

**CITY OF BEAUMONT
Bylaw Number 994-21**

LE RÊVE AREA STRUCTURE PLAN

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

WHEREAS, pursuant to Section 633 of the *Municipal Government Act*, R.S.A. 2000, c. M-26 Statutes of Alberta and Amendments thereto, for the purpose of providing a framework for subsequent subdivision and development of an area of land in the City of Beaumont.

NOW THEREFORE, the Council of the City of Beaumont, duly assembled, enacts as follows:

1. That the City of Beaumont adopt Bylaw 994-21 known as the Le Rêve Area Structure Plan as attached as Schedule A.

READ A FIRST TIME IN COUNCIL THIS 12th DAY OF JANUARY, 2021.

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

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

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



Mayor



Chief Administrative Officer

Le Rêve

AREA STRUCTURE PLAN



Experience, Exchange, & Expression



MARCH 2021

prepared for:

Redco Developments Ltd.

prepared by:

Invistec Consulting Ltd.

in association with:

Balance Landscape Architecture Inc.

CIMA+

CT & Associates Engineering Inc.

Imagine 3D Workshop

J.R. Paine & Associates Ltd.

Spencer Environmental Management Services Ltd.

Tree Time Services Inc.

Le Rêve: the dream

This ASP was established by the dream to build a community that was for Beaumont. Le Rêve embraces the character of existing Beaumont while providing community focused amenities for current and future generations. The community was cultivated by community spirit and will flourish to achieve the dreams of residents, businesses, and Beaumont.

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INTRODUCTION

01



1.1 Purpose

1.2 Authority

1.3 Supporting Documents

1.4 Policy Framework

1.1 Purpose

The purpose of this Area Structure Plan (ASP) is to describe the land use concept, development policies, and objectives for Le Rêve, including establishing a framework for services, transportation, parks and open spaces, and commercial and residential land uses. The ASP intends to guide future development of a complete community that facilitates attractive, efficient, and orderly development that is compatible and connected with the environment.

1.2 Authority

Preparation of the Area Structure Plan was authorized by City of Beaumont on August 30, 2018 at a multi-departmental meeting with Beaumont's administration. Beaumont is the planning authority for the Plan Area.

1.3 Supporting Documents

Le Rêve is supported by the following technical studies:

1.3.1 Biophysical Assessment

Prepared by Spencer Environmental Management Services Ltd., the Biophysical Assessment identifies the environmental and ecological assets within the Plan Area and surrounding lands, including natural areas or systems, waterbodies, and areas of wildlife habitat and movement. The assessment also provides recommendations on the protection and enhancement of these natural features.

1.3.2 Geotechnical Report

Prepared by J.R. Paine & Associates Ltd., the Geotechnical Report was completed for Plan 7821085; Blocks 1-2, and Plan 7922184; Block 3 and assesses the soils and underground water conditions related to the suitability of future development, which includes site grading,

residential development, stormwater management facilities, infrastructure, and roadways. Geotechnical Reports that include NW-1-51-24-4, NE-1-51-24-4, and Plan 7922184; Block 4 will be required at the time the Neighbourhood Structure Plan for these lands is prepared, as these lands were not included in the J.R. Paine report.

1.3.3 Neighbourhood Servicing Report

Prepared by Invistec Consulting Ltd., the Neighbourhood Servicing Report describes the specific servicing concepts to support development within the Plan Area including water, sanitary, and stormwater.

1.3.4 Transportation Impact Assessment

Prepared by CIMA+, the Transportation Impact Assessment outlines the overall traffic impacts on existing and planned roadway networks as a result of the planned development of Le Rêve. The report models the anticipated traffic from the development and provides recommendations for any roadway infrastructure improvement as a result of development.

1.3.5 Agriculture Impact Assessment

Prepared by Invistec Consulting Ltd., the Agriculture Impact Assessment reviews the agriculture impacts of this Area Structure Plan on the existing and surrounding land uses, and identifies potential agricultural conflicts.

1.3.6 Environmental Overview and Environmental Site Assessments

Prepared by CT & Associates Engineering Inc., the Environmental Overview provides a preliminary understanding of areas of potential concern from historical and existing agricultural operations within the

Plan Area. An Environmental Site Assessment will be prepared and submitted to the City of Beaumont as part of the Neighbourhood Structure Plan submission.

1.3.7 Historical Resources Clearance

Prepared by Tree Time Services Inc., the Historical Resources Clearance identifies any historical resources within the Plan Area that require further studies, such as historic buildings, structures, archaeological, and paleontological sites. The Historical Resources Clearance identified lands with existing structures at the time of the plan preparation would require a Historical Resources Impact Assessment for historic structures prior to development. Archaeological resources, palaeontological resources, aboriginal traditional use sites, and provincially designated historic resources were all cleared of *Historical Resources Act* requirements. It is anticipated that these would be completed either at the Neighbourhood Structure Plan or subdivision phase. Plan 7821085; Blocks 1 and 2 were the only areas without any existing structures at the time the Historical Resources Clearance was conducted and would not require a Historical Resources Impact Assessment.

1.3.8 Additional Studies / Supporting Documents

In addition to the technical studies completed to date, additional studies / supporting documents may be requested during subsequent stages of development for the Plan Area. This includes the completion of technical studies that excluded lands mentioned earlier in this section, but can also include additional technical studies.

1.4 Policy Framework

Le Rêve was prepared in accordance with the Edmonton Metropolitan Region Growth Plan, the Intermunicipal Planning Framework (IPF) between the City of Beaumont, Leduc County, and the City of Edmonton, Our Complete Community: Municipal Development Plan, Our Connectivity: Transportation Master Plan, Strategic Plan (2017-2021), Our Places and Play: Recreation, Parks, and Facilities Master Plan, and Our Zoning Blueprint: Beaumont Land Use Bylaw. Section 6.3 describes the relevant policies from these documents and outlines how the Area Structure Plan conforms with each plan and bylaw.

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SITE CONTEXT

02



2.1 Location

2.2 Ownership

2.3 Existing Conditions

2.1 Location

The Plan Area is located within northeast Beaumont and is comprised of approximately 260 hectares (four quarter sections). As shown in Figure 1, the Plan Area is bounded by the City of Edmonton to the north, Range Road 240 and the City of Edmonton to the east, Township Road 510 and the Coloniale Estates neighbourhood to the south, and 50th Street to the west.

2.2 Ownership

As shown in Figure 2, the Plan Area consists of nine privately owned parcels.

2.3 Existing Conditions

2.3.1 Existing Topography

The existing topography is characterized by primarily sloping grade towards the north west side of the Plan Area. As shown in Figure 3, the existing elevations range between 709m and 724m. Surface drainage generally runs towards the west and north, sloping towards Irvine Creek located north of the Plan Area.

2.3.2 Geotechnical Characteristics

J.R. Paine & Associates Ltd. conducted a geotechnical investigation on the southern 4 parcels of the Plan Area. The report identified the lowest-lying area in the north west, and high groundwater table in the south of the Plan Area; both of which should be considered during grading design. The soils consist primarily of topsoil, underlay by clay fill mixed with organic materials. It was recommended that all vegetation, topsoil, and organic materials be removed prior to development and not reused as backfill material.

2.3.3 Existing and Adjacent Land Uses

The Plan Area currently is cultivated for agricultural purposes, and is designated for commercial and residential development under Our Complete Community: Municipal Development Plan.

The Plan Area is surrounded by existing agricultural land uses to the north, east, and west. The lands to the west are designated for residential and commercial development under Our Complete Community: Municipal Development Plan, the lands to the north and east are designated as a Future Growth Area under the City of Edmonton's City Plan.

The Intermunicipal Planning Framework designates future land uses within the City of Beaumont to be in alignment with Our Complete Community: Municipal Development Plan. Lands in the City of Edmonton to the north are planned for residential, while to the east are planned for agriculture. The Coloniale Estates neighbourhood is south of the Plan Area, which consists of residential and recreation land uses. Figure 4 shows the existing land uses at the time of the area structure plan's preparation in further detail.

2.3.4 Existing Transportation Routes and Connections

50th Street, or Highway 814, is an arterial roadway that is a paved, four-lane divided roadway. The arterial roadway has regional significance to the Edmonton Metropolitan Region, as indicated in Our Complete Community: Municipal Development Plan. Township Road 510 is constructed to a paved rural standard and Range Road 240 is currently constructed to a gravel rural standard. Our Connectivity: Transportation Master Plan plans for

Township Road 510 and Range Road 240 to be upgraded to arterial roadways, with Range Road 240 to be realigned in the south east of the Plan Area.

2.3.5 Site Features and Considerations

Figure 5 outlines various site features and consideration within the Plan Area, including roadways, existing waterbodies, existing easements, and existing buildings. As well there are existing wooded areas that should be encouraged to be incorporated into urban development, when feasible. No historic resources or abandoned wells were identified by Alberta Culture and Tourism or the Alberta Energy Regulator within Plan 7821085; Block 1-2. A Historical Resources Impact Assessment will be required for all the buildings in the Plan Area.

2.3.6 Existing Infrastructure

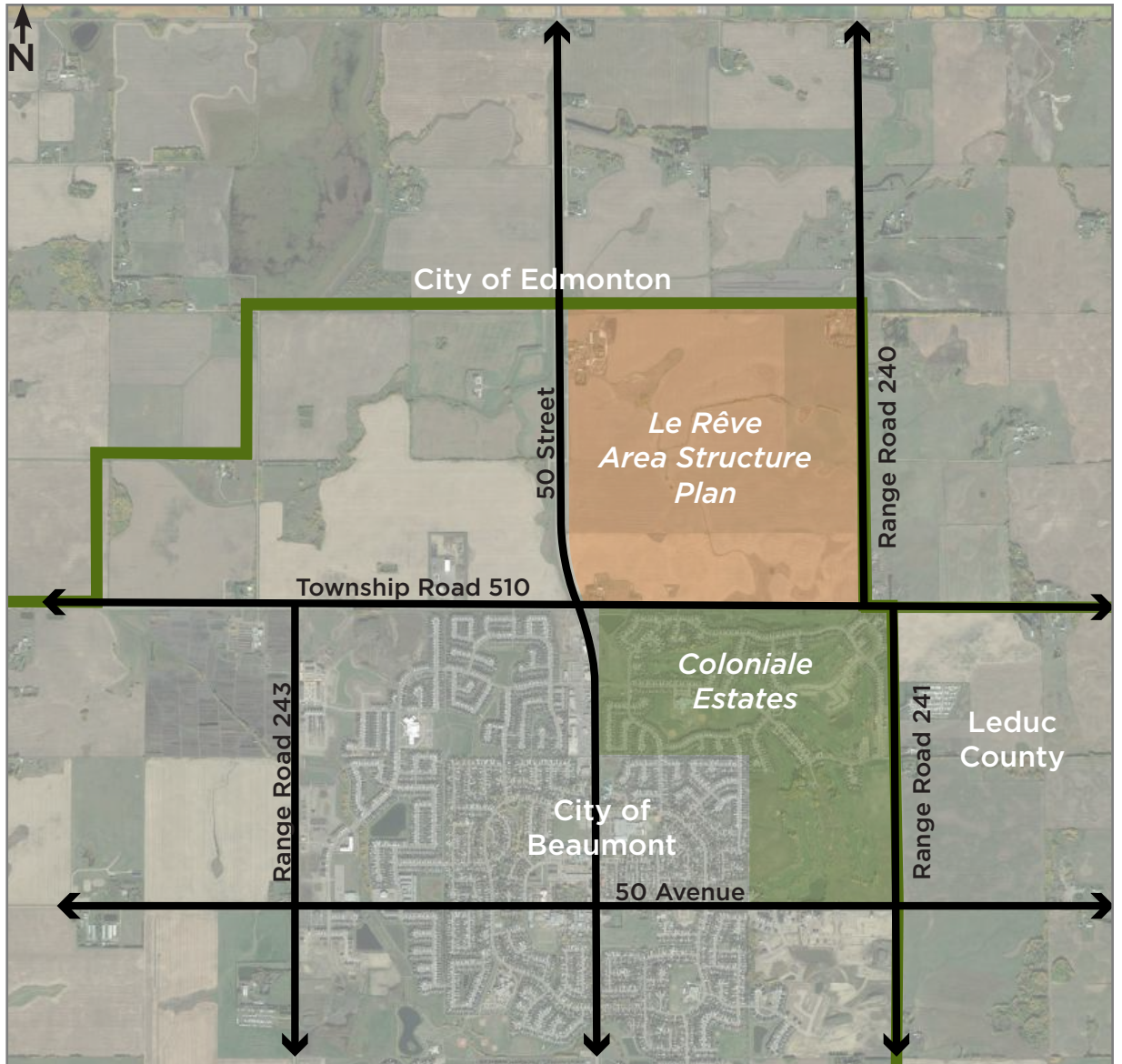
The Plan Area is currently unserved by urban services. There are existing water wells servicing the existing residential dwellings in the southwest and northwest of the Plan Area. Services within Beaumont will provide interim servicing until the ultimate regional system is available. The ultimate build out includes the sanitary connecting to the commission line west of the Plan Area and water connecting to the planned reservoir in the Elan neighbourhood. The interim servicing concept includes discharging the stormwater runoff into the ditch located along 50th Street and the ultimate servicing concept includes discharging stormwater runoff into Irvine Creek.



Existing Plan Area

Legend

- Plan Area
- Municipal Boundaries
- Arterial Roadways
- Coloniale Estates Neighbourhood



Scale: N.T.S.

Figure 1 - Location



Legend

■ ■ Plan Area

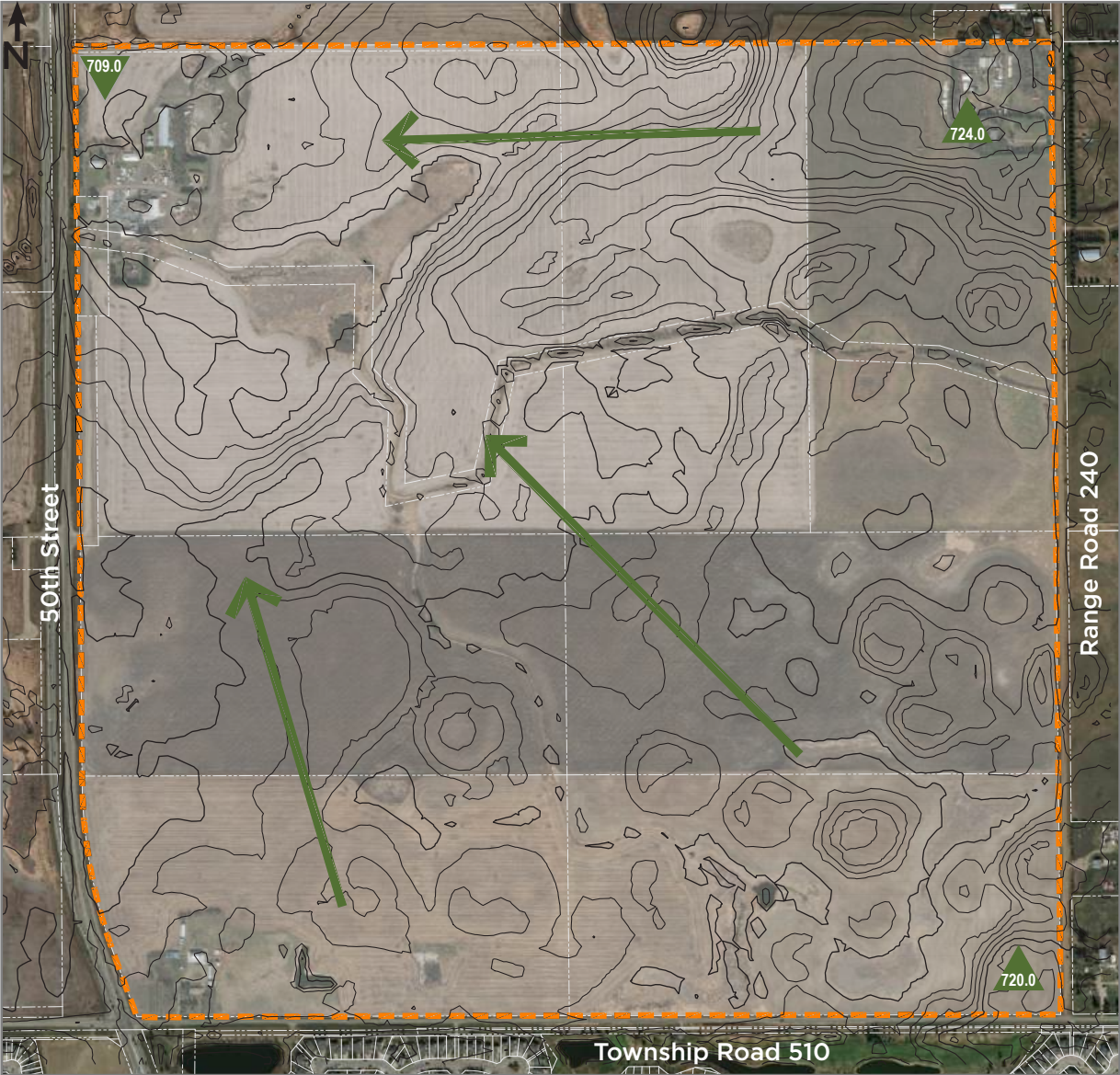
Number	Legal Description	Owner
1	NW1 51-24-4	Private owner
2	NW1 51-24-4	Private owner
3	NW1 51-24-4	Private owner
4	NE1 51-24-4	Private owner
5	NE1 51-24-4	Private owner
6	7821085; 1	Private owner
7	7821085; 2	Private owner
8	7922184; 3	Private owner
9	7922184; 4	Private owner

Figure 2 - Ownership

Scale: N.T.S.

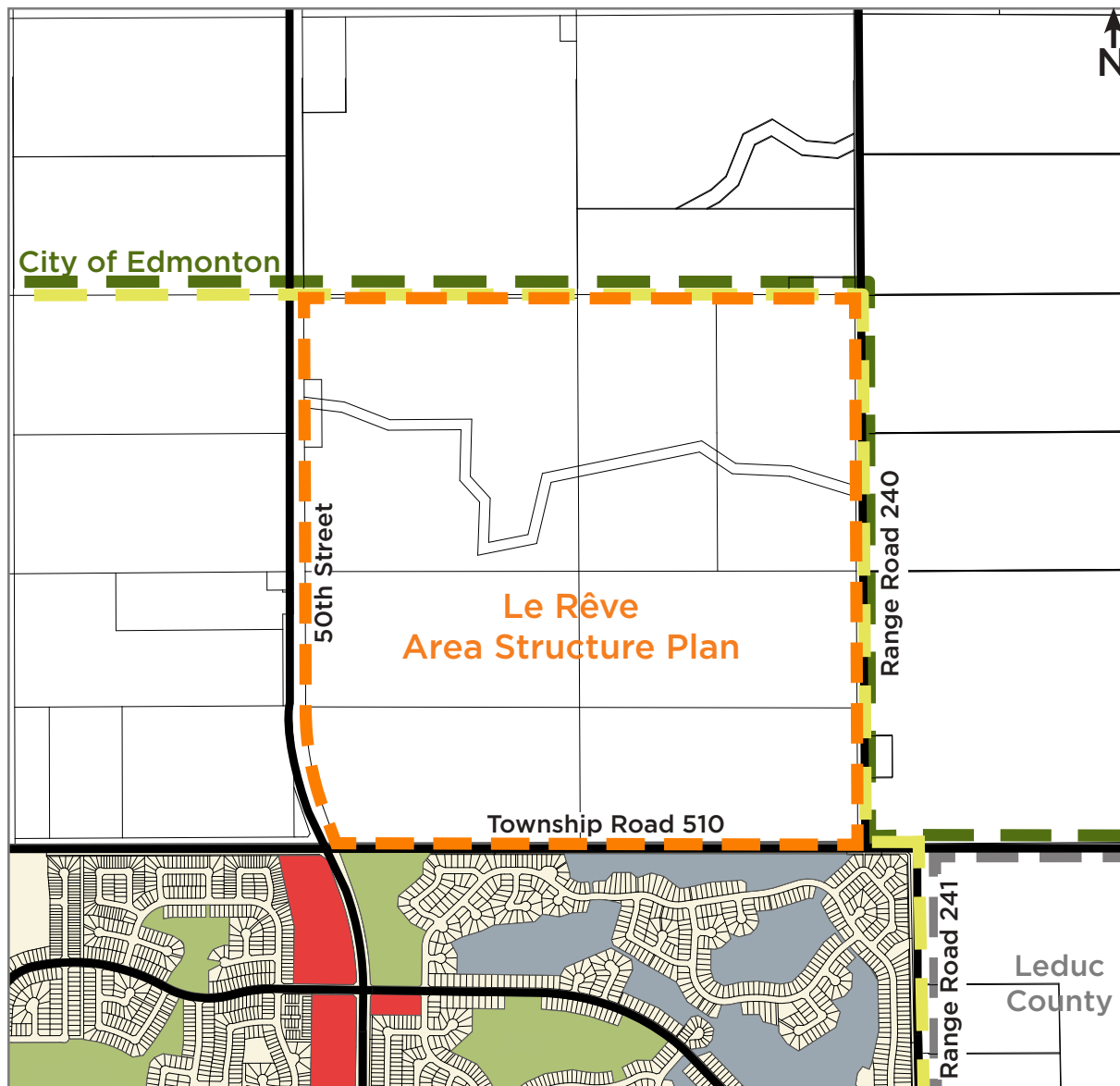
Legend

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



Scale: N.T.S.

