

Attachment 1

BYLAW 1046-24
Élan 2 Neighbourhood Structure Plan Bylaw

Whereas pursuant to the *Municipal Government Act*, RSA 2000, c M-26, the Council of the City of Beaumont may, by bylaw, adopt a neighbourhood structure plan for an area; and

An application was received by Administration to adopt the Élan 2 Neighbourhood Structure Plan by bylaw; and

Council considers it desirable to adopt the Élan 2 Neighbourhood Structure Plan;

Therefore Council enacts:

- 1 That the City of Beaumont adopt Bylaw 1046-24 known as the Élan 2 Neighbourhood Structure Plan attached as Schedule A.

FIRST READING: March 12, 2024

SECOND READING: April 9, 2024

THIRD READING: April 9, 2024

SIGNED THIS 9 day of April, 2024.

Bill Daneluik
MAYOR

Sandy Bugeja
CITY CLERK

Schedule A



ÉLAN 2 NEIGHBOURHOOD STRUCTURE PLAN

CITY OF BEAUMONT

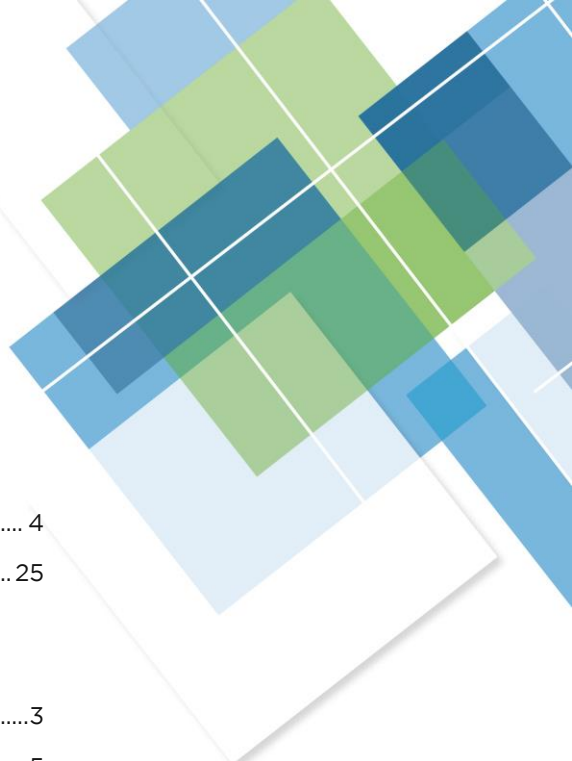
FINAL | April 2024

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1.0

INTRODUCTION



1.0 INTRODUCTION

1.1 Purpose

The Élan 2 Neighbourhood Structure Plan (NSP) will guide future development with a thoughtful land use concept, clear and concise descriptions of development objectives and policies and engineering servicing and infrastructure for Élan. The Élan 2 NSP will meet the City's Terms of Reference and be consistent with approved higher-level statutory plans such as the Élan Area Structure Plan (ASP) and Beaumont's Municipal Development Plan (MDP). It is anticipated that a neighbourhood name, other than Élan 2, will be provided prior to development of the residential and mixed use areas of the plan to reflect the unique design of the neighbourhood.

The Élan 2 NSP will facilitate development that is compatible with surrounding existing and planned development, is connected and compatible with adjacent natural features, and will enable and encourage complete communities.

1.2 Authorization

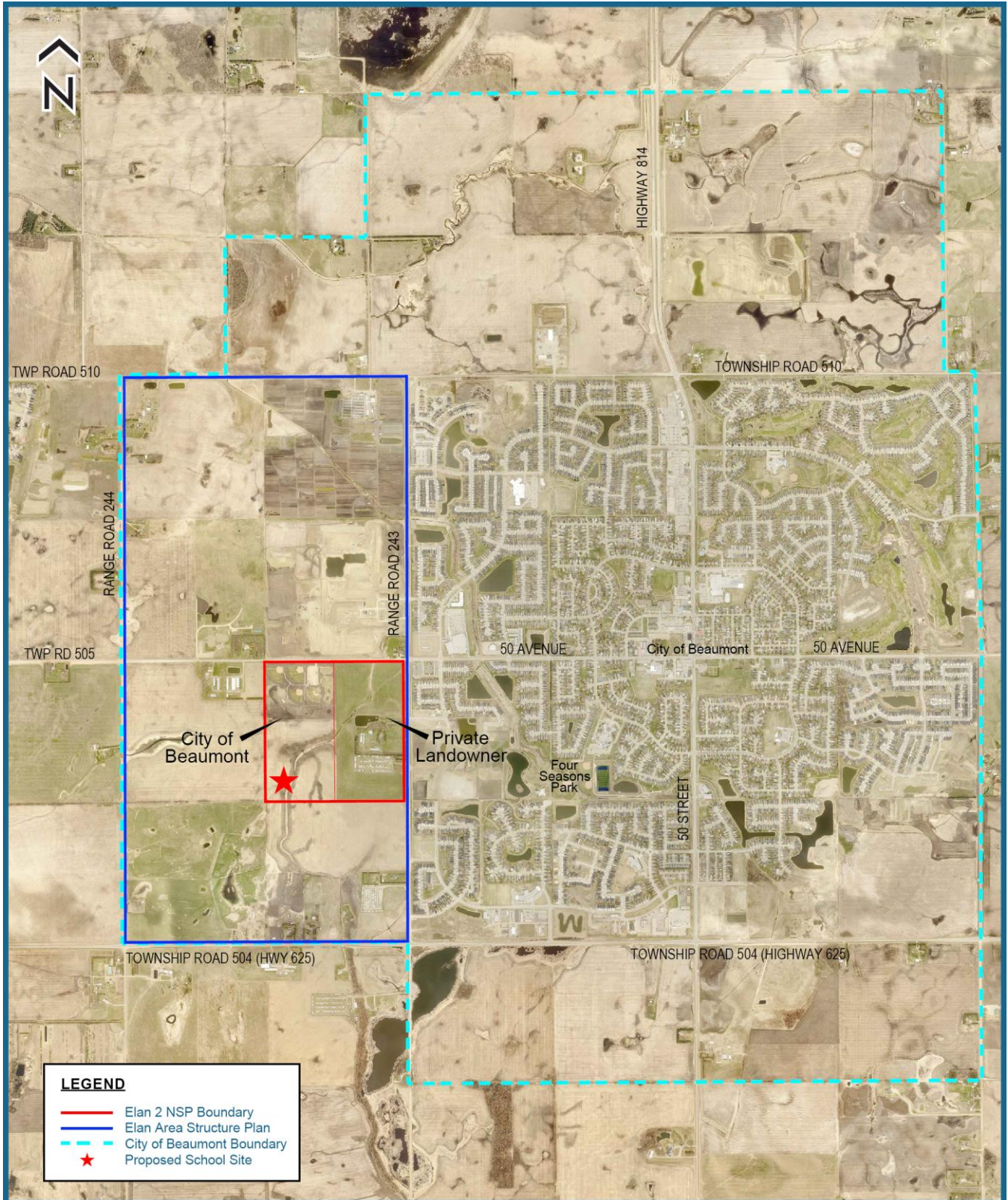
The municipal statutory documents guiding the development of the Élan 2 NSP include the Élan ASP (approved on November 28, 2017) and the City's Municipal Development Plan (approved on March 26, 2019).

Though the Neighborhood Structure Plan is not a statutory plan, all efforts were made to ensure alignment with the goals and policies identified in the Municipal Government Act, Municipal Development Plan, Area Structure Plan and other Neighborhood Structure Plans.

1.3 Location

The Élan 2 NSP area is legally described as NE-28-50-24-W4M and is located south of 50th Avenue (Township Road 505) and west of Range Road 243, in the City of Beaumont as shown in **Figure 1**. The total plan area consists of 63.86 ha of land and is in the central east portion of the Élan ASP area.

FIGURE 1: LOCATION



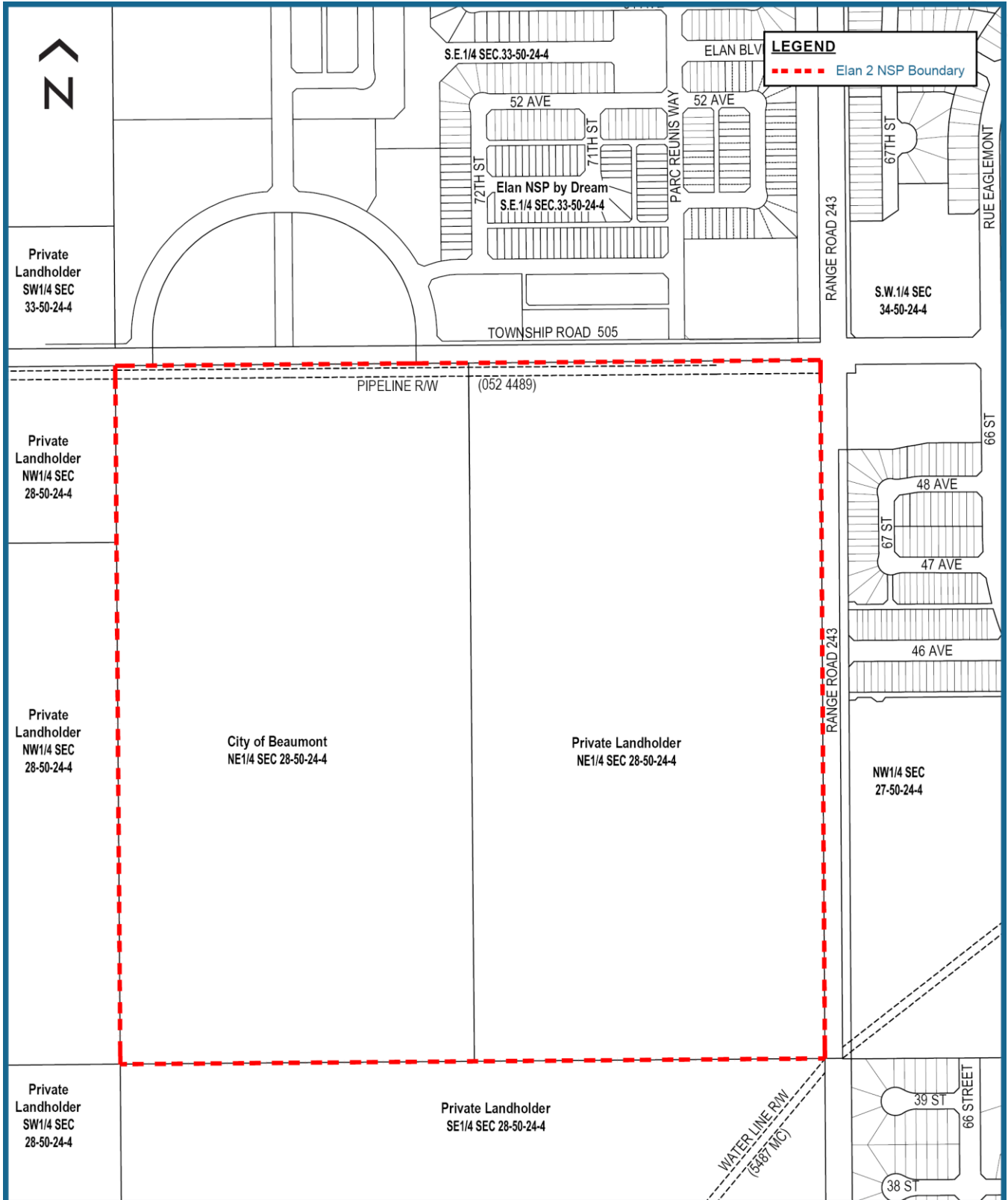
Ownership

Per **Table 1**, the ownership of the Élan 2 NSP area consists of two separate landowners as shown in **Figure 2**. The west half of the plan area is owned by the City of Beaumont and the east half of the plan area is owned by a private owner. The private owner was consulted during the preparation of this plan.

Table 1: Ownership

Legal Description	Owner
NE ¼ SEC 28-50-24-4	City of Beaumont
NE ¼ SEC 28-50-24-4	Private owner

FIGURE 2: OWNERSHIP



1.4 Summary of Engagement

Engagement Round 1 – the purpose of the first round of engagement was for the City Project Team to meet with external stakeholders to share information regarding the project and to identify priorities, issues of concern, and desired project outcomes.

The project team met with adjacent landowners within the approved Élan Area Structure Plan area including the developer of the Élan (1) NSP adjacent to TWP 505 (50th Avenue) to the north of the Élan 2 NSP subject area, the Black Gold School Division, the Saint Thomas Aquinas Roman Catholic Separate School Division No. 38, Alberta Infrastructure, and Alberta Education. Stakeholder meetings were held in-person and online on June 15 and June 21, 2023. The feedback that was provided was used to refine the Élan 2 Neighbourhood Structure Plan land use concept, inform the preparation of the NSP document and supporting technical studies, and development applications for the redistricting and subdivision of the joint school site.

Engagement Round 2 – An in-person open house event was hosted on November 16, 2023. The event shared project information and asked participants to share their level of support for the proposed Élan 2 Neighbourhood Structure Plan and proposed redistricting for the joint school site. Project information was shared on the project webpage for participants to learn about the project and provide feedback via an online survey. The online survey was available from November 16 to November 30, 2023.

There were over 120 completed surveys, with the majority of participants supporting the NSP and joint school site redistricting plan as presented.





2.0

PLAN CONTEXT

2.0 PLAN CONTEXT

2.1 Regulatory Context (Summary – Details in Appendix A)

To understand the regional and municipal statutory planning and non-statutory planning policy context for the planning and development of the Élan 2 NSP area a review and evaluation of current land use maps, policy documents, relevant technical reports and other relevant background information was completed in accordance with Beaumont's Terms of Reference for new NSPs. The resulting analysis is provided in **Appendix A**.

The five most significant documents identified and reviewed are the Edmonton Metropolitan Region Growth Plan (EMRGP), the Regional Agriculture Master Plan (RAMP), Our Complete Community: Municipal Development Plan (MDP), the approved Élan Area Structure Plan (ASP) and Beaumont's Strategic Plan 2022-2026. The relevant policies from these five documents were reviewed and analyzed and comments were made indicating how the Élan 2 NSP addresses and responds to each relevant policy as indicated in **Appendix A**.

As Beaumont is a member municipality of the Edmonton Metropolitan Region Board its statutory planning documents must align with policies in the EMRGP and RAMP in accordance with Municipal Government Act. It is noted that previous Board approval of the City's MDP and the Élan ASP confirmed alignment of these higher order municipal statutory plans with the EMRGP. The Élan 2 NSP has been prepared to align with the City's MDP and Élan ASP so no formal plan amendments are required at the municipal level that would trigger a formal evaluation through the Regional Evaluation Framework (REF) and the requirement for Board approval. Sections 2.1.1 and 2.1.2 below, provide a high-level overview of the regional policies applicable to the Élan 2 NSP area.

2.1.1 Edmonton Metropolitan Region Growth Plan (EMRGP)

The EMRGP identifies lands within the Élan 2 NSP area as being in the conceptually depicted Metropolitan Area policy tier as shown in Schedule 2 from the EMRGP, Edmonton Metropolitan Region Policy Tiers Related to the City of Beaumont.

The Growth Plan provides a framework for managing economic, employment and population growth according to policy tiers that consider the diversity of contexts in the region. To meet Growth Plan requirements, the Élan 2 NSP provides policy direction to address:

- » Residential density of 35 dwelling units per net residential hectare for the plan area
- » Local employment areas
- » Regionally significant roads
- » Location and accommodation of proposed regional bus routes, and
- » Agricultural Impact Assessment and proposed mitigation

The Élan 2 NSP meets or exceeds the EMRGP Metropolitan Area policy direction by providing:

- » Compact and contiguous greenfield development, with a diverse and compatible mix of land uses including a range of housing, and employment types,
- » Local employment opportunities and the growth of institutional, health and education sectors within the proposed Urban Village, commercial areas and the greater NSP area, and
- » Opportunities for the development of market affordable and non-market housing and support services.

2.1.2 Regional Agriculture Master Plan (RAMP)

The Regional Agriculture Master Plan (RAMP) was adopted by the Edmonton Metropolitan Region Board (EMRB) in August 2021. The RAMP creates a policy framework that balances the needs of municipalities to develop, grow and conserve prime agricultural lands with the economic opportunities of the agricultural sector of the Region.

As indicated in Schedule B, RAMP Agriculture Policy Areas, the Élan 2 NSP area is in the Area 3 Agriculture in Future Transition Lands area. Policy Area 3 includes agricultural lands generally within the metropolitan area policy area tier of the EMRGP and includes agricultural lands identified for future growth. These lands may be planned and are recognized within RAMP as lands approved within a statutory plan for future growth for the next 25-50 years.

As indicated in Schedule E Policy Area 3 – Agriculture in Future Transition Lands, the Élan 2 NSP plan area is located in Area 3. The relevant policies are as follows:

1. *Agricultural lands* in Policy Area 3 will remain in *agriculture use* until the lands are needed for population and/or employment growth.
2. Subdivision and development should be limited to maintain large parcel sizes to support ongoing *agricultural uses* until the lands are needed for population and/or employment growth.
3. Until the lands are needed for population and/or growth, agricultural producers must have access to their *agricultural lands* to farm their lands. This includes but is not limited to maintaining field approaches and local roads sufficient to accommodate agricultural machinery.
4. Consideration must be given to public education about the daily and seasonal operational needs of agriculture and agricultural operators, to increase awareness and understanding and reduce conflict.
5. Existing agricultural uses shall be given consideration to be kept as an existing land use supported by an urban agriculture plan.

The Élan 2 NSP is in alignment with these RAMP policies. The initial subdivision will accommodate the development of the joint school site and associated servicing, while the residual parcels will be maintained for existing agricultural and other uses until the lands are required for residential and/or employment growth. Access to the agricultural uses will be maintained until the lands are needed for urban uses.



2.1.3 Additional Municipal Planning Policies

The following policies and relevant background information are reviewed in Appendix A:

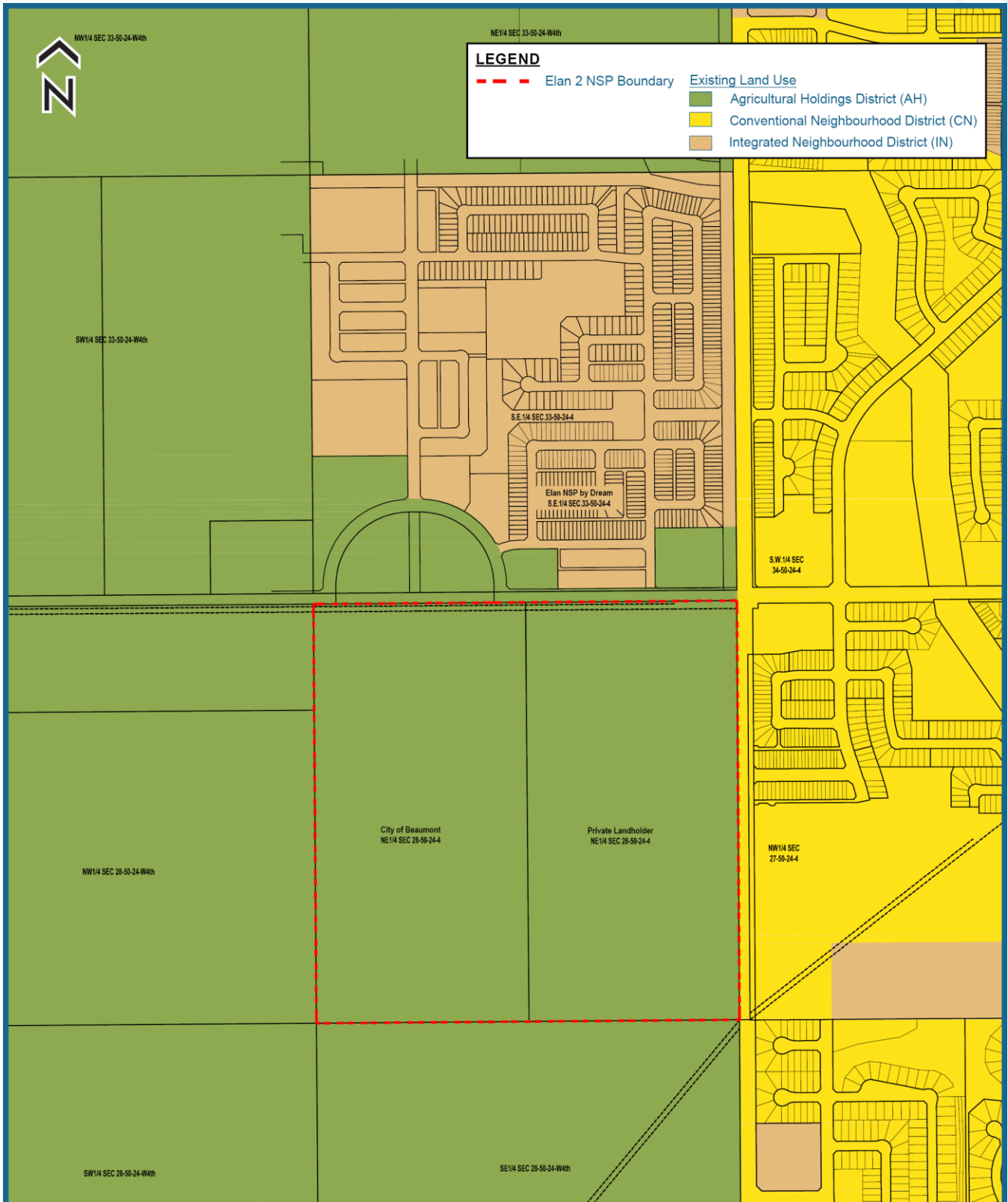
- » Council Strategic Plan
- » Our Complete Community: Municipal Development Plan
- » Élan Area Structure Plan (ASP) Intermunicipal Planning Framework Agreement
- » Environmental Master Plan
- » Transportation Master Plan (TMP)
- » Utility and Stormwater Management Master Plan
- » Our Places and Play: Recreation Master Plan
- » Our Inclusivity: Social Master Plan
- » Élan ASP Transportation Impact Assessment (TIA)
- » Winter City Strategy
- » Urban Forest Management Strategy
- » Urban Agriculture Plan
- » Beaumont Urban Design Guidelines
- » Beaumont General Design Standards
- » Élan 1 NSP Transportation Impact Assessment

2.2 Existing and Adjacent Land Uses

Existing land uses within the Élan 2 NSP area and adjacent land uses are shown in **Figure 3**. The majority of the lands in the plan area are currently used for agricultural purposes. There is a residential dwelling and RV Storage on the east portion of the plan area. This area is owned by the private landowner. On the west side of the plan area there are existing temporary baseball diamonds and an off-leash dog park which are owned by the City of Beaumont.

