-vehicular modes of transportation, while also appropriately buffered from surrounding residential developments.

4.6.2 Policies

- a Ensure high quality architecture and landscape design
- b Provide adequate separation space and transitioning from residential areas
- c Ensure sites provide connections to the adjacent greenway and walkway networks
- d Landscaped buffers between public streets and parking areas should be provided
- e Outdoor storage areas shall be accessory to the principal use, located either to the side or behind the principal building, and screened from all public roadways through landscaping, opaque fencing, or a combination of the two
- f Parking and loading areas should be clearly defined through landscaping and located near the front entrance of principal buildings



parking areas will be clearly defined through paving and landscaping to ensure pedestrian and vehicular safety



landscaped buffers

accessory uses located to the side or rear of the principal building

parking and loading areas located near the front entrance of principal buildings

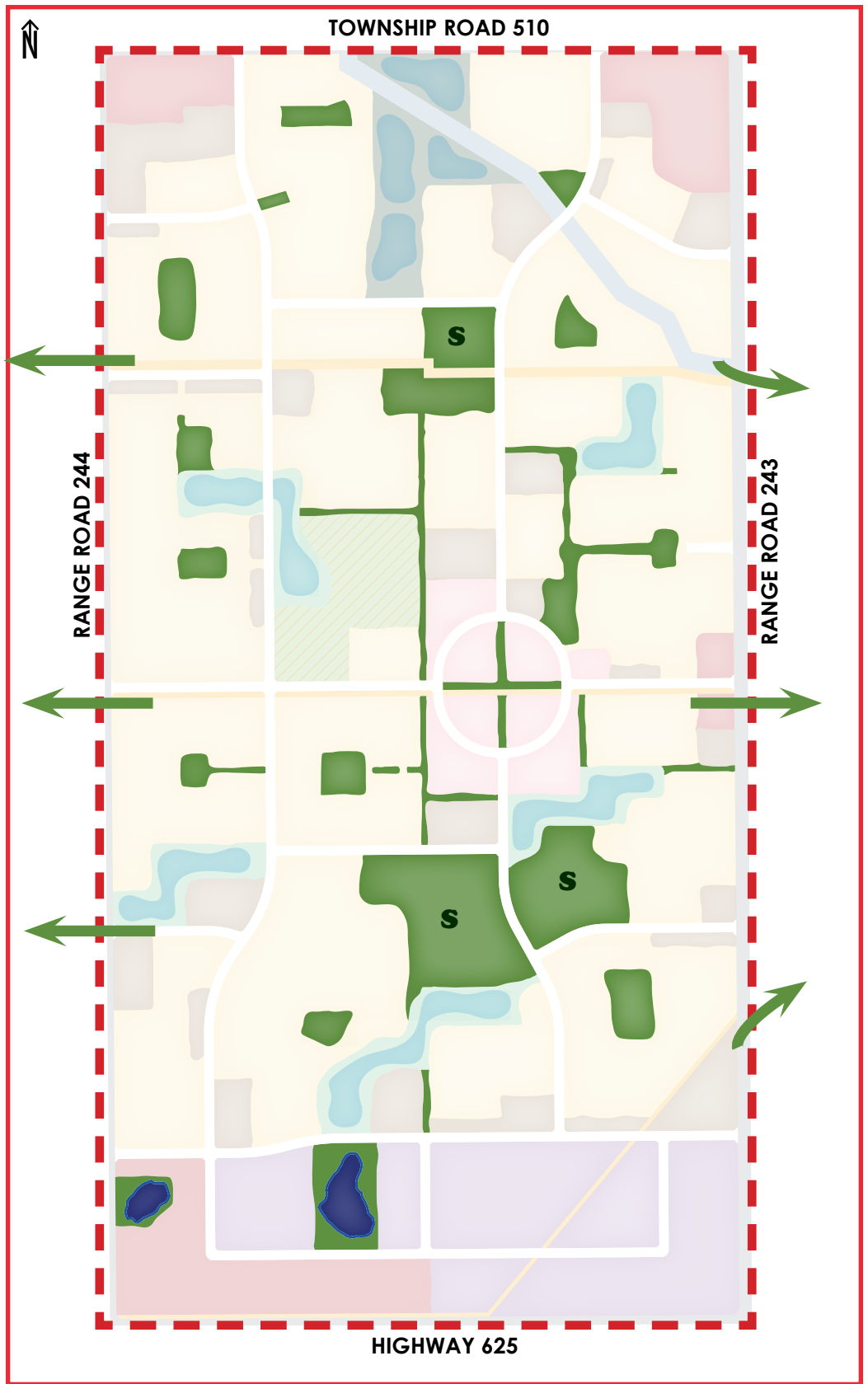


FIGURE 12

PARKS & OPEN SPACE

--- PLAN AREA

■ PARKS / SCHOOLS / GREENWAY

S POTENTIAL SCHOOL SITE

■ ENVIRONMENTAL RESERVE

➔ CONNECTION TO ADJACENT SYSTEMS

4.7 Parks, Open Space & Recreation

The parks and open space system in Elan is comprised of municipal reserve (MR), environmental reserve (ER) and public utility (PUL) lands, including stormwater management facilities and utility rights-of-way. These open spaces have been planned to create an attractive, active and connected community. The open space system provides opportunities to establish a comprehensive trail system, and areas for active and passive recreation.

Existing wet and low lying areas have been incorporated into the plan through a combination of parks and open spaces (MR), environmental reserves (ER), Provincially claimed wetlands and stormwater management facilities.

Two larger open spaces have been located in the north and south portions of the Plan Area. These sites have been appropriately sized to accommodate future schools and district parks.

4.7.1 Environmental and Social Sustainability

- a** Preserve and enhance existing natural areas and habitat corridors
- b** Increase biodiversity with the addition of native plant species
- c** Utilize existing drainage courses wherever possible and incorporate new natural drainage channels to increase rainwater infiltration
- d** Provide a variety of parks and open spaces to accommodate a range of passive and active recreational opportunities.

4.7.2 Open Space System & Walkability

- a** Provide a connected and integrated open space system that encourages walking and cycling
- b** Design primary trails to be multi-use with appropriate sizes and signage
- c** Provide direct links to focal points and major destinations
- d** Locate trails within natural areas, including stormwater management facilities
- e** Provide connections to existing trail networks in Beaumont and East Vistas
- f** Wayfinding signage shall be provided along greenways and trails to encourage safe and efficient movement of people and cyclists.

