

**CITY OF BEAUMONT
BYLAW NO. 966-19**

A Bylaw to designate the Centre-Ville area of the City of Beaumont in the Province of Alberta as a Redevelopment Area and to adopt the Our Centre-Ville Area Redevelopment Plan

WHEREAS pursuant to Section 634 of the *Municipal Government Act*, as amended, authorizes a Council to designate an area of the municipality as a redevelopment area and to adopt an area redevelopment plan;

WHEREAS pursuant to Section 635 of the *Municipal Government Act*, as amended, an Area Redevelopment Plan has been prepared to guide future development of the Centre-Ville area of the City of Beaumont; and

WHEREAS the Council deems it to be in the public interest to adopt the *Our Centre-Ville Area Redevelopment Plan*.

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

1. That this Bylaw may be cited as "*Our Centre-Ville Area Redevelopment Plan*";
2. That the boundaries of Centre-Ville are amended as shown on Schedule "A" to this Bylaw;
3. That the *Our Centre-Ville Area Redevelopment Plan* is attached as Schedule "B" to this bylaw;
4. That Bylaw 722-09 Central Area Redevelopment Plan is hereby repealed;
5. That Bylaw 840-14 is hereby repealed;
6. That this Bylaw shall take effect and come into force upon third reading and being signed.

READ A FIRST TIME IN COUNCIL THIS 10th DAY OF DECEMBER, 2019.

STATUTORY PUBLIC HEARING HELD THIS 10th DAY OF MARCH, 2020.

READ A SECOND TIME IN COUNCIL THIS 10th DAY OF MARCH, 2020.

READ A THIRD TIME IN COUNCIL THIS 10th DAY OF MARCH, 2020.


Mayor


City Clerk

CENTRE-VILLE REDEVELOPMENT AREA MAP



 Centre-Ville Redevelopment Area





Our Centre-Ville Area Redevelopment Plan

March 2020



The Our Centre-Ville Area Redevelopment Plan document was produced by The City of Beaumont, ISL Engineering and Land Services, Green Space Alliance, MDB Insight and Manasc Isaac Architects.

Last Revised March 2020

TABLE OF CONTENTS

1.0	INTRODUCTION	6
1.1	Purpose	6
1.2	Document Structure	6
1.3	Plan Area	7
1.4	Plan Boundary	8
1.5	Background and Context	8
1.6	Planning Process	10
2.0	PLANNING CONTEXT	13
2.1	Enabling Legislation, Plans, and Policies	13
2.2	Supporting Studies	15
2.3	Existing Conditions	17
2.4	Issues and Opportunities	30
2.5	Transformative Opportunities	32
3.0	VISION, GUIDING PRINCIPLES, AND STRATEGIES	34
3.1	Vision	34
3.2	Guiding Principles	34
3.3	Placemaking for All Seasons	36
4.0	LAND USE CONCEPT AND PRECINCTS	40
4.1	Land Use Concept	40
4.2	Precincts	47
4.3	Civic and Institutional Precinct	47
4.4	Downtown Core Precinct	50
4.5	Residential Infill Precinct	53
4.6	Cultural Heritage Precinct	55
5.0	MOBILITY	57
5.1	Mobility Network and Wayfinding	57
5.2	Transit Network	57
5.3	Active Transportation Network	58
5.4	Parking and Site Access	58
5.5	Wayfinding	63



6.0	SERVICING	64
6.1	Water, Wastewater, and Storm Servicing	64
7.0	IMPLEMENTATION	70
7.1	Regulatory Framework and Approvals	70
7.2	Strategic Partnerships	70
7.3	Leverage Public Investment	71
7.4	Funding	73
7.5	Development Incentives	73
7.6	Phasing	73
7.7	Amending the Area Redevelopment Plan	73
7.8	Plan Monitoring	75
MAPS		
MAP 1:	PLAN AREA	9
MAP 2:	EXISTING LAND USES	16
MAP 3:	EXISTING MOBILITY NETWORK	22
MAP 4:	EXISTING PARKS AND OPEN SPACES	26
MAP 5:	EXISTING WATER DISTRIBUTION	27
MAP 6:	EXISTING WASTEWATER SERVICING	28
MAP 7:	EXISTING STORMWATER DRAINAGE	29
MAP 8:	PLACEMAKING	38
MAP 9:	ILLUSTRATION OF POTENTIAL FUTURE DEVELOPMENT	39
MAP 10:	LAND USE CONCEPT	44
MAP 11:	MAXIMUM BUILDING HEIGHTS	45
MAP 12:	DENSITY	46
MAP 13:	WAYFINDING AND PARKING	59
MAP 14:	PROPOSED MOBILITY IMPROVEMENTS	60
MAP 15:	PROPOSED WATER UPGRADES	66
MAP 16:	PROPOSED WASTEWATER SERVICING UPGRADES	67
MAP 17:	PROPOSED STORMWATER SERVICING CONCEPT	68
FIGURES		
FIGURE 1:	EXISTING BUILT FORM	18
FIGURE 2:	TRANSFORMATIVE OPPORTUNITIES	33
FIGURE 3:	TRADITIONAL (LEFT) AND CONTEMPORARY (RIGHT) FRENCH ARCHITECTURE	35
FIGURE 4:	POSSIBLE BUILDINGS WITHIN THE CIVIC AND INSTITUTIONAL PRECINCT	47
FIGURE 5:	POSSIBLE BUILDINGS WITHIN THE DOWNTOWN CORE PRECINCT	50
FIGURE 6:	POSSIBLE BUILDINGS WITHIN THE RESIDENTIAL INFILL PRECINCT	53
FIGURE 7:	ST. VITAL CHURCH BUILDING HEIGHT (5 STOREYS)	55
TABLES		
TABLE 1:	DEVELOPMENT TYPES AND RECOMMENDED CONCENTRATIONS	19
TABLE 2:	PROJECTED SHORT-TERM COMMERCIAL NEED FOR THE DOWNTOWN CORE PRECINCT	20
TABLE 3:	KEY STAKEHOLDERS	72
TABLE 4:	POTENTIAL PHASING AND DELIVERY	74





BEAUMONT


RUE
50
STREET

BEAUMONT HIST. DIST.
1896

50 AVENUE

50 AVENUE

AD
AD
AD



1.0

INTRODUCTION

1.1 Purpose

By 2044, Beaumont's future population growth is expected to reach a midpoint scenario of 48,300 people with an anticipated 8,022 jobs, as projected in the *Edmonton Metropolitan Region Growth Plan*. A significant portion of that growth will occur in new communities as well as within Beaumont's downtown and mature neighbourhoods. To manage this growth and mobility demand, Beaumont's Council began a strategic process in the fall of 2017 as part of *Our Beaumont: Municipal Strategic Plan 2017-2021 (Our Beaumont)* to build upon the vision for Beaumont in 2044. This strategic process identified a series of directional plans and project initiatives, including the review of the Central Area Redevelopment Plan.

Our Centre-Ville Area Redevelopment Plan (Our Centre-Ville) represents a review and update to the Central Area Redevelopment Plan originally adopted in 1986 and updated in 2009. It aligns with key directional plans and strategic pillars for change, with associated goals, to move from a future vision to action in Beaumont's downtown. Updated policies and development practices in *Our Centre-Ville* support alignment with implementing growth scenarios and policies described in the *Edmonton Metropolitan Region Growth Plan* and *Our Complete Community* (Beaumont's Municipal Development Plan).

Our Centre-Ville will establish a clear vision, supported by principles and policy directions to encourage and guide development and redevelopment in Centre-Ville over the next 25+ years and provide a focus on implementation.

1.2 Document Structure

The requirements and policies are written using specific terminology within *Our Centre-Ville* to ensure they have clear intentions and appropriate actions. They are to be interpreted as follows:

- The word "shall", "must", or "will" is considered mandatory where it is used in a policy.
- The word "should" in a policy means that the policy is strongly encouraged, but can be varied where unique or unforeseen circumstances provide for courses of action that would satisfy the general intent of the policy.
- Where "may" is used in a policy, it means there is a choice in applying the policy and denotes discretionary compliance or the ability to vary the requirements as presented.

This document comprises seven key sections:

Section 1 - Introduction

The rationale and introduction to *Our Centre-Ville* is presented in this section. This section also delineates the Plan area, and outlines how the community engagement outcomes and economic, land use, transportation and servicing analysis is linked to the *Our Centre-Ville* vision.

Section 2 - Planning Context

This section provides an overview of enabling legislation, plans, and policies, and describes the existing conditions that lay the foundation for *Our Centre-Ville's* vision, guiding principles, objectives and land use concept. *Our Centre-Ville* will ensure the downtown continues to evolve into a place that celebrates

Beaumont's heritage and implements the vision described in *Our Complete Community*.

Section 3 - Vision, Guiding Principles and Strategies

This section sets out the foundational elements of the Area Redevelopment Plan by presenting the vision, principles, and placemaking strategy for *Our Centre-Ville*.

Section 4 - Land Use Concept and Precincts

Section 4 presents the land use concept and land use statistics for *Our Centre-Ville*, introduces the Precincts located within Centre-Ville, and provides the objectives and policy direction that will guide future development.

The four Precincts within Centre-Ville, which are the Civic and Institutional Precinct, Downtown Core Precinct, Residential Infill Precinct, and Cultural Heritage Precinct, are areas with their own land use, built form, public realm and open space characteristics.

Section 5 - Mobility

This section provides objectives and policies to create a multi-modal transportation network and a parking strategy designed to support the development within *Our Centre-Ville*.

Section 6 - Servicing

This section outlines the servicing objectives and policies and the infrastructure improvements needed to support development within *Our Centre-Ville*.

Section 7 - Implementation

This section describes the actions and strategies required to implement *Our Centre-Ville*. This includes descriptions of:

- the regulatory process that will guide development
- strategic partnerships that are necessary to move projects forward
- a list of the publicly funded projects that are intended to create excitement about and confidence in *Our Centre-Ville* and stimulate private investment and development
- *Our Centre-Ville* funding and phasing, and
- administration of the plan.

1.3 Plan Area

Beaumont has had a significant change in its municipal boundaries and experienced increased growth over the past 30 years (1986-2016), with an average population increase of 5.1% annually. Since Beaumont's incorporation, annexations have increased the municipal footprint from 262 ha in 1973 to 2,424 ha in 2019, and the 2016 census ranked Beaumont the fastest growing municipality in the Edmonton metropolitan area and the fifth fastest in Canada between 2011 and 2016 among municipalities within census metropolitan areas.



Like many metropolitan areas, Beaumont is dealing with pressures from transforming economics, population growth, and demographic shifts to downtown intensification, residential infill, and desires to improve the quality of life and livability. In this context, the *Our Centre-Ville* boundary has been expanded east to 47 Street to encourage small and medium sized residential infill development on underutilized and large-scale vacant parcels and to support Beaumont's continual evolution towards a complete community. This new residential development is critical to the viability of the downtown, namely supporting new commercial development, enhancing the existing multi-modal transportation network, and meeting the density and aspirational intensification requirements of the *Edmonton Metropolitan Region Growth Plan*.

1.4 Plan Boundary

Our Centre-Ville encompasses the area generally recognized as Beaumont's downtown and includes approximately 48.29 hectares. The *Our Centre-Ville* boundary shown on **Map 1: Plan Area** is generally defined as follows:

- The northern boundary of the Civic Office and Library site and 55 Avenue;
- The western boundary of Parc Gobeil Park and 55 Street;
- The southern boundary of École Bellevue School and the Saint Vital Parish site; and
- The eastern boundary of 47 Street, Ken Nichol Regional Recreation Centre.

1.5 Background and Context

Beaumont is an integral part of the Edmonton Metropolitan Region, sharing a boundary with south of Edmonton and is located 5 kilometers east of the Queen Elizabeth 2 Highway – Alberta's primary economic corridor. Surrounded by farmland and Leduc County, Beaumont is an urban centre in

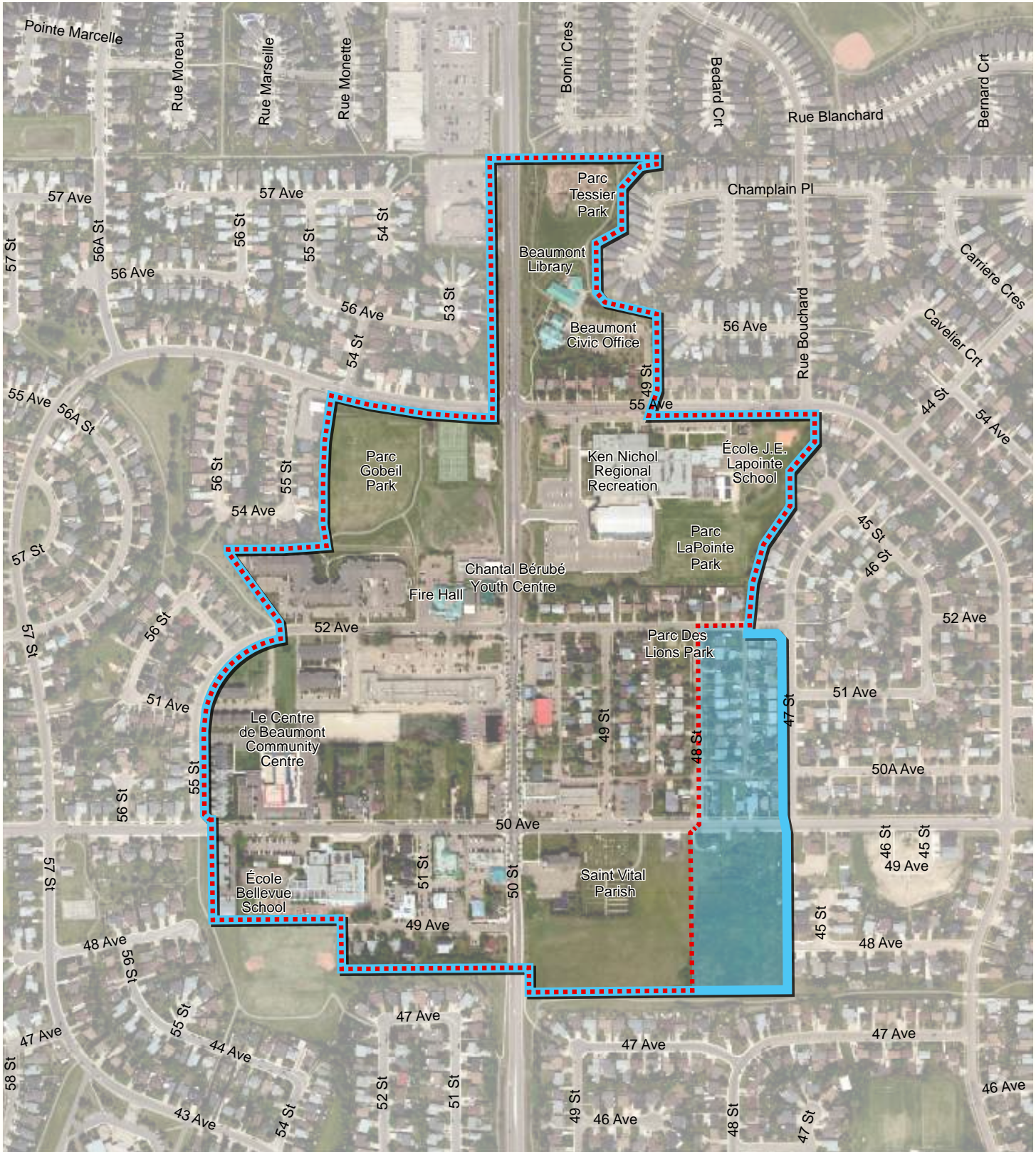
close proximity to the Edmonton International Airport, Nisku Business Park, and the City of Leduc, making its location and downtown accessible from Highways 814, 625, and 50 Street to nearby employment centres.




The first French-Canadian families settled in the area in 1892. Bishop Grandin purchased a 4-hectare (10-acre) parcel for the construction of a church two years later. The Saint Vital Roman Catholic Church, erected on the hill at the intersection of 50 Street (Rue Preville) and 50 Avenue (Avenue Chartier), has become the visual landmark and historical focal point for Beaumont. Over the years, Beaumont has grown outwards from the original settlement area, transforming from a small agricultural service centre to a rapidly growing urban centre.

In 2009, Beaumont adopted the Central Area Redevelopment Plan, an update of the original 1986 plan. That Plan provided a framework for encouraging and guiding development and redevelopment in the central area of Beaumont with the goal of making the central area the major business, social, cultural and entertainment focus of the community. The French Village Design Guidelines, adopted in 2010, attempted to codify a French-village theme expressed in building architecture, public and private signage, street furnishing and site design of new as well as redevelopment in Centre-Ville and Ville de Beaumont.

In the fall of 2017, Council initiated the *Our Centre-Ville* project that included a review and update to the existing Central Area Redevelopment Plan and the French Village Design Guidelines, and preparation of a Beaumont wide economic development strategy, and a parking and wayfinding strategy for Centre-Ville. These documents are intended to align and provide an integrated approach to directing future growth and development in Centre-Ville. The new documents are named:

- *Our Centre-Ville* Area Redevelopment Plan;
- Beaumont Urban Design Guidelines;
- Economic Development Framework; and,
- Centre-Ville Parking Strategy.



-  Previous Centre-Ville Boundary
-  New Centre-Ville Boundary
-  Expanded Study Area





1.6 Planning Process

Preparing *Our Centre-Ville* included public consultation activities to identify the strengths, opportunities, and aspirations of Centre-Ville stakeholders, and a technical analysis to identify the existing economic, land use, transportation, and servicing conditions. These critical steps were undertaken to develop a clear vision of Centre-Ville's future, develop a set of policies to realize the vision, and provide a set of actions to implement *Our Centre-Ville*. This process consisted of four key phases:

1. Project Initiation and Planning

At the beginning of the project key members of Beaumont's Administration and consulting team participated in a SMART Start workshop. During the workshop participants refined the project work plan, defined success expectations for major deliverables, and identified key project challenges and risks and potential mitigation strategies. During this phase the *Our Centre-Ville* boundary was confirmed, background research was completed, the strengths, opportunities, aspirations, and results analysis assessment was finalized, and the public engagement plan was refined.

2. Execution

In this phase, the Economic Development Framework, the Beaumont Urban Design Guidelines and the Parking Strategy were reviewed, discussed, and aligned with *Our Centre-Ville*. This phase also involved public engagement activities, including charrettes and open house events, to receive comments and discuss the concepts and future vision that would form the final version of *Our Centre-Ville*, and inform the Economic Development Framework, Beaumont Urban Design Guidelines, and Parking Strategy.



3. Finalizing

This phase required a synthesis of the work completed in the previous phases, and the development of a land use concept, design guidelines and parking strategy designed to implement the vision identified in the previous phase, and reflect the Economic Development Framework. Beaumont's Administration and consulting team then presented the draft *Our Centre-Ville*, Economic Development Framework, Beaumont Urban Design Guidelines, and Parking Strategy to stakeholders to test, receive feedback and update the documents.

4. Monitoring and Implementation

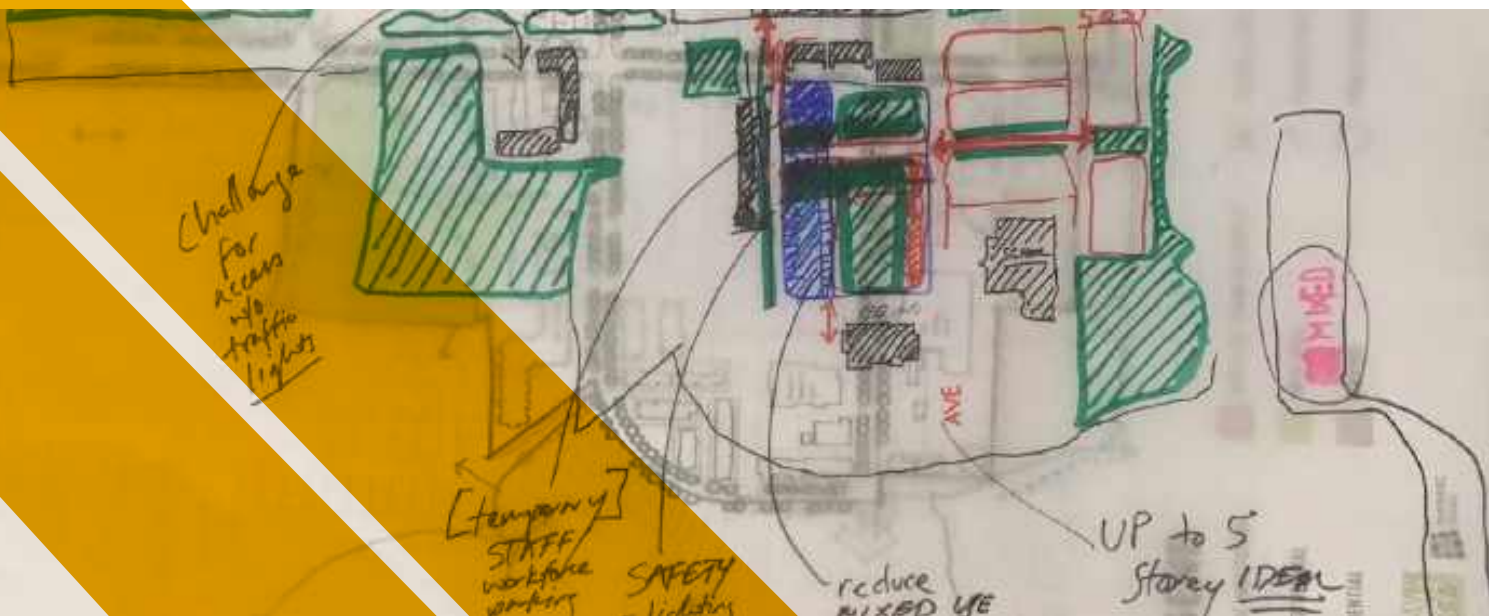
The final phase of the *Our Centre-Ville* project involved the implementation of the four project components through recommended actions in each; that are included as a compiled action plan in *Our Centre-Ville*. The action plan provides overall direction as well as identifies potential partners, timing and priorities to guide Beaumont Administration and Council, for the implementation of all project components for *Our Centre-Ville*.

Public Consultation

Public engagement with stakeholders is an integral aspect of any planning process that affects peoples' lives. Public consultation was incorporated into each phase and preparation of *Our Centre-Ville*. A robust consultation process was employed which involved key stakeholders affected by *Our Centre-Ville* to obtain their input and gain a better understanding of local issues. Input was gathered through charrettes, workshops and open house events.

The following is a summary of significant consultation activities:

- A design charrette was held on April 11, 2018 at the Le Centre Communautaire de Beaumont Community Centre. The purpose of the workshop was to understand stakeholder aspirations for areas in the downtown and establish design opportunities and aspirations, seek stakeholder input, and detail input from local builders, architects and developers involved in recently completed projects in Centre-Ville. The charrette identified how existing plans and the French Village Design Guidelines are being implemented, and where challenges exist for implementation.
- A public open house was held on April 11, 2018 at the Beaumont Aqua-Fit Centre, to present what had been discussed at the first charrette, as well as take feedback and comments from the public on four focused topics: favorite places in Centre-Ville; Central Area Redevelopment Plan review; Economic Development in Beaumont; and the French Village Design Guidelines.
- A second charrette was held on May 16, 2018 at the Le Centre Communautaire de Beaumont Community Centre. A summary of what we heard from the April 11, 2018 charrette was reviewed and discussed. Participants described how *Our Centre-Ville* and the updated Beaumont Urban Design Guidelines are different documents, but should function together, and identified land use opportunities to inform the *Our Centre-Ville* land use concept and policy framework. The feedback received provided direction for the development of a vision for *Our Centre-Ville*, land use concept options, Beaumont Urban Design Guidelines, and boundary adjustments.
- A public open house event was held on May 16, 2018 at the Crepe and Shake Café. The purpose of the open house was to present a summary of the May 16, 2018 charrette, and to receive feedback and comments on two focused topics: the future vision of *Our Centre-Ville*; and the French Village Design Guidelines.
- A meeting with Beaumont's youth was held on May 23rd 2018 at the Centre Chantal Berube Community Youth Centre. The meeting was an opportunity to talk to the youth about Beaumont's downtown and future. To illustrate their vision, the project team asked the youth to use a Lego model to "build" the future downtown Beaumont.
- Additional public open houses were conducted on September 12 and 15, 2018 at Parc Des Lions (Lions Park) located at the intersection of 52 Avenue and 47 Street in Beaumont. The purpose of the open houses was to gather resident feedback on the proposed boundary expansion and identify any concerns related to the prospect of residential infill development occurring in the eastern portion of *Our Centre-Ville*.
- An open house was held on February 27, 2019 at the Ken Nichol Regional Recreation Centre. The purpose of the open house was to receive feedback on the *Our Centre-Ville* land use concept and policy framework, Beaumont Urban Design Guidelines, and Centre-Ville Parking Strategy. City staff were available to provide information and respond to questions.
- An open house was held on January 22 and 23, 2020 at the CoBIC Centre and the Council Chamber respectively. The purpose of the open house was to present the *Our Centre-Ville* Area Redevelopment Plan and the Beaumont Urban Design Guidelines and ask the public if there were any comments or feedback. City staff were available to provide additional information and answer any questions raised by the public.