The Élan 2 NSP area is currently within the Agricultural Holdings District (AH) in the City of Beaumont. Areas to the south and west of the plan area are also within the AH District. To the north of the plan area, north of Township Road 505 (50th Avenue), there are lands identified as AH and Integrated Neighbourhood District (IN). The lands east of the plan area and east of Range Road 243 are zoned CN and IN.

FIGURE 3: EXISTING LAND USES



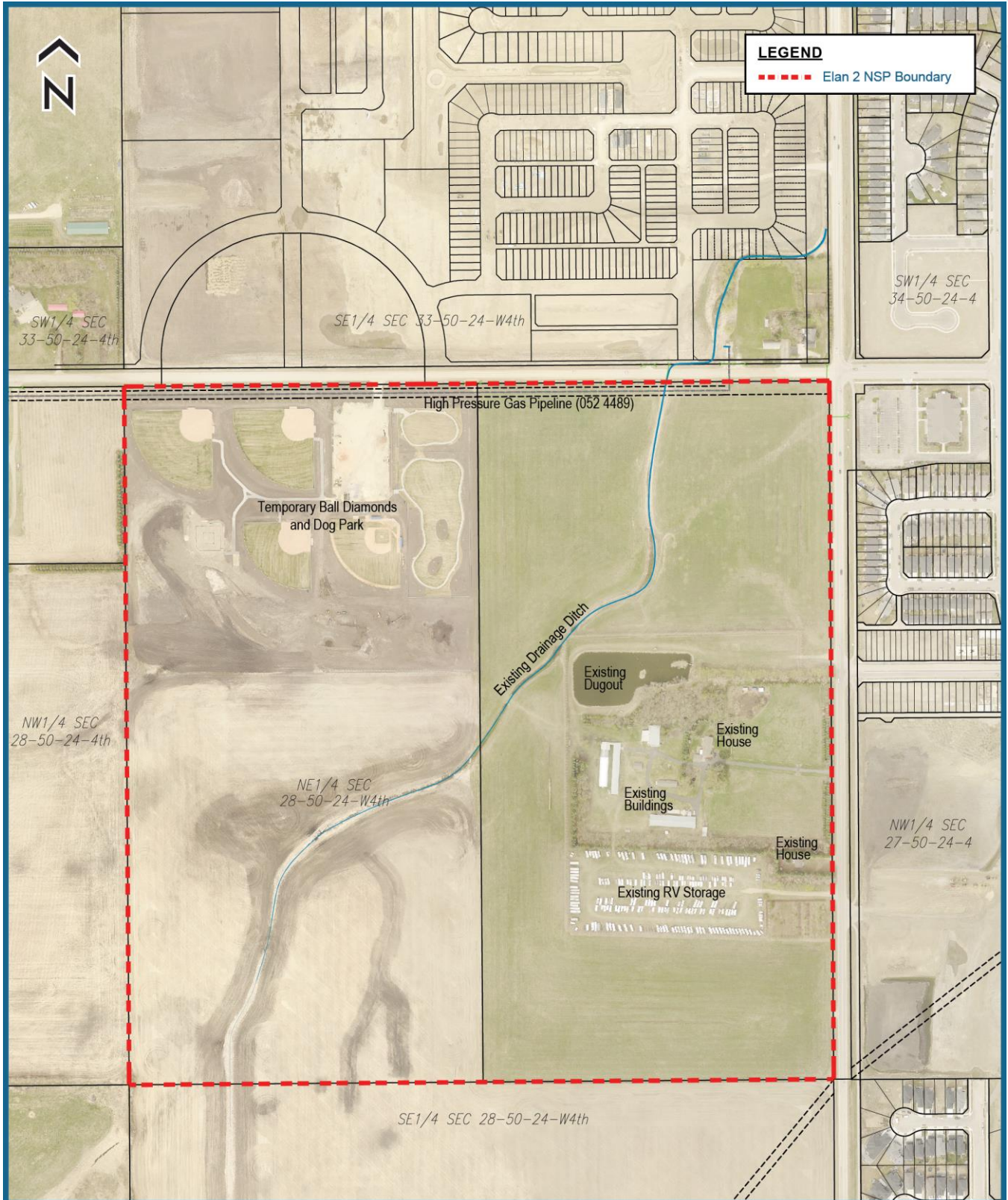
2.3 Existing Site Features and Infrastructure

Existing site features and infrastructure within the Élan 2 NSP area are shown in **Figure 4**. The Plan area is primarily agriculture farmland with a low-lying drainage channel running diagonally across the entire NSP area to manage surface water from the south and in the Plan area. There are two low pressure pipelines within the quarter section, one extends across the northwest portion of the Plan area, and the other is in the east central portion of the Plan area. There is an Apex Utilities pipeline along the north boundary of the Plan area.

The east portion of the NSP area includes mixed uses including agriculture farmland, an RV storage facility and the private landowner's residence.

The Beaumont west recreation site is located in the northwest corner of the Plan area, consisting of baseball diamonds and an off-leash dog park. The remaining west portion of the Plan area is agriculture farmland.

FIGURE 4: EXISTING SITE FEATURES AND INFRASTRUCTURE

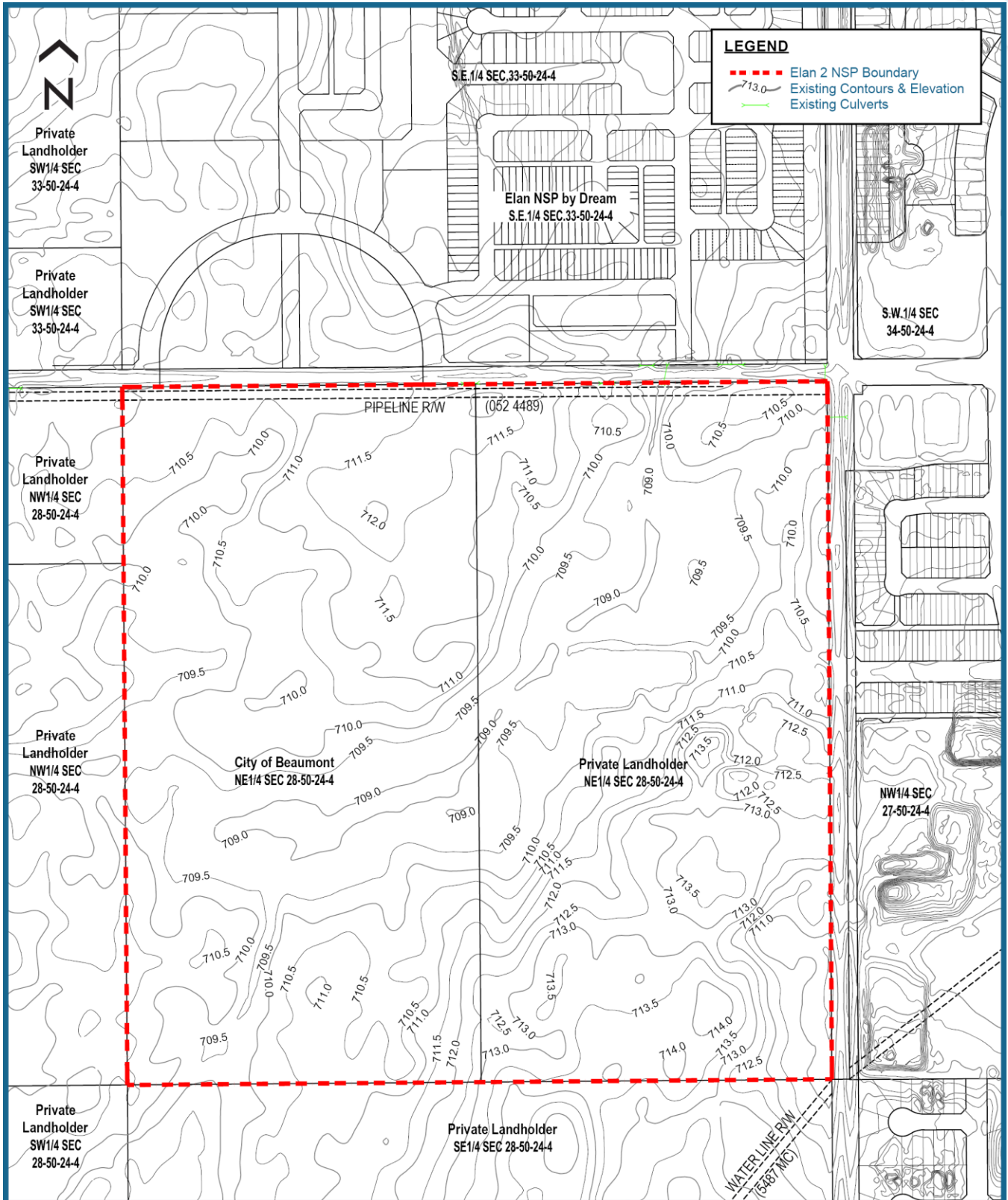


2.4 Existing Topography

The current topography of the Plan Area is shown in **Figure 5** and is characterized by gentle slopes running from southwest to northeast. Within the Plan area, there is a natural drainage channel originating from the south and traversing towards the northeast. In the southwest, there is an existing wetland that captures water from both the south and the Plan area. From this wetland, the drainage channel continues its northward path, eventually connecting with the pre-existing ditch that runs alongside Township Road 505. At this point, it passes through a culvert and enters Élan Stage 2, situated north of TWP 505.

The ground elevations within the Plan area exhibit a range of heights, with the highest point reaching 714.00 meters in the southeastern section of the site, and the lowest point measuring 709.00 meters in the wetland and drainage channel leading to TWP 505.

FIGURE 5: TOPOGRAPHY



2.5 Supporting Documents

Various technical reports have been prepared to support the Élan 2 NSP. They are listed below:

- » Public Engagement Plan
- » Neighbourhood Servicing Report
- » Hydraulic Network Analysis
- » Transportation Impact Assessment
- » Biophysical Assessment Report
- » Wetland Assessment and Impact Report (WAIR) and Wetland Compensation Plan
- » Agriculture Impact Assessment
- » Historic Resource Statement of Justification (SOJ)
- » Environmental Site Assessment (Phase 1)
- » Geotechnical Investigation

2.5.1 Public Engagement Plan

ISL prepared a Public Engagement Plan that identified ways to build awareness for the project, share information, and gather feedback from key stakeholders and residents.

A range of communication tactics was used to convey consistent project messages and branding, so stakeholders and the public had a clear understanding of project objectives, processes, roles, and timelines.


2.5.2 Neighbourhood Servicing Report

The Neighbourhood Servicing Report identified potential servicing, grading and major overland flow routes based on the proposed lot and road configurations. The Report goes into neighbourhood level grading and overland flow routes, storm and sanitary depths and alignments, and the potential locations and required size of the stormwater management facility. As part of the NSR, the report identifies how the neighbourhood servicing will connect to the adjacent lands under the ultimate development.

2.5.3 Hydraulic Network Analysis

The Hydraulic Network Analysis report identifies the proposed onsite water distribution network required to effectively service the Élan 2 NSP area. The report includes a review of the existing City water model, a concept plan layout of the proposed onsite water distribution system including connections to existing infrastructure. It is anticipated that the proposed onsite water network will tie into the existing City of Beaumont distribution system to the east.

The Élan 2 NSP area can be adequately serviced by the Main and St. Vital Reservoirs in the interim horizon with just the school. Subdivision pressures within the Plan area are higher than the recommended pressure of 550 kPa. Thus, using high pressure rated watermains or PRVs can help manage the pressure in the NSP area. There are low flow velocities within the Plan area due to low demand, therefore flushing periodically is recommended to maintain adequate water quality.



The ultimate full buildout of the Élan 2 NSP area is dependent on the timing of the Northwest Reservoir implementation and the surrounding development. The Northwest reservoir is currently not projected until at least 2048 per the 2023 Utilities & Stormwater Master Plan. If full build out of the Élan 2 NSP area occurs before the Northwest Reservoir is built, then an evaluation is required to determine the adequacy of the 300 mm pipe on Township Road 505 to service both the Élan 2 NSP area as well as developing areas outside the neighbourhood that require connections to it. Sizing of local watermains need to balance consideration of both sufficient future servicing capacity and potential low water quality. Further investigations to review the Élan 2 NSP area might be required after the Northwest Reservoir is built to determine sizing of the local water mains to accommodate surrounding development connecting to the Élan 2 Plan area.

A 600 mm watermain is proposed to be extended along 50 Avenue in the future to feed additional growth in Élan as well as the Northwest Reservoir. An interim 300mm watermain is proposed within 50 Avenue, north of the subject lands, and will be twinned at a later date if required to support the Northwest Reservoir and to provide additional system redundancy.

2.5.4 Transportation Impact Assessment

A TIA report was completed in support of the NSP, which recommends transportation for vehicles, active modes, transit, goods movement and access management. Key recommendations delivered from the TIA as are follows:

- » **Vehicles:** The TIA considered the roadway requirements to distribute traffic volumes across the plan and to external connections. The TIA recommends the required roadway classifications (arterial, collector or local roadway), roadway cross-sections, intersection configurations and intersection traffic controls.
- » **Active Transportation:** The TIA considered the requirements for creating an accessible active transportation network, which provides connectivity both internally and externally. The TIA recommends the appropriate off-street shared use path network, roadway sidewalk network, roadway shared use path network, crosswalk locations and crosswalk for safe routes to school.
- » **Transit:** The TIA recognizes there is no local transit currently but discusses how it could be incorporated into the plan, including potential transit routes and stops.
- » **Goods Movement:** The TIA outlines the existing goods movement network on Range Road 243, including the existing High Load Corridor on Highway 625. The TIA discusses that roadways within the plan can be used by trucks for delivery purposes. There are no designated formal truck routes within the NSP area.
- » **Access Management:** The TIA considered the importance of orderly access planning and recommends access locations for the plan.

2.5.5 Biophysical Assessment Report

A Biophysical Assessment Report was prepared and provided context for subsequent land use planning and engineering decisions and the formulation of environmental protection policies. The Biophysical Assessment used desktop and field level analysis to identify potentially sensitive biological and physical features that have potential to be impacted by future development within the Élan 2 NSP.

The NSP area is nearly entirely cultivated, and the development of the Joint School Site will impact wetlands and the wildlife habitat that exists within those wetlands. Implementing retention or avoidance strategies is not possible given the nature of the development and it is expected to interact with existing natural ecosystem components including wetlands, wildlife and vegetation (namely weeds) and soils. Potential interactions with these environmental elements can be addressed through mitigative measures.

Applicable environmental regulations to this project include:

- » Migratory Bird Convention Act
- » Alberta Wildlife Act
- » Alberta Weed Act
- » Alberta Water Act
- » Alberta Agricultural Pests Act
- » Alberta Heritage Resources Act

Considering the existing conditions within the Élan 2 NSP, including little to no habitat for wildlife and extensive disturbance to any potential habitat; the mitigative measures that should be implemented; and the resulting “no residual adverse impact” findings for the valued ecosystem components considered; the Élan 2 NSP can be developed with no additional cumulative effects to regional environmental features.


2.5.6 Wetland Assessment and Impact Report (WAIR)

A Wetland Assessment and Impact Report was conducted for the west half of the NSP area, with wetland fieldwork occurring on June 29, 2023. Three wetlands are present on the site, one has been previously fully compensated for during the West Recreation Site construction. One of the wetlands is associated with a FWMIS Watercourse (ID#46601). Surface water observed was within Wetlands 1 and 2, however no wetlands on the Project provide adequate water depth on a year-round basis to support fish life.

None of the wetlands impacted by the project meet the water permanence requirements to be eligible for Crown ownership pursuant to the Guide for Assessing Permanence of Wetland Basins and thus no wetlands require dispositions under the Public Lands Act. A Water Act application for wetland infilling will be required for this project. An approval must be granted before wetland disturbance occurs.

2.5.7 Agriculture Impact Assessment

Within the approved Élan ASP, an Agricultural Impact Assessment (AIA) technical report is required to support a new NSP area comprising of 160 acres. As part of the Élan 2 NSP project, ISL and Morris Seiferling Consulting Ltd., created an AIA report that is consistent with the requirements outlined in the Edmonton Metropolitan Region Growth Plan (EMRGP). EMRB Administration advised that the AIA for Élan 2 NSP must address applicable policies in the RAMP approved by Ministerial order in 2021.



The Agricultural Baseline Assessment (ABA) identifies agricultural land capability in the proposed NSP area and within 1km around it will be completed includes:

- » a review of the relevant regional and municipal policy and regulatory frameworks from an agricultural perspective including provisions of the EMRGP, the approved Élan ASP and the City's MDP and land use bylaw,
- » a determination of agricultural land capability for the proposed NSP area through a review of existing information from existing provincial and municipal government databases, and aerial photography.

Following this, a desktop based Agricultural Impact Assessment (AIA) was completed using the information compiled in the ABA. The AIA identified the expected impact of the NSP on agricultural land capability in the proposed NSP area and within 1 km around it.

In conclusion, the AIA recommends that the City:

- » use the proposed “Sequencing of Development” and maintain access sufficient to accommodate agricultural machinery so that these lands remain in agricultural production for as long as possible;
- » work with agricultural producers within the NE 28 to keep lands in agricultural production and managed through best practices;
- » promote the growth of the agricultural sector including value-added production, urban agriculture, and the diversification of the agricultural sector; and
- » work with the County of Leduc, agricultural operators and non-agricultural users of lands within and adjacent to NE 28 to identify and address potential conflicts.

2.5.8 Historic Resources Statement of Justification (SOJ)

A Historical Resources Statement of Justification (SOJ) was undertaken to assess the potential for historical resources to occur within the defined NSP development area, including:

1. A summary of known sites and site location variables within the proposed development area,
2. A summary of historic, ethnographic, environmental and paleoenvironmental sources pertinent to the study area and the archaeology of the area,
3. A summary of the archeology of related or similar regions,
4. Field inspection of selected portions of the study area,
5. Reporting on the findings of the study including detailed recommendations regarding the need for further HRIA work.

None of the Élan 2 NSP area is identified in the List of Historic Resources (2023) as having Historical Resource sensitivity. Most of the proposed Élan 2 NSP area is within an area of low Historical Resources potential. While few archeological surveys have been conducted within the immediate project vicinity it appears that no significant undisturbed areas are present within the Élan 2 NSP area that could contain any undisturbed, intake historic or archeological sites. Any disturbance related to the current project will not have any significant Historical Resources impacts. Alberta Arts, Culture, and Status of Women determined that no further assessment work appears warranted for the Élan 2 NSP area.

Historical Resources Act approval was granted on July 7, 2023 for the activities described in the SOJ application and its attached plan subject to Section 31, “a person who discovers an historic resource in the course of making an excavation for purpose other than for the purpose of seeking historic resources shall forthwith notify the Minister of the discovery.” The chance discovery of historical resources is to be reported to the contacts identified within *Standard Requirements under the Historical Resources Act: Reporting the Discovery of Historic Resources*.

2.5.9 Environmental Site Assessment (Phase 1)

An Environmental Site Assessment (ESA) was conducted and included the requirements of the Alberta Environmental Site Assessment Standard. This involved a site reconnaissance of the existing property along with the surrounding areas to identify land use, activities, and features that may be of environmental concern. The study provided a historical search of the property including a search of historical ownership titles, dated aerial photography and any relevant previous environmental documentation associated with this property.

The research revealed several potential environmental concerns associated with the subject site and the surrounding areas, including present past and land use, the adjoining roadway to the north, nearby former resource wells, and some of the adjoining and nearby land use. After consideration of the available information and the site observations all of the environmental concerns were rated to have a low risk of potential environmental impact to the subject site.

Based on these findings, the report indicates there are no significant environmental concerns and there is no need for further environmental assessment or remediation.

2.5.10 Geotechnical Investigation


A geotechnical investigation was undertaken covering the approximate area of the joint school site within the Élan NSP area to aid in the design and construction of the proposed development. Recommendations have been provided based on the subsurface soil conditions encountered during test hole boring, current construction techniques and generally accepted engineering practices. The joint school site was found to be suitable for construction if ongoing monitoring and appropriate mitigation strategies are implemented.

Key findings and recommendations include the following:

SITE GRADING

All topsoil and organic soil on the joint school site should be stripped away, stock-piled and reused for landscaping purposes only. Low areas containing water should be drained prior to stripping and flow in the drainage channel should be stopped or diverted during construction. Further direction will be required to ensure proper site grading. Engineered fill options may be available and should be investigated prior to its use.

The soils encountered on the site and properly placed engineered fill are considered satisfactory for structures under specific conditions. The high plastic native clay will require mitigation measures to reduce swelling and shrinkage. Surface runoff needs to be directed away from the structures and weeping tiles and sumps may be required. The near surface soils are high plastic and of concern with respect to differential movements related to shrinkage/swelling. For commercial buildings where grade supported floor slabs are planned/desired these soils pose significant concern/risk.



Typically, there are two ways of addressing the risk of differential movements below floor slabs. One option is to utilize a structural supported floor slab while the other option is to ensure all soils within 1m from design subgrade elevation are comprised of an approved low to medium plastic soil with a maximum liquid limit criteria of 40 percent. In general, for cost savings only the building pad envelope would use the stringent soils criteria.

UNDERGROUND UTILITIES

Subsurface soil conditions are considered fair to satisfactory for the installation of underground utilities.

Excavations should be closely monitored to identify the presence of bentonite and associated mitigative strategies.

SURFACE UTILITIES

The subsurface soil conditions are generally fair to satisfactory for the construction of surface works. Amendment of subgrade soils will be required during construction. Suggested road structures are captured in the recommendations section of the geotechnical investigation report.

STORMWATER MANAGEMENT FACILITY

The native clay soils were generally found to be suitable for water retention purposes and for use as a stormwater management facility clay liner. All exposed side slopes of dry ponds should be landscaped. Clay fill excavated from the stormwater facilities is suitable for engineered road and lot fill. Excavation and grading below the water table will experience some ingress of groundwater, and should be expected.

CEMENT

Concrete used for all underground pipes and foundations must be constructed of high sulphate resistant hydraulic cement with a minimum concrete strength of 32 MPa. All concrete for surface improvements may be constructed using general use hydraulic cement. Concrete exposed to freezing conditions should be air entrained to 5 - 7%.

2.5.11 Additional Studies

A number of the studies listed above, including the ESA, Biophysical Assessment, Wetland Assessment, Water Act, HRA, etc. were prepared for the western half (City owned parcel) and do not provide information for the eastern half of the plan area. Where these studies have not been conducted on the eastern portion of the NSP, they will be required to be completed and submitted to the City prior to redistricting or future amendments to this NSP.

