

**CITY OF BEAUMONT
Bylaw Number 996-21**

LE RÊVE SOUTHWEST NEIGHBOURHOOD STRUCTURE PLAN

**A BYLAW OF THE CITY OF BEAUMONT IN THE PROVINCE OF ALBERTA, TO
ESTABLISH THE LE RÊVE SOUTHWEST NEIGHBOURHOOD STRUCTURE PLAN**

WHEREAS, pursuant to the *Municipal Government Act*, R.S.A. 2000 c. M-26 and amendments thereto, the Council of the City of Beaumont, duly assembled, enacts as follows:

1. That the City of Beaumont adopt Bylaw 996-21 known as the Le Rêve Southwest Neighbourhood Structure Plan as attached as Schedule A.

READ A FIRST TIME IN COUNCIL THIS 23rd DAY OF MARCH, 2021.

NON-STATUTORY PUBLIC HEARING HELD THIS 13th DAY OF APRIL, 2021.

READ A SECOND TIME IN COUNCIL THIS 27th DAY OF APRIL, 2021.

READ A THIRD TIME IN COUNCIL THIS 27th DAY OF APRIL, 2021.



Mayor



Chief Administrative Officer

Le Rêve
SOUTHWEST
Neighbourhood
Structure Plan



March 2021

Prepared for:

Redco Development Ltd.

Prepared by:

Invistec Consulting Ltd.

In Association:

Cima+

CT & Associates Engineering Inc.

J.R. Paine & Associates Ltd.

Spencer Environmental Management Services Ltd.

Tree Time Services Inc.

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Introduction

1.1 Purpose

1.2 Authorization

1.3 Location

1.4 Ownership

1.5 Summary of Consultation

1. Introduction

1.1 Purpose

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

1.2 Authorization

Le Rêve Southwest is preceded by the City of Beaumont's Intermunicipal Planning Framework (IPF) with the City of Edmonton and Leduc County, and was adopted by each municipality on February 20, 2020. Further, the Plan Area is preceded by the City of Beaumont's Municipal Development Plan (MDP), which was adopted by Council March 26, 2019, as well as Le Rêve Area Structure Plan (ASP), adopted by Council on **MONTH/DAY/YEAR**.

As per section 638 of the *Municipal Government Act*, all statutory plans must be consistent with each other, meaning the Neighbourhood Structure Plan must align with goals and policies in the *Municipal Government Act*, Intermunicipal Planning Framework, Municipal Development Plan, and Area Structure Plan.

1.3 Location

The Plan Area is located within northeast Beaumont and is comprised of approximately 69.71 ha of land. The Plan Area is defined by the following boundaries:

- A future (dedicated) collector road bounds the Plan Area to the north;
- Existing agricultural lands/future municipal reserve

bounds the Plan Area to the east;

- Township Road 510 bounds the Plan Area to the south; and
- 50th Street bounds the Plan Area to the west.

1.4 Ownership

As per Figure 2, the ownership consists of five privately owned parcels, of which three landowners were non-participating. However, these landowners were consulted during the preparation of the plan. The Plan Area was prepared on behalf of a private corporation who owns approximately 32.1 ha of the total Plan Area.

Table 1: Ownership

| NUMBER | TITLED OWNER | LEGAL DESCRIPTION | AREA (HA) |
|--------|---------------|---------------------------|-----------|
| 1 | PRIVATE OWNER | N.W. 1/4 SEC. 1-51-24-W4M | 3.19 |
| 2 | PRIVATE OWNER | BLOCK 1, PLAN 7821085 | 31.24 |
| 3 | PRIVATE OWNER | BLOCK 2, PLAN 7821085 | 0.93 |
| 4 | PRIVATE OWNER | BLOCK 4, PLAN 7922184 | 30.32 |
| 5 | PRIVATE OWNER | BLOCK 3, PLAN 7922184 | 4.03 |

1.5 Summary of Consultation

Consultation is an important step in preparing a neighbourhood structure plan to ensure all voices are

heard in the preparation of the plan. The following is a summary of the consultation that occurred.

1.5.1 Landowner Notification

All landowners in the Plan Area were notified of the preparation of Le Rêve Southwest Neighbourhood Structure Plan on November 9, 2020 via a mailed letter. Communication from one landowners was provided to the City of Beaumont.





1.5.2 Virtual Open House

An open house was officially held virtually between November 23 - November 30, 2020, but extended to until December 7, 2020. While this event was originally intended to be held in-person, new provincial health regulations required the event to be virtually as no social gatherings were permitted. A video was pre-recorded with information on the neighbourhood, which was followed by an online survey. Landowners in the plan area were formally informed of the event and provided links to both the video and online survey.

At the end of the open house, the video had received 46 views as of December 7, 2020. Three formal survey responses were received, as well as one phone call. The key themes heard were neighbourhood design, green spaces, and servicing. One respondent described the neighbourhood as modern, well thought-out, and user-friendly, while another spoke positively about the district park site. One respondent had inquired specifically on servicing for the neighbourhood, which the Plan Area is required to conform to the Intermunicipal Planning Framework (IPF).

Due to the virtual nature of the event, survey respondents were asked on the ease of understanding the information presented. All survey respondents indicated that the video was either clear or very clear, and that the presentation was easily followed and understood. This last component was important to understand

Legend

-  Municipal Boundary
-  Arterial Roadway
-  NSP Boundary
-  ASP Boundary

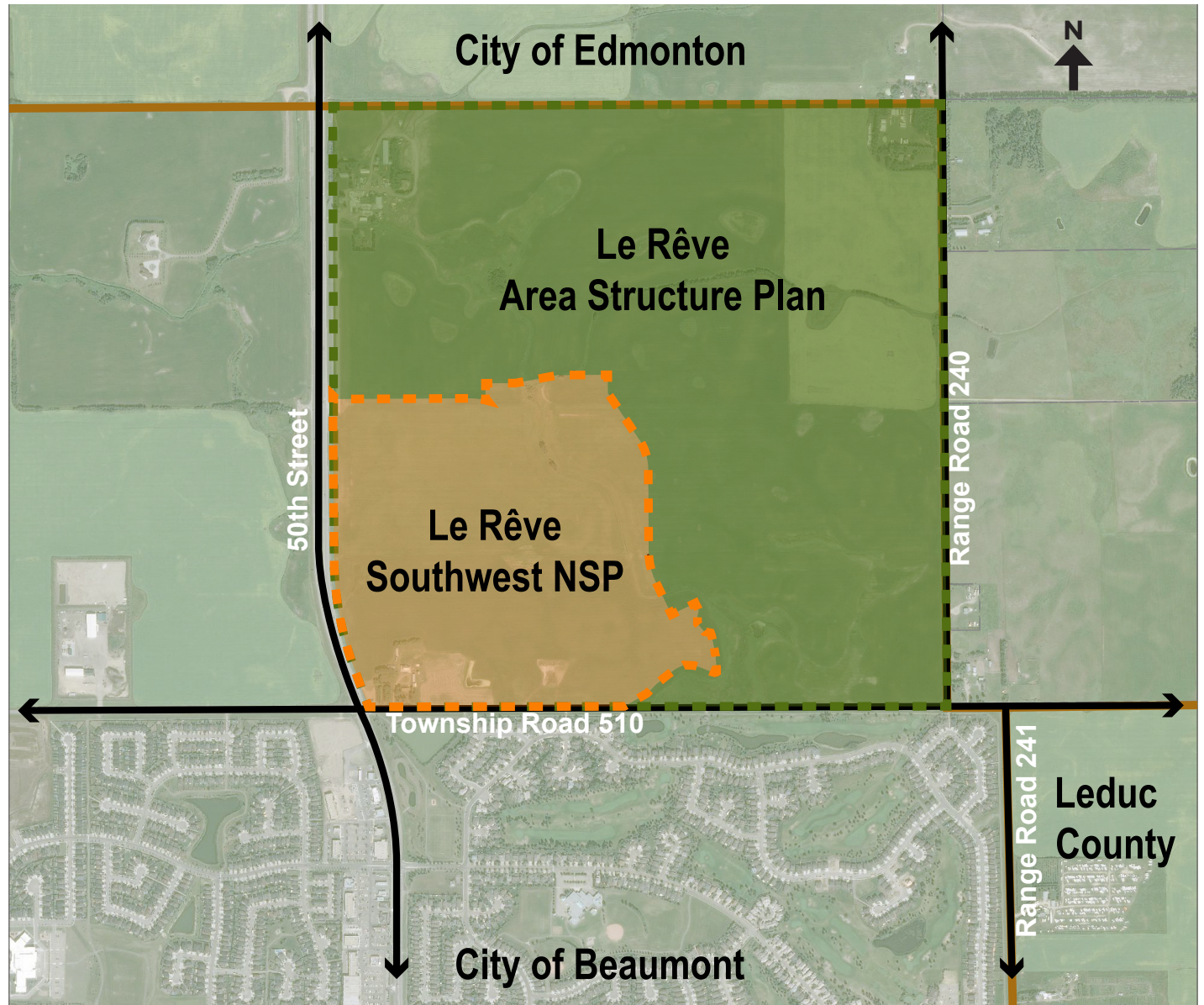


Figure 1: Location

Scale: N.T.S.

Legend

— NSP Boundary

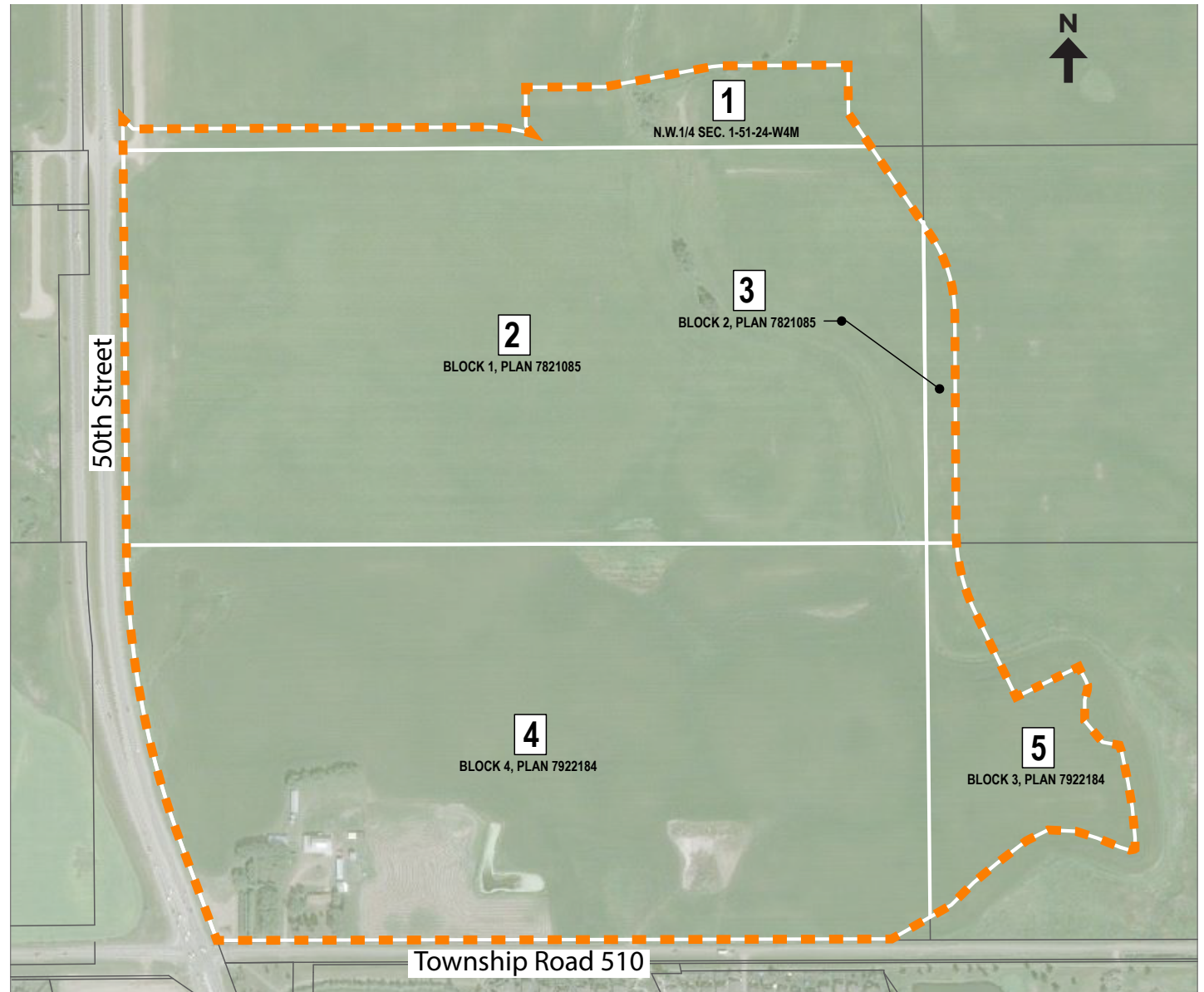


Figure 2: Ownership

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Site Context

2.1 Existing & Adjacent Land Uses

2.2 Site Features

2.3 Existing Infrastructure

2.4 Existing Topography

2.5 Supporting Documents

2. Site Context

2.1 Existing & Adjacent Land Uses

The lands in Le Rêve Southwest are currently districted the Agricultural Holdings District (AH). Within the Plan Area, there is one residential building, along with several ancillary buildings that act as both a residence to the landowner as well as farming storage for equipment and related materials.

To the north and the east of the Plan Area is the remainder of the Le Rêve Area Structure Plan, which includes lands that are currently districted AH. To the south of the Plan Area is Range Road 510 and the Coloniale Estates neighbourhood. To the west of the Plan Area is 50th Street, as well as additional agricultural lands. Under the City's MDP, these lands are designated as future residential and commercial uses.

2.2 Site Features

Figure 4 outlines several distinct site features within the Plan Area, including an existing dugout, existing buildings, temporary wet areas, an existing natural water conveyance, as well as seasonal wet areas. No historic resources or abandoned wells were identified by Alberta Culture and Tourism or the Alberta Energy Regulator, respectively in the Plan Area during the Area Structure Plan process. However, all existing structures will require a Historical Resources Impact Assessment prior to those lands being developed.

2.3 Existing Infrastructure

The Plan Area is currently not serviced by City services. The existing country residential is serviced through a water well and septic system. Services will be provided through interim servicing within the City of Beaumont until further build out is achieved for the ultimate Area Structure Plan. Servicing for the Plan Area is discussed in more detail in Section 4.3.



