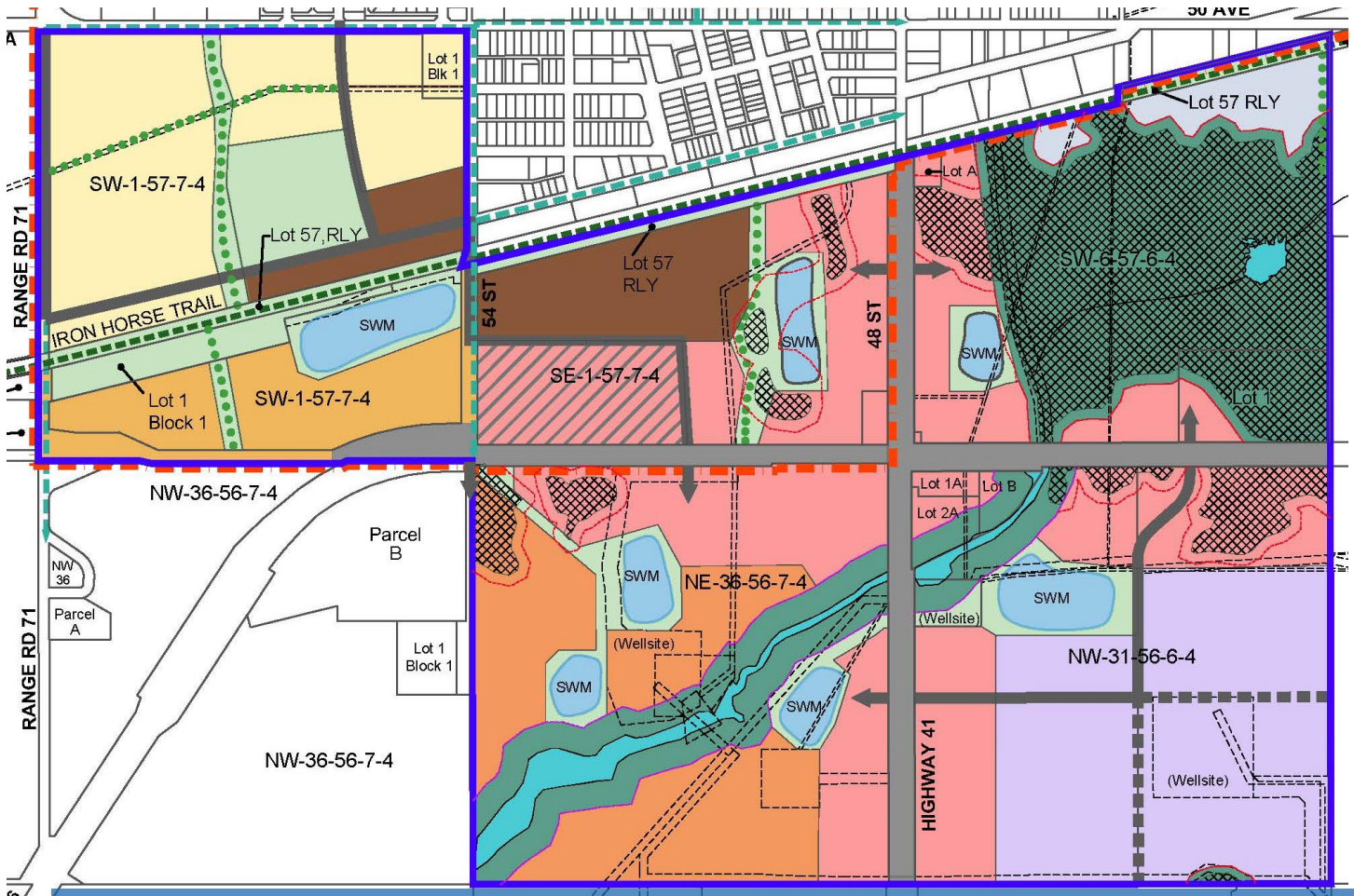




Buffalo Trail South Intermunicipal Area Structure Plan

Town of Elk Point and County of St. Paul
FINAL | November 2024



Table of Contents

1.0	Introduction.....	1
1.1	Plan Area Location	1
1.2	Purpose	1
1.3	Area Structure Plan Vision	1
1.4	Statutory Compliance	3
1.5	Municipal Documents	3
1.6	Plan Interpretation	4
2.0	Site Analysis.....	6
2.1	Desktop Environmental Review	6
2.2	Environmental Site Assessment	6
2.3	Historical and Archaeological Review	7
2.4	Topography	7
2.5	Existing Servicing Network	11
2.6	Existing Transportation Network	12
2.7	Traffic Impact Assessment	14
2.8	Property Ownership Patterns	15
2.9	Market Analysis	16
3.0	Engagement.....	17
3.1	Engagement Process	17
3.2	Engagement Approach	17
4.0	Development Concept.....	20
4.1	Objectives	20
4.2	Development Concept Statistics	22
5.0	Land Use Policies.....	24
5.1	General Land Use Policies	24
5.2	Economic Development Policies	25
5.3	Residential Development Policies	25
5.4	Commercial Development Policies	26
5.5	Industrial Development Policies	27
5.6	Agriculture Policies	27
5.7	Gateway Overlay Policies	27
5.8	Open Space and Recreational Policies	32
5.9	Environmental Policies	32
5.10	Municipal and Environmental Reserve Policies	36
6.0	Transportation.....	37
6.1	Transportation Policies	37
7.0	Utilities.....	40
7.1	General Servicing Policies	40
7.2	Storm Water Management Policies	41





7.3	Sanitary System	42
7.4	Water System	42
7.5	Shallow Utilities Policies	42

8.0	Implementation	46
8.1	Amending the Plan	46
8.2	Plans and Policy Documents	46
8.3	Annexation	46
8.4	Redistricting	47
8.5	Outline Plan Requirements	47