A close-up photograph of a person's foot stepping onto sand, overlaid with a blue tint. A white horizontal bar is positioned across the middle of the image, containing the text '3.0' and 'DEVELOPMENT CONCEPT'.

3.0

DEVELOPMENT CONCEPT

3.0 DEVELOPMENT CONCEPT

3.1 Vision

The Élan 2 Neighbourhood is a comprehensively designed complete community based on the principles established in the Élan Area Structure Plan, including a well-connected multi-modal transportation network, sustainable development strategies, a distinct Urban Village component, which completes the design provided in Élan (1) Neighbourhood, contiguous, safe and inclusive development patterns. This vibrant residential community is a logical extension to the adjacent development within the Élan (1) Neighbourhood and provides a diverse range of housing, an integrated system of parks and open spaces designed around stormwater management facilities, and connections to a shared school site which accommodates two high schools to meet the local and regional student demand.

3.2 Plan Objectives

The Élan 2 NSP was designed to meet the following objectives in accordance with key City of Beaumont strategic policy goals and the approved Élan ASP.

3.2.1 Complete Community

A diversity of housing options will be provided at appropriate locations within the neighbourhood to accommodate a wide demographic. Local scale commercial and mixed-use development will be encouraged within the Urban Village to provide locally accessible goods and services and support a complete community where residents of all ages and economic levels can live, work and play.

3.2.2 Connectivity

Connectivity and walkability are key considerations for residents and stakeholders. A comprehensive network of trails, pathways, bikeways and sidewalks will provide convenient non-vehicular access to services and amenities thereby reducing automobile dependence and having a positive impact on the quality of life within the neighbourhood. The block-based street network will accommodate convenient transit routes servicing the Urban Village, the high schools and the neighbourhood commercial area.

3.2.3 Sustainability

Infrastructure and servicing strategies will be developed in an efficient manner following sustainable best practices. Design and energy efficiencies, innovative strategies and alternative servicing options for new construction will be encouraged.

3.2.4 Inclusion and Diversity

A diversity of housing types will be provided throughout the neighbourhood to accommodate a diverse population and a broad range of residents, including traditional single detached housing, semi-detached, street-oriented row housing, multi-unit development, apartments, and secondary suites. Mixed use opportunities will also be included to provide vertically integrated residential opportunities within the Urban Village.

3.2.5 Safety

The block-based street network will be designed to provide safe routes to neighbourhood destinations, including the Urban Village, the shared school site and the Commercial areas. A variety of parks and open spaces will be developed to provide alternative safe and efficient access and encourage non-vehicular modes of transportation. Stormwater management facilities will be incorporated within the open space corridors to satisfy stormwater management requirements and enhance the open space network. Crime Prevention Through Environmental Design (CPTED) principles shall be incorporated where possible and feasible.

3.3 Land Use Concept

The Élan 2 NSP Land Use Concept is shown in **Figure 6**. The Plan area is primarily a residential neighbourhood, including a broad range of housing opportunities. A mixed-use Urban Village provides the focal point for the community and a strong link to the developing Élan (I) neighbourhood to the north. The street network has been designed to provide safe and convenient routes for vehicular transportation and transit and a comprehensively designed open space network connecting key destination points to the residential areas. The open space corridor incorporates stormwater management facilities and a shared school site that allows the timely and efficient development of two local high schools.

The uses identified in the NSP are a general indication for redistricting decisions and do not constitute a redistricting approval per the City's Land Use Bylaw.

Redistricting and subdivision applications will commence as required and correspond with the land use designations specified in this NSP. These applications shall be guided by the Beaumont MDP, Elan ASP, Land Use Bylaw and other relevant policy plans/documents. Where development cannot be accommodated through available Land Use Districts in the Land Use Bylaw, the applicant shall work with the City of Beaumont to create an appropriate Land Use District that is specific to this NSP.

Table 2: Land Use Statistics

Élan ASP Land Use Statistics, Within NSP Area, 06-Nov-23				
	Area (ha ³)	% of GDA		
Gross Developable Area (GDA)	63.86	100.0%		
Arterial Roadway Widening (TWP Rd 505 / RR 243)	2.20	3.4%		
Pipeline R/W (PUL)	0.70	1.1%		
Schools (MR)	12.14	19.0%	15.61	24.4%
Parks and Open Space (MR)	3.47	5.4%		
Trails (PUL)	1.74	2.7%		
Stormwater Management Facilities	4.00	6.3%		
Urban Village Commercial / Civic (30%)	2.41	3.8%		
Commercial	1.41	2.2%		
Circulation (Roads)	10.99	17.2%		
Total Non-Residential Area	39.06	61.2%		

Élan ASP Land Use Statistics, Within NSP Area, 06-Nov-23						
	Area (ha ³)	% of NRA	Units and Population Stats			
			Units/ha	Total Units	PPDU	Population
Low Density Residential	13.13	52.9%	25	328	2.8	918
Medium Density Residential	6.03	24.3%	75	452	1.8	813
Urban Village Residential (70%)	5.64	22.7%	100	564	1.8	1015
Net Residential Area (NRA)	24.80	100.0%		1344		2746
Population Density (ppnrha)	111					
Unit Density (upnrha)	54					
Student Generation (22.6% of Population)	Elementary (K-6)		Junior High (7-9)	Senior High (10-12)	Total	
	50%		25%	25%		
Public (65 % of Total Students)	201		101	101	403	
Separate, Catholic & Francophone (35% of Total Students)	109		54	54	217	
Total	311		154	154	620	

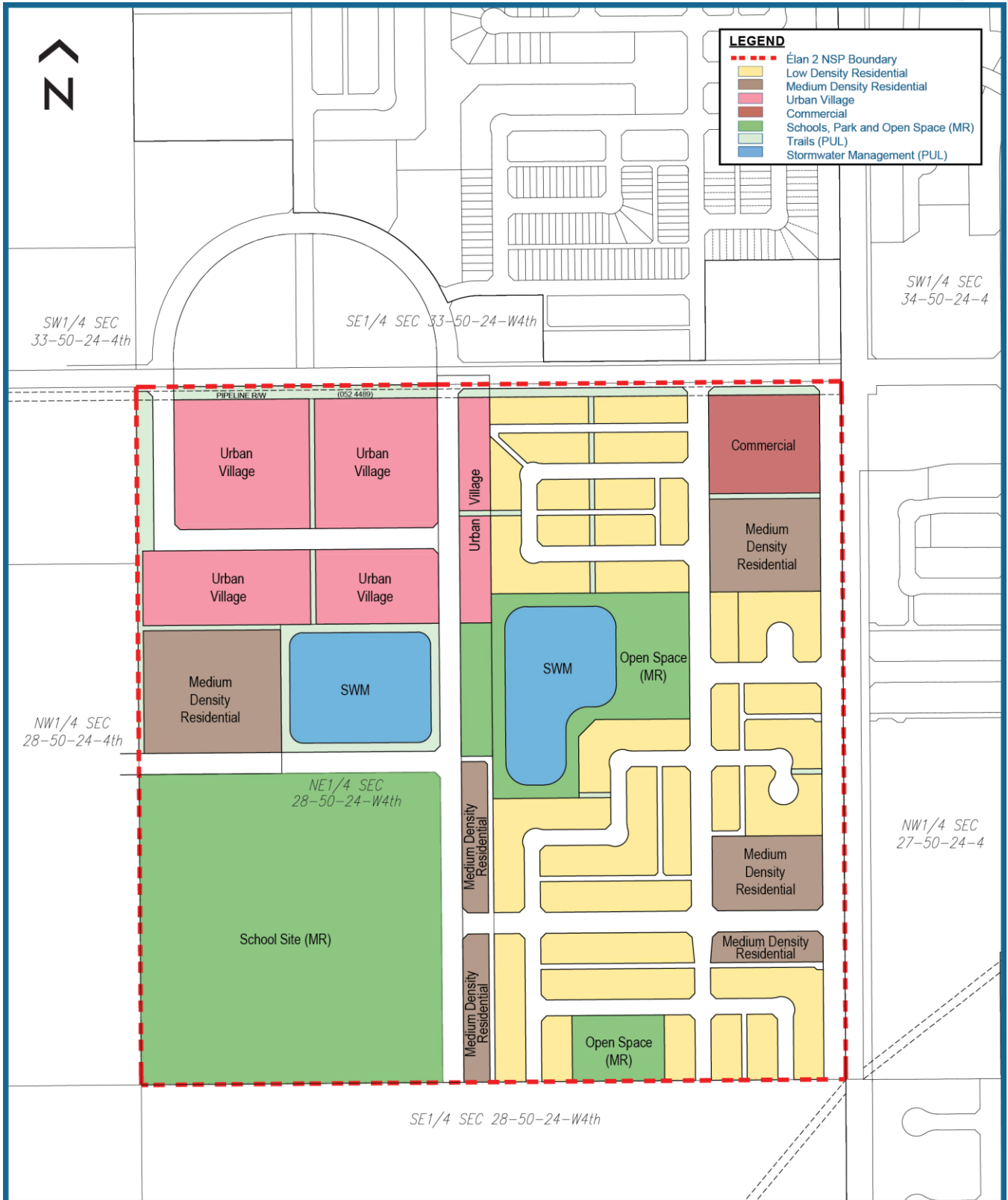
EMRGP Assigned Density Target

The Élan 2 NSP achieves a residential density of 54 units per net residential hectare.

This exceeds the Edmonton Regional Growth Plan residential density target of 35 units per net residential hectare as well as the density anticipated in the Élan ASP for this area (41 units per net residential hectare).

The area and density targets for the Urban Village remain unchanged, however there have been modest increases in stormwater management requirements, local roadways, greenway connections and school facilities as a result of realignment of the collector road to accommodate the joint school site. Despite the corresponding loss of in area for residential development, the EMRGP targets have not been compromised.

FIGURE 6: LAND USE CONCEPT



General Development Policies

- a. Energy efficiency and alternate servicing strategies to accommodate emerging technology, may be considered.
- b. Municipal Reserve shall be provided as land dedication or cash-in-lieu at the time of subdivision.
- c. Lands qualifying as Environmental Reserve shall be determined at the time of subdivision and compensation shall be calculated should development of the lands occur.
- d. Existing agricultural uses shall be maintained until such time as urban development is required.
- e. Existing agricultural uses may be given consideration to be kept as an existing land use supported by an urban agriculture plan.
- f. Urban agriculture pilot projects such as community gardens, edible landscaping, bee-keeping, or rooftop gardens may be considered at the discretion of the Development Authority.
- g. Crime Prevention Through Environmental Design (CPTED) principles shall be incorporated where possible and feasible.
- h. Minor revisions to the Land Use Concept may be considered at the subdivision stage without requiring amendments to the Élan 2 NSP at the discretion of the Subdivision Authority. Minor revisions may include the introduction or deletion of lanes, realignment of local standard roadways, and reconfiguration of parcels, but do not include changes to the uses or other revisions, which, in the opinion of the Development Authority, would jeopardize the integrity of the NSP.

3.3.1 Urban Design

The Élan 2 NSP has been designed to reflect the vision of the Élan ASP, focusing on key design elements such as the Urban Village, the joint school site and an extensive open space network.

The vision for the Élan 2 neighbourhood includes a complete, walkable community, efficiently designed to maximize efficiency, improve the quality of life for residents and embrace a compact built form.

Urban Design Policies

- a. Beaumont's French heritage will be reflected in the design of public spaces in compliance with the City's Urban Design Guidelines, Winter City Strategy and General Design Standards.
- b. A compact and efficient built form shall be encouraged.
- c. Reductions to front and side yard setbacks may be considered to promote an active, pedestrian friendly streetscape at the discretion of the Development Authority.
- d. Streets shall be designed to accommodate multi-modal transportation options.
- e. Crime Prevention Through Environmental Design (CPTED) principles shall be incorporated where possible and feasible.
- f. A diverse range of housing forms shall be encouraged.
- g. Opportunities for affordable housing shall be encouraged.
- h. Architectural guidelines, including landscaping standards shall be provided for residential development.
- i. Appropriate transitions shall be provided between varying densities and heights and massing of structures.

3.4 Land Uses

3.4.1 Residential

The residential uses within the Élan 2 NSP shown on **Figure 7** are comprised of a mix of residential types to respond to market demand and provide opportunities for a wide range of demographics.

Lower density residential uses are located primarily on the east side of the NSP adjacent to the Urban Village and the joint school site on the west. Housing types include single detached, semi-detached, duplex, and multi-unit row housing.

Medium density residential uses in the form of multi-unit dwellings or apartments are located in close proximity to key destinations and along collector roadways for convenient access.

High density residential units are accommodated within the Urban Village in the form of separate multi-unit residential buildings and/or vertically integrated mixed-use buildings.

General Residential Policies

- a. Residential densities shall meet or exceed the Edmonton Regional Growth Plan residential density target of 35 units per net residential hectare.
- b. A diverse range of housing types shall be provided within the Élan 2 neighbourhood.
- c. Affordable housing options will be encouraged.
- d. Where possible, appropriate buffers, setbacks, screening, fencing, and/or landscaping shall be provided as a transition/interface between higher density residential or non-residential development and low density residential dwellings.
- e. A high standard of architectural design shall be required to provide an aesthetic neighbourhood environment.
- f. Fencing should be provided for lots abutting arterial and collector roadways, and municipal reserve, to the satisfaction of the Subdivision and Development Authority.

Low Density Residential Policies

- a. Low density residential development shall consist of a variety of single detached, and duplexes.
- b. Opportunities to provide additional dwelling units (basement suites, garage suites, garden suites, etc.) shall be encouraged.
- c. Unique or non-conventional design characteristics may be considered along high visibility routes, to the satisfaction of the Development Authority.

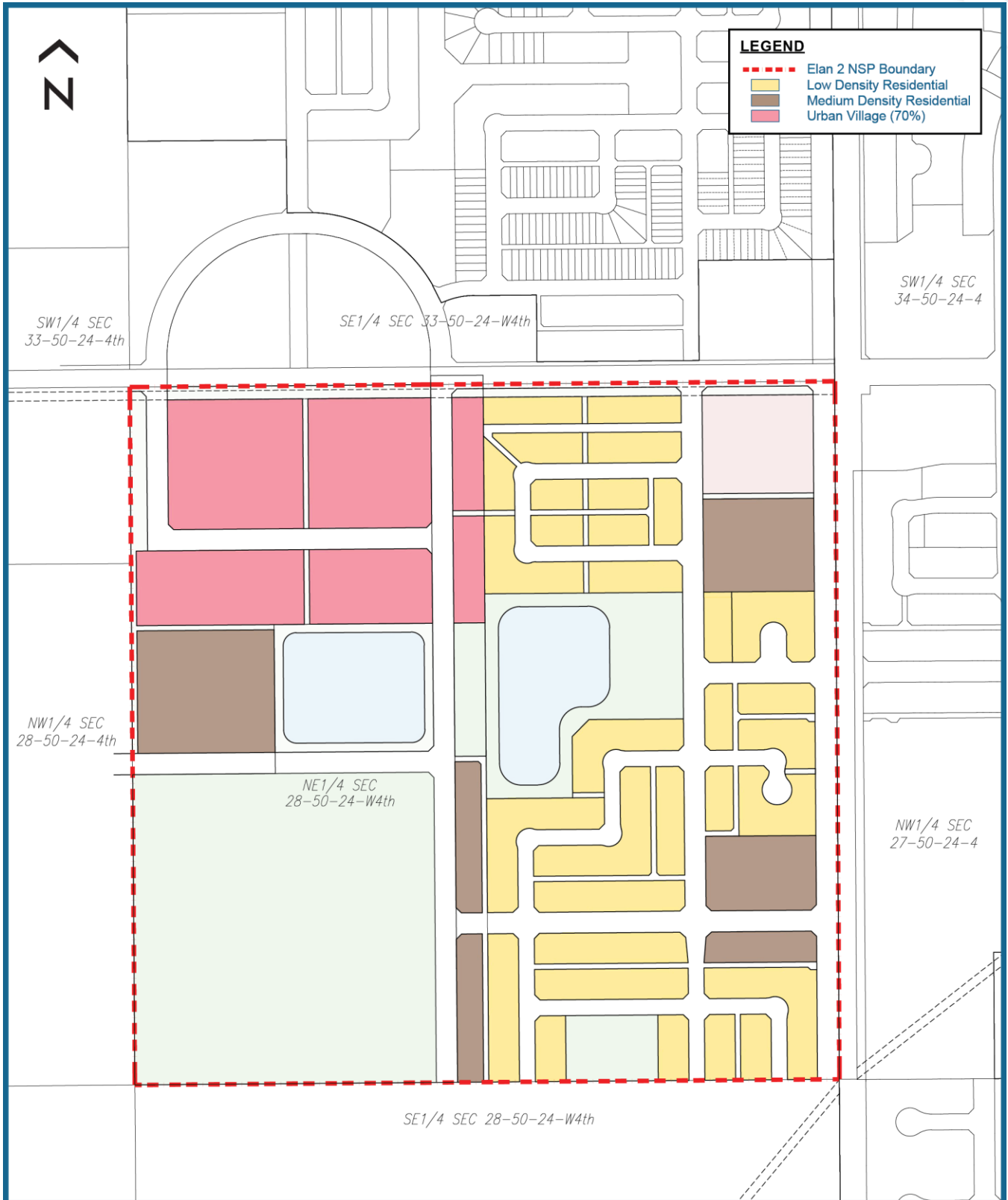
Medium Density Residential Policies

- a. Medium density residential development shall consist of a variety of multi-unit attached dwellings, street oriented row housing, and low-rise apartments.
- b. Development shall be accessible from a collector standard road and located near neighbourhood amenities to promote active transportation and transit usage.
- c. The primary entrance to multi-dwelling development shall be oriented towards the street.
- d. Parking areas shall be located internal to the site (at the side or rear of buildings) or underground where feasible.
- e. Buildings shall be designed to reflect Beaumont's Urban Design Guidelines.

Urban Village Residential Policies

- a. High density residential development shall be encouraged within the Urban Village in the form of separate multi-unit residential buildings and/or vertically integrated mixed-use buildings.
- b. Buildings shall be designed to reflect Beaumont's Urban Design Guidelines.

FIGURE 7: RESIDENTIAL



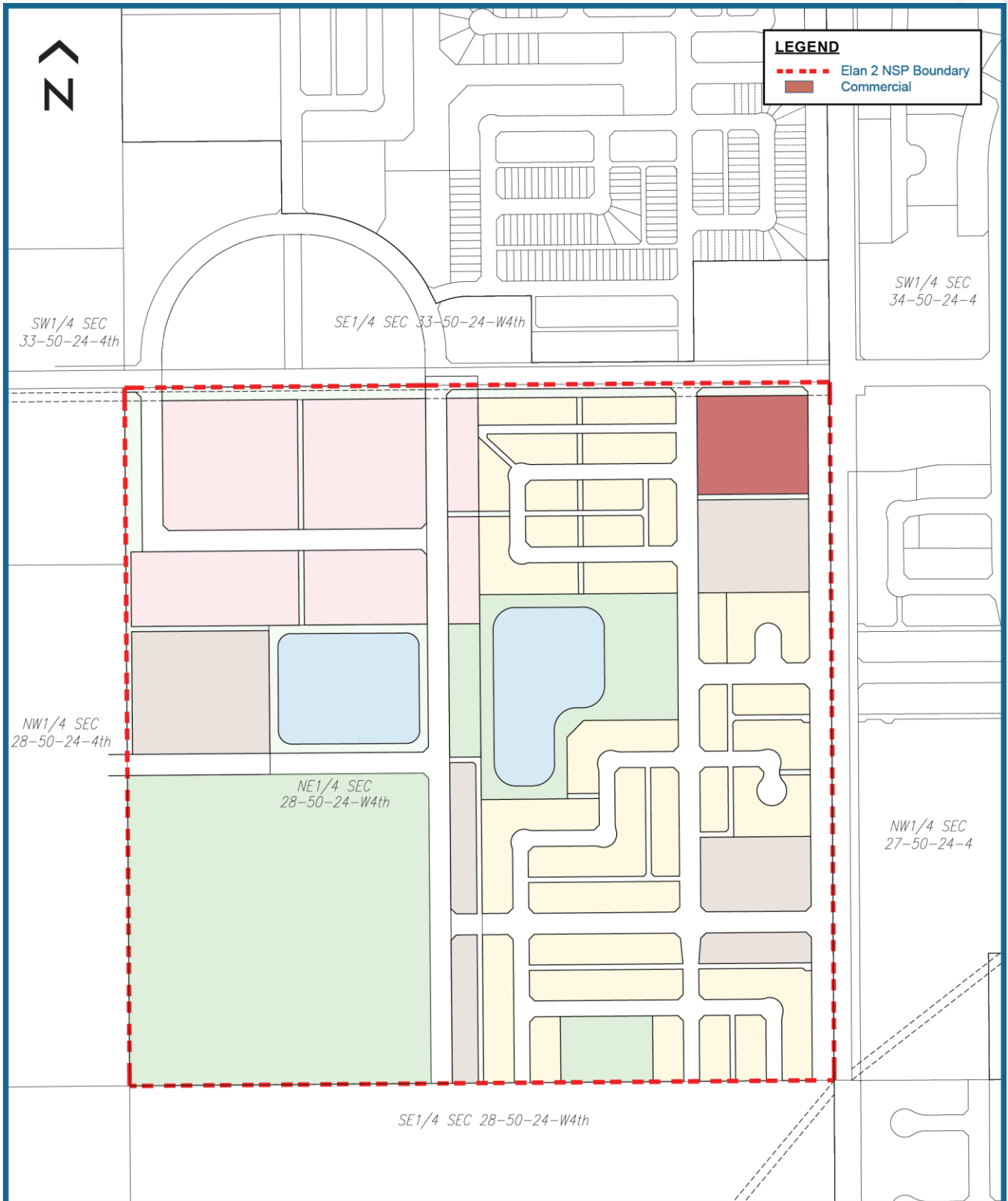
3.4.2 Commercial

A local neighbourhood-scale commercial area has been provided in the northeast corner of the Élan 2 NSP, as shown on **Figure 8**, to provide opportunities for residents to access goods and services locally. The commercial area provides a high level of visibility and convenient access for pedestrians and automobiles. The site is accessed from the adjacent collector roadway, the sidewalk and open space network.