2.0

PLANNING CONTEXT

2.1 Enabling Legislation, Plans, and Policies

Our Centre-Ville is in alignment with the following legislation, statutory documents and Beaumont's strategic plans:

Municipal Government Act

The Municipal Government Act provides Council and Administration with the legislative framework to encourage and facilitate the development and redevelopment of land in an orderly, economical and environmentally responsible manner. *Our Centre-Ville* complies with Sections 634 and 635 of the Municipal Government Act, which sets out the legal basis for the preparation of an Area Redevelopment Plan and opportunities for members of the public, school boards and other affected parties to provide input during the planning process.

Edmonton Metropolitan Region Growth Plan

The *Edmonton Metropolitan Region Growth Plan* was created to provide an integrated, strategic and coordinated approach to regional growth and planning. *Our Centre-Ville* conforms to the *Edmonton Metropolitan Region Growth Plan* objectives and policies including:

- the delineation of Centre-Ville as an urban centre;
- identification of the built-up area in Beaumont;
- policies supporting Beaumont's identified density target; and
- policies supporting Beaumont's identified intensification target.

Our Beaumont: Municipal Strategic Plan 2017- 2021

In June 2018, City Council approved *Our Beaumont: Municipal Strategic Plan (Our Beaumont)* which builds upon the success of the past, addresses Beaumont's present needs, while setting a path to achieve Council's and the community's collective vision for the future. *Our Beaumont* provides the direction for strategic work, including everyday operations, budget and resource allocations. Policies in *Our Centre-Ville* align with *Our Beaumont's* key directional plans and strategic pillars for change.

Municipal Development Plan, Our Complete Community

Our Complete Community, provides direction on land use, growth and development for Beaumont as a whole over the next 30 years. Section 4.11 Centre-Ville provides specific direction for Centre-Ville to continue to be developed and revived with the goal of making it the major business, social, cultural, and entertainment focus of the community with a distinct French flair. *Our Centre-Ville* aligns with *Our Complete Community* key goals and objectives for intensification, transit-oriented development, mix of employment and population growth, pedestrian focused scale for site planning, diversity of housing forms, and the creation of destinations, such as parks, open spaces, plazas, services and related facilities.

Transportation Master Plan, Our Connectivity

The *Transportation Master Plan, Our Connectivity*, creates a long-term strategy to guide the planning, development, renewal and maintenance of a multi-modal transportation system in a manner that is consistent with Beaumont's collective needs,

and aligns with Beaumont's growth and overall vision set out in *Our Complete Community*. *Our Centre-Ville* conforms to the policies in *Our Connectivity*, and both documents address the need to encourage multi-modal and active transportation opportunities through the integration of land use and transportation planning in Beaumont and the downtown.

Our Places and Play

Our Places and Play, Beaumont's Recreation, Parks and Facilities Master Plan, provides strategic formalized direction for recreation, parks and facility services through 2029. The plan also provides Beaumont with the necessary public policy framework to manage its parks, open space programs, events, facilities, and amenities in a cost effective manner consistent with leading industry practices. The plan will also provide guidance for park planning, facility development, facility redevelopment and expansion, the delivery of programs and services as well as associated recommended resources. *Our Centre-Ville* aligns with the principles and guidelines for future open space and trail development and redevelopment in downtown Beaumont.

Beaumont Urban Design Guidelines

The Beaumont Urban Design Guidelines were developed with consideration of the Downtown Urban Design Concept Plan, *Our Complete Community*, and *Our Zoning Blueprint*, Beaumont's Land Use Bylaw. The document sets design and development goals in Beaumont, while replacing the French Village Design Guidelines, last updated in June 2013. Beaumont Urban Design Guidelines will implement policies in *Our Centre-Ville*, including guidelines for building site, signage, lighting, landscape, and parking in Centre-Ville and throughout Beaumont.



2.2 Supporting Studies

Technical information from the following sources are included, which has been critical to the formation of *Our Centre-Ville*.

Strengths, Opportunities, Aspirations and Results Assessment

The purpose of this document is to present a compiled background review and assessment of all project components. The information was used to develop the vision for Centre-Ville and to advance project components.

Economic Development Framework

The Economic Development Framework, completed in December 2018, provides an opportunity to assess Beaumont's current economic conditions within a larger metropolitan region. Beaumont is in relatively close proximity to larger and more established regional commercial and industrial nodes. Despite this, there are a number of opportunities that allow Beaumont to maximize its potential to attract for regional investment into the community.

Infrastructure Servicing Study

The Infrastructure Servicing Study, completed in December 2018, provides an assessment of redevelopment servicing impacts within the boundaries of Centre-Ville on the water, wastewater, stormwater and transportation infrastructure.

Parking Strategy

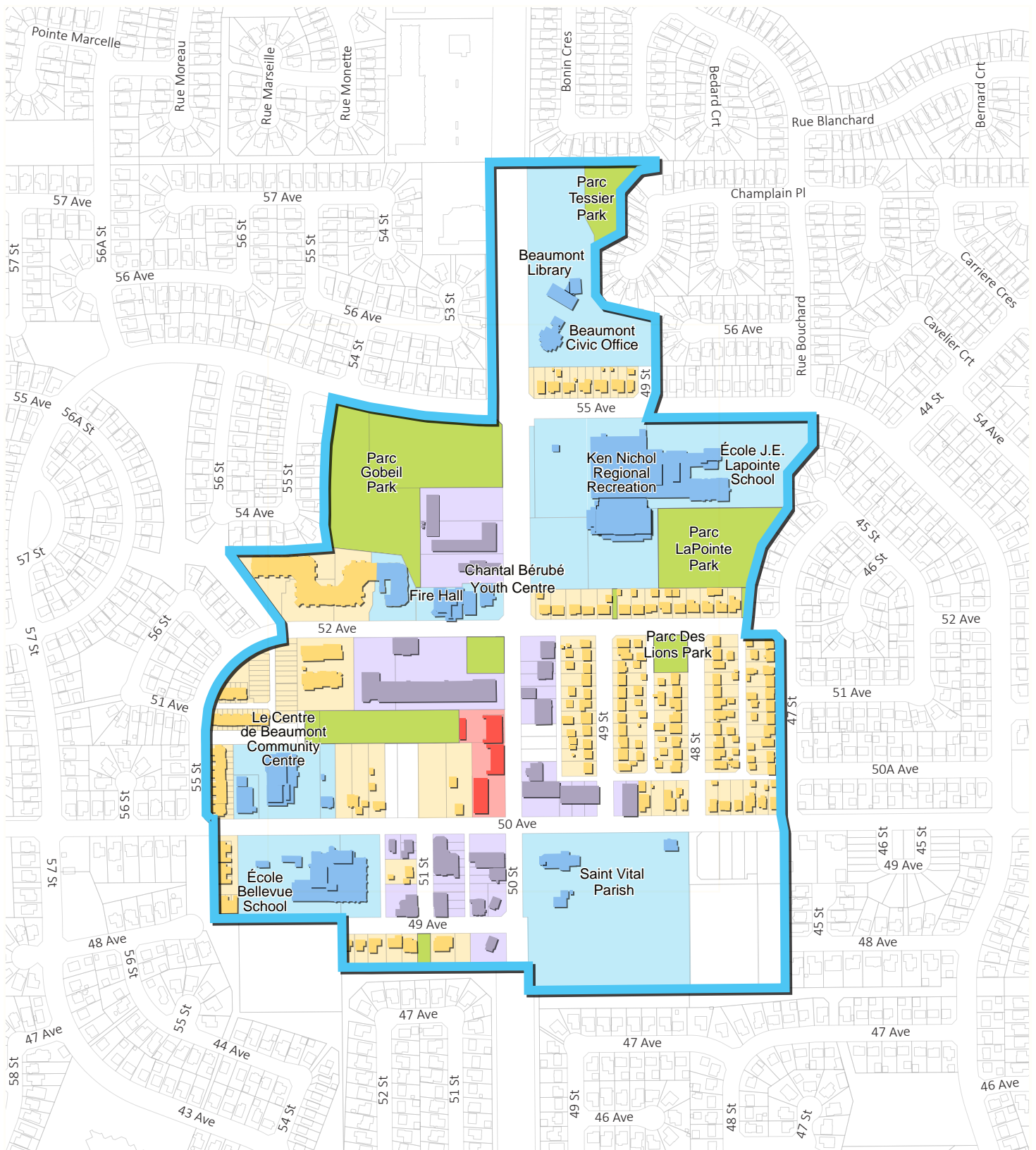
The Centre-Ville Parking Strategy, completed in December 2018, provides a system wide strategic parking management plan for *Our Centre-Ville*. The Strategy is practical, can be implemented and will be key to supporting *Our Centre-Ville* and economic development goals. The Strategy provides a baseline of current parking conditions, identifies best practice parking strategies from academic resources and peer municipalities, and includes a synopsis of relevant articles from the Institute of Transportation Engineers Journal and other readily available information from online sources.

50 Street / 50 Avenue Streetscape Design

50 Street, Beaumont's major north-south vehicular route that runs through the heart of Centre-Ville, was scheduled for reconstruction as Zone 2 of Beaumont's 50 Street Corridor Upgrades project in 2012. Through a cost-sharing partnership with the province of Alberta, Beaumont completed the concept design, preliminary/detailed design and construction of the streetscape of 50 Street. Prior to completing this project, 50 Street was a vehicle-oriented roadway used by commuters to access Edmonton. The implementation of the streetscaping project led to the creation of a pedestrian friendly street that promotes mixed-use development with active frontages.

In 2016, Beaumont completed engineering and landscape design for 50 Avenue from 49 Street to 55 Street. The design includes the development of a pedestrian-oriented and aesthetically enhanced street with active frontages. Beaumont's goal is to have investment in this infrastructure spur redevelopment in the downtown, while continuing to support current use. The major design principles implemented include: design for pedestrians first, integrate with existing and future land uses, enhance aesthetics and create a sense of place. These streetscaping projects provided direction for the function and design of corridors in *Our Centre-Ville*.





- Centre-Ville ARP Boundary
- Parcels
- Mixed Use/Commercial
- Commercial
- Open Space
- Residential
- Institutional/Civic



2.3 Existing Conditions

2.3.1 Land Use, Zoning, and Built Form

Beaumont has developed and expanded from its initial settlement in 1892. Beaumont's settlement pattern has demonstrated outward growth from the intersection of 50 Street and 50 Avenue, and now includes a mix of residential, institutional, commercial, business and open spaces.

As Beaumont's Downtown, Centre-Ville capitalizes on underutilized commercial and residential land that provides opportunity for new development and redevelopment. The following existing opportunities and constraints will affect development within Centre-Ville:

Land Use

The existing land uses in Centre-Ville included a number of institutional uses, including École J.E. Lapointe School and École Bellevue School, as well as significant public and civic buildings, such as Saint Vital Church, Beaumont Fire Hall, Civic Office, Library, Le Centre Communautaire de Beaumont Community Centre, Ken Nichol Regional Recreation Centre, Blackgold Outreach School, and Chantal Bérubé Youth Centre. These public and institutional uses are not located to provide a central focus to the downtown area, but offer a unique opportunity to develop multiple future destinations and amenity areas for all age groups. Existing land uses are illustrated on

Map 2: Existing Land Uses.

The residential uses within Centre-Ville are predominantly single-detached dwellings along 49 Street and 48 Street. Commercial land uses within Centre-Ville are predominately located at major intersections along 50 Street, such as 52 Avenue and 50 Avenue. Underutilized land and large parcels in Centre-Ville create an opportunity to connect existing and future land uses to support a vibrant mixed-use downtown with residential infill.

Zoning

Our Zoning Blueprint, Beaumont's Land Use Bylaw controls development of the lands within Centre-Ville. These lands accommodate a range of districts, including Integrated Neighbourhood, Mature Neighbourhood, and Main Street, which allow for a range of residential, commercial industrial, institutional and recreation uses. This range of uses is intended to provide more land use flexibility provided the proposed development meets specific regulations and design standards. The districts and uses also provide opportunities for new development and redevelopment, as well as opportunities for additional residential density and local business development, as per the intent of the *Edmonton Metropolitan Region Growth Plan*.

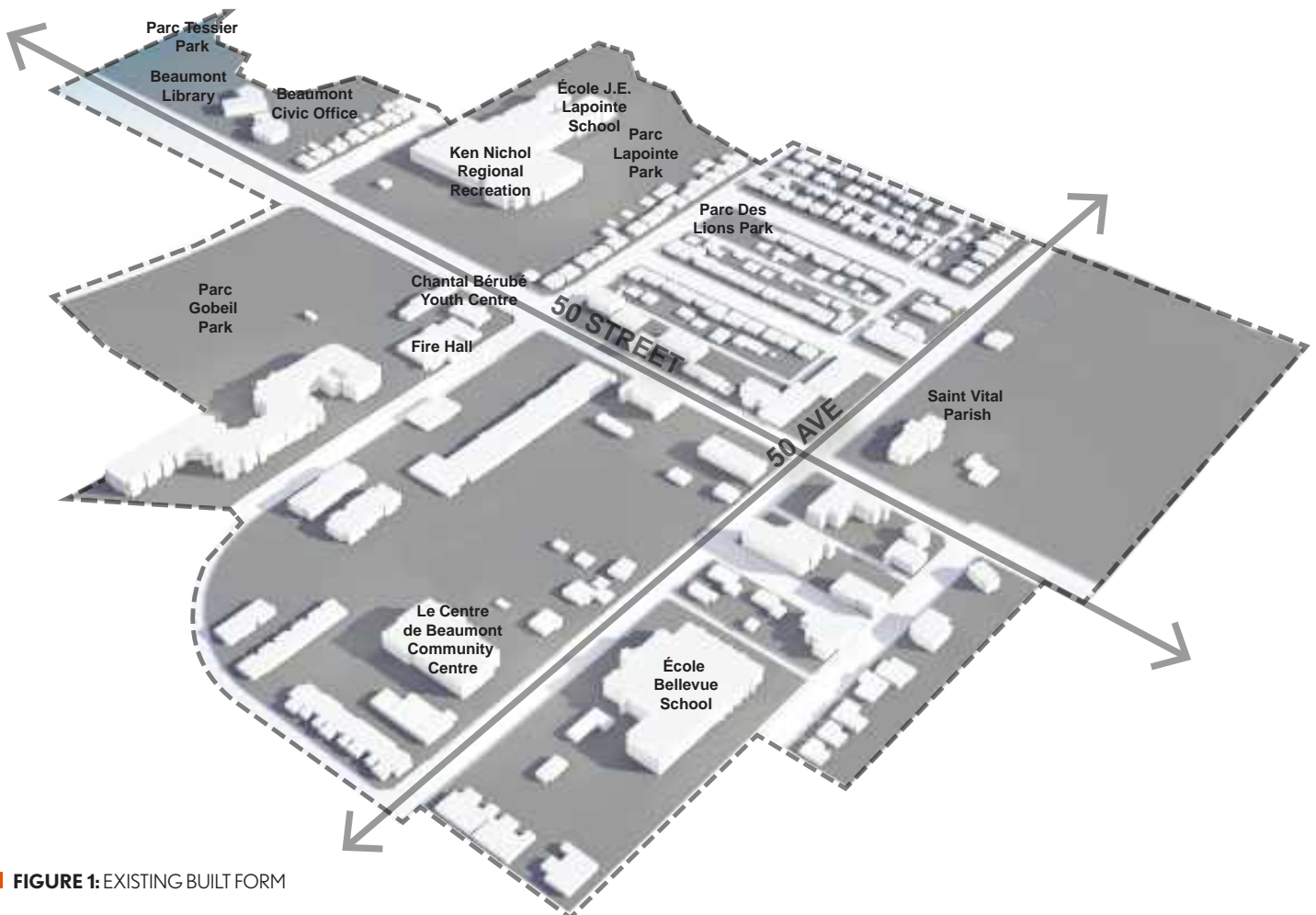


Built Form

The urban form in Centre-Ville is structured along a grid pattern, which offers key advantages to support wayfinding and orientation in the downtown, while creating opportunities to enhance vistas along street corridors. However, the existing large block structure and underutilized land discourages walkability in the downtown. Underutilized parcels located adjacent to 50 Street, 47 Street and 50 Avenue have a unique shape and size, as these parcels are elongated and narrow with limited roadway and street frontage. These parcels pose a challenge to redevelopment in their current configuration due to access constraints, which limits current opportunities to design an efficient site layout.

The pattern of existing buildings could be improved by creating a continuous building frontage along major streets (50 Street and 50 Avenue) which are pedestrian-oriented. Many of the

existing commercial buildings in Centre-Ville are currently setback from the property line with parking located at the front of buildings, which discourages opportunities for active frontages and pedestrian accessibility. Beaumont has made recent improvements to the built form in Centre-Ville, including the recent streetscaping along 50 Street and 50 Avenue, and adding mid-block crossings. These improvements will help to foster a high quality public realm and to create a vibrant urban centre in the future. At the time of redevelopment, the placement, orientation, and scale of the built form should ensure that the public and private realm is enhanced and the pedestrian experience improved. Built form in Centre-Ville is illustrated in **Figure 1: Existing Built Form.**



■ FIGURE 1: EXISTING BUILT FORM

2.3.2 Market Conditions

The Economic Development Framework presented an evaluation of the current and potential future commercial development in Centre-Ville’s downtown core. This was accomplished through a cluster analysis and commercial gap analysis. Four kinds of commercial products were studied, which are summarized in **Table 1: Development Types and Recommended Concentrations** below, along with examples, research findings, and recommendations for focusing development in the downtown core.

Types	Examples	Findings	Recommendation for Development in Downtown Core
Office	Professional, Financial, Office and Business Support	Under-supplied and room for growth, especially in medical and professional sectors	There is room for new development to meet projected needs but there is currently unoccupied office space in downtown core that needs to be filled out.
Destination	Entertainment, amusement, banquet facilities, specialty stores, eating and drinking establishments, car dealers	Lacking in entertainment, eating and drinking establishments	Concentrate novel development in Centre-Ville except car dealerships, which should not be concentrated in Centre-Ville
Comparison	Alcohol sales, eating and drinking establishments, general stores, generic or lower-end brand name clothing and household goods	Minor room for development, but the retail components are open to influence of online shopping	Focus on new development areas outside of downtown core; proceed cautiously
Convenience	Convenience retail stores, personal service shops, shopping centre/grocery	Maintain existing footprint	Not a dominant use and should be encouraged on main arterials.

■ **TABLE 1: DEVELOPMENT TYPES AND RECOMMENDED CONCENTRATIONS**

The sectors most needed in Centre-Ville are: professional, financial, office and business support, restaurants, health services, destination-oriented commercial developments, and may include knowledge based industries such as post-secondary institutions, medical research, etc. In particular, destination-oriented attractions are seen as key considerations for growing the value proposition of Centre-Ville. These include building on momentum of recent dining options, promoting more locally designed or locally made goods, and enhancing entertainment options. All of these overlap with the notion of destination commerce, which in addition to serving a local need, tends to attract customers from the surrounding region, including southern Edmonton and beyond.

The above discussion represents a qualitative assessment of the development potential for the Downtown Core Precinct. Assumptions have been made and a model for understanding development needs per square meter basis has been developed in conjunction with the four sectors.

Table 2: Projected Short-term Commercial Need for the Downtown Core Precinct operates under the following assumptions:

- The Downtown Core is defined as the Precinct identified in **Map 10: Land Use Concept**
- Population growth will slow from 9.4% annual growth rate to 6% between 2016 and 2026 (based on Census Data form 2011 and 2016). The metric is used to project future need on a per-capita basis over a 10-year period;
- Visitor populations cannot be determined for Beaumont at this time, but they are a factor to consider qualitatively and will likely increase over time if steps are taken to expand festivals, sports and culture facilities, and quality shopping, dining and drinking options in Centre-Ville;
- The existing build-out footprint in the Downtown Core Precinct is currently 10,720 m², based on a combined total of office, destination, comparison, and convenience retail. The projected commercial need for 2026 is 17,152 m² and
- Projected needs may surpass available developable land and the model treats them on an “all things remaining equal” basis.



Commercial Category	Existing Floor Area (m ²)	Projected Floor Area Need by 2026 (m ²)	Total Floor Area by 2026 (m ²)
Office (e.g. professional, financial, office, and business support)	950	570	1,520
Destination (e.g. entertainment, amusement, banquet, specialty stores, eating and drinking establishment)	3,500	2,100	5,600
Comparison (e.g. alcohol, minor eating and drinking establishments, general store)	1,100	660	1,760
Convenience (e.g. convenience retail store, personal service shops, shopping centre/grocer)	5,170	3,102	8,272
Total	10,720	6,432	17,152

■ **TABLE 2:** PROJECTED SHORT-TERM COMMERCIAL NEED FOR THE DOWNTOWN CORE PRECINCT

Office

The findings indicate that office-related space currently occupies approximately 950 m², of which about 800 m² is on the second level of a building on 50 Street. The remaining 150 m² are associated with business support services. The need can be expected to increase by 570 m² to reach a total of 1,520 m² by 2026 and should be encouraged as an alternative form of daytime activity in the Centre-Ville area. Future developments may include second or third floor office units integrated into mixed-use properties or larger commercial buildings with retail or related space on the ground floor and offices on upper levels.

Destination

For destination-oriented business spaces, an estimated 3,500 m² currently exists. It is estimated that by 2026 there will have been an additional 2,100 m² in developed space. An important consideration for the destination category is

that it is most likely to be influenced by visitors from outside of Beaumont, which means the demand could likely be greater than predicted.

Comparison and Convenience Retail

Comparison retail can be expected to increase by a factor of 660 m², but it should be noted that this small growth may be offset by larger growth in other commercial hubs that are more suited to the sector. Meanwhile, there is likely to be sustained appetite for convenience retail; even visitors to a downtown core may require general amenities. While the model projects a potential demand for an additional 3,102 m² for convenience, existing space constraints should seek to prioritize destination-oriented businesses over convenience ones.



2.3.3 Mobility Network

Map 3: Existing Mobility Network illustrates two arterial roadways, 50 Street and 50 Avenue, which form the structural spines of the roadway framework in Centre-Ville. In addition to local traffic, 50 Street provides a critical roadway connection to the City of Edmonton and the Nisku Industrial Park to the south thereby establishing itself as the key north-south corridor within the Plan area. Existing roadways through *Our Centre-Ville* are summarized as follows:

50 Street

An arterial roadway, which connects through Beaumont from the north and south boundaries, carrying 10,000 vehicles per day through the downtown. Traffic volumes are limited through Centre-Ville as the capacity was reduced intentionally from the streetscaping project that was completed in 2015. Four lanes along 50 Street transition to two lanes between 52 Avenue and 49 Avenue. The reduction in vehicle travel lanes through the downtown has allowed for wider sidewalks, furnishings, street trees, pedestrian-oriented lighting and landscaping elements. New street-oriented development along 50 Street has showcased how the streetscape and built form tie together. This improvement has created an area that is attractive, walkable and considered to be a regional destination.