Existing Plan Area

Source: Google Earth

- Legend**
- Municipal Boundary
 - ASP Boundary
 - NSP Boundary
 - Major Roadways
- Existing Land Uses
- Agriculture
 - Residential
 - Commercial
 - Private Recreation
 - Parks

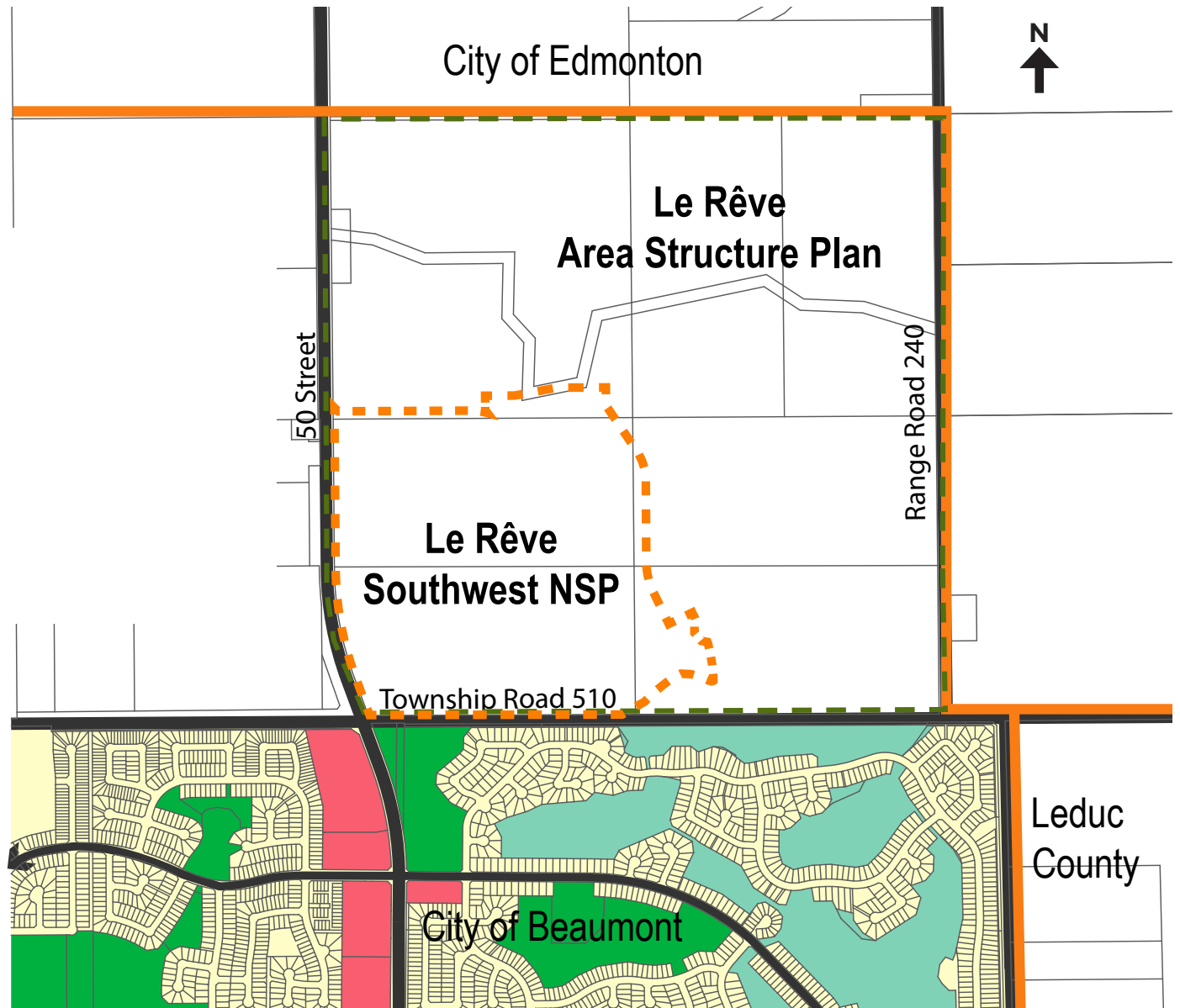











Figure 3: Existing Land Uses

Scale: N.T.S.

Legend

-  NSP Boundary
-  Arterial Roadway
-  Existing Buildings
-  Semi-Permanent Marsh
-  Drainage Ditch
-  Temp/Seasonal Natural Area
-  Dugout
-  Wooded Upland
-  Existing Environmental (Drainage) Right-of-Way

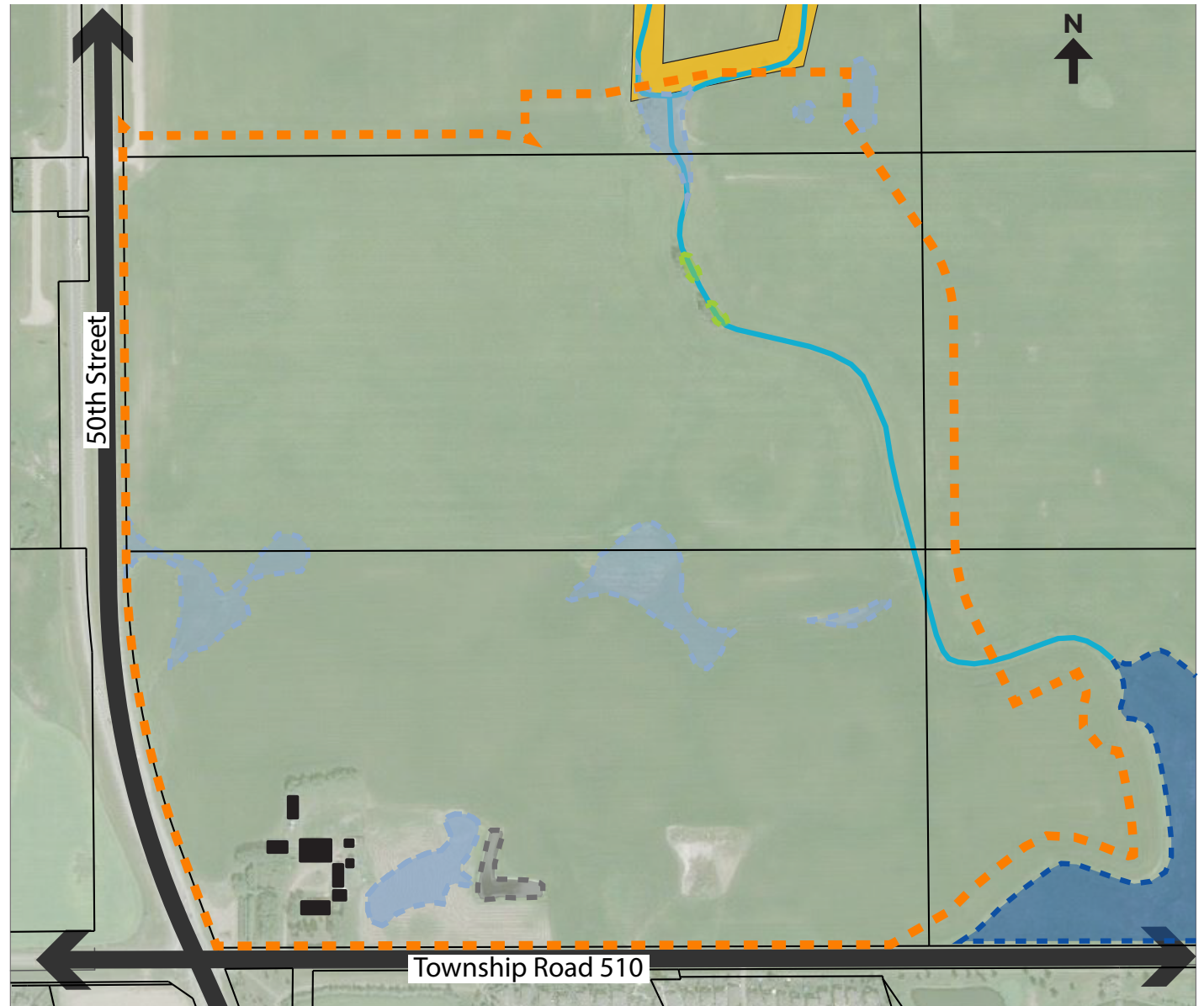


Figure 4: Current Site Features

Scale: N.T.S.

Legend

- NSP Boundary
- ▲ High Point
- ▼ Low Point

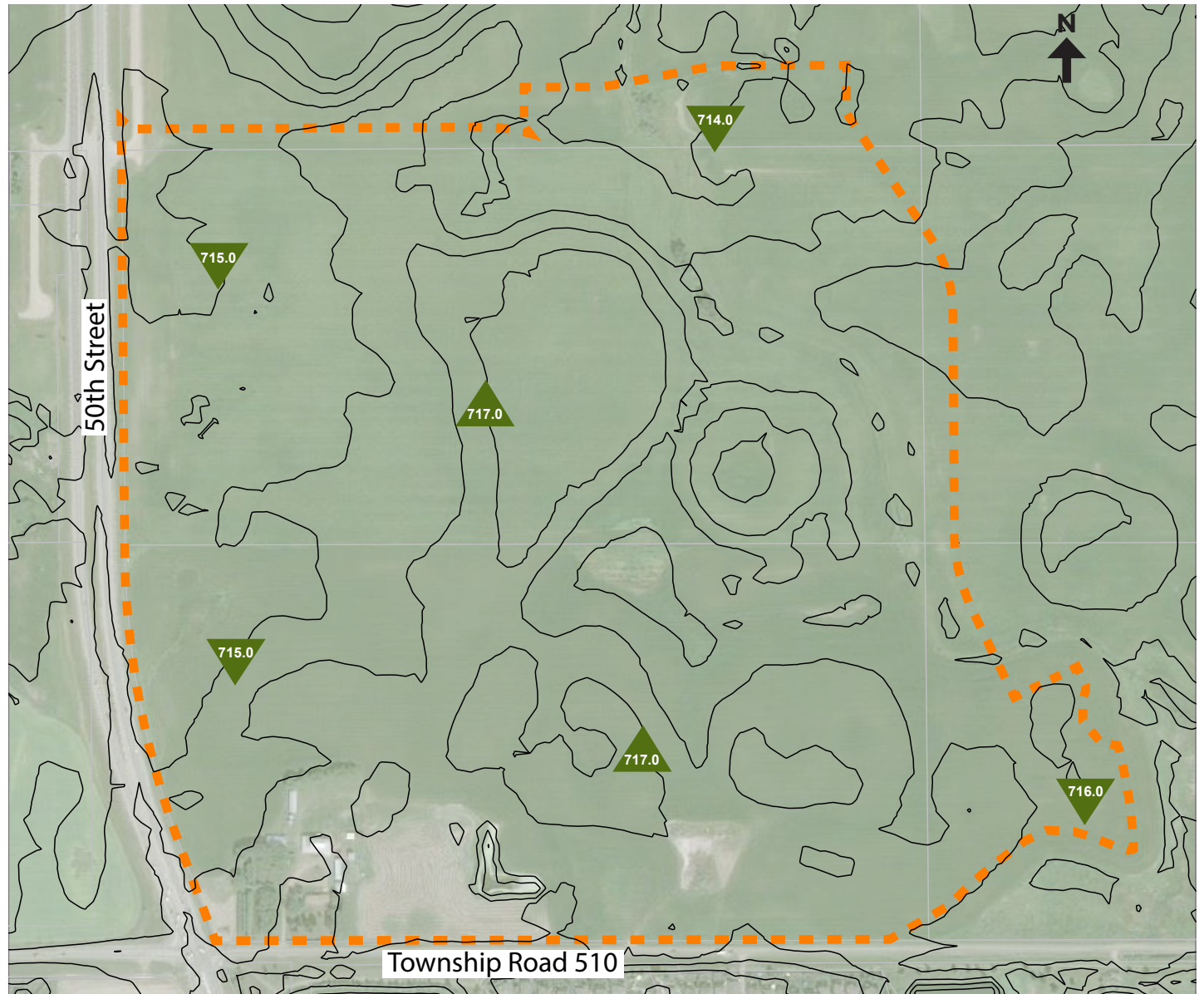


Figure 5: Existing Topography

Scale: N.T.S.

2.4 Existing Topography

The current topography of the Plan Area can be understood as relatively flat with drainage sloping towards the west and north of the Plan Area. Elevations across the Plan Area are within 1-2m contours of one another with the average elevation profile being 715m.

2.5 Supporting Documents

Le Rêve Southwest is supported by the following technical studies:

A Biophysical Impact Assessment (BIA) was prepared by Spencer Environmental Management Services Ltd in accordance with Le Rêve Area Structure Plan, which helps to further identify, protect and enhance the environmental and ecological assets in the Plan Area. The Biophysical Impact Assessment revealed that the Plan Area has a temporary and seasonal wetland with a dugout on-site. Additional field work specific to Le Rêve Southwest Neighbourhood Structure Plan was completed to further study the identified Natural Areas in the original BIA report. It was determined that the wetlands within the Plan Area are generally not well-suited for retention and unlikely to be sustainable as natural features in a future, developed landscape. It was also noted that any permanent removal of wetlands will require Water Act approval and replacement in accordance with the Province's Wetland Policy.

A Geotechnical Report was prepared by J.R. Paine & Associates Ltd in accordance with Le Rêve Area

Structure Plan to analyze soil type, quality and suitability for future development. The results of the Geotechnical Report find that the Plan Area is suitable to support urban development with both appropriate surface and subsurface conditions.

A Neighbourhood Servicing Report was prepared by Invistec Consulting Ltd in accordance with Le Rêve Area Structure Plan, which described how the Plan Area would be serviced in the interim and long-term in terms of water, sanitary, and stormwater. More details on the servicing of the neighbourhood can be found in Section 4.3.

An Agricultural Impact Assessment (AIA) was prepared by Invistec Consulting Ltd in accordance with Le Rêve Area Structure Plan, which reviewed the impacts to the agricultural lands as a result of development. The lands south of the Plan Area are developed lands as part of Beaumont, making this quarter section the logical first phase of development from Le Rêve Area Structure Plan. Urban development within the Plan Area are not anticipated to impact the agricultural viability of the region, and further supported by agricultural policies in both this Plan and Le Rêve Area Structure Plan.

A Transportation Impact Assessment (TIA) was prepared by Cima+ in accordance with Le Rêve Area Structure Plan, which reviewed the overall traffic impacts of the Plan Area on the existing and planned roadway network. This includes modelling anticipated traffic and providing recommendations for roadway infrastructure improvements, as required. Additional Transportation Impact Assessments may be required on a stage by

stage basis as identified by the City of Beaumont during the subdivision process.

A Historical Resources Clearance was prepared by Tree Time Services Inc for the Le Rêve Area Structure Plan, which aims to identify any historic buildings, structures, archaeological and paleontological sites. A Historical Resources Impact Assessment is required for all lands with existing structures at the time of the plan preparation. The assessment will be required prior to development.

A Phase 1 Environmental Site Assessment (ESA) was prepared by CT & Associates Engineering Inc for Plan 7821085; Block 1 in support of Le Rêve Southwest Neighbourhood Structure Plan. Development that occurs outside of this land will require an Environmental Site Assessment prior to redistricting of the above lands. The purpose of the ESA is to review historical and current land uses of the above lands and surrounding properties to assess potential items of environmental concern. Following a thorough review, including landowner interviews, record searching, site visits, and historical photo reviews, it was determined Plan 7821085; Block 1 was free of contamination and no further investigations would be required.



Source: Google Earth

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Land Use

3.1 Vision

3.2 Land Use Concept

3.3 Goals & Objectives

3.4 General Policies

3.5 Land Uses

3. Land Use

3.1 Vision

Le Rêve Southwest is a distinct, integrated, residential community situated in north Beaumont. Le Rêve Southwest promotes a diverse mix of housing types, commercial land uses, multi-modal transportation options, and a comprehensive Green Network. Anchored by the District Park, Le Rêve Southwest aims to provide an array of social activities and gathering spaces for existing and future residents of Beaumont.

3.2 Land Use Concept

Le Rêve Southwest is planned to be developed as a community that provides a vibrant mix of housing, open spaces, green linkages, and commercial services. The land use concept builds upon and refines the land use concept set out in Le Rêve Area Structure Plan. A central and important feature of Le Rêve Southwest is the District Park found within the northeast corner of the Plan Area, which acts as both a unique entrance feature, which provides an enhanced active transportation environment, into Le Rêve Southwest while also serving as a central focal point and gathering space for residents to enjoy various neighbourhood events and activities.