8.6	Development Staging	47

TABLES

Table 1:	Property Ownership	15
Table 2:	Development Concept Statistics*	22
Table 3:	Anticipated Dwelling Units and Population	23



FIGURES

Figure 1:	Location Map	2
Figure 2:	Existing Land Use Districts	5
Figure 3:	Environmental Conditions	8
Figure 4:	Oil and Gas Infrastructure.....	9
Figure 5:	Existing Topography	10
Figure 6:	Existing Transportation Network and Classification	13
Figure 7:	Development Concept	21
Figure 8:	Conceptual Design for Highway 41 (Buffalo Trail).....	28
Figure 9:	Example of Design Element Option1.....	29
Figure 10:	Example of Design Element Option 2.....	29
Figure 11:	Example of Design Element Option 3.....	29
Figure 12:	Example of Digital Signage Entry Feature.....	30
Figure 13:	Gateway Overlay Examples of Plantings Providing Color and Interest.....	31
Figure 14:	Illustration of Top of Bank	35
Figure 15:	Illustration of Freeboard	35
Figure 16:	Future Transportation Network and Classification.....	39
Figure 17:	Stormwater System	43
Figure 18:	Sanitary Sewer System	44
Figure 19:	Existing Water System.....	45
Figure 20:	Anticipated Development Staging.....	48



1.0 Introduction

1.1 Plan Area Location

The Buffalo Trail South Intermunicipal Area Structure Plan (IASP) applies to the area in Figure 1. The IASP lands are located within the southern portion of the Town of Elk Point (the Town) and lands within the County of St. Paul (the County). The municipal boundary between the Town and County is located along the central portion of the Plan area. Highway 646 runs east-west through the Plan area, while Highway 41 (Buffalo Trail) runs north-south through the plan area.