50 Avenue

An arterial roadway, running east/west from Range Road 241 to 243, carrying approximately 3,000 vehicles per day through the downtown. Traffic volumes on an arterial are typically a minimum of 5,000 vehicles per day; therefore, the traffic volumes on 50 Avenue are lower than expected for an arterial. There are two travel lanes and parking is available on both sides of the road. Through the study area, a separate sidewalk is available on the north side and a monolithic walk

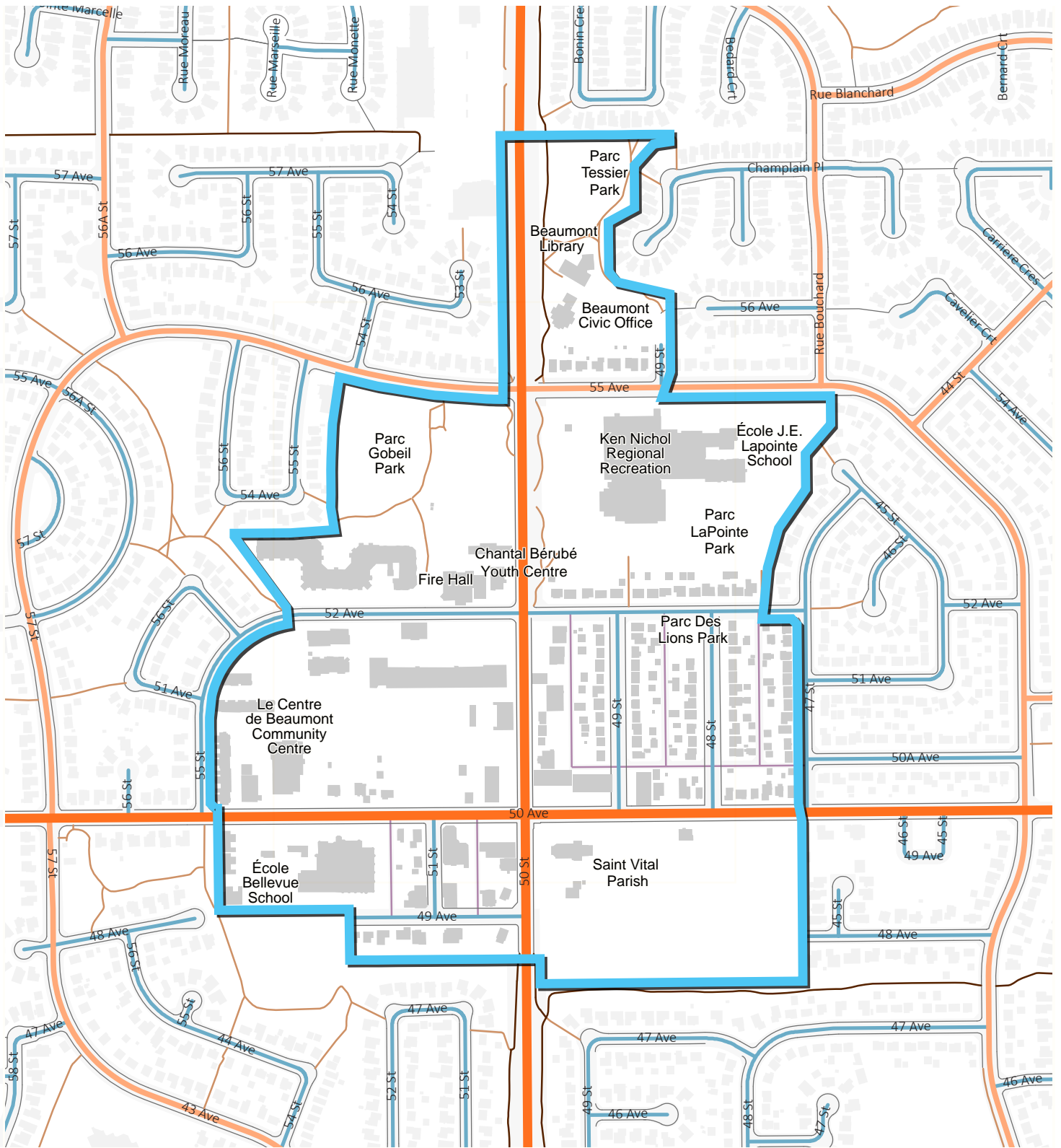
is provided on the south side. A preliminary streetscape plan has been completed with the intention to tie 50 Avenue as a pedestrian-oriented street together with the future built form. The plan calls for wider sidewalks, burial of overhead power lines, furnishings, street trees, pedestrian-oriented lighting and landscaping elements with a similar cross-section and design palette as was implemented on 50 Street. Access modifications are also planned, including several major changes to bus and school drop-off in front of École Bellevue and a reduction in the number of accesses along the street. Significant public and stakeholder engagement has been completed to help inform the recommended plan, which was approved by Council in 2017. Construction timelines are subject to funding approval.

52 Avenue

Classified as a local roadway, 52 Avenue switches to 55 Street to the west, connecting to 50 Avenue. East of 50 Street, 52 Avenue ends at 47 Street. Traffic volumes are approximately 2,500 vehicles per day, which is close to the limit expected for a local roadway, which is typically less than 3,000 vehicles per day. Monolithic sidewalks are provided on both sides of the roads, west of 50 Street. East of 50 Street, sidewalks are only provided on the north side. Two travel lanes are provided, and parking is available on both sides of the road.

55 Avenue

55 Avenue is classified as a collector roadway and comprises a portion of the inner ring road through the Plan area. Traffic volumes on 55 Avenue are approximately 3,500 vehicles per day within the Plan area. Monolithic sidewalks are provided on both sides of the roadway. Two travel lanes are provided, and parking is available on both sides of the roadway. East of 50 Street, 55 Avenue becomes a school zone at J.E. Lapointe School, and the speed limit reduces to 30 km/h.



- Centre-Ville ARP Boundary
- Arterial
- Collector
- Local
- Lane
- Sidewalk
- Primary Trail
- Secondary Trail



Intersection Operations

Within the Plan area, there are three major and two minor intersections. The major intersections include 50 Street/50 Avenue (signalized), 50 Street/52 Avenue (signalized) and 50 Street/55 Avenue (signalized), and the minor intersections are 55 Street/50 Avenue (T-intersection) and 44 Street/50 Avenue (four-way stop). These intersections were reviewed based on information collected through ISL's work on the Transportation Master Plan using traffic counts and traffic analysis software. The intersection level of services for the AM peak hour is provided as follows:

- 50 Street/50 Avenue = B
- 50 Street/52 Avenue = A
- 50 Street/55 Avenue = B
- 55 Street/50 Avenue = B
- 44 Street/50 Avenue = A

As shown, major intersections within the Plan area are operating at a level of service B or better, translating to an average intersection delay of 20 seconds or less during the PM peak hour.

Walkability

Separated multi-use trails are provided on each side of 50 Street, north of 55 Avenue. South of 55 Avenue, the trail is extended on the east side of 50 Street up to 52 Avenue. Overall, there is good pedestrian connectivity within the Plan area with pedestrian infrastructure on both sides of most roads and pedestrian crossings available at 55 Avenue, 52 Avenue, 50 Avenue and a mid-block crossing between 52 Avenue and 50 Avenue. This is no sidewalk on the south side of 52 Avenue, between 50 Street and 47 Street.

Cycling

There is overall very good connectivity within Beaumont for cycling with multi-use pathways available between neighbouring communities. Through the downtown, with the exception of the multiuse trails on 50 Avenue, north of 52 Avenue, cycling is only available by using the street and sharing the space with vehicles.

Transit

Beaumont's commuter transit service operates at peak morning and afternoon times from Beaumont to Century Park, and back, with a stop at 50 Street and Ellerslie Road. Parking for the transit service is available at the Ken Nichol Regional Recreation Centre parking lot.





2.3.4 Parks and Open Space

Centre-Ville includes a range of parks, open spaces associated with institutional and community uses, smaller municipal reserve parcels, and linear reserve parcels that include pedestrian trails, refer to **Map 4: Existing Parks and Public Realm**. The Parc Gobeil Park and Parc Lapointe Park constitute the major parks in the northern portion of Centre-Ville. Centre-Ville also includes open spaces associated with the Saint Vital Parish and the Le Centre Communautaire de Beaumont Community Centre. Overall, the distribution of parks and open spaces within Centre-Ville is adequate, but lacks a centrally located public open space/plaza that could be utilized for public gatherings or for programmed activities necessary to draw people to the downtown area, and smaller parks serving as respite from commercial and residential development or providing view corridors to other portions of Beaumont.

Urban streetscaping and furniture provide multiple benefits including: creating an attractive streetscape and pedestrian-friendly environment, protection from weather, softens the hard street and buildings features, and adds value to adjacent properties. Recent improvements to the streetscape along 50 Street, and those planned for 50 Avenue has provided landscaping within the public realm. Future public realm enhancements should be encouraged.

2.3.5 Infrastructure

Existing Water Distribution System

The existing water distribution network in Centre-Ville is supplied from either the Main Reservoir a few blocks west of Centre-Ville or the St. Vital Reservoir a few blocks to the east. **Map 5: Existing Water Distribution** illustrates watermains ranging in size from 150mm to 300mm. Approximately half the

pipes are asbestos cement (AC) and the other half are polyvinyl chloride (PVC). There has been no reported watermain breaks in Centre-Ville. AC pipes are at a higher risk of main breaks than PVC.

Pressures in the northeast-central part of Beaumont (including east part of Centre-Ville) are low due to the high ground elevation compared to the rest of Beaumont, as Beaumont uses a single pressure zone. The existing system does not meet Beaumont's minimum design pressure of 350 kPa during peak-hour demand conditions. The existing water distribution system can generally provide the required fire flows within Centre-Ville, including 270 L/s for commercial developments, 180 L/s for multi-family and 100 L/s for single family. Some of the mixed-use areas in Centre-Ville will need to be upgraded to provide the required 270 L/s.

As Centre-Ville area is located between the two existing reservoirs, future developments (full build-out to the pre-annexation boundary and build-out of the annexed lands) will not have a significant impact on servicing. Additional density associated with redevelopment within Centre-Ville will not have an appreciable impact on the available pressures during average, maximum day or peak-hour flow demand conditions.

Due to the low pressure in parts of the Centre-Ville (generally north of 50 Avenue and east of 50 Street), especially during peak hour demand, new multi-storey buildings may not have sufficient water pressure. It will be necessary to establish a separate pressure zone with booster station, or require individual buildings to have their own pressurized water system. It is expected to be more cost effective to create a separate pressure zone when considering Centre-Ville as a whole.

An isolated pressure zone would require new infrastructure for a new reservoir connection between the Main and



St. Vital Reservoirs from 55 Street to 44 Street (through the isolated pressure zone) to allow the existing pipes to be part of the separate pressure zone distribution system. A booster pump will be needed to boost water pressures within a higher-pressure zone, and a series of check valves would be required at connection points between the primary pressure zone and the new isolated zone.

Wherever roadway upgrading is proposed, the AC watermains constructed in the 1960s and 1970s should be replaced with PVC. Smaller pipe sizes (e.g. 150 mm) will also need to be replaced with larger pipes. The minimum size for commercial areas is 250 mm as per Beaumont's engineering design standards.

Existing Wastewater Collection System

The existing wastewater collection system in the Centre-Ville drains to the west to the 57 Street Trunk where it drains south to the Alberta Capital Region Wastewater Commission (ACRWC) Trunk system. **Map 6: Existing Wastewater Servicing** demonstrates that sewers are generally 200 mm in size, with some 150 mm service connections (e.g. arena) and a 300 mm sewer running west on 49 Avenue west of 50 Street. Some sewers are particularly shallow, including a number of pipes along 49 Avenue and 52 Avenue. The shallow sewers have a higher risk of basement flooding if the sewer pipes capacity is exceeded due to their proximity to basement elevations. Existing pipe materials in the Plan area consist of a combination of vitrified clay tile (VCT), concrete and PVC. The older VCT and concrete are more susceptible to deterioration.

The central part of Beaumont, including a large part of Centre-Ville, was constructed with foundation drains (weeping tiles) connected to the wastewater (sanitary) sewer system. This results in a significant contribution of rainfall induced inflow/

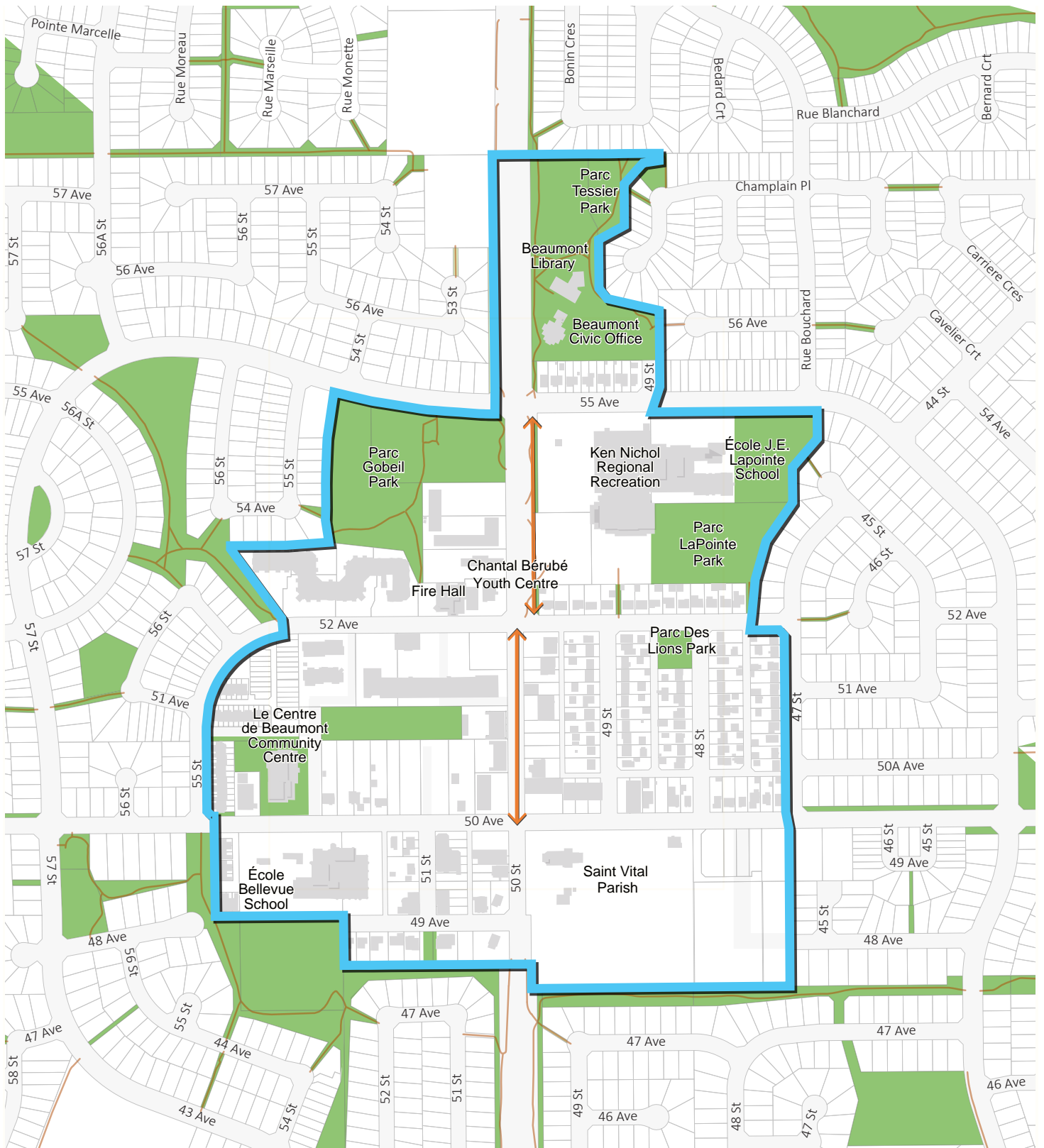
infiltration into the wastewater collection system, especially during larger rainfall events. Hydraulic modelling predicts basement flooding for a number of areas within Centre-Ville for storm events as frequent as 1:5 year.





The 57 Street Trunk, which services Centre-Ville, is undersized for the current wet weather flows; the master plan recommends upgrading the trunk from 55 Ave to 41 Avenue (south of high school) to address the existing flooding risk.

Existing Stormwater Drainage System

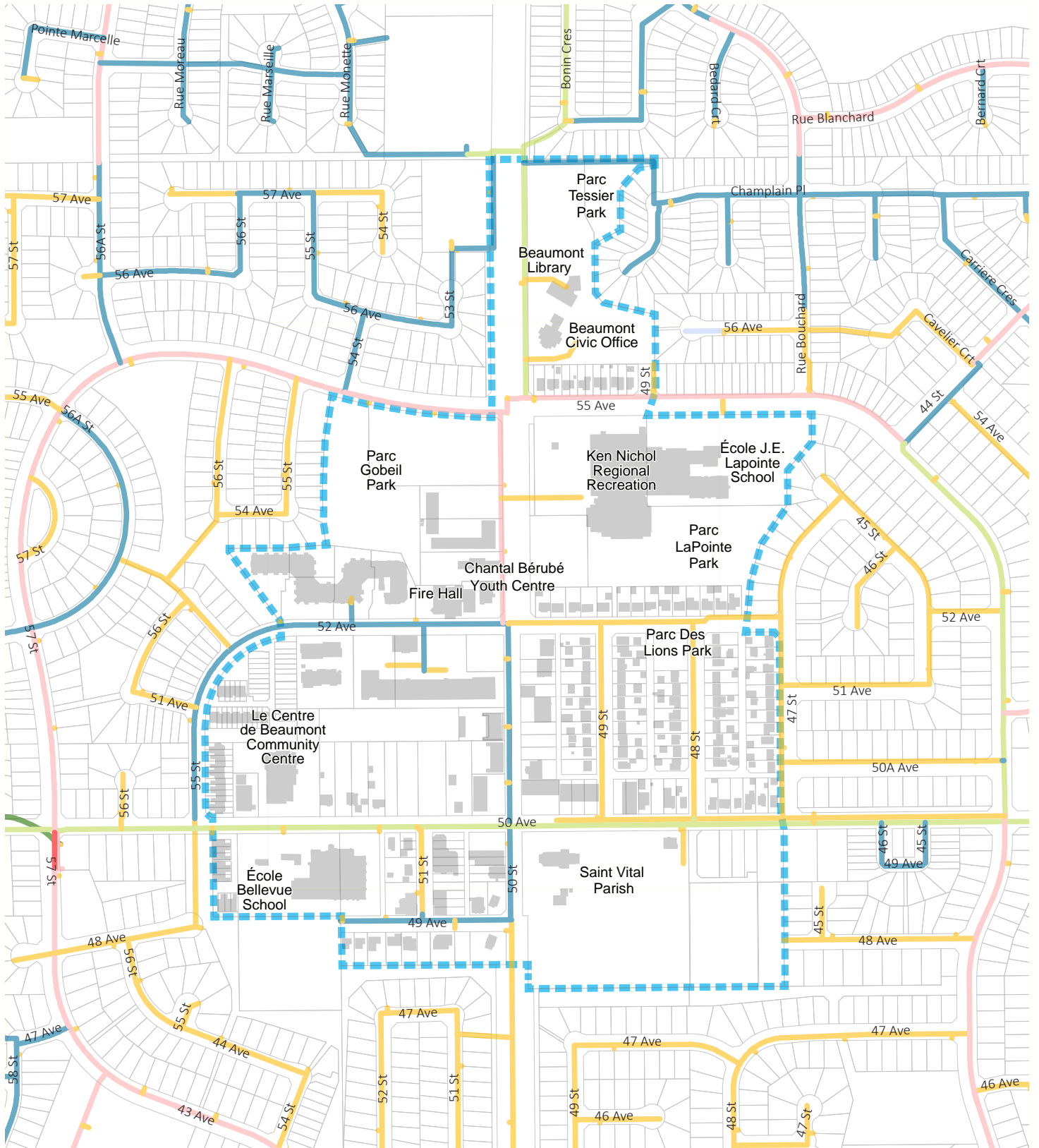
The existing stormwater network within the Centre-Ville Plan area includes sewers that range in size from 300mm to 900mm. **Map 7: Existing Stormwater Drainage** illustrates there are no storm sewers in some parts of Centre-Ville, including the residential area south of 52 Avenue and east of 50 Street. There is a section of storm sewer on 55 Avenue east of 50 Street that was installed, which is related to the École J.E. Lapointe School upgrades. The existing storm sewers were constructed over a number of years, partially due to development and partially due to system upgrading.

There is no formal overland drainage system within Centre-Ville; however, the area has considerable topographic relief, which conveys major (overland) flows in all directions. It is assumed that some of the more recent storm sewer installations have been completed to minimize the impacts of overland flows on downstream development areas. Several hilly fields in the area contribute a lot of runoff due to their steep slopes. In particular, Parc Bellevue Park and the field south of Saint Vital Church are two examples of steep topography in the area. There is one stormwater management facility within Centre-Ville, the Citadel Ridge stormwater management facility located just north of the Library.

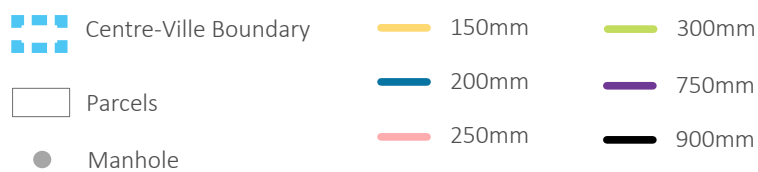


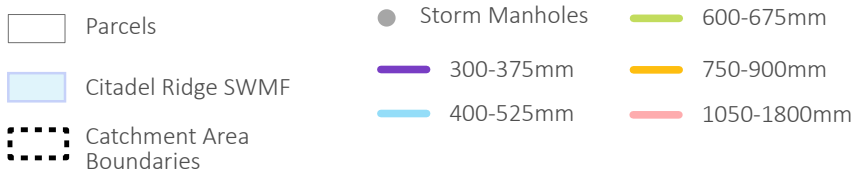
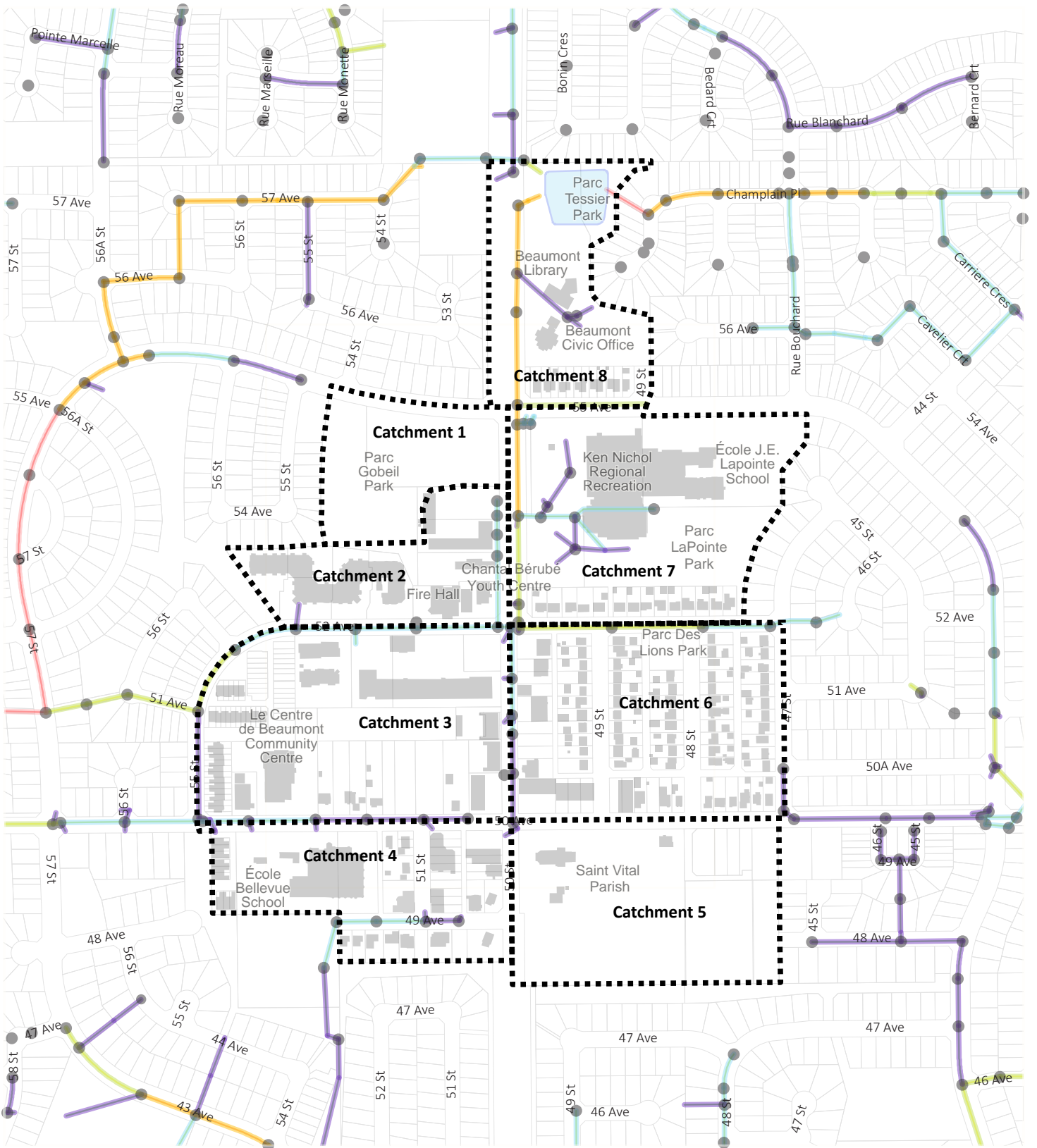
-  Centre-Ville ARP Boundary
-  Existing Enhanced Public Realm
-  Existing Paths/Walkways
-  Existing Parks/Open Space





MAP 5: EXISTING WATER DISTRIBUTION





Existing catchment boundaries were defined for the stormwater analysis, refer to **Map 7: Existing Stormwater Drainage**. The following describes the existing drainage patterns within these catchment areas.

Catchment 1 is a recreational area which drains northwest to storm sewers on 55 Avenue. These storm sewers drain to the west away from Centre-Ville.

The majority of Catchment 2 drains either east to 50th Street or south to 52 Avenue where flows would be intercepted by the existing storm sewers where it travels west along 52 Avenue.

Within Catchment 3, the storm network generally drains north or west to the existing storm sewers along 52 Avenue and 55 Street.

Stormwater from Catchment 4 can be intercepted by the system downhill from the École Bellevue School as well as along 50th Avenue, both of which discharge to the west.

Along the east side of 50th Street, there is a storm sewer and multiple smaller pipes (assumed to be part of the 50 Street streetscaping sub-drain system) which drain to the north adjacent to Catchment 6. This sewer then collects flows from the local sewer on 52 Avenue, north of Catchment 6. This combined flow continues northwards past the Ken Nichol Regional Recreation Centre towards the Citadel Ridge stormwater management facility.