Commercial Policies

- a. Commercial sites shall provide a wide range of commercial and retail uses.
- b. Sites shall be designed to minimize impact on adjacent residential areas by providing adequate transitions and buffers.
- c. Buildings shall be designed to create a pedestrian friendly environment.
- d. Buildings shall be designed to reflect the City's Urban Design Guidelines and Winter City Strategy.
- e. Shared or underground parking shall be encouraged.
- f. Development shall be oriented to front onto TWP Rd 505 (50 Avenue) or internal collector routes with vehicular access from the internal collector.

FIGURE 8: COMMERCIAL



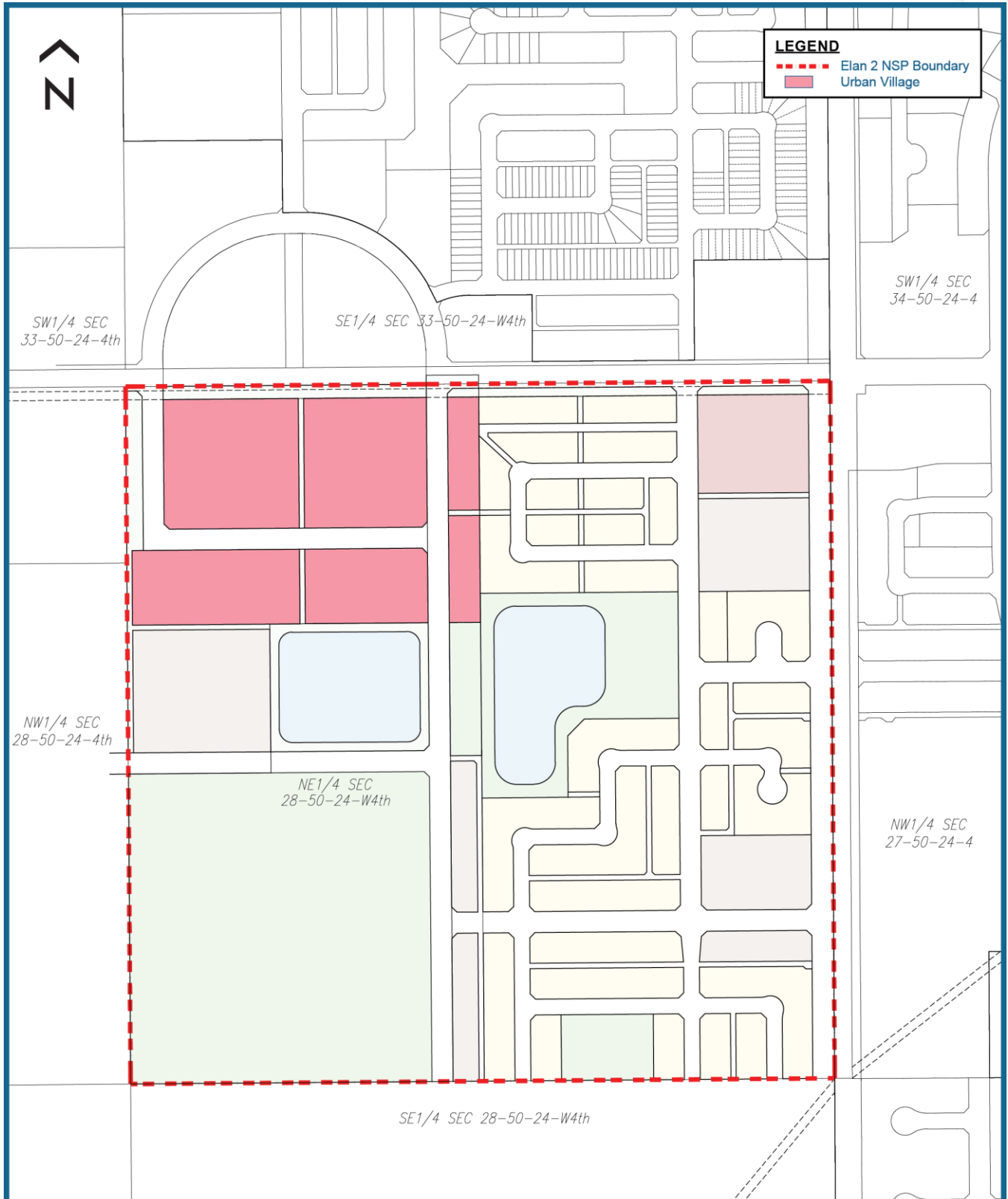
3.4.3 Urban Village

As in the Élan (1) NSP, the Urban Village shown on **Figure 9**, is a commercial mixed-use node intended to be the focal point and social hub of the community. The Urban Village will accommodate a wide range of commercial, residential, institutional, and public uses in a compact urban form, designed to satisfy the needs of local residents. The area will incorporate vibrant, walkable streetscapes and an enhanced public realm to provide a place for people to live, work and recreate.

Urban Village Policies

- a. Development will be comprised of a diverse mix of commercial, residential, public and institutional uses in single-use or mixed-use buildings.
- b. Buildings should be street-oriented to establish a positive interface with the public realm and public art, plaza areas, and landscaping features shall be encouraged.
- c. Parking and loading facilities should be provided behind buildings or be screened with landscaping or urban design elements, where feasible, to the satisfaction of the Development Authority. The Development Authority may vary parking regulations, where lot dimensions create a hardship in meeting these requirements.
- d. Safe and convenient access shall be provided to adjacent sidewalks and pathways.
- e. Buildings shall be designed to reflect Beaumont's Urban Design Guidelines and Winter City Strategy.

FIGURE 9: URBAN VILLAGE



3.4.4 Parks and Open Space

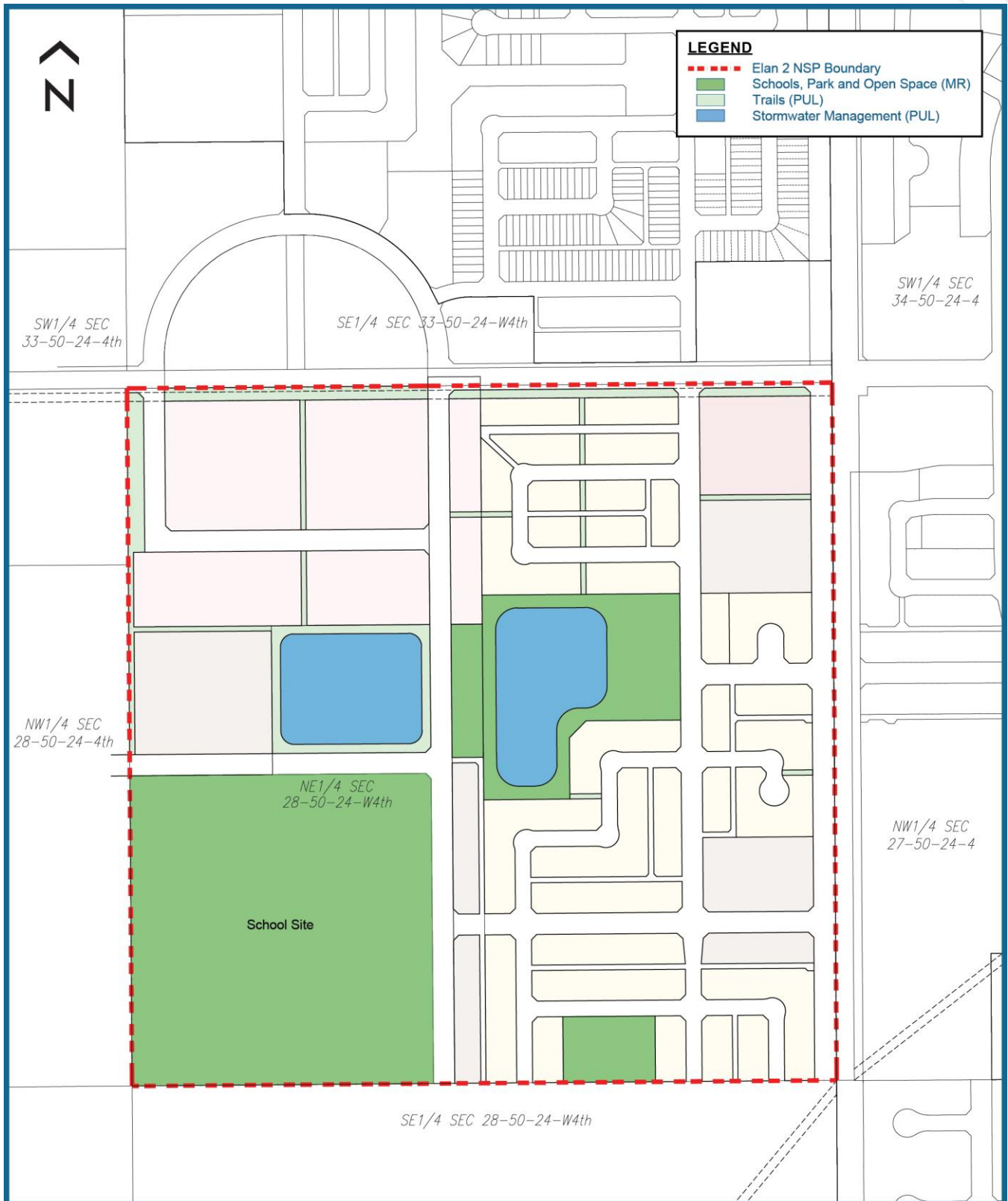
The comprehensively planned open space network shown on **Figure 10** has been designed to incorporate stormwater management facilities, linear open space corridors and local parks to provide active and passive recreational opportunities for residents, consistent with the Élan ASP. The open space provides connections to key destinations, including the Urban Village, the local commercial area, the joint school site and future open space to be provided in subsequent Élan ASP neighbourhoods to the south and west. A network of trails and pathways promote active transportation options and healthy lifestyles.

Two stormwater facilities have been provided within the open space corridors to manage stormwater requirements for the development and serve as an additional amenity for the neighbourhood.

Parks and Open Space Policies

- a. Parks and open spaces shall be connected to key destinations through a network of pathways and walkways to promote active transportation.
- b. The open space network shall provide a variety of opportunities for a wide range of users and activities.
- c. Public art, enhanced landscaping and wayfinding signage shall be encouraged.
- d. Parks and open spaces shall be within convenient walking distances for all residents.
- e. Connections shall be provided to adjacent open space networks where possible and feasible.
- f. Environmental studies shall be required to be completed and submitted to the City prior to redistricting or future amendments to this NSP.
- g. Objectives of the Winter City Strategy, Urban Agriculture Plan, and the Urban Forest Master Plan GROW or PROTECT shall be considered in the design of the parks and open spaces.

FIGURE 10: OPEN SPACE



3.4.5 Joint School Site

The City's population growth has generated a projected increase in student populations by the Black Gold School Division (approximately 1000-1600 students) and Saint Thomas Aquinas Roman Catholic Separate School Division No. 38 (approximately 350 students) that substantiates the need for two new high schools in Beaumont.

To accommodate the increase in student population and the associated demand for new facilities, a 12 ha (30 acre) joint site has been provided in the southwest corner of the NSP as shown in Figure 10.

The collector roadway as shown in the Élan ASP, has been realigned to facilitate a consolidation of the two school parcels. This minor re-alignment allows the two sites to be designed in a comprehensive manner, to optimize the efficient use of the lands and servicing requirements and meet the critical need for the two high schools. Shared amenity spaces provide opportunities for efficient servicing strategies and shared operational responsibilities. The overall functionality of the roadway network remains consistent with the Élan ASP.

Joint School Site Policies

- a. The school site shall be sized to accommodate future buildings and ancillary infrastructure and facilities.
- b. The road network shall provide direct connections to the schools and accommodate parent and bus drop-off zones.
- c. Playfields and outdoor athletic facilities shall be constructed to City standards.
- d. Linear open space connections shall be provided to connect the joint school site to the residential neighbourhood and the Urban Village.



4.0

TRANSPORTATION

4.0 TRANSPORTATION

4.1 Transportation Network

The block-based street network within the Élan 2 NSP connects to existing and proposed roadways adjacent to the development and is consistent with the Élan ASP. The Circular Collector roadway as shown in the Élan ASP, has been realigned to facilitate consolidation of the two school parcels and to minimize the impact on existing ball diamonds which are providing recreational amenities to the community on an interim basis. The overall functionality of the roadway network shown on **Figure 11** remains consistent with the Élan ASP and the fundamental traffic patterns are unchanged.

Land use policies within the Élan ASP indicate that “mixed-use development shall be pedestrian-friendly, well designed and comfortable” and that “buildings shall be designed to contribute to activating the public realm”. This vision suggests that development will be street-oriented with buildings having reduced setbacks and active frontages to the roadway and that most development will have parking either centrally located or at the rear of businesses.

4.1.1 Arterial Roads

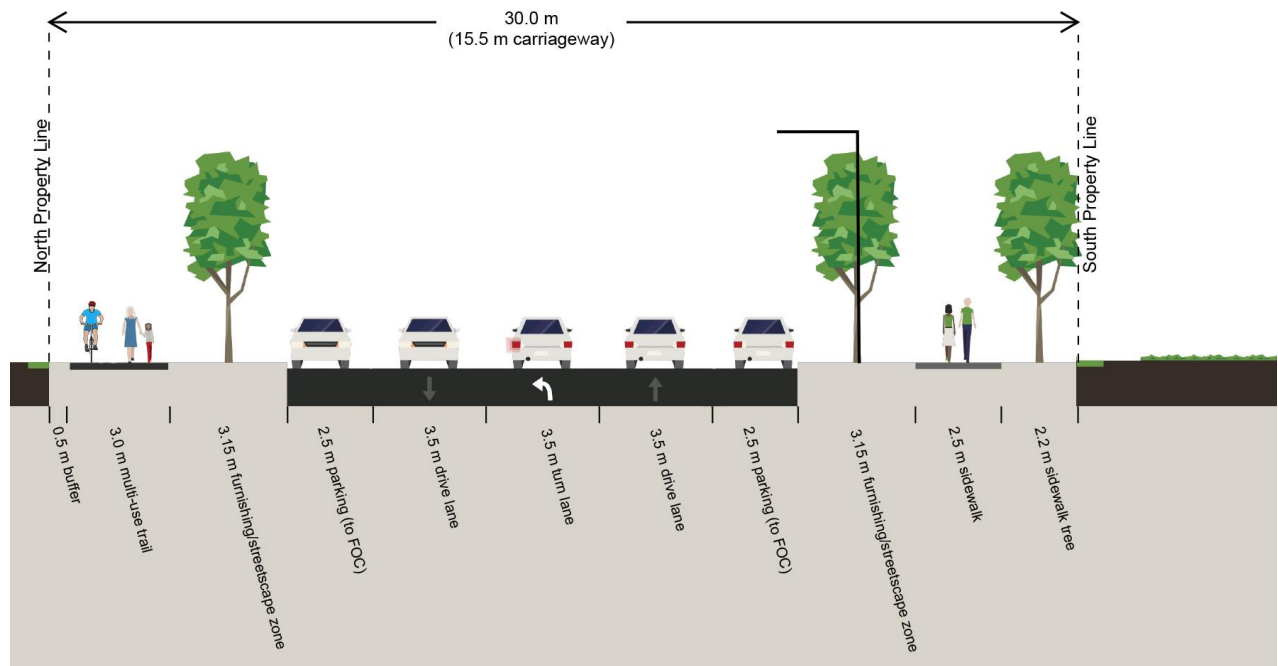
Range Road 243, which forms the east boundary of the Élan 2 NSP is designated as an arterial roadway, with access limited to the collector roadways. The roadway is anticipated to accommodate four travel lanes with a shared-use pathway on one side for pedestrians and cyclists.

TWP Road 505 (50 Avenue) which forms the north boundary of the neighbourhood is described as a “gateway connection” in the Élan ASP, with enhanced active transportation features to function as a grand entrance to welcome both residents and visitors into the community. Boulevard trees are proposed on both sides of TWP Road 505 to contribute to the Urban Forest Management Strategy the aesthetic entryway into the Urban Village.

Residential development is proposed to front onto the roadway, with servicing and vehicular access provided at the rear of the residences. Street parking will serve as traffic calming and the sidewalk will be unimpeded by driveways, thereby providing an aesthetically pleasing and pedestrian friendly entryway to the Urban Village and the Élan neighbourhood as a whole.

Given the 5.0 m utility right-of-way directly adjacent to the south boundary of TWP Road 505, the perceived setback for the dwellings facing TWP Road 505 will be 5.0 m larger than the minimum 3.0 m setback. A relaxation of the minimum 3.0m setback for the lots facing TWP Road 505 should be considered in order to provide a streetscape consistent with the development on the north side of the road.

The proposed cross-section for TWP Road 505 (50 Avenue) is shown below.



Conceptual Cross-section for TWP Road 505 (50 Avenue)

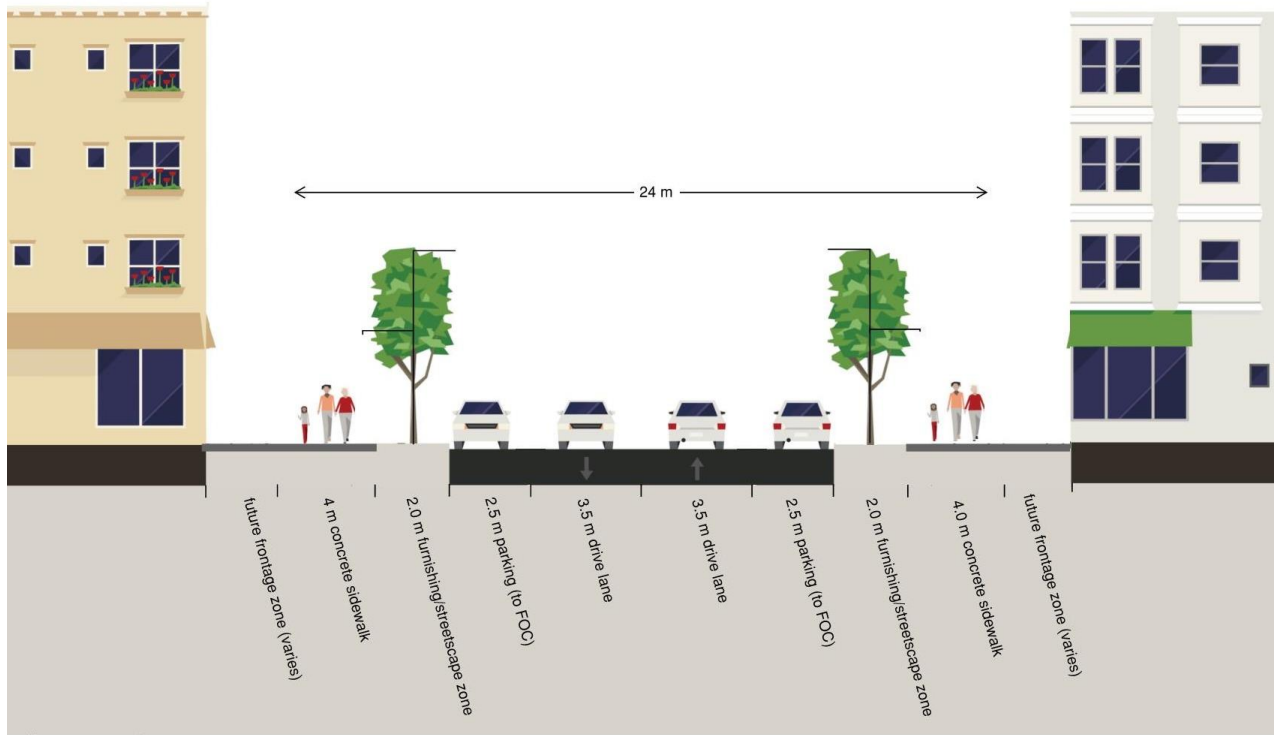
4.1.2 Collector Roads

Several major collector roadways are provided per the Élan ASP and are designed to provide for safe and efficient movement of vehicles, transit and active transportation modes. The collector roads have been designed to provide two travel lanes, on street parking and separate sidewalks on both sides of the street and are expected to be constructed following the City's standard collector specifications. These are expected to be constructed within a 24 m right of way, consistent with the City's Standard Drawing 2-5 (boulevard walks) and Drawing 2-6 (monowalk). These are described as follows:

- » **Figure 3.3 – Standard Drawing 2-5:** Applicable to a short section between the school site and the urban village because shared use paths are provided off-street for this segment.
- » **Figure 3.4 – Standard Drawing 2-5 with 3.0 m SUP:** Applicable to collectors that do not front the school site. The boulevard walk is widened to a 3.0 m shared use path.
- » **Figure 3.5 – Standard Drawing 2-6 with 2.5 m monowalk:** Applicable to collectors fronting the school. A 2.5 m monowalk is required for school drop off.

4.1.3 Mixed Use Collector Road

The collector roadway within the Urban Village functions as a traffic calming feature that places less priority on vehicle travel and focuses on transit and other non-vehicular modes. The cross-section will be designed to accommodate two drive lanes, parking on both sides, widened and enhanced sidewalks, boulevard trees, human scale lighting, mid-block crossings and streetscaping elements such as special paving features, decorative concrete, coloured concrete and other design elements. The right of way is 24 m which is expected to be expanded and integrated within the public realm of the mixed-use development to provide enhanced pedestrian areas and spaces for amenities, such as patios. **Figure 11** shows a 24m collector right-of-way to accommodate the elements listed above, but the exact layout can change as needed with the development.