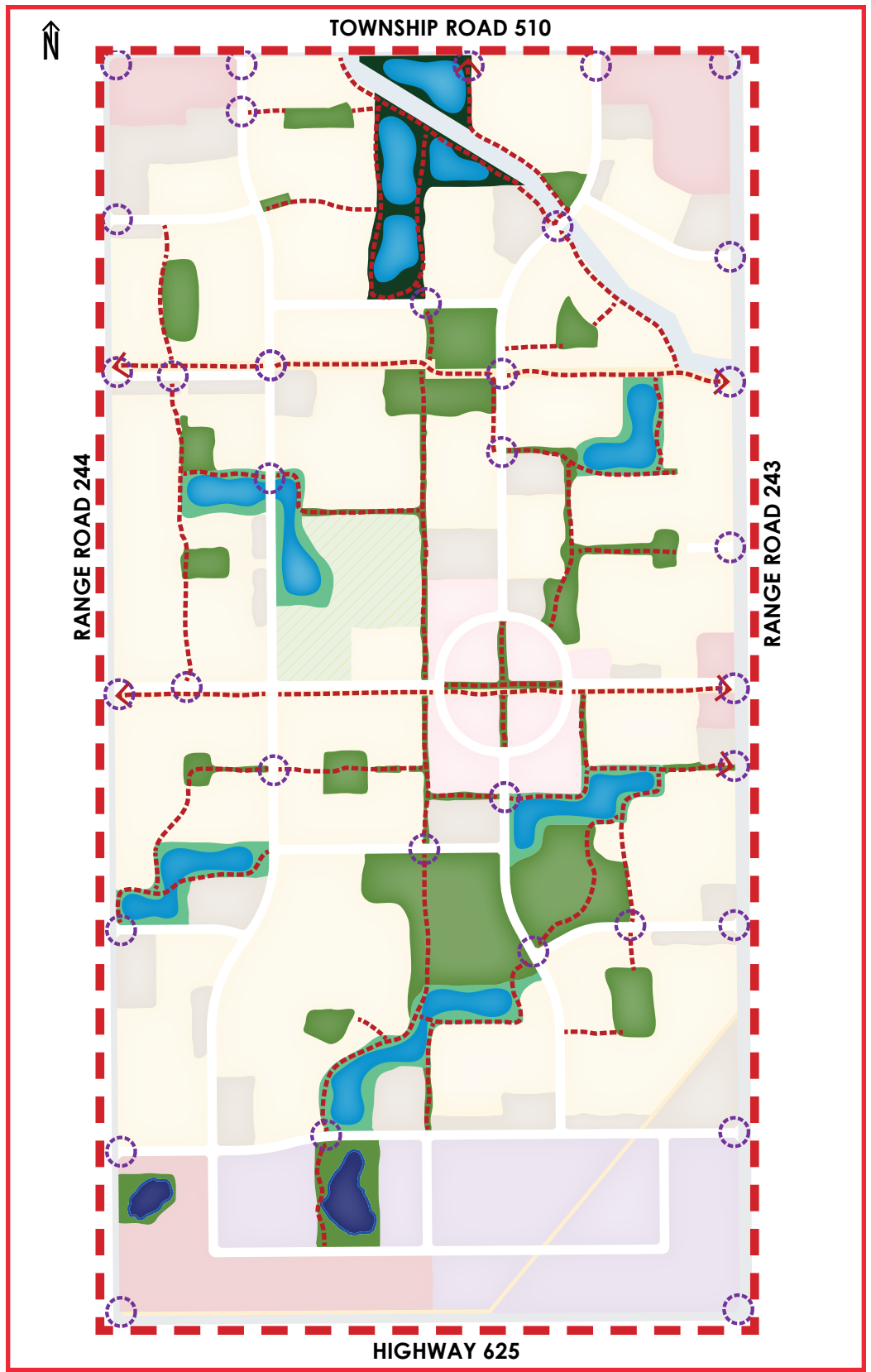


FIGURE 13

OVERALL TRAIL SYSTEM

PLAN AREA

TRAIL SYSTEM

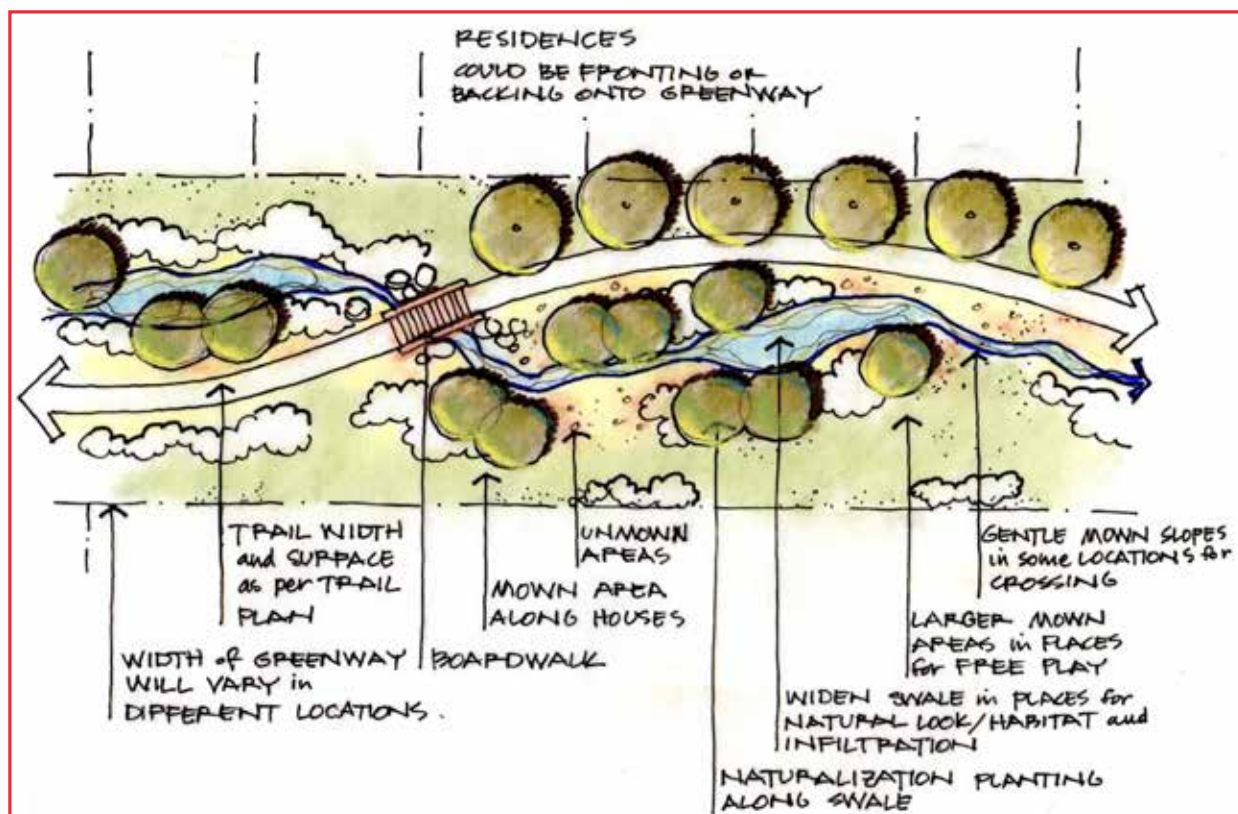
POTENTIAL PEDESTRIAN CROSSING

4.7.3 Recreation

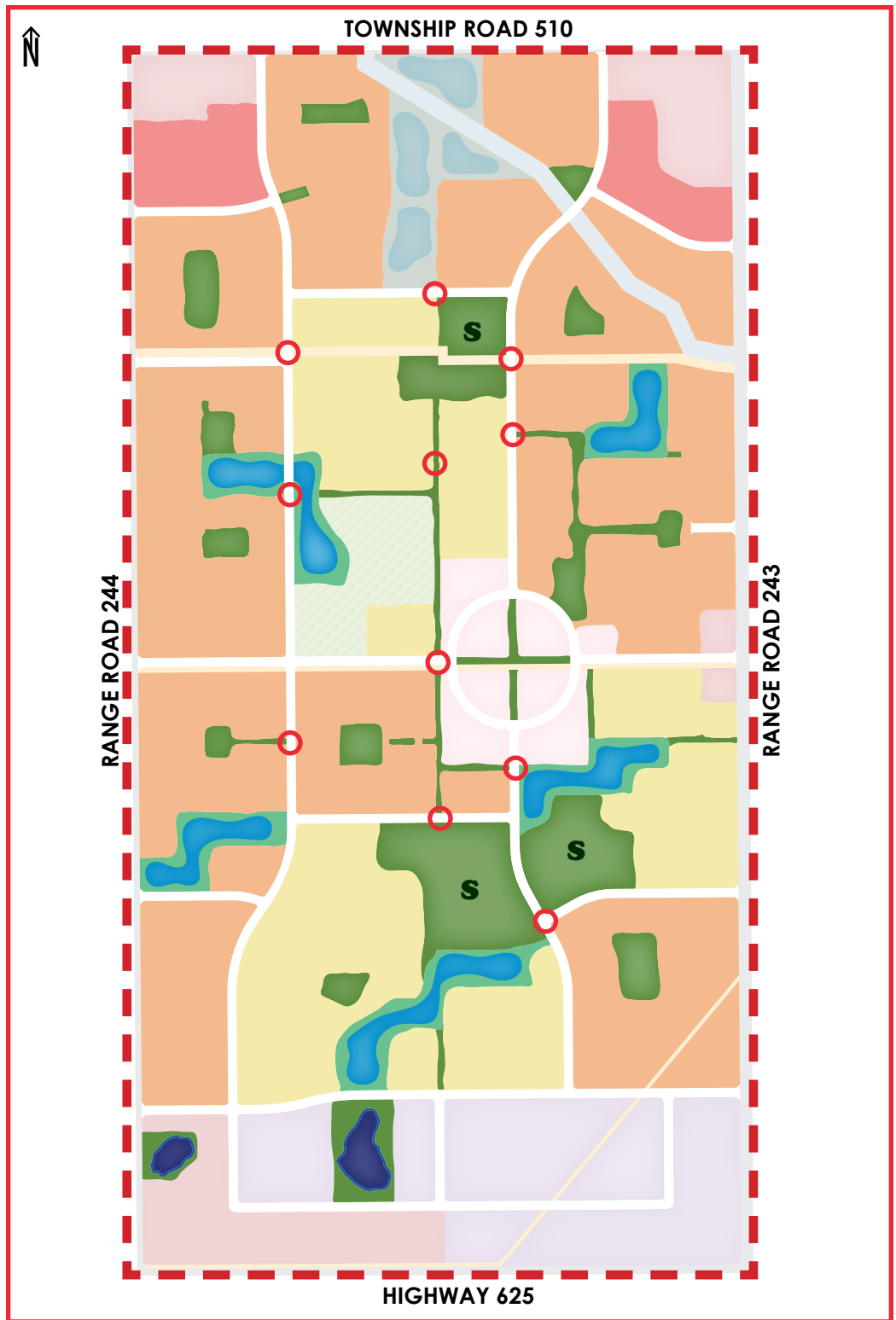
- a Design school sites that are appropriately sized to accommodate a variety of active and passive recreation uses
- b Promote flexibility in the design of recreational spaces so that they may be used for multiple purposes
- c Consider using natural landscaping to reduce costs and maintenance
- d Provide opportunities to accommodate community gardens within parks, greenways and utility corridors
- e Future public recreation needs to be determined at the NSP stage in conjunction with Beaumont

4.7.4 Environmental Reserve (ER)

- a Use existing drainage channels where possible
- b Provide predevelopment drainage flows to natural wet areas
- c Add native vegetation to restore and enhance natural areas



typical greenway trail system diagram



*this figure is based on assumed school locations and is subject to further investigation as road networks are detailed and development occurs.

FIGURE 14

SAFE ROUTES TO SCHOOL

- — — — — PLAN AREA
- PARKS & OPEN SPACES
- NO MAJOR CROSSINGS TO ACCESS SCHOOL SITE
- ONE MAJOR CROSSING TO ACCESS SCHOOL SITE
- TWO MAJOR CROSSINGS TO ACCESS SCHOOL SITE
- POTENTIAL SCHOOL SITE
- CROSSWALKS

4.7.5 *Municipal Reserve Dedication*

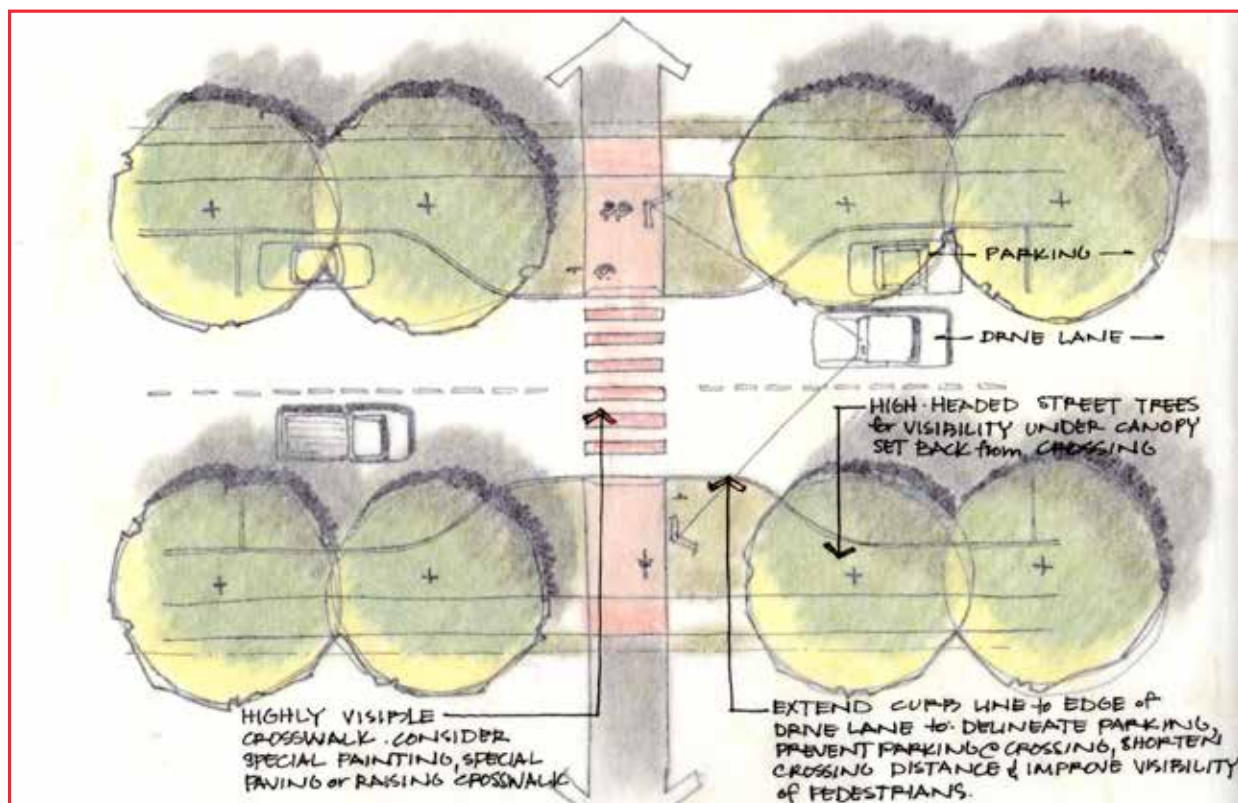
- a Ensure a minimum of 10% MR is dedicated to the municipality through land dedication, deferred reserves and cash-in-lieu payments or a combination thereof
- b Ensure all residents are within walking distance (400 m) to parks and open spaces