Figure 3 - Existing Topography



Legend

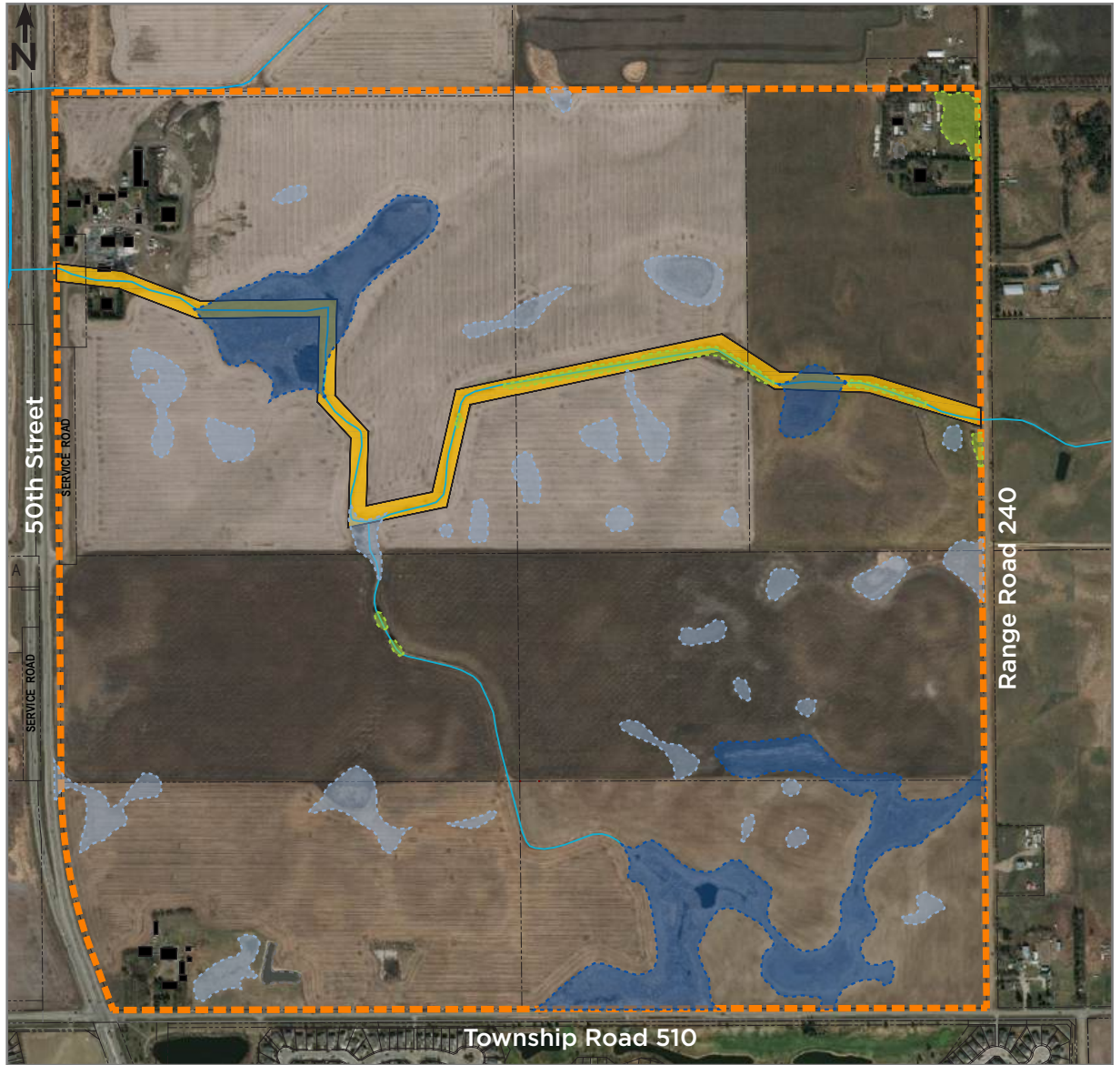
- Plan Area
 - City of Beaumont Boundary
 - City of Edmonton Boundary
 - Leduc County Boundary
 - Major Roadways
- Existing Land Uses
- Agriculture
 - Residential
 - Commercial
 - Private Recreation (Golf Course)
 - Public Recreation

Figure 4 - Existing Land Uses

Scale: N.T.S.

Legend

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



Scale: N.T.S.

Figure 5 - Site Features and Considerations

CONCEPT

03



3.1 Land Use Concept

3.2 Vision

3.3 Guiding Principles

3.4 General Policies

3.5 Land Use Policies

3.1 Land Use Concept

Le Rêve Area Structure Plan has been designed as a complete community by providing opportunities for commercial and residential development, interconnected through an open space network consisting of natural areas, school sites, park spaces, and greenways. The neighbourhood aims to seamlessly transition from the Coloniale Estates neighbourhood to future City of Edmonton neighbourhoods.

The City of Beaumont is a fast growing municipality, with limited commercial services available to its current residents. Le Rêve supports the community by providing goods and services, and employment opportunities through the commercial and mixed use land uses. The location of commercial land uses along 50th Street will provide both strong visibility and accessibility to local residents as well as regional commuters or visitors. This is further supplemented by the opportunity for small scale commercial uses, such as convenient stores, home-based businesses, or ground floor retail in residential land uses.

Le Rêve was designed as a neighbourhood suitable for residents of all ages and incomes, with varied residential densities and housing forms to cater to existing and new residents. The neighbourhood is anchored by a large park space in the middle of the neighbourhood, acting as a gathering space for both residents of the neighbourhood and the surrounding area. Residential, commercial, institutional, and other open spaces are connected to this park space through the strong active transportation linkages that connect Le Rêve to the surrounding neighbourhoods.

3.2 Vision

Le Rêve is a gateway community featuring a unique community centre that is seamlessly interconnected by its natural environment and green spaces. It brings new experiences to current and future residents, cultivates the exchange of goods and services, and provides opportunities for expression while preserving Beaumont's values and French culture. The neighbourhood was designed taking into account its neighbours to develop an integrated residential and commercial community, fostering regional linkages between the City of Beaumont and City of Edmonton.

3.3 Guiding Principles

3.3.1 Livability

Le Rêve is a neighbourhood that integrates a diverse range of land uses providing opportunities for employment and a range of residential housing options. Le Rêve promotes aging in place through accommodating diverse backgrounds, ages, and abilities. The neighbourhood's livability is strengthened through the interconnected open space network, providing opportunities for active transportation, recreation, and social gathering.

3.3.2 Connectivity

The neighbourhood design in Le Rêve seamlessly connects land uses through the open space network to promote and accommodate active transportation in Le Rêve and the surrounding areas. This includes the Coloniale Estates neighbourhood to the south, the future neighbourhood to the west, and the City of Edmonton to the north and east. Le Rêve provides parks spaces in a variety of shapes and sizes to accommodate a mix of active and passive recreational activities.

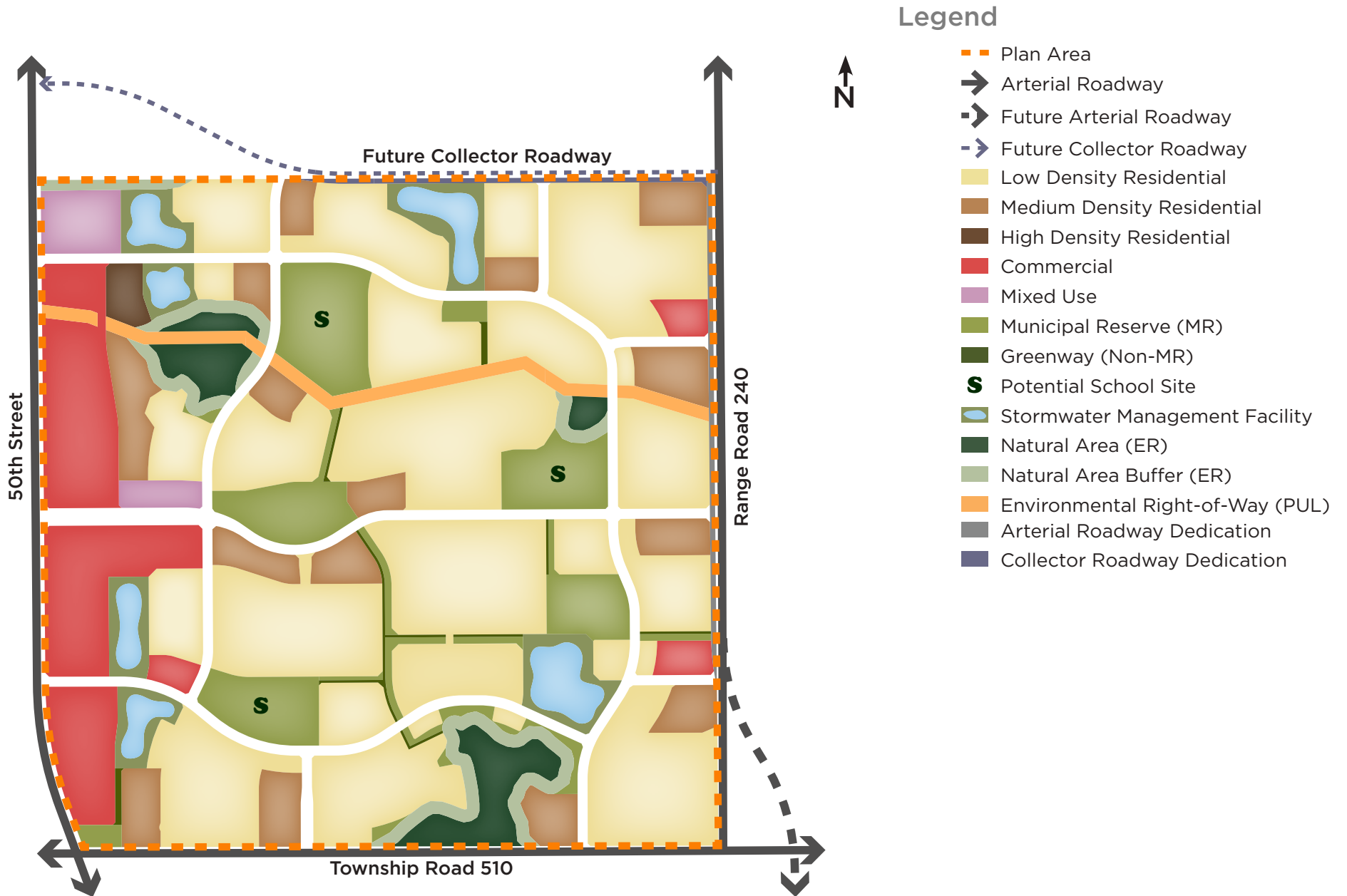


Figure 6 - Land Use Concept

Scale: N.T.S.

3.3.3 Responsible Development

Le Rêve is a logical extension of existing Beaumont neighbourhoods, and promotes compact development to efficiently use public infrastructure, services, and land. It provides a variety of land uses, transitioning between existing neighbourhoods to future areas, while also promoting environmental stewardship through its interconnected open spaces network.

3.3.4 Innovation

Le Rêve will be the first neighbourhood to be developed following the adoption of Our Complete Community: Municipal Development Plan, setting a new standard for neighbourhood design. It will evolve through innovation, incorporating new technology into its design, integrating flexible land uses, and ultimately creating its own identity.

3.4 General Policies

3.4.1 Urban Design Policies

- i.* Compact and efficient built form shall be provided through a variety of residential densities.
- ii.* Transitions shall be provided between developments with different land uses, densities, heights, and massing.
- iii.* The green network should provide continuous connections to neighbourhood amenities and create neighbourhood focal points for social gathering.
- iv.* The ecological network should be retained by integrating the environmental features into the neighbourhood, where possible.
- v.* Site design shall incorporate Crime Prevention Through Environmental Design (CPTED) principles through landscaping and design such as lighting, where possible.

- vi.* Developments should incorporate design elements and features that can be enjoyed year round.
- vii.* Developments shall comply with the Beaumont Urban Design Guidelines.

3.4.2 Agriculture Policies

- i.* Premature subdivision and development of land that terminates agricultural production shall be discouraged.
- ii.* The continuation of agricultural operations shall be encouraged and have its viability promoted in the long term.
- iii.* Non-agriculture uses shall only be contemplated when an approved Neighbourhood Structure Plan has been adopted for the area.
- iv.* New subdivision applications shall avert from fragmenting agricultural lands causing difficult areas for cultivation
- v.* Urban agriculture shall be promoted through rooftop gardens, community gardens, and edible landscapes.



Development will need to mitigate impacts to existing agricultural operations..

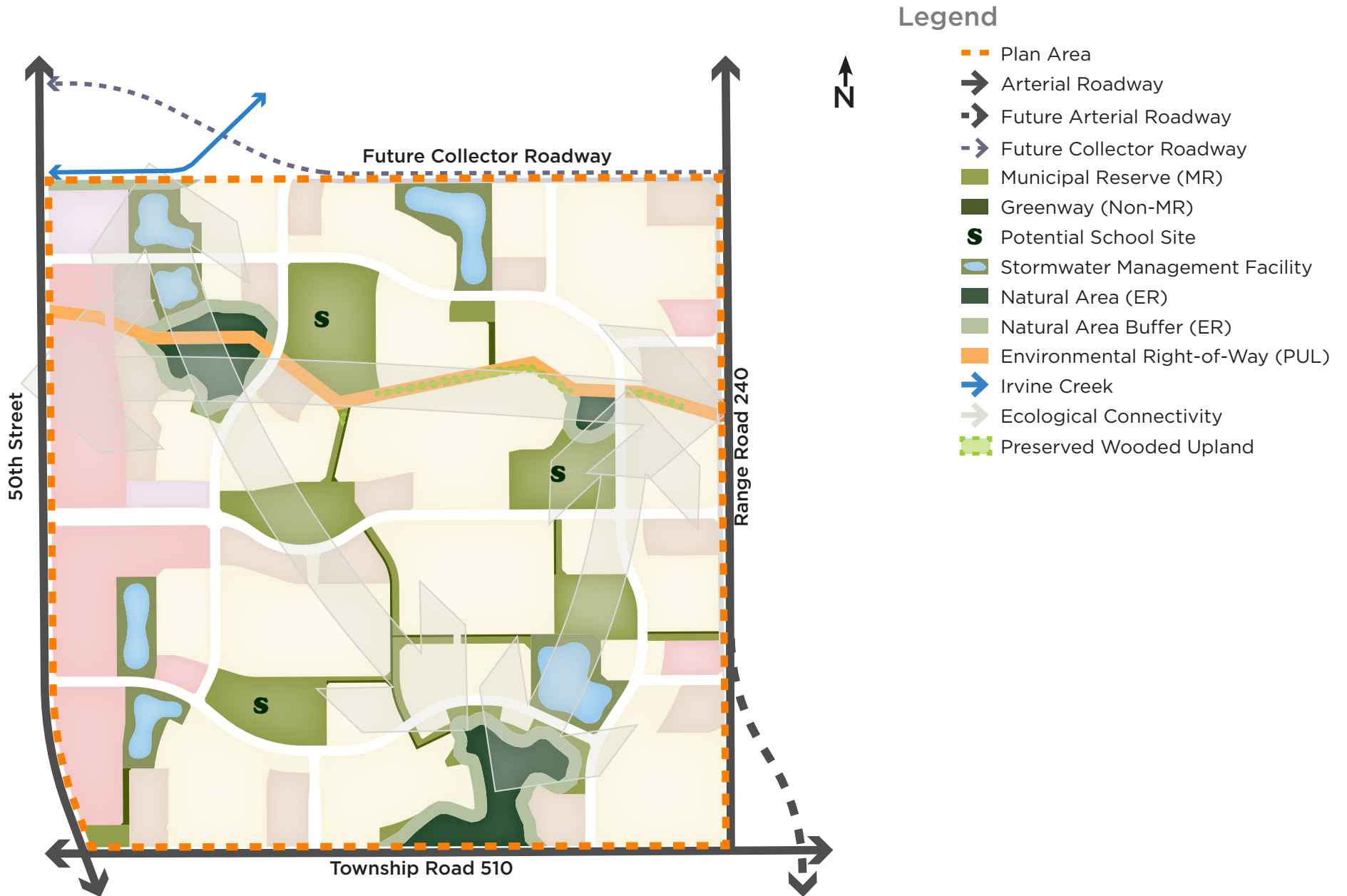


Figure 7 - Green Network

Scale: N.T.S.

3.5 Land Use Policies

3.5.1 Parks and Open Spaces

The parks and open spaces in Le Rêve are comprised of a variety of park spaces (a district park, school sites, neighbourhood parks, pocket parks, and greenways), natural areas, and public utility lots/right-of-ways (stormwater management facilities, and drainage ditches). The variety of park spaces are designed to support the priorities of Our Places and Play: Beaumont Recreation, Parks and Facilities Master Plan, such as providing strong connectivity between open spaces, designing flexible and well designed public spaces, preserving and enhancing existing natural features, and providing opportunities to celebrate Beaumont's French culture.

The strength of Le Rêve's green network is in its interconnectedness, allowing residents to walk, run, or cycle around and to surrounding neighbourhoods, support winter-friendly spaces, and offer a safe experience for all users. The green network promotes high ecological connectivity, connecting open spaces in and around the neighbourhood, such as Irvine Creek, the east-west drainage ditch, and existing open spaces. The location of park spaces in this Plan will be further refined at the Neighbourhood Structure Plan stage to ensure Our Complete Community: Municipal Development Plan's policies are met.

District Park

A district park is located in the center of the Plan Area, connected to the central 50th Street entrance. This park space is intended to be the neighbourhood's focal point and is intended to include a variety of soft and hardscape landscaping in order to support both active

and passive recreation, as well as formal gatherings like festivals and events. The district park is an entrance into the neighbourhood, and acts as a unique opportunity for active transportation that prioritizes pedestrians through multi-use trails, seating areas, and activity areas.

School Sites and Neighbourhood Park

Three schools sites are distributed throughout the Plan Area, range in size but able to accommodate 2 K-9 schools and 1 high school. The school sites are key destinations in the green network, connected by greenways and multi-use trails. In addition to the three school sites, a neighbourhood park is located in the central-east portion of the Plan Area, which could be used as an elementary school site if demand for another facility is required. The neighbourhood park is intended to accommodate more organized recreational opportunities.

Greenways

Greenways are located throughout Le Rêve and not only connect the school sites together, but also connects the neighbourhood to adjacent areas. Greenways act as programmable park spaces that could include cross country ski trails, tot lots, mini sports, community gardens, and other outdoor recreation amenities. Greenways consist of both non-municipal reserve and municipal reserve, where the non-municipal reserve will have a width of 6.0m including a multi-use trail. The remainder of the greenway will be municipal reserve with widths ranging from 9.0m to 15.0m and be the location of programming.

Natural Features

Le Rêve incorporates existing natural features into the design of the neighbourhood, including Irvine Creek, an

environmental right-of-way, a drainage ditch connecting the southern Natural Area to the environmental right-of-way, and Natural Areas.

Although Irvine Creek is located outside of the Plan Area, its riparian area falls within and is identified as environmental reserve.

The environmental right-of-way is proposed to be realigned in order to accommodate urban development, as its current alignment creates irregular parcels and fragmented lands. This realignment shall be reviewed and registered at the subdivision phase and may require environmental approvals. Further, the environmental right-of-way currently is registered with Strathcona County as a Grantee due to past jurisdictions. While realignment of the right-of-way will not change the intent of the right-of-way, consultation with Strathcona County should be conducted during the preparation of the Northwest Neighbourhood Structure Plan. The environmental right-of-way will be utilized as a multi-use trail, connecting to future neighbourhoods to the east and west.