The Citadel Ridge stormwater management facility located at the north end of Catchment 8 is the only stormwater management facility within Centre-Ville. This stormwater management facility is fed from the storm sewers along 50 Street (900 mm) as well as the pipes from east (1,050 mm) from Champlain Place. This stormwater management facility drains to the west through a 525 mm pipe where it is led around the Centre-Ville boundary towards the Cairns Pond stormwater management facility.

2.4 Issues and Opportunities

Beaumont's growth, particularly in Centre-Ville, presents issues and opportunities related to social and cultural activities, land use, transportation and servicing networks, the environment and economic development. Over the last two

decades, Beaumont has transitioned into a rapidly growing urban centre in the Metropolitan Region. To address potential issues that prevent future growth and development of Centre-Ville, and take advantage of Centre-Ville's opportunities the Administration and the project team prepared a strengths, opportunities, aspirations and results assessment. The key attributes from the assessment are presented below:

2.4.1 Strengths

Based on the initial review of the site characteristics of Centre-Ville, the existing conditions offer flexibility in re-imagining and making transformative steps in the heart of the downtown by building on key strengths:

1. **Existence of a number of institutional land uses:** Centre-Ville includes two schools, a number of public institutions, religious assemblies, public parks and open spaces. Such extensive public and institutional land ownership provides a unique opportunity to develop future destinations and amenity areas for all age groups.
2. **Availability of land with redevelopment potential:** Centre-Ville includes underutilized land. Strategic redevelopment of such land parcels will enable the overall transformation of Centre-Ville into a vibrant mixed-use downtown containing park areas, and commercial, residential and institutional development.
3. **Reinforce existing community areas and uses:** Centre-Ville includes centrally located open spaces, which can support mobility and walkability to destinations within five- minutes (400-500 meter walksheds). Existing conditions provide opportunities for socialization, a multi-modal transportation network, commercial land use opportunities and off-setting increased density.
4. **Existing grid:** Centre-Ville's grid pattern supports wayfinding and orientation in the downtown, while creating opportunities to enhance vistas along street corridors.
5. **Destination-oriented commerce:** Reinforcing existing destination-oriented commerce in the downtown core will translate to a larger volume of non-local patrons and economic growth.



2.4.2 Opportunities

Centre-Ville's existing site characteristics offer the following opportunities:

1. **Identify precincts:** *Our Centre-Ville* will establish key character areas and provide a comprehensive policy framework to support their growth. In addition, detailed and corresponding guidelines will be established in the Beaumont Urban Design Guidelines.
2. **Improved trail connections to Centre-Ville:** Successful downtowns are easily accessible and well-connected to surrounding neighbourhoods. While recognizing current connections, there are opportunities to further improve pedestrian connections from surrounding residential neighbourhoods to key existing and potential destinations in Centre-Ville.
3. **Incorporate winter design principles and policies:** Promoting all season activities within Centre-Ville will help to bring families and tourists to the downtown. Partnerships with local businesses and institutions should be established to enable a wide range of winter activities and events.
4. **Integration of wayfinding and parking strategies:** Wayfinding focused on Centre-Ville can improve ease of navigation and direct visitors to key destinations. Locating key signage and markers at strategic locations will enhance visitor experience. Special emphasis should be placed on seamless integration of such wayfinding and parking strategies.
5. **Gateways and entrance corridors:** The recently implemented streetscape project along 50 Street has established gateway markers. Additional gateway elements may be established. A combination of gateway elements and enhanced landscape features can help establish a strong sense of arrival at the north and south boundary of Centre-Ville.
6. **Identify infrastructure needs:** To meet density and aspirational intensification targets, the Infrastructure Servicing Study and Utility Master Plan will support *Our Centre-Ville*. Policies will identify infrastructure changes, such as upgrades or new infrastructure.

7. **Large blocks with redevelopment potential:** The large block structure in Centre-Ville should be subdivided. Future residential development in Centre-Ville requires smaller blocks to improve walkability. Typically, block structures become smaller from the rural edge to the urban center.

2.4.3 Aspirations

Based on our understanding of Centre-Ville and the existing planning framework, the following is a list of key aspirations.

1. **Concise vision statement:** The vision for *Our Centre-Ville* will be supported by strong planning principles. The vision and principles will ensure that they reflect aspirations drawn from stakeholder activities.
2. **Well-developed land use framework for Centre-Ville:** *Our Centre-Ville* will ensure alignment with the Edmonton Metropolitan Region Growth Plan and *Our Complete Community*.

2.4.4 Results

1. **MDP targets:** *Our Complete Community* reinforces Beaumont's goal of strengthening Centre-Ville's cultural heritage in the heart of the downtown with a focus on pedestrian-oriented, mixed-use developments where people can live and work near daily amenities in close proximity to major transit facilities.
2. **Vibrant downtown:** Application of the policies in *Our Centre-Ville*, and guidelines in Beaumont Urban Design Guidelines will support Centre-Ville's transformation into a downtown with a variety of mixed-use developments and unique places for citizens and visitors.
3. **Emphasis on short-term actions:** The implementation of *Our Centre-Ville* will establish a series of short-term actions and partnerships with local stakeholders, and outline key catalyst projects that will trigger revitalization efforts.

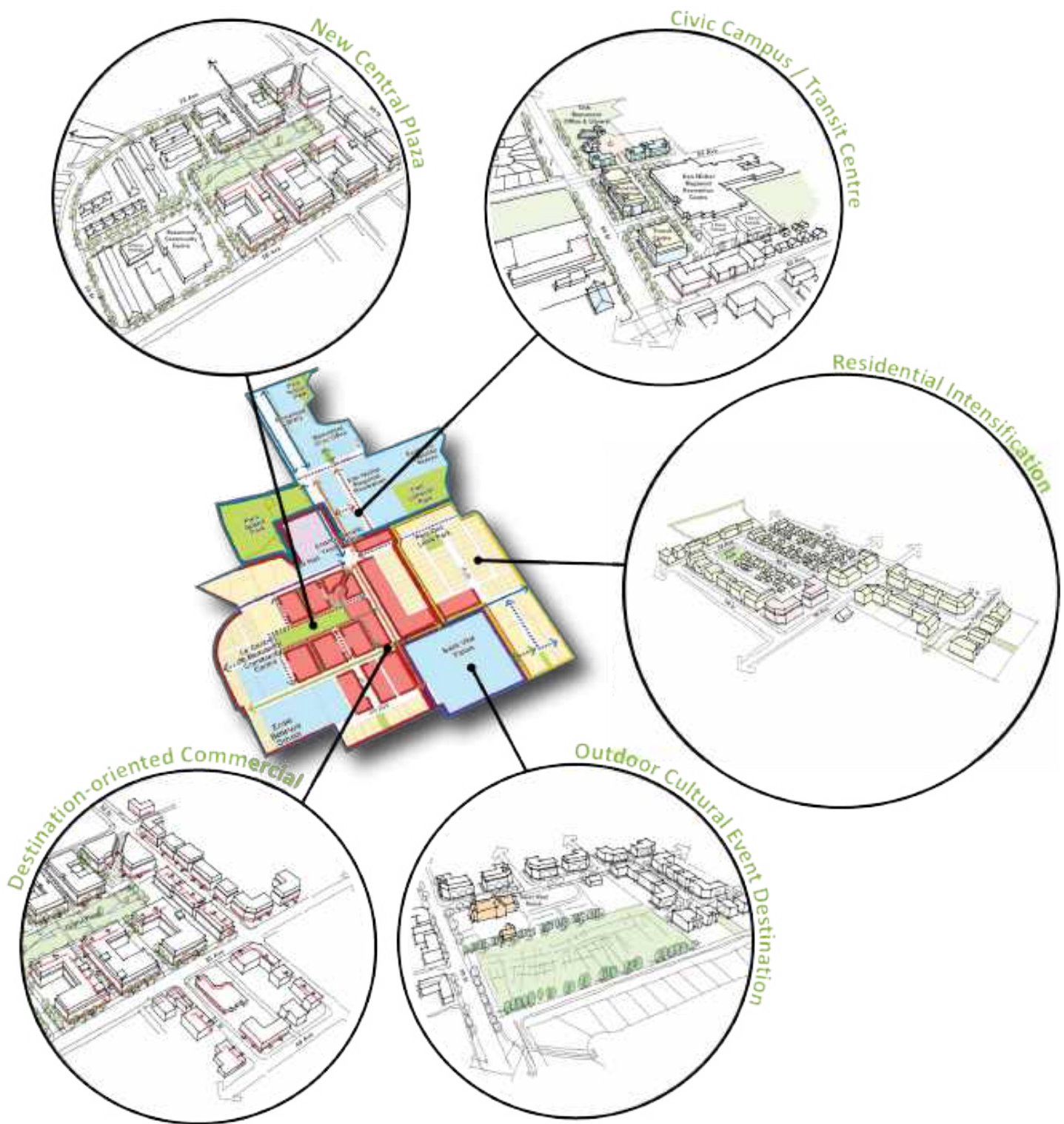


2.5 Transformative Opportunities

Centre-Ville has all the necessary elements to further enhance its role as Beaumont's focal point. Its existing infrastructure, current services and amenities, and underutilized land allow for the downtown to grow through new development and redevelopment opportunities, along with increased residential density. The following projects, which are also identified in **Figure 2: Transformative Opportunities**, are transformative opportunities, or big moves, that further define and make Centre-Ville a unique, and vital place.

- 1. New Central Plaza:** Beaumont owns a parcel of land located at the center of the urban block defined by 52 Avenue, 55 Street, 50 Avenue and 50 Street. At present, this parcel is used as public surface parking, which serves the nearby commercial businesses. In the short-term, an opportunity exists to develop a Central Plaza at this location that can host small and large-scale public events throughout the year, and provide amenity space for surrounding development. The Central Plaza should also include a garden space, an indoor/outdoor theatre, seating on the periphery, water and art features, and landscaped edges.
- 2. Destination-oriented Commercial:** Downtown can be focused on professional offices, health services and destination-oriented commercial uses, such as unique restaurant and/or food establishments, specialty retail focusing on locally-designed or made goods, and entertainment which is integrated into the causal shopping or eating experience. In doing so, Centre-Ville will strive to achieve 17,152 m² of commercial space by 2026.
- 3. Residential Intensification:** New residential development, provided in a context sensitive manner¹, can be accommodated at a higher density than existing development throughout Centre-Ville. Residential development within the Centre-Ville will strive to achieve 100 dwelling units per net residential hectare, accommodate 10% of the total number of new residential dwellings constructed within Beaumont, and accommodate a population of 3,574 by 2044. Development at this intensity will support a proposed transit centre (see Transformative Opportunity 6) located adjacent to the Ken Nichol Regional Recreation Centre, the pedestrian scaled commercial high streets along 50 Street and 50 Avenue, the policies of the Edmonton Metropolitan Region Growth Plan, and will mean less greenfield land will be required for new housing, and will make efficient use of water and sewer infrastructure, schools and services.
- 4. Outdoor Cultural Event Destination:** Respecting the wishes of the Saint Vital Parish congregation, Beaumont may pursue a partnership with the Parish to develop their land, located south of the Church, for an outdoor, cultural heritage destination. The sloping terrain of this site may be utilized effectively to explore the viability of this site to host cultural outdoor events from tobogganing, as it is today, to larger events such as a market, outdoor movie theatre, or a music festival provided landowner and stakeholder permissions are secured.
- 5. Civic Campus:** The existing Beaumont Civic Office and Library site will expand to the south to create a Civic Campus that accommodates additional civic offices and new public amenities. The Campus will also host events and festivals, and serve as a venue for social interaction. A new public plaza at the south entrance of the Civic Campus (55 Avenue) will provide enhanced pedestrian access and opportunities for public events. In the longer term, if the need arises, the Civic Campus may be relocated to lands adjacent to the Central Plaza to consolidate all civic uses and support the success of the Central Plaza. Such institutional anchors would ensure effective programming and use of the plaza space on a daily basis. In addition, Beaumont may also explore opportunities for providing underground public parking within the plaza.
- 6. Transit Centre/Hub:** An opportunity exists to expand a transit centre within Centre-Ville. The site identified is located west of the Ken Nichol Regional Recreation Centre, and may provide local and regional bus service. The transit centre may be developed as a transit-oriented development that has an active building frontage, provides a range of commercial uses, and includes a public parking facility. The transit centre will provide a sufficient parking supply to reduce the parking demands within Centre-Ville, and serve as a draw to the area. Expanding a central transit centre and parking facility will enable visitors to access, explore, and experience the amenities, attractions, festivals, and events of Centre-Ville.

¹Context sensitive means development that is flexible and sensitive to community values, adjacent development, and balances economic, social and environmental objectives.



■ FIGURE 2: TRANSFORMATIVE OPPORTUNITIES

3.0

VISION, GUIDING PRINCIPLES, AND STRATEGIES

3.1 Vision

The following vision statement for Centre-Ville was developed in consultation with Centre-Ville stakeholders:

Centre-Ville will have a cultural foundation reflecting our French character, and offer accessible services and amenities that meet the needs of the community.

Centre-Ville will be a destination that brings people together and celebrates the community's heritage and future.

Centre-Ville will feel warm and welcoming; it will invite people in, and make them feel at home.

Centre-Ville will create a sense of belonging for all and will provide opportunities for residents, businesses and visitors.

3.2 Guiding Principles

The following ten (10) guiding principles, and further described by their associated bullets, help to implement the vision for Centre-Ville and provide direction for the Land Use Concept.

1. Promote Centre-Ville as a Sub-Regional Destination
 - Develop a public Central Plaza to host a wide range of cultural events and festivals.
 - Incorporate winter city design aspects and amenities into the Central Plaza to allow for year-round programming.
 - Establish built forms surrounding the Central Plaza that are supportive to creating a pedestrian-friendly environment.
 - Communicate a sense of arrival to Centre-Ville.
2. Establish Centre-Ville as a Cultural Hub
 - Establish Centre-Ville as the cultural center of Beaumont and the surrounding region.
 - Host a variety of events and festivals for all ages that celebrate cultural diversity.
 - Support the development of cultural services and resources, art galleries, performance theatres, and music venues within Centre-Ville.
 - Express cultural diversity through public art features.
3. Encourage Intensification and Mixed-Use Development
 - Support the overall intensification of Centre-Ville by encouraging mixed-use commercial, retail, office, and developments consisting of a mix of commercial, office, and residential uses.
 - Encourage mixed-use building heights of four to six storeys within Centre-Ville.
 - Expand employment opportunities through incorporating commercial, retail, and office uses into mixed-use developments.
 - Create active ground floor frontages with at grade commercial and retail uses.
 - Promote second floors of mixed-use developments as office space.
 - Accommodate a variety of residential housing forms.

4. Support Residential Infill
 - Promote the redevelopment of low density residential lots within Centre-Ville as medium- and high-density residential development.
 - Support medium density residential development along the periphery of the Centre-Ville boundary and high-density residential development with the downtown core.
 - Provide a variety of medium and high density residential building development consisting of townhomes and apartment buildings.
5. Expand Institutional and Recreational Services and Amenities
 - Build on existing institutional and recreational assets within Centre-Ville.
 - Develop new recreational amenities to satisfy the recreational needs of the community.
6. Develop a Pedestrian Focused Public Realm
 - Establish 50 Street and 50 Avenue as major pedestrian corridors.
 - Provide gathering and resting areas along 50 Street and 50 Avenue through the placement of benches, landscaping, and public art features.
 - Seamlessly integrate pedestrian connectivity into private sites.
 - Strengthen connections to existing pathways and walkways to enhance pedestrian routes to surrounding residential areas.
7. Improve Mobility Options and Wayfinding
 - Establish a wayfinding plan to help individuals navigate to and within Centre-Ville.
 - Develop bike routes within Centre-Ville to improve connectivity between surrounding neighbourhoods and promote active transportation.
8. Reflect French Heritage
 - Encourage active transportation facilities and amenities within Centre-Ville and extending into surrounding residential areas.
 - Expand the transit centre with an associated parking structure to serve residents and visitors.
 - Support transit oriented development within Centre-Ville that encourages individuals to use public and active transportation modes.
8. Reflect French Heritage
 - Reflect the French heritage of Beaumont through traditional and contemporary architectural features², landscaping elements, and public realm treatments.
 - Focus traditional French architecture elements within the built environment along 50 Street.
 - Encourage built forms within Centre-Ville, excluding 50 Street, to incorporate contemporary French architecture elements.
 - Support public art features that portray French heritage and character through creative forms.
9. Establish Centre-Ville Precincts
 - Establish Precincts within Centre-Ville whose land use and built form have a distinct character and focused theme.
 - Link *Our Centre-Ville* with the Beaumont Urban Design Guidelines.
10. Improve Open Space Connectivity
 - Establish new open spaces to accommodate festivals and events.
 - Improve pedestrian connections to and from existing open spaces.
 - Promote the development of parks within the residential areas.

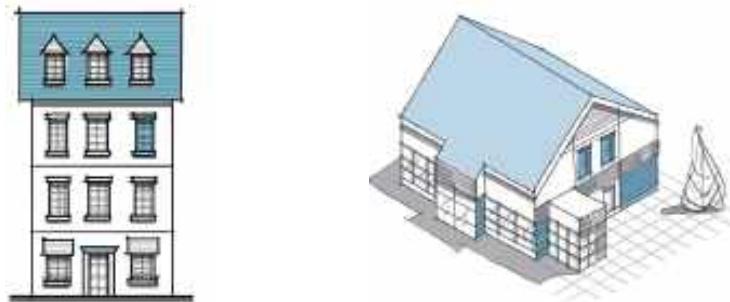


FIGURE 3: TRADITIONAL (LEFT) AND CONTEMPORARY (RIGHT) FRENCH ARCHITECTURE

²Traditional French colonial buildings reflect the style that settlers imported from France and modelled on grand palaces, townhomes and religious architecture mostly found in Paris. Traditional colonial buildings also used the mansard roof and steep roof pitches that were found in Paris and imported to Montreal, Quebec City and other French colonies. These buildings incorporate a great amount of detail in the building elevations, including doors, windows, railings that add richness to the façade. Buildings incorporate pilasters, columns, cornices, dentils and many neoclassical style architectural features.

Contemporary French architecture uses the volume and form to echo some of the traditional French architectural colonial elements and styles, but does not require as extensive detail in windows, doors and façade elements. The Beaumont Civic Office is a good example of how traditional forms were incorporated into the architectural expression through steep roof gables, dormers, smaller, more repetitive window patterns and materials.



3.3 Placemaking for All Seasons

Placemaking and winter design strategies play an important role in transforming ordinary urban spaces into vibrant ‘places’ capable of attracting people, businesses and tourists throughout the year. Centre-Ville already includes a number of architectural landmarks, unique land uses, civic institutional buildings and open spaces that create ‘place’. Centre-Ville can also celebrate winter and build on existing assets to promote winter-friendly activities, and ensure outdoor places and streets are vibrant and comfortable during winter months. A design focused approach with a strong emphasis on placemaking initiatives and winter design around key urban nodes will help establish a distinct image for Centre-Ville as a place for people to gather and help transform it into a regional destination.

3.3.1 Objectives

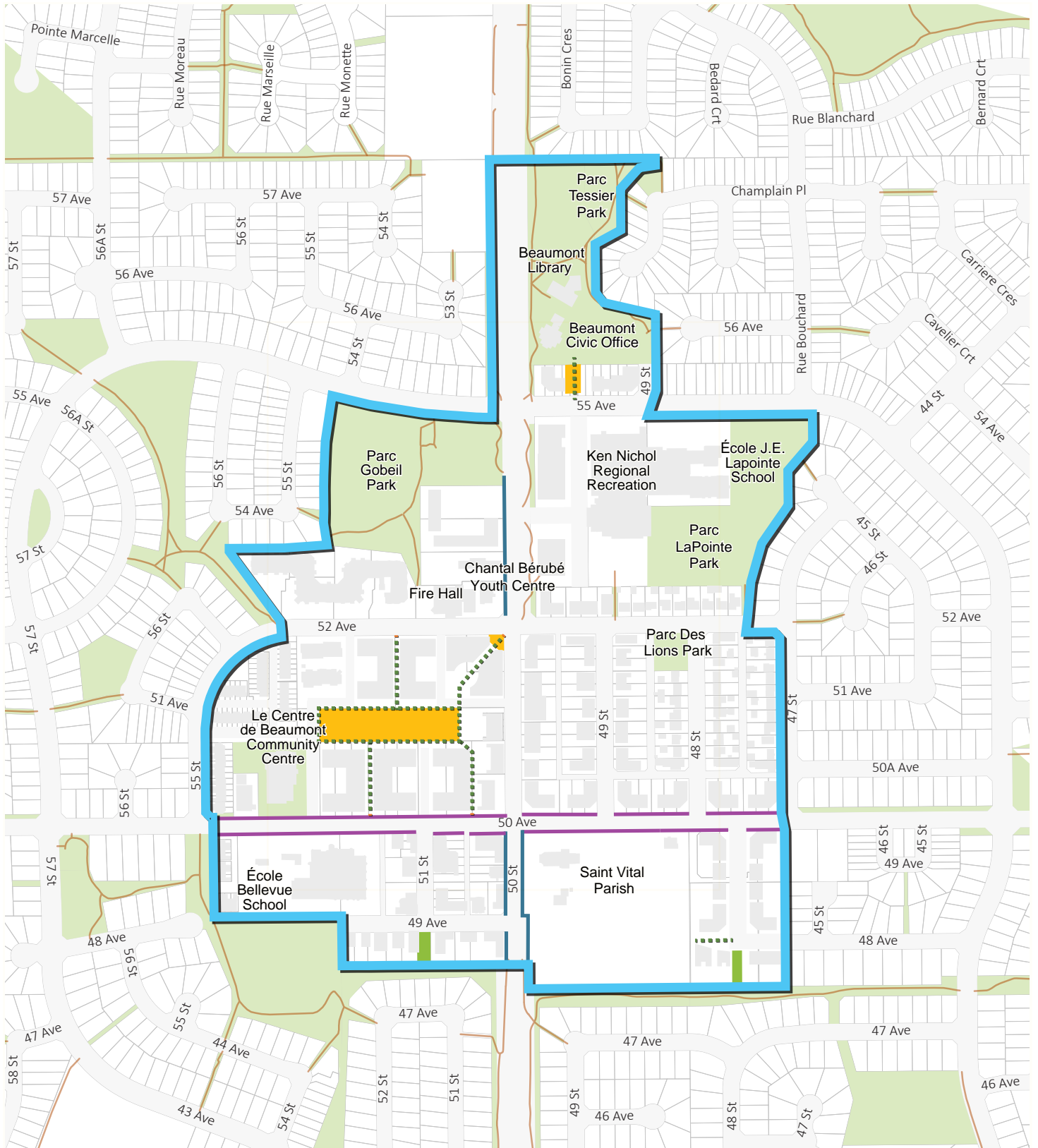
1. Establish a sense of place in Centre-Ville through a series of public and private initiatives.
2. Establish a unique image for the Centre-Ville through public realm improvements, public art, quality of architecture and pedestrian scaled high streets.
3. Ensure the use of materials and colour of buildings reduce monotony and create visual interest in the urban landscape.
4. Establish direction for municipal public realm improvements within road right-of ways and public open spaces.
5. Establish a public realm and built form environment that supports winter activities.

