



Elk Point Airport Area Structure Plan

Final Report | September 24, 2024

Table of Contents

1	INTRODUCTION	1
1.1	Plan Objectives	1
1.2	Interpretation.....	1
2	PLANNING PROCESS.....	3
2.1	Economic Opportunities.....	3
2.2	Plan Area Analysis.....	3
2.3	Technical Studies.....	5
2.4	Community and Stakeholder Engagement	5
3	PLANNING POLICY CONTEXT AND CONFORMITY	7
3.1	Municipal Government Act.....	7
3.2	Alberta Land Stewardship Act / North Saskatchewan Regional Plan	7
3.3	County of St. Paul No. 19 Municipal Development Plan	7
3.3.1	Agricultural Use Area Designation	7
3.3.2	Commercial and Industrial Development	8
4	DEVELOPMENT INFLUENCES	9
4.1	Land Ownership.....	9
4.2	Existing Uses	9
4.3	Topographic Conditions	9
4.4	Soil and Geotechnical Conditions	11
4.5	Environmental Conditions and Species at Risk	11
4.6	Significant Historical Sites and Cultural Activities	12
4.7	Roadway Network.....	12
4.8	Oil and Gas Infrastructure.....	13
4.9	Agricultural Usage and Land Capacity.....	14
4.10	Aeronautical Constraints.....	14
5	DEVELOPMENT CONCEPT	16
5.1	Land Use Concept	16
5.1.1	Airfield Area	16
5.1.2	Private Development Area	16
5.1.3	Commercial Development Area	19
5.1.4	Private Vicinity Lands	19
5.2	Sequence of Development.....	20
5.3	Transportation Network and Site Circulation.....	20
5.4	Water Supply	21

5.5	Sewage Disposal	21
5.6	Stormwater Management.....	21
5.7	Utilities	22
5.8	Emergency Services	22
6	IMPLEMENTATION.....	23

List of Figures

Figure 1.1 - Plan Area Overview	2
Figure 2.1 - Planning Process Overview	3
Figure 4.1 - Development Influences Overview.....	10
Figure 4.2 - Obstacle Limitation Surfaces	15
Figure 5.1 - Land Use Concept	17
Figure 5.2 - Private and Commercial Development Area	18

List of Tables

Table 5.1 - Land Use Concept Distribution.....	16
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List of Appendices

Appendix A -	Economic Opportunities Report
Appendix B -	Plan Area Analysis Report
Appendix C -	Desktop Biophysical Review for Species at Risk
Appendix D -	Stormwater Management and Servicing Options Statement
Appendix E -	Traffic Impact Study

1 INTRODUCTION

1.1 Plan Objectives

In October 2022, HM Aero Aviation Consulting (“HM Aero”) and its subconsultant, Egis / McIntosh Perry Consulting Engineers (“McIntosh Perry”), were retained to complete an Area Structure Plan (ASP) for the Elk Point Airport (the “Airport”). The Airport is located within the County of St. Paul No. 19 (the “County”), approximately 7 kilometres southeast of the municipal boundary of Elk Point. The boundaries of the Plan Area are shown in Figure 1.1, with the lands bounded by Highway 646 to the south, Range Road 62 to the west, privately owned lands to the north, and the Iron Horse Trail and privately owned lands to the east. The Plan Area is described through its five sub-areas: the Western Lands; Northern Lands; Southern Lands; Eastern Lands; and Core Lands.

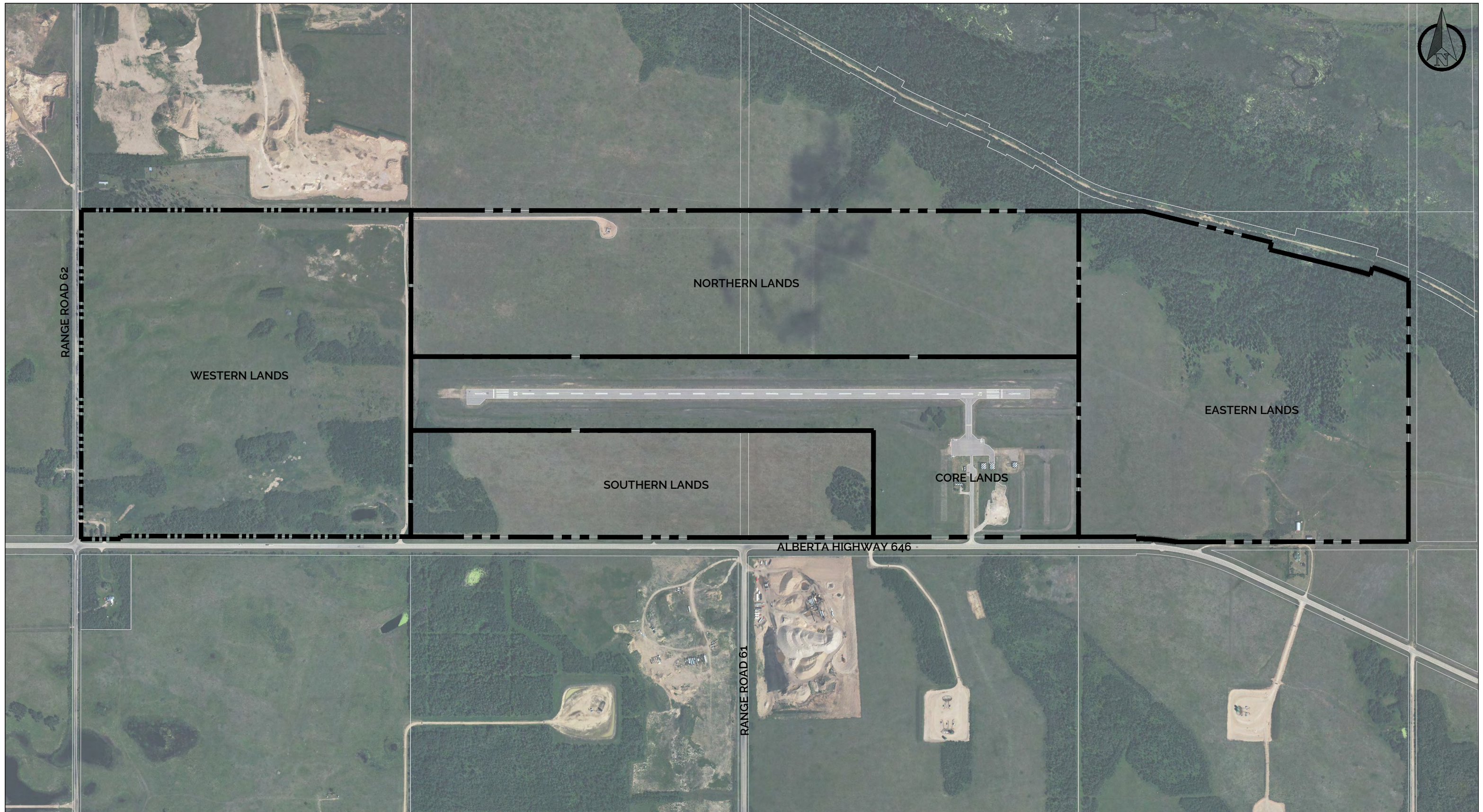
The overarching objective established by the County and the St. Paul / Elk Point Economic Development Alliance (STEP) is that the Airport will become a regional driver of activity that affords economic and social benefits to residents and businesses. The ASP has been prepared to provide:

1. A framework for growth and development over a 20-year horizon;
2. A strategy for allocating lands that will meet the needs of prospective end users; and
3. A land use and development concept that is systematic, orderly, and addresses all constraints.