The drainage ditch is identified as municipal reserve and connects the southeast natural area to the environmental right-of-way in order to maintain the existing ecological connection between these two features. The drainage ditch will be realigned and enhanced to ensure the long term sustainability while also supporting passive recreation opportunities. The drainage ditch is currently not registered as an easement or right-of-way, and its realignment shall be reviewed at the subdivision phase. This realignment may also require environmental approvals.

Natural Areas consist of existing wetlands and their buffers located in the Plan Area. Buffering is required to intercept surface stormwater from adjacent development before entering natural areas. Development adjacent to Natural Areas will be required to comply with Provincial/Federal legislation regarding wetlands and/or environmental features. Municipal reserve is also located around Natural Areas in order to provide additional public access. However, the exact delineation of the natural area and municipal reserve will be further refined through more detailed technical work.

3.5.1.a General Parks and Open Spaces Policies

- i.* The Green Network shall comply with Our Places and Play: Beaumont Recreation, Parks and Facilities Master Plan.
- ii.* The green network shall be connected and integrated to encourage the use of active transportation.
- iii.* The green network shall establish connections to the existing and future trails networks in both Beaumont and Edmonton such as connections to the regional trail systems in each municipality.
- iv.* Park and open spaces shall be designed to accommodate a diversity of users, ages, abilities, and activities.
- v.* Trails within the Green Network shall incorporate wayfinding signage.
- vi.* The Green Network shall incorporate Crime Prevention Through Environmental Design (CPTED) principles through landscaping, lighting, and design, where possible.
- vii.* Traffic calming measures should be incorporated at key crossings to improve safety and crossing distances.

- viii.** Park and open spaces shall include native trees and planting, where practical, that are low maintenance and considered non-invasive.
- ix.** Public spaces should promote the use of public art and other cultural mediums.
- x.** Servicing shall be provided to parks and school sites, where required, to accommodate any and all facilities that may be developed on site.

3.5.1.b School Site Policies

- i.** Schools sites should be designed to accommodate a variety of active and passive recreational uses.
- ii.** Development adjacent to the school sites shall be street-oriented.
- iii.** Development shall establish safe routes to school and ensure adjacent roadways are designed to support the safe routes for pedestrians.
- iv.** School sites shall be connected to Multi-Use Trails, where possible.
- v.** Opportunities for Co-Located recreation facilities with school sites should be encouraged.

3.5.1.c Natural Areas and Environmental Right-of-Way

- i.** Natural areas shall be retained through the dedication of Environmental Reserve.
- ii.** The illustrative Natural Area Buffer (ER) has been established at 30.0m to ensure the continued viability of natural areas. The buffer may only be modified with supporting technical studies and an amendment to this plan.
- iii.** Public access to Natural Areas shall be provided wherever possible.
- iv.** Natural Areas shall be integrated and linked to other open spaces, such as parks and stormwater

management facilities, to enhance habitats and maintain ecological connectivity.

- v.** Multi-use trails should be located within Natural Area Buffers to provide connections to the neighbourhood's Active Transportation Network as described through supporting technical studies.
- vi.** Natural areas shall incorporate opportunities for recreation and education.
- vii.** Development should restore and enhance natural areas through native vegetation, where possible.
- viii.** Strathcona County shall be consulted during the Northwest and Northeast Neighbourhood Structure Plan, and on the subdivision of the realigned environmental right-of-way.
- ix.** Wooded areas within the environmental right-of-way should be retained where possible.



Urban agriculture / Community garden

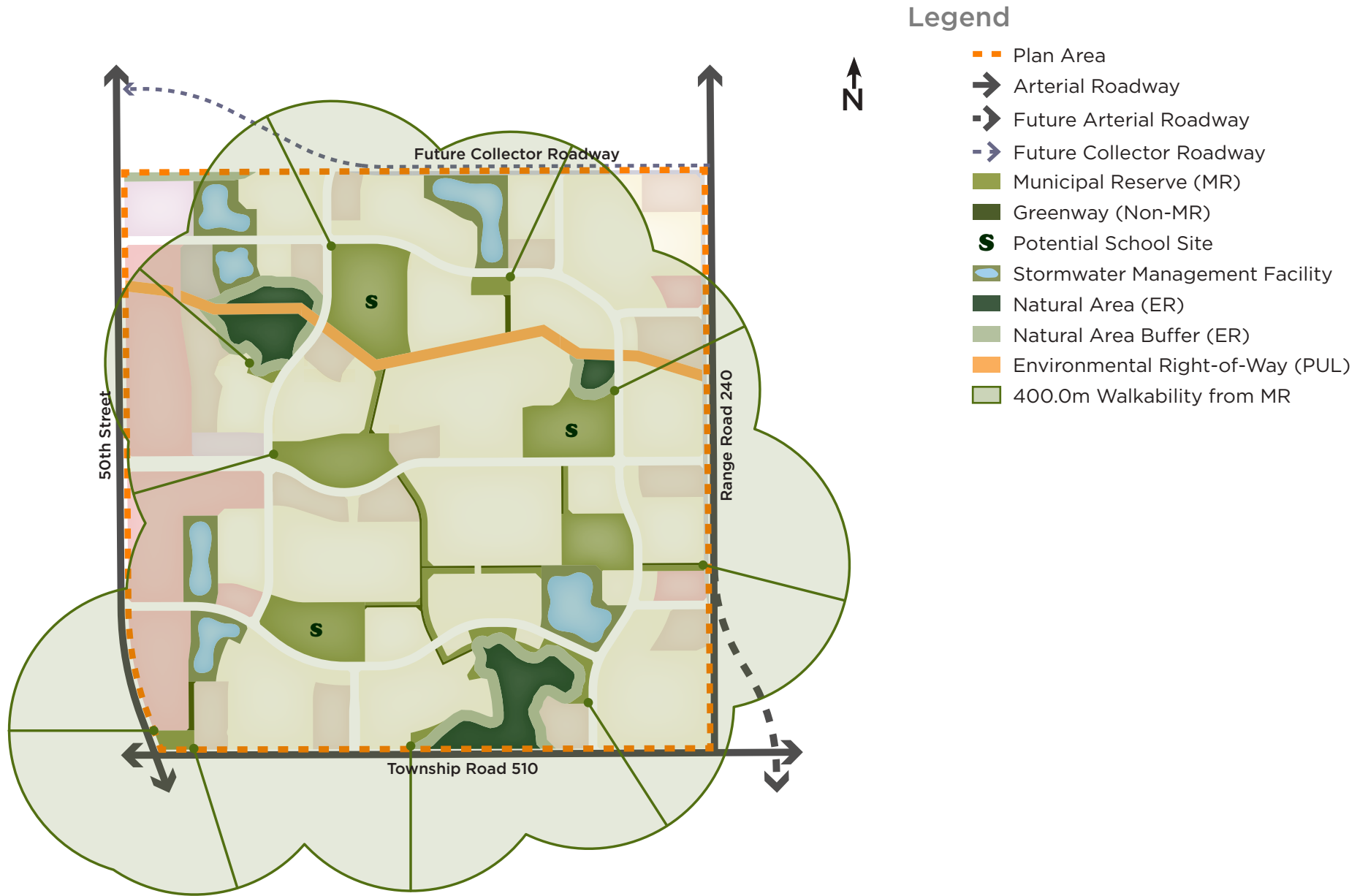


Figure 8 - Green Network Walkability Radius

Scale: N.T.S.



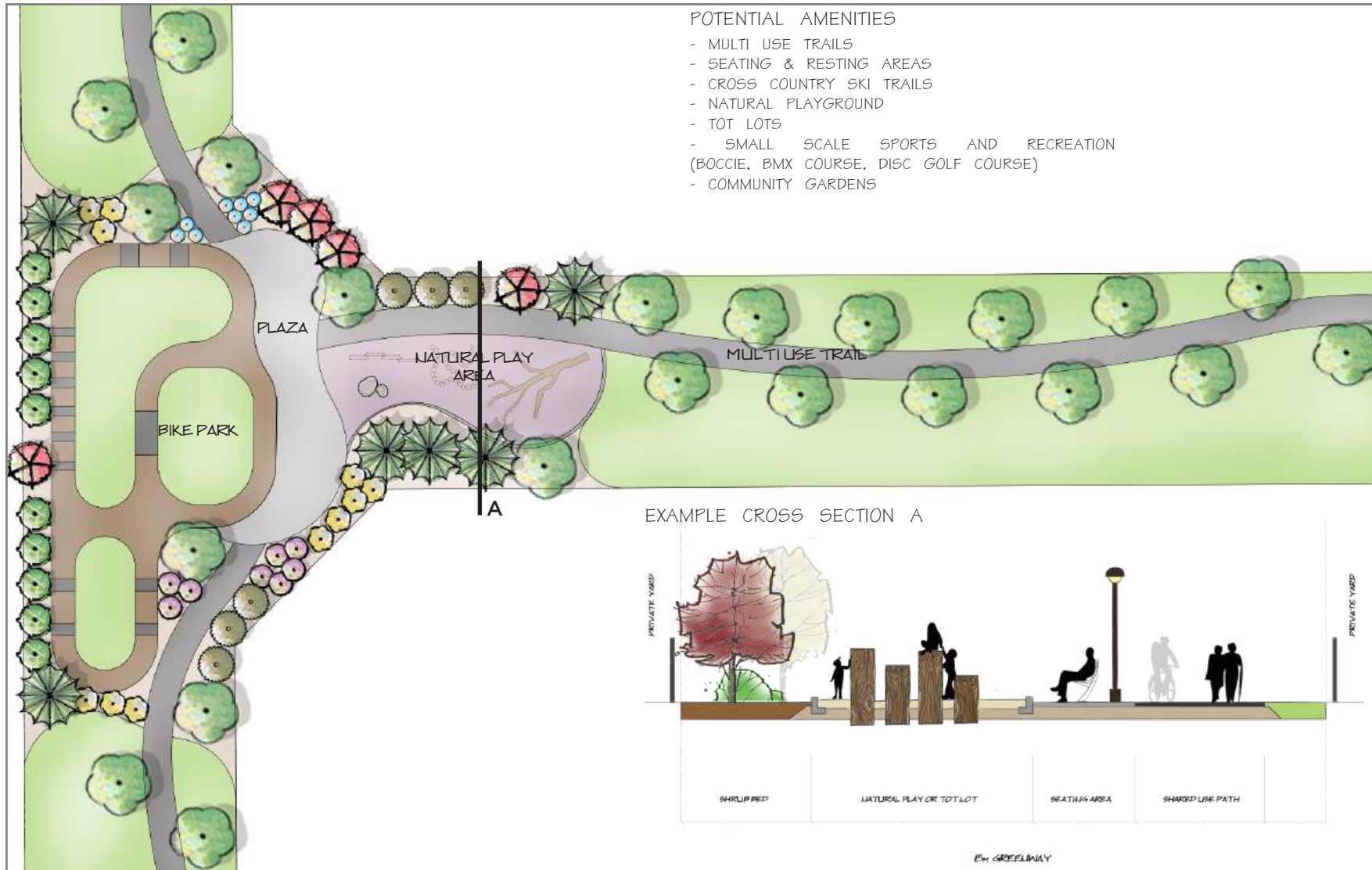
District Park Potential Design

**The park design is conceptual and is to be used for illustrative purposes only.*



Neighbourhood Park Potential Design

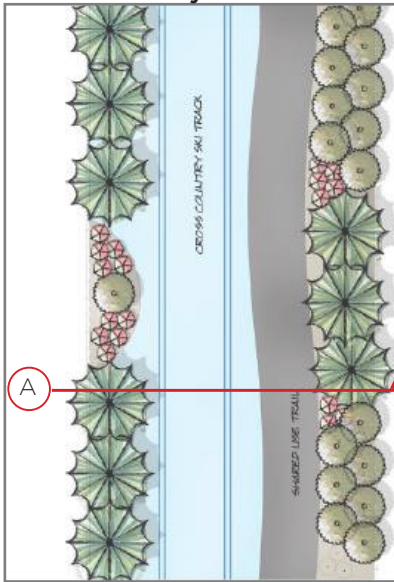
**The park design is conceptual and is to be used for illustrative purposes only.*



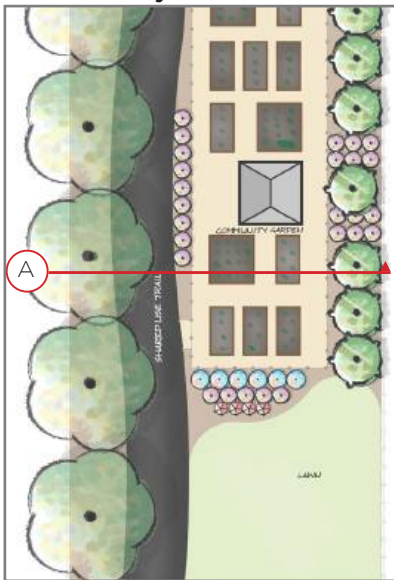
Greenway Park - Activity Node Potential Design

**The park design is conceptual and is to be used for illustrative purposes only.*

Cross Country Ski Trail

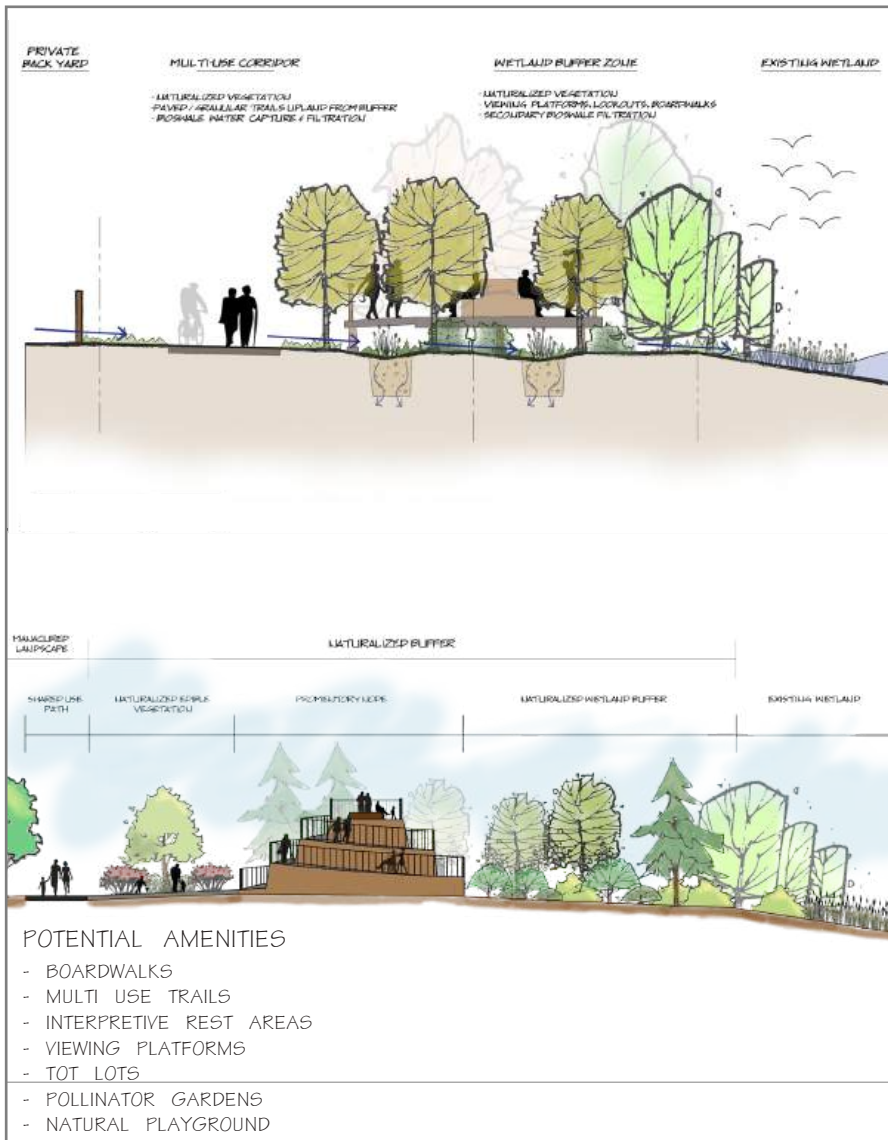


Community Garden



Example of Greenway Park Cross Sections

**The park design is conceptual and is to be used for illustrative purposes only.*



Spaces Around Natural Areas

**The park design is conceptual and is to be used for illustrative purposes only.*

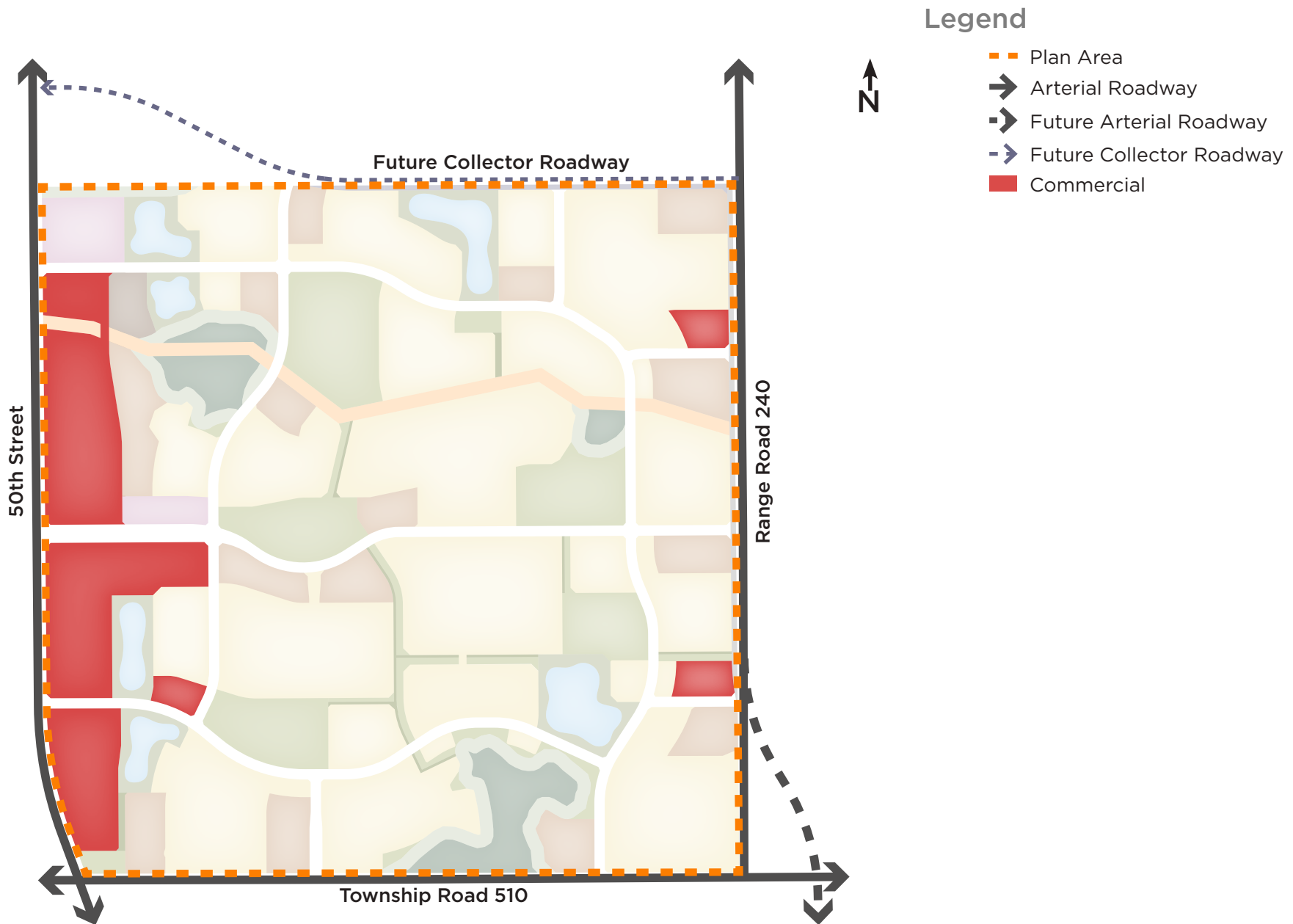


Figure 9 - Commercial

Scale: N.T.S.

3.5.2 Commercial

Commercial development located adjacent to 50th Street will accommodate larger-scale commercial uses, while commercial development located along Range Road 240 will accommodate smaller neighbourhood scale commercial uses. Both the large and small scale commercial will serve the local residents, Beaumont residents, the surrounding communities, as well as future Edmonton neighbourhoods.