4.7.6 *Pipeline Right-of-ways*

- a Incorporate landscaping and trails within pipeline right-of-ways
- b Connect ROWs to the overall trail system wherever possible

4.7.7 *Safe Routes to School*

- a Designate Safe Routes to School throughout the Plan Area where applicable
- b Utilize signage, surface treatments and lighting to distinguish Safe Routes to School
- c Locate greenways with direct connections to school sites where applicable
- d Minimize the number of major roadway crossings
- e Avoid front driveways on roads adjacent to schools



typical crosswalk along a safe route to school

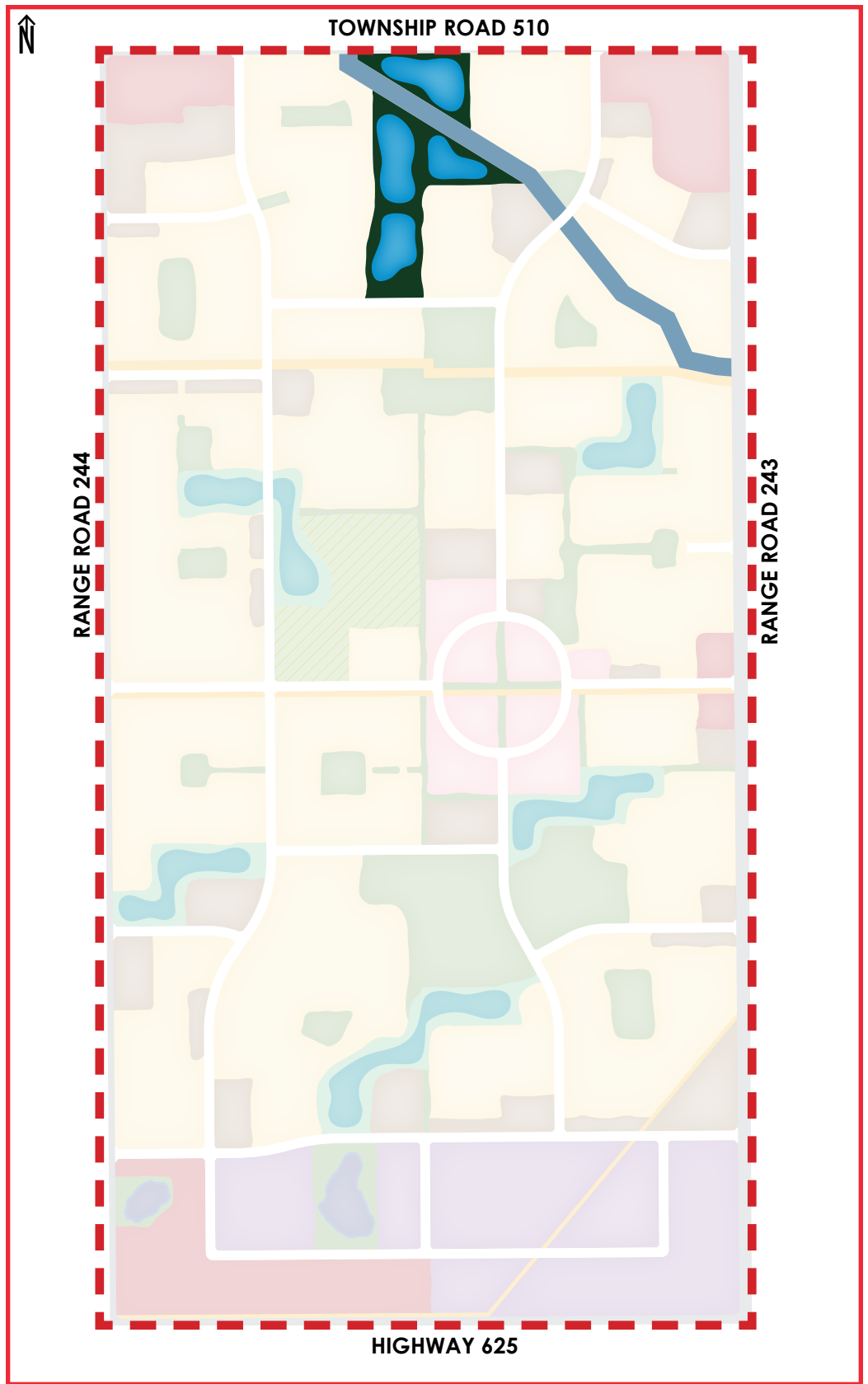


FIGURE 15

SUPER WETLAND

--- PLAN AREA

● SUPER WETLAND

■ LEBLANC CANAL

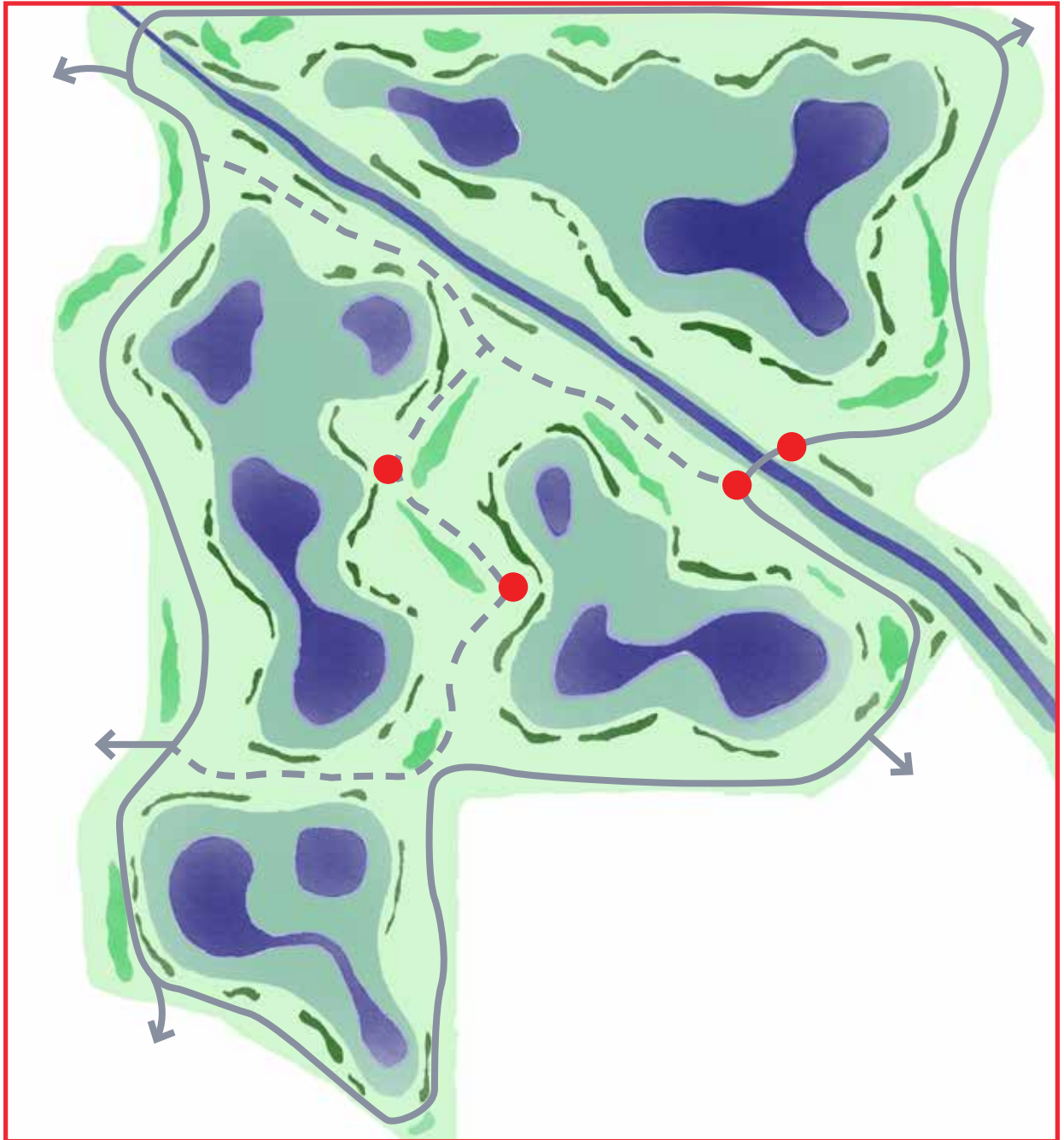
4.8 **Super Wetland**

The Leblanc Canal is a major feature within the Plan Area. Each spring, the canal floods a large area in the northern portion of the Plan Area due to the combination of spring runoff and increased volume of Irvine Creek to the north. The Elan plan was designed to use the flooded areas as a stormwater management facility and as an ecological feature. The Super Wetland will be comprised of a network of interconnected constructed wetlands that store water and delay the release back into the Leblanc Canal, providing additional storage to accommodate both current and post-development flow in the Plan Area and region.

The Super Wetland will be accommodated by both PUL and MR land use designations. The PUL portions will be used to accommodate flooding, while the MR portions will act as buffers between development and storage areas, as well as provide passive recreational areas and open spaces for residents. Details of how the Super Wetland will be divided will be completed at the NSP and Subdivision phases, once detailed assessments of the flood-prone area are completed.