1.2 Purpose

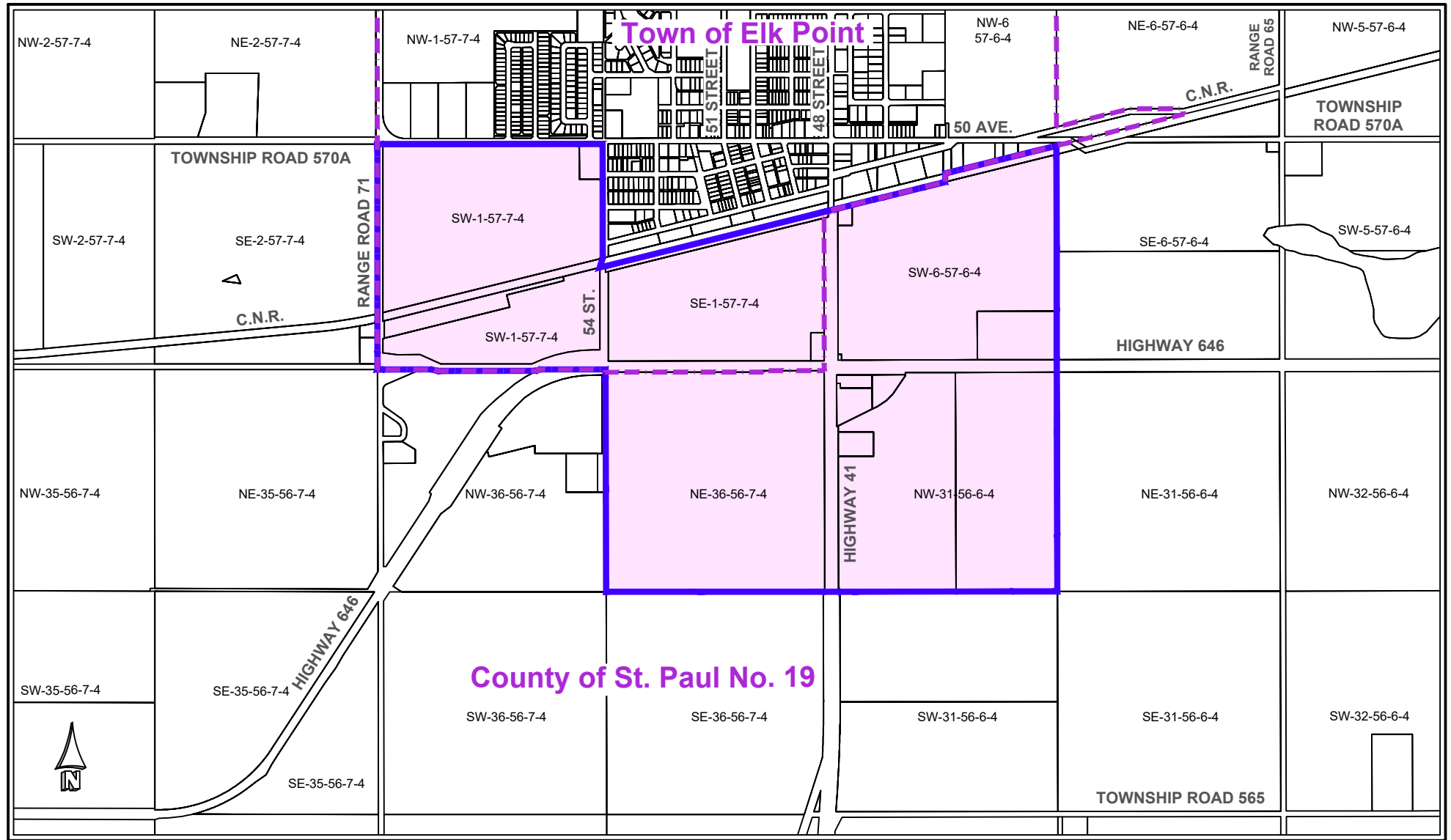
The purpose of the IASP is to provide a detailed framework for the future development of the area, recognize environmentally sensitive lands, designate open space and recreation areas, identify lands for rural and urban residential uses, and to increase the commercial and industrial land supply in the Town and County by strategically locating these uses in a complementary development pattern. The IASP is designed to:

1. Conform to the requirements of the *Municipal Government Act*,
2. Conform to the Intermunicipal Development Plan (2019) Bylaw 2019-16 and Bylaw 819/19
3. Conform to the Town's Municipal Development Plan (2013) Bylaw 716/13,
4. Conform to the policies of the County's Municipal Development Plan (2021) Bylaw 2021-14,
5. Establish the conceptual land use, municipal reserve, transportation and servicing patterns, and development phasing for the IASP to implement the Town's and County's MDP,
6. Identify existing physical features and development conditions, and
7. Reflect feedback received through engagement with Plan area landowners, residents, and stakeholders.

1.3 Area Structure Plan Vision

The Buffalo Trail South IASP sets a long-term vision that is intended to provide a framework guiding future land use and development decisions over the next 20-50 years. The Buffalo Trail South IASP is also intended to encourage and attract economic opportunities to the region. The Plan area benefits from the transportation advantage of both Highway 41 (Buffalo Trail) and Highway 646. The IASP capitalizes on this southern gateway hub to facilitate economic development, support employment opportunities, provide additional recreational opportunities and connections to the Iron Horse Trail, and have a positive effect on the Town and County's residential and non-residential tax assessment.

The Town of Elk Point and County of St. Paul see the IASP as an opportunity to jointly market the area, to protect natural areas, attract future commercial and industrial development, and complement the Buffalo Trail North IASP area, located on the north side of Town and within a portion of the County.