3.5.2.a Commercial Policies

- i.* Commercial uses shall be located on arterial or collector roadways to ensure good visibility and accessibility.
- ii.* Commercial developments should be encouraged to integrate land uses such as retail, institutional, and office to promote efficient land use.
- iii.* Developments should encourage active transportation by providing pedestrian and cyclist connections between the commercial and residential areas.
- iv.* Commercial sites shall display a high standard of architectural aesthetic and design according to the Beaumont Urban Design Guidelines.
- v.* Developments shall provide adequate transitions and buffers between commercial and adjacent residential uses through appropriate setbacks, separation spaces, landscaping, and screening measures.
- vi.* Commercial developments may consider shared parking, underground parking, and other innovative parking solutions such as cash-in-lieu for displaced parking, or shared off-site parking.
- vii.* Small scale commercial within the residential land use may be considered, if the use is integrated into the neighbourhood and mitigates impacts on residents.



Small neighbourhood scale commercial



Pedestrian connections within commercial areas

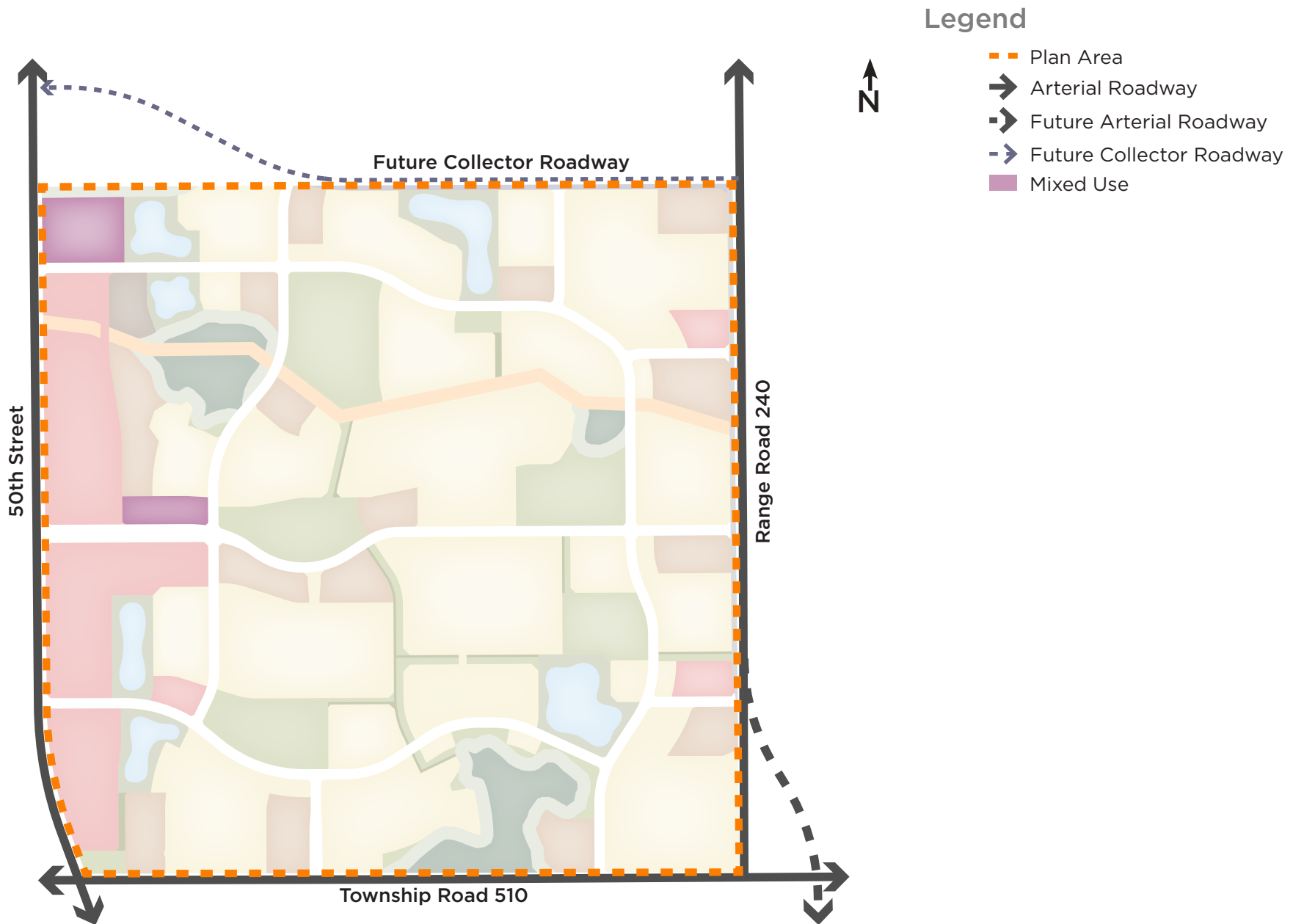


Figure 10 - Mixed Use

Scale: N.T.S.

3.5.3 Mixed Use

Mixed Use development is intended to allow for the development of residential, office, institutional, and retail uses. This development can be vertically integrated, horizontally integrated, or in standalone form. The intent of mixed use land use is to establish a street oriented development when entering the neighbourhood. Mixed use sites will respond to market conditions at the time of development, as well as over the long term.

While Our Zoning Blueprint: Beaumont Land Use Bylaw supports mixed use in all residential areas, mixed use sites identified in the land use concept are intended to developed as medium to high density development, and does not prevent mixing uses in lower density residential areas.

3.5.3.a Mixed Use Policies

- i.* Encourage mixed use development forms with non-residential uses at grade and a combination of non-residential and residential uses above.
- ii.* Promote a variety of residential and commercial forms including integrating land uses vertically, horizontally, and in standalone forms.
- iii.* Provide flexibility in the amount and ratio of the type of development (i.e. residential vs. non-residential) and respond to market conditions at the time of development, as well as over the long term.
- iv.* Developments shall provide pedestrian connectivity within and to surrounding walkways and land uses.
- v.* Design should promote a pedestrian environment through pedestrian-oriented streetscape and an active public realm.
- vi.* Mixed use developments may consider shared

parking, underground parking, and other innovative parking solutions such as cash-in-lieu for displaced parking, or shared off-site parking.

- vii.* Transitions and buffers shall be provided between the mixed use sites and adjacent land uses through appropriate setbacks, separation spaces, landscaping, and screening measures.
- viii.* Mixed use developments located adjacent to the neighbourhood collector roadway shall have high standard of architectural aesthetic and be street-oriented.



Street-oriented building design that incorporates commercial and residential development

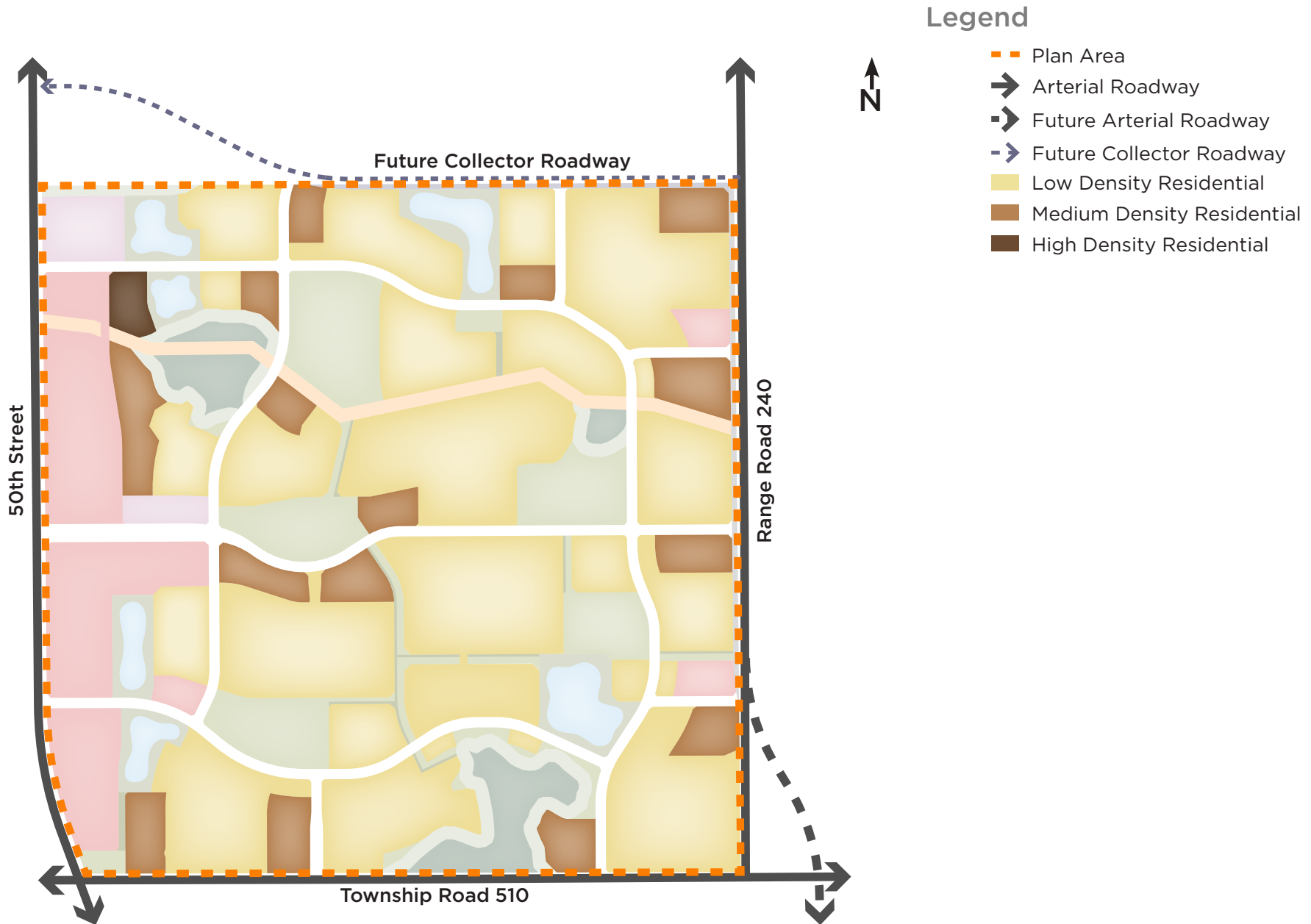


Figure 11 - Residential

Scale: N.T.S.

3.5.4 Residential

The majority of the land within Le Rêve is intended for residential uses, which includes low, medium, and high density residential. The mix of residential types provides the opportunity for aging in place, affordable housing, and housing diversity. Residential areas will also support and integrate small scale commercial uses appropriately to provide services throughout the neighbourhood, including convenience stores, cafes, or home-based businesses, to support walkable and complete communities.

Low Density Residential

Low density residential shall consist of single detached, semi-detached, and duplex housing and should include a variety of housing types and sizes. The location of street-oriented residential will be further refined at the Neighbourhood Structure Plan stage.

Medium Density Residential

Medium density residential shall be predominantly multi-attached dwelling units and apartment housing, and should be located adjacent to collector roads or near neighbourhood amenities such as commercial sites and schools, to promote active transportation.

High Density Residential

High density residential developments shall be apartment housing, and be strategically located on a major collector roadway and in close proximity to arterial roadway access. High density residential will support community services and is within walking distance of neighbourhood amenities including schools, parks, and commercial retail uses, which will promote healthy lifestyles and achieve a walkable neighbourhood.

3.5.4.a Residential Policies

- i.** Residential densities shall meet the Edmonton Metropolitan Region's Growth Plan.
- ii.** Developments shall incorporate a variety of housing choices to meet the needs of a diverse population in all stages of life.
- iii.** Options for affordable housing and aging-in-place should be encouraged to be incorporated into the residential development.
- iv.** Residential developments should provide opportunities for a range of residential densities, innovative housing types, and alternative site and building designs that contribute to the overall diversity of the neighbourhood.
- v.** Residential uses shall utilize the Beaumont's Integrated Neighbourhood District for all net residential areas, except a maximum of 25% may utilize the Conventional Neighbourhood District.
- vi.** A minimum of 40% of qualifying net residential areas developed under the Integrated Neighbourhood District shall developed with rear lanes.
- vii.** Mid-block crossings and block lengths that support walkability and an integrated pedestrian network shall be incorporated at the subdivision stage.
- viii.** Parking areas within medium and high density areas should be located internal to the site, or underground where possible.
- ix.** Developments shall provide appropriate transitions and buffers between medium/high density residential and adjacent low density residential through appropriate setbacks, stepbacks, separation spaces, landscaping, and screening measures.
- x.** Portions of medium and high density residential developments abutting collector roadways shall

be street-oriented, where possible, to enhance the streetscape.

- xii.** Small scale commercial uses shall be supported in residential areas to serve the immediate population and provide additional amenities to residents.
- xiii.** Residential development adjacent to arterial roadways shall incorporate noise attenuation measures.



Locate buildings to frame public streets and amenities



Street-oriented residential development



Examples of Low Density Residential



Examples of Medium Density Residential



Examples of High Density Residential

3.5.5 Community Services

As the City of Beaumont continues to grow and more residents move into Le Rêve, the need for community services may arise and require an amendment to this Area Structure Plan. Community services may include a fire station, religious assemblies, or other civic uses. If the demand for a fire station arises, it will be identified by the City of Beaumont during the preparation of the neighbourhood structure plan. The City of Beaumont will work with the proponent of the neighbourhood structure plan in identifying an adequate location in the planning process.

3.5.5.a Community Services Policies

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



TRANSPORTATION AND SERVICING

04



4.1 Transportation Network

4.2 Roadway Network

4.3 Active Transportation Network

4.4 Servicing

4.1 Transportation Network

The transportation network for Le Rêve implements the principles set out in Our Connectivity: Transportation Master Plan: the “8-80” principle, the “pedestrian prioritized” principle, and the “complete streets” principle. The 8-80 principle aims to ensure that the transportation network will be broadly accessible, so that it will be safe and comfortable for an 8 year old and an 80 year old. The pedestrian prioritized principle aims to ensure that safe infrastructure for pedestrians is offered, the most vulnerable road user, meaning that it will be generally safe for all roadway users. Finally, the complete streets principles aims to developed a transportation network that is safe, attractive, and accessible for all users in all seasons.

4.2 Roadway Network

The roadway network for Le Rêve proposes an internal circulation system connected to existing and planned arterial and collector roadways. A hierarchy of arterial, collector, and local roads are intended to facilitate the efficient movement of vehicular traffic.

4.2.1 Regional Roadways

While both 50 Street and Township Road 510 are arterial roadways, both are also major components in the regional transportation network, providing connections to the City of Edmonton, major employment areas, and to regional freeways such as the Alberta Highway 2 and the Anthony Henday Drive. The City of Beaumont is currently designing the ultimate Township Road 510 as an urban arterial standard, signifying its regional significance.

4.2.2 Arterial Roadways

Le Rêve is bounded by the following arterial roadways: 50 Street, Range Road 240, and Township Road 510. All collector intersections will be designed to accommodate the projected traffic volumes, while adjacent land uses will generally have limited direct access.

While Range Road 240 currently runs parallel to the Plan Area’s eastern boundary, it is proposed to be realigned with Range Road 241 at the Township Road 510 intersection. Further discussions with the City of Edmonton will be required to facilitate this realignment and ensure lands in the City of Edmonton will be serviceable during the preparation of the Southeast Neighbourhood Structure Plan.

4.2.3 Collector Roadways

Collector roadways are intended to connect local roadways to arterial roadways, and provide convenient and efficient movement throughout the Plan Area. Collector roadways will be designed to accommodate multiple modes of transportation, including vehicles, transit, and active modes. Where collector roadways intersect with a greenway or the environmental right-of-way, additional traffic calming measures will be implemented. The east-west neighbourhood collector roadway surrounding the district park will be designed to incorporate traffic calming measures in order to promote pedestrian safety. It is also intended to be a secondary route, which will enable it to be temporarily closed for festivals and events. Residential development along this segment of collector roadway will have access to adjacent roadways to support the continued function of the roadway network.

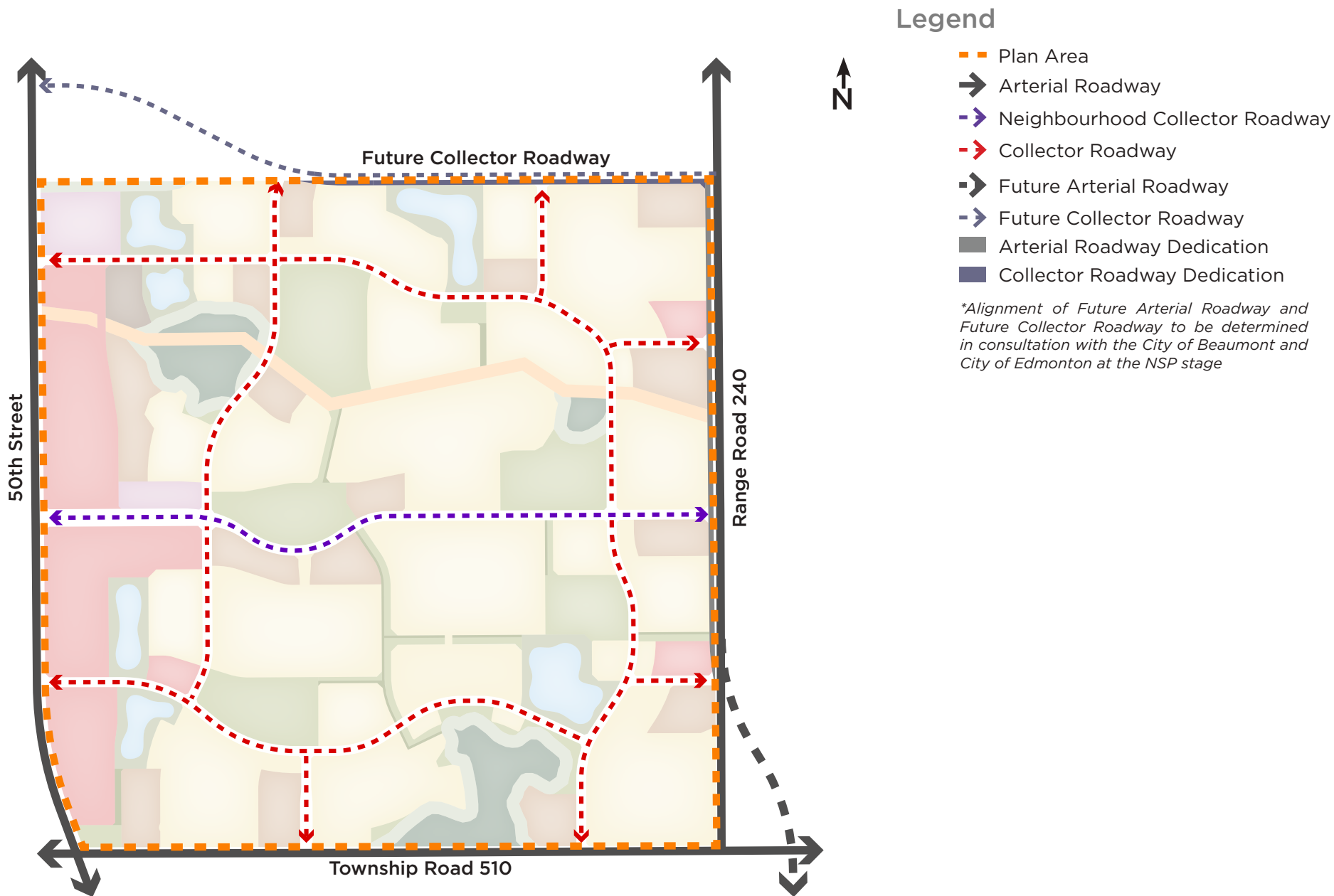


Figure 12 - Roadway Network

Scale: N.T.S.

A proposed collector roadway is planned along the north boundary of the Plan Area and is expected to be shared between the City of Beaumont and the City of Edmonton. The ASP proposes half of the road right-of-way to be dedicated along the north property line except for the west portion of the Plan Area due to the Irvine Creek bounding the Plan Area. Further discussions with the City of Edmonton will be required to facilitate this alignment and ensure any lands in the City of Edmonton will be serviceable during the preparation of the Northwest and Northeast Neighbourhood Structure Plans.

4.2.4 Local Roadways

Local roadways will offer safe and convenient access throughout the neighbourhood. The location and design of local roads will be determined at the subdivision and engineering phase. Where local roadways intersect with a greenway, additional traffic calming measures will be implemented. An existing service road located adjacent to 50 Street may require a road closure in order to facilitate future development. As part of the road closure, access to NW-1-51-24-W4 will need to be reviewed and to ensure a continued access is provided to this landowner during the road closure process.