4.8.1 *Policies*

- a Utilize and enhance natural drainage courses and patterns to manage the overall impacts of seasonal flooding
- b Provide trail and greenway connections within the wetland
- c Encourage the development of recreational areas below the 1 in 100 year flood line
- d Provide boardwalks, viewing and seating areas with interpretive signage
- e Incorporate naturalized landscaping and planting to enhance the ecological value of the wetland area



**This plan is conceptual and to be used for illustrative purposes only*

FIGURE 16

SUPER WETLAND CONCEPT

- | | | |
|-----------------------|---------------------------|-----------------------|
| — PRIMARY TRAIL | ■ OPEN WATER ZONE | ■ UPLAND PLANTING BED |
| - - - SECONDARY TRAIL | ■ DEEP MARSH ZONE | ● VIEWING DECK |
| → CONNECTION | ■ SHALLOW MARSH ZONE | |
| | ■ NATIVE UPLAND SEED ZONE | |
| | ■ RIPARIAN PLANTING BED | |



incorporate interpretive signage and seating areas at viewing points



open water zones should be enhanced through the planting of natural vegetation

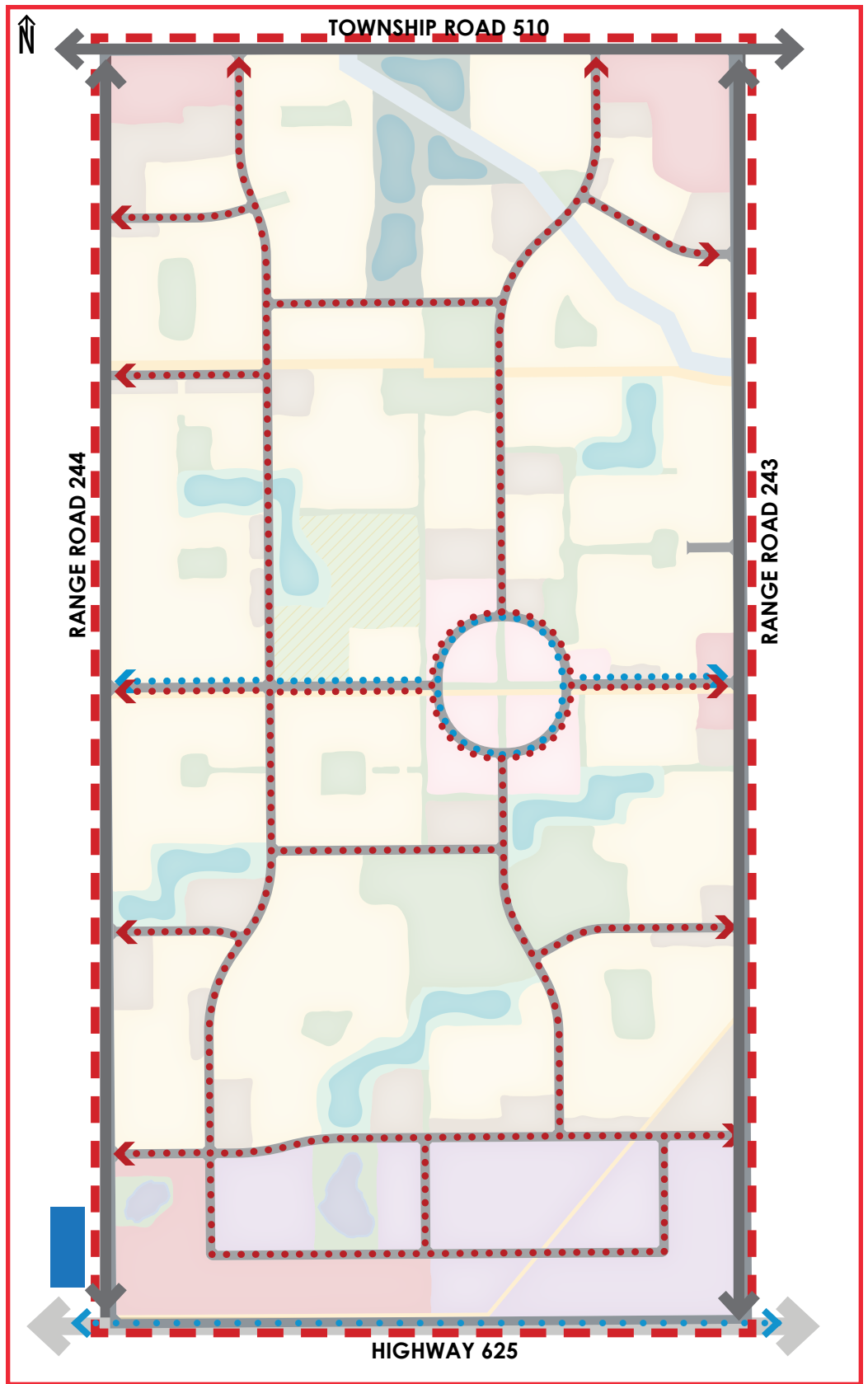


FIGURE 17

ROADWAY NETWORK

- PLAN AREA
- MAJOR COLLECTOR ROADWAY
- ARTERIAL ROADWAY
- HIGHWAY (MAJOR TRANSIT CORRIDOR)
- POTENTIAL TRANSIT NETWORK
- PLANNED REGIONAL TRANSIT ROUTE
- PLANNED FUTURE TRANSIT NODE

4.9 Transportation

The transportation concept for Elan proposes an internal circulation system connected to existing and planned roadway networks.

4.9.1 Arterial Roads & Highways

Collector accesses are proposed to connect to existing surrounding roadways; Range Roads 243 and 244, and Township Road 510. Connections to Range Roads 243 and 244 represent extensions of existing and planned collector roadway connections serving Beaumont and East Vistas. All collector roadway intersections will be designed to accommodate the projected traffic volumes.

50th Avenue has been designed to create a loop around the future community mixed use node. Design details of this roadway will be established at the redistricting and subdivision stages.

Noise attenuation measures such as berms, landscaping and screening will be provided between development and arterial roadways and highways.

Collector Roads

4.9.2 The collector roadway system provides convenient and efficient movement throughout the Plan Area. Collector roadways will be designed to accommodate vehicles, pedestrians, cyclists and transit. The collector roadway network will have minimal interference with proposed greenways and pedestrian corridors. Specific design standards within collector road rights-of-way will be determined at the subdivision and development stage.

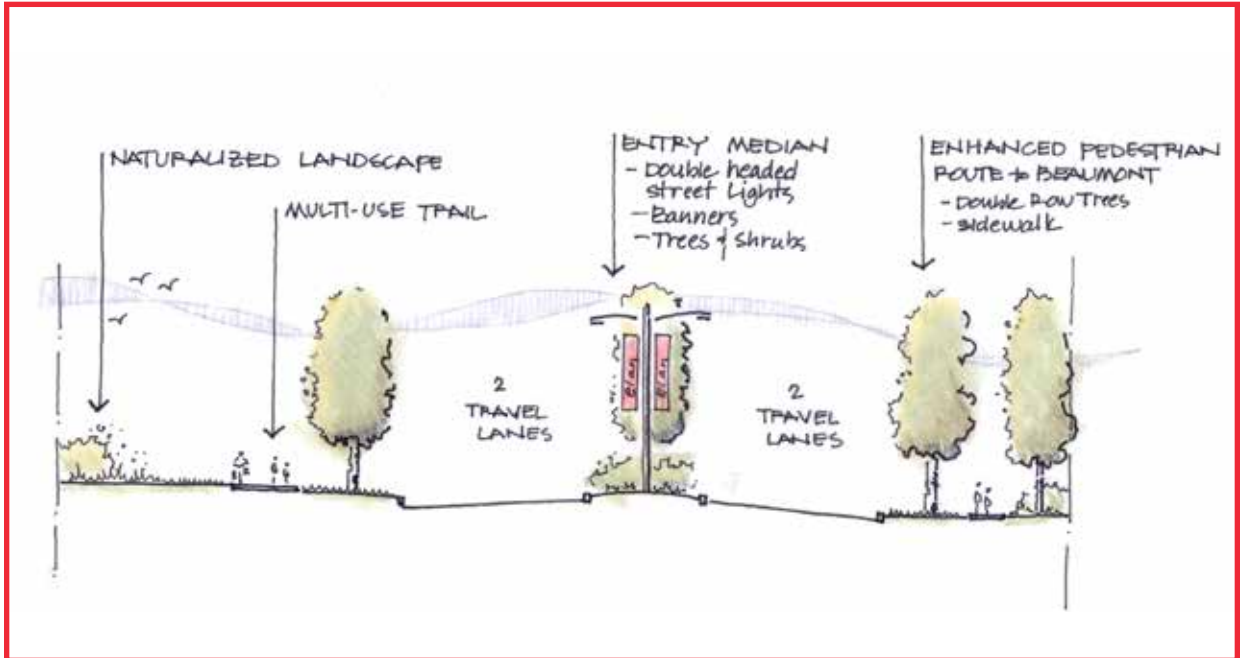
Transit Service

4.9.3 The collector and arterial roadway network can accommodate future transit routing. Bus stop locations will be determined when transit is extended into Elan. The Edmonton Metropolitan Region Growth Plan proposes a regional transit route along 50th Street and Highway 625. Transit opportunities shall be located near schools and major community destinations.

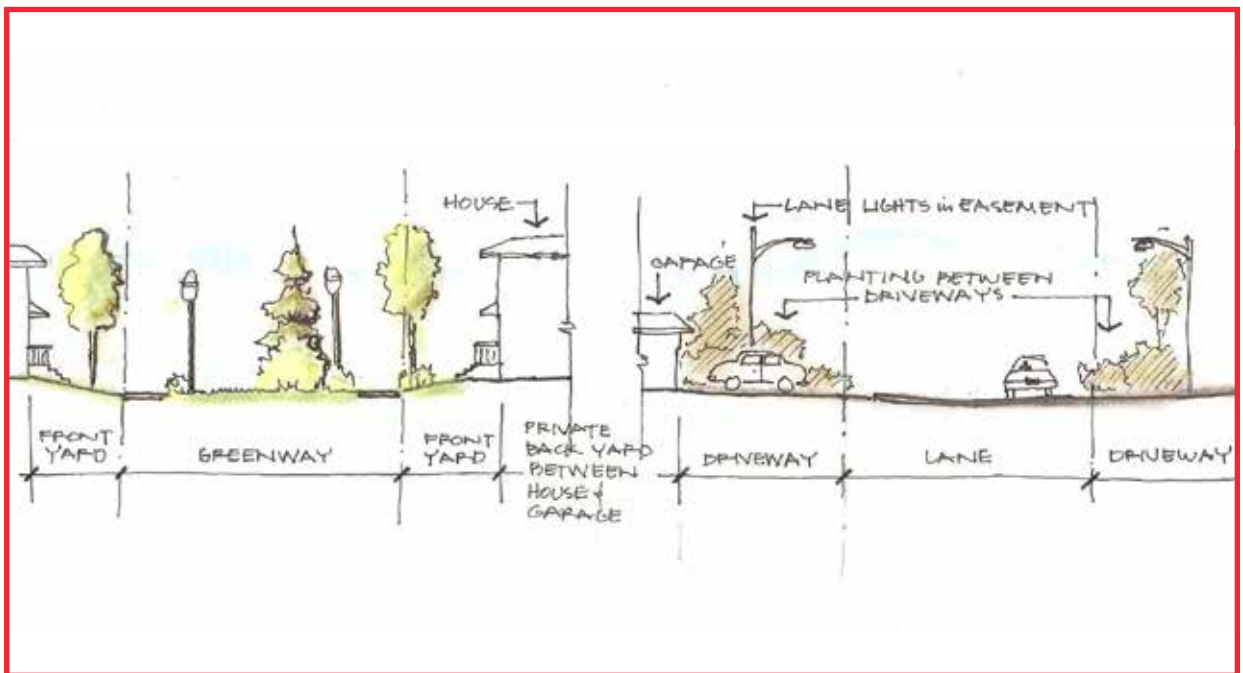
Pedestrian and Bicycle Circulation

4.9.4 A continuous network of sidewalks and walkways have been designed to accommodate pedestrians and cyclists, and provide links to various land uses, destination areas and focal points.