Legend

-  Town of Elk Point Municipal Boundary
-  Area Structure Plan

Buffalo Trail South Intermunicipal ASP

Location

Figure 1

Scale: 1:20,000

(km) 0 0.2 0.4 0.6 0.8 1.0



November 2024





1.4 Statutory Compliance

Municipal Government Act

This IASP has been prepared in accordance with Section 633 of the *Municipal Government Act*, SA 2000 (MGA), and provides:

1. the land uses proposed for the area,
2. the density of population proposed for the area,
3. the general location of major transportation routes and public utilities, and
4. the sequence of development proposed for the area.

The MGA also requires that all statutory plans be consistent with the Provincial Land Use Policies. The Buffalo Trail South IASP is consistent with those policies.

1.5 Municipal Documents

Intermunicipal Development Plan

The Town of Elk Point's and County of St. Paul's IDP was approved in 2019. It sets out a 50-year vision for lands located within the County and adjacent to the Town of Elk Point. Policies within the IASP shall comply with the applicable policies provided in the IDP, which provide the following direction for the Plan area:

1. The IASP area is designated as a combination of agriculture and urban commercial, and a natural area that runs diagonally from the northeast to the southwest of the Plan area. There are also gateway overlays that apply to the urban commercial areas located along Buffalo Trail and the agriculture areas located along Township Road 570A that require a higher aesthetic standard in site design and building appearance.
2. Agriculture uses have been identified for most of the lands in the southern and eastern portions of the Plan area. These lands are intended to support large- and small-scale farming activities as the predominant use.
3. Urban commercial uses have been identified for lands in the centre of the Plan area along Buffalo Trail.
4. All new developments within urban commercial lands are to provide municipal water, wastewater, and stormwater management to the design standards of the Town.
5. A combination of buffers, setbacks, and other mitigation approaches are required when commercial or industrial development is adjacent to agricultural or residential land uses.
6. A future trail connection from the Iron Horse Trail has been identified along the northeastern boundary of the Plan area.

An IDP amendment will be needed as the IASP future development concept designates the lands differently than what is in the IDP.



Municipal Development Plan

The County's MDP, Bylaw 2021-14, provides direction on future land uses and development for most of the lands located in the IASP area. Lands within the County have been designated as Agricultural Use Areas. A portion of the Plan area falls within the Town's MDP, Bylaw 716/13, which designates the remaining lands as Future Commercial along Buffalo Trail and Estate Residential in the northwest portion of the Plan area. The IASP designates the subject lands for residential, commercial corridor, and industrial in the County, and residential, recreational, and commercial corridor in the Town. An MDP amendment is needed for both the Town's and County's MDP.

Land Use Bylaw

Plan area lands located within the Town's municipal boundaries are regulated by the Town's LUB 717-13, as amended, and lands located within the County are regulated by the County's LUB Bylaw 2021-50, as amended. The Plan area within the Town is currently zoned as Urban Reserve (UR District). The Plan area within the County is currently zoned as primarily Agricultural (A) District, while two parcels located along Highway 41 (Buffalo Trail) and Highway 646 are zoned as Industrial/Commercial (IC). The Iron Horse Trail which runs east-west through the northern portion of the Plan area is zoned as Direct Control (DC). The existing land use districts are shown on Figure 2.

Within the Town, Plan area lands are currently developed with acreages in the northwest. The Plan area located in the County is primarily agricultural in its land use, with some oil and gas wells and well pads throughout and a gas station and truckstop on the corner of Highways 41 and 646.