Conceptual Cross-Section for Urban Village Collector



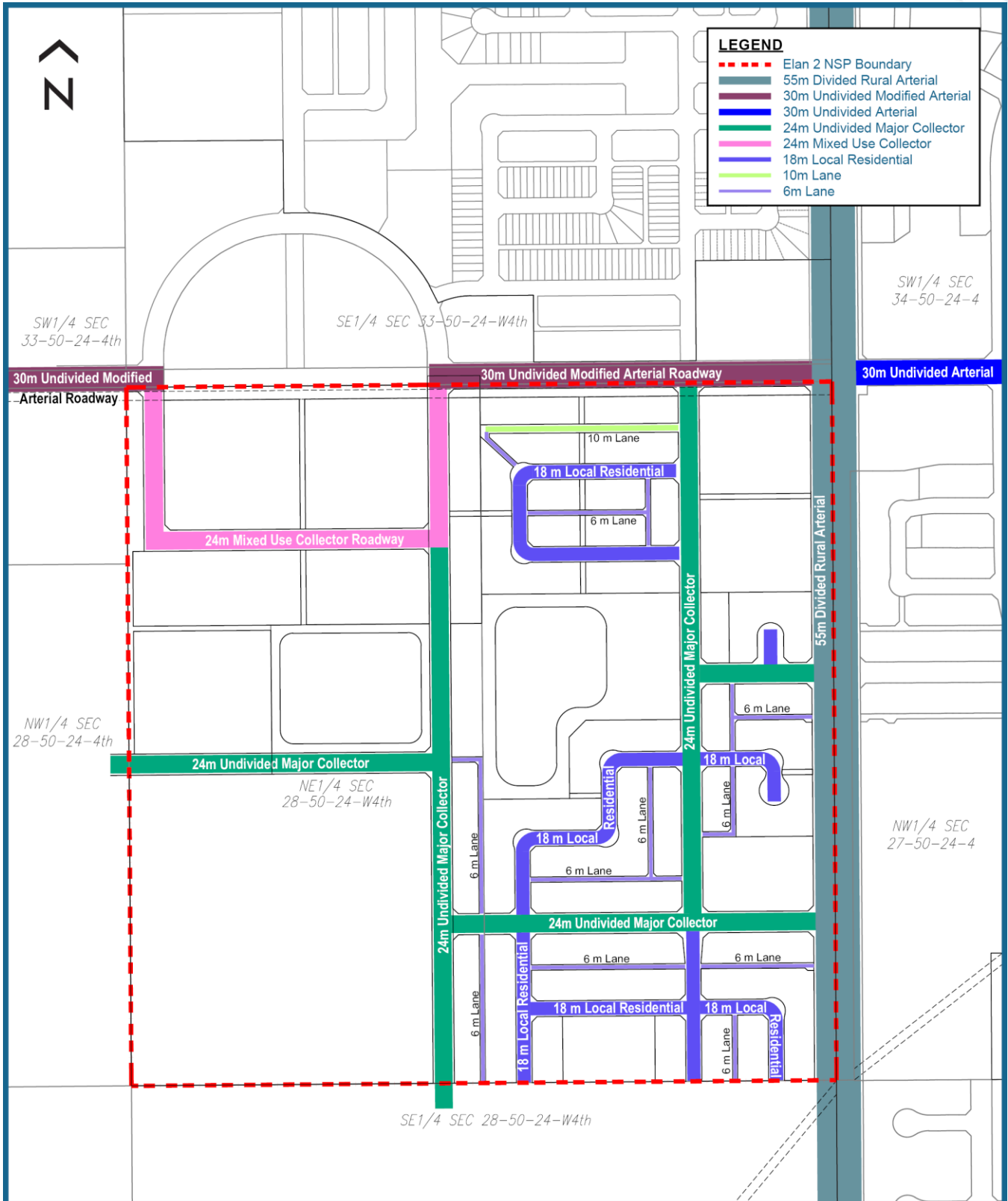
4.1.4 Local Roads

Local roadways have been designed according to the City’s General Design Standards to provide safe and convenient access throughout the neighbourhood. Minor revisions to the location and design of the local roads may be considered at the subdivision stage without requiring amendments to the Élan 2 NSP.

Roadway Policies

- a. A road network shall be provided generally as shown on **Figure 11**.
- b. Minor revisions to the location and design of the local roads may be considered at the subdivision stage without requiring amendments to the Élan 2 NSP.
- c. TWP Road 505 shall be designed as a unique cross-section as proposed to serve as a gateway connection to the Élan neighbourhood with enhanced active transportation features.
- d. Reductions to front setbacks along TWP Road 505 shall be considered to provide a streetscape similar to the development on the north side of the street. Where applicable, delineation of the boundary between private lots and the pipeline ROW to mitigate encroachment issues shall be provided and enforced through means such as architectural controls or guidelines.
- e. Collector roads within the Urban Village shall be designed as a unique cross-section with a wide sidewalk, enhanced pedestrian crossings and traffic calming elements.
- f. Collector roads within the remaining portions of the NSP shall be modified from the standard collector cross-section to include a trail or monowalk as described in Section 4.1.2 and Section 4.3 Active Transportation Network.
- g. Development along collector roadways shall be street oriented.
- h. Traffic calming shall be provided to manage traffic flow and speed and enhance pedestrian safety. Traffic calming includes curb extensions to reduce vehicle turning speeds and at mid-block pedestrian crossings to reduce pedestrian crossing widths.
- i. Land required for road widening will be dedicated at the time of subdivision.

FIGURE 11: ROADWAY NETWORK



4.2 Transit Network

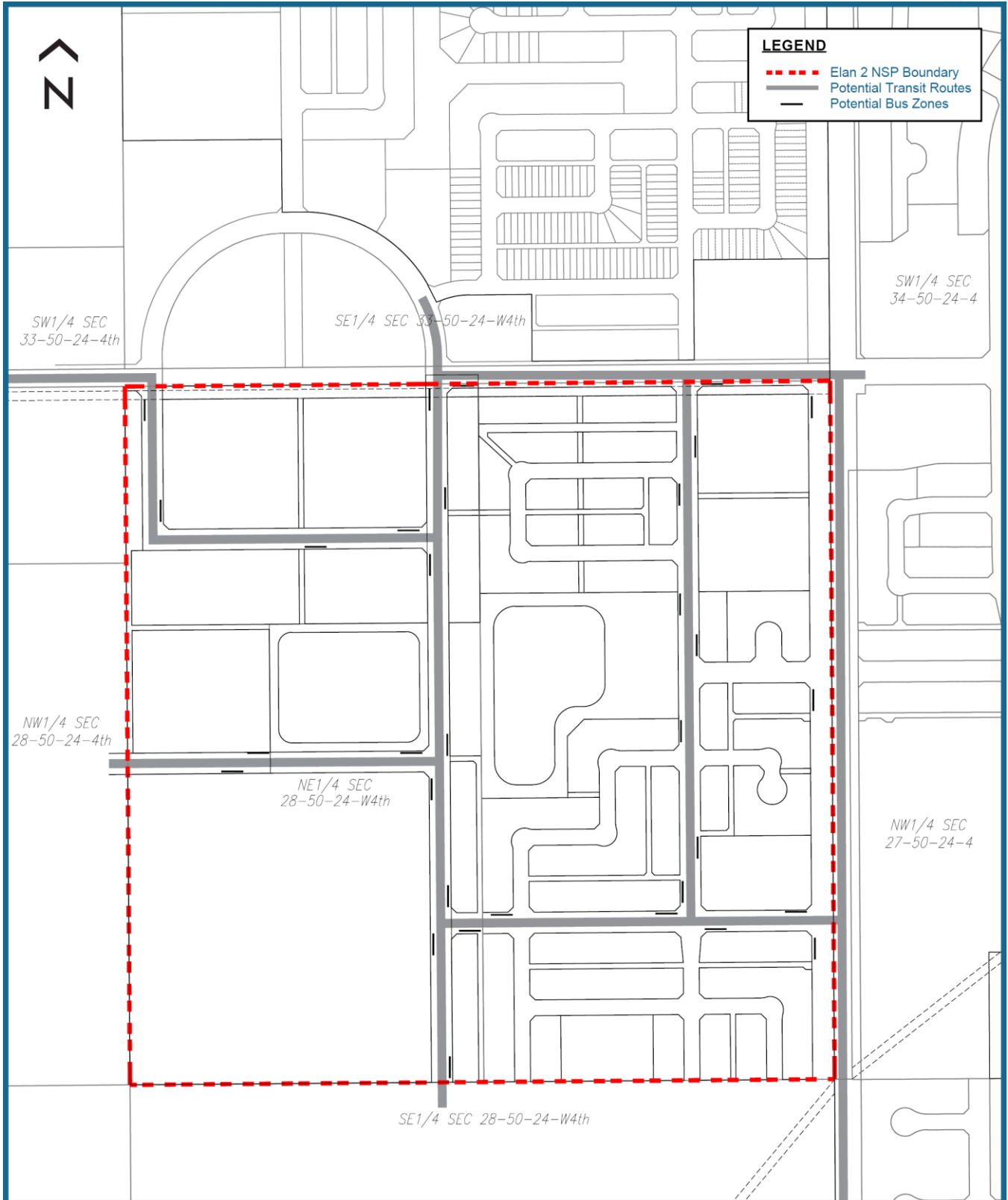
The arterial and collector roadways have been designed to accommodate future transit service to the neighbourhood and specifically to the Urban Village, commercial development, and the joint school site. **Figure 12** illustrates potential routing and bus stops.

Future transit routes can be accommodated along the collector roads which provide a north-south connection as well as connections to Range Road 243 on the east and potential future residential development on the west. Transit routes and bus stops will be confirmed when transit service is available and provided according to the City's General Design Standards to accommodate service within a comfortable walking distance for all residents. .

Transit Policies

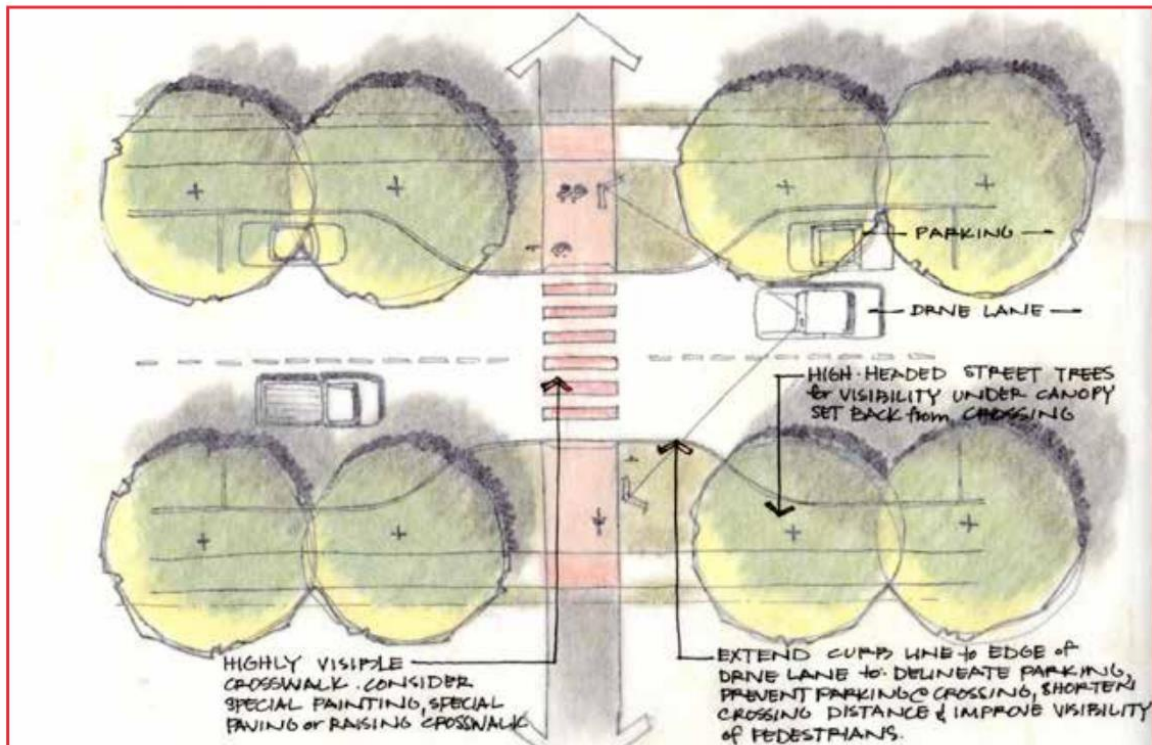
- a. Enhanced transit facilities shall be provided within the Urban Village.
- b. Bus stops shall generally be provided within 400m of residences.
- c. Transit facilities shall be designed to reflect Beaumont's Urban Design Guidelines and Winter City Strategy.
- d. Crime Prevention Through Environmental Design (CPTED) principles shall be incorporated where possible and feasible.

FIGURE 12: TRANSIT NETWORK



4.3 Active Transportation Network

Pathways and walkways have been provided throughout the extensive open space network to accommodate active modes of transportation as shown on **Figure 13**. Linkages have been provided to connect the residential neighbourhood to local commercial and retail services as well as the Urban Village and the joint school site. Curb extensions shall be used at intersections and mid-block pedestrian crossings, such as what is shown in the following figure.



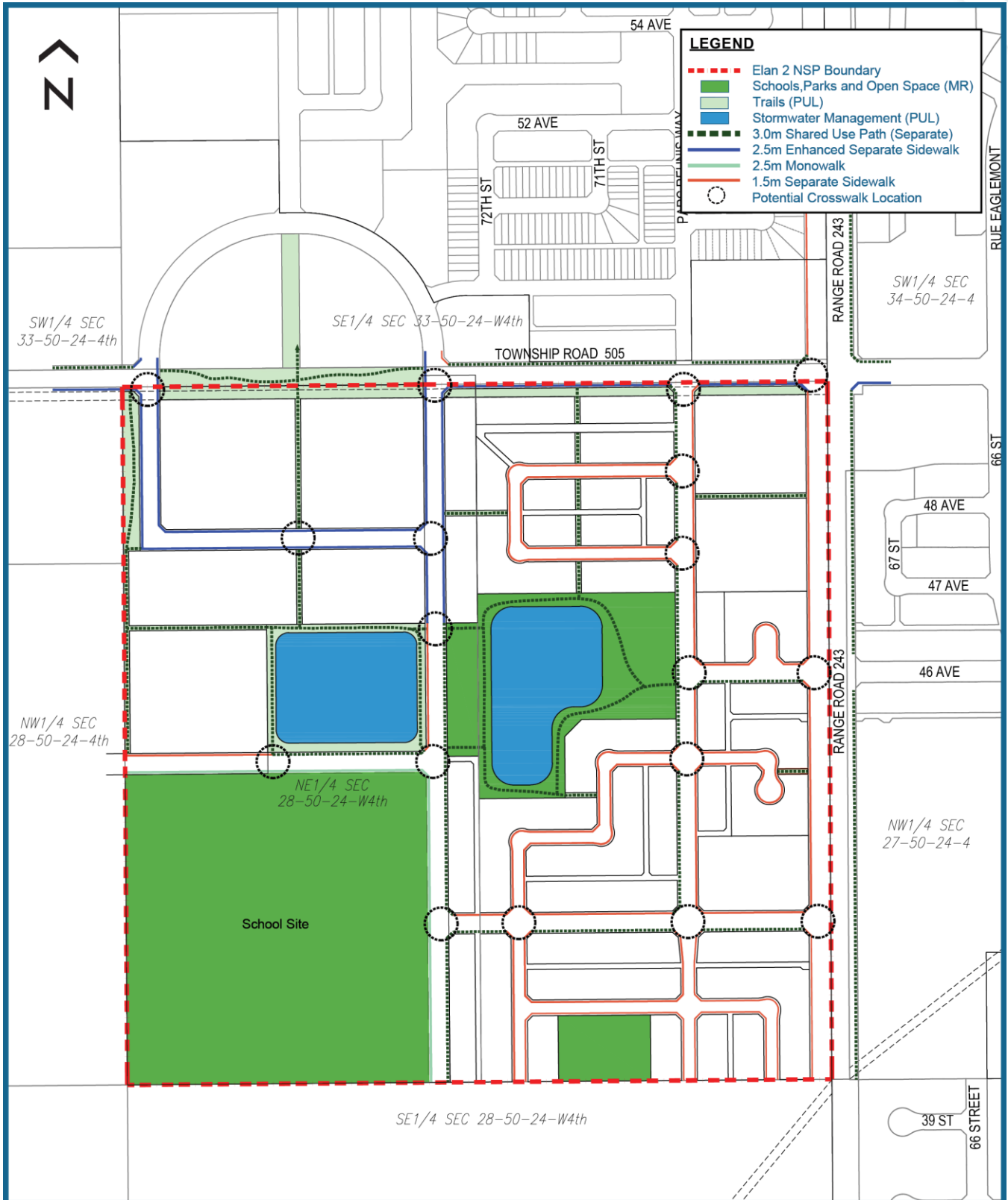
typical crosswalk along a safe route to school

(Source Élan ASP)

Active Transportation Policies

- a. Collector roadways shall be designed for active transportation connections and include the types of active transportation connections outlined in this document.
- b. An off-street trail network shall be provided generally as shown in **Figure 13**.
- c. The off-street trail network includes important alignments, connecting through developed areas. These shall be provided as 6 m public utility lots and should generally follow the alignment in **Figure 13**.
- d. Crosswalks shall be provided at intersections and mid-block, connecting between the off-street trail networks. Crosswalks shall include curb extensions at intersections and mid-block to reduce pedestrian crossing width and reduce traffic speeds.
- e. Traffic calming measures shall be provided where collector roadways intersect with open space corridors.
- f. Safe Routes to School shall be designated where the local green corridors provide direct connections to the joint school site.

FIGURE 13: ACTIVE TRANSPORTATION NETWORK



4.4 Access

Access to the development lands needs to consider the safe mobility of the adjacent street network. Placement of accesses within turning lanes should be avoided to ensure the orderly and safe flow of traffic. Placement of opposing driveways on local streets should also be avoided to ensure on-street parking will be available.

Access Policies

- a. Access to the commercial land uses shall come from the adjacent north/south collector, with no direct access to TWP Road 505 (50 Avenue) or Range Road 243.
- b. Access to Urban Village lands shall be carefully planned to avoid impacting the public realm.
- c. Residential uses shall generally take access from the rear alley where it is provided.
- d. Opposing driveways to/from local roadways in residential areas should be avoided.



5.0

SERVICING

5.0 SERVICING

The Élan 2 NSP will be developed according to the City's General Design Standards and the services will be provided in an efficient and economic manner. The Élan 2 neighbourhood is a logical and contiguous extension of the Élan (1) neighbourhood directly to the north and ultimately the development to the south will connect to the Élan 2 neighbourhood. As the joint school site is anticipated to be the initial stage of development, servicing will be installed along the central north-south collector. The sanitary will connect to the main in TWP Road 505 and flow to Élan 1 Neighbourhood. The storm servicing for the school and collector road will flow to the proposed storm water management facility north of the school site before the controlled flows are connected to the existing facilities stormwater facility in Élan 1 neighbourhood via the collector road running north/south. A detailed analysis is provided in the Élan 2 Neighbourhood Servicing Report (NSR).

General Policies

- a. Servicing will be provided as development occurs as outlined in the Élan 2 Neighbourhood Servicing Report (NSR)
- b. Utility rights-of-way, easements, and utility lots shall be dedicated to the City to accommodate the development or extension of municipal utilities necessary for development.

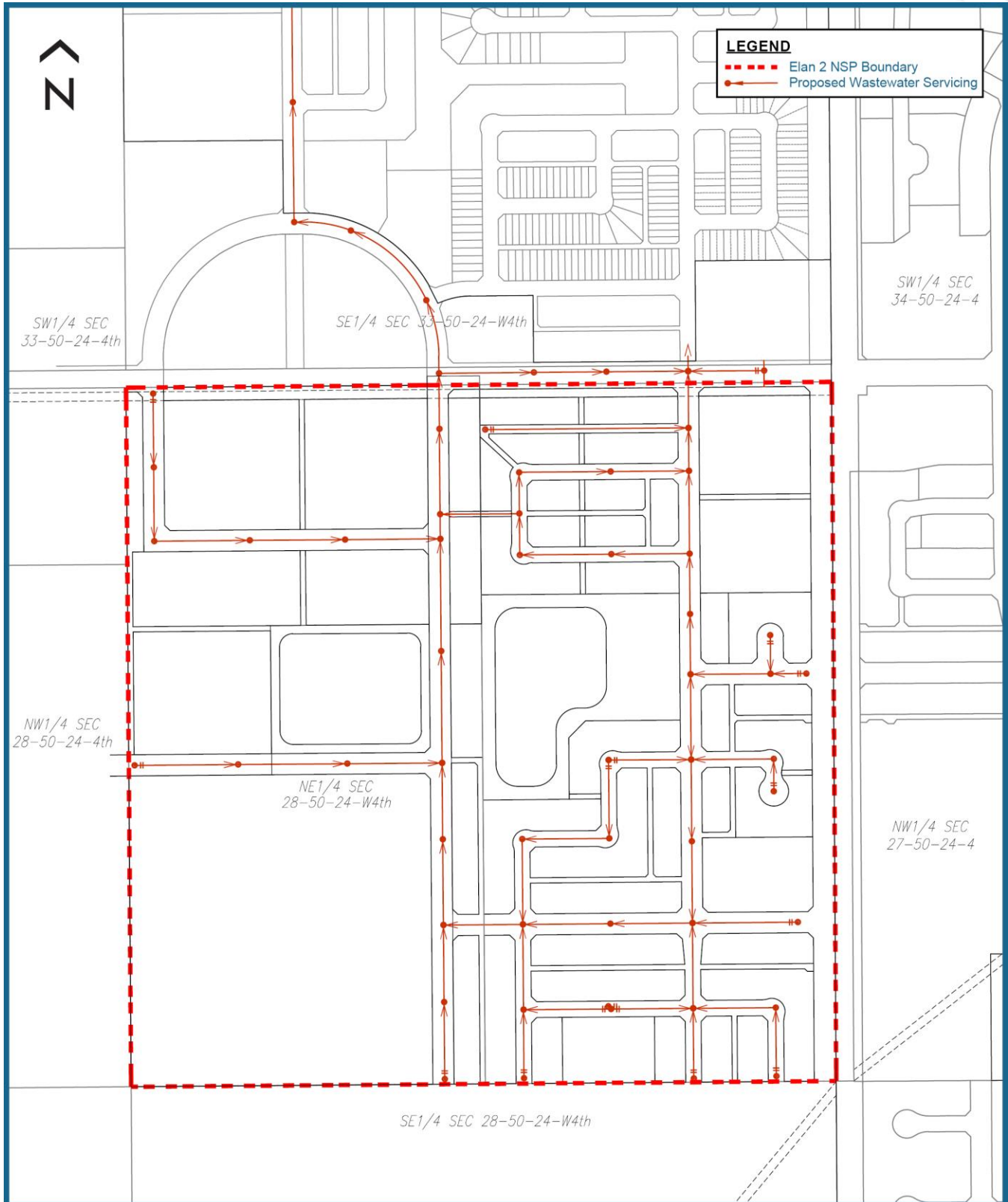
5.1 Wastewater

The wastewater collection system shown on **Figure 14** is supplied by gravity sewers throughout the neighbourhood and will convey flows north into Élan 1 neighbourhood. The future developments south of Élan 2, up to TWP 505 will flow through the site and have been adequately accounted for in the NSR. The wastewater flows will connect to the existing Arrow Utilities 900mm diameter sanitary trunk running along the north limits of Élan 1. Servicing for the SW Annexation lands will be considered at the detailed design stage.

Wastewater Policies

- a. The design of the wastewater collection system shall ensure that all lands can be serviced via the existing municipal downstream systems.
- b. The design of the wastewater collection system shall ensure that all lands have sufficient connections to provide for peak flows as during the proposed and future developments.