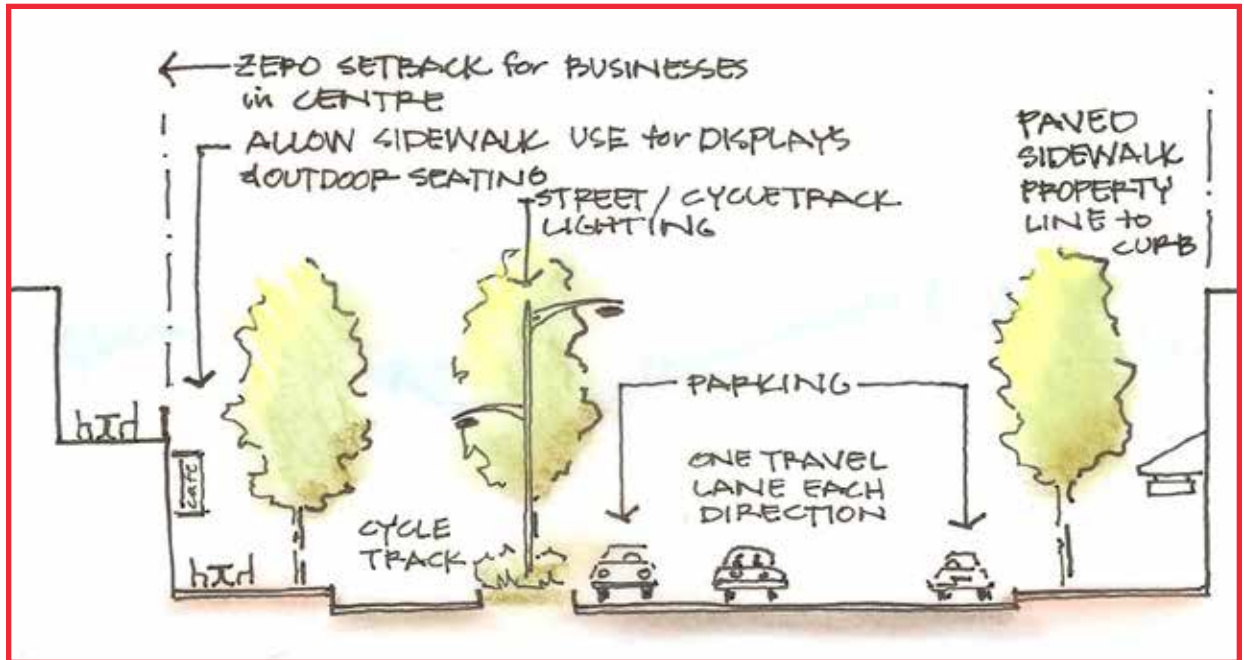
4.9.5 Possible Road Cross Sections



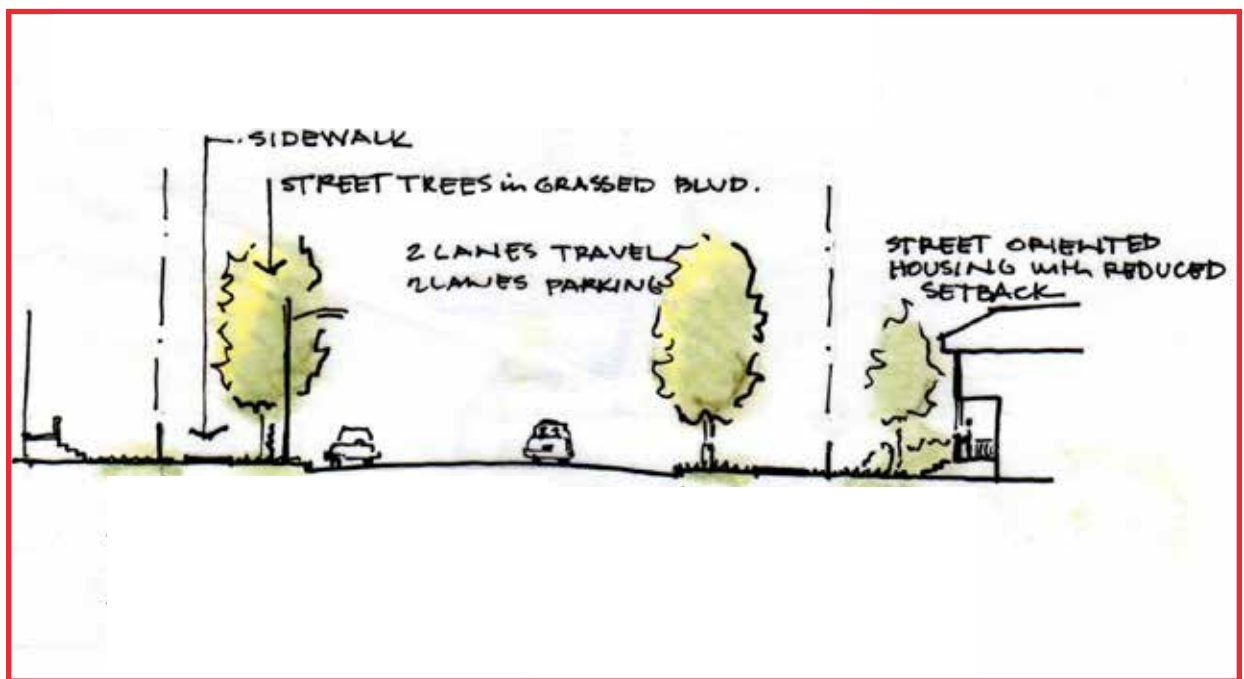
50th avenue typical cross section



typical cross section for housing fronting a greenway



typical cross-section within mixed use node



typical collector within residential area

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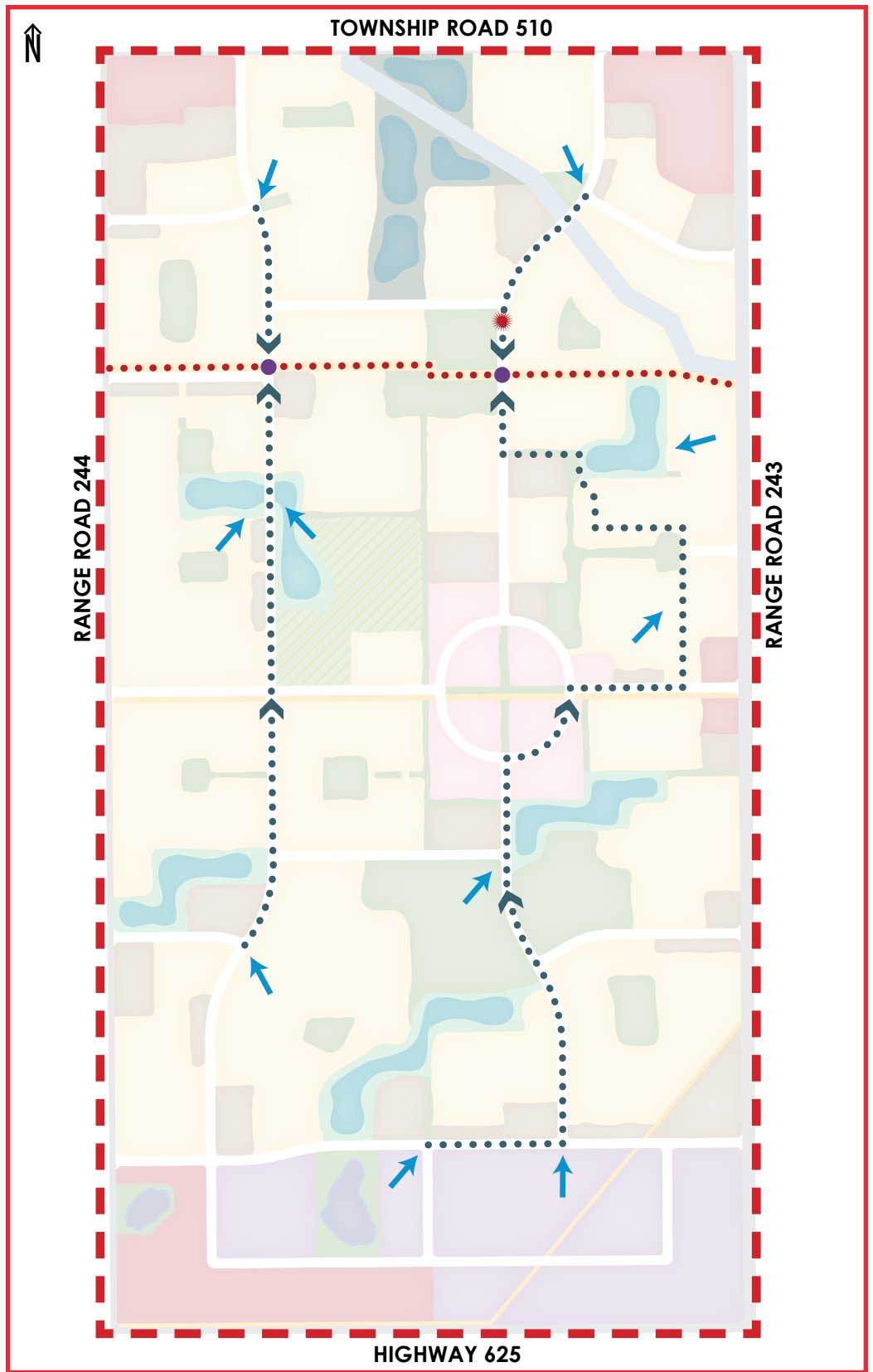


FIGURE 18

SANITARY SERVICING

- PLAN AREA
- ← FLOW DIRECTION
- PROPOSED SANITARY TRUNK
- EXISTING SANITARY TRUNK
- ★ LIFT STATION
- CONNECTING POINT

5.1 Sanitary Servicing

Elan will be serviced by an existing 525mm diameter regional sanitary trunk running from east to west within the regional trunk sewer pipeline right-of-way, as shown on Figure 18.

Two connections to the existing regional trunk are proposed, one on the east side and another on the west side. The size of the mains have been designed to accommodate the design flows based on the proposed land uses within the Plan Area.

A lift station will be required north of the connection point to the regional trunk. The exact location of the lift station is subject to change depending on Beaumont's overall utility and service plan.

Detailed flow analysis and trunk design are provided in the supporting Municipal Engineering Service Report.