1.2 Interpretation

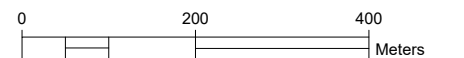
The ASP is a statutory plan that will serve as a long-range tool that refines the broad direction articulated in the Municipal Development Plan to provide specificity for the growth of the Plan Area. The following considerations shall be noted in the interpretation of the ASP:

1. The County is the statutory land use authority for the Plan Area and is responsible for the interpretation and application of the ASP in future decision-making.
2. The ASP contains policies accompanied by the following terms: “shall”, “should”, and “may.” These policies are to be interpreted as follows:
 - a. “Shall” policies must be complied with;
 - b. “Should” policies mean compliance in principle, but are subject to the discretion of the land use authority on a case-by-case basis; and
 - c. “May” policies indicate that the land use authority determines the required compliance.
3. The ASP should be read and interpreted in its entirety.
4. Mapping presented in the ASP is conceptual in nature. Subject to County Council’s approval, minor variations from the policies and the land use concept of the ASP will not require an amendment to the ASP.
5. In instances where all or part of the ASP conflicts or is inconsistent with the Municipal Government Act, a regional plan enacted pursuant to the Alberta Land Stewardship Act, or the County’s Municipal Development Plan, the hierarchically superior plan shall prevail to the extent of the conflict or inconsistency. An amendment to the ASP should be completed in a timely manner to rectify the conflict or inconsistency.
6. The federal level of government has jurisdiction over aeronautics. In instances where policies of the ASP conflict with the federal government’s jurisdiction over aeronautics, the federal government shall prevail to the extent of the conflict or inconsistency.



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ELK POINT AIRPORT
AREA STRUCTURE PLAN
FIGURE 1.1 - PLAN AREA OVERVIEW



*FOR PLANNING PURPOSES ONLY

2 PLANNING PROCESS

The preparation of the ASP followed a systematic planning process as shown in Figure 2.1.

Figure 2.1 - Planning Process Overview



2.1 Economic Opportunities

The Elk Point Airport Area Structure Plan – Economic Opportunities Report is included in Appendix A. The Economic Opportunities Report addresses contextual economic and aviation industry conditions of greatest relevance that may influence future growth and development at the Airport, assesses the trends exhibited at comparable airports, identifies aviation service requirements, enumerates the highest potential opportunities for the facility, and assesses prerequisite investments and land requirements. A total of 14 categories of economic activities were assessed for their potential at the Airport given the conditions noted previously, culminating in the identification of the opportunities of highest priority:

- Aerial applicators;
- Aerial work providers;
- Remotely Piloted Aircraft System (RPAS) cargo services;
- Private aircraft hangars;
- Fly-in outfitting customers;
- Refuelling services;
- Filming;
- Non-aviation laydown and storage;
- RPAS-based aerial work; and
- Military training.

2.2 Plan Area Analysis

The Elk Point Airport Area Structure Plan – Plan Area Analysis Report is included in Appendix B. The Plan Area Analysis Report was prepared to gain a clear understanding of the natural and manmade constraints that affect the development potential of the Plan Area, including the spatial distribution of potential land uses, future assessment requirements, and compatibility factors requiring specific policies in the ASP. The Plan Area Analysis Report assessed the following subject matter areas:

- Land use planning context;
- Land ownership;
- Existing uses;
- Topographic conditions;
- Soil and geotechnical conditions;
- Species at Risk;
- Significant historical sites and cultural activities;
- Provincial highway infrastructure;
- Oil and gas infrastructure;
- Aeronautical constraints;
- Agricultural usage and land capacity; and
- Land uses in the vicinity of the Plan Area.

2.3 Technical Studies

The following technical studies have been prepared in support of the ASP:

- Appendix C – Elk Point Airport Area Structure Plan: Desktop Biophysical Review for Species at Risk;
- Appendix D – Elk Point Airport Area Structure Plan: Stormwater Management and Servicing Options Statement; and
- Appendix E – Elk Point Airport Area Structure Plan – Traffic Impact Study Update.

2.4 Community and Stakeholder Engagement

Community and stakeholder engagement was completed in compliance with Section 636(1) of the Municipal Government Act and the applicable provisions of the Municipal Development Plan:

636(1) While preparing a statutory plan, a municipality must notify the following and provide a means for suggestions and representations to be made:

(a) any members of the public who may be affected by the plan;

Members of the public were informed of the ASP process in May and June 2023 through direct mailouts to landowners within 800 m of the boundary of the Plan Area, advertising in local newspapers, and advertising on the online social media pages of the Town of Elk Point and County.

Two public open houses were hosted in the afternoon and evening of June 22, 2023. Excluding the attendance of the Town of Elk Point, County, and STEP staff and elected officials, a total of 11 individuals signed in to the open houses to record their participation.

Forms for written comments were provided at both open houses; no comment forms were received. Email addresses were provided for representatives from the Town of Elk Point, County, STEP, and HM Aero; no emails with comments were received.

A statutory public meeting was held by County Council on October 24, 2023.



June 22, 2023 Public Open House

(b) the school boards with jurisdiction in the area to which the plan preparation applies;

Three school boards were notified of the ASP process on May 4, 2023. Emails of no comment were received from St. Paul Regional School Division (June 12, 2023), Conseil Scolaire Centre-Est (June 14, 2023), and Lakeland Catholic School Division (May 5, 2023).

The ASP was circulated to the three school boards on September 27, 2023 following first reading at County Council. Emails of no comment were received from St. Paul Regional School Division (October 18, 2023), Conseil Scolaire Centre-Est (September 28, 2023), and Lakeland Catholic School Division (September 29, 2023)

(d) in the case of an area structure plan,

(i) where the land that is the subject of the plan is adjacent to another municipality, that municipality,

Section 636(1)(d)(i) is not applicable to the Plan Area.

(ii) where the land that is the subject of the plan is within 1.6 kilometres of a provincial highway, the Minister responsible for the Highways Development and Protection Act, and

The ASP was circulated to Alberta Transportation on October 18, 2023 through the Roadside Planning Application Tracking Hub following first reading at County Council. Comments were received from Alberta Transportation on October 31, 2023. A revised Traffic Impact Statement (Appendix E) was submitted on January 31, 2024, and notice of Alberta Transportation's acceptance of the updated report was provided by email on February 14, 2024.

(iii) where the land that is the subject of the plan is adjacent to an Indian reserve or Metis settlement, the Indian band or Metis settlement.

Section 636(1)(d)(iii) is not applicable to the Plan Area.

Invitations to provide comments were also circulated on May 4, 2023 to Alberta Forestry, Parks and Tourism, Water Act Approvals – Capital Region, and EPEA Approvals – Capital Region. An email of no concern was received from Alberta Forestry, Parks and Tourism on June 28, 2023. No comments were received from the latter two departments. The ASP was circulated to the three agencies on September 27, 2023 following first reading at County Council, and no comments were received.