3.3 Goals & Objectives

Le Rêve Southwest builds upon and embodies Le Rêve Area Structure Plan's vision and guiding principles and incorporates them in its goals and objectives. This is achieved through its mix of land uses, focus on the central District Park, and appropriately transitioning between

the existing development (Coloniale Estates) to future areas to create a liveable, interconnected, and innovative neighbourhood that promotes responsible development.

3.3.1 Complete Community

- The incorporation of a dynamic mix of land uses will provide future residents the opportunity to choose how they want to live through the added accessibility to essential goods and services.
- The Plan has considered and will provide various housing types to accommodate a range of ages and income types, which will ultimately help to achieve a more complete community.
- Livability within the neighbourhood is further strengthened by its incorporation of a variety of active transportation modes via its Green Network.

3.3.2 Integration

- Land uses in the Plan Area incorporate walkability as a vital component to achieving healthy neighbourhood principles. The Plan Area provides opportunities for residents to achieve both active and passive recreation activities through its interconnected Green Network.
- The Plan Area will bridge and connect the Coloniale Estates neighbourhood and existing development in Beaumont to the south to the future neighbourhoods to the north, west, and east.

3.3.3 Innovation

- The Plan Area marks the continuation of planned and orderly development within Beaumont, and considers land use transition via contextually appropriate uses.
- The Plan Area will establish itself as a unique

greenfield development through its varying densities and housing types, its consideration of environmental features and its inclusion of commercial uses. In turn, this will make the neighbourhood more resilient to changing market and economic conditions.

3.4 General Policies

3.4.1 Urban Design Policies

- i. Appropriate transitioning elements shall be provided between commercial and medium density residential lands and low density residential lands.
- ii. The green network should provide connections to transit facilities, neighbourhood amenities, open spaces, natural areas, and adjacent neighbourhoods.
- iii. Site design shall incorporate Crime Prevention Through Environmental Design (CPTED) principles through landscaping and design such as lighting, where possible.
- iv. Public spaces shall incorporate design elements and features that can be enjoyed year round.
- v. Development shall comply with the Beaumont Urban Design Guidelines.

3.4.2 Agricultural Policies

- i. Subdivision of land shall avert from fragmenting agricultural lands that create difficult areas for cultivation.
- ii. The continuation of existing agricultural operations shall be encouraged.
- iii. Urban agriculture shall be promoted through rooftop gardens, community gardens, and edible landscapes.

3.5 Land Uses

3.5.1 Parks and Open Spaces











The parks and open spaces (the Green Network) in the Plan Area are comprised of a school site, parks and open spaces, greenways, as well as a stormwater management facility. The Green Network has been strategically located across the Plan Area to equitably serve residents in each part of the neighbourhood, while also offering spaces of different sizes and shapes for contextually appropriate programming. The location of park spaces in this Plan may be refined at the subdivision stage through consultation with the City of Beaumont. The design of park and open spaces will integrate the requirements for operations and maintenance of these facilities.

District Park

The District Park located in the northeastern portion of the Plan Area will play a vital role as a unique feature and space of Le Rêve Southwest. The District Park will offer its users a variety of soft and hardscape landscaping, which accommodate both passive and active recreational uses. In addition, it will be designed to host formal gatherings and pop-up events like festivals and holiday celebrations.

The District Park is connected to both the commercial areas and the central 50th Street entrance through its active transportation network. This entrance way will allow for a funnelling of activity into and out of the District Park and will serve as a distinguishing feature within the Plan Area. While more detailed design of the park will occur at the subdivision stage, potential amenities of the District Park could include playgrounds, sportfields,

Legend

-  NSP Boundary
-  Arterial Roadway
-  Low Density Residential
-  Street-Oriented Residential
-  Medium Density Residential
-  Commercial
-  Potential School Site
-  Municipal Reserve (MR)
-  Greenway (Non-MR)
-  Stormwater Management Facility

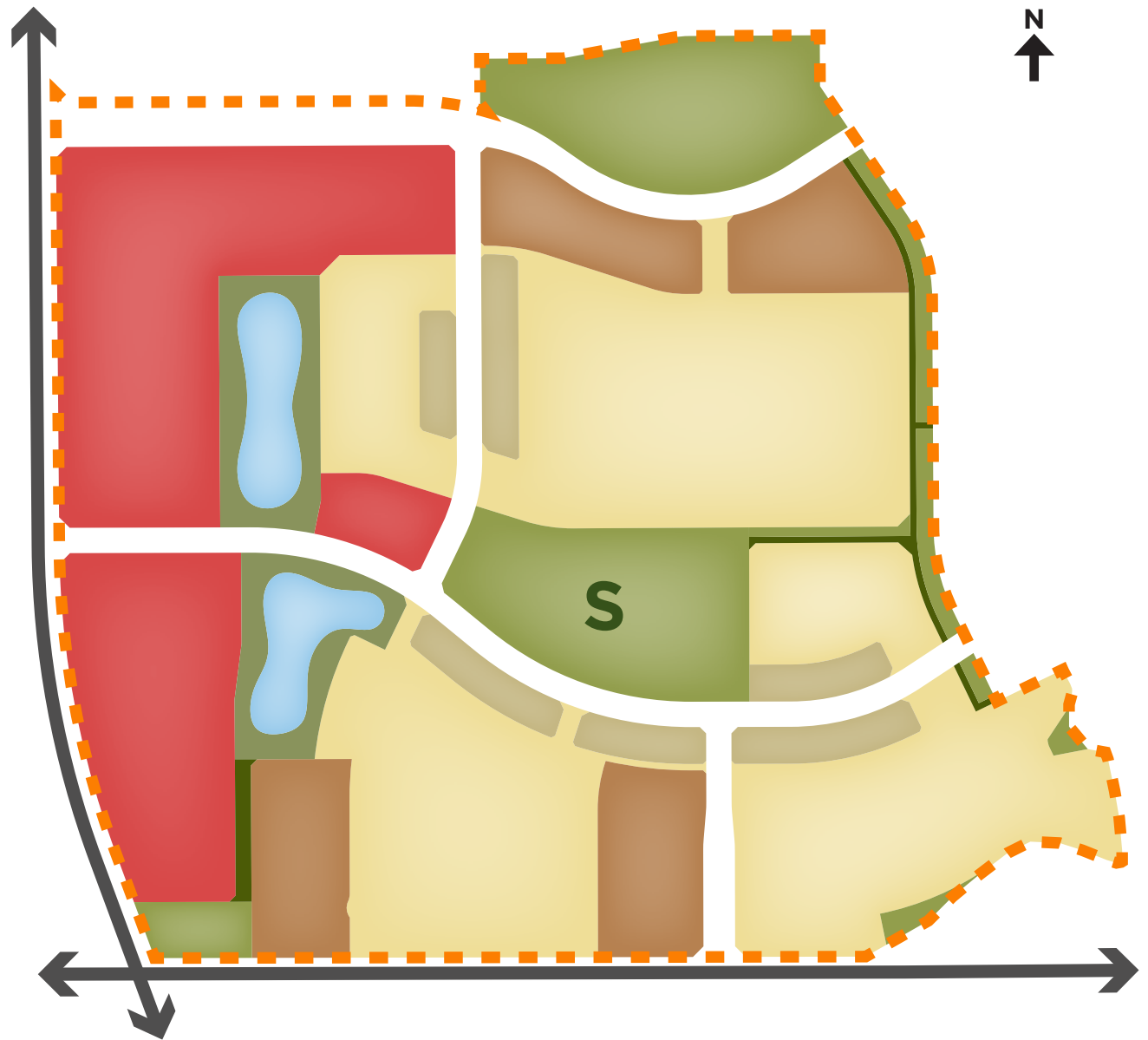


Figure 6: Land Use Concept

Scale: N.T.S.

Legend

- NSP Boundary
- Arterial Roadway
- S Potential School Site
- Municipal Reserve (MR)
- Greenway (Non-MR)
- ☾ Stormwater Management Facility

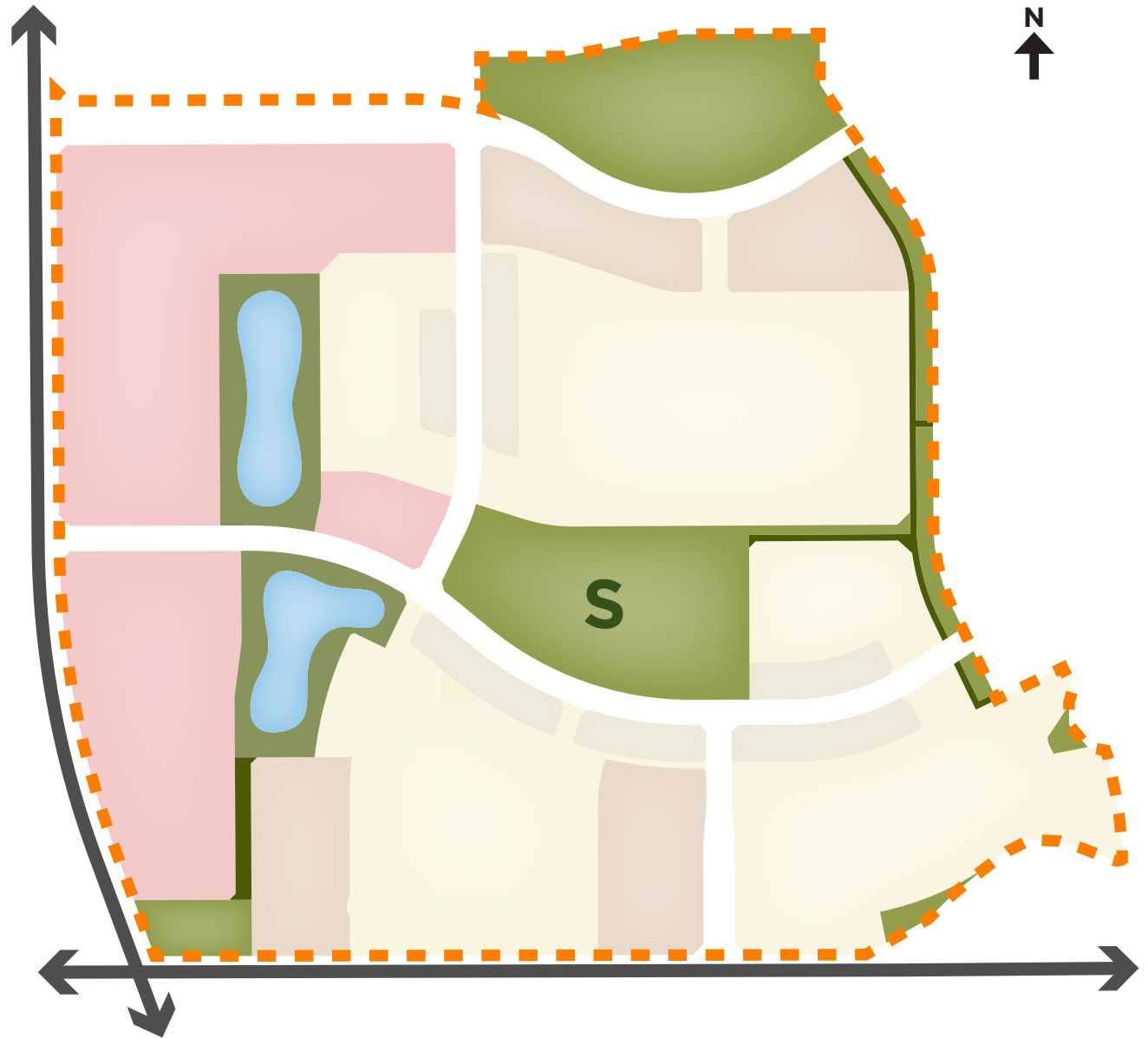


Figure 7: Green Network

Scale: N.T.S.

multi-use trails, an outdoor rink, picnic and cooking areas, and other formal and informal spaces.

School Site

One school site is planned within the Plan Area and it is interconnected by the Green Network's multi-use trails for increased accessibility. The school site is sized to accommodate a future K-9 school and sportsfields. The location of this school site at the corner of two collector roadways is intended to support the separation of buses and parent-drop off to facilitate efficient and safe movement of students attending the institution. Specific recreational needs of the school site will be determined by the respective school board during the development of the site.

Greenways

Greenways are located throughout Le Rêve Southwest and incorporate multi-use trails and programmable space. This programmable space could include, but is not limited to cross country ski trails, tot lots, mini sports, community gardens, and other outdoor recreation amenities. Greenways consist of both non-municipal reserve and municipal reserve, where the non-municipal reserve will have a width of 6.0m including a multi-use trail. The remainder of the greenway will be municipal reserve with widths ranging from 9.0m to 15.0m and be the location of programming. The exact design and programming of these spaces will be further refined at the subdivision stage.

Pocket Park

A pocket park is located in the southwestern corner of

the Plan Area. This park's location is intended to take advantage of the major transportation intersection of 50 Street and Township Road 510. The park is envisioned to be a combination of soft and hardscaping, transitioning from an urban plaza to an urban park space. The pocket park also acts as a transition space between the residential lands on the east and the commercial lands to the north, providing additional separation between the uses, while also connecting Le Rêve Southwest to the existing neighbourhoods within the City of Beaumont.

Stormwater Management Facilities

The stormwater management facilities play a vital role in Le Rêve Southwest as they support the natural environment for various species while also controlling, collecting and managing seasonal runoff. In addition, these interconnected facilities provide an opportunity to further contribute to the beauty of the overall neighbourhood design and aesthetic, while also providing trail connectivity. The stormwater management facilities also provide connections from the pocket park northwards toward the school site and the District Park.

Natural Areas

Although Le Rêve Southwest does not include any Natural Areas within its boundary, the Plan Area is adjacent to Natural Areas identified to be retained in Le Rêve Area Structure Plan. This Natural Area requires further study to be completed during the preparation of the Southeast Neighbourhood Structure Plan that will further define its boundary. Smaller park spaces in Le Rêve Southwest are identified adjacent to the Natural Area to provide public access and may be modified during the preparation of

the Southeast Neighbourhood Structure Plan or the subdivision stage.

3.5.1.a General Parks and Open Spaces Policies

- i. The Green Network shall comply with Our Places and Play: Beaumont Recreation, Parks and Facilities Master Plan.
- ii. The Green Network shall be connected and integrated to encourage the use of active transportation that accommodate a diversity of users, ages, abilities, and activities.
- iii. The Green Network shall incorporate wayfinding signage.
- iv. Parks adjacent to the wetlands shall be landscaped to minimize maintenance by incorporating at least 25% native vegetation.
- v. Public spaces should promote the use of public art and other cultural mediums.
- vi. The Green Network shall incorporate Crime Prevention Through Environmental Design principles through landscaping and design, where possible.
- vii. Servicing shall be provided to park and school sites, where required, to accommodate any and all facilities that may be developed on site.

3.5.1.b School Site Policies

- i. The school site should be designed to accommodate a variety of active and passive recreational uses.
- ii. Development adjacent near the school site shall be street-oriented.
- iii. The school site shall be connected to multi-use trails, where possible.
- iv. Opportunities for co-located recreation facilities with school sites should be encouraged.



3.5.2 Commercial

Commercial land uses in Le Rêve Southwest are generally located along the western boundary of the Plan Area adjacent to 50th Street. This location will provide high visibility and accommodate larger scale commercial uses. The commercial uses will serve the local neighbourhood population, while also capturing visitors and residents from the surrounding areas of Beaumont, Leduc County, and future Edmonton neighbourhoods.