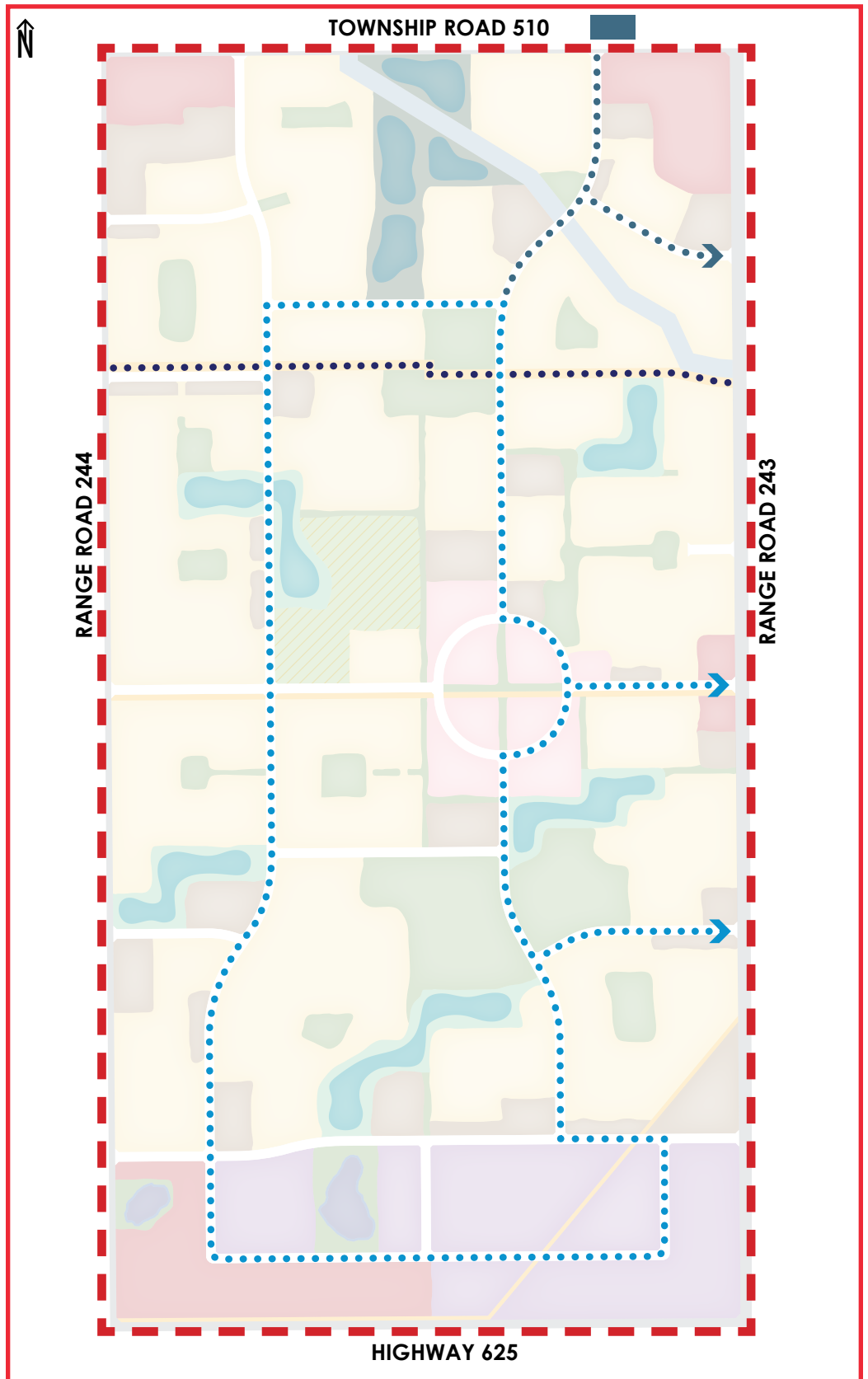


FIGURE 19

WATER NETWORK

- PLAN AREA
- EXISTING WATER COMMISSION TRUNK
- PROPOSED WATER NETWORK
- ▶ PROPOSED CONNECTION TO BEAUMONT
- ▶ POSSIBLE CONNECTION TO RESERVOIR AND TOWN
- POTENTIAL RESERVOIR LOCATION

5.2 Water Servicing

Water mains will be extended from the existing water mains located in Beaumont as per Figure 19. A Hydraulic Network Analysis will be provided describing the proposed water network for Elan in greater detail.

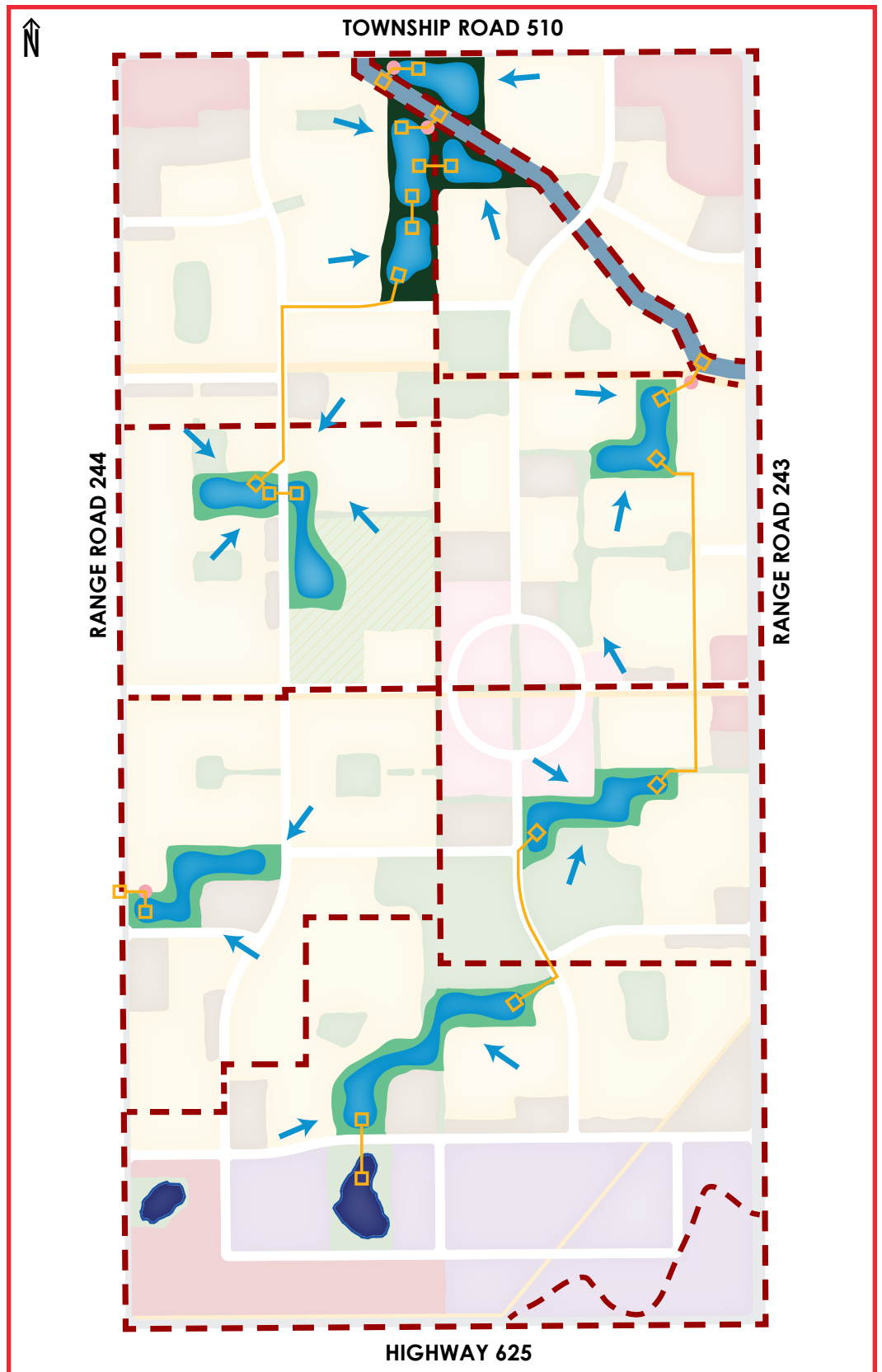


FIGURE 20

STORM SERVICING

-  STORM BASIN BOUNDARY
-  FLOW DIRECTION

-  SWMF
-  SUPER WETLAND
-  LEBLANC CANAL

-  ENVIRONMENTAL RESERVE
-  INTERCONNECTING PIPE

5.3 Storm Servicing

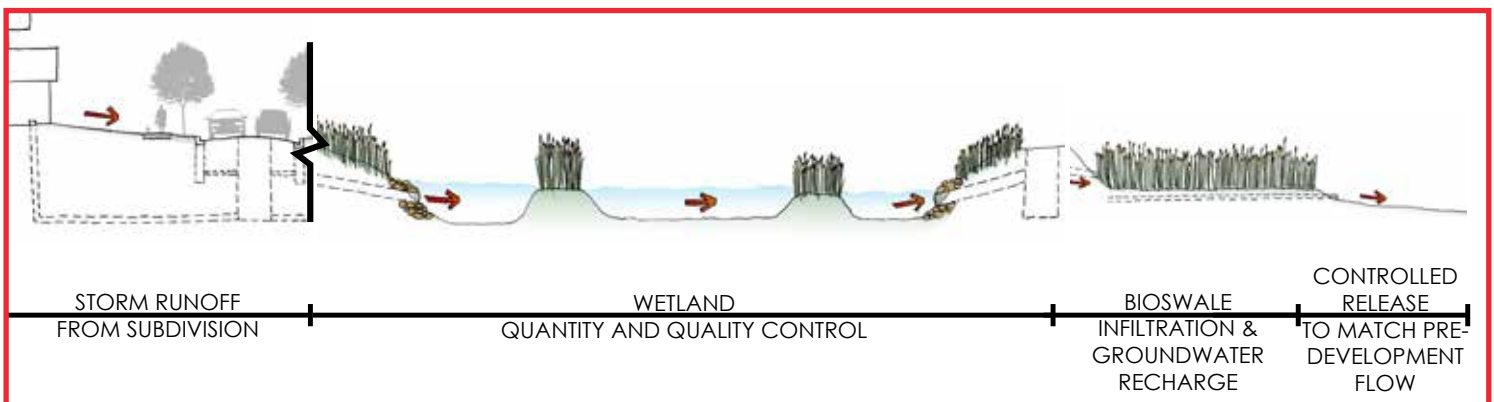
Storm servicing within Elan involves the retention and enhancement of existing natural wet areas and the construction of storm stormwater facilities as naturalized wetlands. Stormwater facilities will be designed to accommodate the required storage for critical storm events in compliance with the servicing standards established by Beaumont and the Province of Alberta. Servicing will also be done in conjunction with the Blackmud/Whitemud Creek Surface Water Management Study.