4.2.4.a General Transportation and Connectivity Policies

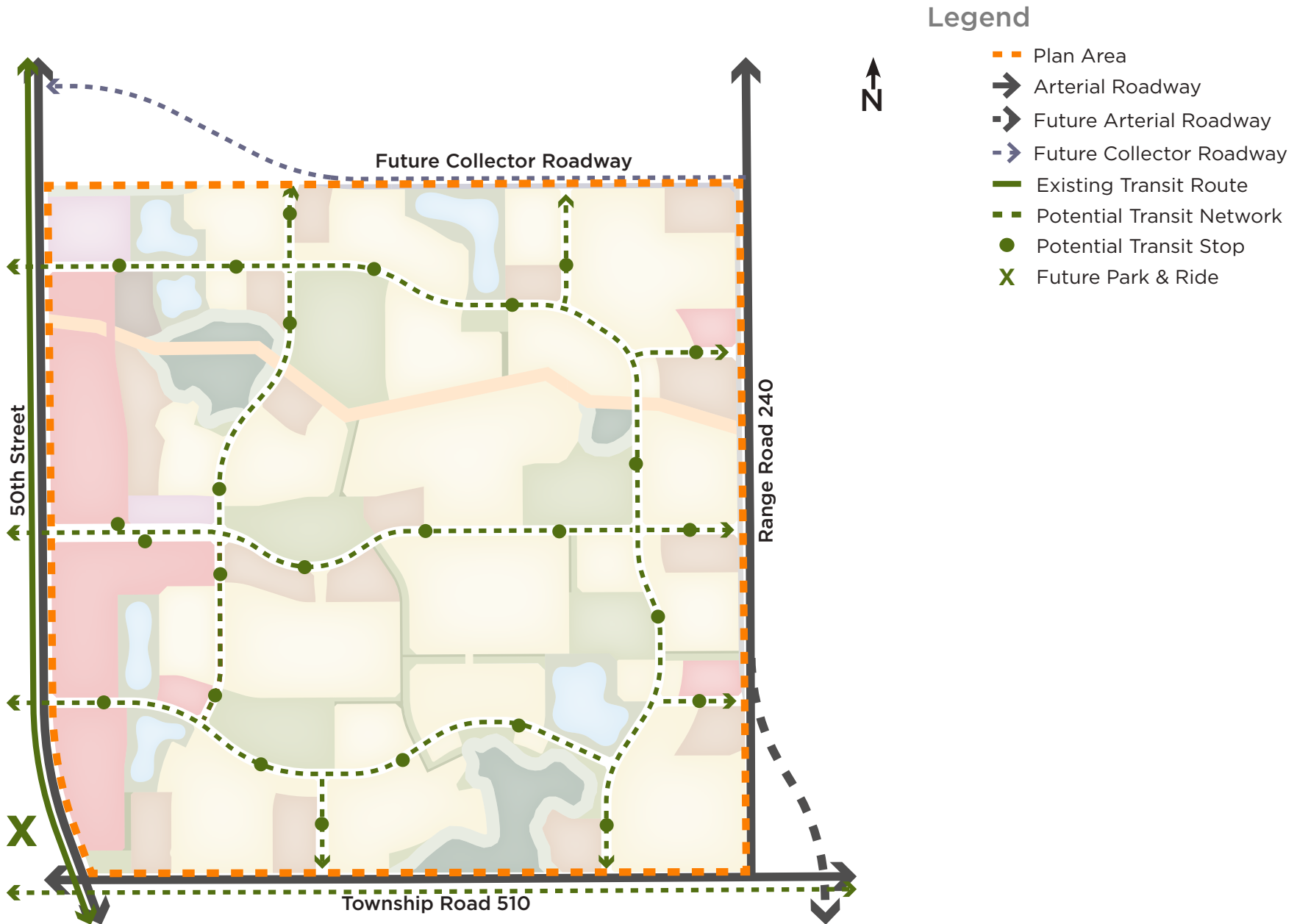
- i.** The roadway and active transportation network shall be designed with the 8-80 principle in order to be broadly accessible.
- ii.** The roadway and active transportation network shall be designed to with the pedestrian prioritization principle in order to promote safety for the most vulnerable.
- iii.** The roadway network shall be designed as complete

streets that are safe, attractive, and accessible for all users.

- iv.** Roadways within the neighbourhood should incorporate traffic calming measures to promote safety, walkability, and accessibility for all users.
- v.** Streets shall be designed to be functional, safe, and accommodate various modes of transportation.
- vi.** Development along 50 Street shall have a high standard of aesthetics and design due to it being an entrance into Beaumont.

4.2.4.b Roadway Network Policies

- i.** An integrated system of arterial, collector, and local roadways shall be established for vehicular and pedestrian circulation.
- ii.** Opportunities for alternative roadway design standards that differ from the General Design Standards may be explored for the neighbourhood collector roadway.
- iii.** Median landscape treatments shall be constructed at main entry points, where possible.
- iv.** Front driveways shall not be permitted across from school sites.
- v.** The alignment of arterial and collector roadways shall be reviewed in consultation with the City of Edmonton during the preparation of the Southeast and Northwest neighbourhood structure plans, respectively.
- vi.** Traffic calming techniques shall be incorporated into roadway design at active transportation crossings.
- vii.** Township Road 510's urban arterial standard shall align with the City of Beaumont's Engineering Standards.
- viii.** Township Road 510's ultimate design and functioning shall align with the direction in the Integrated Regional



Legend

- Plan Area
- Arterial Roadway
- > Future Arterial Roadway
- > Future Collector Roadway
- Existing Transit Route
- - Potential Transit Network
- Potential Transit Stop
- X Future Park & Ride

Figure 13 - Potential Transit Network

Scale: N.T.S.

Transportation Master Plan, Our Connectivity: Transportation Master Plan, and the Intermunicipal Planning Framework.

- ix.* Arterial and collector roadway dedication shall be provided in order to facilitate upgrading roadways to an urban standards, as identified in approved roadway concepts.

4.2.5 Transit Service

Both arterial and collector roadways are designed to accommodate future transit services. The location of transit stops will bring residents to key neighbourhood destinations (schools, and commercial areas), connections to regional service, and higher density and mixed use development, as described in Our Connectivity: Transportation Master Plan. 50 Street has previously been identified as a key transit corridor, connecting the City of Beaumont to the City of Edmonton. Connections from Le Rêve to the future Park & Ride located west of 50 Street will need to be incorporated to facilitate safe multi-modal access to the facility. Further details about transit will be determined at the Neighbourhood Structure Plan and subdivision stage in consultation with the City of Beaumont.

4.2.5.a Transit Policies

- i.* Residential land uses shall be located within walking distance (400-800m or 5-10 minutes) of a future transit route.
- ii.* Bus shelters should be considered along future transit corridors.
- iii.* Transit infrastructure should be considered in the staging of the ultimate design of arterial roadways in and adjacent to the neighbourhood.

- iv.* Connections to the future Park & Ride shall include pedestrians, cyclists, and vehicular users.

4.3 Active Transportation Network

Le Rêve's active transportation network will encourage a variety of active modes through an efficient and continuous network of greenways, multi-use trails, sidewalks, and park and open spaces. This includes connecting park areas, such as the district park, to commercial areas and entrances of the neighbourhood through an active transportation network that prioritizes pedestrians through multi-use trails, seating areas, and activity areas.

In addition multi-use trails will be located along arterial roadways, connecting the neighbourhood's green network to City of Beaumont's existing and future open space network, and opportunities to connect to the City of Edmonton's future open space network. The intent of the active transportation network is to provide different choices for people to access goods and services, utilize alternative modes of transportation, as well as have access to a diverse range of recreation opportunities. While it is intended that multi-use trails will be located within park and open spaces, the active transportation network on roadways could consist of multi-use trails, shared streets, or separated active modes lanes.

4.3.1.a Active Transportation Policies

- i.* An active transportation network shall be provided to promote walkability, connectivity to adjacent and future neighbourhoods, a variety of active modes, and access to neighbourhood amenities.
- ii.* Multi-use trails in Natural Area Buffers shall utilize

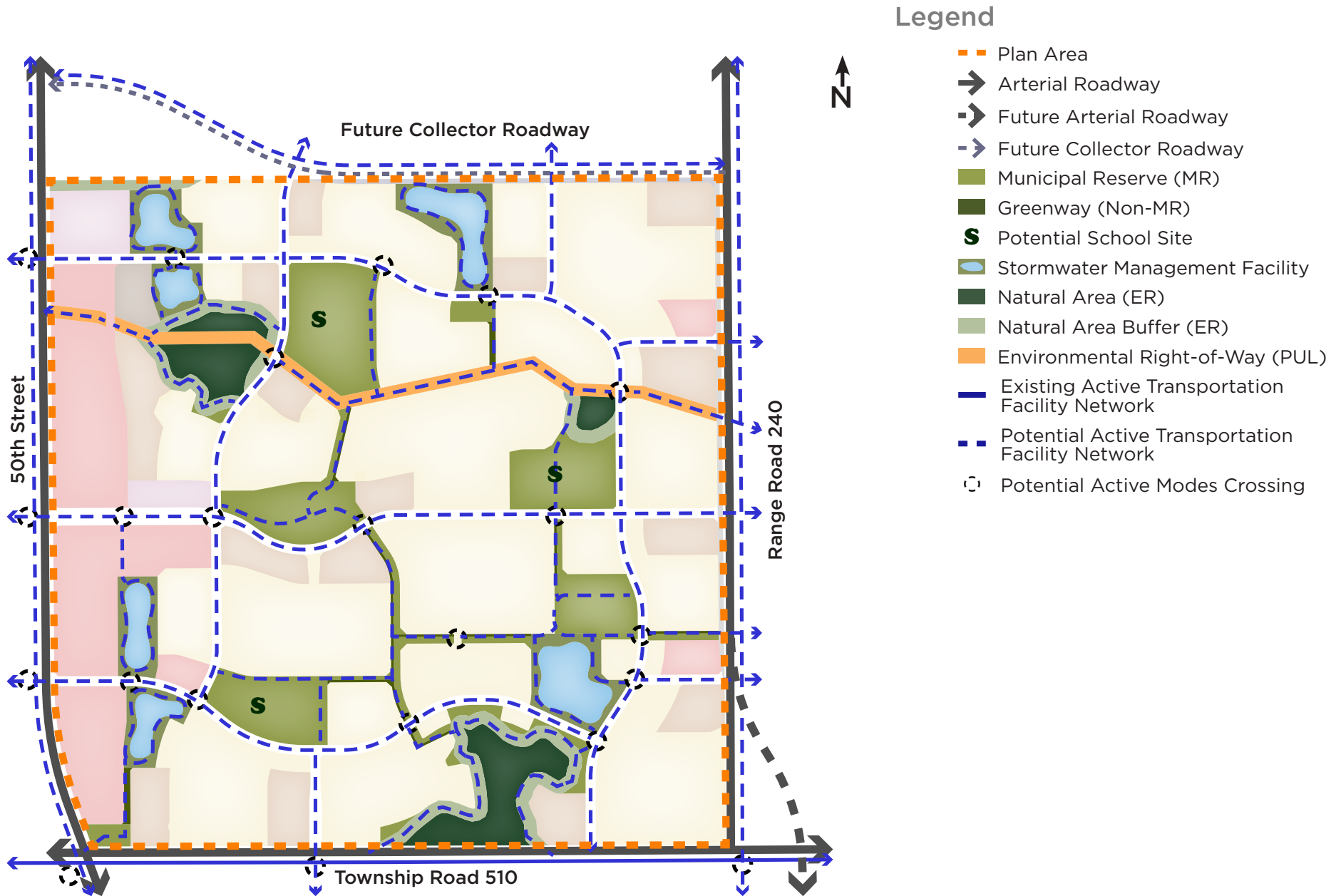


Figure 14 - Active Transportation Network

Scale: N.T.S.

low-impact granular surfaces to provide permeability and minimize runoff.

- iii.* Potential active modes crossings shall be designed to facilitate movements between neighbourhood amenities.

4.4 Servicing

The following sections provide a brief overview of the engineering servicing proposed for Le Rêve. A more detailed analysis is provided within Le Rêve's Neighbourhood Servicing Report completed by Invistec Consulting Ltd. Servicing for Le Rêve was designed to conform with the Intermunicipal Planning Framework and the Blackmud/Whitemud Creek Surface Water Management Study.

4.4.1 Sanitary Servicing

The south half of Le Rêve will be serviced using a network of on-site gravity mains draining to a lift station, which will ultimately pump to the Southeast Region Trunk Sewer (SERTS). The north half of Le Rêve will be serviced either by the SERTS line, or by South Edmonton Sanitary Sewer (SESS) to the north, depending on available capacity in the lines at the time of construction.

The Plan Area has been broken into two major sanitary basins in order to facilitate construction staging. The south basin, made up primarily of the southern two quarter sections, will flow to a lift station, which will carry flow south via force-main to tie into a new trunk system. The north basin, made up of the northern two quarter sections, will flow to a connection point along 50 Street, before being carried either north to the City of Edmonton's SESS trunk, or south to the City of Beaumont's SERTS trunk via

the new trunk system, subject to construction timing and available capacity in the trunk lines.

4.4.2 Water Servicing

The water servicing concept proposed by the Water and Wastewater Systems: 2018 and Beyond report by ISL Engineering and Land Services recommends a series of 300mm mains following the major roads, roughly along the quarter section lines. The concept proposed by the Neighbourhood Servicing Report follows the concept laid out by ISL Engineering. Servicing for the Plan Area will be brought up along 50 Street from the connection point in the Montalet neighbourhood.

4.4.3 Storm Servicing

The proposed storm drainage servicing concept will consist of a combination of major (overland) and minor (piped) systems. The minor storm system will be designed to convey the 1 in 5 year storm event runoff from the roadways. The streets, gutters, and greenways will be used to transfer the major flows (exceeding the capacity of the piped system) to one of the four proposed Stormwater Management Facilities (SWMF). The SWMFs will each be designed to detain excess runoff from the most critical storm event. Each SWMF will be interconnected to downstream SWMFs via interconnecting pipes and ultimately discharge into Irvine Creek at pre-development flows.

4.4.3.a Storm Servicing Policies

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

4.4.4 Shallow Utilities

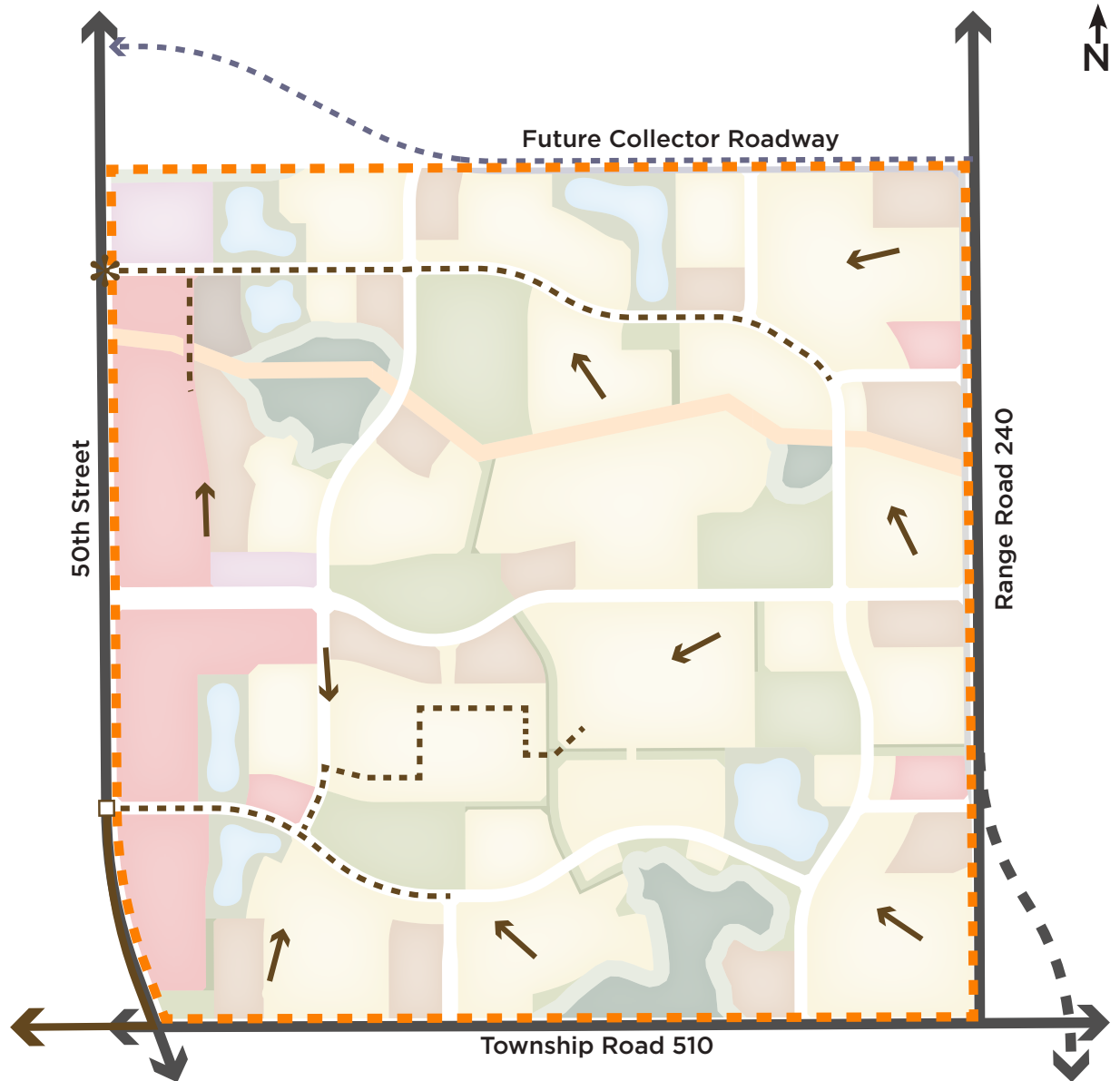
Power, gas, and telecommunication services are located within proximity to the Plan Area, and will be provided by the respective utility operators concurrently with development. Both 50 Street and Township Road 510 contains overhead power lines that will need to be relocated as the neighbourhood develops.

4.4.4.a Shallow Utilities Policies

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

Legend

- ▬ Plan Area
 - ➔ Arterial Roadway
 - ➔ Future Arterial Roadway
 - ➔ Future Collector Roadway
 - - Major Sanitary Trunk
 - * Major Sanitary Trunk*
 - ➔ Sanitary Forcemain and Lift Station
 - ➔ Direction of Flow
- *Future connection to be confirmed*



Scale: N.T.S.