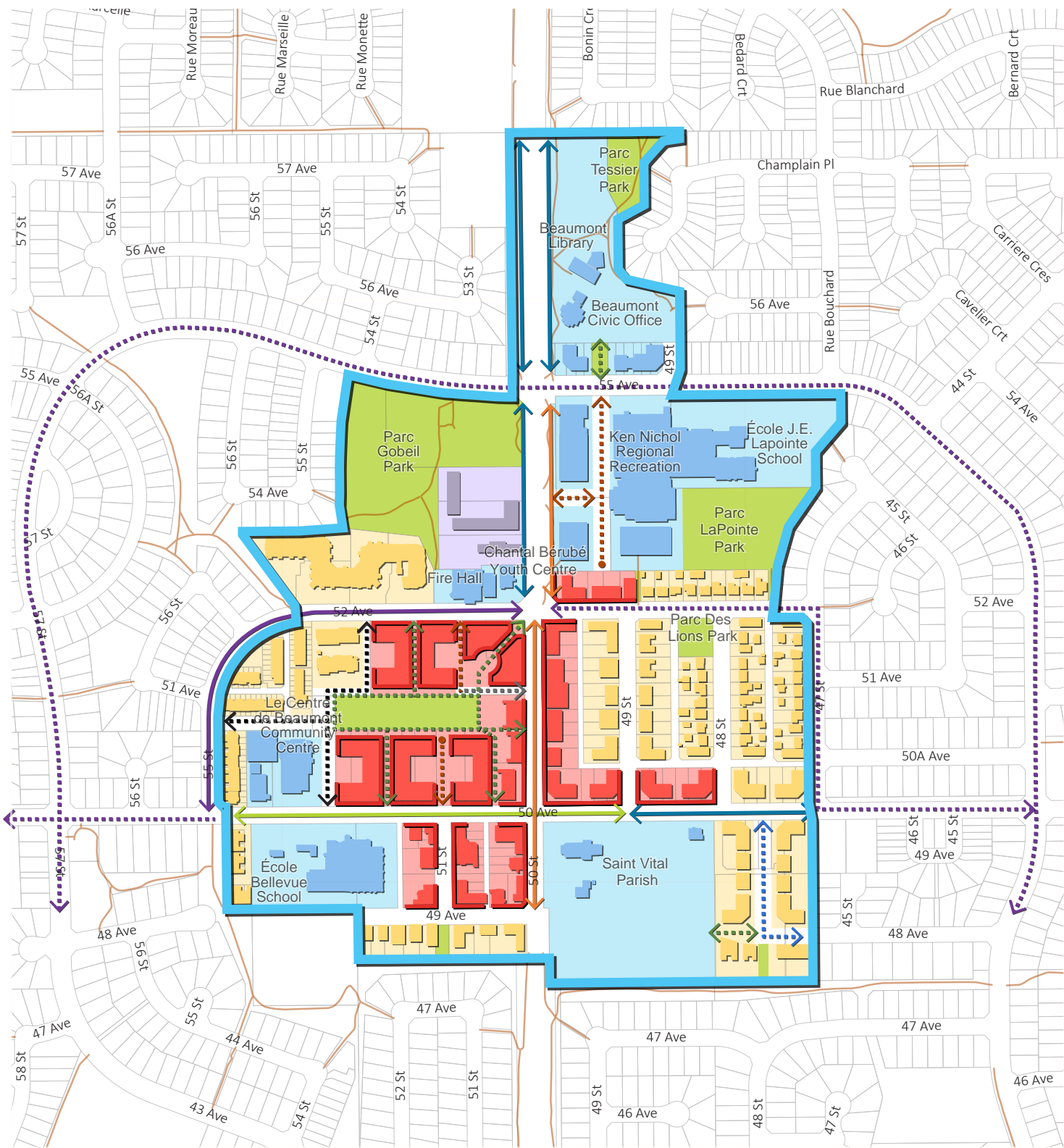
3.3.2 Policies

1. Beaumont should explore and promote a variety of placemaking strategies including strategic, tactical and creative placemaking. Beaumont’s approach shall be in accordance with the placemaking initiatives identified in **Map 8: Placemaking**.
2. Strategic placemaking initiatives may include approaches such as promoting mixed-use developments, the integrated design of buildings and open spaces, and strategically locating new plazas/open spaces along key pedestrian corridors. Key strategic placemaking initiatives may include:
 - a. a new public plaza to improve access to and visibility from 55 Avenue to public institutions.
 - b. Promoting mixed-use commercial developments around the Central Plaza.
 - c. Requiring new mixed-use commercial buildings adjacent to the Central Plaza to provide their frontages along public spaces.
 - d. Developing the Beaumont-owned parcel along the south side of 49 Avenue at the termination of 51 Street as a small park.
 - e. Working with the landowner of the parcel located on the east side of Saint Vital Parish to develop a small-scale park as a condition of redevelopment. Utilize the redevelopment opportunity of this parcel to establish new view corridors.




3. Tactical placemaking initiatives shall include approaches involving temporary as well as small-scale interventions that may still have a significant impact on establishing unique branding as well as improving the overall sense of place. Key tactical placemaking initiatives may include:
 - a. Install banners with custom-designed Centre-Ville branding along 50 Street and 50 Avenue.
 - b. Encourage private retail and commercial developments to provide additional seating and street furniture that may complement public realm improvements along 50 Street and 50 Avenue corridors.
 - c. New developments within the downtown core shall be encouraged to include weather protection such as canopies to provide comfort to pedestrians, and vibrant colours that will add visual interest to the urban landscape during winter season.
 - d. Build on the current sidewalk café success and encourage additional opportunities for sidewalk cafés and other methods that may activate public spaces.
4. Creative placemaking initiatives shall include new public art installations as well as other unique public realm elements such as water fountains, custom-designed public spaces and street furniture elements. Key creative placemaking initiatives may include:
 - a. Explore the use of textured crosswalks or artistic pattern crosswalks at strategic locations including:
 - i. Intersection of 55 Avenue and 50 Street;
 - ii. Intersection of 50 Avenue and 55 Street; and
 - iii. Intersection of 50 Avenue and 47 Street.
 - b. Encourage landowners of parcels located around the potential Central Plaza to provide textured pedestrian priority private roadways that may provide an improved pedestrian as well as vehicular access to the central public gathering plaza from 50 Avenue and 52 Avenue.
 - c. Encourage use of pedestrian oriented lights, artistic lights and other public art features with potential private roadways surrounding the potential Central Plaza.
 - d. Incorporate water features and/or public art within the Central Plaza to establish this location as a central focal point within Beaumont.
5. The design of the Central Plaza shall explore the viability of including winter programming such as a temporary skating rink, interactive lighting features as well as other design features that promote winter activities.





- | | | | | |
|---------------------------|----------------|-----------------------------------|----------------------------------|---------------------------|
| Centre-Ville ARP Boundary | Commercial | Commercial Frontage at Grade | Future Public Realm Enhancements | New Public Roadway |
| Parcels | Residential | Existing Enhanced Public Realm | Potential Bike Route | New Pedestrian Connection |
| Mixed Use | Open Space | Existing Vehicular Connection | Future Protected Bike Facility | New Vehicular Connection |
| Civic/Institutional | Paths/Walkways | Planned Public Realm Improvements | | |

MAP 9: ILLUSTRATION OF POTENTIAL FUTURE DEVELOPMENT



4.0

LAND USE CONCEPT AND PRECINCTS

4.1 Land Use Concept

In addition to the feedback provided by stakeholders during public engagement activities, and the information contained in the completed technical reports, the development of the *Our Centre-Ville* land use concept was based on the following objectives:

1. Meet Edmonton Metropolitan Region Growth Plan density and intensification targets.
2. Identify Centre-Ville's Precincts.
3. Intensify residential development within Centre-Ville.
4. Identify sites for high density mixed use development and transit-oriented development.
5. Create pedestrian-scaled high streets³ utilizing traditional French architectural details.
6. Integrate the Downtown Urban Design Concept Plan, as applicable.
7. Investigate and identify potential heritage resources and landscapes.
8. Maximize the amount of open space and public parks within Centre-Ville.
9. Improve pedestrian connectivity between open spaces and surrounding residential areas.
10. Promote excellence and innovation in the design of open spaces.

Map 9: Illustration of Potential Future Development

illustrates the *Our Centre-Ville* vision, land use designations and a program of improvements that will transform Centre-Ville over the next 25+ years. The land use concept also locates the following land uses within its boundaries.

4.1.1 Mixed Use

The concentration of mixed uses, such as commercial, retail, office, and residential within Centre-Ville defines downtown Beaumont. The combination of these uses, organized vertically or horizontally, creates an active and engaging pedestrian experience, and establishes a unique image for Centre-Ville as a whole.

4.1.2 Commercial

The lands designated for commercial uses within Centre-Ville accommodate a mix of retail and office opportunities to serve the community and nearby residents. These lands are located between 52 Avenue and 55 Avenue, and may be redeveloped or intensified to further create employment opportunities, supports the creation of a pedestrian-scaled high street on 50 Street and 50 Avenue, and transit-oriented development, as per the policies of the Edmonton Metropolitan Region Growth Plan.

4.1.3 Civic and Institutional

The lands designated for Institutional/Civic uses accommodate government, recreation, education and religious services. The uses on these lands will expand and intensify to accommodate growth, provide new services and support the strategic directions of the Edmonton Metropolitan Growth Plan.

³The "high street" is the commercial and retail main street of a city or town.

4.1.4 Residential

The residential areas within Centre-Ville will provide a variety of low to high density residential development. Increasing the residential population within the immediate surroundings of the Mixed Use area will activate Centre-Ville.

4.1.5 Open Space

Open Space within Centre-Ville will be provided on public and private lands. A total of 5.96 ha of open space currently exists within the *Our Centre-Ville* boundaries. The land use concept for *Our Centre-Ville* proposes 5.82 ha of open space, which are located in seven existing locations; the Beaumont Civic Office and Library site, École J.E. Lapointe School, Parc Gobeil Park, Parc Des Lions Park, Le Centre Communautaire de Beaumont Community Centre, École Bellevue School, and northeast of Le Centre Communautaire de Beaumont Community Centre. The open space area has reduced by 0.14 ha to accommodate mixed used development at the southwest corner of 52 Avenue

and 50 Street. However, three new open spaces are introduced within Centre-Ville, and include: a plaza at the Beaumont Civic Office and Library site; and parks located south of 48 Avenue and 49 Avenue to provide connections to larger open spaces. The existing open space located northeast of Le Centre Communautaire de Beaumont Community Centre has been renamed the Central Plaza. The existing open spaces will retain their current programming and may be re-imaged, with new play structures, programming and amenities to better establish Centre-Ville as a unique destination. The new open spaces will host a range of cultural activities, a market, festivals, and year-round events. The Central Plaza, located in the heart of Centre-Ville, will activate the area throughout the year and provide amenity space for surrounding high density residential and mixed use development. Public art will be located throughout the open spaces to illustrate Beaumont's French heritage and culture.

4.1.6 Land Use Statistics at Full Build Out (estimated to be 2044)

	Area (ha)	% of
Gross Area	48.29	
Institutional	14.28	29.6%
Open Space	5.82	12.1%
Mixed Use	6.32	13.1%
Medium-density Residential	5.83	12.1%
Low-density Residential	4.51	9.3%
Commercial	1.19	2.5%
Other (e.g. Road R/W)	10.34	21.3%
Total	48.29	100.0%

Population	Area (ha)	Units/ha	Units	Persons/unit	Persons
Mixed Use	6.32	140	885	2	1770
Medium-density Residential	5.83	95	554	2	1108
Low-density Residential	4.51	51	232	3	696
Total	16.66		1,671		3,574

Residential Density					
Units per net residential hectare		100.3			
Persons per net residential hectare		214.5			



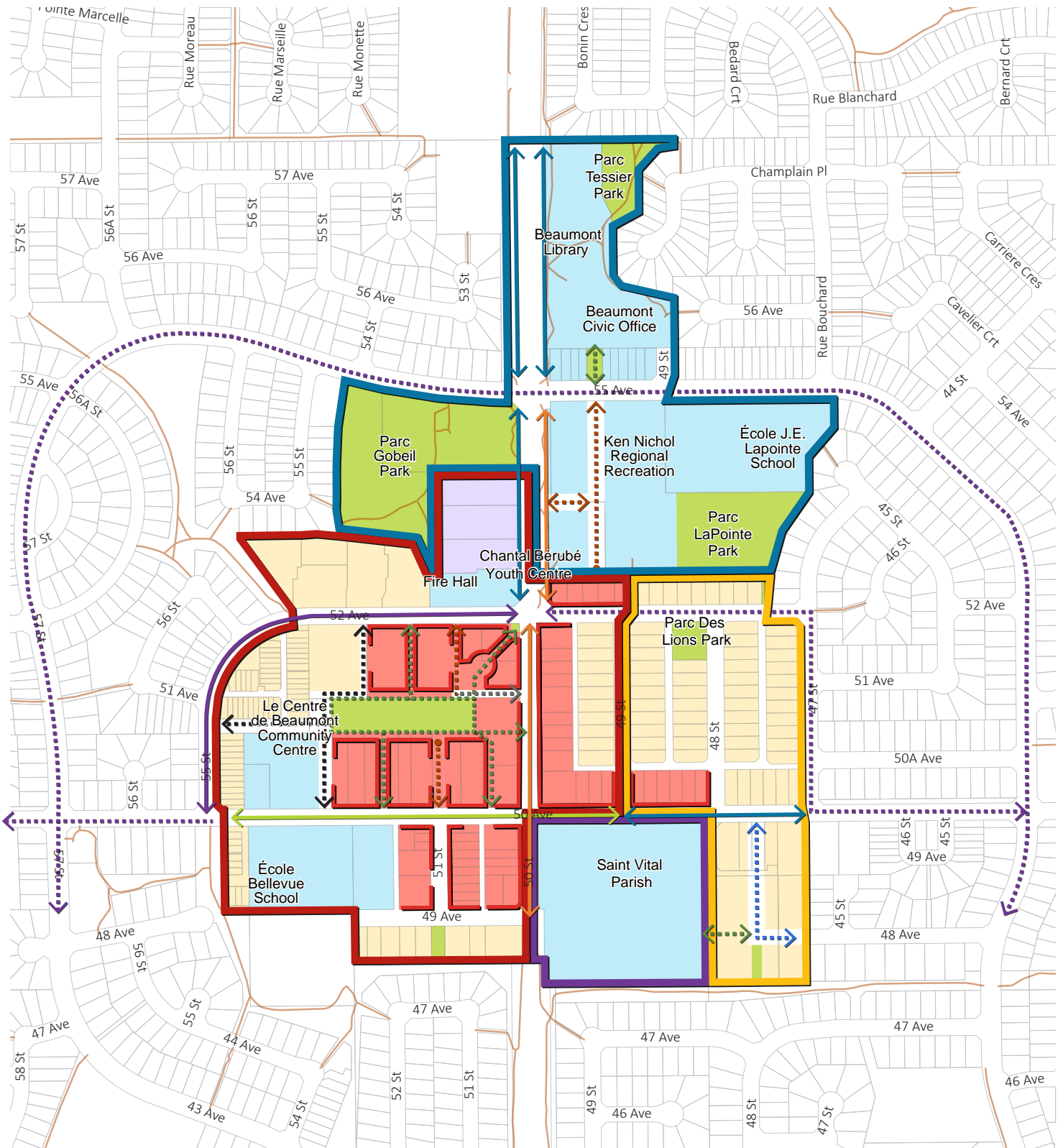
4.1.7 Our Centre-Ville Land Use and Built Form Policies

1. The Land Use Concept, shown on **Map 10: Land Use Concept**, along with **Map 11: Maximum Building Height**, and **Map 12: Density** illustrate the principles, objectives and policies of this plan.
2. Centre-Ville will strive to achieve a density of 100 dwelling units per net residential hectare by 2044, as per the aspirational target set by the *Edmonton Metropolitan Region Growth Plan*.
 - a. Beaumont will track the density within Centre-Ville through an annual review of building permits issued to demonstrate alignment with the Growth Plan.
3. *The Edmonton Metropolitan Region Growth Plan* locates Centre-Ville within Beaumont's Built-up Urban Area, which should achieve a 10% intensification target.
 - a. To achieve this target Centre-Ville will see the redevelopment of underutilized sites, infill development, or the expansion or conversion of existing buildings.
 - b. Intensification of development in Centre-Ville will be measured as the percentage of new residential dwellings that are constructed within its boundaries.
 - c. Beaumont may conduct a survey to confirm the current number of dwelling units within Centre-Ville as of 2019. This total number of dwelling units should increase by 10% by 2044.
- d. Beaumont may conduct a survey to confirm the current population within Centre-Ville as of 2019. This total population should increase to 3,574 by 2044.
4. Centre-Ville will strive to achieve 17,152 m² of commercial floor area by 2026.
 - a. Beaumont will track commercial or office space square footage through an annual review of building permits issued to demonstrate alignment with the Economic Development Framework.
 - b. New commercial development such as professional offices, specialty dining, health-care, family-oriented services or live/work business represent strong opportunities in Centre-Ville and will be encouraged.
5. All development within Centre-Ville shall follow Beaumont's Urban Design Guidelines and *Our Zoning Blueprint*.
6. New development should incorporate Crime Prevention Through Environmental Design principles: natural surveillance, natural access control and the legibility of public and private space.
7. Centre-Ville will become Beaumont's cultural destination that offers events, services and amenities that meet the needs of the community.









4.1.8 *Our Centre-Ville Public Realm and Open Space Policies*

1. Beaumont will demonstrate a cohesive approach to the design of the public realm within Centre-Ville by using Beaumont's Urban Design Guidelines.
2. Sidewalks should be provided on both sides of a street throughout Centre-Ville, conform to municipal standards and be in accordance with Beaumont's Urban Design Guidelines.
3. Laneways are an important pedestrian link and may be enhanced at key locations with lighting, surface treatments and landscaping.




-  Civic Institutional Precinct
-  Downtown Core Precinct
-  Residential Infill Precinct
-  Cultural Heritage Precinct




-  Parcels
-  Mixed Use
-  Civic/Institutional
-  Commercial
-  Residential
-  Open Space

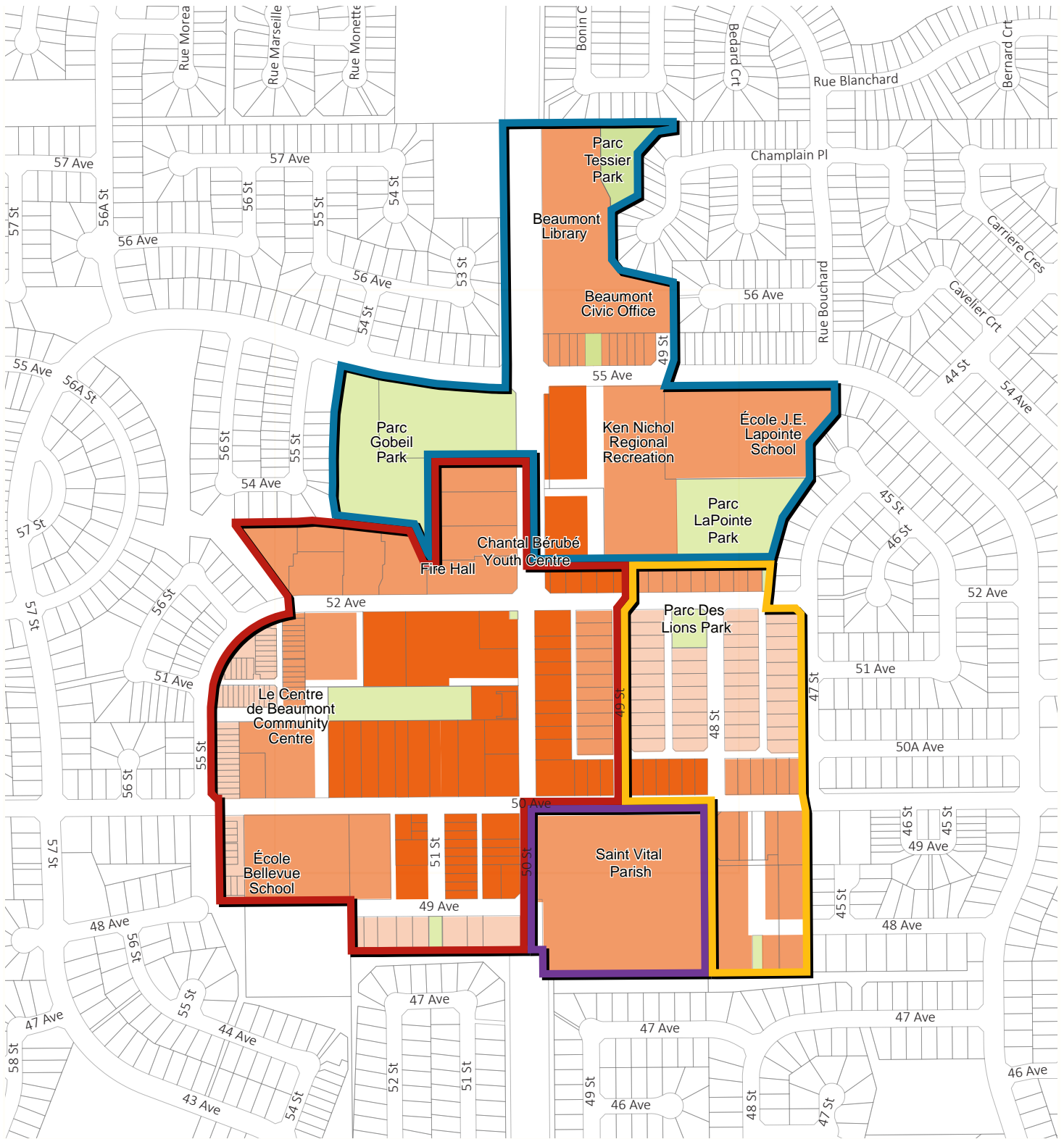
-  Paths/Walkways
-  Commercial Frontage at Grade
-  Existing Enhanced Public Realm
-  Existing Vehicular Connection


-  Planned Public Realm Improvements
-  Future Public Realm Enhancements
-  Potential Bike Route
-  Future Protected Bike Facility

 **BEAUMONT**

0 150 300m ▲

-  New Public Roadway
-  New Vehicular Connection
-  New Pedestrian Connection



 Civic Recreational Precinct

 Downtown Core Precinct

 Residential Infill Precinct


 Cultural Heritage Precinct

 6 Storeys (22m)

 4 Storeys (16m)

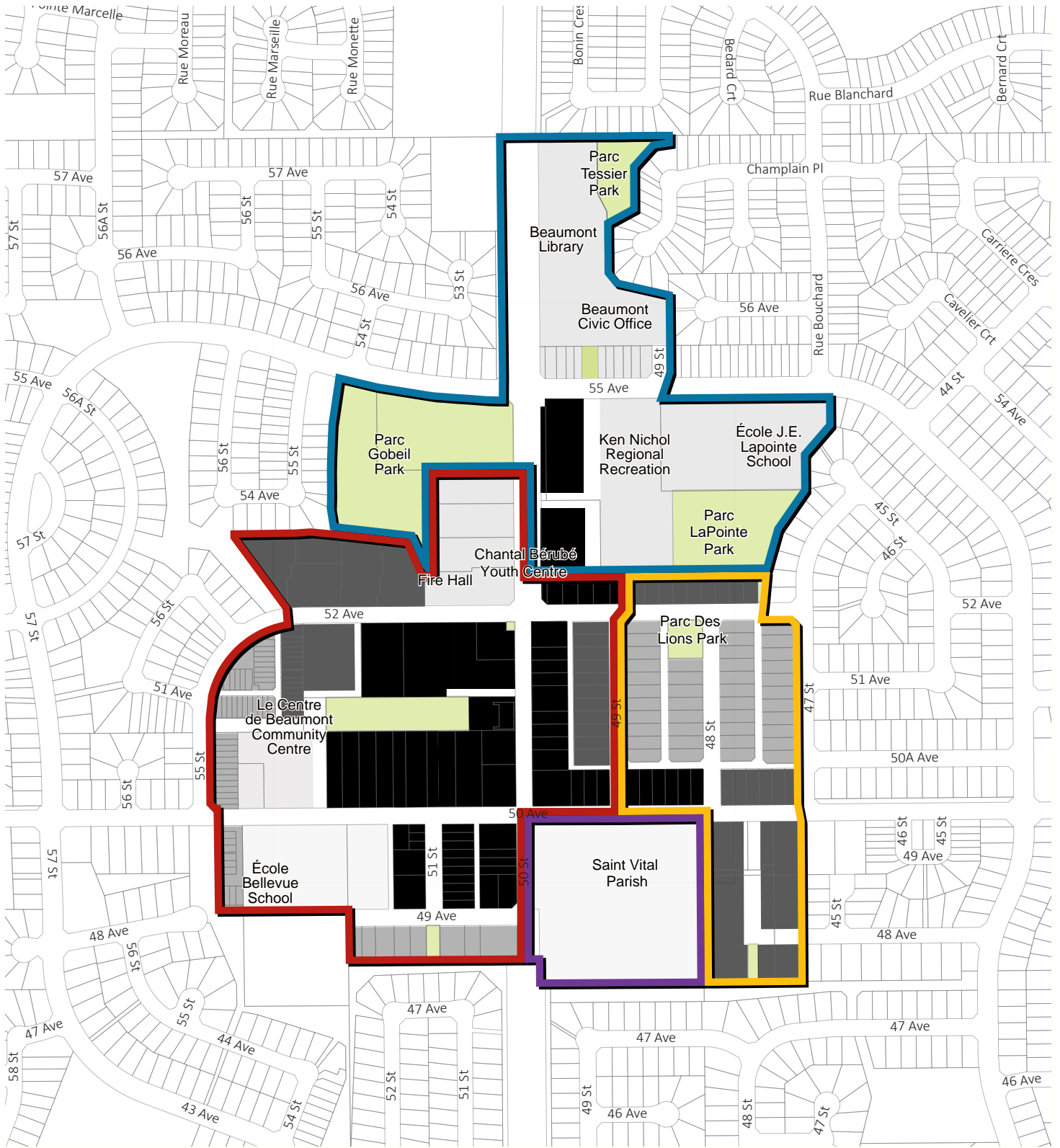
 2 Storeys (10m)

 Parcels


 Open Space



MAP 11: MAXIMUM BUILDING HEIGHTS



 Civic Institutional Precinct

 Medium to High Density Mixed Use

 Parcels




 Downtown Core Precinct

 Medium Density Residential

 Not Applicable (commercial and institutional land uses)

 Residential Infill Precinct

 Low Density Residential

 Open Space

 Cultural Heritage Precinct

 MAP 12: DENSITY

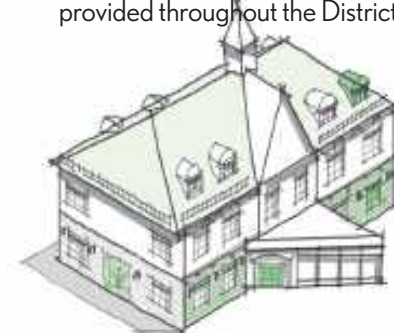
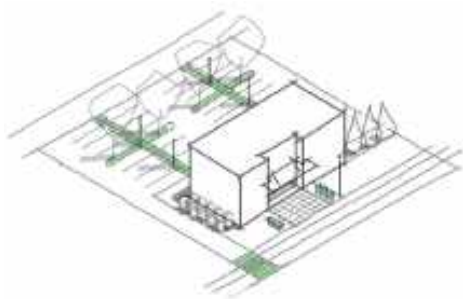


4.2 Precincts

There are four distinct areas within Centre-Ville. They are identified on **Map 10: Land Use Concept** and are named the Civic and Institutional Precinct, Downtown Core Precinct, Residential Infill Precinct, and Cultural Heritage Precinct. The following policies apply to each Precinct within Centre-Ville, and further describe Centre-Ville's land use concept, and its land use and built form, public realm, and open space.