Constructed wetlands are the most efficient type of facility for improving water quality. They are designed to reduce runoff, trap coarse sediment, and provide pollutant removal pathways towards shallow marsh areas. The growth of emergent vegetation and native plant species allows sheet flow conditions creating greater hydraulic resistance, contact time, filtration and absorption of pollutants. A deep outlet pool traps residual sediment and plant debris before the water is released through a control structure.

As illustrated in Figure 20, the Plan Area will be divided into 8 storm basins, each with its own stormwater facility. The proposed discharge rate from each facility is set to match pre-development storm runoff rates, to a maximum of 1.4 L/s/ha. Storm ponds will be connected through a series of bioswales and pipes, and ultimately be released to Leblanc Canal through a pump station.

5.3 Shallow Utilities

Shallow utilities such as natural gas, telephone and electricity will be extended into the Plan Area as necessary as development occurs. Upgrades to existing systems will be dependent on the pace of development and demand within Elan and the overall region.



stormwater management facility diagram

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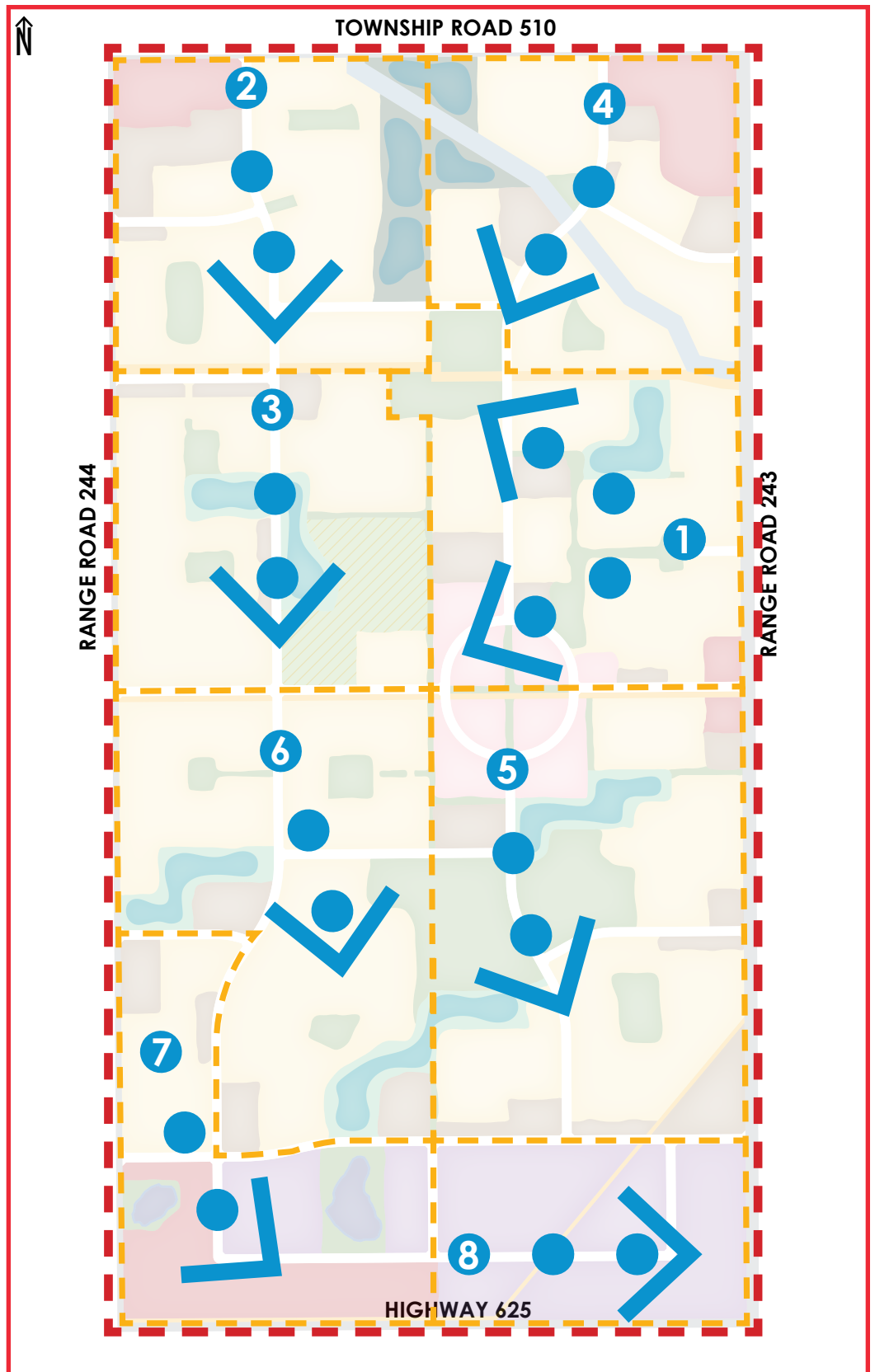


FIGURE 21

STAGING

- PLAN AREA
- PHASE BOUNDARY

- GENERAL DIRECTION OF DEVELOPMENT
- 1 PROPOSED PHASING

6.1 Projections

As identified in the detailed Land Use Statistics in Appendix A, the Plan Area proposes roughly 8000 new housing units at full build-out, achieving a density of 35 units per net residential hectare, in line with the EMRGP's requirements for the area. The Plan Area is projected to accommodate more than 21,000 new residents at full build-out within 20-25 years, more than double the current population in Beaumont according to the most recent census data.

6.2 Staging

As shown in Figure 21, development will generally occur at major intersections that bound the Plan Area, and advance inward towards the centre. Development will likely occur in the northern section first, depending on market demands, and availability of municipal infrastructure services.

6.3 NSPs, Districting & Subdivisions

Neighbourhood Structure plans will be required for one quarter section to provide further planning, policy, and infrastructure details with the respect to the development of the plan area. Special consideration will be given to major regional transportation corridors and the interface with Leduc County's East Vistas.

Redistricting and subdivision applications will be undertaken as necessary and will conform to existing land use districts in Beaumont's Land Use Bylaw wherever possible. Amendments to the Land Use Bylaw will be required to include new districts for unique areas within Elan. All new districts will conform to Beaumont's MDP, and achieve the densities required by the Edmonton Metropolitan Region Growth Plan.

6.4 Statutory Review & Policy Context

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

6.4.1 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 ASP
1. Economic Competitiveness and Employment	
<p>Policy 1.2.1 - An adequate supply of lands shall be identified and protected by member municipalities to accommodate the employment projections in Schedule 1 and provide a variety of employment types and support economic diversification.</p> <p>Policy 1.2.6 - Employment growth outside of major employment areas will be accommodated by: a. supporting the designation and growth of local employment areas, generally in accordance with Schedule 3B, for locally relevant business and economic activities to support complete communities and strive for a diversified tax base;</p> <p>Policy 1.4.1 - 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>The land use concept incorporates commercial and business park uses, aimed at attracting a diverse base of employment and services to Elan and the surrounding region.</p> <p>Elan plans for a diversity of land uses, with approximately 25% of the plan area to be dedicated to commercial and business park land uses.</p> <p>Elan proposes a variety of low and medium density housing forms to provide housing choice to residents.</p>

EDMONTON METROPOLITAN REGION GROWTH PLAN	ELAN ASP
<p>2. Natural Living Systems</p>	
<p>Policy 2.2.3 - 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>Policy 2.3.1 - 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>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>Elan was designed to take advantage of existing natural and overland drainage systems and develop stormwater facilities as naturalized wetlands.</p>
<p>3. Communities and Housing</p>	
<p>Policy 3.1.4 - In the metropolitan area, greenfield areas will be planned and developed as complete communities that:</p> <ul style="list-style-type: none"> 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. 	<p>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.</p>

EDMONTON METROPOLITAN REGION GROWTH PLAN	ELAN ASP
<p>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.</p>	<p>Elan proposes a variety of housing styles and types to provide choice for consumers.</p>
4. Integration of Land Use and Infrastructure	
<p>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.</p> <p>Policy 4.3.2 - Greenfield areas will only be considered for development in locations that meet all of the following criteria:</p> <ul style="list-style-type: none"> 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 <p>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.</p>	<p>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.</p> <p>Elan will form a logical extension of urban development and is fully serviceable.</p> <p>The Elan ASP achieves the density target set out in Schedule 6.</p>

EDMONTON METROPOLITAN REGION GROWTH PLAN	ELAN ASP
5. Increase Transportation Choice	
<p>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.</p> <p>Policy 5.3.1 - 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 provision of greenways and the integrated trail network provide safe and easy connections to all areas within Elan.</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>

6.4.2 *Beaumont's Municipal Development Plan*

At the time of this writing, Beaumont had initiated a review of their MDP, with implementation to occur sometime in late 2017. The following policies from the revised MDP have been met by the Elan ASP:

BEAUMONT MDP	ELAN ASP
3. Healthy Vibrant Community	
<p>Policy 3.1.5 - Ensure through current and innovative land use planning, the provision of gathering places and spaces where the community can come together at a street, neighbourhood, and community level</p> <p>Policy 3.1.17 - The heritage value and special character of areas, districts, streetscapes, cultural landscapes and individual properties shall be maintained through Area Structure Plans and Area Redevelopment Plans, design guidelines, and related studies.</p>	<p>The parks and open space network has been planned to provide spaces for residents and visitors to congregate throughout the community.</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 ASP
<p>Policy 3.1.19 - All new residential areas within Beaumont shall be required to provide diverse and innovative housing options, services, and facilities that meet the needs of residents at all income levels and stages of life. This shall include the provision of a mix of single detached, semi-detached, row housing, multi-unit housing, and apartments integrated within neighbourhoods as well as allowances for secondary suites. Where significant redevelopment of existing neighbourhoods is contemplated through an Area Redevelopment Plan, Beaumont will require the provision of a greater diversity of housing options to intensify the built-up residential area through a 10% increase in the number of dwellings.</p> <p>Policy 3.1.20 - Encourage developments, urban design requirements, programs, and services that support aging in place.</p> <p>Policy 3.1.31 - Medium and higher density housing and walkability in neighbourhoods to support school and institutional infrastructure shall be required.</p> <p>Policy 3.1.35 - Neighbourhoods and the community shall be designed and developed to encourage modes of transportations other than private vehicles including barrier-free walking/wheeling connections and accessible transit options.</p> <p>Policy 3.1.37 - Parks and open space in the future residential areas shall be distributed within a five-minute walk (400 metres) in residential and mixed-use areas and should appeal to diverse interests, ages, and levels of mobility</p>	<p>The Elan ASP provides a variety of housing types and densities to satisfy demand from various consumers.</p> <p>The residential areas will encourage diversity, and provide housing styles and forms that ranges in density to ensure affordability and accessibility at various life stages.</p> <p>Higher density housing has been located to support walking, transit and schools.</p> <p>Alternative modes of transportation are promoted through the network of greenways and walkways.</p> <p>All residential areas are within a five-minute walking distance of parks and open spaces.</p>