3 PLANNING POLICY CONTEXT AND CONFORMITY

The ASP has been prepared in conformity with hierarchically superior plans and policies, including the:

1. Municipal Government Act (MGA);
2. Alberta Land Stewardship Act (ALSA) / North Saskatchewan Regional Plan; and
3. County of St. Paul No. 19 Municipal Development Plan (MDP).

The ASP comprises a new level of the planning hierarchy below the MDP specific to the Plan Area and will inform future amendments to the Land Use Bylaw (LUB), as discussed in Section 7.2.

3.1 Municipal Government Act

The MGA empowers and regulates municipalities in how they should govern and plan for growth, including Part 17 which specifically addresses planning and development. Section 633(2) of the MGA establishes the minimum requirements for Area Structure Plans. The ASP has been prepared in compliance with the requirements of the MGA.

3.2 Alberta Land Stewardship Act / North Saskatchewan Regional Plan

The ALSA enables the Province to provide direction on land use planning and objectives, including economic, environmental and social objectives. The primary implementation tool of the ALSA is the ability for the Province to establish integrated planning regions and regional plans that provide prescriptive guidance to a geographically defined area. At minimum, these regional plans must establish a vision and one or more objectives for its planning region, and may be supported through prescriptive policies, thresholds, indicators, etc.

The Plan Area is located within the geographic boundary of the North Saskatchewan Regional Plan, which is being advanced pursuant to the authority of the ALSA. At the time of the ASP's adoption, the North Saskatchewan Regional Plan has not been released. The ASP may require amendments to ensure its conformity with the North Saskatchewan Regional Plan when adopted in the future.

3.3 County of St. Paul No. 19 Municipal Development Plan

The requirement for the ASP is established in Policy 2.2.13 of the MDP. The preparation of this ASP has been completed in compliance with all applicable requirements established through Policies 2.2.11, 2.2.12, and 2.2.13, as well as the public consultation requirements provided in Section 3.1.

3.3.1 Agricultural Use Area Designation

The MDP designates the Plan Area as an "Agricultural Use Area". The objectives of the Agricultural Use Area are:

1. *To ensure that agriculture remains an integral and viable component of the regional economy by maintaining a significant agricultural land base; and*
2. *To minimize conflicts between agricultural land and non-agricultural land users.*

Policy 2.1.6 recognizes that "on agricultural lands, a wide range of uses may occur provided that such uses do not negatively impact other surrounding uses." Further criteria for non-agricultural development in the Agricultural Use area are established through Policy 2.1.1:

All lands in the County are deemed to be agricultural land, unless they have been designated by bylaw for other uses.

a. The County may require an applicant to provide an agricultural land quality assessment at the time of a rezoning application that proposes an agricultural district to non-agricultural district...

As established through the Plan Area Analysis Report, the majority of the soils in the Plan Area are characterized by conditions that impose moderately severe limitations on crop production, with select areas classified as having limited crop production potential. Accordingly, while land use efficiency for new development in the Plan Area should be prioritized to minimize agricultural disruption, growth in various sub-areas is not anticipated to cause a significant negative impact to the agricultural land capacity of the County and is consistent with Policies 2.1.1 and 2.16 of the MDP.

3.3.2 Commercial and Industrial Development

The MDP establishes the following objectives for commercial and industrial development in Section 2.3:

- 1. To encourage new commercial and industrial businesses at appropriate locations.*
- 2. To provide a diverse range of economic development and employment opportunities.*

Applicable policies of the MDP to the ASP are identified below:

2.3.3: Rural commercial and industrial businesses shall be controlled by the County Council through the process of Land Use Bylaw amendment to an appropriate Industrial or Commercial District.

2.3.4: In consideration of a proposal for a commercial or industrial development, an assessment of the proposed development may be required which:

- a. precisely defines the boundaries of the proposal;*
- b. designates suitable building sites;*
- c. ensures the functional integrity of the adjacent roads is maintained through the use of service roads and/or limited access points;*
- d. defines standards of development which may include architectural, landscaping and sign controls;*
- e. identifies methods and facilities for servicing; and*
- f. includes groundwater and soil permeability.*

2.3.7: Commercial development proposals shall be reviewed in accordance with policy 2.2.11 and 2.2.12, and may require the preparation of an area structure plan, in accordance with Policy 2.2.13.

2.3.9: Industrial development proposals shall be reviewed in accordance with policy 2.2.11 and 2.2.12, and may require the preparation of an area structure plan, in accordance with Policy 2.2.13.

Through the technical studies completed in support of the ASP and the systematic planning concept articulated through this document, Airport-related commercial and industrial development is consistent with the relevant provisions of the MDP.

4 DEVELOPMENT INFLUENCES

The primary natural, manmade, and regulatory influences on future development are profiled herein. Detailed commentary on each type of influence is provided in the Plan Area Analysis Report (Appendix B).

4.1 Land Ownership

Two categories of land ownership apply within the Plan Area, as shown in Figure 4.1:

- At the time of the ASP's adoption in 2024, the Core Lands are publicly owned by the Province of Alberta (His Majesty The King in right of Alberta, as represented by the Minister of Transportation); and
- The Western, Northern, Eastern, and Southern Lands are privately owned.

Aviation-related private uses in the Core Lands (e.g., aircraft hangars) are currently accommodated through long-term land lease agreements. Further information on land ownership is available in Appendix B, Section 3.2.

Policies and Actions

1. The preferred approach to future development in the publicly owned Core Lands is for long-term land lease agreements to be used. The ASP's references to leasehold lots in the Commercial and Private Development Areas do not refer to or imply private title or land ownership.
2. The continued private ownership of the Western, Northern, Eastern, and Southern Lands is anticipated in the future. The County and private landowners should work collaboratively to achieve shared objectives within the Plan Area.