FIGURE 14: WASTEWATER SERVICING



5.2 Water

The water distribution system for Élan 2 will be an extension of the existing network and include initial connections near the TWP 505 and Range Road 243 intersection and from the Élan 1 development. As development proceeds south through Élan 2, looping connections will be made to the networks located east of Range Road 243 and south of TWP 505. Upsizing of specific water links within Élan 1 have been planned and are in alignment with the City of Beaumont's 2023 Utility Master Plan update.

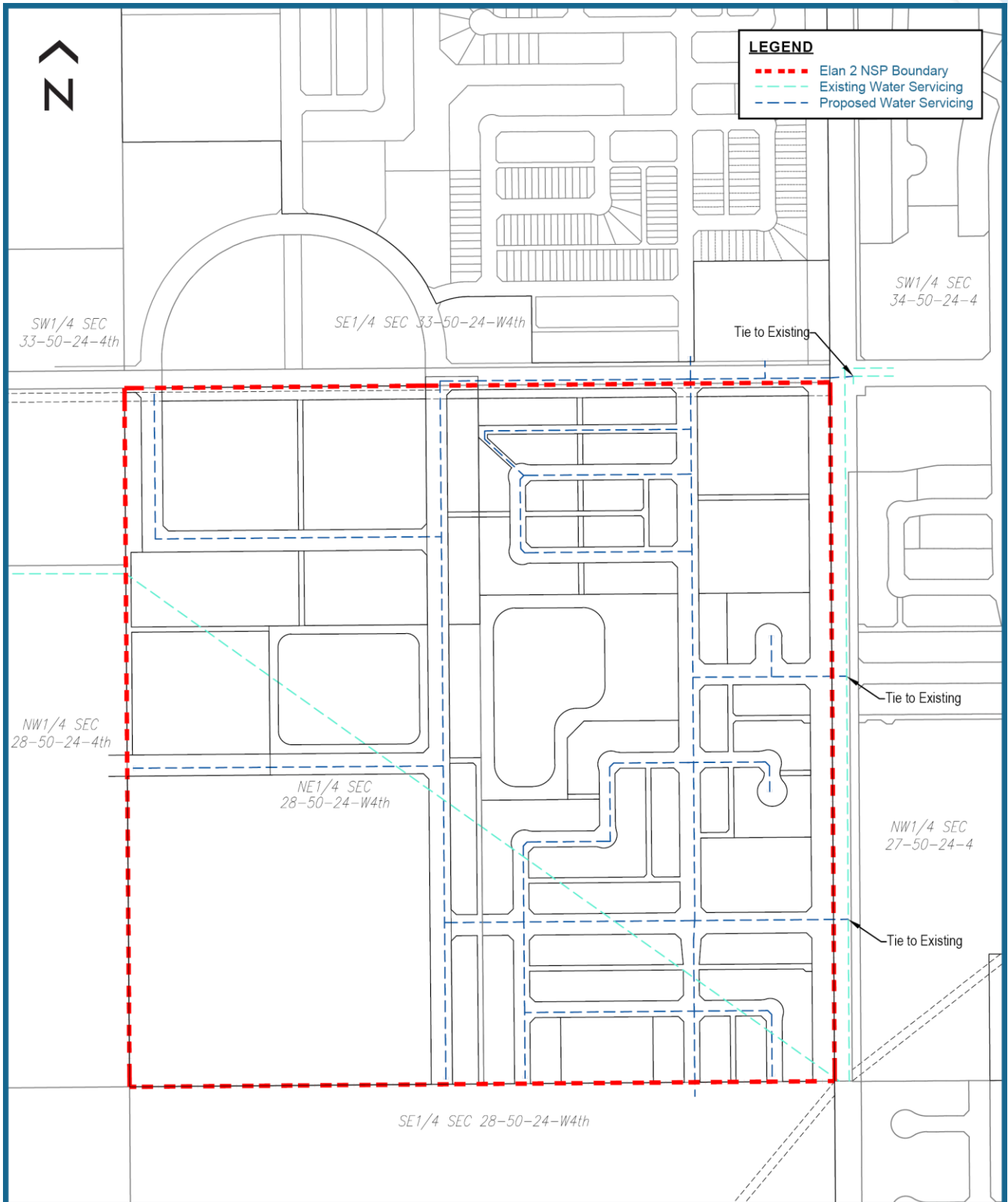
The network within Élan 2 has been designed to meet the City requirements for peak hour demand and maximum day demand and fire flows for all land uses contained within the study area.

The water network is illustrated in **Figure 15**.

Water Policies

- a. The design of the water distribution system shall ensure that all lands can be serviced via existing municipal water connections.
- b. The design of the water distribution system shall ensure that all parcels have sufficient looping and connections to provide for adequate fire protection and peak flows as development progresses.

FIGURE 15: WATER SERVICING



5.3 Stormwater

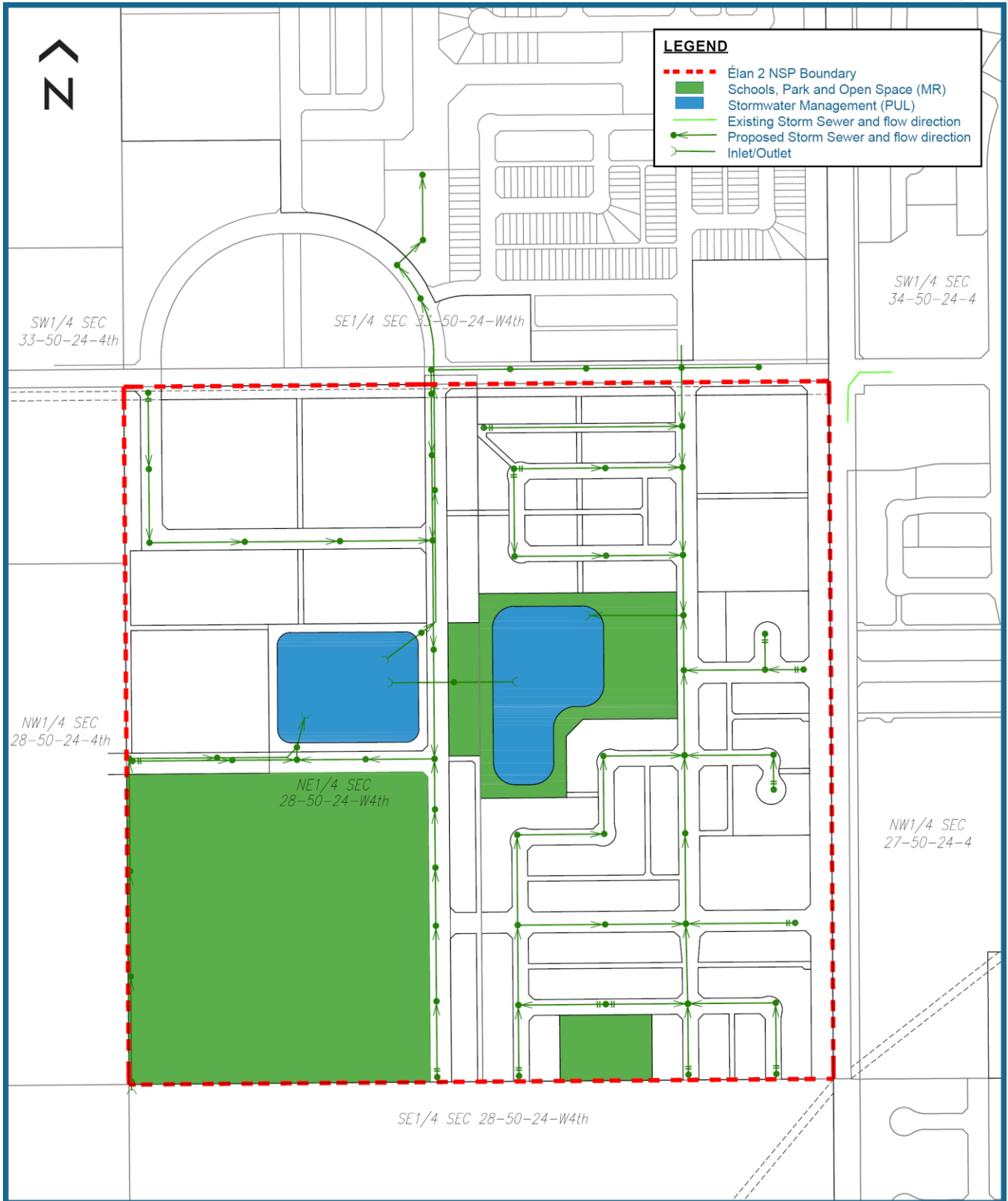
Two stormwater facilities shown on **Figure 16** are proposed in the central area of the neighbourhood and will function as one once both east and west cells are connected. The west pond will serve the west half of the quarter section including the Urban Village and the school sites and the east pond will serve the east half of the quarter section including the residential neighbourhood and commercial to the east. Due to the differing landowners combined with the potential uncertainty of development of the east half the Neighbourhood 2, the west pond is designed to operate independently of the east pond. The west pond will include an outlet to an interconnecting pipe to the storm pond in Élan 1 before being discharged into the LeBlanc Canal.

As part of the initial phase of the development, the existing natural drainage swale running from the south through the site to TWP Road 505 will be redirected around the school site before reconnecting to the existing drainage patterns.

Stormwater Policies

- a. The design of the stormwater management system shall ensure that all lands can be serviced via municipal storm connections.
- b. Development shall be required to tie into existing downstream services and preserve or improve existing drainage patterns.
- c. The use of low impact development or innovative stormwater management strategies shall be encouraged.
- d. The stormwater discharge rates will match the City approved rates for the Élan Neighbourhoods.

FIGURE 16: STORMWATER SERVICING



5.4 Shallow Utilities

Shallow utilities such as natural gas, telephone and electricity will be extended into the plan area as development occurs. Upgrades to existing will be provided according to the demand and pace of development.

Stormwater Policies

- a. Detailed design of shallow utilities shall be determined at the time of subdivision.
- b. Shallow utility and overhead utility easement conflicts shall be resolved at the time of subdivision.



6.0

IMPLEMENTATION

6.0 IMPLEMENTATION

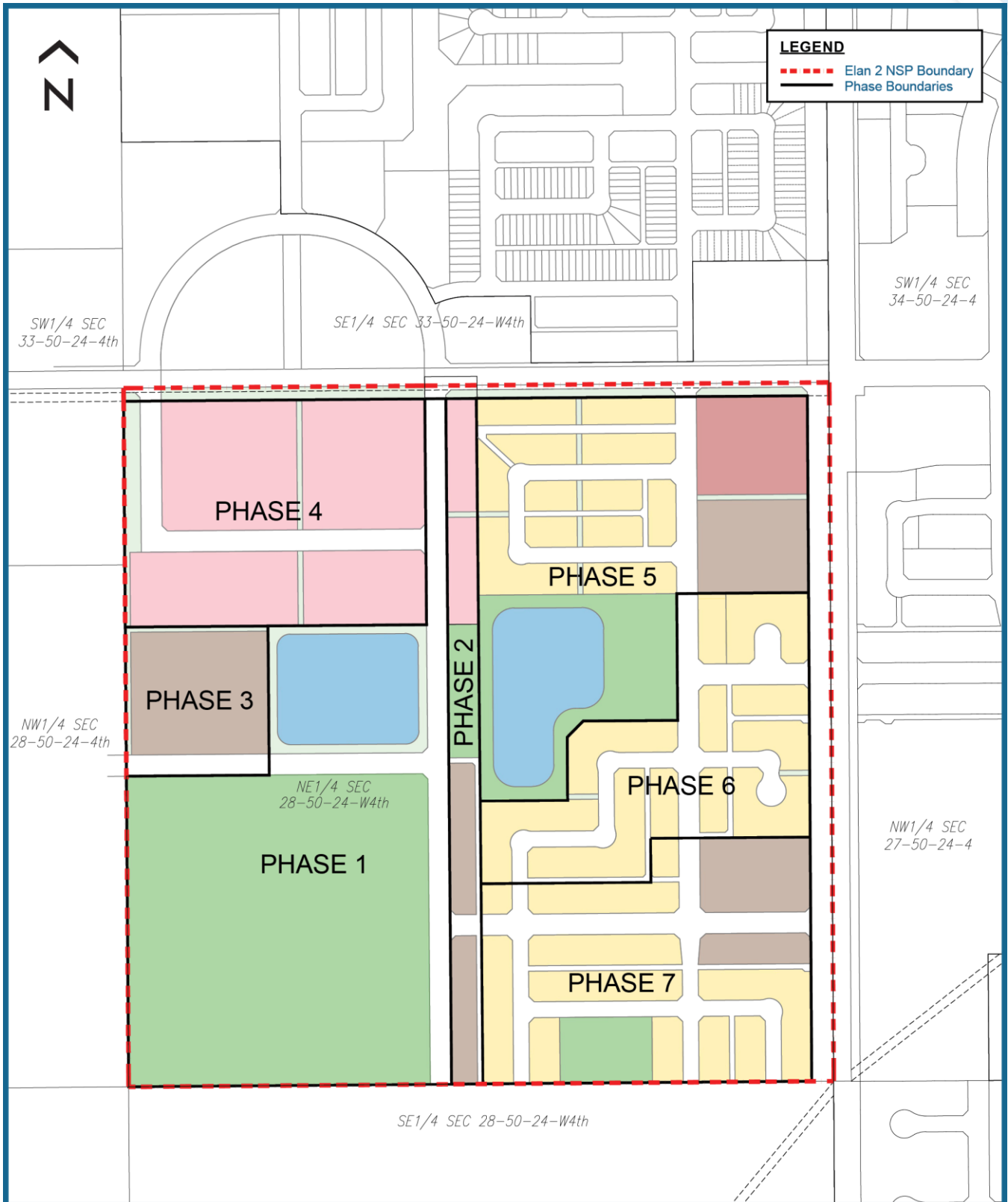
6.1 Development Phasing

The City's imperative is to deliver a serviced joint school site on city-owned land within the Élan 2 NSP area. Phase 1 of the development program will include construction of the collector roadway and utilities to provide access and services to the joint school site, as shown on **Figure 17**.

The remaining phases will develop in an economical, contiguous, and orderly manner according to capacity and constraints within the transportation and servicing framework. The actual size and configuration of each phase will be dependent on market conditions and availability of infrastructure requirements. Variances to the anticipated phasing of development may be permitted so long as an acceptable strategy to provide the required infrastructure is justified to the satisfaction of the Development Authority.

The northwest corner of the Élan 2 NSP is currently being used to accommodate temporary uses including baseball diamonds and a dog park within the West Recreation Site. A minor realignment of the proposed collector road will allow the baseball diamonds to remain until such time as development of the Urban Village proceeds. The development of the West Recreation Site was approved by Council as a temporary facility and the ball diamonds will need to be relocated prior to full build-out of the Élan 2 NSP. In order to provide access to the joint school site in Phase 1 of the development program, the dog park will need to be removed to accommodate construction of the collector roadway which connects the joint school site to TWP Rd 505 (50 Avenue). The ball diamonds will not be affected by Phase 1 development.

FIGURE 17: PHASING OF DEVELOPMENT



6.2 Redistricting and Subdivision

Redistricting and subdivision applications will commence as required and correspond with the land use designations specified in this NSP. These applications shall be guided by the Beaumont MDP, Élan ASP, Land Use Bylaw and other relevant policy plans/documents. Where development cannot be accommodated through available Land Use Districts in the Land Use Bylaw, the applicant shall work with the City of Beaumont to create an appropriate Land Use District that is specific to this NSP.

Areas of the Élan 2 NSP which are required for development of the joint school site are currently within the Agricultural Holdings District (AH) and will require redistricting to the Integrated Neighbourhood District (IN). Redistricting applications will be consistent with the uses identified in the Élan 2 NSP.

6.3 NSP Amendment Process

The Élan 2 NSP may be amended from time to time to remain current and relevant to neighbourhood issues and evolving policy direction from the City of Beaumont and the Edmonton Metropolitan Region Board.

Implementation Policies

- a. Phasing of development shall be informed by patterns of growth that consider servicing availability and capacity, environmental stewardship and the topography of the land.
- b. Variances to the anticipated phasing of development may be permitted so long as an acceptable strategy to provide the required infrastructure is justified to the satisfaction of the Development Authority.
- c. Relocation of the temporary baseball diamonds and dog park will occur when development of the affected lands is ready to proceed.
- d. Redistricting will be required prior to subdivision or development permit approvals and will require approval by Council including a public hearing.
- e. Amendments to the Élan 2 NSP will require approval by Council including a public hearing.
- f. Minor revisions to the location and design of the local roads may be considered at the subdivision stage without requiring amendments to the Élan 2 NSP.
- g. Existing agricultural activities will remain in operation and associated access will be maintained until the lands are required for urban development.



APPENDIX A

REGULATORY COMPLIANCE



1.0 Élan 2 NSP Background Statutory Review and Policy Context

To understand the regional and municipal statutory planning and non-statutory planning policy context for the planning and development of the Élan 2 Neighbourhood Structure Plan (NSP) area a review and evaluation of current land use maps, policy documents, relevant technical reports and other relevant background information was completed in accordance with Beaumont’s Terms of Reference for new NSPs. Findings from the review of guiding policy documents are presented in the below Tables. The five most significant documents identified and reviewed are the Edmonton Metropolitan Region Growth Plan, Our Complete Community: Municipal Development Plan, the approved Élan Area Structure Plan, Beaumont’s Strategic Plan 2022-2026, and the Regional Agriculture Master Plan. The relevant policies from these five policies are outlined in the following Tables along with comments on how the Élan 2 NSP addresses and responds to each policy.

1.1 Edmonton Metropolitan Regional Growth Plan

Table 1.1 Compliance with the Edmonton Metropolitan Region Growth Plan

Edmonton Metropolitan Region Growth Plan	Élan 2 NSP
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>The land use concept incorporates mixed use and commercial areas, aimed at creating a community mixed use node which will accommodate a range of commercial, higher density residential, institutional, and civic uses which will service and satisfy the needs of residents and attract a diverse base of employment and services to Élan and the surrounding region.</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>The Élan 2 NSP plans for a diversity of land uses, with approximately 15% of the gross developable area to be dedicated to commercial uses and the community node and a further 20% of the gross developable area dedicated to two high schools.</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 centers, appropriate to the level of service and amenities identified in Table 1A-C.</p>	<p>The Élan 2 NSP proposes a diversity of low and medium density housing forms to provide housing variety to residents. These uses are generally located as shown in the approved Élan ASP.</p>
<p>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.</p>	<p>The Élan 2 NSP provides a mixed-use Commercial node, and local commercial development, as well as two school sites, thereby providing local employment opportunities. The locations and intensity of uses are consistent with the approved Élan ASP.</p>

Edmonton Metropolitan Region Growth Plan	Élan 2 NSP
Natural Living Systems	
<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, food plains and hazard management</p>	<p>Supporting documents, including the Neighbourhood Design Report, Hydraulic Network Analysis, Transportation Impact Assessment, Biophysical Report, Wetland Assessment and Impact Report and Wetland Compensation Plan, Agriculture Impact Assessment, Historical Resources Statement of Justification (SOJ), and an Environmental Site Assessment (Phase 1) have been prepared to support the application and confirm compliance with applicable regulations.</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>The Élan 2 NSP was designed to take advantage of existing topography while managing runoff in a centralized stormwater facility. A minor modification to the roadway network has allowed for more efficient lotting and consolidated parcels to maximize efficiency for shared use by the two schools.</p>
Communities and Housing	
<p>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.</p>	<p>The Élan 2 NSP includes a mix of residential and non-residential uses which provide local employment opportunities and services for local residents. The various transportation modes provide options for residents to access local amenities.</p>
<p>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.</p>	<p>The Élan 2 NSP aligns with the Élan ASP and achieves a density of 54 units per net residential hectare which exceeds the minimum density target of 35 units per net residential hectare assigned to Beaumont and the objectives set out in the Edmonton Metropolitan Regional Growth Plan. The Élan 2 NSP has mixed use developments, a diversity of housing types and commercial employment opportunities within the plan area. There are also park spaces and high-quality trails which are connected throughout the neighborhood and beyond.</p> <p>The roadway network is designed to accommodate alternative routing through a block-based design and the majority of residents are within a 5-minute walk of local amenities and transit connections.</p>
<p>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.</p>	<p>The Élan 2 NSP includes a variety of housing options, public services, and open spaces to attract residents and support population growth.</p>
<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>The Élan 2 NSP provides a variety of housing types including single and semidetached, townhomes, and a variety of multi-family/higher density and mixed-use development generally located per the approved Élan ASP.</p>

Edmonton Metropolitan Region Growth Plan	Élan 2 NSP
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>Non-residential areas, specifically the community mixed use node as identified in the Élan ASP, are planned to be in alignment with the compact built form proposed in the Élan 1 NSP. These areas are connected to the community through a system of trails, pathways and greenways which increases pedestrian oriented spaces thereby reducing car dependence.</p>
<p>Policy 4.3.2 - Greenfield areas will only be considered for development in locations that meet all of the following criteria: a. are part of an existing urban community; b. are contiguous to planned areas approved through a statutory plan or are adjacent to existing or planned infrastructure or support the logical and orderly extension of infrastructure; c. have long term municipal storm, water and wastewater servicing capacity to accommodate the planned development</p>	<p>The Élan 2 NSP is readily serviceable and represents a logical extension of the approved Élan 1 NSP area which is currently under development. The general roadway network, land uses, and density are consistent with the approved Élan ASP.</p>
<p>Policy 4.5.1 - Centers will be planned and developed to accommodate higher density development and shall meet the specified centers density target identified in Schedule 6.</p>	<p>The Élan ASP achieves the required minimum density target set out in Schedule 6 of the Edmonton Metropolitan Region Growth Plan and any revisions to the Élan ASP resulting from the Élan 2 NSP are minor and do not impact the approved ASP density targets.</p>
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 neighborhoods and employment and recreational destinations, where applicable.</p>	<p>The Élan 2 NSP includes a trail system and greenways integrated throughout the neighborhood which will provide safe and accessible multi-modal connections to all areas within Élan. The road network has also been designed to accommodate a future transit system.</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 locations of residential and non-residential areas within the Élan 2 NSP are consistent with the approved Élan ASP. Residential and non-residential areas have been strategically located to utilize the existing and planned transportation networks in the neighborhood, ensuring efficiency and safety.</p>

1.2 Regional Agriculture Master Plan

Table 1.2 Compliance with Regional Agriculture Master Plan

Regional Agriculture Master Plan	Élan 2 NSP
Policy Area 3 - Agriculture in Future Transition Lands	
<p>Policy Area 3 includes agricultural lands generally within the metropolitan area policy area of the growth plan and includes agricultural lands identified for future growth. These lands may be planned and are recognized within RAMP as lands approved within a statutory plan for future growth for the next 25- 50 years.</p>	<p>The Élan 2 NSP falls within Policy Area 3 of the Regional Agriculture Master Plan. The growth plan directs more intensive and compact and contiguous urban growth to reduce the rate at which agricultural land is lost to development. The Élan 2 NSP achieves a density of 54 units per net residential hectare, exceeding the Growth Plan density target of 35 units per net residential hectare.</p>
Area 3 Policies	
<p>1. Agricultural lands in Policy Area 3 will remain in agriculture use until the lands are needed for population and/or employment growth.</p>	<p>A policy has been added to the General Development Policies in Section 3.3 of the NSP to allow agricultural operations to be maintained until the lands are required for urban growth. An additional policy has been added to Section 6.3 Implementation Policies, to further ensure that agricultural operations and associated access will be maintained.</p>
<p>2. Subdivision and development should be limited to maintain large parcel sizes to support ongoing agricultural uses until the lands are needed for population and/ or employment growth.</p>	<p>The first phase of development which is required immediately, is the joint school site. The residual areas will remain unsubdivided until additional development is required.</p>
<p>3. Until the lands are needed for population and/or growth, agricultural producers must have access to their agricultural lands to farm their lands. This includes but is not limited to maintaining field approaches and local roads sufficient to accommodate agricultural machinery.</p>	<p>The east half of the Plan is under private ownership and accommodates current agricultural operations. These uses will remain in place until urban development is required and access will be maintained to accommodate the necessary agricultural machinery.</p>
<p>5. Existing agricultural uses shall be given consideration to be kept as an existing land use supported by an urban agriculture plan.</p>	<p>The east half of the Plan is under private ownership and accommodates current agricultural operations. The plan provides a framework for development to accommodate future urban growth. It is understood that the existing agricultural uses could be maintained if supported by an urban agriculture plan.</p>

1.3 Council Strategic Plan

The 2022-2026 Strategic Plan envisions Beaumont’s long-term future and aims to improve the livability and quality of life of Beaumont citizens. The strategic plan identifies five aspirations to guide Council deliberations and decisions, and corresponding actions for implementation by City Administration for the upcoming four years and beyond. The following table outlines focus areas identified in the Strategic Plan and how the Élan 2 NSP meets the plans objectives.