The commercial site located across from the school site shall cater to more local needs and be smaller in scale compared to the lands along 50 Street. This could include, but not limited to, retail services and restaurants.

3.5.2.a Commercial Policies

- i. Commercial sites shall display a high standard of architectural aesthetic and design according to the Beaumont Urban Design Guidelines.
- ii. Commercial development shall be located adjacent to arterial or collector roadways to achieve clear visibility and accessibility.
- iii. Commercial development should integrate different land uses, where feasible, such as retail, institutional, and office to promote efficient land use.
- iv. Commercial development should encourage active transportation by providing pedestrian and cyclist connections between commercial sites as well as between commercial and residential areas.
- v. Development shall provide adequate transitions and buffers between commercial and adjacent residential uses through appropriate setbacks, separation spaces, landscaping, and screening measures.

- vi. Commercial development may consider shared parking, underground parking, or other innovative parking solutions such as cash-in-lieu for displaced parking, or shared off-site parking.
- vii. Commercial development adjacent to the Grand Boulevard entrance shall be street-oriented in design in order to provide an attractive pedestrian friendly public realm.
- viii. Small scale commercial within residential land use may be considered, if the use is integrated into the neighbourhood and mitigates impacts on residents.



Architectural aesthetic and design

Legend

- NSP Boundary
- Arterial Roadway
- Commercial

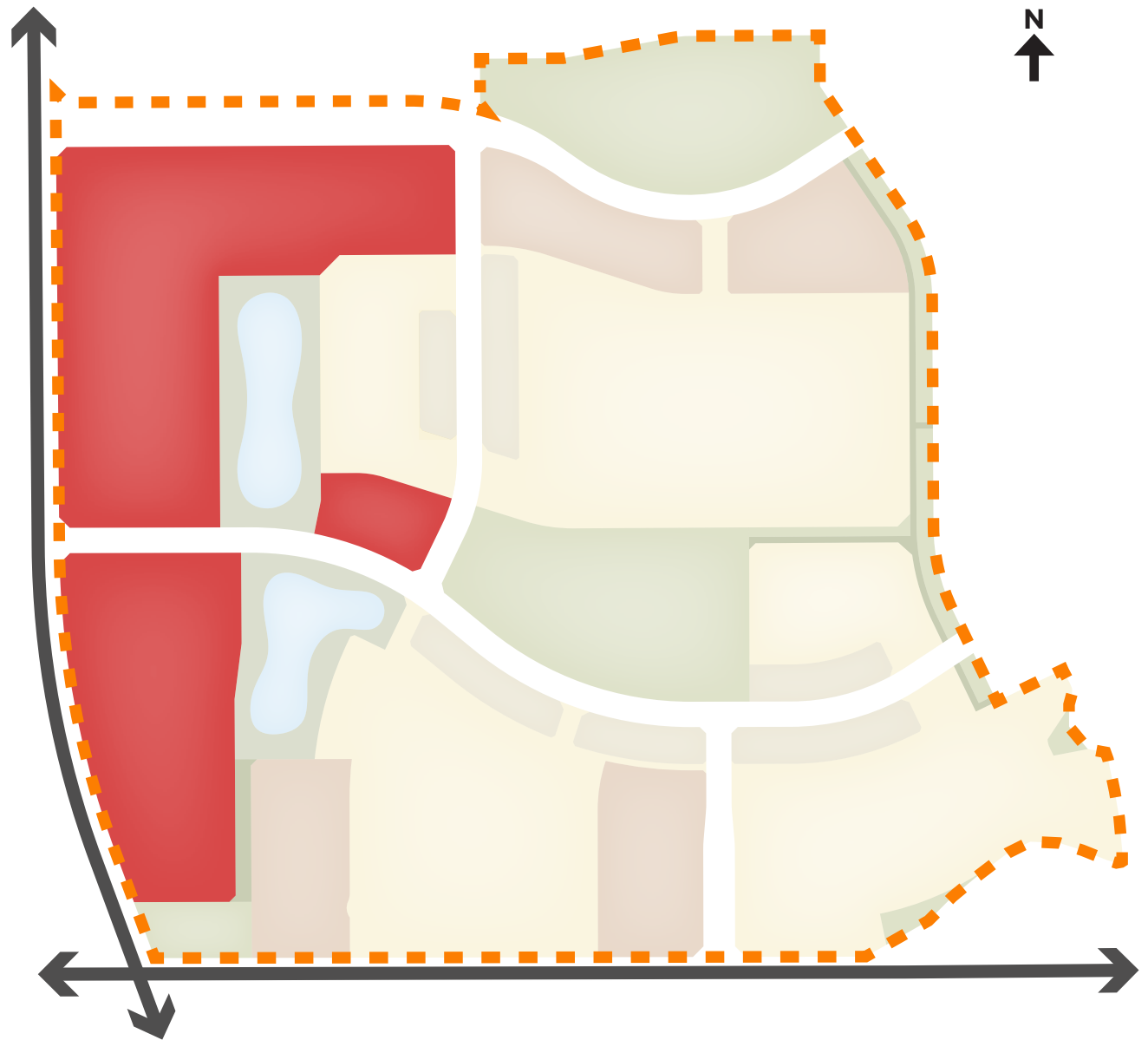


Figure 8: Commercial Land Uses

Scale: N.T.S.

3.5.3 Residential

Le Rêve Southwest is planned for several distinct residential forms, which includes low density, street-oriented, and medium density residential. The mix of residential uses will allow for greater housing diversity as well as provide increased opportunity for a range of future residents from first time home buyers to those who are looking to age-in-place.

Low Density Residential

Low Density Residential will be the predominant form of residential development in the neighbourhood and consist of single detached, semi-detached, and duplex housing. Low Density Residential should include a variety of housing types and sizes and can also include secondary suites, such as basement suites, garden suites, or garage suites. Low Density Residential will develop as a mix of both front garage and rear lane housing forms, with rear lane housing forms abutting Street-Oriented Residential to maximize the use of rear lanes.

Street-Oriented Residential

Street-Oriented Residential will consist of single detached, semi-detached, duplex, and multi-attached dwellings. Street-Oriented Residential are located along collector roadways and prohibit front driveways and front garages. These dwelling units will engage the pedestrian realm and provide natural surveillance of the street.

Medium Density Residential

Medium density residential shall be predominantly multi-attached dwelling units and apartment housing, and should be located adjacent to collector roads or near

neighbourhood amenities such as commercial sites and schools, to promote active transportation.



Legend

- NSP Boundary
- Arterial Roadway
- Low Density Residential
- Street-Oriented Residential
- Medium Density Residential

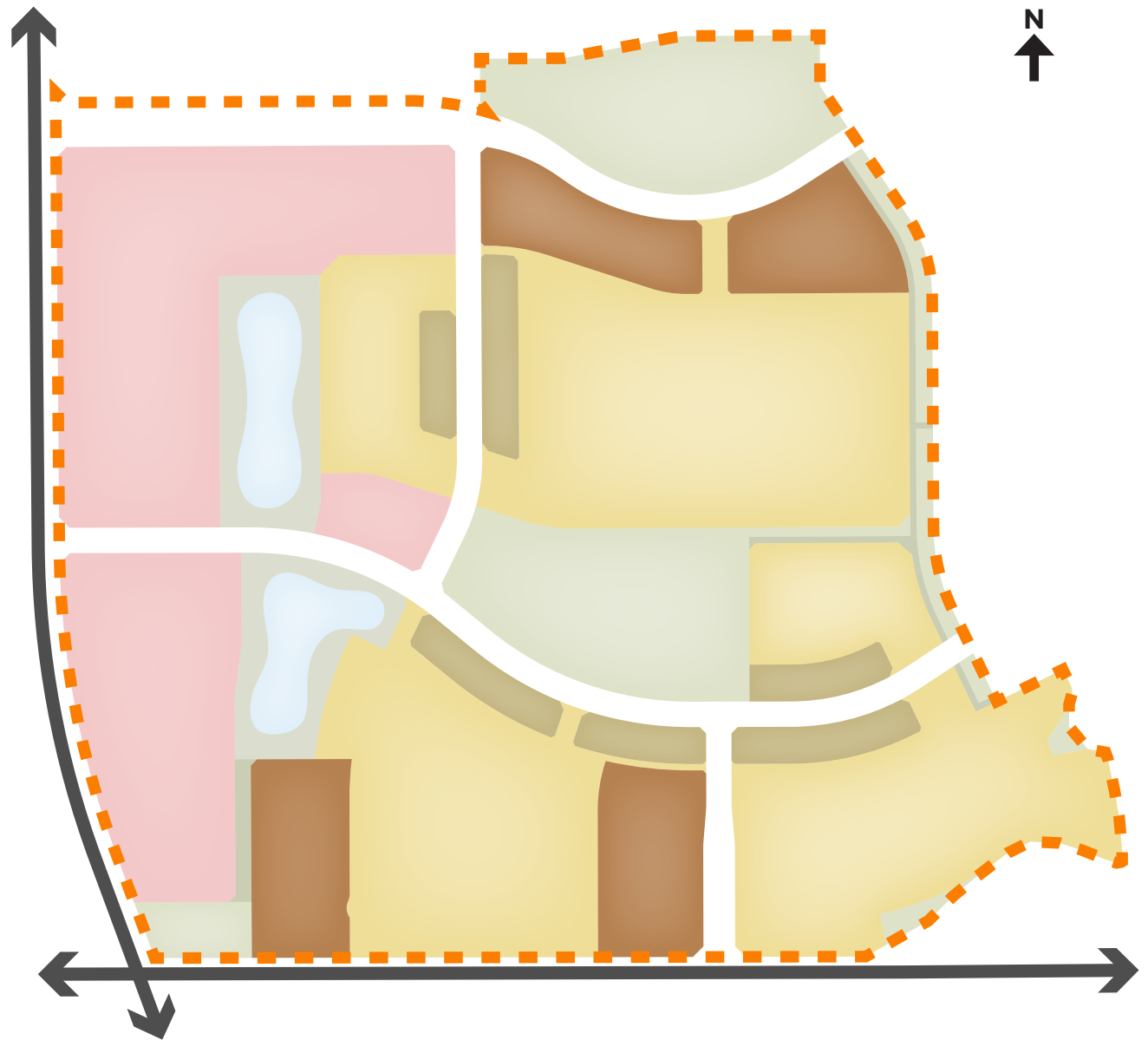


Figure 9: Residential Land Uses

Scale: N.T.S.

3.5.3.a General Residential Policies

- i. Residential densities shall meet the Edmonton Metropolitan Region Board's Growth Plan density of 35 du/nrha.
- ii. Residential development shall incorporate a variety of housing choices to meet the needs of a diverse population.
- iii. Residential development shall provide opportunities for a range of residential densities, innovative housing types, and alternative site and building designs that contribute to the overall diversity of the community.
- iv. Residential development shall provide appropriate transitions and buffers between medium density residential and adjacent low density residential through appropriate setbacks, stepbacks, separation spaces, landscaping, and screening measures.
- v. Residential development shall utilize Beaumont's Integrated Neighbourhood District for all residential land uses except a maximum of 25% may utilize the Conventional Neighbourhood District.
- vi. Residential development shall display a high standard of architectural aesthetic and design.
- vii. Residential development adjacent to 50 Street or Township Road 510 shall incorporate noise attenuation measures.
- viii. Mixed residential streetscapes should be encouraged to provide diversity of built form throughout the neighbourhood.

3.5.3.b Low Density and Street-Oriented Residential Policies

- i. Low Density and Street-Oriented Residential should include a variety of housing types and sizes.

- ii. Low Density and Street-Oriented Residential shall consist of single detached, semi-detached, duplexes, and rowhousing.
- iii. Low Density and Street-Oriented Residential should provide opportunities to develop secondary or backyard suites where appropriate.
- iv. Low Density and Street-Oriented Residential should have unique design characteristics in order to avoid monotony.
- v. Mixed-use development in low density residential areas should be located along corners and on the ground floor of development.

3.5.3.c Medium Density Residential Policies

- i. Medium Density Residential shall be predominantly multi-attached dwelling units and apartment housing.
- ii. Medium Density Residential sites shall be located adjacent to collector roads or near neighbourhood amenities such as commercial sites and schools, and designed in a manner that facilitates active transportation connectivity and to limit neighbourhood traffic congestion.
- iii. Medium Density Residential should be designed to contribute to a pedestrian-friendly streetscape, and provide an appropriate interface between adjacent land uses and community amenities.
- iv. Parking areas within Medium Density Residential should be located internal to the site, or underground where possible.
- v. Medium Density Residential fronting onto collector roadways shall be street-oriented, where possible.

Examples of low density residential



3.5.4 Community Services

As one of the fastest growing cities in Canada, the need for community services may arise and require an amendment to this Neighbourhood Structure Plan in order to facilitate their development. Community services may include a fire station, religious assemblies, or other civic uses.

3.5.4.a Community Services Policies

- i. Civic and community services shall be developed based on assessed requirements.
- ii. Collaboration to identify and locate future public facilities shall be conducted between the developer and the City.



Examples of medium density residential

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Engineering

4.1 Transportation Network

4.2 Roadway Network

4.3 Active Transportation Network

4.4 Servicing

4. Engineering

4.1 Transportation Network

Similar to Le Rêve Area Structure Plan, the Transportation Network for the Plan Area implements the principles set out in Our Connectivity: Transportation Master Plan: the “8-80” principle, the “pedestrian prioritized” principle, and the “complete streets” principle. The Transportation Network includes the roadway network, transit service, and active transportation network.

4.2 Roadway Network

The Roadway Network for the Plan Area proposes a street network that will connect to existing and planned roads. A hierarchy of arterial, collector, and local roads are intended to facilitate the efficient movement of pedestrians, cyclists, as well as vehicular traffic.

4.2.1 Regional and Arterial Roadways

The Plan Area is bounded by 50th Street to the west and Township Road 510 to the south. While both of these roadways are classified as arterial roadways, they provide and serve regional significance. 50th Street is intended to act as a primary transportation corridor linking the Plan Area and the City of Beaumont to the City of Edmonton, while Township Road 510 links to the Nisku Spine Road. Township Road 510 is currently constructed to a paved rural standard, however the road will be upgraded to an urban arterial standard, which the City of Beaumont is currently designing.

4.2.2 Collector Roadways

The collector roadways provide convenient and efficient movement throughout the Plan Area. The collector roadways will be designed to accommodate multiple

modes of transportation, including vehicles, pedestrians, cyclists, and transit. The network has minimal interference with the proposed active modes corridors, which enhances safety. When a collector roadway intersects with the Active Transportation Network, additional traffic calming measures should be implemented. The design standards within collector right-of-ways will be determined at the subdivision and development stage.

The neighbourhood collector roadway is intended to have unique cross section that accommodates an enhanced boulevard, which would be larger than a typical collector roadway. The neighbourhood collector roadway located south of the District Park in the northeast portion of the Plan Area will be designed to incorporate traffic calming measures in order to enhance the pedestrian experience. This collector road will be a secondary route, which will enable sections of the road to be temporarily closed for festivals and events. Residential development along this portion of the collector roadway will be accessed off adjacent roadways to support the continued function of the neighbourhood’s roadway network.