4.2 Existing Uses

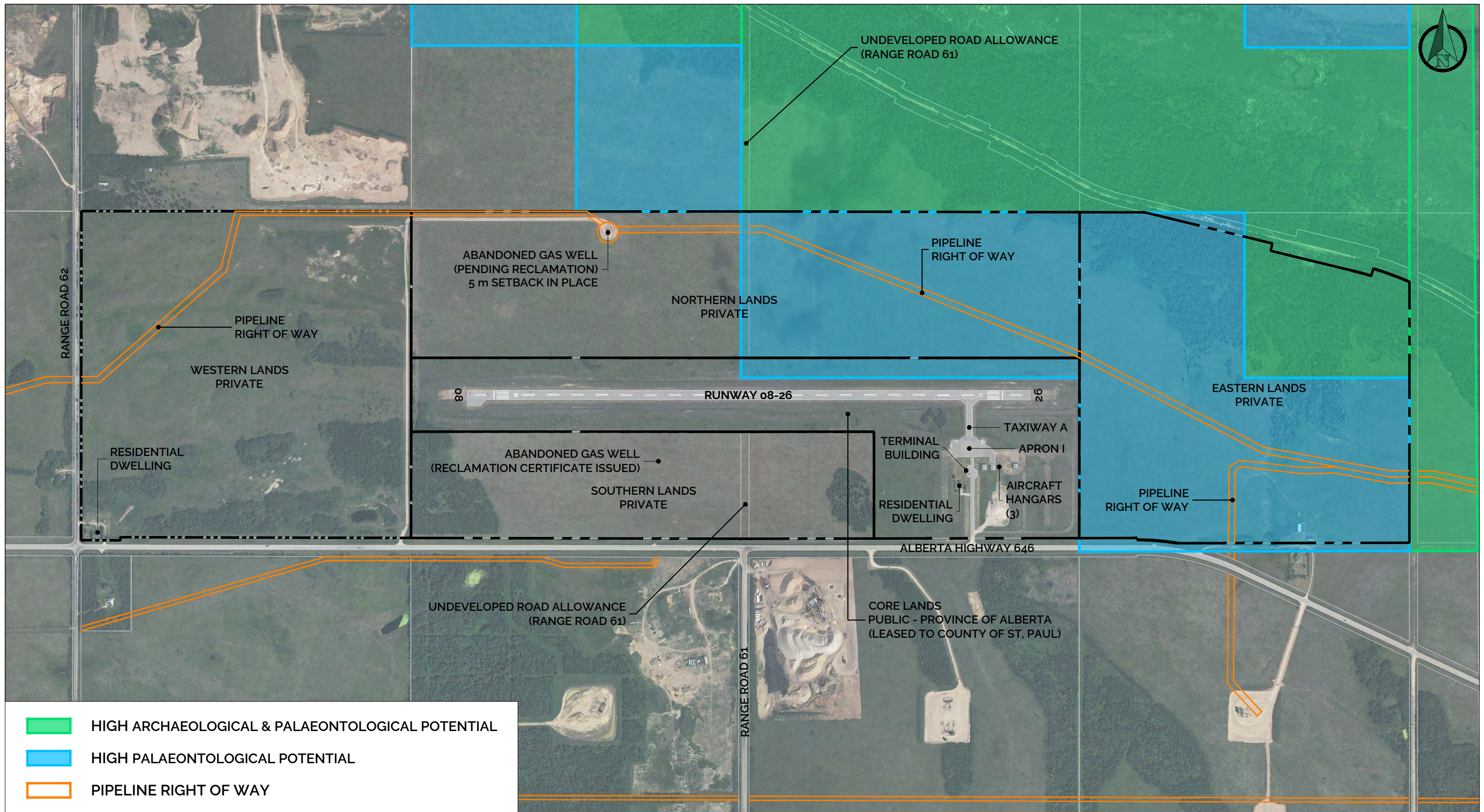
With the exception of the Core Lands containing the Airport and its associated infrastructure and structures, the Plan Area is largely in an undeveloped condition (Figure 4.1). Less than 1% of the Western, Northern, Southern, and Eastern Lands are occupied by permanent structures and limited evidence of disturbance is present in the remaining lands. The existing uses of the Plan Area are conducive to future development and do not represent a significant constraint to development.

Further information on existing uses in the Plan Area is available in Appendix B, Section 3.3.

4.3 Topographic Conditions

The topography of the Plan Area is generally flat with an overall modest negative slope from the southwest to northeast. The elevation of the site decreases from approximately 610 m Above Sea Level (ASL) at the southwest portion of the Western Lands to approximately 595 m ASL along the eastern portions of the Northern and Eastern Lands. The grade of the northeast portion of the Eastern Lands changes with the land giving way to the valley of the Iron Horse Trail. The topographic conditions in the Core Lands are generally suitable for the Development Concept articulated in Section 5.

Further information on the topographic conditions of the Plan Area is available in Appendix B, Section 3.4.



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AREA STRUCTURE PLAN
FIGURE 4.1 - DEVELOPMENT INFLUENCES OVERVIEW

0 200 400
Meters

*FOR PLANNING PURPOSES ONLY

4.4 Soil and Geotechnical Conditions

A preliminary review of soil conditions in the Plan Area was completed using the Agriculture Canada – Alberta Research Council’s Soil Survey of the County of St. Paul, Alberta (Alberta Soil Survey Report No. 52, 1993). The Plan Area is located within the Eastern Alberta Plain physiographic region and Lea Park bedrock geological formation, characterized as gray marine claystone containing minor amounts of silt and fine-grained sand. The Plan Area is part of the Northern Valley Plain land system, 2-3H agroclimatic zone, and Elk Point Plain physiographic district. This area is defined by an undulating and ridged till and glaciofluvial surface form.

No existing geotechnical studies or borehole datasets were available documenting the conditions of the Plan Area. Consultations with the Town of Elk Point’s Manager of Operations did not identify significant concerns from a geotechnical perspective within the Plan Area, and local subgrade conditions have been sufficient to permit airfield paving and hangar development projects without identified issues.

Further information on the soil and geotechnical conditions of the Plan Area is available in Appendix B, Section 3.5.

Policies and Actions

1. The completion of a geotechnical investigation may be required by the County for the approval of large-scale development permits within the Plan Area, at the County’s discretion.

4.5 Environmental Conditions and Species at Risk

A Desktop Biophysical Review for Species at Risk has been completed for the Plan Area and properties within 150 m of its boundaries. As described in Appendix C, three major habitats have been identified in the Plan Area:

- Open field (grassland) across the majority of the Plan Area;
- Forested areas along the southern portion of the Western Lands and northeastern portion of the Eastern Lands; and
- Wetlands immediately to the northeast of the Eastern Lands.

Immediately north / northeast of the Plan Area is a Key Wildlife and Biodiversity Zone associated with Simmo Lake and its associated wetlands. A small watercourse has been identified running north as a tributary to Simmo Lake.

Habitats may be present within the Plan Area for the following species:

- **Fish:** Lake Sturgeon;
- **Reptiles and Amphibians:** Canadian Toad and Northern Leopard Frog;
- **Birds:** Baird’s Sparrow, Barn Swallow, Bobolink, Canadian Warbler, Chestnut-collared Longspur, Common Nighthawk, Ferruginous Hawk, Great Blue Heron, McCown’s Longspur, Olive-sided Flycatcher, Pileated Woodpecker, Short-eared Owl, Western Wood-Pewee, Little Brown Bat, and Northern Long-eared Bat; and
- **Mammals:** Long-tailed Weasel.

Policies and Actions

1. A minimum 50 m buffer shall be maintained from all wetlands and watercourses.
2. Prior to new development occurring in the Core Lands, the County shall commission a field survey for the verification of Species at Risk and habitats. This field survey should be conducted during the growing season and would be beneficial to be completed within appropriate breeding windows for avian species. Targeted surveys may be required to determine the presence of Species at Risk if the field survey determines that the habitat on site is suitable for specific species.

4.6 Significant Historical Sites and Cultural Activities

Based on the Province of Alberta's Listing of Historic Resources, a portion of the Northern Lands and the entirety of the Eastern Lands are designated as Significant Historical Sites – Palaeontological (High Potential). The northeastern quadrant of the Eastern Lands is also designated Significant Historical Sites – Archaeological (High Potential), in addition to its paleontological designation. Affected areas are shown in Figure 4.1. The Plan Area may be located within lands historically used for the traditional activities of local First Nations with corresponding cultural value.

Additional information on the applicable Significant Historical Site designations is available in Appendix B, Section 3.6.

Policies and Actions

1. Development proposed within areas subject to the Historical Resources Act shall require a Historical Resources Application prior to approval.