Table 1.3 Compliance with the Council Strategic Plan: Building Our Tomorrow, Today

Strategic Plan: Building Our Tomorrow, Today	Élan 2 NSP
Our aspiration: An economically prosperous and financially sustainable community to last generations	
<ul style="list-style-type: none"> • Beaumont is where innovators and technology entrepreneurs can make their ideas come alive. • The long-term financial sustainability of the city is supported by diverse revenue streams, including creative and inventive opportunities. 	<p>The Élan 2 NSP will provide a sufficient land supply for commercial and mixed-use development thereby creating employment opportunities for Beaumont residents.</p>
Our aspiration: Health care services that meet the needs of our growing population	
<ul style="list-style-type: none"> • Citizens are connected with existing pathways for health care. 	<p>The connected open space network and transportation options identified in the Élan 2 NSP will promote a high quality of life and will promote connectivity for health care services.</p>
Our aspiration: Future-proof growth for a safe, inclusive, and vibrant community	
<ul style="list-style-type: none"> • Beaumont fosters an environment of innovation and leadership and seeks partnerships to envision and enable neighbourhoods of the future. 	<p>The Élan 2 NSP allows for innovative product types and innovation in the Community Mixed Use Node per the approved Élan ASP which intends it to serve as a community focal point and destination area with a range of commercial, higher density residential, institutional, and civic uses. The Node will provide services to satisfy the needs of local residents.</p>
Our aspiration: Strong volunteer spirit and a warm, neighbourly feeling	
<ul style="list-style-type: none"> • Citizens have opportunities to connect with one another through organized and self-directed activities. 	<p>The Élan 2 NSP will provide a Community Mixed Use Node that will act as a community focal point and destination area where citizens can gather and connect.</p>
Our aspiration: Empowered citizens who connect and collaborate with civic government	
<ul style="list-style-type: none"> • Citizens can provide insight and collaborate in Beaumont’s direction through a range of novel and meaningful ways. 	<p>The Élan 2 NSP engagement process has involved and consulted with key stakeholders and the public during the development of the NSP. This engagement provided insights and feedback from interested parties for consideration during the plan development.</p>

1.4 Our Complete Community: Municipal Development Plan

Table 1.4 Compliance with Beaumont’s Municipal Development Plan

Our Complete Community: Municipal Development Plan	Élan 2 NSP
Healthy Vibrant Community	
<p>Policy 3.1.1 - Support and encourage public participation and meaningful engagement in the development of municipal plans and processes by creating and implementing a public engagement strategy that allows both formal and informal opportunities to encourage representation from a broad spectrum of stakeholders and residents.</p>	<p>The Élan 2 NSP process included thorough stakeholder and public engagement through key stakeholder workshops, a public open house, and website information. This engagement involved key stakeholders directly affected by the NSP in workshops to provide their desires and concerns and involved the public to obtain feedback on the draft NSP to finalize it prior to it going to Council for approval.</p>
<p>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.</p>	<p>The Élan 2 NSP promotes gathering places and spaces to encourage community connection and well-being. The community mixed use node and the consolidated high school sites serves as a social and cultural centre for the neighbourhood.</p>
<p>Policy 3.2.4 – Urban agriculture pilot projects such as community gardens, edible landscaping, bee-keeping, or rooftop gardens will be considered.</p>	<p>A general development policy was included in the Élan 2 NSP.</p>
<p>Policy 3.4.6 The heritage value and special character of areas, districts, streetscapes, cultural landscapes and individual properties shall be maintained through statutory and non-statutory instruments such as Area Structure Plans, Area Redevelopment Plans, and design guidelines.</p>	<p>The heritage value and unique character of cultural landscapes of the land is recognized throughout the Élan 2 NSP area through architectural guidelines and thematic elements.</p>
<p>Policy 3.5.1 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>The Élan 2 NSP proposes a variety of housing types including single and semi-detached, townhomes, and a variety of multi-family/higher density and mixed-use developments. These housing options will address affordability and accessibility throughout the neighbourhood.</p>

Our Complete Community: Municipal Development Plan	Élan 2 NSP
<p>Policy 3.5.4 Opportunities for services and facilities within neighbourhoods that support families, such as basement, garden, and garage suites, child and elder daycare facilities, and the provision of parks for passive and active recreation shall be encouraged.</p>	<p>The Élan 2 NSP includes a community mixed node which incorporates residential and non-residential uses providing housing, services, and facilities to serve residents living and working within the neighbourhood. The diverse housing options identified in the Élan 2 NSP provide opportunities for basement, garden, and garage suites in the neighbourhood. With the addition of two new schools on a shared use site, families with school aged children will be attracted to the area. The school site will bring education and recreation opportunities to the surrounding population.</p>
<p>Policy 3.5.7 Participate in addressing the core housing need within the region in accordance with the Edmonton Metropolitan Region Growth Plan.</p>	<p>The Élan 2 NSP aligns with the approved Élan ASP which was designed to meet the objectives and established minimum density targets in Schedule 6 assigned to Beaumont in the Edmonton Metropolitan Regional Growth Plan. The Élan 2 NSP has a diversity of housing types within the plan area and is in alignment with the Edmonton Metropolitan Region Growth Plan.</p>
<p>Policy 3.6.2 Access to public facilities such as recreation centres and libraries shall be available to all Beaumont residents and surrounding community.</p>	<p>The Élan 2 NSP aligns with the community mixed use node identified in the approved Élan ASP to provide a mixed use area accommodating facilities such as recreation centres and libraries to satisfy the needs of local residents. The school site identified in the Élan 2 NSP further supports the addition of public facilities and recreation centres for residents of the neighbourhood.</p>
<p>Policy 3.6.4 - Consultation and collaboration with local school boards shall be undertaken during Area Structure Plan preparation with a review process to ensure appropriate location and integration of school sites within neighbourhoods.</p>	<p>Consultation with the local school boards was part of the stakeholder engagement plan in the development of the Élan 2 NSP. The proposed school site accommodates the goals identified by the school boards and the City during the initial workshop sessions which were held early in the planning process.</p>
<p>Policy 3.6.5 - School sites will be allocated to individual school boards through a School Site Allocation Agreement and via the School Site Allocation Committee.</p>	<p>The Élan 2 NSP shared use school site will allocate the area required to the individual school boards as shown on the Élan 2 NSP Land Use Concept.</p>
<p>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 neighborhoods.</p>	<p>The design of the Élan 2 NSP shared use school site will promote walkability from residential areas identified in the plan area. The majority of homes will be within the recommended 5 minute walking distance (400m). Future residential development to the south and west of the plan area will also be within the prescribed distance.</p>

Our Complete Community: Municipal Development Plan	Élan 2 NSP
<p>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.</p>	<p>The consolidated Élan 2 shared use school site is located adjacent to two collector roadways with full access along two sides of the site, ensuring 50% street frontage. The site is adjacent to neighbourhood parks with safe and convenient linkages to other destinations within the neighbourhood.</p>
<p>Policy 3.7.2 – Neighborhoods and the community shall be designed and developed to encourage modes of transportation other than private vehicles including barrier-free walking/wheeling connections, accessible transit options and active transportation.</p>	<p>The Mixed Use Commercial area at the heart of the Élan ASP offers an opportunity for residents within the proposed Élan 2 Neighbourhood to have better access to local employment, shopping, professional services and other uses via non-vehicular modes. The circular Collector roadway at the heart of the approved Élan ASP functions as a traffic calming feature that places less priority on vehicle travel and focuses on transit and other non-vehicular modes. The circular Collector alignment has been modified in the Élan 2 NSP but the primary connections have been maintained in a grid pattern to accommodate temporary recreational uses without having to amend the NSP once the ultimate development of the Community Mixed Use Node occurs.</p>
<p>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</p>	<p>The Élan 2 NSP incorporates a variety of parks and open space that can accommodate a wide range of uses. Notably, the Élan 2 NSP accommodates a consolidated shared use school site which connects to the residential areas and provides a range of passive and active recreational opportunities. The Élan 2 NSP also incorporates a system of trails, pathways, greenways and local parks, providing further recreational opportunities for diverse interests, ages and all abilities.</p>
<p>Policy 3.8.3 - Ensure that municipal and public services are accommodated through best practices in land use planning. Facilities should be located where they are compatible with adjacent land uses and where they are accessible and convenient for users. These developments should ensure strong pedestrian and cycling linkages to pathways, the street network, and to future transit corridors. Consideration should be given to clustering compatible and complementary uses such as libraries, schools, sports fields, recreation centres, and cultural facilities.</p>	<p>The land uses and general layout identified in the in the Élan 2 NSP are consistent with the approved Élan ASP. The consolidated school site and the Mixed Use Commercial Node area provide opportunities to cluster compatible and complementary uses.</p>
<p>Policy 3.8.4 - Public facilities shall be visible and accessible by a variety of modes of transportation including vehicular and non-vehicular modes of transportation such as walking, cycling, and public transit.</p>	<p>The consolidated school site is adjacent to collector roadways on two sides and within walking distance of residential areas within and beyond the Élan 2 NSP area. The school site is connected via trails and linear open spaces to support and promote alternative modes of transportation.</p>

Our Complete Community: Municipal Development Plan	Élan 2 NSP
Responsible Development	
<p>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:</p> <p>a) low density developments are intended to accommodate primarily single detached and semi-detached dwellings within residential neighborhoods;</p> <p>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;</p> <p>c) high density developments are intended to accommodate buildings greater than four stories with or without an integrated mixed-use component;</p> <p>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.</p>	<p>The Élan 2 NSP proposes a variety of housing types to accommodate low, medium and higher densities. The housing types provided in the NSP include single and semidetached, townhomes, and a variety of multi-family/higher density and mixed-use developments. Per the approved Élan ASP, the plan provides 47% of the residential lands in the form of medium and higher density development.</p>
<p>Policy 4.2.1 - Area Structure Plans shall be prepared for the development of all Future Residential, Commercial, Business Park, and Light Industrial areas. Neighbourhood Structure Plans may be required to support Area Structure Plans for development areas larger than 64 hectares (one quarter section).</p>	<p>The Élan 2 NSP encompasses approximately 64 hectares within the approved Élan ASP and is consistent with the Élan ASP Land Use Concept.</p>
<p>Policy 4.2.2 - New Neighbourhood Structure Plans will not be permitted without an approved Area Structure Plan in place.</p>	<p>The Élan 2 NSP is consistent with the policies in the approved Élan ASP which was approved in November 2017.</p>
<p>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.</p>	<p>The Élan 2 NSP provides a mix of housing options and densities which will accommodate affordable and accessible development options.</p>
<p>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.</p>	<p>The medium density areas identified in the Élan 2 NSP are strategically located adjacent to major transit routes along Range Road 243 and Township Road 505 and are conveniently accessible to trails and walkway connections throughout the plan area.</p>
<p>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.</p>	<p>The Élan 2 NSP includes a trail system integrated throughout the neighborhood which will provide safe and accessible connections to all areas within the Élan ASP area.</p>
<p>Policy 4.5.7 – Road networks shall be designed to create walkable streets with frequent connections and linkages to destinations and other modes of transportation. The inclusion of cul-de-sacs shall be minimized.</p>	<p>The Élan NSP 2 road network reflects a block-based design with frequent connections and linkages to destinations throughout the plan. Where cul-de-sacs have been included, walkway connections have been provided to enhance walkability.</p>

Our Complete Community: Municipal Development Plan	Élan 2 NSP
<p>Policy 4.5.8 - Developments should be designed to incorporate winter design principles whenever possible. Winter design principles are meant to encourage the development of comfortable, accessible, and enjoyable public spaces in the winter season and throughout the year. They include: • blocking wind; • maximizing sunshine exposure; • use of colour and light; and • providing infrastructure to encourage use and to provide comfort.</p>	<p>The comprehensive trail network and proximity of residents to key amenities allow for all season usage.</p> <p>Architectural and urban design guidelines will incorporate winter design principles.</p>
<p>Policy 4.7.1 - Medium and higher density residential and mixed use developments shall be located near park and ride facilities or transit stops in the Future Residential area, Centre-Ville, and Community Commercial/Employment Centres to support high frequency, rapid transit service and provide a base for a variety of housing, employment, local services, and amenities that support a complete community and support ridership.</p>	<p>Medium density residential areas in the Élan 2 NSP are adjacent to commercial areas and municipal reserve and school areas identified in the land use concept and connected to convenient transit facilities. This orientation will support a variety of housing options, employment and local services nearby residential areas. The land use concept incorporates mixed use area commercial, aimed at creating a community mixed use node to accommodate a range of commercial, higher density residential, institutional, and civic uses to service and satisfy the needs of residents and attract a diverse base of employment and services to Élan and the surrounding region.</p>
<p>Policy 4.9.2 - 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>The Élan 2 NSP provides 54 dwelling units per net residential hectare, exceeding the minimum density targets of 35 units per net residential hectare assigned to Beaumont and objectives set out in the Edmonton Metropolitan Regional Growth Plan.</p>
<p>Policy 4.9.4 - 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.</p>	<p>The Élan 2 NSP is a logical extension of development occurring in the adjacent Élan 1 NSP and will provide for contiguous development in the Élan ASP area. Development in the Élan 2 NSP area will connect to existing utilities, transportation and open space corridors.</p>
<p>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.</p>	<p>Medium to higher density and mixed use residential areas in Élan 2 NSP have been designed to allow for street orientation. Urban design guidelines and architectural controls are anticipated to address building setbacks and orientation.</p>
<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>The Élan 2 NSP proposes a variety of housing types including single and semi-detached, townhomes, and a variety of multi-family/ higher density and mixed-use developments. The variety of housing options supported in the Élan 2 NSP can accommodate affordable and accessible options.</p>

Our Complete Community: Municipal Development Plan	Élan 2 NSP
<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 proposed commercial site is located along the intersection of Township Road 505 and Range Road 243. which ensures convenient access, freight movement and minimizes land use conflicts.</p>
<p>Policy 4.13.4 - Commercial uses shall be oriented to align with public roadways to create a pedestrian friendly streetscape and engaging public realm.</p>	<p>The commercial site has been designed to allow for street orientation. Urban design guidelines and architectural controls are anticipated to address orientation and streetscape components.</p>
Economic Strength	
<p>Policy 5.1.3 - Encourage economic growth and diversification on the lands depicted on Map 8 – Metropolitan Structure Components to promote job growth and the competitiveness of the region’s employment base.</p>	<p>The Élan 2 NSP provides a variety of commercial and mixed-use development to create employment opportunities for Beaumont residents.</p>
<p>Policy 5.1.14 - Foster tourism and support the local economy by promoting festivals, cultural activities, and events that are inclusive and respectful of Beaumont’s heritage.</p>	<p>The consolidated school sites and extensive open space network provide opportunities to host local and regional events.</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>The community mixed-use node and commercial areas identified in the Élan 2 NSP provide employment opportunities for residents of Élan 2.</p>
Effective Movement of People and Goods	
<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>The Élan 2 NSP provides a block-based road network consistent with the approved Élan 2 ASP and complemented by an extensive trails system to balance and prioritize all modes of transportation.</p>

Our Complete Community: Municipal Development Plan	Élan 2 NSP
<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> <ol style="list-style-type: none"> 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; allow users of all ages and abilities to safely move along and across the street; 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; improve the quality and convenience of active transportation options; serve community destinations and public gathering spaces; and provide building and amenity access. 	<p>Transportation corridors are consistent with the approved Élan ASP and support the principles of Complete Streets, including:</p> <ol style="list-style-type: none"> providing routes for pedestrians, cyclists, transit, and vehicular traffic accommodating users of all ages developing urban design guidelines for streetscapes, consistent with City policies providing active transportation options providing strong linkages between key destinations providing safe and convenient access to sites and amenities.
<p>Policy 6.1.11 – The design, development, and maintenance of the transportation system including roadways, trails, and streetscape design shall be resilient and consider climate change adaptation and greenhouse gas mitigation strategies.</p>	<p>The Élan 2 NSP is designed to increase convenience and accessibility to non-vehicular modes of transportation.</p>
<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>The Élan 2 NSP is an extension of the Élan 1 NSP. These plans incorporate an open space network that connects with the existing open space network within the City. The Élan 2 NSP provides a mix of pedestrian oriented spaces and vehicular traffic routes providing safe and accessible connections to all areas within Élan.</p>
<p>Policy 6.4.2 - Work towards achieving a local transit system in addition to a regionally connected transit system.</p>	<p>Transit stops are provided throughout the site and will be in alignment with the City’s General Design Standards.</p>
<p>Policy 6.4.3 - Medium and high density mixed-use residential and local employment areas shall be promoted around future transit stops.</p>	<p>Medium and higher density residential, and mixed use residential and local employment areas have been located along transit routes.</p>
<p>Environmental Stewardship</p>	
<p>Policy 7.1.6 - New statutory plans shall incorporate climate change adaptation tools and mitigation strategies for development and redevelopment to ensure resilience to the potential impacts of climate change, including innovative solutions to floodplain or wetland management.</p>	<p>Multi-modal transportation and policies promoting low-impact development contribute to the overall reduction in greenhouse gas emissions.</p>

Our Complete Community: Municipal Development Plan	Élan 2 NSP
<p>Policy 7.2.6 - Support initiatives to improve water quality and quantity through monitoring and reporting programs, implementing awareness and conservation incentives, encouraging naturalization initiatives, and requiring statutory plans to include policies to contribute to these goals.</p>	<p>The Élan 2 NSP provides opportunities to increase vegetation cover in MR areas, increase boulevard planting and/or allowing for boulevard planting and maintain appropriate stormwater management strategies to help adapt to changing climate conditions.</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 Élan 2 NSP provides connections for residents and recreational users through the community and to areas beyond it through a system of trails, pathways and greenways which increases pedestrian movement.</p>
Safety and Emergency Management	
<p>Policy 8.1.2 - Land-use planning, engineering, and design shall: a) Implement Crime Prevention Through Environmental Design principles; b) Provide multiple access points to neighbourhood level subdivisions; c) Ensure appropriate development setbacks from oil and gas pipelines and facilities are achieved through the subdivision process; d) Minimize conflicts among different land uses in the community; e) Minimize the inclusion of cul-de-sacs, in favour of a connected road network; and f) Ensure infrastructure can accommodate negative climate change impacts, such as increased extreme weather events.</p>	<p>The Élan 2 NSP has been designed to:</p> <ol style="list-style-type: none"> a. support CPTED principles b. provide multiple access points c. respect appropriate setbacks where required d. avoid conflicts between uses e. minimize cul-de-sacs in favour of a block-based design and providing walkway linkages where cul-de-sacs are the most efficient design option, and f. meet City standards for addressing negative climate change impacts.
<p>Policy 8.1.3 - New developments shall be planned to ensure appropriate fire and police response and associated facilities are available to protect existing and new residents, development, and infrastructure.</p>	<p>The Élan 2 NSP area is within the recommended response time of police and fire facilities.</p>
Working Together	
<p>Policy 9.2.1 - Work with its member municipalities in the Edmonton Metropolitan Region to guide and monitor growth by: a) submitting statutory plans and amendments to the Edmonton Metropolitan Region Board for review in accordance with the Regional Evaluation Framework; b) circulating Transportation Master Plans and Agricultural Master Plans to the Edmonton Metropolitan Region Board for review and comment; c) submitting relevant data to the Edmonton Metropolitan Region Board on established key performance indicators to support the Edmonton Metropolitan Region Board's monitoring and reporting responsibilities; and d) continuing to be an active member municipality within the Edmonton Metropolitan Region</p>	<p>The Élan 2 NSP is consistent with the Edmonton Metropolitan Region Growth Plan and City of Beaumont Municipal Development Plan. As such no municipal statutory plan amendments are required that may trigger a Regional Evaluation Framework application for Board approval.</p>