Figure 15 - Sanitary Servicing

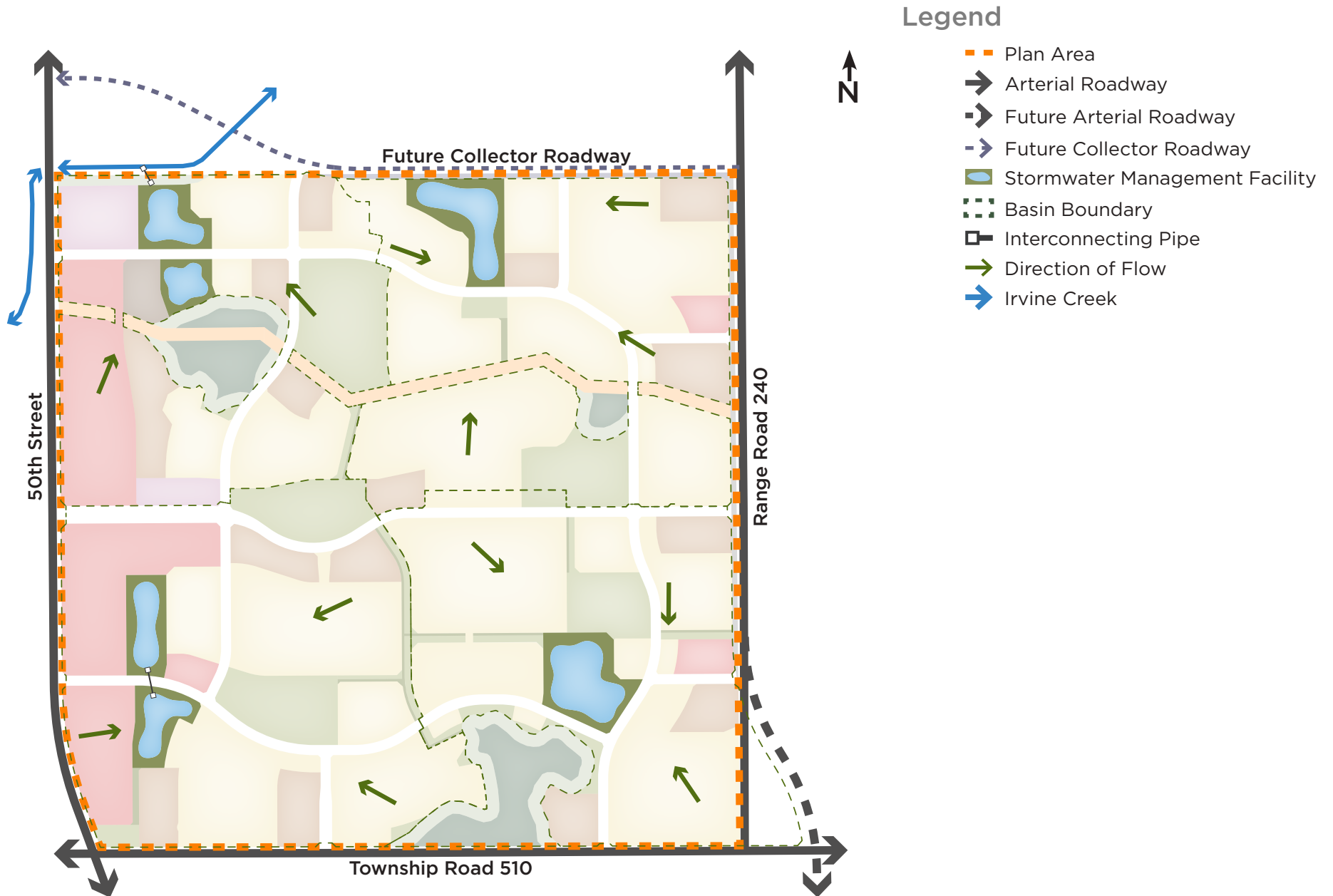
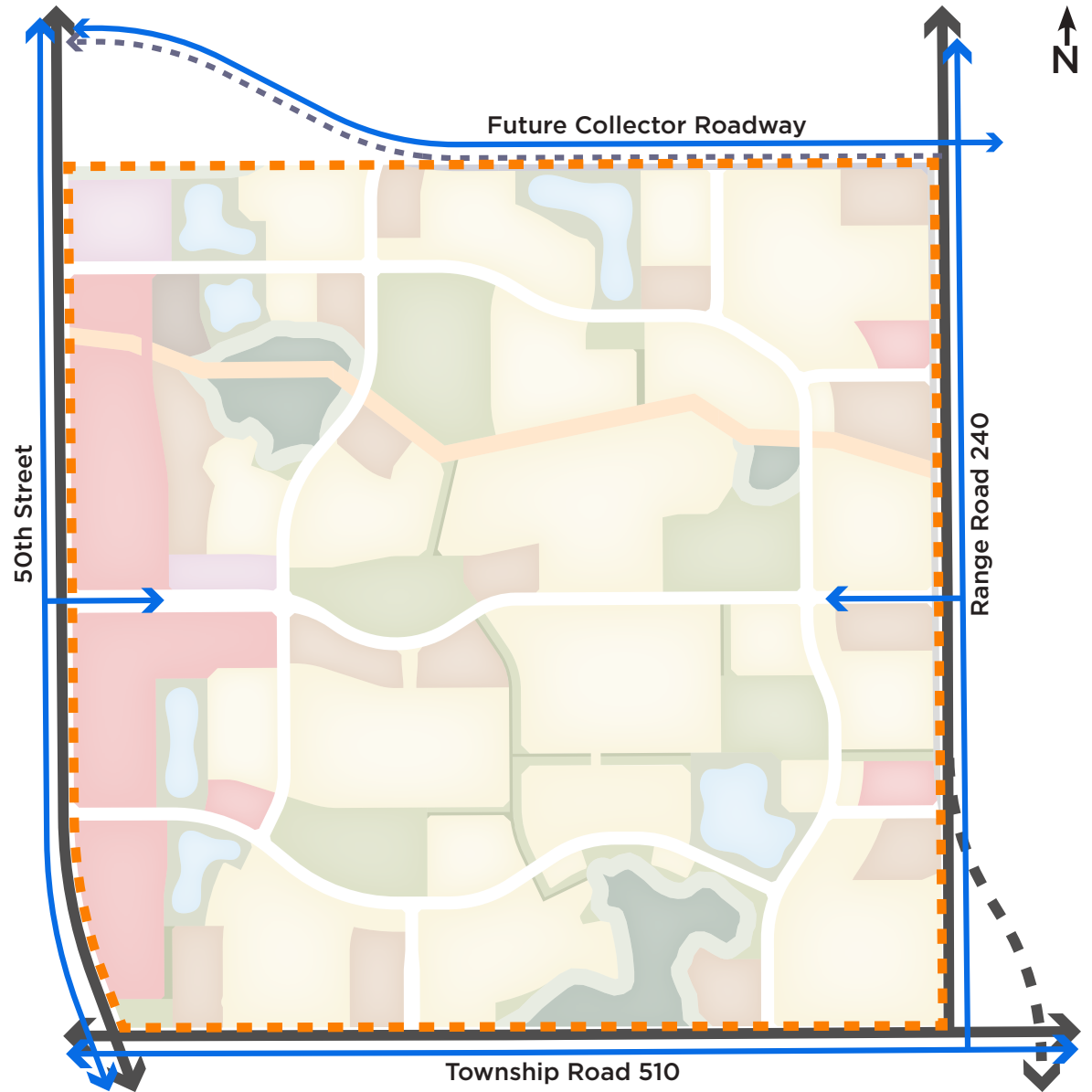


Figure 16 - Storm Servicing

Scale: N.T.S.

Legend

- Plan Area
- Arterial Roadway
- Future Arterial Roadway
- Future Collector Roadway
- Major Water Main



Scale: N.T.S.

Figure 17 - Water Servicing

IMPLEMENTATION

05



5.1 Staging

5.2 Neighbourhood Structure Plans

5.3 Redistricting and Subdivision

5.4 Amendment Process

5.5 Summary of Consultation

5.1 Staging

Development will generally occur along 50 Street, and advance from west to east, and south to north. Development will likely occur first in the southwest quarter section, subject to market demands and availability of municipal infrastructure services,

5.2 Neighbourhood Structure Plans

A Neighbourhood Structure Plan (NSP) will be required for each approximate quarter section to provide further planning, policy, and infrastructure details regarding the development of the Plan Area.

5.3 Redistricting and Subdivision

Lands within Le Rêve are currently districted Agricultural Holdings District (AH). Redistricting and subdivision of lands will be required to conform to the land uses designed in this Area Structure Plan, and subsequent Neighbourhood Structure Plans. Applications to redistrict and/or subdivide lands adjacent to the City of Edmonton will be referred for their review.

5.4 Amendment Process

Policies, texts, and mapping information found within this Area Structure Plan may be amended from time to time to respond to broader or more specific issues affecting the Plan Area. Any amendments made shall be in accordance with the *Municipal Government Act*; Edmonton Metropolitan Region Growth Plan; the City of Beaumont, Leduc County, and City of Edmonton Intermunicipal Planning Framework; Our Complete Community: Municipal Development Plan; and all other applicable bylaws, policies, and procedures in Beaumont.

5.5 Summary of Consultation

Consultation is an important step in preparing an area structure plan to ensure all voices are heard in the development of the plan, including landowners and stakeholders. The following is a summary of the consultation that occurred.

5.5.1 Pre-Application Meeting

A Technical Advisory Group meeting was held on August 30, 2018 with Beaumont's administration. This meeting involved relevant review agencies and civic departments. The purpose of this session was to determine the technical requirements, technical constraints, and level of report details required.

5.5.2 School Division Consultation

Invistec met with the three school divisions, Black Gold School Division, St. Thomas Aquinas Roman Catholic Schools, and Conseil Scolaire Centre-Nord, separately to discuss their needs in September 2018. Meeting minutes were provided to each school division, and shared with the City of Beaumont.

5.5.3 Landowner Notification

All landowners in the Plan Area were notified of the preparation of Le Rêve Area Structure Plan on September 01, 2020 via a mailed letter. Communication from two of the landowners were provided to the City of Beaumont, which prompted further discussions between Invistec and the landowners.

5.5.4 Public Open House

A public open house was held at the CoBIC Connect on September 30, 2020. Due to COVID-19, additional safety

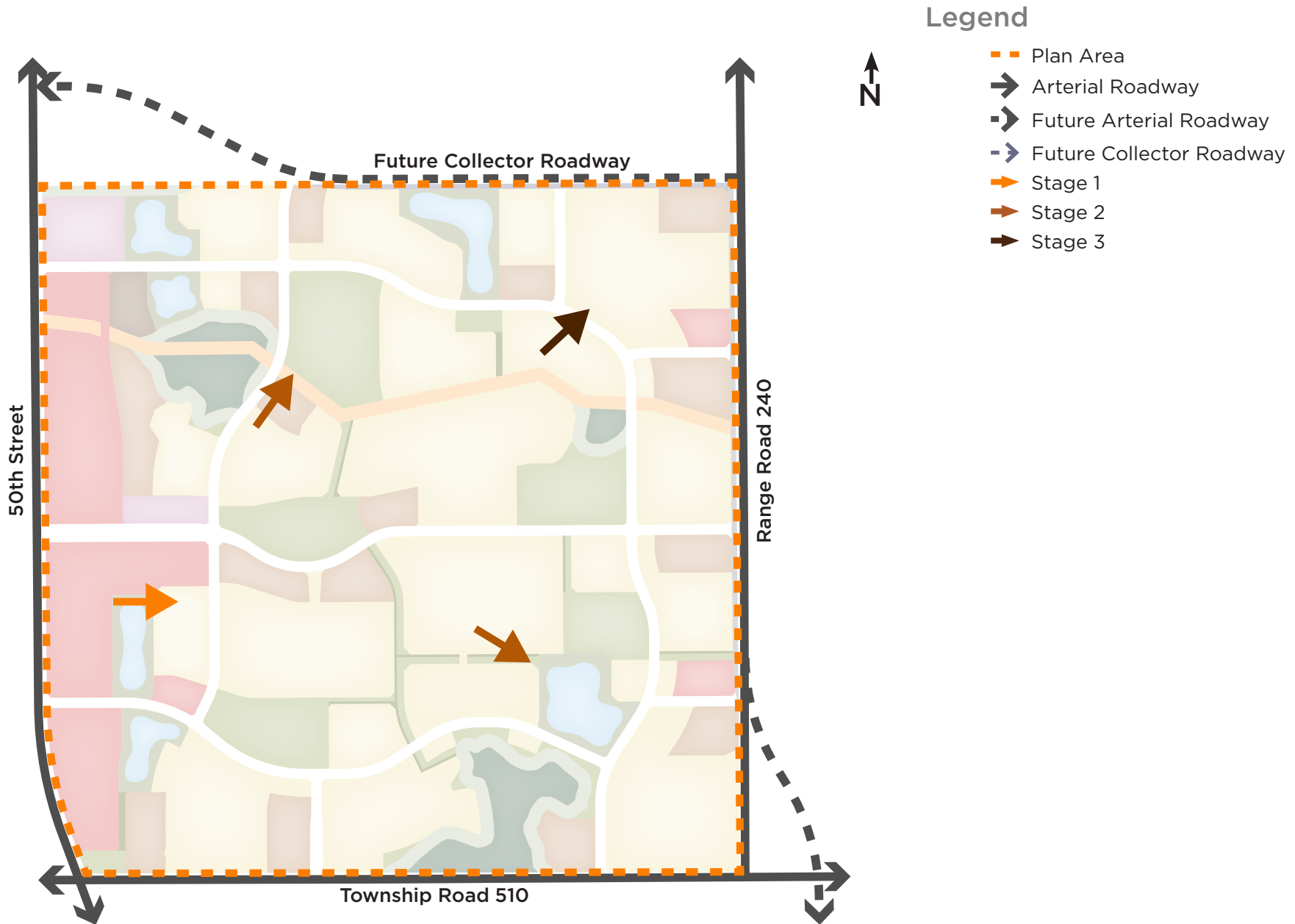


Figure 18 - Direction of Development

Scale: N.T.S.

measures were implemented so that all feedback was collected digitally to limit cross exposure. 4 residents attended the open house, where one resident was curious about the project while two residents were interested in more information due to the proximity of the future neighbourhood to their home. The final resident was one of the landowners of the Plan Area, who reviewed the proposed land uses and servicing for their lands. Overall, the variety of park spaces were highlighted by attendees as one of the key highlights of the neighbourhood.

5.5.5 Landowner Engagement Event

Due to the low turnout at the public open house, an engagement event targeted at the landowners in the Plan Area was held on October 14, 2020 at the Coloniale Golf Club. Formal invitations to each landowner was sent out, with 9 landowners and their representatives attending representing 8 of the titled parcels in the Plan Area. The land use concept was discussed gathering general support for the area structure plan. Feedback gathered from landowners and their representatives was gathered and incorporated into the plan, such as including additional medium-density residential parcels on Plan 7922184; Block 3.



COVID-19 measures at the Public Open House



Attendees reviewing display boards at the Landowner Engagement Event.

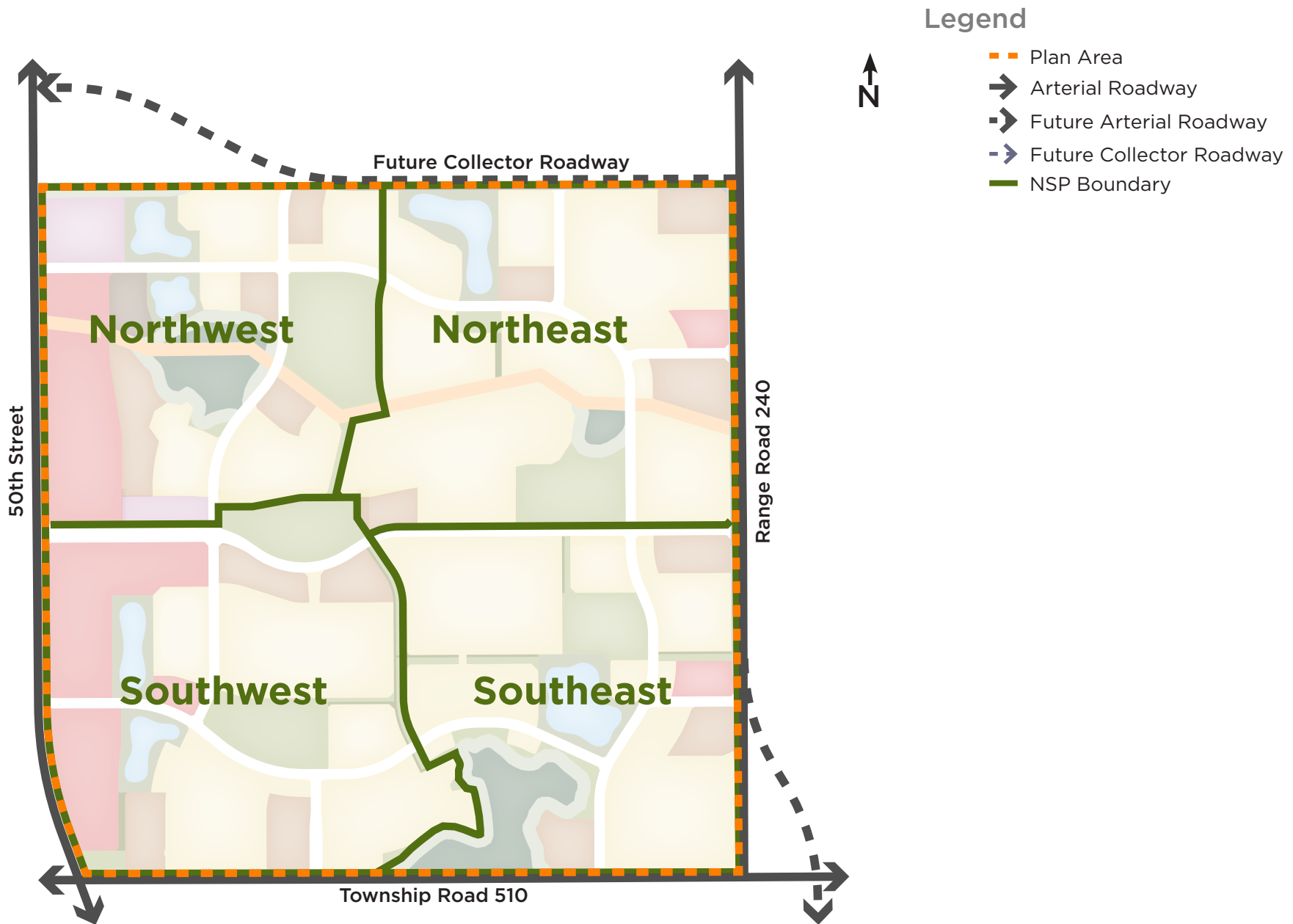


Figure 19 - NSP Boundaries

Scale: N.T.S.

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APPENDIX

06



6.1 Land Use Statistics

6.2 Context Plan

6.3 Policy Context

6.1 Land Use Statistics

	Area (ha)	% of GA
PLAN AREA	254.73	
Natural Area (with 30.0m Buffer)	15.19	
GROSS DEVELOPABLE AREA	239.54	100.0%
Municipal Reserve (MR)	25.28	10.55%
<i>School / Park (MR)</i>	<i>14.07</i>	<i>5.87%</i>
<i>Park and Greenways (MR)</i>	<i>11.21</i>	<i>4.68%</i>
Greenway (Non-MR)	1.31	0.55%
Commercial	25.00	10.44%
Mixed Use Commercial (30%)	1.25	0.52%
Stormwater Management Facility	15.57	6.50%
Environmental Right-of-Way (PUL)	4.95	2.07%
Arterial Roadway Dedication	1.47	0.61%
Collector Roadway Dedication	1.13	0.47%
Circulation @ 20%	47.91	20.00%
TOTAL Non-Residential Area	123.87	51.71%
Net Residential Area (NRA)	115.67	48.29%

RESIDENTIAL LAND USE AREA, UNIT, AND POPULATION COUNT

Land Use	Area (ha)	% of NRA	Units/ha	Units	PPDU	Population
Low Density Residential	75.27	65.07%	25	1,882	3.3	6,209
Street Oriented Residential	13.28	11.48%	25	332	3.3	1,096
Medium Density Residential	22.89	19.85%	75	1,716	1.8	3,090
High Density Residential	1.33	1.15%	100	133	1.5	199
Mixed Use Residential (70%)	2.91	2.52%	85	248	1.5	372
Total Residential	115.67	100%		4,311		10,966

Population Density (ppnrha) 94.8

Unit Density (upnrha) 37.3

STUDENT GENERATION

	Elementary (K-6)	Junior High (7-9)	Senior High (10-12)	Total
Public	826	413	413	1,652
Separate	413	207	207	827
TOTAL	1,239	620	620	2,479