4.7 Roadway Network

The Traffic Impact Study (Appendix E) assesses the following components of the road network in the vicinity of the Plan Area: Highway 646 – Province of Alberta; Range Road 62 – County; Range Road 61 – County; Range Road 60 – County; Range Road 55 – County; and Elk Point Airport Access – Private. The Traffic Impact Study assessed the performance of five intersections in the vicinity of the Plan Area during weekday morning and afternoon peak hours and made the following Level of Service findings based on background conditions¹:

- **Existing Conditions Intersection Analysis:** Analysis indicates that all turning movements will operate with acceptable Levels of Service (“A” or “B”) and delays during both the morning and afternoon peak hour periods; and
- **Background Conditions (2033 and 2043) Intersection Capacity Analysis:** Analysis for the 2033 and 2043 future background conditions indicate study intersections will continue to operate at a Level of Service “B” or better in both the morning and afternoon peak hours with minimal delays, similar to existing conditions operations and without the requirement for network improvements.

¹ Level of service is based on the average control delay per vehicle for a given movement. Delay is an indicator of how long a vehicle must wait to complete a movement and is represented by a letter between 'A' and 'F', with 'F' being the longest delay.

Future total conditions (future background conditions with the additional activity modelled through the land uses of the Development Concept) were also modelled. The Development Concept at full build-out is expected to generate a total of 103 trips during the morning peak hour (51 inbound and 52 outbound) and 102 trips during the afternoon peak hour (56 inbound and 46 outbound). It was found that in both 2033 and 2043 future total conditions, peak hour traffic volumes continue to operate with significant reserve capacity and without any capacity constraints or concerns.

Policies and Actions

1. The County shall collaborate with Alberta Transportation on any future initiatives relating to corridor planning and improvements for Highway 646.
2. The County and landowners will work to remove redundant accesses from Highway 646 over time and a suitable internal road network will be developed.
3. Traffic volumes shall be monitored with new development to assess when a Type IIIA intersection at the access to the Core Lands is warranted.
4. The following shall require assessment and permit approval by Alberta Transportation prior to construction, pursuant to the Highways Development and Protection Act and the Highways Development and Protection Regulation:
 - a. Development within the right of way or within 300 m beyond the limit of the highway;
 - b. Development within 800 m centre point of the intersection of the highway and another highway / public roadway; and
 - c. The placement of vegetation or utility lines within 60 m of the highway centreline or 30 m beyond the limit of the highway.
5. Land uses with vehicular trip generation levels beyond the scale modelled may require a supplementary Traffic Impact Study at the discretion of the County or Alberta Transportation.

4.8 Oil and Gas Infrastructure

Two abandoned gas wells are located in the Plan Area, as shown in Figure 4.1:

- One abandoned gas well is located in the Northern Lands (Anadarko 8C Lindbergh 8-2-57-6). The well infrastructure and a supporting dirt access road remain in place, and a Reclamation Certificate has not been issued; and
- One abandoned gas well is located in the Southern Lands sub-area (E.P.G.L. Elk Point 1-2-57-6). The well was abandoned in 1989, surface reclamation has been completed with no well infrastructure or access roads in place, and a Reclamation Certificate has been issued.

The Western, Northern, and Eastern Lands are impacted by one or more active pipelines (Figure 4.1):

- A Canadian Natural Resources Limited 88.9 mm diameter natural gas pipeline is routed through the Western, Northern, and Eastern Lands; and
- A Canadian Natural Resources Limited 88.9 mm fuel gas pipeline impacts the Eastern Lands.

Policies and Actions

1. Pursuant to the Alberta Energy Regulator's Directive 079: Surface Development in Proximity to Abandoned Wells (September 2022), a 5 m setback shall be provided in the vicinity of the abandoned well in the Northern Lands, subject to future confirmation from the licensee prior to development.
2. Pipeline right-of-way setbacks shall be provided pursuant to the Alberta Energy Regulator's Directive 056: Energy Development Applications and Schedules (October 2018).

4.9 Agricultural Usage and Land Capacity

Ensuring that agriculture remains an integral and viable component of the regional economy through the preservation of a significant agricultural land base is a stated priority of the MDP for the Plan Area. The majority of the soils in the Plan Area are characterized by conditions that impose moderately severe limitations on crop production, with select areas in the east classified as having limited crop production potential. Accordingly, while land use efficiency for new development in the Plan Area should be prioritized to minimize agricultural disruption, growth in the various sub-areas is not anticipated to cause a significant negative impact to the agricultural land capacity of the County.

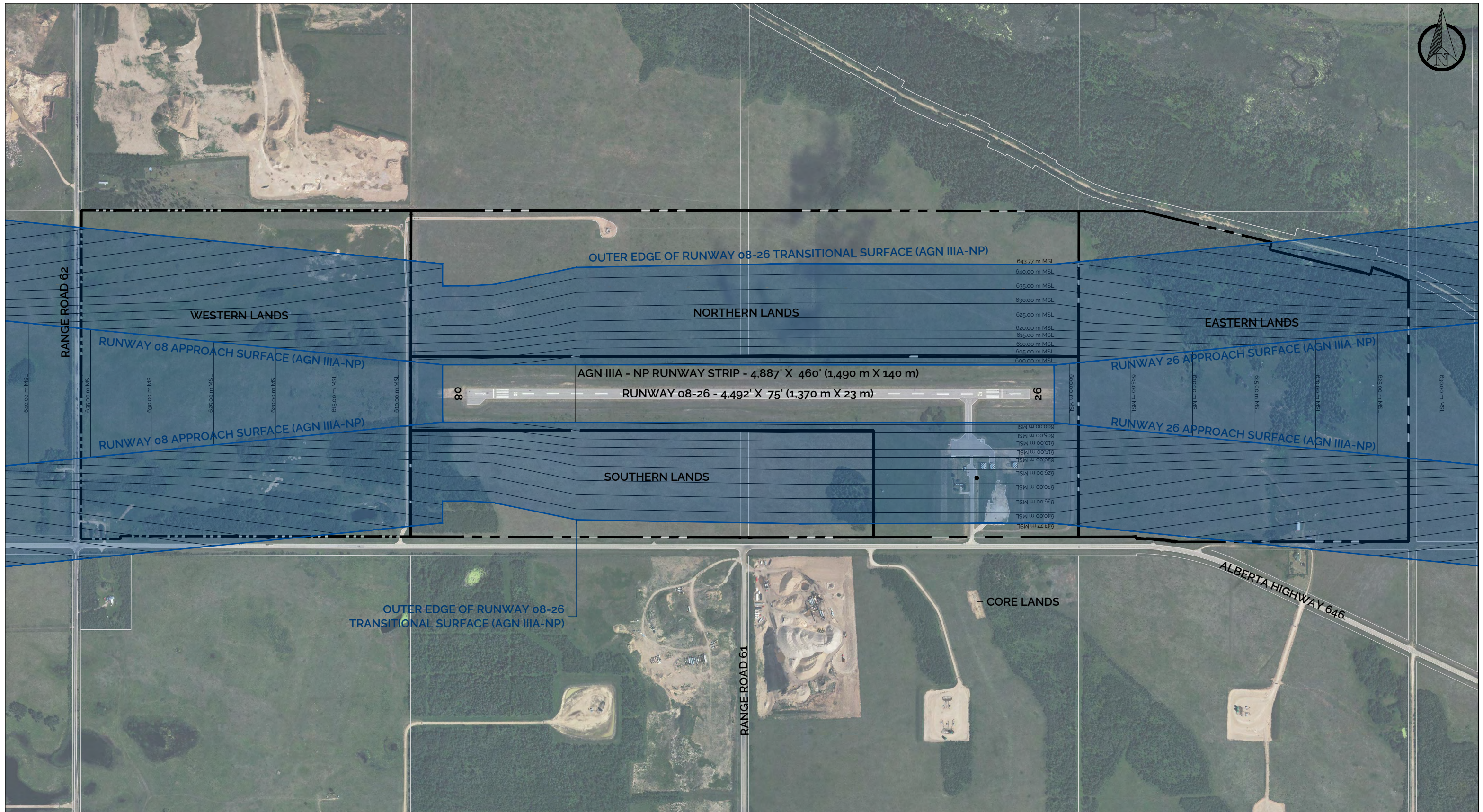
Further information on the agricultural usage and land capacity of the Plan Area is available in Appendix B, Section 3.11.