Our Complete Community: Municipal Development Plan	Élan 2 NSP
<p>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.</p>	<p>The Élan 2 NSP provides a residential density of 54 dwelling units per net residential hectare, exceeding the density target of 35 units per net residential hectare.</p>
<p>Implementation, Transition, and Monitoring</p>	
<p>Policy 10.1.2 - The direction within Our Complete Community shall be implemented through Area Structure Plans, Area Redevelopment Plans, the Land Use Bylaw, and other non-statutory plans and instruments, policies, decisions, and practices.</p>	<p>The Élan 2 NSP is a logical extension of the Élan 1 NSP and is consistent with the Élan ASP and other documents included in this background review.</p>
<p>Policy 10.5.1 - Implement the principles, objectives, and policies of the Edmonton Metropolitan Region Growth Plan through Our Complete Community other statutory plans, and non-statutory plans and instruments.</p>	<p>The Élan 2 NSP is consistent with the minimum densities approved in the Élan ASP which complies with the Edmonton Metropolitan Region Growth Plan, Our Complete Community and other statutory and non-statutory plans reviewed.</p>

1.5 Élan ASP

Table 1.5 Compliance with the Élan ASP

Élan ASP	Élan 2 NSP
<p>Community Mixed Use Node: A community-oriented mixed-use area is planned in the central portion of the Élan ASP and is intended to become the social and cultural hub for the community. This area is planned to develop a variety of commercial, residential, and associated land uses in a more dense and compact built form.</p>	<p>The Community Mixed Use Node area has been designed to accommodate the uses and intensity of development per the approved Élan ASP.</p>
<p>50 Avenue - 50 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.</p>	<p>Design direction in Élan 2 NSP is consistent with the approved Élan ASP and meets the intention of the plan to provide a Community Mixed Use Node to serve as a social and cultural hub for the neighbourhood. The circular Collector roadway transitions to a grid layout on the south side of TWP 505 (50 Avenue), but the fundamental traffic movements and key connections are consistent with the intent of the approved Élan ASP. The roadway surrounding the Community Mixed Use Node area is designed as a people first roadway, consistent with Complete Street principles. The roadway includes minimal drive lanes (3.4 m for transit), parking on one or both sides, widened and enhanced sidewalks, boulevard trees, human scale lighting, mid-block crossings and streetscaping elements such as special paving features, decorative concrete, coloured concrete and other design element. A cross-section of the roadway is provided in the Élan 2 ASP.</p>
<p>Major collectors: Consistent with the MDP, except that 50 Avenue outside the circle roadway is designated as an arterial in the MDP.</p>	<p>The MDP roadway classifications are assumed to govern in Élan 2 NSP, therefore TWP 505 (50 Avenue) is an arterial roadway between the Community Mixed Use Node and Range Road 243.</p>
<h3>4.3 Residential Uses</h3>	
<p>Policy 4.3.2.b - Provide a variety of housing choices to meet the needs of a diverse population.</p>	<p>The Élan 2 NSP proposes a wide range of low, medium, and higher density residential housing forms to meet the needs of a diverse population.</p>
<h3>4.4 Commercial Uses</h3>	
<p>Policy 4.4.2.b - Commercial sites shall be located adjacent to highway, arterial, and collector roadways and be accessible to various modes of transportation.</p>	<p>Within the Élan 2 NSP, the proposed commercial site is located along the intersection of TWP Road 505 and Range Road 243 which promotes accessibility by various forms of transportation.</p>
<p>Policy 4.4.2.c - Provide a wide range of retail and commercial services to serve the needs of residents within the Plan Area as well as the region.</p>	<p>The Élan 2 NSP provides a range of retail and commercial services that serve the needs of residents and follow the goals and objectives of the community mixed use node outlined in the approved Élan ASP.</p>

Élan ASP	Élan 2 NSP
4.5 Community Mixed Use	
Policy 4.5.2.c - Mixed Use development shall be pedestrian-friendly, well-designed and comfortable.	The Community Mixed Use node within the Élan 2 NSP plan area provides a pedestrian friendly mixed-use development which will act as a community focal point and destination area. The intersections identified in the Élan 2 NSP area connect to the intersections approved to the north in the Élan 1 NSP.
Policy 4.5.2.i - Higher Density Residential development should be located near commercial uses, recreation facilities, park areas, or transit facilities	The Élan 2 NSP proposes higher density residential development to be located near commercial uses, park areas, lower density areas, and transit facilities.
Policy 4.5.2 - Mixed Use development shall be pedestrian-friendly, well-designed and comfortable	The Community Mixed Use Node development in Élan 2 NSP aligns with the approved Élan ASP.
4.7 Parks, Open Space & Recreation	
Policy 4.7.1.d - Provide a variety of parks and open spaces to accommodate a range of passive and active recreational opportunities.	The Élan 2 NSP incorporates a variety of parks and open spaces that can accommodate a wide range of uses. Notably, the Élan 2 NSP consolidates two school sites in a more efficient configuration as a shared use site and connects it to the open space network to provide a range of passive and active recreational opportunities.
Policy 4.7.2.a - Provide a connected and integrated open space system that encourages walking and cycling	Élan 2 NSP has a connected and integrated open space system that encourages residents to walk and cycle to their destinations.
Policy 4.7.7 – Safe routes to school provides a conceptual plan for a typical crosswalk connect to the school sites.	Future crossings between the multi-use trail network, roadways and the school site in Élan 2 NSP have been designed to consider enhancements to improve safety. The conceptual plan for crossings provided in the approved Élan ASP indicates the need for signage, surface treatments (special painting or raised crosswalk), lighting and minimized crossing distance (with curb extensions) to improve safety.

As outlined above, the **Edmonton Metropolitan Region Growth Plan, Beaumont Strategic Plan, Our Beaumont: Municipal Development Plan, Élan Area Structure Plan, and Regional Agriculture Master Plan** provide the pillars for the Élan 2 NSP. These five documents have been thoroughly reviewed and analyzed, and relevant policies pertaining to the Élan 2 NSP have been directly identified and addressed.

Additional relevant policies pertaining to the Élan 2 NSP in the **Beaumont Winter City Strategy, Intermunicipal Planning Framework Agreement, Our Connectivity: Transportation Master Plan, Élan ASP Transportation Impact Assessment, Environmental Master Plan, Urban Forest Management Strategy, and Urban Agriculture Plan** have been identified and described in the tables below:

1.6 Beaumont Winter City Strategy

Table 1.6 Compliance with the Beaumont Winter City Strategy

Beaumont Winter City Strategy	Élan 2 NSP
Winter Design	
<p>Neighbourhoods New Neighbourhood Objectives:</p> <ol style="list-style-type: none"> 1. Encourage new neighbourhood designs and existing neighbourhood redevelopment to integrate design best practices for user comfort and accessibility. 2. Promote the creation of neighbourhoods that have a variety of recreational and commercial destinations. 3. Promote neighbourhoods that are integrated into Beaumont’s active transportation network. 	<p>The Élan 2 NSP will allow for and strongly encourage new neighborhood developments to integrate recreational opportunities through active transportation through all four seasons. The mixed use community node will encourage connectivity, recreation and accessibility throughout neighbourhood design. Linear open space provides opportunities for trails and pathways to accommodate active transportation modes, such as pedestrians and cyclists, throughout the plan area. Parks spaces have been provided for two high schools as well as strategically spaced local parks in close proximity to all residents.</p>
<p>Urban Design Streetscape Objectives:</p> <ol style="list-style-type: none"> 1. Design streets that are comfortable and attractive in the winter. 2. Design streets that support year-round accessibility for various modes of travel. 3. Support the wayfinding system in central Beaumont <p>Parks and Pathways Objectives:</p> <ol style="list-style-type: none"> 1. Foster a connected system of parks and pathways that are comfortable and attractive in the winter. 2. Design parks that provide a range of activities and options in the winter. 3. Invest in Beaumont’s pathway system, making it safe and enjoyable to walk through in the winter during the day and evening. 	<p>The Élan 2 NSP will provide a connected system of parks and pathways that are attractive and accessible all year round. The street design has been based on a modified grid pattern to facilitate snow clearing and removal. Trail and pathway connections have been provided to minimize walking distances to local amenities, future transit facilities and local park spaces.</p>

Beaumont Winter City Strategy	Élan 2 NSP
<p>Built Form Buildings Objectives:</p> <ol style="list-style-type: none"> 1. Encourage buildings to incorporate design features that promote a pleasant and enjoyable experience on the street level. 2. Require and encourage buildings to utilize features and practices that promote visual interest in the winter months, especially at the street level. 3. Encourage and support outdoor commercial and patio space in the winter. 	<p>The Élan 2 NSP will follow the objectives identified in the ASP to promote quality of life through design features to create enjoyable lived experiences during winter months. Compliance with the Winter City Strategy has been included in the Élan 2 NSP policies.</p>
<p>Winter Mobility</p>	
<p>Active Transportation Objectives:</p> <ol style="list-style-type: none"> 1. Increase the active transportation mode share in the winter months. 2. Provide an active transportation network that is safe, convenient and effective in the winter for all ages and abilities. 3. Provide enjoyable experiences for people walking, biking, and rolling in the winter. 4. Foster a culture of winter biking, walking, and rolling. 	<p>Active transportation modes in the winter months will be encouraged throughout the Élan 2 NSP. Compliance with the Winter City Strategy has been included in the Élan 2 NSP policies. A comprehensive active transportation network has been incorporated into the Élan 2NSP design to accommodate a wide variety of year-round recreational opportunities and provide convenient access to key destinations such as the high schools, the commercial area and the Urban Village.</p>
<p>Public Transportation Objectives:</p> <ol style="list-style-type: none"> 1. Explore continual improvements to Beaumont’s public transit system as the city grows. 2. Winterize transit assets and facilities. 	<p>The proposed transit routing and stops identified in the Élan 2 NSP will accommodate winterization of future transit facilities.</p>
<p>Roadways Objectives:</p> <ol style="list-style-type: none"> 1. Coordinate and collaborate with the public and other service providers to improve snow clearing in Beaumont. 2. Promote infrastructure that is designed for easy and effective snow removal. 	<p>The street design has been based on a modified grid pattern to facilitate snow clearing and removal. Trail and pathway connections have been provided to minimize walking distances to local amenities, future transit facilities and local park spaces. Compliance with the Winter City Strategy has been included in the Élan 2 NSP policies.</p>

1.7 Intermunicipal Planning Framework Agreement

Table 1.7 Compliance with the Intermunicipal Planning Framework

Intermunicipal Planning Framework Agreement	Élan 2 NSP
4.1.2. Urban Residential	
1. All new development located in Urban Residential, Country Residential, and Employment Areas must be developed in accordance with an approved Area Structure Plan.	The Élan 2 NSP is identified as Urban Residential in the Future Land Use Concept (Figure 4). The NSP has been designed in conformance with the Élan ASP.
2. Unless otherwise approved in an existing statutory plan, all Urban Residential Areas shall meet or exceed the Growth Plan density targets.	The Élan 2 NSP achieves a density of 54 units per net residential hectare, exceeding the Growth Plan density target of 35 units per net residential hectare.
3. All new development within an Urban Residential Area will be serviced with municipal water and sewer. New private on-site servicing is not supported.	The Élan 2 Neighbourhood will be serviced through connections to existing municipal water and sewer.
5. Area Structure Plans for Urban Residential Areas will incorporate a mix of housing types to meet the needs of a variety of ages, family and/or household types, abilities, and incomes.	The Élan 2 NSP includes single and semi-detached units, town houses and comprehensively designed multi-unit development as well as high density, vertically integrated, mixed use areas in the Urban Village.
7. Higher density, mixed use development is encouraged in and around “Mixed Use Nodes”. Residential density around Mixed Use Nodes will strive to meet the Aspirational Urban and Sub-regional Centres Density Targets contained in the Growth Plan. Mixed use development may include commercial and residential uses located in close proximity as either vertically or horizontally integrated development.	The Élan 2 NSP achieves a density of 54 units per net residential hectare, exceeding the overall Growth Plan density target of 35 units per net residential hectare. This is achieved by providing higher density (100 units per hectare) in the mixed use Urban Village. Additional medium density (75 units per hectare) multi-unit development has been integrated into the residential neighbourhood area.
Development Staging	
The development stages and generalized direction of development are presented in the Development Staging Plan (Figure 5).	The Élan 2 NSP is located in the initial phasing within the Élan ASP area.

1.8 Our Connectivity: Transportation Master Plan

Table 1.8 Compliance with Our Connectivity: Transportation Master Plan

Transportation Master Plan	Élan 2 NSP
<p>Map 1 – Roadway Network: TWP Rd. 505 (50 Avenue), is designated as an arterial, between Range Road 244 and Range Road 243, except through the circular collector roadway that surrounds the Community Mixed Use Node/Commercial Employment Centre. TWP Rd. 244 and 243 are designated as arterials.</p>	<p>The Élan 2 roadway network is consistent with the TMP, where TWP Road 505 is designated as an arterial roadway, between Range Road 243 and Range Road 244 and the circular collector roadway.</p>
<p>Map 2 – Regional Connectivity – TWP Rd. 505 (50 Avenue) is designated as a regional arterial, regional transit route and major connection.</p>	<p>The Élan 2 NSP adapts the plans for regional transit , and provides for future regional transit connectivity to accommodate a new regional transit system connecting along TWP Rd. 505.</p>
<p>Map 3 – Active Transportation Pedestrian – Several multi-use trails are shown that connect along TWP Rd. 505 (50 Avenue) and along collectors that connect to the future school site.</p>	<p>The Élan 2 NSP maintains connectivity with the proposed trails and pathways throughout the NSP. Multi-use trails will continue from TWP Rd.505 east/west and north/south through the centre of the Community Mixed Use Node/ Commercial Employment Centre. Additional multi-use trails are provided along roadways and within the linear open space network to provide convenient connections to key destinations such as the high schools, the Urban Village (Community Mixed Use Node/ Commercial Employment Centre) and the Commercial area.</p>
<p>Map 4 – Active Transportation Cycling – Cycling routes follow multi-use trails and collector roadways.</p>	<p>The Élan 2 NSP generally follows Map 3 of the TMP. Cyclists routes are provided through the the off-street network as they are interconnected throughout the plan and designed for all active modes of transportation.</p>
<p>Map 5 – Transit – A long term plan for transit to connect along TWP Rd. 505 (50 Avenue) through the Élan ASP, between Range Road 243 and 244.</p>	<p>The Élan 2 NSP provides for future regional transit connectivity to accommodate a new regional transit system connecting along TWP Rd. 505. Proposed transit routes and transit stops have been identified in the Élan 2 NSP. Transit policies have been provided in Section 4.2 of the Élan 2 NSP.</p>

1.9 Élan ASP Transportation Impact Assessment

Table 1.9 Transportation Impact Assessments

Élan ASP Tia (Final Draft)	Élan 2 NSP
<p>TWP Rd. 505 (50 Avenue) – Similar to the Élan ASP, TWP Rd. 505 is designated as a collector roadway. The TIA states that for 50 Avenue, roadway volumes in the order of 12,000 vehicles per day (vpd) at the approach to Range Road 243 and anticipated to exceed that of a typical collector. To better accommodate the level of traffic activity, the cross section envisioned to be developed along TWP Rd. 505 (50 Avenue) includes a 4-lane facility with a raised median.</p> <p>An approximate 35m to 40m right of way should be protected for the extension of TWP Rd. 505 (50 Avenue) between Range Road 243 and 244. This “gateway roadway” has been designed to provide a grand entrance to welcome both residents and visitors into the community. To accommodate multi-modal movement, separated sidewalks should be provided on both sides of the road separated from traffic by landscaped boulevard.</p>	<p>TWP Rd. 505 forms the north boundary and is designated as an arterial roadway, following the direction in the TMP. Within the neighbourhood it is described as a “gateway connection” and is designed with enhanced active transportation features to function as a grand entrance to welcome both residents and visitors into the community. Residential development is proposed to front onto the roadway, with servicing and vehicular access provided at the rear of the residences. Street parking will serve as traffic calming and the sidewalk will be unimpeded by driveways, thereby providing an aesthetically pleasing and pedestrian friendly entryway to the Urban Village and the Élan neighbourhood as a whole. A conceptual cross-section for TWP Road 505 is provided in Section 4.1.1 of the Élan 2 NSP.</p>
<p>Community Mixed Use Node Circular Collector Road – The TIA recommends that the Urban Village circular collector roadway be developed with two travel lanes and two parking lanes. A right of way of approximately 30 m would also allow for a cycle track to be constructed.</p>	<p>The Circular Collector roadway transitions to a grid layout on the south side of TWP 505 (50 Avenue), but the fundamental traffic movements and key connections are consistent with the intent of the approved Élan ASP. The roadway surrounding the Community Mixed Use Node area is designed as a people first roadway, consistent with Complete Street principles. The roadway includes minimal drive lanes (3.4 m for transit), parking on one or both sides, widened and enhanced sidewalks, boulevard trees, human scale lighting, mid-block crossings and streetscaping elements such as special paving features, decorative concrete, coloured concrete and other design element. A cross-section of the roadway is provided in the 2 Élan 2 ASP.</p>

1.10 Environmental Master Plan

Table 1.10 Compliance with Environmental Master Plan

Environmental Master Plan	Élan 2 NSP
Air	
Policy 1: Improve or maintain air quality.	Multi-modal transportation and policies promoting low-impact development contribute to the overall reduction in greenhouse gas emissions.
Community Design	
Policy 1: Increase diversity of housing forms to support higher densities and reduce land consumption.	A variety of housing forms has been provided from land and lane-less single family detached dwellings to low rise apartments and mixed-use residential/commercial development.
Policy 2: Prioritize active and sustainable transportation modes.	The NSP development concept includes an extensive open space network connecting the joint school site and Urban Village to the residential neighbourhoods via multi-modal pathways and connections.
Policy 3: Promote ecosystem continuity through a thoughtfully designed open space network.	The open space network has been designed to accommodate the two schools and provided connecting pathways and local park amenities within walking distance for all residents.
Policy 4: Apply an ecological network approach to land-use and transportation planning decisions.	Environmental studies, have been or will be, conducted prior to development to identify environmentally significant areas and to preserve areas where feasible.
Policy 5: Encourage net-zero urban and low-impact development.	The accommodation for multi-modal transportation contributes to the reduction of greenhouse gas emissions.
Ecology	
Policy 1: Protect and restore local biodiversity.	Environmental studies, have been or will be, conducted prior to development to identify environmentally significant areas and to preserve areas where feasible.
Policy 2: Preserve and improve healthy riparian areas and wetlands.	Where preservation of wetlands was not feasible, due to the need for schools, appropriate compensation has been paid.
Policy 3: Increase access to and connection with nature.	The linear open space provides connections to allow for convenient access to open space and natural areas.
Policy 4: Encourage local food production.	Opportunities will be available to promote community gardens within the MR parcels.
Policy 1: Promote ecological resilience to climate change.	The Élan 2 NSP provides opportunities to increase vegetation cover in MR areas, increase boulevard planting and/or allowing for boulevard planting and maintain appropriate stormwater management strategies to help adapt to changing climate conditions.
Energy	
Policy 3: Promote adoption of renewable energy technologies within the community.	Policies within the Élan 2 NSP encourage new technologies including renewable energy sources such as solar and wind energy.

1.11 Urban Forest Management Strategy

Table 1.11 Compliance with Urban Forest Management Strategy

Urban Forestry Management Strategy	Élan 2 NSP
<p>Guiding Principle #1: The urban forest is a valued, inter-connected infrastructure asset and should be managed holistically across all areas of Beaumont.</p>	<p>The Élan 2 NSP includes a network of parks and open spaces and a joint school site which will provide opportunities for tree planting to meet the City's tree canopy targets. Boulevard trees are also proposed in the main entryway and collector road cross-sections. Rear lanes have been incorporated to reduce driveway access in front yards.</p>
<p>Guiding Principle #2: The urban forest benefits all Beaumont residents equally.</p>	<p>The joint school site will be a regional destination to benefit the entire City.</p>
<p>Guiding Principle #3: The urban forest promotes climate resiliency and environmental stewardship through abundance and diversity.</p>	<p>Preservation of existing healthy trees will be encouraged at the detailed design stage.</p>
<p>Guiding Principle #4: The urban forest is a shared responsibility which supports the collaborative success of the community.</p>	<p>Consideration of urban forest policies has been part of the planning process. Environmental studies will be required prior to development to identify where preservation of trees can be incorporated into the neighbourhood design.</p>
<p>Guiding Principle #5: Management of the urban forest is ever evolving and must be adaptive, and data driven.</p>	<p>Parks and open spaces will be dedicated as Municipal Reserve and will conform to City of Beaumont landscaping requirements.</p>

1.12 Urban Agriculture Plan

Table 1.12 Compliance with Urban Agriculture Plan

Urban Agriculture Plan	Élan 2 NSP
Principle: Food Security	
Through urban agriculture practices, the City can take positive action towards creating a food-secure community where all Beaumont residents have access to a diversity of local, healthy and affordable food options.	The City has an opportunity to incorporate food banks, community gardens, within the Urban Village and MR parcels and facilitate food literacy programs and grocery delivery programs within the City owned portion of the plan area.
Principle: Community Health	
Through a holistic approach to food production and naturalized spaces, the City can support ecosystem services, carbon sinks, and biodiversity while contributing to the health and well-being of residents and the community.	Community gardens and harvesting events can be programmed within the MR parcels and public areas to be designed as part of the Urban Village.
Principle: Sustainable Food Systems	
Urban agriculture is one contributing factor to the greater food system, a complex network of actors and activities involving the production, processing, distribution, access, consumption, and resource and waste recovery of food products.	Farm to table restaurants and farmers markets can be accommodated within the Urban Village and backyard gardens and composting initiatives can be promoted throughout the residential neighbourhood.
Principle: Climate Change	
Implementing climate-smart and biodiversity friendly urban agriculture practices in Beaumont has the potential to significantly reduce the vulnerabilities to climate change while building the social capital necessary to respond to times of climate crisis.	The Élan 2 NSP provides opportunities to increase vegetation cover in MR areas, increase boulevard planting and/or allowing for boulevard planting and maintain appropriate stormwater management strategies to help adapt to changing climate conditions.
Principle: Reconciliation	
Food sovereignty and the act of restoring and enhancing access to traditional Indigenous foods and medicines is an important step for the City to further their movements towards reconciliation.	The Élan 2 NSP provides opportunities to incorporate traditional food practices, community gardens and medicine gardens into public open space areas or development within the Urban Village which is currently located on the City owned portion of the plan area.

1.13 Additional Studies

Other City documents considered in the development of Élan 2 NSP include:

- TOR for Preparations of Statutory and Non-statutory Land Use Plans
- Our Inclusivity: Social Master Plan
- Our Places and Play: Recreation Master Plan
- Utility and Stormwater Management Master Plan
- Élan 1 NSP Transportation Impact Assessment
- Beaumont Urban Design Guidelines
- Beaumont General Design Standards

These documents provide the foundation for future urban design guidelines, architectural controls and design standards as development of the Élan 2 Neighbourhood proceeds.