Legend

- NSP Boundary
- Arterial Roadway
- ↔ Neighbourhood Collector Roadway
- ↔ Collector Roadway

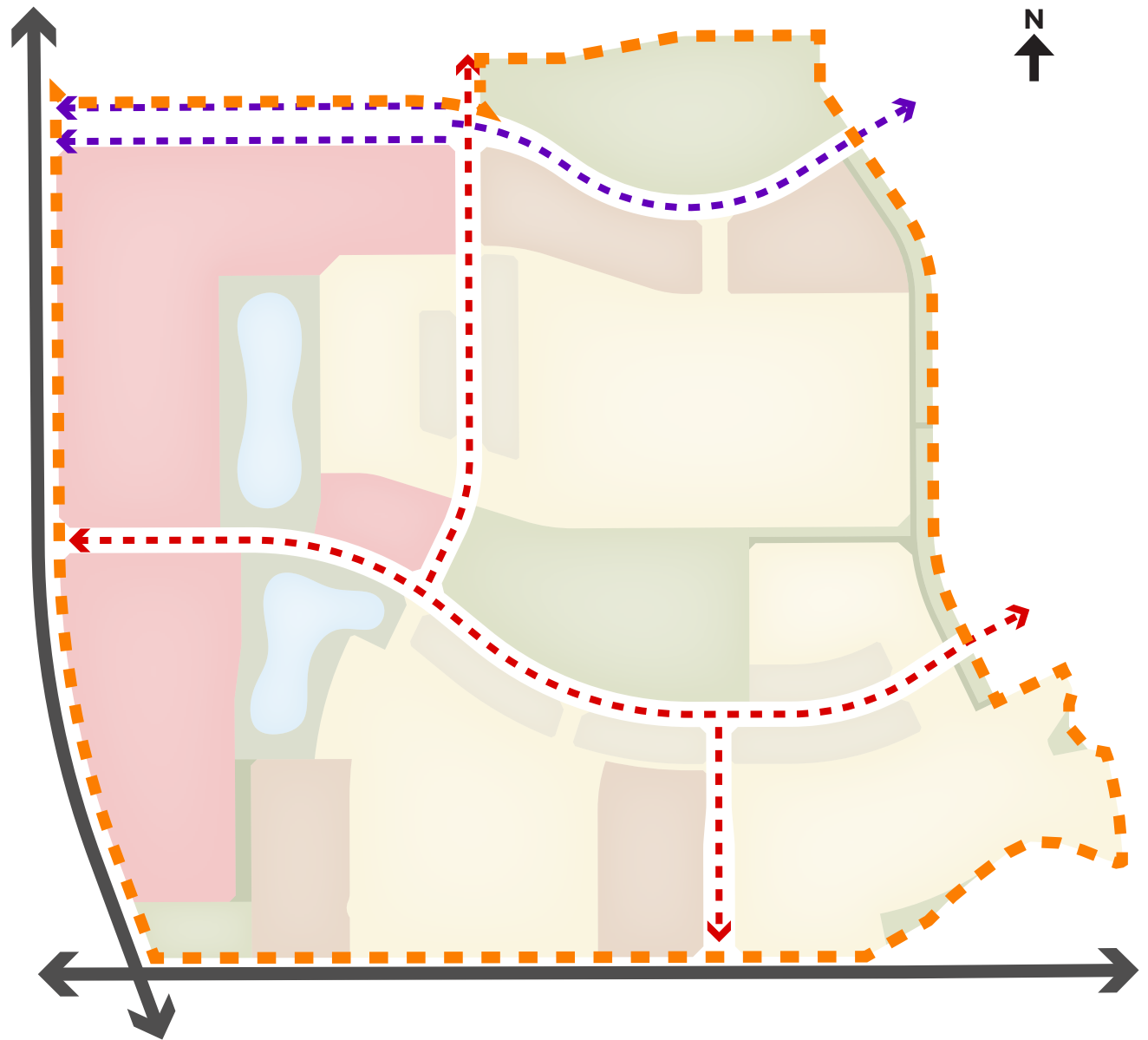


Figure 10: Roadway Network

Scale: N.T.S.

Legend

- NSP Boundary
- Arterial Roadway
- Existing Transit Route
- - - Potential Transit Network
- Potential Transit Stop
- X Future Park & Ride

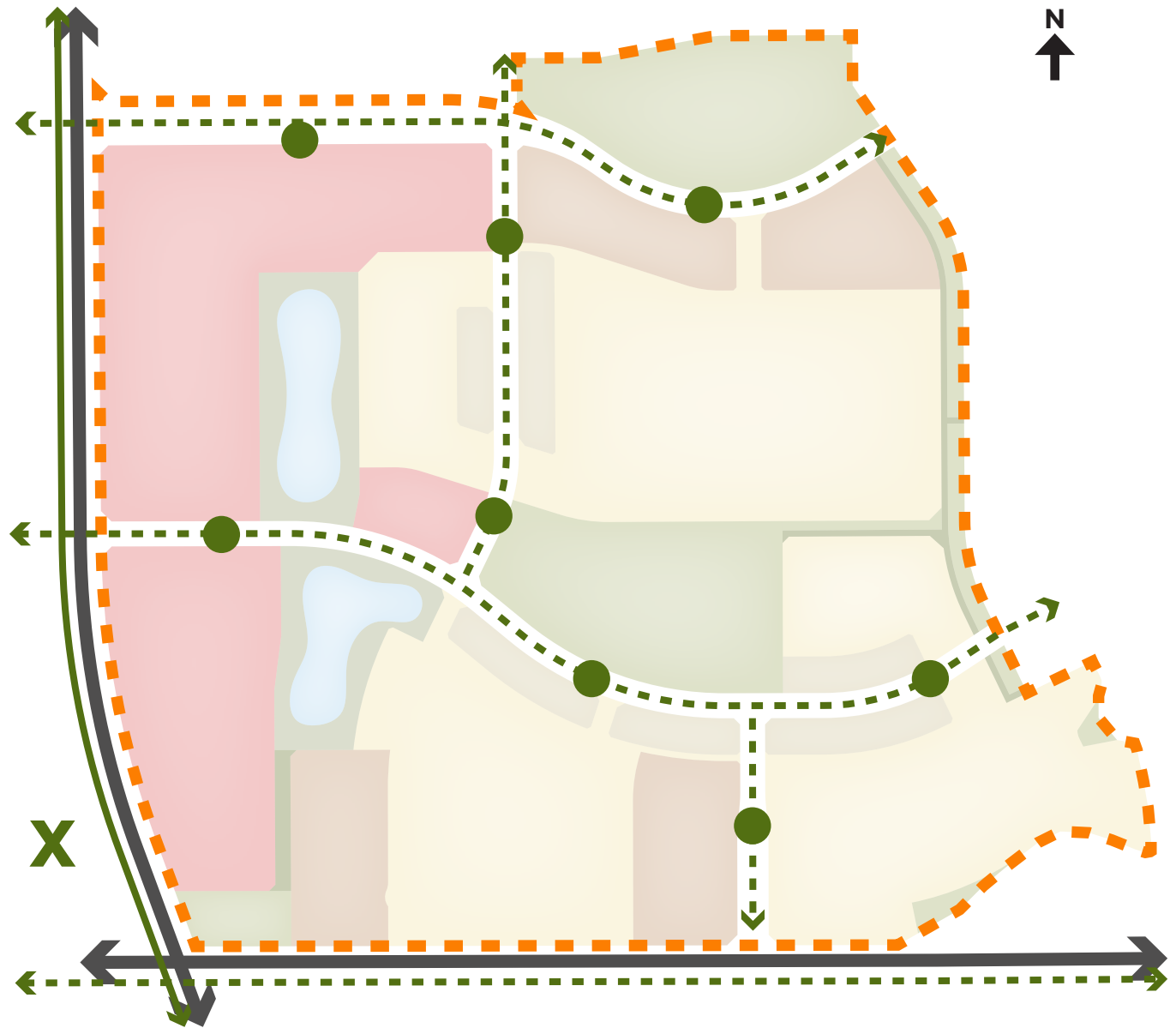


Figure 11: Potential Transit Network

Scale: N.T.S.

4.2.3 Local Roads

Local Roads will offer safe and convenient access throughout the neighbourhood. Local roads shall adhere to Beaumont engineering and design standards and the final location and design will be determined at the subdivision stage.

4.2.3.a Roadway Policies

- i. An integrated system of arterial, collector, and local roadways shall be established for vehicular and active modes circulation within the Plan Area and to adjacent neighbourhoods.
- ii. Arterial roadway dedication shall be provided to upgrade Township Road 510 from a paved rural standard to an rural arterial standard.
- iii. Township Road 510's ultimate design and functioning shall align with both regional and local documents.

4.2.4 Transit Service

The Roadway Network's arterial and collector roadways are designed to accommodate future transit services. Connections to 50 Street and a future Park & Ride located west of 50 Street will need to be incorporated in the Active Transportation Network making 50 Street is a key transit corridor. While ultimate transit stops will be determined at the subdivision stage and shall be located near schools, commercial areas, higher density residential, and major community focal points such as the district park. While potential locations have also been identified within this Plan, further details will be determined at the subdivision stage in consultation with the City of Beaumont to consolidate phasing with timing of future transit.

4.2.4.a Transit Policies










- i. Connections shall be provided to the future Park & Ride to include pedestrians, active modes, and vehicular users.
- ii. Future transit routes shall support walkability by being located approximately 400-800m (5-10 minutes) of residential land uses.

4.3 Active Transportation Network

The Plan Area's active transportation network consists of both local and perimeter multi-use trails, greenways, sidewalks, and parks and open spaces. The active transportation network will connect to the neighbourhood's focal points, such as park areas, the district park, stormwater management facilities, the school site, commercial areas, greenways, as well as connect to Beaumont's open space and trails network. This includes existing and future multi-use trails located along and across arterial roadways, such as 50 Street and Township Road 510, which provide connections from the Plan Area to existing and future neighbourhoods.

The portion of the active transportation network along the collector roadway from 50 Street to the district park will be designed to be enhanced with a wider boulevard and landscaping features. The intention is to create the experience of a grand boulevard to promote traffic calming, safety, and a visually appealing entrance to the neighbourhood.

Legend

-  NSP Boundary
-  Arterial Roadway
-  Potential School Site
-  Municipal Reserve (MR)
-  Greenway (Non-MR)
-  Stormwater Management Facility
-  Existing Active Transportation Facility Network
-  Potential Active Transportation Facility Network
-  Potential Active Modes Crossing

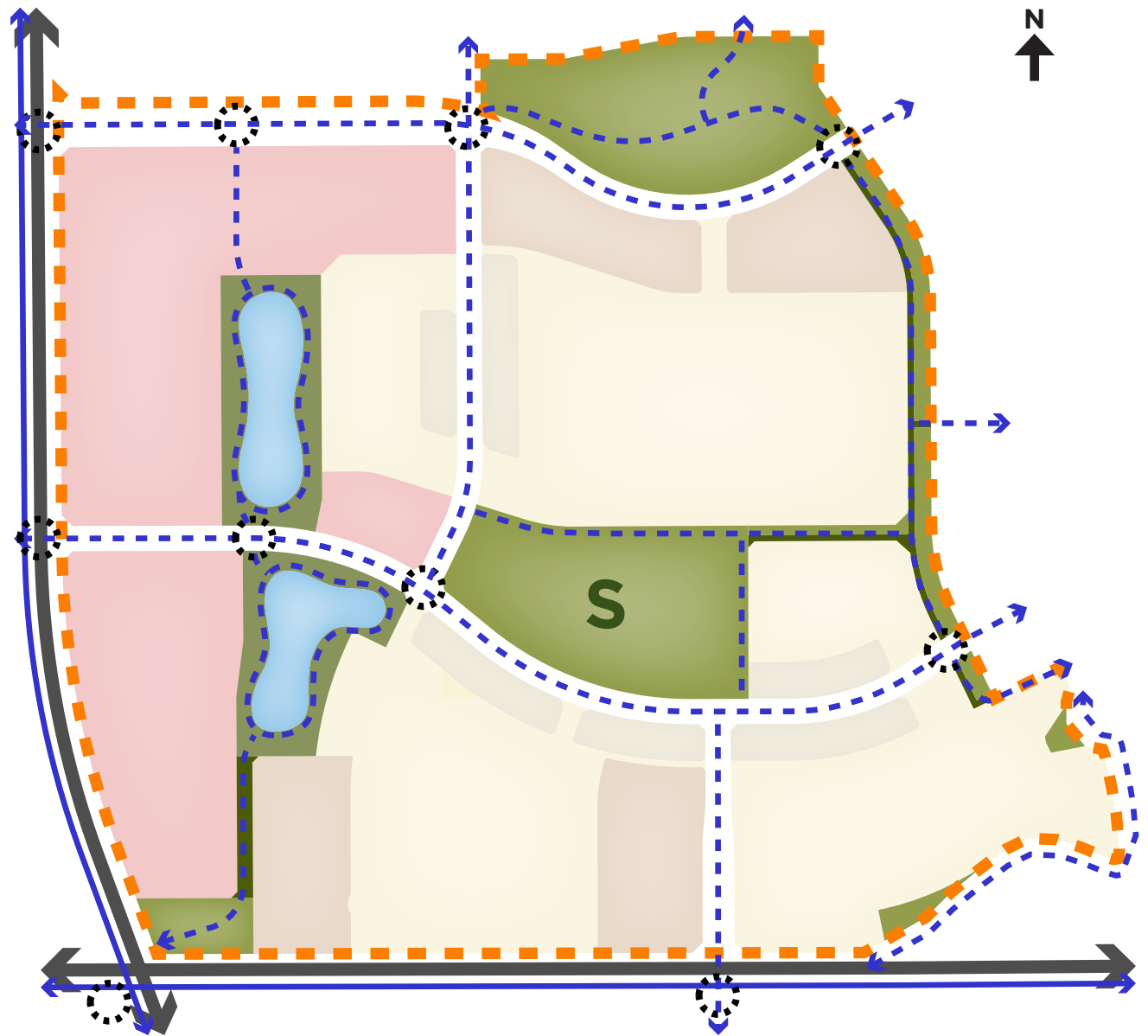


Figure 12: Active Transportation Network

Scale: N.T.S.

4.3.1 Active Transportation Policies

- i. The active transportation network shall offer interim connections to the City's broader active transportation network, as required.
- ii. The active transportation network shall connect to existing and future active transportation facility networks.
- iii. Potential active modes crossings shall be designed to facilitate movement between neighbourhood amenities and neighbourhoods.

4.4 Servicing

The following sections provide a brief overview of the engineering servicing proposed for the Plan Area. A more detailed analysis is provided within the Le Rêve Neighbourhood Servicing Report (NSR). Servicing for Le Rêve Southwest was designed to conform with the Intermunicipal Planning Framework and the Blackmud/Whitemud Creek Surface Water Management Study.

4.4.1 Sanitary

Due to the extensive off-site trunk costs that would be required, construction of the ultimate trunk system would make development of the Plan Area unfeasible. For this reason, an interim servicing solution is proposed until such time the downstream infrastructure has been installed.

The general system layout will have a lift station connecting to Beaumont's existing sanitary system at the intersection of 50th Street and major access sitting in the middle of the Plan Area. Due to the limited capacity in

the existing system, the lift station should be designed to only pump during off-peak hours in order to avoid surcharging the existing system. Once the future trunk is installed, the connection to the existing system will be abandoned in favour of connecting to the future trunk.

4.4.2 Stormwater

The proposed storm drainage servicing concept will consist of a combination of major (overland) and minor (piped) systems. The minor storm system will be designed to convey the 1 in 5 year storm event runoff from roadways. With streets, gutters, and greenways being used to transfer the major flows (exceeding the capacity of the piped system) to the proposed stormwater management facility (SWMF).