4.10 Aeronautical Constraints

The protection of the safety and viability of aircraft operations at the Airport is an imperative priority.

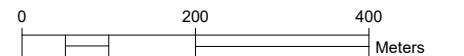
Policies and Actions

1. All development in the Plan Area shall be subject to assessment by NAV CANADA and Transport Canada where required by each entity.
2. Penetrations to the Airport's Obstacle Limitation Surfaces shown in Figure 4.2 should not be permitted, including temporary and permanent buildings, structures, and vegetation. Where obstacles exist, the County and applicable landowner(s) should work collaboratively to remove the penetration.
3. Land uses that generate exhaust plumes or other restrictions to visibility such as smoke, dust, or steam that may interfere with aircraft operations should not be permitted within the Plan Area without appropriate mitigation measures.
4. Vegetation and land uses that have the potential to attract birds and wildlife should be assessed pursuant to Transport Canada's TP1247 – Land Use in the Vicinity of Aerodromes and mitigation measures integrated where required.
5. Noise Exposure Forecast contours are not available for the Airport. Land uses that have the potential to be negatively impacted by aircraft noise should be discouraged in the Plan Area. Where noise sensitive uses are to be approved, noise mitigation measures, notices to occupants, and other tools should be used to mitigate disturbance.
6. Planning and development applications in a 4,000 m radius of the Airport should be assessed by the County to identify and mitigate impacts to the operations of the Airport.



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AREA STRUCTURE PLAN
FIGURE 4.2 - OBSTACLE LIMITATION SURFACES



*FOR PLANNING PURPOSES ONLY

5 DEVELOPMENT CONCEPT

5.1 Land Use Concept

The Land Use Concept divides the Plan Area into four functional land use zones, as summarized in Table 5.1. The intent, policies, and actions applicable to each land use are discussed in the following subsections.

Table 5.1 - Land Use Concept Distribution

Land Use Zone	Area (ha)	Proportion (%)
Airfield Area	34.0	13.7
Private Development Area	1.8	0.7
Commercial Development Area	2.4	1.0
Private Vicinity Lands	210.4	84.6
Total	248.6	100.0

5.1.1 Airfield Area

The Airfield Area is comprised of Runway 08-26, Taxiway A, Apron I, and supporting facilities. The Airfield Area protects for potential future infrastructure projects and regulatory offsets. No private or commercial development is envisioned in the Airfield Area.

Policies and Actions

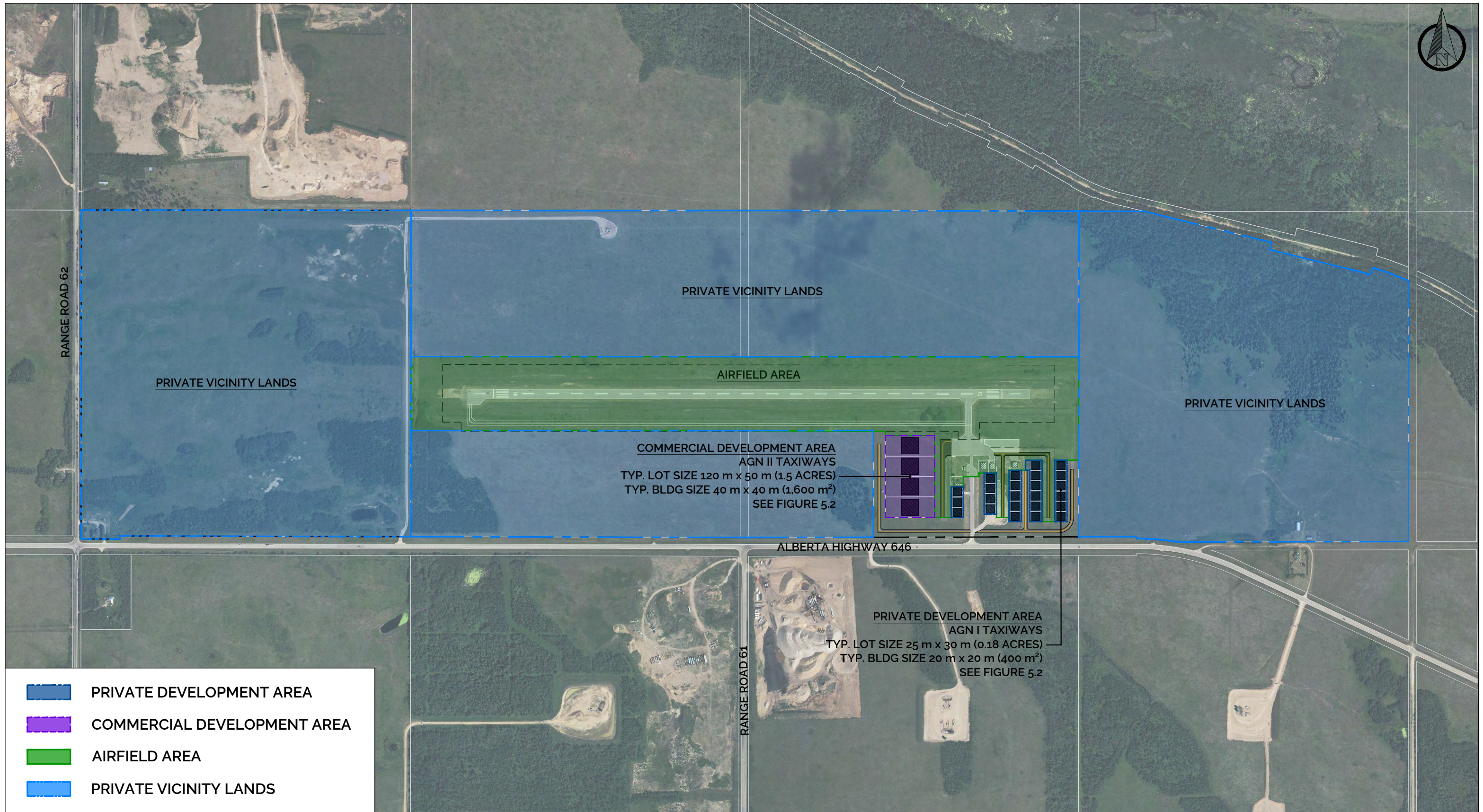
1. The design of all airfield infrastructure should be completed in accordance with the most current version of TP312 – Aerodrome Standards and Recommended Practices and other applicable airport planning and engineering guidance.
2. The use of the Airfield Area shall be confined to the infrastructure and services essential to supporting aircraft and Airport operations.

5.1.2 Private Development Area

The Private Development Area is located to the east of the Airport Access Road and is planned for the development of smaller scale private aircraft hangars and aviation businesses. A limited number of private aircraft hangars are currently located in the Private Development Area.