BEAUMONT MDP	ELAN ASP
4. Responsible Development	
<p>Policy 4.1.20 - Ensure that a diversity of housing types and tenure options, that meet a range of incomes and demographics, be incorporated into greenfield areas to meet the needs of all residents through all stages of life.</p> <p>Policy 4.1.22 - Medium and higher density residential development should be located in areas with good access to major roads, trails and walkway connections, and within a five minute walk (400 metres) to transit opportunities.</p> <p>Policy 4.1.24 - Natural features including tree stands, wetlands, streams and other natural features should be incorporated into neighbourhoods.</p> <p>Policy 4.1.44 - All Area Structure Plans within the Future Residential area must ensure that they conform to the minimum greenfield density established for Beaumont in the Edmonton Metropolitan Region Growth Plan of 35 dwelling units per net residential hectare.</p> <p>Policy 4.1.48 - New greenfield developments in the Future Residential area will strive to integrate residential development with local services, amenities, institutional, and commercial uses including mixed-use developments that are located within buildings or within a five-minute walk (400 metre radius) as established through Area Structure Plans.</p> <p>Policy 4.1.71 - Commercial uses shall be situated along major roadways (major collector and arterials) to ensure convenient access, freight movement, and to minimize land use conflicts.</p>	<p>Elan proposes a wide range of low and medium density residential housing forms to satisfy demand from various age groups.</p> <p>Medium and higher density residential uses are planned adjacent to major arterial and collector roadways, and within reasonable distance of proposed trail systems to promote alternative modes of transportation.</p> <p>Natural features, including wet areas and the Leblanc Canal, will be incorporated with future urban development.</p> <p>Elan achieves the minimum density requirements as set out by the Edmonton Metropolitan Region Growth Plan.</p> <p>Commercial, business park, and service land uses are located to ensure quick access, via vehicular or non-vehicular modes of transportation, to planned residential areas.</p> <p>Commercial areas are planned adjacent to major roadways.</p>

BEAUMONT MDP	ELAN ASP
<p>Policy 4.1.77 - New Business Park developments shall be encouraged to provide higher architectural and landscaping standards to establish a distinctive and cohesive image for the development. Beaumont may require a comprehensive design concept to address architectural controls, landscaping and open space, and parking design.</p>	<p>Elan's Business Park is intended to develop higher quality buildings and uses to ensure compatibility with surrounding residential developments, as well as to provide employment lands for Beaumont.</p>
<p>5. Economic Strength</p>	
<p>Policy 5.1.16 - Local employment opportunities which will enable residents to live and work, in the community will be supported.</p> <p>Policy 5.1.18 - Neighbourhood commercial uses will be encouraged to locate in Future Residential Policy areas in centralized locations adjacent to multi-modal transportation corridors.</p>	<p>Elan's Business Park is intended to provide employment opportunities and services to the surrounding residential neighbourhoods and to the region.</p> <p>Commercial areas within Elan are located adjacent to major transportation corridors to maximize visibility and access.</p>
<p>6. Effective Movement of People and Goods</p>	
<p>Policy 6.1.16 - Design the street network and pedestrian routes to support small blocks and/or midblock pathways and crossings, offering multiple route choices and quality street frontages.</p> <p>Policy 6.1.18 - New Area Structure Plans and major updates to Area Structure Plans will be required to identify pedestrian and trail crossing locations on major roads. These crossings must provide a high level of safety for pedestrians while maintaining effective movement of other modes (transit/private vehicles).</p>	<p>Traffic calming measures are planned for Elan to promote safe and effective pedestrian movement, especially for school aged children.</p> <p>Potential pedestrian crossings along major roads have been identified in the ASP, and will be further developed at the subdivision phase.</p>

BEAUMONT MDP	ELAN ASP
7. Environmental Stewardship	
<p>Policy 7.1.9 - The naturalization of all new stormwater management facilities shall be encouraged.</p>	<p>All stormwater management facilities are intended to be designed as natural wetlands.</p>
<p>Policy 7.1.16 - Area Structure Plans shall create and implement policies that establish appropriate buffer zones and setbacks adjacent to a watercourse or water body including areas designated as Floodplain Study Area and Wetland on Map 4 - Significant Features to maintain water quality and hydraulic function, as well as maintain the upland habitat necessary to support the life cycle needs of the wetland ecosystem.</p>	<p>Buffers from all wet areas and water bodies, including Leblanc Canal, have been set at 6.0m, consistent with Provincial guidelines.</p>
<p>Policy 7.1.40 - The supply and location of open space will best serve all residents and be logically connected throughout Beaumont.</p>	<p>Parks and open spaces are intended to be connected throughout Elan and tie into the existing open space network within Beaumont.</p>
<p>Policy 7.1.43 - Public Utility Lots may be used to provide trail linkages.</p>	<p>Public Utility lots and rights-of-way have been utilized for trail linkages.</p>

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7.1 Land Use Statistics

Elan ASP Land Use Statistics - September 20, 2017

	Area (ha)	% of GDA				
Total Plan Area	524.760					
Arterial Roadway Dedication	21.399					
Environmental Reserve (with 6m Buffer)	2.751					
Pipeline R/W	7.960					
Drainage R/W (LeBlanc Canal)	5.850					
Super Wetland (70%)	7.752					
Gross Developable Area	479.048	100.0%				
School/ Park	22.30	4.65%	Total M.R. (ha)	Total M.R. (%)		
Parks and Greenways	21.91	4.57%				
Super Wetland (30%)	3.60	0.75%	47.805	9.98%		
Stormwater Management Facility	24.88	5.19%				
Private Recreation	10.53	2.20%				
Urban Village Commercial / Civic (30%)	4.37	0.91%				
Commercial	30.60	6.39%				
Business Commercial	40.77	8.51%				
Circulation @ 20%	95.810	20.00%				
Total Non-Residential	254.760	53.18%				
Net Residential Area	224.288	46.82%	Units and Population Stats			
	Area (ha)	% of NRA	Units/ha	Total Units	ppdu	population
Low Density Residential	175.897	78.42%	25	4,397	2.8	12,313
Medium Density Residential	38.199	17.03%	75	2,865	2.8	8,022
Urban Village Residential (70%)	10.192	4.54%	100	1,019	1.8	1,835
Totals	224.288	100.00%		8,282		22,169
Population Density (ppnrha)	99					
Unit Density (upnrha)	37					
Student Generation						
	Elementary (K-6)	Junior High (7-9)	Senior High (10-12)	Total		
Public	1,625	840	840	3,361		
Separate	840	420	420	1,681		
Totals	2,465	1,260	1,260	5,042		

7.2 Context Plan

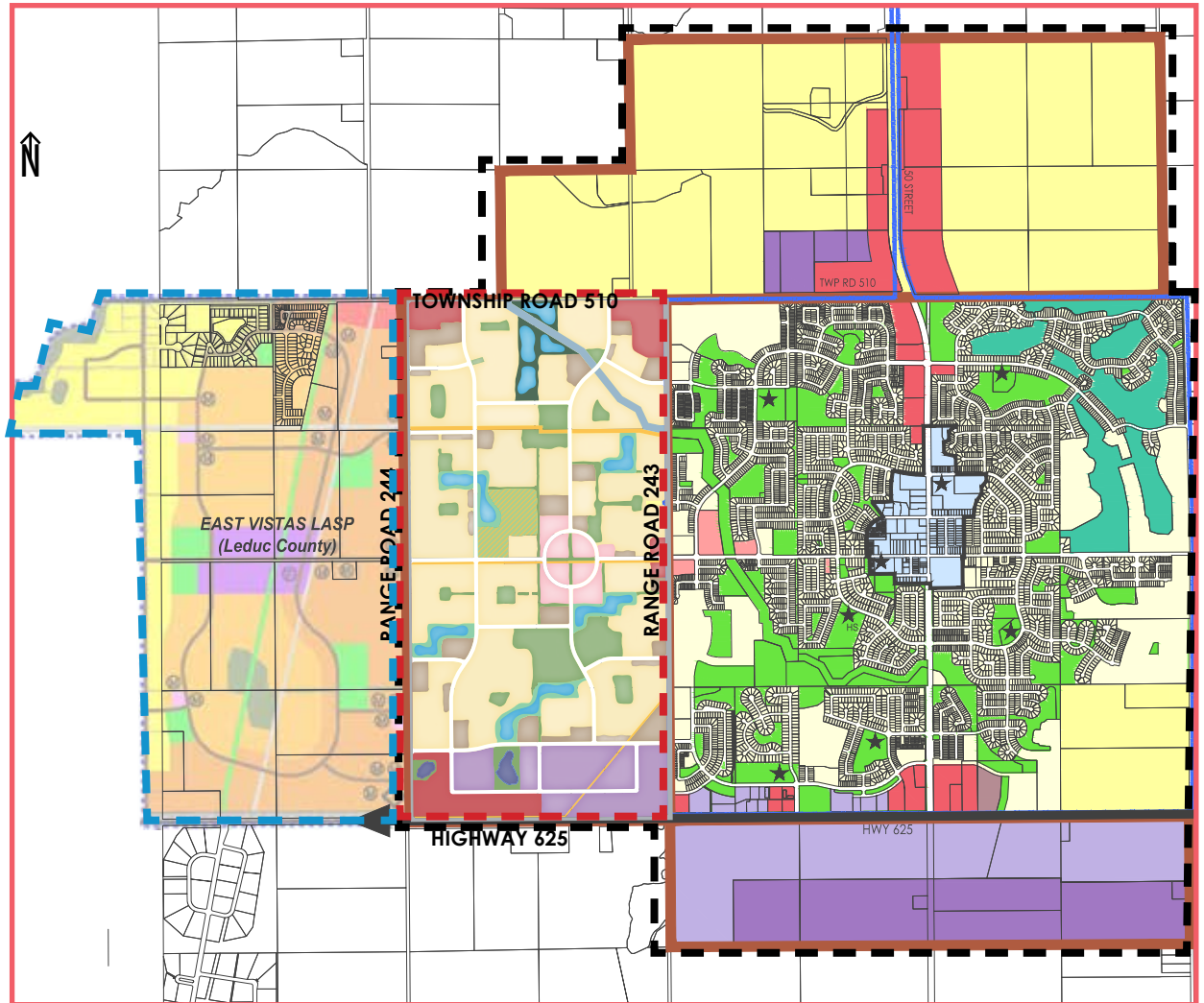


FIGURE 22

CONTEXT MAP

- PLAN AREA
- EAST VISTAS LASP AREA
- BEAUMONT BOUNDARY