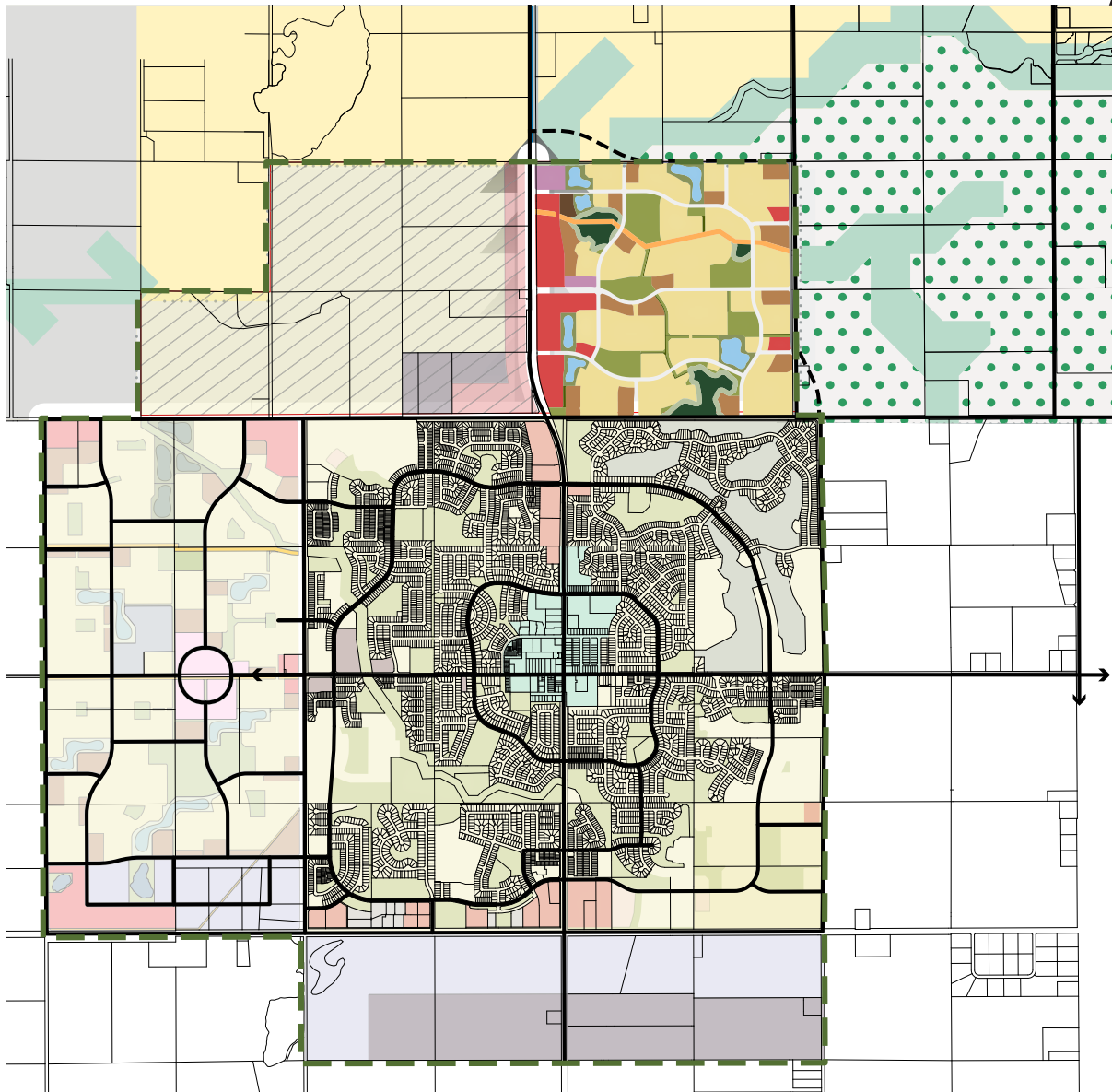
*Student Generation

22.6% of Total Population

Public: 66% of Students, Separate (Catholic and Francophone): 33% of Students

K-6: 50% of Students, 7-9: 25% of Students, 10-12: 25% of Students

6.2 Context Plan



Legend

- City of Beaumont Boundary
 - Existing Arterial Roadways
 - - - Future Roadways
 - > Future Collector Roadway
 - Low Density Residential
 - Medium Density Residential
 - High Density Residential
 - Commercial
 - Mixed Use
 - Municipal Reserve (MR)
 - Greenway (Non-MR)
 - Ⓢ Potential School Site
 - 🌊 Stormwater Management Facility
 - Natural Area (ER)
 - Natural Area Buffer (ER)
 - Environmental Right-of-Way (PUL)
 - Arterial Roadway Dedication
 - Collector Roadway Dedication
- City of Edmonton City Plan Concept
- Residential
 - Non-Residential
 - Agricultural/Residential
 - Ravine System

Figure 20 - Context Plan

Scale: N.T.S.

6.3 Policy Context

6.3.1 Edmonton Metropolitan Region Growth Plan

The Edmonton Metropolitan Region Growth Plan is a comprehensive and integrated policy document that provides its municipal members a framework for planning their growth in relation to the regional context. The purpose of the Growth Plan is to provide guidance on how to grow responsibly through compact and contiguous development. The following are the guiding principles that provide a guide for growth:

- Collaborate and coordinate as a Region to manage growth responsibly,
- Promote global economic competitiveness and regional prosperity,
- Recognize and celebrate the diversity of communities and promote an excellent quality of life across the Region,
- Achieve compact growth that optimizes infrastructure investment,
- Ensure effective regional mobility,
- Ensure the wise management of prime agricultural resources, and
- Protect natural living systems and environmental assets.

Table 1 illustrates the Area Structure Plan's compliance with the Edmonton Metropolitan Region Growth Plan.

6.3.2 Our Complete Community: Municipal Development Plan

Our Complete Community: Municipal Development Plan was adopted on March 26, 2019. The Municipal Development Plan is a guide to future development in

Beaumont, and is intended to anticipate future land use requirements and provide policy direction for its long term growth and development. The Plan is organized in six policy areas, including:

- Healthy Vibrant Community,
- Responsible Development,
- Effective Movement of People and Goods,
- Environmental Stewardship,
- Economic Strength, and
- Safety and Emergency Management.

Le Rêve complies with the policies of Our Complete Community: Municipal Development Plan as shown in Table 2.

6.3.3 Our Connectivity: Transportation Master Plan

Our Connectivity: Transportation Master Plan is the City of Beaumont's first transportation master plan and was adopted by resolution on August 25, 2020. The Transportation Master Plan provides direction for the development and maintenance of Beaumont's transportation system that incorporates best practices in transportation planning. The plan follows three guiding principles:

- Complete Streets,
- The 8-80 principle, and
- The Pedestrian Prioritized principle.

Le Rêve's complies with the policies of Our Connectivity: Transportation Master Plan as shown in Table 3.

6.3.4 Municipal Strategic Plan (2017-2021)

The Municipal Strategic Plan aims to support the development of policies and programs that promote

economic, physical, environmental, cultural, and social well-being of Beaumont’s citizens. Table 4 illustrates the Area Structure Plan’s compliance with the Municipal Strategic Plan (2017-2021).

6.3.5 Our Places and Play: Recreation, Parks and Facilities Master Plan

The purpose of Our Places and Play is to guide the development of future parks and recreation facilities. It describes different types of and the provisions behind their development. Open spaces are guided by eight priorities:

- Acquire and Sustainably Manage Land,
- Develop a Business Plan for the New Beaumont Sport and Recreation Centre,
- Implement New Operational Policies,
- Add Additional Human Resources to Respond to Growth,
- Enhance Existing Facilities,
- Build New High Priority Facilities,
- Plan for New Facilities to be Developed in the Medium to Long Term, and
- Develop Program Plans.

The green network in Le Rêve is an interconnected system that links land uses within the neighbourhood and to Beaumont’s greater open space network. It consists of greenways, school sites, park and open spaces, environmental right-of-ways, stormwater management facilities, and natural areas. All modes of active transportation are supported in order to promote a safe, walkable, and complete community. This combination of the types of park sites, as well as supporting active transportation help contribute to the successful

implementation of the Our Place and Play: Recreation, Parks and Facilities Master Plan.

6.3.6 Our Zoning Blueprint: Beaumont Land Use Bylaw

The Plan Area is currently undeveloped and designated Agricultural Holdings District (AH). Lands districted the Agricultural Holdings District are intended for development in the future through the adoption of an area structure plan. Standard land use districts in Our Zoning Blueprint will be used to implement Le Rêve’s land use concept.

Table 1: Compliance with Edmonton Metropolitan Region Growth Plan

Edmonton Metropolitan Region Growth Plan	Le Rêve Area Structure Plan
<i>Economic Competitiveness and Employment</i>	
<p>Policy 1.2.1 - An adequate supply of lands shall be identified and protected by member municipalities to accommodate the employment projections in Schedule 1 and provide a variety of employment types and support economic diversification.</p>	<p>The land use concept includes approximately 11% of its gross developable area as commercial and mixed land uses, aimed at attracting a diverse range of employment and services to the neighbourhood and surrounding region. This is consistent with what is prescribed in the City of Beaumont’s Municipal Development Plan, and the Intermunicipal Planning Framework. Further, policies have been included to support small-scale commercial uses in residential areas, as prescribed in the City of Beaumont’s Land Use Bylaw to provide additional employment opportunities.</p>
<p>Policy 1.2.6 - Employment growth outside of major employment areas will be accommodated by:</p> <ul style="list-style-type: none"> a. supporting the designation and growth of local employment areas, generally in accordance with Schedule 3B, for locally relevant business and economic activities to support complete communities and strive for a diversified tax base; b. promoting the growth of the agricultural sector and resource-based economic activities to optimize resource-based assets, generally in accordance with Schedule 3C; and c. directing higher density commercial, institutional and office uses to mixed use areas and corridors with multi-modal transportation access within urban communities including centres and encouraging the intensification of these areas. 	<ul style="list-style-type: none"> a. The Plan Area would add additional local employment areas to the City of Beaumont by the incorporation of commercial and mixed use land uses. Policies have also been included to support the inclusion of small-scale commercial uses in residential areas to further diversify the tax base. b. Policies have been incorporated to support the continued cultivation of existing agricultural lands, while also promoting urban agriculture in the neighbourhood c. Commercial, institutional, office uses, and mixed use land uses are all located either on arterial or collector roadways to ensure good visibility, access to future transit, and connected to the neighbourhood’s active transportation network. These connections also provide residents in existing and future neighbourhoods access to these areas.
<p>Policy 1.4.1 - To improve housing diversity in the Region, market affordable and non-market housing will be planned and developed within close commuting distance to major employment areas and within centres, appropriate to the level of service and amenities identified in Table 1A-C.</p>	<p>Le Rêve proposes a variety of low, medium, and high density housing forms to provide housing choices within the neighbourhood. Higher density housing is located nearby employment areas to reduce commuting and provide options for alternative modes of transportation, including future transit.</p>
<p>Policy 1.4.3 - To attract and retain a diverse range of workers, complete communities will be planned and developed appropriate to the scale and level of service identified in Table 1A-C and in accordance with the policies in the Communities and Housing policy area.</p>	<p>Le Rêve is designated as primarily residential and commercial in Our Complete Community: Municipal Development Plan. The plan incorporates a diverse range of land uses, but focusing on connectivity through park and natural areas. It supports a variety of transportation modes, and provides opportunities for services throughout the neighbourhood.</p>

Edmonton Metropolitan Region Growth Plan	Le Rêve Area Structure Plan
Natural Living Systems	
<p>Policy 2.1.2 - The Region will work together to conserve and restore the function, integrity and connectivity of natural living systems for the long term ecological and social benefit of the Region, including but not limited to: a. watercourses; b. surface water bodies; c. regional and sub-regional watersheds; d. crown reservations; e. provincial parks and protected areas; f. provincial environmentally sensitive areas; g. the Beaver Hills Biosphere; and h. key wildlife and biodiversity zones.</p>	<p>Le Rêve incorporates and preserves existing natural areas in the plan area including an environmental right-of-way, natural areas, and a drainage ditch. These features are interconnected with the neighbourhood's active transportation network, support a strong ecological connection through the neighbourhood that extends to adjacent areas through the Region.</p>
Communities and Housing	
<p>Policy 3.1.1 - Built-up urban areas and greenfield areas will be planned and developed as complete communities generally in accordance with Table 1A-C.</p>	<p>Le Rêve incorporates a diverse range of land uses, including commercial, residential, park spaces, natural areas, and mixed uses. A variety of transportation modes are supported, connecting the neighbourhood to existing and future adjacent neighbourhoods. Policies supporting the opportunity for additional services in residential areas have also been included to further support a complete community.</p>
<p>Policy 3.1.4 - In the metropolitan area, greenfield areas will be planned and developed as complete communities that: a. are compact, contiguous, and incorporate a mix of uses; b. are accessible and age-friendly; c. provide a diversity of housing options in terms of density and built form; d. achieve the minimum greenfield density, in accordance with Schedule 6; e. incorporate an interconnected street network and urban form to support active transportation; f. integrate local services, amenities, institutional and commercial uses with residential development, within buildings and/or within a five-minute walk (400 metres); g. incorporate higher density uses along existing and planned transit corridors and at major transit stations; and h. provide high quality parks, trails and open spaces.</p>	<p>Le Rêve is designed as a complete community that provides a variety of land uses, incorporates existing natural areas, and is contiguous of existing development in the City of Beaumont. Residential and mixed use development will support a variety of users due to the mix of housing typologies that the neighbourhood supports, offering housing to meet different needs. A variety of park spaces are provided, interconnected with existing natural areas, to create an active transportation network that connects the neighbourhood to existing and future neighbourhoods, and regional amenities including the future Park & Ride west of 50 Street.</p>
<p>Policy 3.1.5 - Built-up urban areas and greenfield areas will be planned and developed to provide municipal public services and open spaces to support population growth.</p>	<p>Le Rêve proposes a variety of housing styles and types to provide choices for consumers, supplemented by a variety of park and open spaces. Policies have also been included to support future municipal services that may arise as the City of Beaumont continues to grow.</p>
Integration of Land Use and Infrastructure	
<p>Policy 4.1.4 - Non-residential uses including commercial, retail, and institutional uses in built-up urban areas and greenfield areas will be planned and developed in a compact form to reduce auto dependency, enhance connectivity and create vibrant mixed use areas with on-site or adjacent residential uses to meet the needs of the local community.</p>	<p>Non-residential areas within Le Rêve are planned to be developed using a more compact built form. These areas are connected to the neighbourhood through a network of greenway parks and walkways reducing auto dependency. Policies to support opportunities for small-scale commercial uses in residential areas are also included.</p>

Edmonton Metropolitan Region Growth Plan	Le Rêve Area Structure Plan
<p>Policy 4.3.2 - Greenfield areas will only be considered for development in locations that meet all of the following criteria:</p> <ul style="list-style-type: none"> a. are part of an existing urban community; b. are contiguous to planned areas approved through a statutory plan or are adjacent to existing or planned infrastructure or support the logical and orderly extension of infrastructure; c. have long term municipal storm, water and wastewater servicing capacity to accommodate the planned development; d. an agricultural impact assessment has been completed to identify the potential adverse impacts of the proposed development on prime agricultural lands and existing agricultural operations, in accordance with the policies in the Agriculture policy area; and e. if the lands are part of a new area structure plan including or adjacent to prime agricultural lands as identified on Schedule 11, an agricultural impact assessment shall be completed by a qualified professional in accordance with Policy 6.2.5. 	<ul style="list-style-type: none"> a. Le Rêve is located in the City of Beaumont, an existing urban community. b. Le Rêve is a logical extension of urban development (Coloniale Estates neighbourhood to the south) and is serviceable. c. Le Rêve is supported by a neighbourhood servicing report that identifies how the Plan Area will be serviced. d. An Agricultural Impact Assessment has been completed in support of Le Rêve Area Structure Plan. Policies have also been incorporated into the plan on how development will mitigate its impact on existing agricultural operations. e. As stated in d., an Agricultural Impact Assessment was prepared in support of Le Rêve Area Structure Plan.
Transportation Systems	
<p>Policy 5.2.3 - Active transportation networks and facilities will be integrated into transportation and land use planning to provide safe, comfortable and reliable travel for pedestrians and cyclists within greenfield areas and built-up urban areas, and provide nonmotorized linkages to transit services, adjacent neighbourhoods and employment and recreational destinations, where applicable.</p>	<p>Le Rêve is designed with an interconnected active transportation network that supports a variety of active modes. This network connects the neighbourhood to existing and future neighbourhoods. The network incorporates greenways, parks, and Natural Areas to provide safe and easy connections.</p>
<p>Policy 5.3.1 - The locations, types, scale and built form of residential, commercial, institutional and industrial uses will be planned and developed to optimize the use of transportation infrastructure to ensure efficient, convenient and safe movement of people and goods.</p>	<p>The location of residential and non-residential areas was intended to best utilize existing and planned transportation networks in the neighbourhood and in the region to ensure a high level of efficiency and safety. It also aligns with Our Complete Community: Municipal Development Plan, and the Intermunicipal Planning Framework.</p>

Table 2: Compliance with Our Complete Community: Municipal Development Plan

Our Complete Community: Municipal Development Plan	Le Rêve Area Structure Plan
3.0 Healthy Vibrant Community	
Policy 3.1.5 - Ensure through current and innovative land use planning, the provision of gathering places and spaces where the community can come together at a street, neighbourhood, and community level.	Le Rêve establishes a variety of gathering spaces that are connected through the green network. The district park in the center of the neighbourhood provides opportunities for gathering for residents, not just in Le Rêve, but in the City of Beaumont and future adjacent neighbourhoods in the City of Edmonton.
Policy 3.1.9 - Provide opportunities for and encourage public art within the public realm.	Le Rêve provides opportunities to incorporate public art within the public spaces. This includes the commercial areas, park spaces, and future potential institutional spaces.
Policy 3.1.14 - Spaces that encourage social connections will be fostered and strengthened through human scale design of buildings, streetscapes, and public spaces.	Human scale design is encouraged through the strategic location of land uses in order to create a pedestrian oriented streetscape. Policies to support street-oriented development along collector roadways, and interconnected active transportation network encourage multiple opportunities for social connection throughout the neighbourhood.
Policy 3.1.19 - All new residential areas within Beaumont shall be required to provide diverse and innovative housing options, services, and facilities that meet the needs of residents at all income levels and stages of life. This shall include the provision of a mix of single detached, semi-detached, row housing, multi-unit housing, and apartments integrated within neighbourhoods as well as allowances for secondary suites. Where significant redevelopment of existing neighbourhoods is contemplated through an Area Redevelopment Plan, Beaumont will require the provision of a greater diversity of housing options to intensify the built-up residential area through a 10% increase in the number of dwellings.	Le Rêve provides a variety of residential land uses which cater to a range of income levels and stages of life. This includes low density, street-oriented, medium density, high density, and mixed use residential developments. This variety provides opportunities to cater to people of different lifestyles, ages, incomes, and needs. Further, policies providing the opportunity for small-scale commercial development in residential areas support residents of all stages of life by providing amenities nearby to further attract those in all stages of life.
Policy 3.1.20 - Encourage developments, urban design requirements, programs, and services that support aging in place	Le Rêve provides opportunities for aging in place through a diversity of housing products and opportunities for seniors housing.
Policy 3.1.29 - Consultation and collaboration with local school boards shall be undertaken during Area Structure Plan preparation with a review process to ensure appropriate location and integration of school sites within neighbourhoods.	Le Rêve ASP was prepared in consultation with the school boards. The school boards were then circulated on the plan, with school sites further revised in order to address the concerns raised.
Policy 3.1.21 - Access to school and institutional infrastructure shall be promoted by considering a five-minute walk (400 meter) from medium and high density housing to promote walkability in neighbourhoods.	The medium and high density residential in Le Rêve is located within a five minute walking distance from school sites, with a 400.0m radius map provided for context in the Plan.