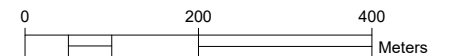
Policies and Actions

1. Leasehold lots in the Private Development Area should have a minimum area of 750 m², frontage of 25 m, and depth of 30 m.
2. Permitted tenancies include private aircraft storage hangars and small-scale aviation businesses not requiring larger leasehold premises as are available in the Commercial Development Area.
3. The use of high-quality building materials and finishes and consistency between buildings is encouraged to enhance the overall appearance of the Airport. Outdoor storage and garbage facilities should be screened from view. The storage of abandoned or derelict vehicles, aircraft, and debris is discouraged.
4. Non-aviation equipment and material laydown and storage may be permitted on a temporary basis through lease agreements with the County. Lands used for laydown and storage shall be reinstated to its pre-use condition by the tenant.

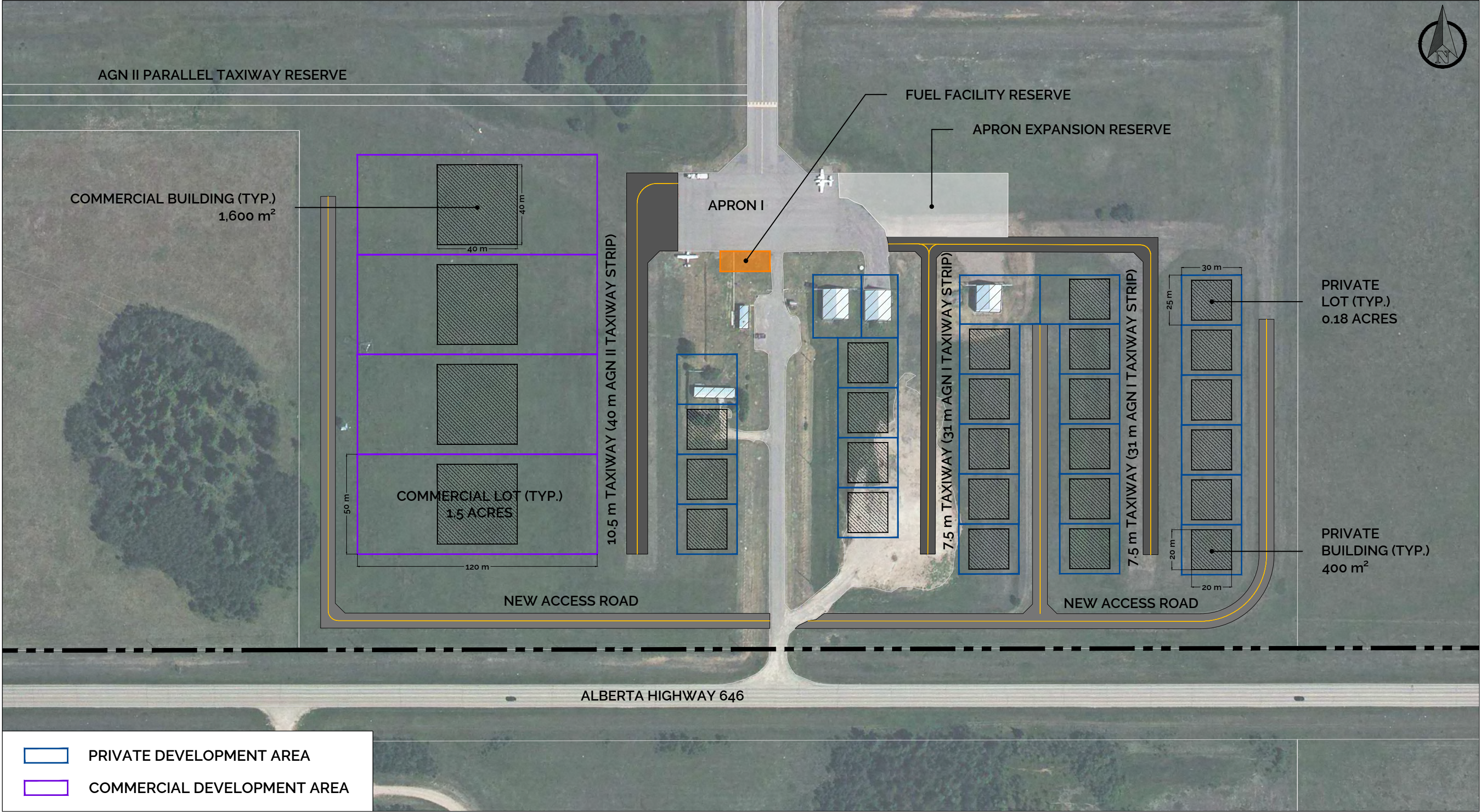


STEP
 St. Paul / Elk Point
 Economic Development Alliance

ELK POINT AIRPORT
 AREA STRUCTURE PLAN
FIGURE 5.1 - LAND USE CONCEPT

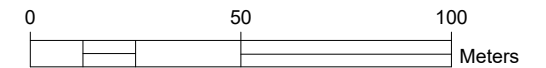


*FOR PLANNING PURPOSES ONLY



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ELK POINT AIRPORT
AREA STRUCTURE PLAN
FIGURE 5.2 - PRIVATE AND COMMERCIAL DEVELOPMENT AREA



*FOR PLANNING PURPOSES ONLY

5.1.3 Commercial Development Area

The Commercial Development Area is planned for the growth of larger scale aviation businesses, such as aircraft hangars, aerial applicators, aerial work operators, air cargo and courier service providers, and flight training units.

Policies and Actions

1. Leasehold lots in the Commercial Development Area should have a minimum area of 6,000 m², frontage of 50 m, and depth of 120 m.
2. Permitted tenancies include larger scale aircraft hangars and aviation businesses with land requirements that exceed the leasehold premises designated in the Private Development Area. Non-aviation commercial tenancies may be permitted at the discretion of the County where the uses proposed are compatible with the Plan Area and where aviation market demand over time has not materialized.
3. The private Non-Directional Beacon should be permanently decommissioned pending interest in the absorption of leasehold lands in the Commercial Development Area.
4. The use of high-quality building materials and finishes and consistency between buildings is encouraged to enhance the overall appearance of the Airport. Outdoor storage and garbage facilities should be screened from view. The storage of abandoned or derelict vehicles, aircraft, and debris is discouraged.
5. Non-aviation equipment and materials laydown and storage may be permitted on a temporary basis through lease agreements with the County. Lands used for laydown and storage shall be reinstated to its pre-use condition by the tenant.

5.1.4 Private Vicinity Lands

The Private Vicinity Lands encompass the privately owned North, East, South, and West Lands. The requirement has not been identified based on anticipated market demand for new Airport-related development on the Private Vicinity Lands, nor has the need for airfield infrastructure projects (e.g., the extension of the runway) to occur on these lands. The continued use of the Private Vicinity Lands for agricultural and limited residential purposes in alignment with the Agriculture designation of the MDP and the A – Agricultural zone of the LUB is envisioned, with an emphasis on ensuring compatibility between the Private Vicinity Lands and Airport operations.