4.3 Civic and Institutional Precinct

The Civic and Institutional Precinct welcomes residents and visitors to Centre-Ville, and serves as the primary location of government, institutional, and recreational activities within Beaumont. The expansion of the Beaumont Civic Office and Library site to create a Civic Campus, and expansion of the Ken Nichol Regional Recreation Centre site to include a transit centre will create a strong civic presence and provide additional cultural and recreational opportunities.



The following objectives and policies apply to the Civic and Institutional Precinct.

4.3.1 Objectives

1. This Precinct is the civic, cultural and institutional center of Beaumont, and a destination of choice for civic, cultural and recreational events and festivals.
2. The Beaumont Civic Office and Library site and Ken Nichol Regional Recreation Centre site is expanded to provide a range of public services and interesting public spaces.
3. 50 Street north of 55 Avenue, which is a key gateway, will provide a welcoming and attractive pedestrian environment with wide sidewalks and paths, landscaping at key locations, and seating areas.
4. A transit centre will be developed and contains a mix of uses, and epitomizes the characteristics identified in Beaumont's Urban Design Guidelines.
5. Important destinations, such as Parc Gobeil Park and the École J.E. Lapointe School, are linked with a bike route and pedestrian connections.
6. Opportunities to highlight Beaumont's cultural heritage are provided throughout the District.

■ **FIGURE 4:** POSSIBLE BUILDINGS WITHIN THE CIVIC AND INSTITUTIONAL PRECINCT



4.3.2 Land Use and Built Form Policies

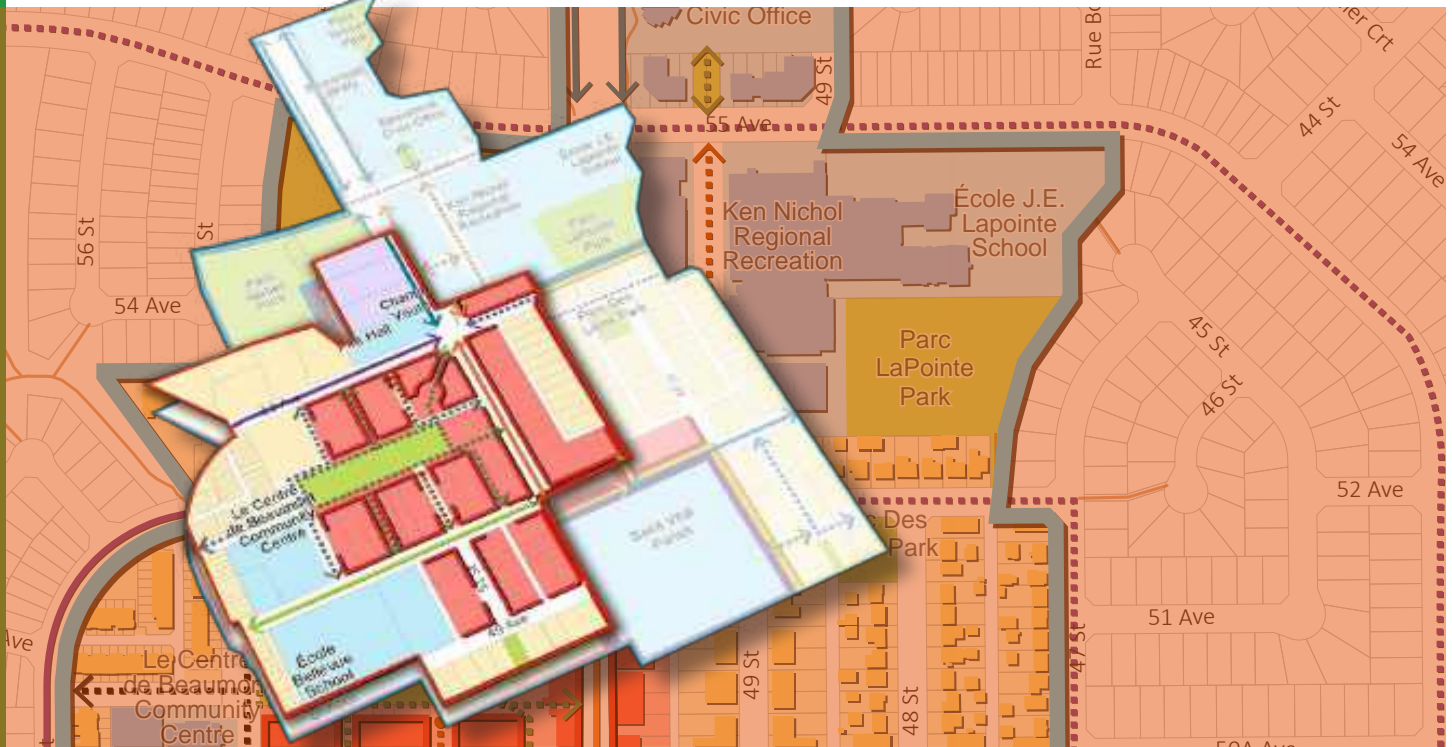
1. The Precinct primarily contains civic land uses, and cultural, community, recreation and education activities, events and facilities, and provides limited opportunity for commercial and residential uses within the transit centre. To meet this policy the following will be accommodated:
 - a. Land uses in accordance with **Map 10: Land Use Concept**.
 - b. Building heights of four to six storeys in accordance with **Map 11: Maximum Building Heights**.
 - c. Medium to high residential densities, in accordance with **Map 12: Density**.
2. The existing beaumont Civic Office and Library site will expand to create a larger Civic Campus. The Campus will host cultural activities, events and festivals, and serve as a venue for social interaction. A concept will be developed for these lands as office space is required and when land purchase opportunities arise.
 - a. The lands along the north side of 55 Avenue between 50 Street and 49 Street will be redeveloped from residential uses to civic institutional uses.
3. The Ken Nichol Regional Recreation Centre site shall be expanded to the west to accommodate additional civic, institutional and recreational uses, and may contain commercial development. The building shall:
 - a. front onto 50 Street with a 2m front yard setback along 50 Street and a zero to 1m side yard setback on 55 Avenue. Where it is not possible to locate buildings along the front property line, a landscaped 'edge' shall be provided;
 - b. have active main floor uses;
 - c. be designed to create a pedestrian friendly streetscape; and
 - d. shall comply with the Beaumont Urban Design Guidelines.
4. A transit centre, located south and southwest of the Ken Nichol Regional Recreation Centre, provides local and regional bus service. The transit centre may be developed within two buildings as a transit-oriented development and contain commercial and residential uses and include parking, and shall:
 - a. transition from building heights of 6 to 4 storeys, as per **Map 11: Maximum Building Heights**. The transit centre will transition to 2 storeys where adjacent to the Residential Infill Precinct. The transit centre may include an above and below grade parkade;
 - b. front onto 50 Street with a 2.0 m front yard setback along 50 Street;
 - c. have active commercial uses on the ground floor along 50 Street;
 - d. create a pedestrian friendly streetscape;
 - e. include a public parking facility that may be above and/or below grade to provide sufficient parking supply to reduce the parking demands within Centre-Ville; and



f. comply with the Beaumont Urban Design Guidelines.

4.3.3 Public Realm and Open Space Policies

1. The intersection of 50 Street and 55 Avenue serves as a gateway entrance to Centre-Ville. A concept will be developed for this important intersection and may include an architectural feature or public art.
2. Portions of 50 Street have been enhanced to create pageantry, a sense of entry, and provide improved pedestrian and cyclist connections throughout Centre-Ville. These design elements may be implemented within future improvements along the east and west side of 50 Street, north of 55 Avenue, as shown on **Map 10: Land Use Concept**, and also include wider sidewalks, gateway improvements, banners, an added pedestrian crossing, and trees in a grassed boulevard.
3. Monuments and public art are provided within the Civic Campus, and as focal points along linear parks to highlight Beaumont's history and culture.
4. 55 Avenue may be developed as a primary pedestrian cycling route connecting Parc Gobeil Park and École J.E. Lapointe School with surrounding neighbourhoods.
5. A new public plaza at the south entrance of the Civic Campus is provided in the location shown on **Map 8: Placemaking**, and an enhanced pedestrian access is provided to the Campus from 55 Avenue.
 - a. The plaza shall be developed in accordance with the Beaumont Urban Design Guidelines.
6. Parc Gobeil Park and École J.E. Lapointe School will continue to provide opportunities for active and passive recreation. Existing and new pathways through the park will provide pedestrian and cyclist routes into Centre-Ville from adjacent residential neighbourhoods.
 - a. Parc Gobeil Park and École J.E. Lapointe School Park may be re-imagined, with new play structures, programming and amenities.
7. École Bellevue School and École J.E. Lapointe School are an important part of Centre-Ville and will continue to serve the educational, social and recreational needs of the community.



4.4 Downtown Core Precinct

The commercial and community centre of Beaumont and the surrounding region is located within the Downtown Core Precinct. Mixed use developments, organized horizontally or vertically, containing community, commercial, retail, office, or residential uses, or any combination thereof will create a resident downtown population, and increase the level of energy and activity within the core of Centre-Ville during all hours of the day. The intent is to create a mixture of uses within the downtown, either within a building or on a block.

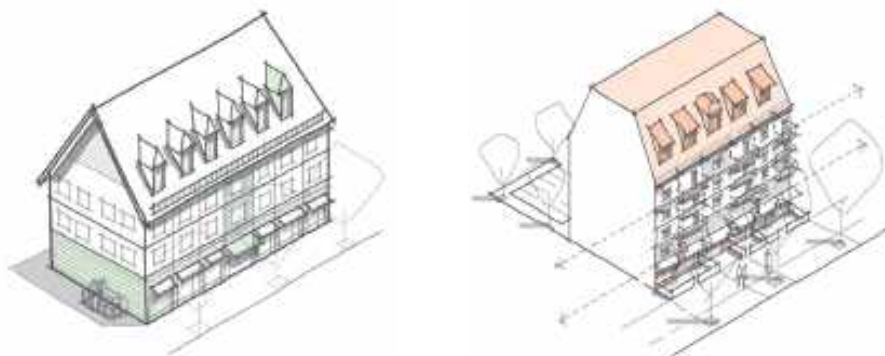
A Central Plaza, located northeast of Le Centre Communautaire de Beaumont Community Centre, is a large outdoor space that will provide a wide range of year-round programs and events for all age groups and group sizes. The Central Plaza will include a garden space and an indoor/outdoor theatre. Active commercial ground level frontages

surround the Central Plaza. New public and/or private roads and walkways connecting 52 Avenue, 50 Street, and 50 Avenue adjacent to the Central Plaza will create smaller permeable urban blocks.

This Precinct includes numerous heritage buildings and represent Beaumont's cultural and architectural history, and should be protected. In addition, a distinct architectural image is presented throughout the Precinct. Traditional French architectural details are incorporated into the built form along 50 Street, and traditional and contemporary French architectural aspects of built form are used throughout the entire Precinct.

Built form in the Precinct will preserve existing view corridors looking north and south from the intersection of 51 Street and 49 Avenue, and from the Saint Vital Parish.

The following objectives and policies apply to the Downtown Core Precinct.



■ **FIGURE 5:** POSSIBLE BUILDINGS WITHIN THE DOWNTOWN CORE PRECINCT

4.4.1 Objectives

1. This Precinct is the commercial and employment center of Beaumont and surrounding sub-region.
2. The Precinct provides opportunities for mixed use commercial, market and residential developments.
3. Increase residential density to meet *Our Centre-Ville* targets listed in Policy 4.1.7.2 and 3.
4. 50 Avenue and 50 Street are pedestrian-scaled high streets that provide opportunities for shopping and socializing.
5. The Precinct is the community destination for Beaumont. A Central Plaza at the center of the Precinct provides an amenity for residents of the area and of Beaumont, as well as presenting opportunities for a wide range of cultural programs and events. In addition, a performing arts centre may be developed in the Precinct to enhance the vitality of the Downtown Core.
6. Provide a public parking facility within close proximity to the Central Plaza. The facility will provide parking supply to reduce the parking demands within Centre-Ville.

4.4.2 Land Use and Built Form Policies

1. The Precinct provides opportunities for mixed use cultural, commercial and residential, residential and institutional developments and the most intense residential development in Beaumont to meet density targets to support transit and the economic and commercial viability of Centre-Ville, and provide for the needs of the population within Centre-Ville and surrounding neighbourhoods. To meet this policy the following will be accommodated:
 - a. Land uses in accordance with **Map 10: Land Use Concept**.

- b. Building heights of two to six storeys in accordance with **Map 11: Maximum Building Heights**.
 - c. Low to high residential densities, in accordance with **Map 12: Density**.
2. Traditional French character architectural details shall be incorporated into developments along 50 Street, as per the Beaumont Urban Design Guidelines.
 3. Traditional and contemporary French character architectural details shall be incorporated into developments along 50 Avenue, 51 Street, and 52 Avenue.
 4. The clustering of institutional/civic uses should continue at the northwest and southwest corner of 50 Street and 52 Avenue.
 5. The 50 Street and 50 Avenue corridor will develop as pedestrian-scaled high streets by:
 - a. providing 2 m front yard setbacks. The Development Authority may consider additional setbacks up to a maximum of 3.0m provided the front setback accommodates opportunities for pedestrian oriented amenities such as patios, seating areas and other landscape features, or the new building provides a similar setback to align their frontage with the adjacent buildings.
 - b. providing no side yard setbacks,
 - c. using spaces between commercial developments for a restaurant patio or pop-up retail store,
 - d. developing buildings that use façade articulation, and architectural details, such as individualized storefronts, multiple front doorways, large display windows, weather protection, patios and lighting.



6. Built form fronting the Central Plaza shall provide:
 - a. a building orientation and front doors facing the Central Plaza, and
 - b. 2m front and side yard setbacks. Where it is not possible to locate buildings along the front property line, a landscaped 'edge' shall be provided.
7. A public parkade, may be located on the same site, and to the northwest of Le Centre Communautaire de Beaumont Community Centre, to provide parking supply for activities that occur at the Centre and the Central Plaza. The parking facility shall:
 - a. have a maximum building height of 2 storeys where adjacent to the residential development;
 - b. create a pedestrian friendly streetscape;
 - c. include a public parking facility that may be above and/or below grade to provide sufficient parking supply to reduce the parking demands within Centre-Ville; and
 - d. comply with the Beaumont Urban Design Guidelines.
8. This Precinct also contains low density residential development. Sites located along the western edge of the Precinct, and south of 49 Avenue and west of 50 Street, as shown on **Map 11: Maximum Building Heights** and **Map 12: Density**, may be redeveloped to accommodate townhomes, duplexes, and garden, garage and secondary suites, and live/work units at a maximum building height of two storeys.

4.4.3 Public Realm and Open Space Policies

1. Pedestrian-scaled high streets along the 50 Street and 50 Avenue corridor may include the use of on-street parking stalls for restaurant patios where a restaurant is adjacent to 50 Street between 50 Avenue and 52 Avenue, subject to development permit approval.
2. The Central Plaza will be designed in accordance with Beaumont Urban Design Guidelines. As the main destination for a range of community outdoor festivals and events all year round in Beaumont, the Plaza will consider the following:
 - a. flexible design, with minimal grade separations, to allow for small group and large gatherings;
 - b. public art and landscaping to reflect local culture and history;
 - c. ease of uninterrupted east-west and north-south pedestrian movements through the plaza space, and to adjacent uses; and
 - d. public parking facility.
3. New north/south public and/or private vehicle and pedestrian connections from 50 Avenue and 52 Avenue are provided with each development to create smaller, walkable urban blocks near the Central Plaza, as shown on **Map 10: Land Use Concept**.
 - a. Building orientation and front doors shall front onto the new north/south public and/or private vehicle and pedestrian connections.
 - b. 2m front and side yard setbacks shall be provided. Where it is not possible to locate buildings along the front property line, a landscaped 'edge' shall be provided.
 - c. Loading docks will be fully screened and designed to minimize their visual prominence.
 - d. Dedication of road right-of-way within this area will be a requirement of subdivision. In the absence of subdivision, Beaumont will encourage land owners to dedicate these road right-of-way by filing a road plan.
 - e. If the roads remain in private ownership during the development process they will be constructed as private roadways and underground utilities supporting intensification should be installed where possible.
 - f. Streets will be designed in accordance with Beaumont's Urban Design Guidelines.
4. View corridors, looking north and south, at the following locations are maintained:
 - a. The intersection of 51 Street and 49 Avenue;
 - b. Views to and from Saint Vital Parish, and along 50 Street and 50 Avenue.
5. Landscape mews, designed in consultation with adjacent landowners, may be located in the alley west of 50 Street between 49 Avenue and 50 Avenue.
6. The Central Plaza is capable of hosting a wide range of activities, cultural events, and markets.
7. A new public park is located south of 49 Avenue, west of 50 Street, as shown on **Map 8: Placemaking**, and will contain seating and viewpoint areas looking onto south Beaumont.
 - a. The park shall be developed in accordance with the Beaumont Urban Design Guidelines.
8. Le Centre Communautaire de Beaumont Community Centre, located north of 50 Avenue, will continue to offer amenities and programming for the community.
 - a. The undeveloped lands immediately adjacent to and on the same site as Le Centre Communautaire de Beaumont Community Centre will be re-imagined, with new play structures, programming and amenities to further establish Centre-Ville as a unique destination.



4.5 Residential Infill Precinct

The Residential Infill Precinct provides opportunities to increase the residential density of Centre-Ville through small and medium size infill development. The lands fronting the north side of 50 Avenue between 47 Street and 48 Street will serve as a transition from the mixed uses of the Downtown Core Precinct to the residential uses within this Precinct. This area may allow for a commercial and residential mixed use development or commercial uses where the building form maintains a residential character. Home-based businesses will be considered in this Precinct, in accordance with *Our Zoning Blueprint*.

The Precinct predominately consists of single-detached residential properties north of 50 Avenue. The addition of duplexes, and garden, garage and secondary suites within these existing dwellings or lots will help contribute to a higher residential density. The redevelopment of single family homes into townhomes will be considered at sites adjacent to the north side of 50 Avenue and 52 Avenue, and will also help achieve a higher residential density. A new medium density residential development area is intended for the area south of 50 Avenue. Any new development within this Precinct will respect the surrounding context through the use of materials, setbacks, landscaping, and mitigating or minimizing shadow effects.

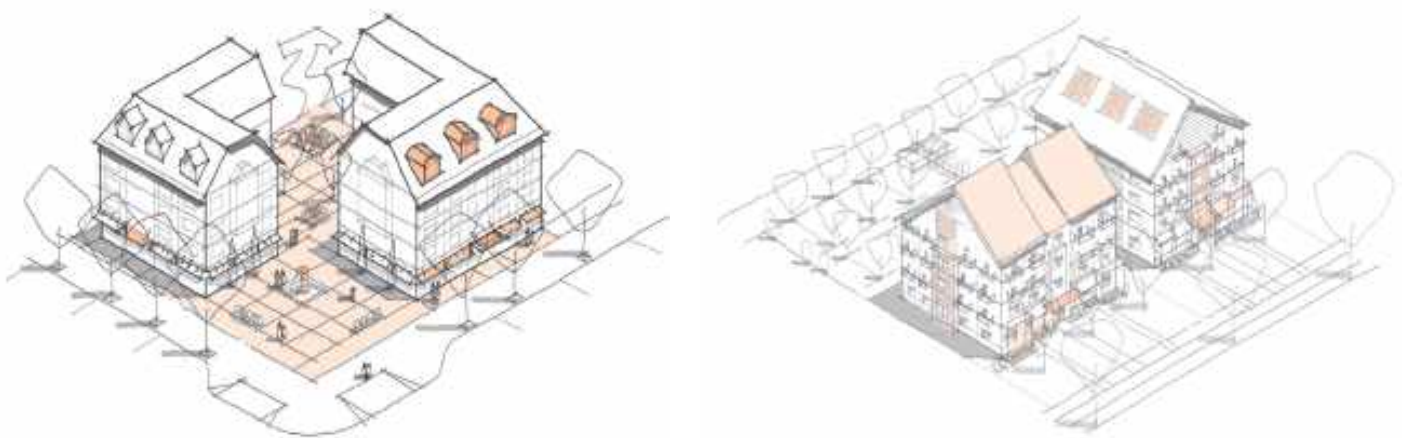


FIGURE 6: POSSIBLE BUILDINGS WITHIN THE RESIDENTIAL INFILL PRECINCT

4.5.1 Objectives

1. New development or redevelopment will be encouraged throughout the Precinct.
2. The Precinct allows for low and medium density residential development opportunities, and limited mixed or commercial use.
3. The Precinct accommodates high density residential development on large vacant parcels.⁴
4. Development should mitigate or minimize increased building height, residential density, shadow, or traffic or privacy concerns on surrounding development through design elements, such as building setbacks and/or step backs, increased amenity place, landscaping and underground parking.

4.5.2 Land Use and Built Form Policies

1. This Precinct provides opportunities for a range of residential densities and development typologies and home-based businesses.
2. Commercial and residential mixed use development or commercial uses may be located on lands fronting the north side of 50 Avenue between 47 Street and 48 Street. These developments shall provide buildings that appear as residential dwellings, and mitigate noise and privacy concerns by strategically locating windows, landscaping, fencing, garbage receptacles, and parking.
3. Lands north of 50 Avenue may be developed with:
 - a. Land uses in accordance with **Map 10: Land Use Concept**, and low, medium and high density residential developments.
 - b. Single lots shall not be isolated by new development.
 - c. Only one of a garden, garage or secondary suite may be provided on a site, and shall not be provided with an apartment, townhome, or duplex.
 - d. Medium density developments shall have:
 - i. Separate entrances accessed at grade from the street.
 - ii. Design features to distinguish one unit from another.
 - iii. A maximum length of 50m for any continuous townhouse building to afford views between developments.
 - e. High density developments shall have:
 - i. Separate at grade entrances for ground floor units.
 - ii. Separate outdoor amenity places will be provided for
4. Development north of 50 Avenue will integrate into the surrounding area through the use of the following architectural treatments and building design to minimize sun/shadow and privacy concerns :
 - a. similar building materials and color;
 - b. porches and pedestrian access facing the street;
 - c. the placement of windows;
 - d. setbacks consistent with adjacent development;
 - e. additional landscaping and outdoor amenity place requirements;
 - f. setbacks above the secondary storey; and
 - g. pathways connecting to the existing municipal network.
5. Lands south of 50 Avenue may be developed with medium density residential densities, in accordance with **Map 11: Maximum Building Heights** and **Map 12: Density**. These developments shall be oriented to the street with reduced front yards, and provide a clear distinction, through fencing and landscaping, of the private realm and the public realm.

4.5.3 Public Realm and Open Space Policies

1. Access to the existing east-west pedestrian pathway north of 47 Avenue will be created through an open space/ park at the end of the north-south roadway and a pathway connection from the extension of 48 Avenue.
2. *Our Zoning Blueprint* should consider preserving mature trees adjacent to local streets.
3. Parc Lions Park provides open space and playground amenities.

each ground floor unit.

- iii. A maximum length of 40-60m for any continuous apartment building to afford views between developments.
- f. Building heights of two to six storeys in accordance with **Map 11: Maximum Building Heights**.
- g. Low to high residential densities in accordance with **Map 12: Density**.
- h. Front and rear yards should be the same or similar to existing development to maintain the established street pattern, limit the visual impact of new development, and provide outdoor amenity space.
- i. Front yard setbacks shall be 3m.
- j. On-site parking provided at the rear of the building with access provided where available via the lane. Front drive garages shall not be permitted.

⁴Definitions for Residential Density:

- a. Low density developments are primarily single detached and semi-detached dwellings;
- b. Medium density developments accommodate row housing and low rise buildings four stories or under with or without a commercial component; and
- c. High density developments accommodate buildings greater than four stories with or without an integrated commercial component.



4.6 Cultural Heritage Precinct

The Cultural Heritage Precinct recognizes the significant history of St. Vital Church plays in the City of Beaumont. As such, this Precinct portrays and reflects this heritage and cultural life in Beaumont. In addition, this Precinct acknowledges that new amenities and venues, within the south portion of the Precinct will offer new opportunities to create a cultural destination. A new pedestrian connection will provide an east-west pathway with seating and viewpoint areas overlooking southern Beaumont. Public art features throughout the Precinct will celebrate and reflect the heritage and culture of Beaumont.