The interim system for the Plan Area follows the same concept as the ultimate design described above. However, due to development timing, the ultimate outfall into Irvine Creek will not be constructed in time to service the Plan Area. As such, rather than an interconnecting gravity trunk, the Plan Area's stormwater management facility will be discharged into the existing roadside ditch along 50th Street to Irvine Creek via a temporary lift station until further development is achieved within the Area Structure Plan area. Detailed engineering will be required to ensure that the interim system maintains pre-development flows to Irvine Creek.

4.4.2.a Stormwater Policies

- i. The storm servicing concept shall be designed to conform with the requirements of the Blackmud/Whitemud Creek Surface Water Management Study.

4.4.3 Water

The water servicing concept proposed by the City of Beaumont's Water and Wastewater Systems: 2018 and Beyond report prepared by ISL Engineering recommends a series of 300mm mains following major roads, roughly along the quarter section lines. The concept proposes that services be brought up along 50th Street from the connection point at the Montalet neighbourhood. This includes secondary looping at Reichert Drive that will need to be reviewed during latter stages of development, as identified by the City of Beaumont.






4.4.4 Shallow Utilities

As development occurs shallow utilities such as natural gas, telephone, broadband, and electricity will be extended into the Plan Area. Upgrades to existing systems will be dependent on the pace of development and demand within Le Rêve and the region.

4.4.4.a Shallow Utilities Policies

- i. Shallow utilities shall be extended into the neighbourhood, as required.

Legend

-  NSP Boundary
-  Arterial Roadway
-  Major Sanitary Trunk
-  Sanitary Forcemain and Lift Station
-  Direction of Flow

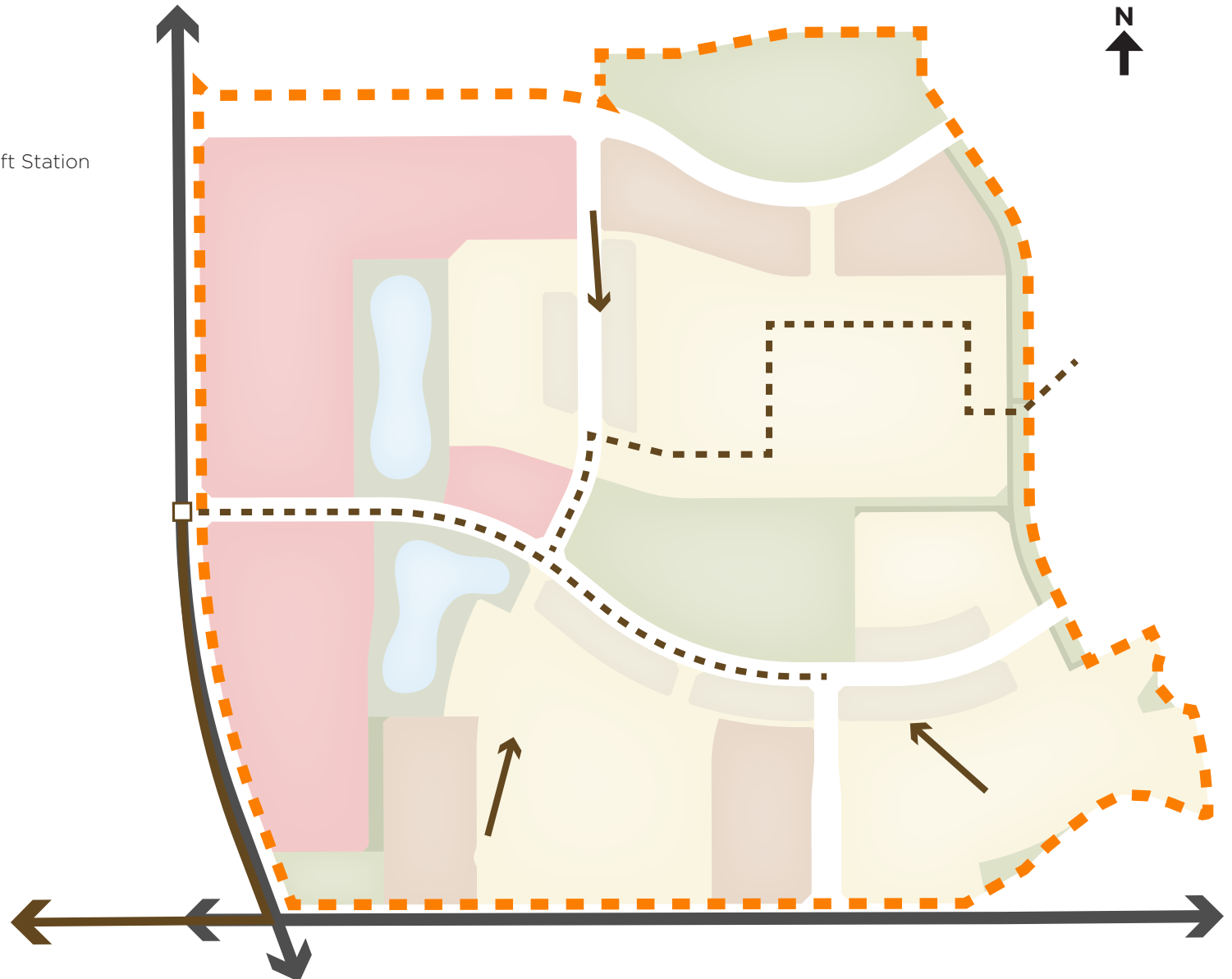


Figure 13: Sanitary Servicing

Scale: N.T.S.

Legend

- NSP Boundary
- ➔ Arterial Roadway
- Stormwater Management Facility
- - - Basin Boundary
- Interconnecting Pipe
- ➔ Direction of Flow

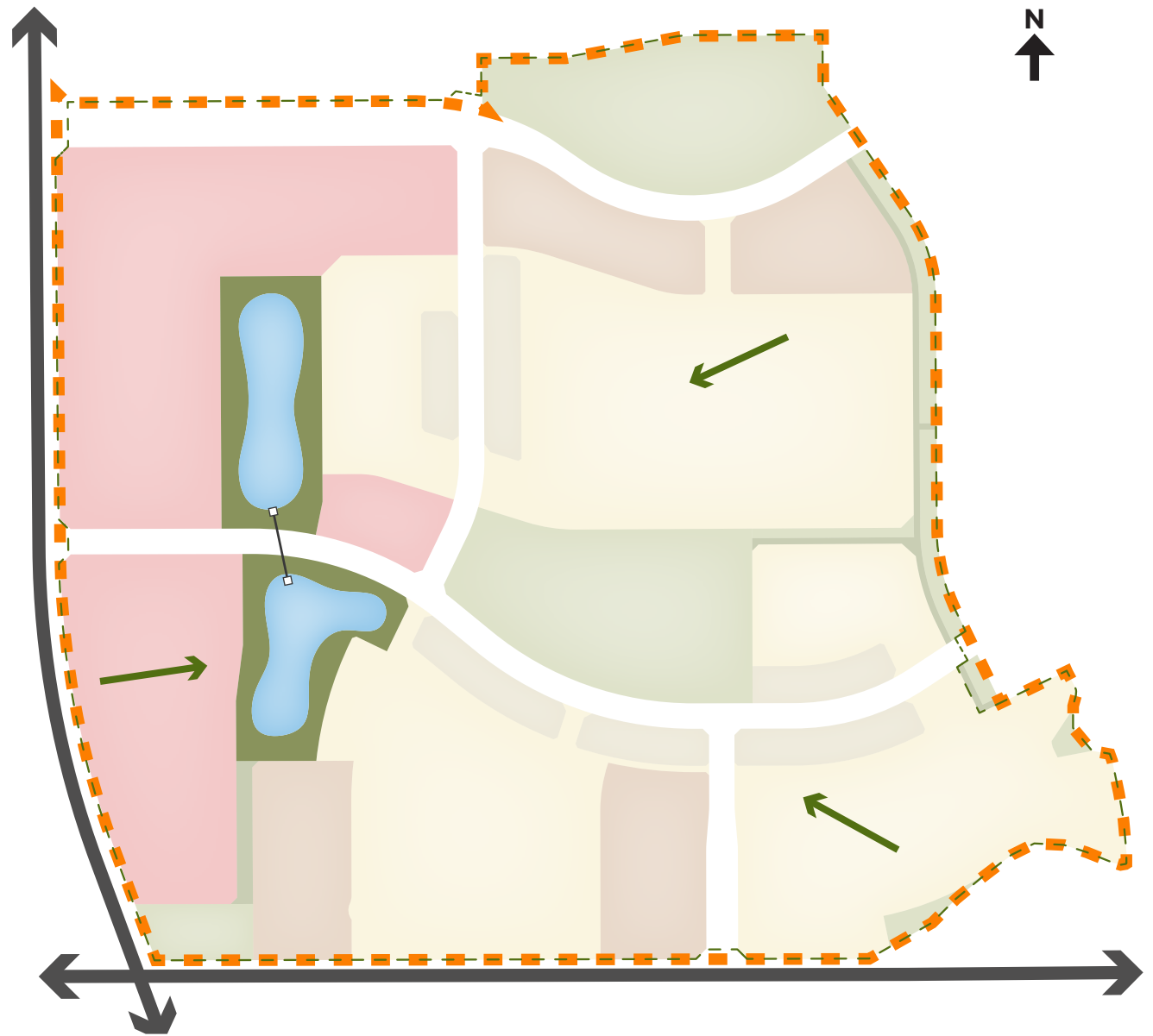


Figure 14: Storm Servicing

Scale: N.T.S.

Legend

- NSP Boundary
- Arterial Roadway
- Major Water Main

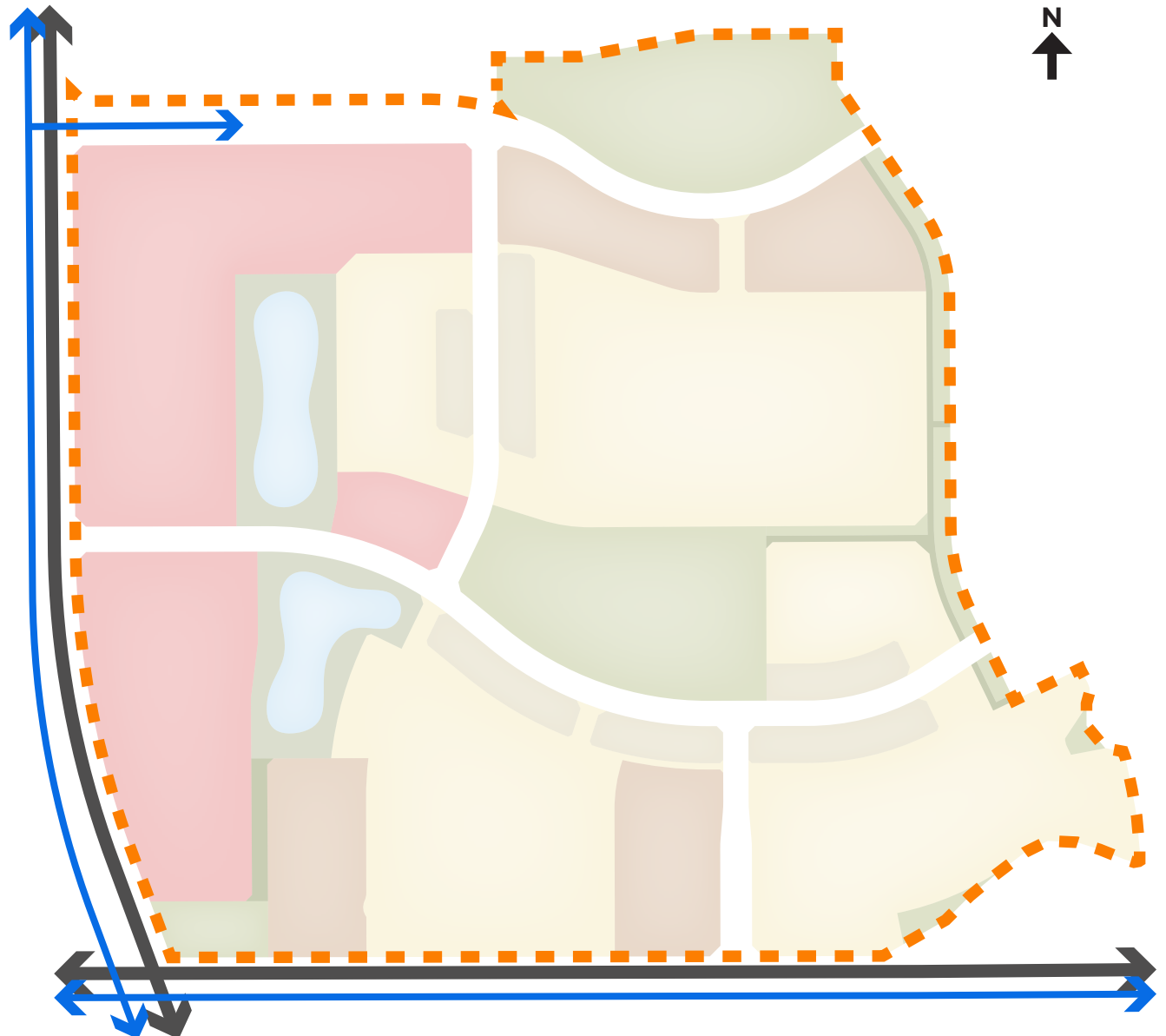


Figure 15: Water Servicing

Scale: N.T.S.

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Implementation

5.1 Development Staging

5.2 Redistricting & Subdivision

5.3 NSP Amendment Process

5. Implementation

5.1 Development Staging

Development will begin along the western portion of the Plan Area (adjacent to 50th Street) and will work its way generally towards the southeastern section of the Plan Area. Development staging will be subject to market demands as well as servicing capacity/availability.

5.2 Redistricting & Subdivision

Redistricting and subdivision applications will commence as required and correspond with the land use concept specified in this Plan. These applications shall be guided by Our Complete Community: Municipal Development Plan, Our Connectivity: Transportation Master Plan, Our Places and Play: Beaumont Recreation, Parks and Facilities Master Plan, Le Rêve Area Structure Plan, Our Zoning Blueprint: Beaumont Land Use Bylaw, and other relevant policy plans/documents.

5.3 Plan Amendment Process

The Plan Area may be amended from time to time to remain current and relevant to specific changes associated with the neighbourhood, the City of Beaumont, and the Edmonton Metropolitan Region. Amendments to the Plan are required to adhere to the Edmonton Metropolitan Region Growth Plan, Intermunicipal Planning Framework, as well as City of Beaumont's regulations and processes.