Policies and Actions

1. Airport-related private and commercial growth should not occur on the Private Vicinity Lands.
2. Land uses proposed in the Private Vicinity Lands should be evaluated for their sensitivity to aircraft noise. Land uses that have the potential to be negatively impacted by aircraft noise should be discouraged in the Private Vicinity Lands.
3. Planning and development applications in the Private Vicinity Lands shall be evaluated to identify impacts to aircraft and Airport operations.
4. The County and private landowners should work collaboratively to prevent and remove penetrations to the Airport's Obstacle Limitation Surfaces.

5.2 Sequence of Development

The development of the Plan Area will occur over time in response to market demand. The sequence of development will primarily be based on the most orderly and financially efficient manner in which supporting services can be extended, including taxiway and roadway access and utilities. The provision of supporting services to the Commercial and Private Development Areas is at the discretion of the County, and may include:

- The proactive extension of services by the County ahead of market demand, with initial capital costs borne by the municipalities either with or without external funding; or
- The extension of services on an as-required basis in response to the expression of market interest.

In general, the preferred sequence of growth in the Commercial Development Area should be from north to south, and from west to east in the Private Development Area with the incremental extension of airside and groundside access.

5.3 Transportation Network and Site Circulation

Based on the trip generation levels of the Commercial and Private Development Areas estimated in the Traffic Impact Study (Appendix E), the requirement for additional vehicular accesses to Highway 646 has not been identified. The internal circulation of the Core Lands shall continue to be facilitated through the existing intersection with Highway 646.

The Private and Commercial Development Areas will require the extension of the taxiway network to provide access to Apron I and Runway 08-26.

Policies and Actions

1. The preparation of internal roadways to access new leasehold lots shall be the responsibility of their tenants, except where roadways are already prepared. Construction standards for the internal roadways serving the Private and Commercial Development Areas shall be at the discretion of the County.
2. The County shall be responsible for maintaining the internal roadways serving the Private and Commercial Development Areas.
3. The preparation of taxiways and aprons to access new leasehold lots shall be the responsibility of their tenants, except where taxiways and aprons are already prepared. Taxiways and aprons shall be constructed to the standards of TP312 – Aerodrome Standards and Recommended Practices and to the requirements of the County.
4. Adjustments may be made to the internal roadway, taxiway, and apron network when such changes are compliant with all applicable requirements and do not compromise proper and orderly circulation within the Plan Area.

5.4 Water Supply

Municipal water services are unavailable at the Plan Area, with the terminal building and adjacent residential dwelling serviced by a shared well. Extending municipal services to the Plan Area is not economically viable based on the anticipated level of commercial and private land absorption. Water servicing for tenants requiring such services is proposed to be provided by cisterns and private water delivery.

Policies and Actions

1. Tenants that require water for consumption shall be responsible for providing a suitable solution that meets the requirements of the County and for verifying the adequacy of water supply. Cisterns and private water delivery are the preferred method for meeting tenant water consumption requirements.
2. Tenants intending to develop a private well shall be required to submit a hydrogeology study to assess groundwater conditions and determine the availability and quality of groundwater within the aquifer system, to the satisfaction of the County.

5.5 Sewage Disposal

Municipal sewer services are not available at the Plan Area. The terminal building and adjacent residential dwelling are serviced through a shared septic system. As with the extension of municipal water services, the extension of sanitary sewer services to the Airport is not economically viable based on the anticipated level of commercial and private land absorption. Tenant requirements will be met through private septic holding tanks.

Policies and Actions

1. Tenants shall be responsible for providing private septic holding tank(s) that meets their sanitary service needs and satisfies the requirements of the County.

5.6 Stormwater Management

The Plan Area is currently serviced by a system of open ditches and culvert crossings, which effectively collect and convey stormwater runoff towards designated outlets. The stormwater management requirements of future development will continue to be met through these overland systems.

Policies and Actions

1. The preferred approach to stormwater management is the use of grass swales and on-lot infiltration systems.
2. Tenants shall be responsible for all stormwater management works within their leasehold boundaries, including the preparation of all ditches, culverts, on-lot infiltration systems and other infrastructure. All stormwater management works shall be designed to the satisfaction of the County.
3. Stormwater management facilities shall be designed to limit the attraction of birds and wildlife that constitute a hazard to aircraft operations.

5.7 Utilities

Electrical services are provided by ATCO through an overhead line extending along Highway 646. Three-phase electrical power is available through the Highway 646 overhead line, splitting to a single-phase service on the Core Lands along the main accessway.

Natural gas services are provided by Apex Utilities through an underground service that runs parallel to Highway 646. A 3" line runs from west to east before transitioning to a 1" line at the southern midpoint of the Plan Area. The terminal building and residential dwelling unit are the only structures currently connected to natural gas services.

Policies and Actions

1. Tenants shall be responsible for extending electrical and natural gas services to their leasehold with ATCO and Apex Utilities, respectively.
2. The County and STEP should initiate consultations with MCSnet to identify opportunities for improved fibreoptic internet services.
3. Utility service providers and tenants shall be responsible for planning utility alignments to the satisfaction of the County. Where feasible, the co-location of utilities with the internal circulation network is preferred.

5.8 Emergency Services

The primary providers of emergency response services in the Plan Area are as follows:

- Elk Point Fire Department, a volunteer fire department, responds from the Elk Point Fire Hall located approximately 10 km to the west in Elk Point;
- Alberta Health Services and its contracted operators are responsible for ground ambulance services. The nearest hospitals are the Elk Point Healthcare Centre and St. Paul Healthcare Centre; and
- The nearest Royal Canadian Mounted Police detachment is located approximately 10 km to the west in Elk Point.

Emergency services are provided pursuant to the respective level of service policies and standard procedures of each entity. Additional organizations may also respond to emergencies within the Plan Area in accordance with mutual aid agreements. The St. Paul Regional Emergency Management Agency assumes responsibility for planning, coordinating, and supporting emergency agencies and resources during major emergencies and disasters.

Policies and Actions

1. Where fire suppression is required pursuant to a provincial code or standard, tenants shall be responsible for all costs associated with providing a suitable water supply capable of sustaining fire flows.

6 IMPLEMENTATION

The completion of the Elk Point Airport ASP equips the County, STEP, and future users and tenants of the Airport with a systematic and orderly approach to accommodating new growth from a land use perspective. Stimulating growth at the Airport will require collaboration between these parties to achieve the objectives established for the Plan Area.

Policies and Actions

1. The provision of Municipal Reserve shall not be required for new lots in the Private or Commercial Development Areas.
2. The ASP and all supporting reports identified in Appendices A, B, C, D, and E shall be made publicly available by the County.
3. The County MDP and LUB may be amended concurrent with the adoption of the ASP to reflect the intent of the ASP and ensure that appropriate land use controls are in place on new development.
4. The County shall refer to the ASP in evaluating and approving development applications within the Plan Area.
5. The ASP should be subject to a comprehensive review by the County and STEP on a frequency of not less than once every five years. Amendments to the ASP should be initiated if:
 - a. The requirement is identified to diverge significantly from the Development Concept in the land uses proposed or their location;
 - b. Updates to hierarchically superior plans are made that will require an amendment to the ASP to ensure conformity; or
 - c. The County and its partners identify the need for new provisions to ensure the proper and orderly development of the Plan Area.

Appendix A - Economic Opportunities Report

Appendix B - Plan Area Analysis Report

Appendix C - Desktop Biophysical Review for Species at Risk

Appendix D - Stormwater Management and Servicing Options Statement

Appendix E - Traffic Impact Study



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