4.6.1 Objectives

1. This Precinct demonstrates, in built form and events, Beaumont's heritage, arts and culture, and provides venues for indoor and outdoor cultural events.

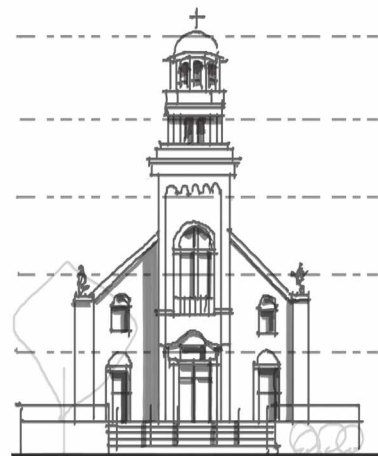
4.6.2 Land Use and Built Form Policies

1. This Precinct may provide opportunities for cultural and institutional land uses, and encourages or accommodates the following:
 - a. The City of Beaumont should facilitate a Provincial Heritage Designation for the Saint Vital Parish site,
 - b. A farmer's market on or adjacent to the Parish lands,
 - c. Buildings at a maximum height of four storeys, in accordance with **Map 11: Maximum Building Heights**,
 - d. Development respecting the heritage character of Saint Vital Parish through use of architectural treatment, building materials, colours, and massing.
2. New buildings located within the Cultural Heritage Precinct

shall be carefully located to ensure the preservation of existing view corridors to Saint Vital Parish.

4.6.3 Public Realm and Open Space Policies

1. View corridors at the following locations are maintained:
 - a. View of south Beaumont from 50 Avenue.
 - b. View of Saint Vital Parish from 50 Street and 50 Avenue.
2. The lands to the south of the Saint Vital Parish site, as shown on **Map 8: Placemaking**, may be programmed in consultation with the Parish for small or large-scale outdoor events and cultural celebrations.
 - a. The park shall be developed in accordance with the Beaumont Urban Design Guidelines.



■ **FIGURE 7: ST. VITAL CHURCH BUILDING HEIGHT (5 STOREYS)**





5.0

MOBILITY

5.1 Mobility Network and Wayfinding

Our Centre-Ville emphasizes active transportation while maintaining balance between all modes of transportation. Pedestrians are the utmost priority in the mobility network, closely followed by cyclist and transit circulation. Centre-Ville’s road network shall allow for efficient vehicle movement while maximizing safety and comfort, and minimizing potential conflict areas with active modes. The goal of *Our Centre-Ville* is making the area enjoyable for all users.

5.1.1 Objectives

1. To provide for a safe and efficient multi-modal transportation system that services the needs of Centre-Ville, and provides links to surrounding neighbourhoods and existing trail network.
2. To improve ‘walkability’ of Centre-Ville through improved pedestrian connections.
3. To enhance laneways as important pedestrian links through Centre-Ville.
4. To provide a safe and inviting public realm that encourages walking and cycling through Centre-Ville.

5.1.2 Policies

1. Road networks shall be designed to create walkable streets with frequent pedestrian connections and linkages to destinations and other modes of transportation as illustrated on **Map 14: Proposed Mobility Improvements**.
2. Pedestrian crossing shall be provided every 80 - 120 m, depending on the block spacing.
3. New development and upgrades shall promote a multi-modal

transportation network that promotes walkability and transit while minimizing conflicts among all users.

4. The use of frontage zones, roads and on-street parking within Centre-Ville for outdoor patios shall be encouraged on 50 Avenue, 52 Avenue and 50 Street.
5. Active transportation networks shall be preserved and enhanced.
6. New developments and redevelopments shall be designed using pedestrian-scale site planning and building design.
7. Vehicle movements shall be managed in a manner that prioritizes active transportation and shared modes over personal vehicles. Traffic calming principles shall be incorporated into the design of new and existing roadways.

5.2 Transit Network

Regional public transportation service is a vital component of creating a more dense and walkable Centre-Ville. As the population of Beaumont increases and the roadway capacity of existing roadways connecting Beaumont to the Edmonton Metropolitan Region approach capacity, ridership on Beaumont’s transit service to Edmonton will increase. The transit service will also support car-less living within Centre-Ville. Successful redevelopment of Centre-Ville will require continued investment in transportation options, including public transportation.

Within Centre-Ville the following policies should be considered to ensure the needs of transit users and transit service operations are met.

5.2.1 Policies

1. The focus of Beaumont's transit service within Centre-Ville should be on frequency of service.
2. If there is demand for local service within Centre-Ville at locations other than the transit centre, service shall be routed along arterial streets and the use of collector and local streets should only be used to turn buses around.
3. The use of lay-bys for bus stops should only be allowed at major hubs such as the transit centre.
4. Bus stops should use curb extensions if adjacent to on-street parking.
5. Bus stops shall be accessible, include a concrete pad and a shelter, and connect to sidewalks.
6. Mid-block bus stops shall be located near mid-block crosswalks.
7. Digital signs displaying arrival information should be used along major bus stops and transit hubs.

5.3 Active Transportation Network

Pedestrian Circulation

Centre-Ville is pedestrian-focused. Public sidewalks on 50 Street shall be sufficiently wide (4.5 meters optimal) to accommodate pedestrian passage, street trees, and street amenities. Buildings shall be positioned directly adjacent to 50 Street to ensure an active sidewalk and engagement with pedestrians. Pedestrian connections shall be provided between commercial and residential buildings. Pedestrian network additions and enhancements shall be designed to provide barrier-free connectivity.

Shared Roadway Network

Cyclists and vehicles share the road network as there is currently limited cycling infrastructure in Centre-Ville. Future infrastructure improvement projects should consider reducing the amount of on-street parking on select streets in favor of bike lanes. This will improve the comfort and safety of users and promote cycling in Centre-Ville.

The highest vehicle movement occurs on the arterial roadways of 50 Street and 50 Avenue. Traffic calming measures such as textured, possibly raised crosswalks, high visibility crosswalks curb extensions, reduced lane widths and other elements could be considered on these corridors to encourage speed reductions and pedestrian mobility.

5.3.1 Policies

1. All streets within Centre-Ville shall include a clear pedestrian through zone⁶, where possible.
2. Directional curb ramps shall be used at intersections.
3. Enhanced pedestrian crossing features shall be used at

all pedestrian crossings. Examples include, adding curb extensions, high visibility signage, flashing crossing lights, textured crossing materials and others.

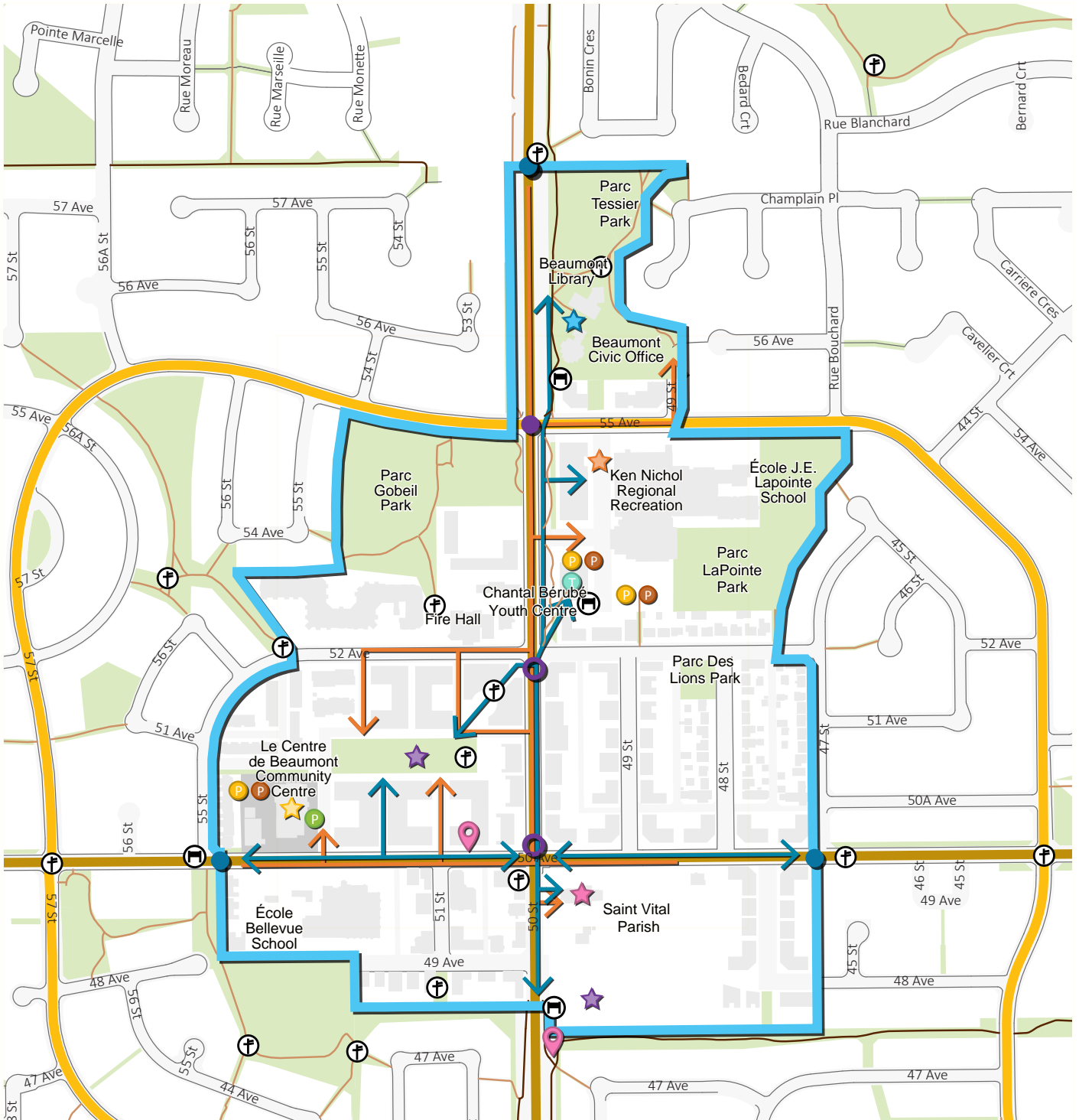
4. Traffic signals shall be timed to optimize crossing opportunities for pedestrians.
5. Driveway accesses that intersect sidewalks should be raised to meet the height of the sidewalk.
6. Curb extensions shall be used at intersections to reduce the crossing distance.
7. Appropriate curb radii shall be used to discourage speeding through crosswalks during vehicle turning movements.
8. Prioritized pedestrian routes, shall be well-lit and connected to public pedestrian facilities as illustrated on **Map 13: Wayfinding and Parking**.
9. Internal private/public roads leading to the Central Plaza within the Downtown Core Precinct shall prioritize a safe and comfortable environment for pedestrians.
10. Bicycle facilities along 52 Avenue and 55 Street, as indicated on **Map 14: Proposed Mobility Improvements** shall be physically separated from vehicle traffic lanes.
11. The furnishing zone along public streets shall provide bicycle parking. The utilization of bicycle parking along public streets should be monitored to ensure new bicycle parking can be constructed when demand requires.
12. Bicycle parking on private property shall be constructed in well-lit locations with clear sight lines from building entrances.
13. Bicycle lockers should be provided at the transit centre.

5.4 Parking and Site Access

Ensuring quality urban design for buildings, sites, and the surrounding streetscape is an essential component of creating a vibrant and successful Centre-Ville. The mobility requirements of residents accessing Centre-Ville need to be met while also creating pedestrian-scaled built-form.

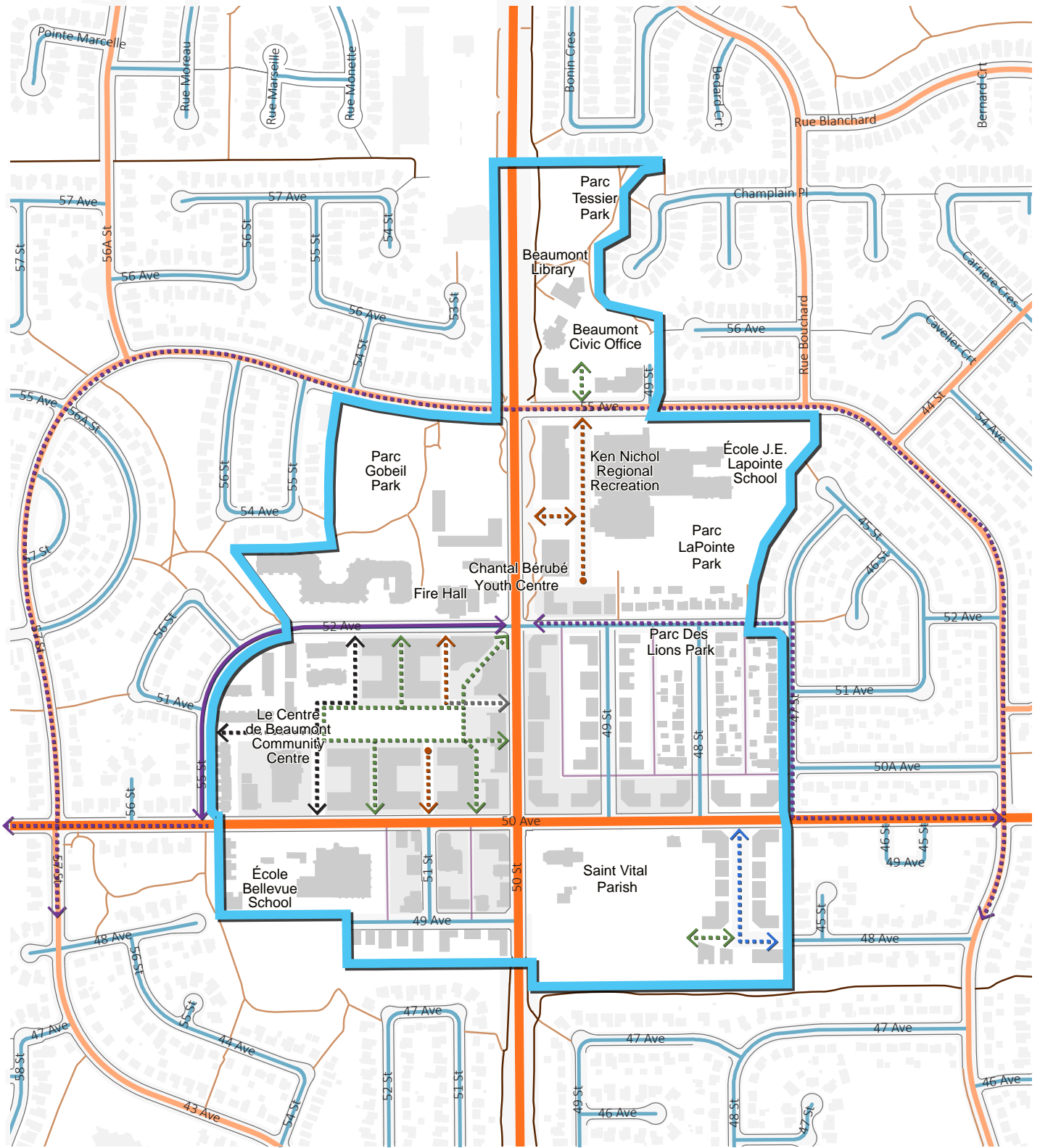
Practices in evaluating and providing parking requirements have traditionally been oriented towards optimizing vehicular operations. To achieve the goals and objectives of *Our Centre-Ville*, the evaluation and provision of parking requirements must be redefined to be pedestrian-oriented. Traditionally, parking requirements have been evaluated at a site level, assuming each site to be independent of the adjacent areas. To redefine parking evaluation for Centre-Ville, parking requirements must be considered at a system-level, taking into account each of the Precincts and all areas within Centre-Ville. Implementing the following policies will establish parking within Centre-Ville as one system.















⁶The pedestrian through zone is the area intended to be clear and navigable for pedestrian travel, free of permanent and temporary obstructions. It is considered as the area of clear sidewalk and does not include the frontage or furnishing zones which may often be part of the overall width (Source: TAC Design Standards).



- | | | | | | |
|---------------------------|---------------------------|---------------------------------------|---------------------------------|-----------------------|---|
| Centre-Ville ARP Boundary | Minor Gateway Feature New | Public Surface Parking Lot | Recreational Destination | Heritage Destination | Prioritized Pedestrian Route |
| Arterial | Arrival Feature Existing | Public Parking Structure Above Ground | Community Destination | Major Wayfinding Sign | Preferred Vehicle Access Routes to Public Parking |
| Collector | Arrival Feature New | Public Parking Structure Below Ground | Civic/Institutional Destination | Minor Wayfinding Sign | |
| Parks | Primary Trail | Transit Hub | Cultural Destination | Heritage Marker | |
| Sidewalk | Secondary Trail | | | | |

MAP 13: WAYFINDING AND PARKING



- | | | | | | |
|---|---|---|--|-----|--------|
|  Centre-Ville ARP Boundary |  Lane |  New Pedestrian Connection | 0 | 150 | 300m ▲ |
|  Arterial |  Sidewalk |  Existing Vehicular Connection | | | |
|  Collector |  Primary Trail |  New Vehicular Connection | | | |
|  Local |  Secondary Trail |  Potential Bike Route |  Future Protected Bike Facility | | |
| | |  New Private Road | | | |

5.4.1 Parking and Access Planning Policies

1. Beaumont shall *apply* parking rates that are consistent with the residential density, compact and walkable built-form and street network of a fully-developed *Our Centre-Ville* with reference to the Centre-Ville Parking Strategy.
2. In the Downtown Core Precinct, residential developments shall be encouraged to provide 100% of their parking requirements underground.
3. Beaumont shall develop a money-in-lieu of parking program for non-residential developments, in accordance with the Centre Ville Parking Strategy.
4. Bicycle parking shall be provided as per *Our Zoning Blueprint*.
5. Parking accesses shall be planned in coordination with the preferred vehicle access routes shown on **Map 13: Wayfinding and Parking**.

5.4.2 Parking and Access Design Policies

1. Parking lots shall be located at the rear of sites, underground, or above grade in a building with active frontage, to encourage the pedestrian realm to be built to the human-scale.
 - a. Landscaping shall be incorporated into parking lot design.
2. Centre-Ville does not accommodate private off-site surface parking lots.
3. Parking for low density residential developments may be provided from the front street if no alleys are provided.
4. Compact parking lots which maximize the number of parking spaces should be encouraged.
5. Accessible parking spaces shall be provided in accordance with the Alberta Barrier Free Design Guide.
6. Reserved spaces should only be allowed for residential parking.
7. Parking facilities shall consider the movement of pedestrians.
8. Pedestrian islands leading to the building face should be built if driving aisles are oriented parallel to the building face. Driving aisles should be oriented to be perpendicular to the building face.
9. Where possible, raised cross-walks should be used in places where driving aisles intersect pedestrian routes.
10. Pedestrian routes in parking lots should be well-lit.
11. Bicycle parking should be located close to the main entrances in accordance with *Our Zoning Blueprint*, and clearly visible to the busiest portions of the development, and provide connections to the trail and sidewalk network.
12. Entrances to underground parkades should be designed to match the pedestrian and landscaping design of the building.
13. To promote shared parking between developments, parking

lots must allow barrier free movement between privately owned land, including:

- a. Minimum grade changes between property;
 - b. Connected pedestrian and cycling facilities between properties as needed; and
 - c. Fencing between properties is not permitted.
14. In all other precincts, residential developments may provide up to 100% of residential parking underground or reduce the number of residential units.

5.4.3 Parking and Access Operations Policies

1. Real-time demand information may be made available to visitors to the area through the use of strategically placed digital signs, an on-line website, and cellphone apps.
2. To encourage turnover of parking spaces for retail businesses, parking regulations, in the form of time restrictions or pricing should be considered.
3. The Centre-Ville Parking Strategy shall be updated every two years, to adjust parking management strategies as needed.



5.5 Wayfinding

Our Centre-Ville provides an effective wayfinding strategy that integrates the Beaumont-wide wayfinding tools which will establish and reinforce a unique sense of place and multi-modal transportation options. Ease of pedestrian and vehicular movement through and within the community will enhance the overall attractiveness of Centre-Ville and is necessary for the success of local businesses and the pedestrian experience. The Wayfinding Plan supports pedestrian and vehicle traffic, aligns with the Land Use Concept, Placemaking Strategy, and Beaumont Urban Design Guidelines. The Wayfinding Plan considers arrival markers, directional signage, services, and gateway signage and integrates seamlessly with the Parking Strategy. The Wayfinding Plan also integrates with the overall branding of the Precincts established in the *Our Centre-Ville*.

5.5.1 Objectives

1. Improve ease of pedestrian and vehicular movement between various parts of Beaumont to Centre-Ville.
2. Ensure public and private parking facilities or shared parking areas are easily accessible to visitors and citizens.
3. Ensure key destinations within Centre-Ville are easily accessible to visitors and citizens.

5.5.2 Policies

1. Beaumont shall integrate its wayfinding and parking approach in general accordance with **Map 13: Wayfinding and Parking**.
2. Beaumont should build on existing assets such as arrival features at the intersection of 50 Street and 50 Avenue

as well as 50 Street and 52 Avenue. A new arrival feature with similar design expression should be considered at the intersection of 50 Street and 55 Avenue.

3. Beaumont shall explore the viability of minor gateway features at the following locations:
 - a. 50 Street and northern boundary of Centre-Ville;
 - b. Intersection of 50 Street and 55 Avenue; and
 - c. Intersection of 50 Avenue and 47 Street.
4. The minor gateway features should clearly identify direction and distance to key community, civic and institutional, recreational, and cultural destinations as well as major parking facilities within Centre-Ville.
5. The public realm along priority pedestrian routes and preferred vehicle access routes identified in **Map 13: Wayfinding and Parking** should include visual cues or themes and custom-designed signage that will establish visual continuity between gateway areas and key destinations and parking areas within Centre-Ville.
6. Beaumont shall establish the overall branding and design for potential major wayfinding signs, minor wayfinding signs and heritage markers identified in **Map 13: Wayfinding and Parking**.
 - a. Beaumont should develop a program to recognize historical significance. The program should encourage landowners to designate their building or site as a municipal or provincial historic resource and install heritage markers on their building façade or front yard in close proximity to the public sidewalk.
7. Beaumont shall develop designs for new vehicle parking



signage and install them at all entrance gateway locations. Such signage may be designed as stand-alone features or may be integrated with the potential minor gateway features anticipated for those locations.



6.0

SERVICING

6.1 Water, Wastewater, and Storm Servicing

Integration of growth management, land use planning and provision of municipal services is essential for Centre-Ville to function properly now and into the future. In order to achieve the vision for Centre-Ville, the water distribution, wastewater collection, and stormwater drainage systems must have adequate capacity to support the additional redevelopment and intensification in the downtown. *Our Centre-Ville* envisions increased population in strategic infill locations through low to medium density residential and high density mixed-use built forms. Additional infrastructure assessments at the time of development will be necessary to achieve the vision for Centre-Ville in the long-term.

Water Distribution System

The proposed water network upgrades in Centre-Ville are illustrated in **Map 15: Proposed Water Upgrades**. Water is supplied from either the Main Reservoir a few blocks west of Centre-Ville or the St. Vital Reservoir a few blocks to the east. Watermains range in size from 150 mm to 300 mm, and pipe materials include asbestos cement and polyvinyl chloride. Asbestos-cement pipes are at a higher risk of main breaks than polyvinyl chloride. As Centre-Ville is located between two existing reservoirs, future developments (full build-out to the pre-annexation boundary and build-out of the annexed lands) will not have a significant impact on Centre-Ville. According to the master plan, the pipe size would depend on the servicing horizon, with 400 mm needed for full build-out of the pre-annexation

area. The City may opt to pay for oversizing to 600 mm reservoir connection pipe to accommodate full build-out of the entire newly annexed lands. Additional density associated with redevelopment within Centre-Ville will not have an appreciable impact on the available pressures during average, maximum day or peak hour flow demand conditions.

However, due to the low pressure in parts of Centre-Ville, generally north of 50 Avenue and east of 50 Street, new multi-storey buildings may not have sufficient water pressure. It will be necessary to establish a separate pressure zone with booster station, or require individual buildings to have their own pressurized water system. It is expected to be more cost effective to create a separate pressure zone when considering Centre-Ville as a whole.

Wastewater Distribution System

The proposed wastewater servicing upgrades in Centre-Ville are illustrated in **Map 16: Proposed Wastewater Servicing Upgrades**. Wastewater drains to the west to the 57 Street Trunk where it drains south to the Alberta Capital Region Wastewater Commission trunk system. Sewers are generally 200 mm in size, with some 150 mm service connections (e.g. arena) and a 300 mm sewer running west on 49 Avenue and west of 50 Street. Some sewers are particularly shallow, including a number of pipes along 49 Avenue and 52 Avenue. The shallow sewers have a higher risk of basement flooding if the sewer pipes capacity is exceeded due to their proximity to basement elevations. Existing sewer pipe materials consist of a combination of vitrified clay Tile, concrete and polyvinyl chloride.