Legend

- NSP Boundary
- Arterial Roadway
- Stage 1
- Stage 2
- Stage 3

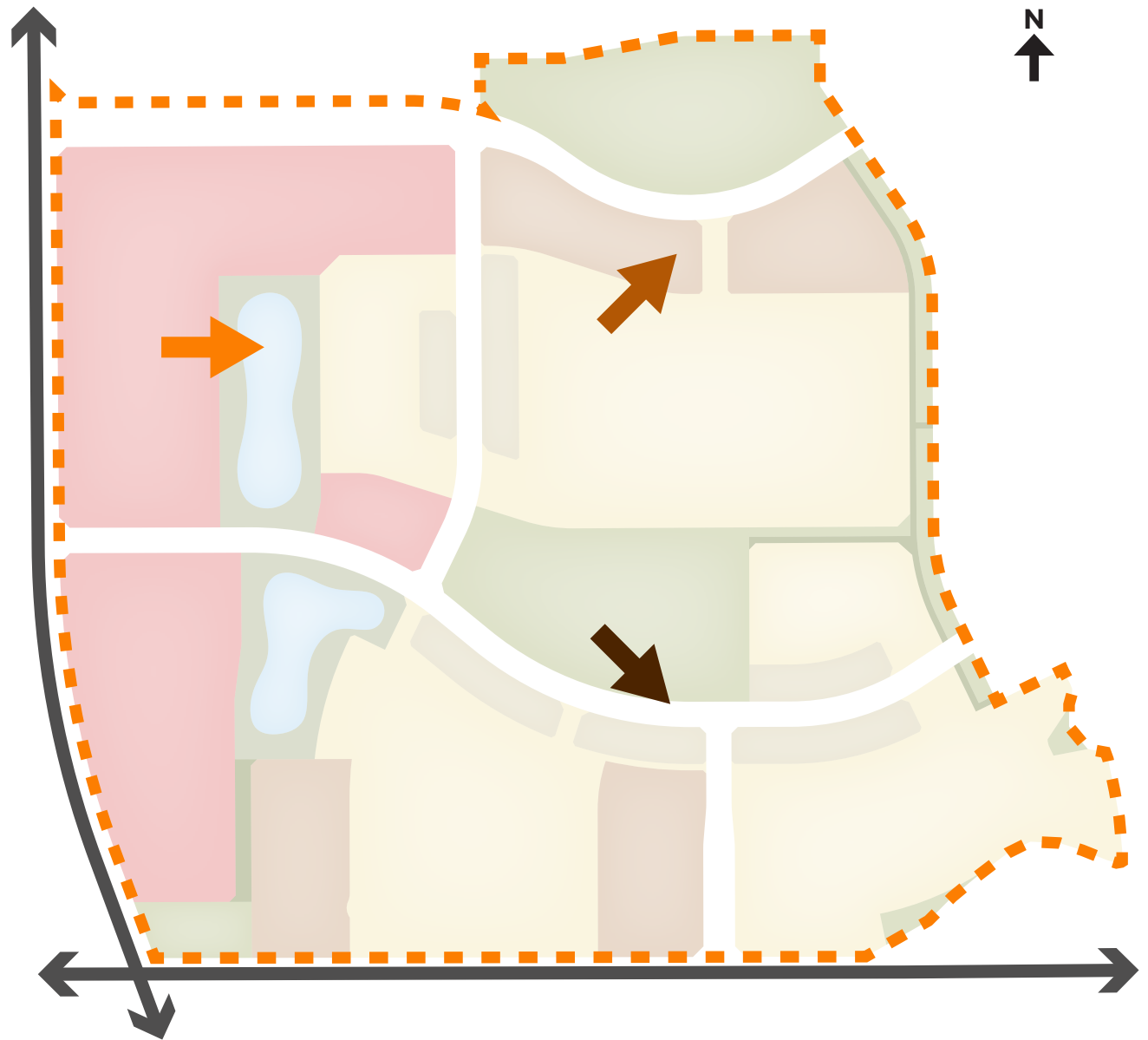


Figure 16: Direction of Development

Scale: N.T.S.

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Appendix

6.1 Land Use Statistics

6.2 Context Plan

6.3 Statutory Review & Policy Context

6. Appendix

6.1 Land Use Statistics

Table 2: Land Use Statistics

| | Area (ha) | % of GA |
|-----------------------------------|--------------|---------------|
| TOTAL PLAN AREA | 69.71 | |
| GROSS DEVELOPABLE AREA | 69.71 | 100.0% |
| Parks (MR) | 9.50 | 13.6% |
| <i>School</i> | 4.00 | 5.7% |
| <i>Park and Greenways</i> | 5.49 | 7.9% |
| Greenway (Non-MR) | 0.64 | 0.9% |
| Commercial | 13.59 | 19.5% |
| Stormwater Management Facility | 4.33 | 6.2% |
| Circulation @ 20% | 13.94 | 20.0% |
| TOTAL Non-Residential Area | 41.99 | 60.2% |
| Net Residential Area (NRA) | 27.71 | 39.8% |

| RESIDENTIAL LAND USE AREA, UNIT, AND POPULATION COUNT | | | | | | |
|-------------------------------------------------------|--------------|-------------|----------|--------------|------|--------------|
| Land Use | Area (ha) | % of NRA | Units/ha | Units | PPDU | Pop. |
| Low Density Residential | 17.96 | 64.8% | 25 | 449 | 3.3 | 1,482 |
| Street-Oriented Residential | 3.15 | 11.4% | 25 | 79 | 3.3 | 260 |
| Medium Density Residential | 6.60 | 23.8% | 75 | 495 | 1.8 | 891 |
| Total Residential | 27.71 | 100% | | 1,023 | | 2,633 |

| | |
|-----------------------------|------|
| Population Density (ppnrha) | 95.0 |
| Unit Density (upnrha) | 36.9 |

| STUDENT GENERATION | | | | |
|--------------------|------------------|-------------------|---------------------|------------|
| | Elementary (K-6) | Junior High (7-9) | Senior High (10-12) | Total |
| Public | 198 | 99 | 99 | 396 |
| Separate | 99 | 50 | 50 | 199 |
| TOTAL | 297 | 149 | 149 | 595 |

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

6.2 Context Plan

Legend

- NSP Boundary
- ASP Boundary
- Municipal Boundary

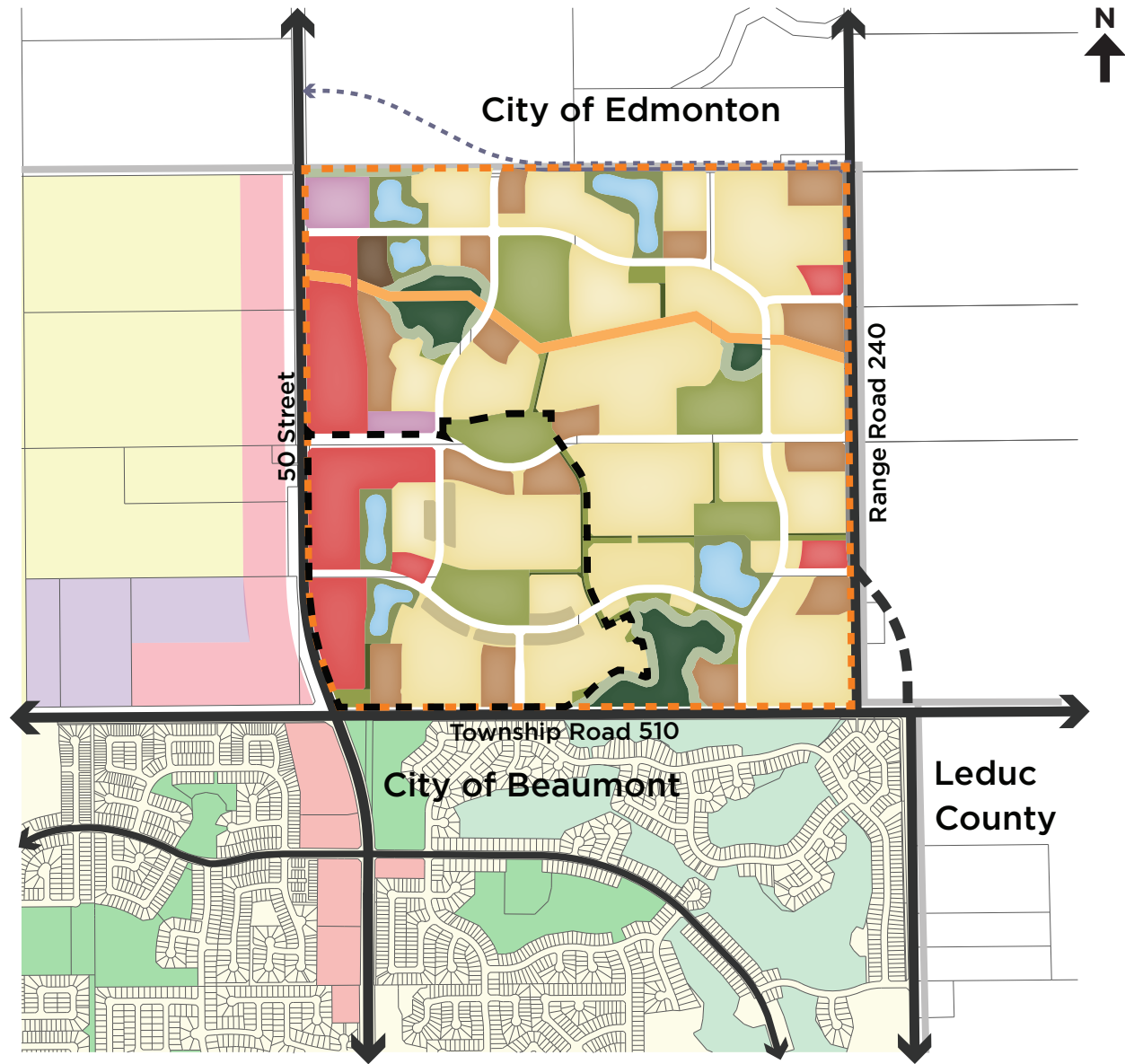


Figure 17: Context Plan

Scale: N.T.S.

6.3 Statutory Review & Policy Context

Table 3: Compliance with the Edmonton Metropolitan Region Growth Plan

| Edmonton Metropolitan Region Growth Plan | Le Rêve Southwest Neighbourhood Structure Plan |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>Economic Competitiveness and Employment</i> | |
| 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. | The land use concept incorporates commercial uses, aimed at attracting a diverse range of employment and services to the community and surrounding region. |
| 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; b. promoting the growth of the agricultural sector and resource-based economic activities to optimize resource-based assets, generally in accordance with Schedule 3C; and c. directing higher density commercial, institutional and office uses to mixed use areas and corridors with multi-modal transportation access within urban communities including centres and encouraging the intensification of these areas. | Le Rêve Southwest has designated employment growth through the dedication of approximately 19.5% of the plan area being of commercial land use. |
| 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. | Le Rêve Southwest proposes a variety of low, street-oriented, and medium density housing forms to provide housing choices within the community. |
| Edmonton Metropolitan Region Growth Plan | Le Rêve Southwest Neighbourhood Structure Plan |
| Policy 1.4.3 - To attract and retain a diverse range of workers, complete communities will be planned and developed appropriate to the scale and level of service identified in Table 1A-C and in accordance with the policies in the Communities and Housing policy area. | Under Beaumont's Municipal Development Plan, Le Rêve Southwest is designated as primarily residential and commercial. The Plan Area incorporates a diverse range of land uses and transportation modes which establishes a complete community. |

| Communities and Housing | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Policy 3.1.1 - Built-up urban areas and greenfield areas will be planned and developed as complete communities generally in accordance with Table 1A-C. | Le Rêve Southwest incorporates a mix of uses through residential and commercial use dedication. In addition, the Plan Area provides diversity in transportation methods, which establishes itself as a complete community. |
| 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. | The land use concept complies with Policy 3.1.4, as the development has a diversity of land uses; is continuous growth from existing urban development; is age-friendly and supports aging in place; provides a diverse range of housing options; meets minimum greenfield density targets; the road layout and green spaces support active transportation; supports integration of land uses within 400 metres; and provides a diverse range of park spaces and trails. |
| Policy 3.1.5 - Built-up urban areas and greenfield areas will be planned and developed to provide municipal public services and open spaces to support population growth. | Le Rêve Southwest proposes a variety of residential product types to provide increased choice and opportunity for future consumers. |
| 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. | Non-residential areas within Le Rêve Southwest are planned to be developed using a more compact built form. These areas are connected to the community through the Green Network, which will aid in reducing auto dependency. |

| Edmonton Metropolitan Region Growth Plan | Le Rêve Southwest Neighbourhood Structure Plan |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <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; d. an agricultural impact assessment has been completed to identify the potential adverse impacts of the proposed development on prime agricultural lands and existing agricultural operations, in accordance with the policies in the Agriculture policy area; and e. if the lands are part of a new area structure plan including or adjacent to prime agricultural lands as identified on Schedule 11, an agricultural impact assessment shall be completed by a qualified professional in accordance with Policy 6.2.5. | <p>The Plan Area is a logical extension of contiguous urban development and is further supported by the approved Le Rêve Area Structure Plan. In addition, the Plan Area is fully serviceable.</p> |
| <p>Transportation Systems</p> | |
| <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 non-motorized linkages to transit services, adjacent neighbourhoods and employment and recreational destinations, where applicable.</p> | <p>The land use concept incorporates an Green Network, which is integrated together to provide safe and easy connections with all areas of the neighbourhood.</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 location of residential and non-residential areas was intended to further utilize existing and planned transportation networks in the neighbourhood and in the region to achieve further safety and efficiencies.</p> |

Table 4: Compliance with the Beaumont's Municipal Development Plan

| Beaumont's Municipal Development Plan | Le Rêve Southwest Neighbourhood Structure Plan |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 3.0 Healthy Vibrant Community | |
| Policy 3.2.1- 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. | Le Rêve Southwest establishes a variety of community gathering spaces, particularly the District Park located in the northeast portion of the Plan Area, which is supported and connected through the Green Network. |
| Policy 3.3.1 - Provide opportunities for and encourage public art within the public realm. | There are opportunities to incorporate public art within the public park spaces. |
| Policy 3.4.3 - Spaces that encourage social connections will be fostered and strengthened through human scale design of buildings, streetscapes, and public spaces. | Human scale design is promoted within the street-oriented residential as well as the Green Network, which will facilitate greater levels of social interaction. |
| Policy 3.5.1 - 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. | Le Rêve Southwest offers several different residential land use types, which will meet the needs of residents at all income levels and stages of life. |
| Policy 3.5.2 - Encourage developments, urban design requirements, programs, and services that support aging in place. | Le Rêve Southwest provides opportunities to age in place by offering a diversity of housing products as well as essential commercial services to meet the day-to-day needs of its future residents. |
| Policy 3.6.6 - Access to school and institutional infrastructure shall be promoted by considering a five-minute walk (400 meter) from medium and high density housing to promote walkability in neighbourhoods. | Medium density land uses are located within a 5 minute walk (400m) of the school site. |
| Policy 3.6.7 - Design of school sites shall ensure that schools are located adjacent to a neighbourhood park and have a minimum of 50% street frontage along the perimeter of the site along two roads to support safe site access and visibility. | The location and design of the school site meets all listed requirements. |
| Policy 3.7.2 - Neighbourhoods and the community shall be designed and developed to encourage modes of transportations other than private vehicles including barrier-free walking/wheeling connections, accessible transit options, and active transportation. | Through the inclusion of the greenways in Le Rêve Southwest, this design approach helps to support and promote alternative modes of transportation, such as non-motorized uses like walking and bicycling. In addition, the collector roads are designed to accommodate future transit services. |