Our Complete Community: Municipal Development Plan	Le Rêve Area Structure Plan
Policy 3.1.32 - Design of school sites shall ensure that schools are located adjacent to a neighbourhood park and have a minimum of 50% street frontage along the perimeter of the site along two roads to support safe site access and visibility.	The school sites in Le Rêve meets the minimum 50% street frontage requirement and are fronting two collector roadways.
Policy 3.1.35 - Neighbourhoods and the community shall be designed and developed to encourage modes of transportations other than private vehicles including barrier-free walking/wheeling connections, accessible transit options, and active transportation.	Le Rêve is designed to encourage active transportation. Through the green network and the active transportation network, residents have access to seamless active modes network that have minimum interactions with vehicular traffic connecting residents to existing and future neighbourhoods. Further, the collector roads are designed to accommodate transit.
Policy 3.1.36 - Design of neighbourhoods shall consider linkages and connection to diverse land uses to promote walkability and an active lifestyle living in Beaumont.	Le Rêve has been designed to promote a variety of active modes through the comprehensive active transportation network that connect residents to existing and future neighbourhoods.
Policy 3.1.37 - Recreation opportunities (passive and active) shall be integrated into the community at a neighbourhood level in addition to providing Beaumont-wide recreation complexes/facilities.	Le Rêve provides a variety of parks and open spaces that are distributed throughout the neighbourhood to support a diverse range of opportunities for programming.
Policy 3.1.38 - Parks and open space in the future residential areas shall be distributed within a five-minute walk (400 metres) in residential and mixed-use areas and should appeal to diverse interests, ages, and levels of mobility	The green network distributes parks and open spaces throughout the neighbourhood to be a five minute walk from residential and mixed-use areas. Park spaces vary in size and programming, which will appeal to diverse ages and interests.
4.0 Responsible Development	
<p>Policy 4.1.3 - Development shall integrate a broad spectrum of housing types to accommodate low, medium, and higher densities, which are described as the following:</p> <p>a) low density developments are intended to accommodate primarily single detached and semi-detached dwellings within residential neighbourhoods;</p> <p>b) medium density developments are intended to accommodate row housing and low rise buildings four stories or under with or without a mixed use component;</p> <p>c) high density developments are intended to accommodate buildings greater than four stories with or without an integrated mixed use component; and</p> <p>d) all new developments in Future Residential areas shall provide a minimum of 30-40% of residential land use in the form of medium and high density development.</p>	<p>a) Le Rêve's low density residential areas are intended to accommodate single-detached and semi-detached dwellings.</p> <p>b) Le Rêve's medium density residential areas are intended to accommodate row housing and low rise buildings.</p> <p>c) Le Rêve's high density residential areas are intended to accommodate buildings greater than four stories.</p> <p>d) More than half of the dwelling units in Le Rêve are attributed to higher density development.</p>

Our Complete Community: Municipal Development Plan	Le Rêve Area Structure Plan
Policy 4.1.6 - Any proposed residential uses adjacent to highways and arterial roads shall require noise attenuation measures.	Any residential development located along Range Road 240, and Township Road 510 will accommodate noise attenuation measures.
Policy 4.1.8 - Area Structure Plans shall be prepared for the development of all Future Residential, Commercial, Business Park, and Light Industrial areas. Neighbourhood Structure Plans may be required to support Area Structure Plans for development areas larger than 64 hectares (one quarter section)	Le Rêve has been prepared for approximately 258 hectares of future residential and commercial land uses. Four neighbourhood structure plans are planned for the neighbourhood, each approximately one quarter section in area.
Policy 4.1.11 - The extension of urban development shall only occur if an approved Area Structure Plan is in place which demonstrates viable connections to services immediately adjacent to the lands proposed for development and development agreements are in place.	Le Rêve is supported by a neighbourhood servicing report that supports the viability of this neighbourhood. The Plan Area is located directly adjacent to existing residential development (north of Coloniale Estates) and is located between the City of Beaumont and the City of Edmonton.
Policy 4.1.15 - All proposed plans shall comply with the Municipal Government Act public consultation and notification requirement. Additional efforts beyond these requirements shall be encouraged where appropriate. This includes engagement of the public, the development industry and builders, adjacent landowners, and other stakeholders. Inclusive planning processes shall be required to provide understanding of development proposals and to provide the opportunity for review and feedback.	An open house was held on September 30, 2020 for Le Rêve Area Structure Plan where members of public were able to provide their feedback on the proposed land use concept and servicing concept. Due to low turnout from landowners within the Plan Area, a second event was held with landowners formally invited.
Policy 4.1.16 - All new statutory plans or amendments to statutory plans shall comply with and indicate how they meet the requirements of the Edmonton Metropolitan Region Growth Plan and the Provincial Land Use Policies.	Le Rêve Area Structure Plan was prepared in compliance with the Edmonton Metropolitan Region Growth Plan and Provincial Land Use policies.
Policy 4.1.21 - The premature fragmentation and development of agricultural land shall be prevented through the preparation of Area Structure Plans that provide for logical staging and phasing of development of the greenfield areas as shown on Map 8 - Metropolitan Structure Components.	Located north of existing Coloniale Estates neighbourhood, Le Rêve is a contiguous development from existing neighbourhoods in the City of Beaumont. Policies and appropriate staging are intended to mitigate and minimize the fragmentation of existing agricultural operations in the Plan Area.

Our Complete Community: Municipal Development Plan	Le Rêve Area Structure Plan
<p>Policy 4.1.23 - Within the Future Residential area, the fragmentation and conversion of prime agricultural lands for non-agricultural uses will only be considered when all of the following criteria are met:</p> <p>a) lands are contiguous with built up urban areas and/or planned areas;</p> <p>b) the development proposal is required to conform to the employment and population projections in accordance specified in Schedule 1 of the Edmonton Metropolitan Region Growth Plan;</p> <p>c) lands proposed for residential uses are identified within an Area Structure Plan that conforms with the minimum greenfield density of 35 dwelling units per net residential hectare;</p> <p>d) an Agricultural Impact Assessment has been completed as part of the Area Structure Plan to identify potential adverse impacts of the proposed development on agricultural lands and existing agricultural operations both on-site and off-site in the surrounding area; and</p> <p>e) mitigation measures recommended through the Agricultural Impact Assessment conducted by a qualified professional are incorporated in the planning and design of the proposed development to minimize any identified potential adverse impacts.</p>	<p>a) Le Rêve is located immediately north of existing residential development of the City of Beaumont (Coloniale Estates neighbourhood).</p> <p>b) Le Rêve conforms with the employment and population projections outlined in Schedule 1 of the Edmonton Metropolitan Region Growth Plan through locating commercial and mixed use lands in the Plan Area, and supporting small-scale commercial uses in residential areas..</p> <p>c) Le Rêve meets and exceeds the minimum greenfield density of 35 dwelling units per net residential hectare.</p> <p>d) An Agricultural Impact Assessment was completed and submitted as support to this Area Structure Plan.</p> <p>e) Policies were incorporated to mitigate impacts to existing agricultural operations, while also promoting urban agricultural opportunities in the neighbourhood.</p>
<p>Policy 4.1.24 - Ensure that a diversity of housing types and tenure options, that meet a range of incomes and demographics, be incorporated into greenfield areas to meet the needs of all residents through all stages of life.</p>	<p>Le Rêve incorporates a range in housing densities and typologies that provide options to a range of incomes and demographics, as well as providing the opportunity to age in place.</p>
<p>Policy 4.1.25 - Mixed use developments that are vertically oriented and incorporate a mixture of housing, commercial, office uses, live/ work units, and secondary suites will be encouraged.</p>	<p>Le Rêve incorporates mixed-use land uses to support residential and commercial mixed developments. These sites provides an alternative form of development to provide different types of residential and commercial spaces in the neighbourhood.</p>
<p>Policy 4.1.26 - Medium and higher density residential development should be located in areas with good access to major roads, trails and walkway connections, and within a five minute walk (400 metres) to transit opportunities.</p>	<p>The medium and high density residential land uses within Le Rêve are located within a five minute walking distance from major roads, trails, and walkway connections.</p>

Our Complete Community: Municipal Development Plan	Le Rêve Area Structure Plan
Policy 4.1.27 - New neighbourhoods shall be designed so that trails and walkways are integrated and connect to the community-wide pathway/ trail network.	Le Rêve was designated around a comprehensive active transportation network consisting of parks and open spaces, natural areas, roadways, and walkways. This network connects residents to key neighbourhood amenities, such as school sites and the commercial areas, but also to existing and future neighbourhoods.
Policy 4.1.28 - Natural features including tree stands, wetlands, streams and other natural features should be incorporated into neighbourhoods.	Natural areas that were recommended for retention by the Biophysical Assessment were integrated into Le Rêve as the backbone of its green network and active transportation network.
Policy 4.1.29 - Gathering spaces within neighbourhoods shall be encouraged to provide safe places for children to play and foster community interaction and engagement	Le Rêve incorporates a variety of park and open spaces that foster social gathering, neighbourhood interactions, and active lifestyles. The park and open spaces vary in sizes which provides a variety of opportunities for active and passive recreation.
Policy 4.1.32 - Crime Prevention Through Environmental Design principles should be considered for the design of new neighbourhoods, development and redevelopment of buildings, open spaces, pathways, and parking areas to enhance the effective and safe use of the space.	Le Rêve incorporates Crime Prevention Through Environmental Design principles in order to enhance the safety of public spaces.
Policy 4.1.50 - All Area Structure Plans within the Future Residential area must ensure that they conform to the minimum greenfield density established for Beaumont in the Edmonton Metropolitan Region Growth Plan of 35 dwelling units per net residential hectare.	Le Rêve conforms and exceeds the minimum greenfield density target of 35 dwelling units per net residential hectare.
Policy 4.1.52 - New residential development in the Future Residential area must be planned to extend existing municipal infrastructure in a contiguous, efficient, and cost effective manner as established through Area Structure Plans.	Interim and long term servicing for Le Rêve have been identified and designed through the Neighbourhood Servicing Report.
Policy 4.1.54 - New greenfield developments in the Future Residential area will strive to integrate residential development with local services, amenities, institutional, and commercial uses including mixed-use developments that are located within buildings or within a five-minute walk (400 metre radius) as established through Area Structure Plans.	Le Rêve integrates the residential development with local services, amenities, and commercial uses within five-minute walk. The overall active transportation network provides direct connections from the residential land uses to surrounding land uses. Further, opportunities for small-scale commercial uses are supported in residential areas to provide residents with more options in the neighbourhood.
Policy 4.1.55 - Medium to high density residential, mixed-use residential, and commercial developments in the Future Residential area should be oriented to the street, along proposed transit-serving corridors and adjacent to the pedestrian trail and walkway network	Le Rêve encourages medium and high density residential, mixed use residential, and commercial developments to be oriented toward the street to create a human-scaled environment.

Our Complete Community: Municipal Development Plan	Le Rêve Area Structure Plan
Policy 4.1.58 - New residential areas within Beaumont shall be required to provide diverse housing options, services, and facilities that meet the needs of residents at all income levels and stages of life. This shall include the provision of a mix of single detached, semi-detached, row housing, multi-unit housing, and apartments integrated within neighbourhoods as well as allowances for secondary suites.	Le Rêve incorporates low density, medium density, high density, and mixed use residential land uses which provides a variety of housing options for a variety of income levels and stages of life. The neighbourhood has access to a variety of services and facilities, which meets the daily needs of residents.
Policy 4.1.78 - The development of Community Commercial/Employment Centres in the locations indicated on Map 9 - Land Use Concept is actively encouraged. Typical land uses include a mix of retail, offices, and institutional uses and may also include multi-unit residential developments as standalone developments or integrated into the upper storeys of commercial or office buildings.	Le Rêve follows Our Complete Community: Municipal Development Plan's Land Use Concept of locating commercial and mixed uses along its western boundary. The commercial land use incorporates a mix of retail, offices, and institutional uses. The Area Structure Plan encourages integrating of land uses vertically and horizontally within the commercial and mixed use area.
Policy 4.1.79 - Streets and paths should be designed to accommodate a range of users including transit, active transportation (e.g. walking, cycling), passenger vehicles, and goods movement. Variances to Beaumont's standards may be considered to accommodate public realm improvements as set out in an Area Structure Plan.	The roadways and walkways are designed to accommodate a variety of users including transit, active modes, passenger vehicles, and goods movements. Policies supporting street-oriented development are also included to further reinforce the walkability of the neighbourhood.
Policy 4.1.83 - Commercial uses shall be situated along major roadways (major collector and arterials) to ensure convenient access, freight movement, and to minimize land use conflicts.	The commercial land uses are located along 50th Street, Range Road 240, and collector roadways to ensure they can be conveniently accessed, enable freight movements, and minimize impacts of surrounding land uses.
Policy 4.1.85 - Commercial uses shall be oriented to align with public roadways to create a pedestrian friendly streetscape and engaging public realm.	Policies have been included in Le Rêve to encourage commercial development to be street-oriented and pedestrian friendly.
5.0 Economic Strength	
Policy 5.1.6 - The development of storefront commercial businesses, including: diverse shopping opportunities, professional services, personal services, national chains, niche market businesses, and neighbourhood based businesses will be encouraged.	Commercial and mixed-use land uses provide an opportunity for a variety of businesses and services that serve the local neighbourhood and the region. This is supplemented by policies supporting opportunities for small-scale commercial in residential areas.
6.0 Effective Movement of People and Goods	
Policy 6.1.2 - The road network and streetscape will be designed to balance and prioritize all modes of transportation in respect to their roadway classification to ensure safe, effective, and efficient movement for all users while supporting development. All new development and redevelopment shall indicate how this will be achieved as part of the requirements for an Area Structure Plan, Area Redevelopment Plan, or Neighbourhood Structure Plan.	Le Rêve incorporates a hierarchy for its roadways consisting of arterial, collector, and local roadways to ensure an efficient and safe road network. This is supplemented by an active transportation network that provides different routes for different users to support the needs of all modes of transportation.

Our Complete Community: Municipal Development Plan	Le Rêve Area Structure Plan
<p>Policy 6.1.3 - Transportation Impact Assessments shall be required where proposed development may impact the safe or efficient movement of all modes of transportation</p>	<p>A Transportation Impact Assessment was completed in support of Le Rêve to review the roadway network and identify any infrastructure upgrades required.</p>
<p>Policy 6.1.4 - The principles of Complete Streets shall be implemented when designing new neighbourhoods and transportation corridors or upgrading existing corridors. Transportation corridors will be designed to:</p> <ul style="list-style-type: none"> a) balance the needs and priorities of various users within the right-of-way, including pedestrians, cyclists, transit vehicles and users, goods and services vehicles, emergency vehicles, and motorists; b) allow users of all ages and abilities to safely move along and across the street; c) provide space for street elements, such as utilities and services, trees and landscaping, green infrastructure, snow and stormwater management, wayfinding, boulevard cafés, marketing and vending, and street furniture; d) improve the quality and convenience of active transportation options; e) serve community destinations and public gathering spaces; and f) provide building and amenity access. 	<ul style="list-style-type: none"> a) The roadway network supports multiple modes of transportation including pedestrians, cyclists, transit, private vehicles, and commercial vehicles. b) Le Rêve is supported by both a roadway network and an active transportation network to cater to a variety of users to move safely throughout the neighbourhood. c) Roadways will be designed based on the City of Beaumont's engineering standards to accommodate utilities and services, landscaping, and other street furnitures. d) Le Rêve's active transportation network provides residents with connections throughout the neighbourhood, but also to existing and future neighbourhoods. e) Le Rêve includes various destination and gathering spaces, such as the district park, which are interconnected by the green network. f) Development in Le Rêve will follow Our Zoning Blueprint: Beaumont's Land Use Concept to ensure proper building amenity accesses are provided.
<p>Policy 6.1.16 - A "pedestrian prioritized" philosophy will be implemented throughout the community with trails, sidewalks, and crossings designed to support pedestrian safety and ease of use while balancing the needs of all users and roadway classifications (speed and volume).</p>	<p>Le Rêve has been designed to prioritize the pedestrian through the active transportation network to connect residents throughout the neighbourhood, but also to existing and future neighbourhoods.</p>
<p>Policy 6.1.18 - Trails shall be designed and developed to allow for recreational and purpose driven activities (e.g. traveling to work, shopping, school, etc.).</p>	<p>The active transportation network incorporates a variety of trails that connect the residential areas to the commercial land uses and school sites. This encourages residents to utilize active modes to access work, school, and shopping. It also encourages residents to visit adjacent neighbourhoods, or vice versa, by connecting Le Rêve to existing and future neighbourhoods.</p>

Our Complete Community: Municipal Development Plan	Le Rêve Area Structure Plan
7.0 Environmental Stewardship	
Policy 7.1.38 - Ecological connectivity locally and regionally should be considered when planning parks, stormwater management facilities, open spaces, and trails.	Le Rêve's green network supports environmental stewardship through the connectivity of park and open spaces, stormwater management facilities, trails, an environmental right-of-way, and natural areas.
Policy 7.1.39 - Open spaces will provide a variety of opportunities for recreational experiences for all seasons and accommodate users of different ages and abilities.	Parks spaces in Le Rêve provide a variety of opportunities for passive and active recreation that accommodates different ages and abilities during all seasons.
9.0 Working Together	
Policy 9.1.4 - Collaborate with Leduc County, the City of Edmonton, and other member municipalities on land use planning matters to support the orderly and coordinated development of land.	Le Rêve has been prepared in accordance with the Intermunicipal Planning Framework.
Policy 9.1.13 - Land uses and housing types will be varied to support compact greenfield development and meet the minimum greenfield residential density target of 35 dwelling units per net hectare as required by the Edmonton Metropolitan Region Growth Plan.	Le Rêve meets and exceeds the minimum greenfield residential density target required by the Edmonton Metropolitan Region Growth Plan.
Policy 9.1.17 - Beaumont is committed to implement the work resulted from this Framework Agreement and continue to collaborate with Leduc County and the City of Edmonton on any future initiatives the is mutually beneficial to all partner municipalities.	Le Rêve has been prepared in accordance with the Intermunicipal Planning Framework.

Table 3: Compliance with Our Connectivity: Transportation Master Plan

Our Connectivity: Transportation Master Plan	Le Rêve Area Structure Plan
3.0 Vehicle Movement	
Policy 3.2 - Area Structure Plans, Area Redevelopment Plans, and Neighbourhood Area Structure Plans shall provide land use direction and transportation policies that align with this plan.	Le Rêve Area Structure Plan provides land use policies to direct the development of a variety forms of transportation including vehicular, transit, and active modes of transportation.
Policy 3.8 - Speed limits and roadway design should consider the land use context and the overall transportation network in alignment with Our Connectivity	Le Rêve provides opportunities to incorporate traffic calming and alternative roadway designs to align with more pedestrian and active modes-oriented areas in the land use concept.
Policy 3.10 - Transportation Impact Assessments: a. Shall be required to support all Area Structure Plans;	a. A transportation impact assessment was submitted in support of Le Rêve.
Policy 3.16 - The transportation system shall be planned and operated in alignment with the Edmonton Metropolitan Region Growth Plan and Integrated Regional Transportation Master Plan.	Le Rêve's transportation network is designed to align with the Intermunicipal Planning Framework, the Edmonton Metropolitan Region Growth Plan and Integrated Regional Transportation Master Plan.
4.0 Active Transportation	
Policy 4.1 - The following facilities shall be considered part of the active transportation system: a. Sidewalks; b. Multi-use trails; c. Shared streets; d. Separated cycling facilities (bike lanes and cycle tracks); e. Local and collector roadways; f. Crosswalks; and g. Intersections.	Le Rêve provides opportunities to incorporate all of the mentioned facilities in its active transportation network.
Policy 4.3 - The active transportation network shall be developed and maintained using Our Connectivity 's design approach, including the "pedestrian prioritized" and "8-80" considerations, in a manner that reflects the land use and overall transportation system context.	Le Rêve's transportation network was designed with the 8-80 and pedestrian prioritized principles in mind.
Policy 4.4 - Active transportation facilities shall be identified in Area Structure Plans and implemented through the subdivision process and the application of City standards to achieve a well-connected network serving all community destinations in the urban areas of Beaumont.	Le Rêve incorporates different facilities as part of its active transportation system, with specific details on each facility implemented at the subdivision stage.

Our Connectivity: Transportation Master Plan	Le Rêve Area Structure Plan
Policy 4.12 - Regional trail connections shall be established to link contiguous land uses and development in a manner that supports and promotes active transportation.	Le Rêve's active transportation network connect to existing and future regional trails to connect the neighbourhood to the greater network.
5.0 Transit	
Policy 5.2 - Transit planning shall be required in all new Area Structure Plans, including identifying roads available for buses and potential bus stop locations.	Le Rêve identifies potential transit stop locations and the future Park & Ride location, and provides active transportation connections to these locations.
Policy 5.3 - The land use planning process shall prioritize higher density mixed use development, affordable housing, community destinations, and employment centers to be located within a walkable 5-10 minute distance (400-800 m) of current or future transit corridors.	Le Rêve locates higher density and mixed use sites along collector roadways and arterial roadways to have access to future transit services and future transit corridors.

Table 4: Compliance with Beaumont’s Municipal Strategic Plan (2017-2021)

Municipal Strategic Plan (2017-2021)	Le Rêve Area Structure Plan
<i>Pillar 1: Livability</i>	
Goal 1.2 - Natural public spaces are available throughout Beaumont, contributing to regional livability, and providing opportunities for citizens to connect with and enjoy nature and play.	The land use concept incorporates and enhances the existing natural areas into the neighbourhood's green network.
Goal 1.5 - Citizens of all ages benefit from an accessible community with a range of housing and support service options.	Le Rêve proposes a variety of housing styles and typologies to provide choices for consumers.
<i>Pillar 4: Regional Collaboration and Leadership</i>	
Goal 4.1 - Beaumont enjoys strong intergovernmental relations and collaborates with neighbouring communities in the Edmonton Metropolitan Region and actively pursues the principles and policies of the Edmonton Metropolitan Region Growth Plan.	Le Rêve was prepared in accordance with the Intermunicipal Planning Framework that was developed through collaboration between City of Beaumont, City of Edmonton, and Leduc County.
<i>Pillar 5: Economic Prosperity</i>	
Goal 5.1 - Essential community and commercial services that meet the needs of citizens, visitors, and businesses are proactively attracted and supported.	Le Rêve incorporates non-residential land uses to support the commercial needs of residents and businesses in Beaumont. It also includes opportunities for small-scale commercial development in residential areas to provide residents with more services throughout the neighbourhood.