The central part of Beaumont, including a large portion of Centre-Ville, was constructed with foundation drains (weeping tiles) connected to the wastewater sewer system. This results in a significant contribution of rainfall induced inflow/ infiltration into the wastewater collection system, especially during larger rainfall events. The proposed development in Centre-Ville will increase dry weather flows due to the increase in the residential density plus new commercial and mixed-use development. These were not considered in the Water and Wastewater Master Plan, and it appears that extensive sewer replacements would be required. It is feasible to allow redevelopment to proceed in Centre-Ville without upgrading existing local sewers, subject to the diversion of foundation drains (weeping tiles) away from the wastewater collection system. Further investigation may therefore be required to determine the need for expansion to the existing system.

Stormwater Drainage System

The proposed stormwater servicing concept for Centre-Ville is illustrated in **Map 17: Proposed Storm Servicing Concept**, and consists of storm sewers ranging in size from 300 mm to 900 mm. There are no storm sewers in some parts of Centre-Ville, including the residential area south of 52 Avenue and east of 50 Street. A section of storm sewer on 55 Avenue east of 50 Street was installed in 2018, which is related to the École J.E. Lapointe School upgrading. There is no formal overland drainage system within Centre-Ville; however, the area has considerable topographic relief, which conveys major (overland) flows in all directions. It is assumed that some of the more recent storm sewer installations have been completed to minimize the impacts of overland flows on downstream development areas. Several hilly fields in the area contribute to runoff due to their steep slopes. In particular, Bellevue Park and the field south of Saint Vital Church are two examples of steep

topography in the area. There is one stormwater management facility within Centre-Ville, the Citadel Ridge stormwater management facility, located just north of the Beaumont Library.

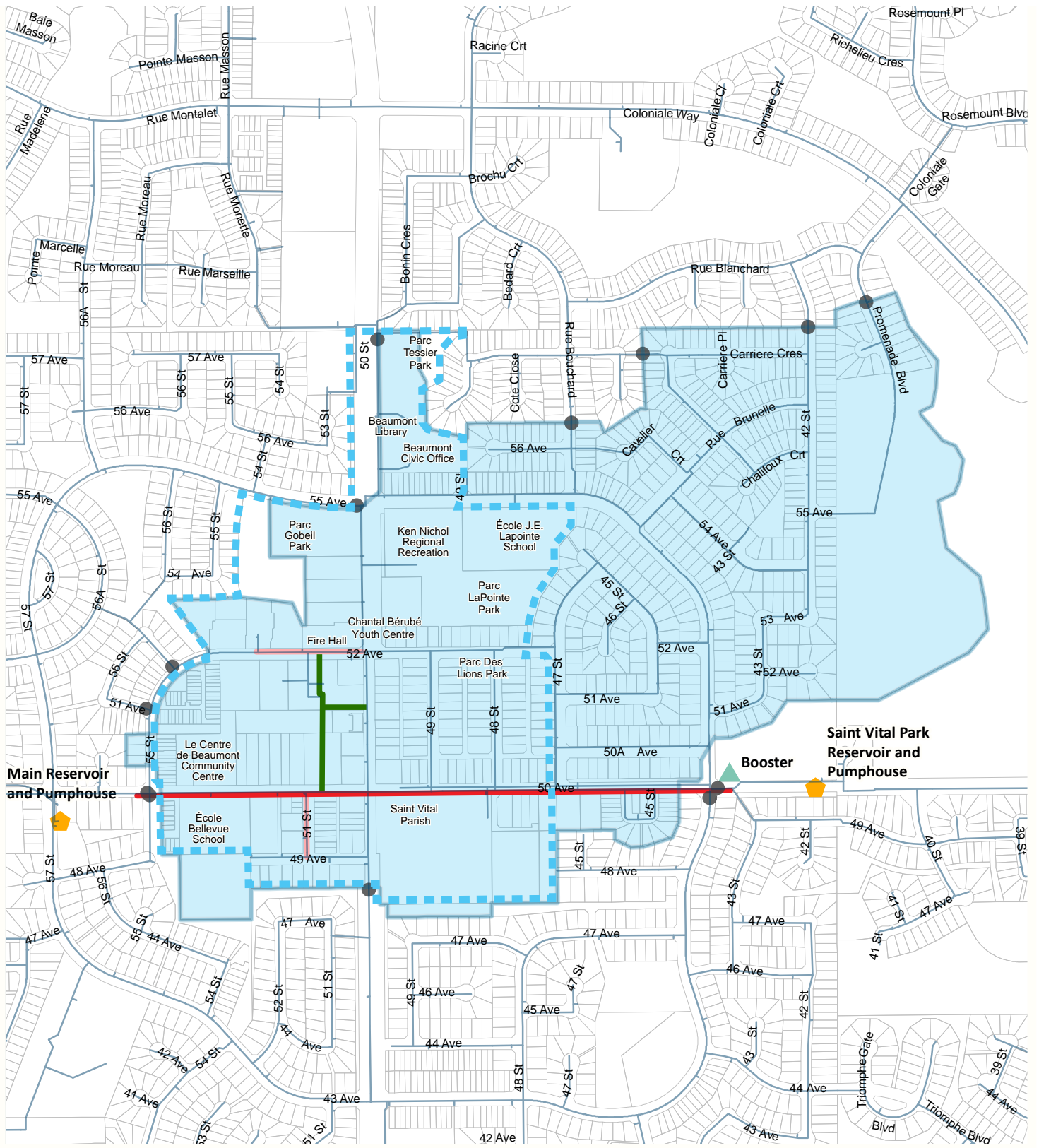
Previous stormwater studies have indicated that there are several locations throughout Beaumont where the major system cannot adequately provide a 1:100 year level of service based on a 24-hour storm. As a result, it will be necessary to provide stormwater storage within Centre-Ville to offset the increased impervious area and the associated runoff from development by using on-site stormwater storage and the use of underground storage tanks as Centre-Ville undergoes development and redevelopment.

One method for reducing stormwater runoff in Centre-Ville is restricting the amount of impermeable surfaces and increasing permeable or natural areas at the parcel and subdivision scale. Low Impact Development will emphasize conservation and the use of on-site natural features to help rain water infiltrate and thus discharge to the downstream system at a slower rate than through conventional drainage during frequent storm events. Some Low Impact Development practices that could be applied in a retrofit manner in Centre-Ville include the following:

- Rain gardens;
- Permeable Pavement;
- Bio-swales; and
- Landscaping.

These practices can be applied on a site by site basis for new infill development within Centre-Ville and provide a useful mechanism for moving towards a more sustainable stormwater management system. In addition to reducing surface water runoff rates and pollutants, Low Impact Development features can add value to the landscape and aesthetics of a development.





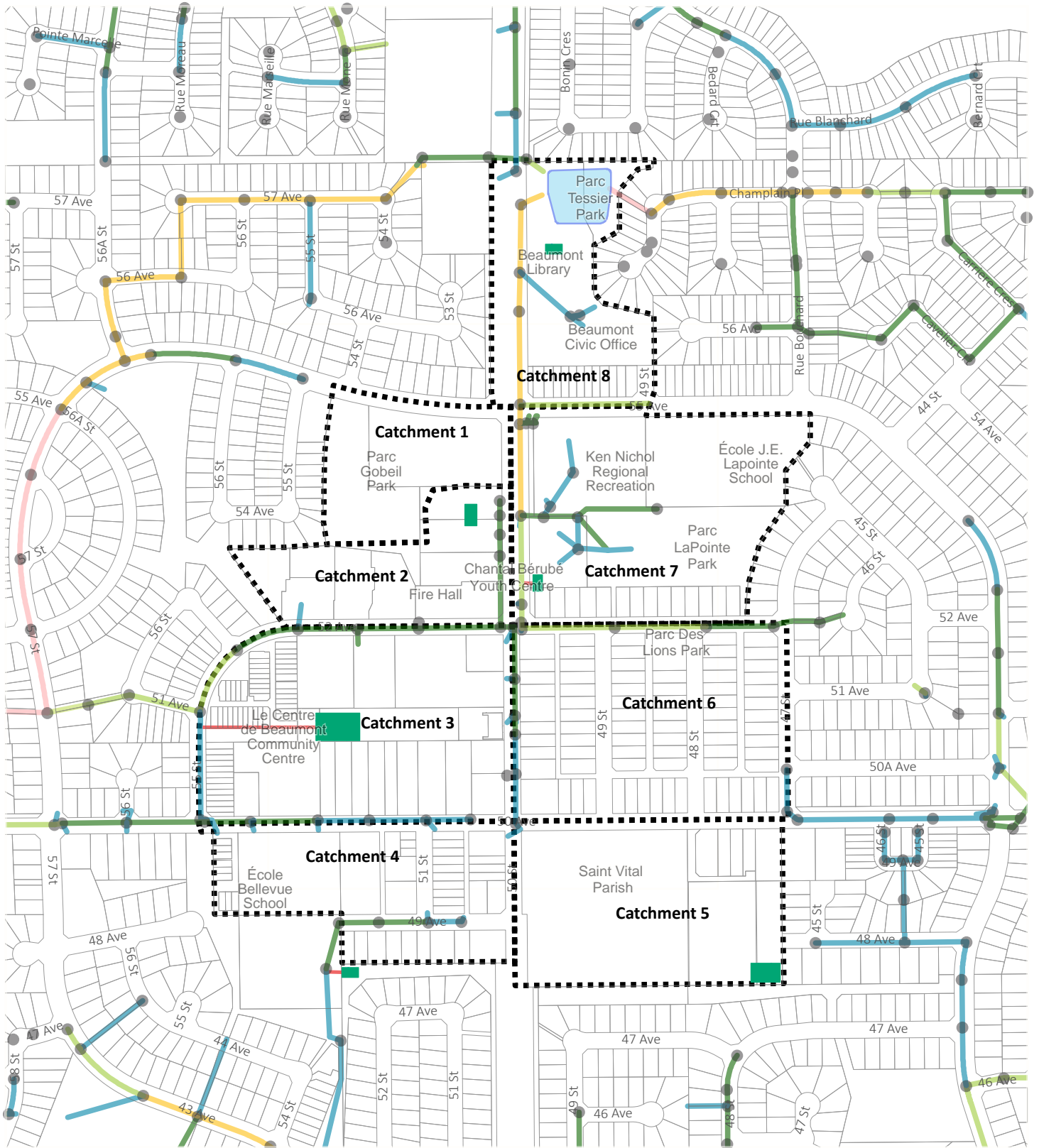
- Centre-Ville ARP Boundary
- Reservoir
- Reservoir Connection
- 250mm Upgrade
- Proposed Watermain
- Parcels
- Isolated Pressure Zone
- Booster
- Check Valve
- Watermain





- Centre-Ville ARP Boundary
- Parcels
- Manhole
- Gravity Sewer
- 250mm (Upsize)
- 300mm (Upsize)
- 375mm (Upsize)
- 450mm (Upsize)
- 525mm (Upsize)
- 1200mm (Twin)





Parcels

Proposed Storage Location*

Citadel Ridge SWMF

Manhole

Catchment Area Boundaries

Proposed Connections

300-375mm

400-525mm

600-675mm

750-900mm

1050-1800mm



*Location of proposed storage locations are approximate

6.1.1 Objectives

1. To provide for safe, efficient and cost-effective water, wastewater, and stormwater drainage systems within Centre-Ville for the benefit of all residents, businesses and visitors.
2. To sustain the balanced development of infrastructure systems within Centre-Ville, which will provide environmentally sustainable and reliable services for residents, businesses and visitors.

6.1.2 Servicing Policies

1. Water servicing in Centre-Ville should comply with the Utility Master Plan to ensure development provides the required fire flows, including 270 litres per second for commercial and mixed-use development, 180 litres per second for multi-family, and 100 litres per second for single-family development.
2. Proposed multi-storey development in low pressure parts of Centre-Ville, generally north of 50 Avenue and east of 50 Street, will require servicing from a separate pressure zone with booster station or individual buildings serviced by a separate pressurized water system.
3. At the time of roadway upgrading, consideration should be given to replacing asbestos-cement watermains with polyvinyl chloride materials and up-sized, as required, to ensure compliance with the Water and Wastewater Master Plan and Beaumont's engineering standards.
4. Upgrades to water distribution systems within Centre-Ville should be based upon projected population growth, anticipated intensity of residential and non-residential uses, and the cost implications for such upgrades.
5. All landowners, developers or development proponents will be responsible for the pro-rated costs of providing adequate water, wastewater servicing, and stormwater management facilities.
6. Development should strive to reduce water consumption through a number of initiatives including, but not limited to:
 - a. Minimize water demand through the installation of building water meters and the use of efficient water fittings, e.g. low flow appliances and household goods, dual flush toilets, water conservation landscaping (xeriscaping, permaculture).
 - b. Reduce the use of high quality drinking water for meeting irrigation needs by using more rainwater harvesting and stormwater re-use, and through the appropriate use of reclaimed water.
 - c. Provision of rain barrels to all homes and multi-residential properties for the collection of rainwater for local garden irrigation.
7. All new applications for redevelopment and infill development in Centre-Ville shall remove and discontinue the use of foundation drains (weeping tile) connections to wastewater (sanitary) sewers as a condition of site development to offset the increase of dry weather flows in Centre-Ville.
8. Existing stormwater infrastructure in Centre-Ville should be upgraded with on-site stormwater storage to offset increased flow of overland drainage associated with redevelopment.
9. The submission of a stormwater management plan may be required to ensure compliance with the design specifications and storage requirements within Centre-Ville.
10. Beaumont shall consider periodic reviews of off-site levy bylaws for Centre-Ville to determine whether amendments are required to address the costs of providing municipal servicing to redevelopment areas.





7.0

IMPLEMENTATION

Our Centre-Ville sets out a comprehensive design strategy, land use concept, and a program of improvements that will transform its four precincts over the next 25+ years. Responsibility for implementation of the *Our Centre-Ville* rests with Council, administration, developers and the involvement of residents and business owners within Centre-Ville.

7.1 Regulatory Framework and Approvals

Our Centre-Ville is a long range planning document that promotes a vision, provides guiding principles, a placemaking strategy, objectives and policies that work to implement the vision. *Our Centre-Ville* will be implemented within a larger, municipal statutory framework. Within that framework any proposed rezoning, subdivision, or development shall conform to the policies of *Our Complete Community* and *Our Centre-Ville*, and comply with the uses, provisions and regulations of *Our Zoning Blueprint*.

The policies within *Our Centre-Ville* do not translate to an approval for a rezoning, subdivision or development application on a specific site. In that regard, administrative and public review is a pre-requisite, and Council, or Development Authority or Subdivision Authority approval is necessary to determine if a rezoning, subdivision or development is suitable. In each case, the application must address site conditions, constraints and servicing requirements, implement Beaumont's Urban Design Guidelines, and minimize or mitigate privacy concerns, shadow effects, sufficient parking, and/or effects on the transportation network.

The primary means to implement the policies of *Our Centre-Ville* is *Our Zoning Blueprint*, which accommodates mixed use opportunities, increased residential densities and building heights, reduced setbacks, parking strategies and requires adherence to Beaumont's Urban Design Guidelines.

7.2 Strategic Partnerships

Private and community sector interest and trust is integral to achieve the vision of *Our Centre-Ville*. That interest and trust must be encouraged through Beaumont's approach to: attracting, approving or developing the high quality development expected in *Our Centre-Ville*; effectively and efficiently use levies, local improvement taxes, cash-in-lieu from parking stalls, developer contributions for municipal projects; and providing new amenities, like a new Central Plaza or other new open spaces, and infrastructure improvements to encourage private sector investment. Each are essential for generating confidence in the *Our Centre-Ville* vision.

A number of key stakeholders are instrumental in the implementation of *Our Centre-Ville*. They are outlined in **Table 3: Key Stakeholders**.

Through implementation and monitoring of *Our Centre-Ville*, each partner has the opportunity to provide input on development, and guide or direct services and programs through improvement initiatives, and through direct input in the planning process. The partners will be an invaluable resource to ensure the vision of *Our Centre-Ville* is achieved, and that Council and administration remain accountable during the application review and approval process and program delivery.

At times, stakeholder working groups or committees will be required to consider and discuss issues, as well as to present possible resolutions to address the issue. These working groups will be organized by the Administration on an as needed basis, and the outcome from these working groups will form the basis to amend *Our Centre-Ville* and/or improve implementation.

7.3 Leverage Public Investment

The following projects may act as catalysts for growth and development in Centre-Ville.

A joint venture project with the private sector to develop a transit centre within the Civic and Institutional Precinct as per **Policy 4.3.2.4**.

Gateway features, sidewalk widening, mid-block crossings, and new street furniture and plantings within the Civic and Institutional Precinct as per **Policy 4.3.3.1-3** and **5**.

The development of 55 Avenue as a primary pedestrian cycling route as per **Policy 4.3.3.4**.

The expansion of the Civic Office and Library to create a Civic Campus with a plaza and formal pedestrian entrance as per **Policy 4.3.3.5**.

The creation of a Central Plaza within the Downtown Core Precinct that will host a wide range of cultural events and festivals as per **Policy 4.4.3.2**.

The creation of a new park within the Downtown Core Precinct that is located on the south side of 49 Avenue. The park will contain seating and viewpoint areas looking onto southern Beaumont as per **Policy 4.4.3.7**.

A new park within the Residential Infill Precinct that is located on the south side of 50 Avenue and east of the Saint Vital Parish as per **Policy 4.5.3.1**.

In partnership with Saint Vital Parish, develop a cultural destination space within the Cultural Heritage Precinct as per **Policy 4.6.3.2**.

These projects can be designed and built independently or bundled in groups for greater impact or effectiveness. It is recommended that some of these projects be initiated in the short term, however the timing and phasing of improvements will depend on available funding and development pressure, among other factors.





Partner	Role	Action
Council	Initiate and monitor programs, budgets and activities necessary to implement <i>Our Centre-Ville</i> . Engage stakeholders in municipal decision making.	Seek advice from interested stakeholders, prioritize actions and approve budgets.
Administration	Render decisions and approvals as delegated by Council. Enforce bylaws and deliver programs, such as land assembly for the Central Plaza, enacted by Council to implement <i>Our Centre-Ville</i> .	Seek advice from interested stakeholders, identify options and provide recommendations, deliver projects and programs, and present updates and costs to Council.
Developers and Landowners	Submit applications, provide contributions, and construct developments.	Beaumont to meet with developers to identify interests and time frames to understand potential project phasing.
Downtown Businesses and Residents	Provide guidance and advice on development projects and civic programs.	Administration works with businesses and residents to focus on branding, business retention and local improvements within Centre-Ville, or resident concerns, such as new development and amenities and help to address ongoing needs of local businesses and residents.
Landowners adjacent to the Civic Office and Library, Central Plaza and Saint Vital Parish	Engage Council and Administration regarding land purchases or exchanges.	Beaumont to invite landowners to discuss land purchases and/or exchanges.

■ TABLE 3: KEY STAKEHOLDERS



7.4 Funding

The following existing and new funding sources may be accessed to deliver the projects and improvements identified in *Our Centre-Ville*, particularly those listed in Section 7.3:

- Subdivision and Development Levies;
- Cash-in-Lieu of Parking;
- Local Improvement Tax;
- Off-site Levies;
- General Tax Revenue; and
- Federal and Provincial Funding.

7.5 Development Incentives

Aside from marketing programs, business recruitment efforts, and additional development rights offered within *Our Centre-Ville* and *Our Zoning Blueprint* the only other means to encourage growth and development within Centre-Ville is a tax abatement strategy and/or grant programs funded by fees collected from the funding sources identified in Section 7.4. Beaumont should explore and consider implementing one or all of the following options:

- A Tax Abatement Program is a reduction or elimination of municipal property taxes for a particular type of development, for a defined period of time.
- A Multi-Family Development Grant providing funds for redevelopment or new construction.
- A Commercial Development Grant providing funds for major renovations of, or construction of, new commercial buildings.

- An Architectural Enhancement Grant providing funds for façade and exterior building improvements.
- A Live/Work Residential Grant providing funds for residential units connected to a commercial use.

7.6 Phasing

Market and economic conditions will drive development phasing. However, a logical and strategic phasing program is outlined in **Table 4: Phasing and Delivery**. The majority of the improvements are funded by and dependent on private sector contribution through the delivery of new development in Centre-Ville. However, Beaumont is committed to pursuing additional funding necessary to implement the *Our Centre-Ville*, vision.

7.7 Amending the Area Redevelopment Plan

The challenge of managing development through statutory plans is that there will likely be proposals for development that have not been anticipated by *Our Centre-Ville*. Where new development proposals respond to and meet the intent of the vision, guiding principles, objectives, and policies of *Our Centre-Ville*, or offer a creative solution to a specific problem, Beaumont may consider its implementation, including making amendments to *Our Centre-Ville*.

Any amendment to *Our Centre-Ville* requires a public hearing at Council, in accordance with the Municipal Government Act. Where an amendment to *Our Centre-Ville* is requested, the applicant shall submit an application and provide technical information that demonstrates the proposal's conformance with the Plan's vision, guiding principles, objectives, and policies, or why it cannot, and identifies its consistency with *Our Complete Community*.

Type of Improvement	Timelines	Mechanism for Delivery	Responsibility/ Actions
Check Valves throughout Centre-Ville at pressure zone boundary	Short-Term	Local Improvement Tax	Beaumont
250 mm water distribution upgrades for fire flows	Short-Term	Development Approvals	Beaumont
Traffic calming (Street corner bulb-outs at intersection of 50 Street and 52 Avenue)	Short-Term	Local Improvement Tax, Beaumont Capital Funding	Beaumont
Sidewalk widening and new connections	Short-Term	Local Improvement Tax	Beaumont, Developers
Streetscape improvements (Gateway features on 50 Street at north boundary of the Civic Institutional Precinct.	Short-Term	Development Approvals, Local Improvement Tax	Beaumont, Landowners, Developers
400 mm Reservoir Connection Pipe <small>*City option to pay for oversizing to 600 mm reservoir connection pipe to accommodate newly annexed lands</small>	Short-Term	Local Improvement Tax, Off-site levies, Subdivision and Development Levies	Beaumont
50 Ave streetscape improvement project	Short-Term	Beaumont Capital Funding	Beaumont
Central Plaza	Short Term	Beaumont Capital Funding	Beaumont
Bike infrastructure (50 Street and 50 Avenue)	Short-Medium Term	Development Approvals, Local Improvement Tax	Beaumont, Landowners, Developers,
Local roadway improvements (New North/ South local road from 50 Avenue and east- west local road connecting 48 Avenue to 50 Street)	Medium Term	Local Improvement Tax, Subdivision and Development Levies	Beaumont
Develop 55 Avenue as a primary pedestrian cycling route connecting Gobeil Park and École JE Lapointe School	Medium Term	Local Improvement Tax	Beaumont
Water Booster Station	Medium-Term	Off-site levies	Beaumont
Transit Centre	Medium-Long Term	Joint Public/Private Sector Partnership, Local Improvement Tax, Cash-in-lieu parking system	Beaumont, Landowners, Developers
Civic Campus	Medium-Long Term	Local Improvement Tax, Cash-in-lieu parking system	Beaumont
New Public Park Areas (south and east of Saint Vital Parish)	Medium-Long Term	Local Improvement Tax, Cash-in-lieu parking system	Beaumont, Landowners, Developers

Short-Term - committed to projects/planning approvals likely to be completed within the next 5-7 years

Medium-Term - up to 10 years to complete

Long-Term - potential projects that require further studies and may take up to 15-20 years to complete

7.8 Plan Monitoring

Monitoring and evaluation plays a crucial role in determining the progress and success of the *Our Centre-Ville* vision. It will identify if policies are achieving desired objectives, and whether any appropriate policy adjustments are needed.

7.8.1 Policies

1. Beaumont should facilitate the actions listed in **Table 3: Key Stakeholders**.
2. Beaumont should undertake the projects listed in Section 7.3 and Table 4 to act as catalysts for growth and development in Centre-Ville.
3. Beaumont should identify one or all of the funding sources listed in Section 7.4 and develop an action plan to secure funding.
4. Beaumont should explore and consider implementing one or all of the development incentives listed in Section 7.5.
5. Beaumont should prepare an annual *Our Centre-Ville* report based on the following criteria:
 - a. The current residential density, to determine alignment with the **Policy 4.1.7.2**;
 - b. The proximity to the Intensification Target, to determine alignment with the **Policy 4.1.7.3**;
 - c. The current Centre-Ville population to determine alignment with the **Policy 4.1.7.3**;
 - d. The amount of commercial or office space to determine alignment with the **Policy 4.1.7.4**;
 - e. The number and type of buildings;
 - f. Infrastructure improvements to determine alignment with the **Policies 6.1.2.1-2**, and **4** and **8**;
 - g. Identifying progress on the projects listed in Table 5; ad
 - h. The funds collected from Redevelopment Levy, Cash-in-Lieu of Parking, Local Improvement Tax, Off-site Levies, General Tax Revenue, and Federal and Provincial Funding and those available for the projects listed in Table 5.
6. After intervals of five (5) years, Beaumont shall review and make necessary amendments to *Our Centre-Ville* and *Our Zoning Blueprint* as necessary to implement the vision.