| Beaumont's Municipal Development Plan | Le Rêve Southwest Neighbourhood Structure Plan |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Policy 3.7.2 - Neighbourhoods and the community shall be designed and developed to encourage modes of transportations other than private vehicles including barrier-free walking/wheeling connections, accessible transit options, and active transportation. | Through the inclusion of the greenways in Le Rêve Southwest, this design approach helps to support and promote alternative modes of transportation, such as non-motorized uses like walking and bicycling. In addition, the collector roads are designed to accommodate future transit services. |
| Policy 3.7.3 - Design of neighbourhoods shall consider linkages and connection to diverse land uses to promote walkability and an active lifestyle living in Beaumont. | Le Rêve Southwest has been designed to promote active transportation through its Green Network. |
| Policy 3.7.4 - Recreation opportunities (passive and active) shall be integrated into the community at a neighbourhood level in addition to providing Beaumont-wide recreation complexes/facilities. | Le Rêve Southwest provides a variety of open spaces that are distributed throughout. The green spaces vary in size which supports a diverse range of opportunities for programming. |
| Policy 3.7.5 - 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. | The Green Network distributes parks and greenways throughout the community to be a 5 minute (400m) walk from residential land uses. The park spaces vary in size and programming which will accommodate a wider range of end users. |
| 4.0 Responsible Development | |
| Policy 4.1.3 - Development shall integrate a broad spectrum of housing types to accommodate low, medium, and higher densities, which are described as the following: a) low density developments are intended to accommodate primarily single detached and semi-detached dwellings within residential neighbourhoods; b) medium density developments are intended to accommodate row housing and low rise buildings four stories or under with or without a mixed use component; c) high density developments are intended to accommodate buildings greater than four stories with or without an integrated mixed use component; and d) all new developments in Future Residential areas shall provide a minimum of 30-40% of residential land use in the form of medium and high density development. | Le Rêve Southwest provides a diverse range of housing types and densities, which include low, street-oriented, as well as medium residential development. |
| Policy 4.1.6 - Any proposed residential uses adjacent to highways and arterial roads shall require noise attenuation measures. | The residential proposed along Township Road 510 will accommodate noise attenuation measures. |
| Policy 4.2.2 - New Neighbourhood Structure Plans will not be | Le Rêve Area Structure Plan was approved by council on DAY/MONTH/YEAR |

| Beaumont's Municipal Development Plan | Le Rêve Southwest Neighbourhood Structure Plan |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Policy 4.2.4 - The extension of urban development shall only occur if an approved Area Structure Plan is in place which demonstrates viable connections to services immediately adjacent to the lands proposed for development and development agreements are in place.</p> | <p>Le Rêve Southwest supports the viability of this development, as the Plan Area is located directly adjacent to existing residential development in the City of Beaumont.</p> |
| <p>Policy 4.3.1 - All proposed plans shall comply with the Municipal Government Act public consultation and notification requirement. Additional efforts beyond these requirements shall be encouraged where appropriate. This includes engagement of the public, the development industry and builders, adjacent landowners, and other stakeholders. Inclusive planning processes shall be required to provide understanding of development proposals and to provide the opportunity for review and feedback.</p> | <p>Public engagement for Le Rêve Southwest included landowner notification that occurred on November 9, 2020 via a mailed letter, followed by a virtual open house held between November 23 - December 7, 2020. Landowners in the Plan Area were personally notified about the Open House, while the open house was also notified in La Nouvelle Beaumont News,</p> |
| <p>Policy 4.3.2 - All new statutory plans or amendments to statutory plans shall comply with and indicate how they meet the requirements of the Edmonton Metropolitan Region Growth Plan and the Provincial Land Use Policies.</p> | <p>As indicated in Table 1, Le Rêve Southwest complies with the Edmonton Metropolitan Region Growth Plan.</p> |
| <p>Policy 4.4.6 - Within the Future Residential area, the fragmentation and conversion of prime agricultural lands for non-agricultural uses will only be considered when all of the following criteria are met:</p> <ul style="list-style-type: none"> a) lands are contiguous with built up urban areas and/or planned areas; b) the development proposal is required to conform to the employment and population projections in accordance specified in Schedule 1 of the Edmonton Metropolitan Region Growth Plan; c) lands proposed for residential uses are identified within an Area Structure Plan that conforms with the minimum greenfield density of 35 dwelling units per net residential hectare; d) an Agricultural Impact Assessment has been completed as part of the Area Structure Plan to identify potential adverse impacts of the proposed development on agricultural lands and existing agricultural operations both on-site and off-site in the surrounding area; and e) mitigation measures recommended through the Agricultural Impact Assessment conducted by a qualified professional are incorporated in the planning and design of the proposed development to minimize any identified potential adverse impacts. | <p>Le Rêve Southwest includes a Future Residential Area, which meets the provided criteria for conversion of prime agriculture lands as it is:</p> <ul style="list-style-type: none"> a) located immediately north of existing residential development; b) The development conforms with the employment and population projections outlined in Schedule 1 of the Edmonton Metropolitan Region Growth Plan; c) The neighbourhood conforms with the minimum greenfield density of 35 dwelling units per net residential hectare. d) An Agricultural Impact Assessment was completed and submitted as support with the Le Rêve Area Structure Plan; e) The Agricultural Impact Assessment incorporated planning and design which mitigates adverse impacts to existing agricultural operations. |

| Beaumont's Municipal Development Plan | Le Rêve Southwest Neighbourhood Structure Plan |
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| Policy 4.5.1 - 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. | Le Rêve Southwest incorporates a range of housing densities and types that will accommodate a range of incomes and demographics, while also providing the opportunity to age in place. |
| Policy 4.5.3 - 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. | Medium density residential land uses are located within a five minute walking distance from major roads, and multi-use trails. |
| Policy 4.5.4 - New neighbourhoods shall be designed so that trails and walkways are integrated and connect to the community-wide pathway/ trail network. | The Green Network in Le Rêve Southwest is a comprehensive network as it connects to neighbourhood amenities such as the school site, commercial uses, and community gathering spaces. |
| Policy 4.5.6 - Gathering spaces within neighbourhoods shall be encouraged to provide safe places for children to play and foster community interaction and engagement. | Le Rêve Southwest incorporates a variety of park spaces that foster social gathering, community interactions, and active lifestyles. The park spaces vary in sizes which provides a variety of opportunities for active and passive recreation. |
| Policy 4.6.1 - Crime Prevention Through Environmental Design principles should be considered for the design of new neighbourhoods, development and redevelopment of buildings, open spaces, pathways, and parking areas to enhance the effective and safe use of the space. | Le Rêve Southwest incorporates Crime Prevention Through Environmental Design principles in order to enhance the safety of public spaces. |
| Policy 4.9.3 - New residential development in the Future Residential area must be planned to extend existing municipal infrastructure in a contiguous, efficient, and cost effective manner as established through Area Structure Plans. | Le Rêve Southwest will be serviced in accordance to the Intermunicipal Planning Framework and the Neighbourhood Servicing Report to support efficient and cost effective extension of infrastructure. |
| Policy 4.9.6 - 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 meter radius) as established through Area Structure Plans. | Le Rêve Southwest integrates residential development with local services, amenities, and commercial uses within a 5 minute walk (400m). The overall Green Network provides direct connections from the residential land uses to surrounding land uses. |
| Policy 4.9.7 - Medium to high density residential, mixed-use residential, and commercial developments in the Future Residential area should be oriented to the street, along proposed transit-serving corridors and adjacent to the pedestrian trail and walkway network. | Le Rêve Southwest encourages medium density residential and commercial developments to be oriented toward the street to create a human-scaled environment. |

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| <p>Policy 4.9.10 - New residential areas within Beaumont shall be required to provide diverse 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.</p> | <p>Le Rêve Southwest incorporates low density, street-oriented, and medium density residential land uses which provides a range of housing options for a variety of income levels and stages of life. The community has access to a assortment of services and facilities which meets the daily needs of residents.</p> |
| <p>Policy 4.13.1 - The development of Community Commercial/Employment Centres in the locations indicated on Map 9 - Land Use Concept is actively encouraged. Typical land uses include a mix of retail, offices, and institutional uses and may also include multi-unit residential developments as standalone developments or integrated into the upper storeys of commercial or office buildings.</p> | <p>The commercial is located along 50th Street as designated in Figure 8. The commercial land use incorporates a mix of retail, offices, and institutional uses. Le Rêve Southwest encourages the integration of land uses vertically and horizontally within the commercial use area.</p> |
| <p>Policy 4.13.2 - 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>The commercial land uses are located along 50th Street (arterial road), which will allow for convenient access and minimized impact on surrounding land uses.</p> |
| <p>5.0 Economic Strength</p> | |
| <p>Policy 5.1.6 - The development of storefront commercial businesses, including: diverse shopping opportunities, professional services, personal services, national chains, niche market businesses, and neighbourhood based businesses will be encouraged.</p> | <p>The commercial land uses incorporate a variety of businesses and services that serve the local neighbourhood as well as the greater Plan Area.</p> |
| <p>6.0 Effective Movement of People and Goods</p> | |
| <p>Policy 6.1.2 - The road network and streetscape will be designed to balance and prioritize all modes of transportation in respect to their roadway classification to ensure safe, effective, and efficient movement for all users while supporting development. All new development and redevelopment shall indicate how this will be achieved as part of the requirements for an Area Structure Plan, Area Redevelopment Plan, or Neighbourhood Structure Plan.</p> | <p>Le Rêve Southwest incorporates an efficient and safe roadway network and streetscape, which supports all modes of transportation.</p> |

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| <p>Policy 6.1.4 - The principles of Complete Streets shall be implemented when designing new neighbourhoods and transportation corridors or upgrading existing corridors. Transportation corridors will be designed to:</p> <ul style="list-style-type: none"> a) balance the needs and priorities of various users within the right-of-way, including pedestrians, cyclists, transit vehicles and users, goods and services vehicles, emergency vehicles, and motorists; b) allow users of all ages and abilities to safely move along and across the street; c) provide space for street elements, such as utilities and services, trees and landscaping, green infrastructure, snow and stormwater management, wayfinding, boulevard cafés, marketing and vending, and street furniture; d) improve the quality and convenience of active transportation options; e) serve community destinations and public gathering spaces; and f) provide building and amenity access. | <p>Le Rêve Southwest incorporates principles of complete streets, through meeting the following criteria:</p> <ul style="list-style-type: none"> a) The roadway network supports multiple modes of transportation including pedestrians, cyclists, transit vehicles, and motorists. b) The roadway network and Green Network provides opportunities to safely move throughout the neighbourhood through various modes of transportation. c) Public spaces provide opportunities to incorporate trees and landscaping, green infrastructure, wayfinding, street markets, street furniture, public markets, and etc. d) Le Rêve Southwest provides a variety of opportunities for active transportation through the complete Green Network. e) Le Rêve Southwest includes various neighbourhood destination gathering spaces which are interconnected by the Green Network. f) Le Rêve Southwest incorporates opportunities for building and amenity access. |
| <p>Policy 6.3.1 - A “pedestrian prioritized” philosophy will be implemented throughout the community with trails, sidewalks, and crossings designed to support pedestrian safety and ease of use while balancing the needs of all users and roadway classifications (speed and volume).</p> | <p>Le Rêve Southwest has been designed to prioritize the pedestrian through the inclusion of a comprehensive Green Network.</p> |
| <p>Policy 6.3.3 - Trails shall be designed and developed to allow for recreational and purpose driven activities (e.g. traveling to work, shopping, school, etc.).</p> | <p>The Green Network incorporates a variety of greenway trail systems that connect to key neighbourhood features such as the school site, commercial uses, stormwater management facility, as well as park spaces.</p> |
| <p>7.0 Environmental Stewardship</p> | |
| <p>Policy 7.6.8 - Ecological connectivity locally and regionally should be considered when planning parks, stormwater management facilities, open spaces, and trails.</p> | <p>The Green Network supports environmental stewardship through the connectivity of parks, natural areas, and a stormwater management facility in and around Le Rêve Southwest. Connections from the Plan Area to adjacent and regionally significant natural areas are provided through park spaces and the active transportation network.</p> |
| <p>Policy 7.6.9 - Open spaces will provide a variety of opportunities for recreational experiences for all seasons and accommodate users of different ages and abilities.</p> | <p>The Green Network provide a variety of opportunities for passive and active recreation that accommodates different ages and abilities.</p> |

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| 9.0 Working Together | |
| Policy 9.1.2 - Collaborate with Leduc County, the City of Edmonton, and other member municipalities on land use planning matters to support the orderly and coordinated development of land. | Le Rêve Southwest has been prepared in accordance with the Intermunicipal Planning Framework. |
| Policy 9.2.6 - Land uses and housing types will be varied to support compact greenfield development and meet the minimum greenfield residential density target of 35 dwelling units per net hectare as required by the Edmonton Metropolitan Region Growth Plan. | Le Rêve Southwest achieves 38.7 units per net residential hectare, which is above the density target set by the Edmonton Metropolitan Region Growth Plan. |

Table 5: Compliance with Le Rêve Area Structure Plan

| Le Rêve ASP | Le Rêve Southwest Neighbourhood Structure Plan |
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| 3.4.1 Urban Design Policies | |
| Policy 3.4.1.i - Compact and efficient built form shall be provided through a variety of residential densities. | Le Rêve Southwest’s planned layout and arrangement exceeds target residential densities as prescribed by the Edmonton Metropolitan Region Board. |
| Policy 3.4.1.v - The Open Space Network should provide continuous connections to community amenities and create community focal points for social gathering. | Le Rêve Southwest provides an interconnected greenway network that connects the Plan Area’s Stormwater Management Facility, various open spaces/parks, as well as school site to one another. |
| 3.4.2.a General Open Space Network Policies | |
| Policy 3.4.2.a.i - The Open Space Network shall be connected and integrated to encourage the use of active transportation. | Pedestrian connectivity is provided throughout the Green Network through dedicated greenways as well as dedicating active modes crossings at the terminus point of each greenway. |
| 3.4.2.b School Site Policies | |
| Policy 3.4.2.b.ii - Development near the school site(s) shall be street oriented. | Le Rêve Southwest has dedicated street-oriented residential within proximity to the identified potential school site. |
| 3.4.2.c Environmental Reserve and Environmental Right of Way Policies | |
| Policy 3.4.2.c.ii - Natural areas and ecological connectivity shall be maintained and enhanced through the integration and connection of parks, stormwater management facilities, and/or greenway parks. | Le Rêve Southwest integrates both natural and ecological features throughout the Green Network and also connects these spaces to one another through its comprehensive greenway network. |
| 3.4.3 Commercial Policies | |
| Policy 3.4.3.i - Commercial uses shall be located on arterial or collector roadways to ensure good visibility and accessibility. | Commercial uses within the Plan Area have been dedicated along arterial and collector roadways. |
| 3.4.5.a Residential Policies | |
| Policy 3.4.5.a.ii - Developments shall incorporate a variety of housing choices to meet the needs of a diverse population in all stages of life. | Le Rêve Southwest proposes a wide range of low and medium density residential housing forms to meet the needs of a diverse population. |

Table 6: Compliance with Beaumont’s Municipal Strategic Plan (2017-2021)

| Municipal Strategic Plan (2017-2021) | Le Rêve Southwest Neighbourhood Structure Plan |
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| Pillar 1: Livability | |
| Create Great Public Spaces - Natural public spaces are available throughout Beaumont, contributing to regional livability, and providing opportunities for citizens to connect with and enjoy nature and play. | Le Rêve Southwest’s Green Network was designed in order to provide greater livability and increase access and opportunity for future residents to enjoy nature and play. |
| Build Connected Communities - Citizens of all ages benefit from an accessible community with a range of housing and support service options. | Le Rêve Southwest offers a variety of housing types/densities that will accommodate a range of housing and support services. |
| Pillar 3: Economic Prosperity | |
| Meeting Needs Locally - Essential community and commercial services that meet the needs of citizens, visitors, and businesses are proactively attracted and supported. | Le Rêve Southwest incorporates commercial uses to support the needs of residents and businesses in Beaumont. |