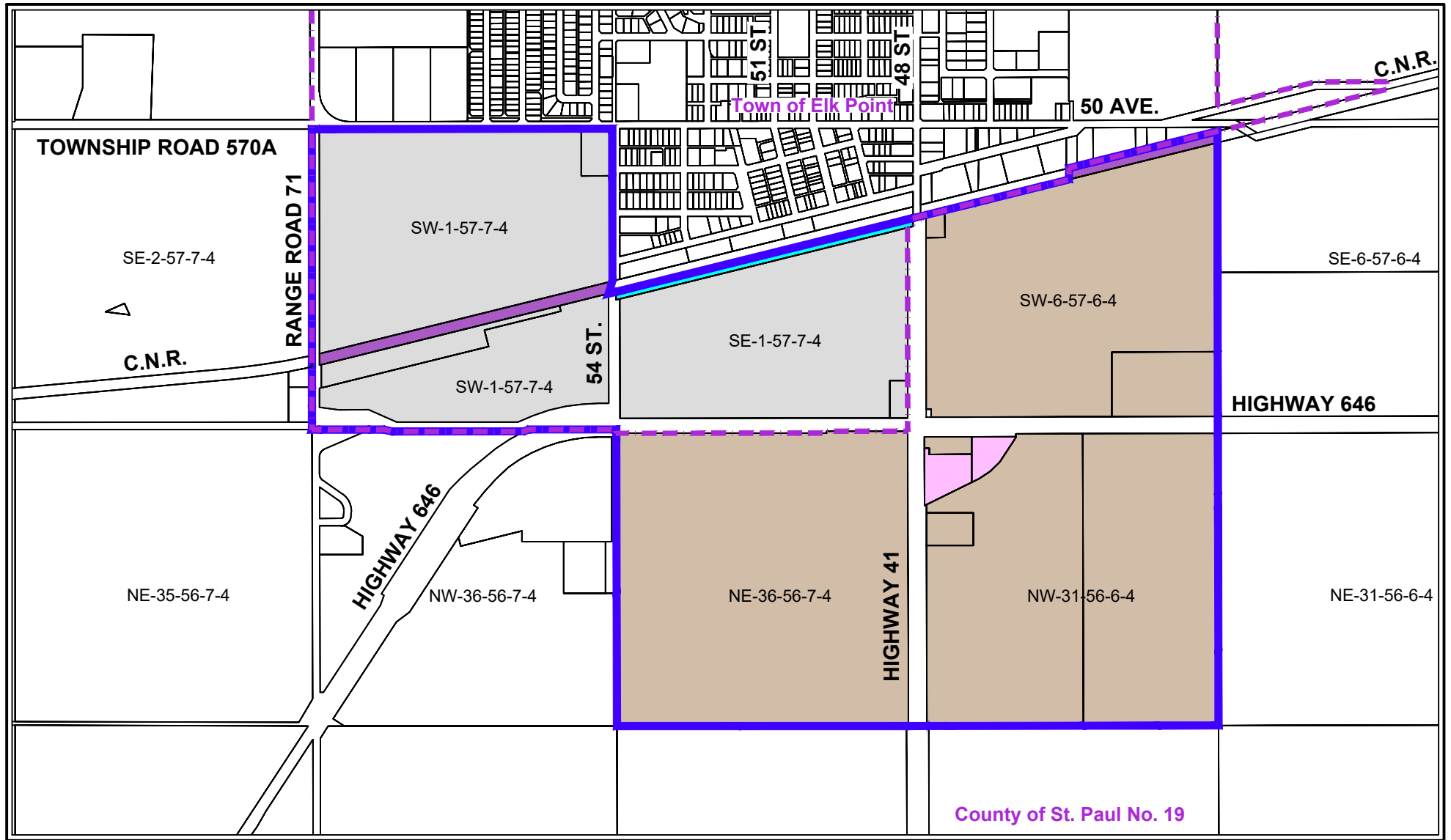
In advance of development, LUB map amendments will be needed to implement the development concept and policies of this IASP; however, no LUB amendments are needed at the time of IASP approval. The approval of an IASP does not change how land in the Plan area is currently used or taxed. Taxation rates change when the land use changes.

1.6 Plan Interpretation

Compliance with policies in this IASP shall be interpreted and applied as follows:

1. "Shall" and "will" mean mandatory compliance,
2. "Should" means compliance in principle but is subject to the discretion of the Town or County where compliance may be undesirable or impractical due to specific circumstances, and
3. "May" means discretionary compliance or choice in the application of policy.

Unless otherwise stated, all words and expressions used in this IASP shall have the meanings assigned to them in the MGA, MDP and LUB.



Legend

	A (Agriculture District) County of St. Paul		DC1 (Direct Control 1) Town of Elk Point		Town of St. Paul Municipal Boundary
	IC (Industrial/Commercial) County of St. Paul		M (Industrial) Town of Elk Point		Area Structure Plan
			UR (Urban Reserve) Town of Elk Point		

Buffalo Trail South Intermunicipal ASP Existing Land Use Districts

Figure 2

Scale: 1:15,000
(km) 0 0.1 0.2 0.3 0.4 0.5

2.0 Site Analysis

2.1 Desktop Environmental Review

In March 2022, ISL completed a Desktop Environmental Review of the Plan area. The review includes information about habitat features, waterbodies, wetlands, watercourses, and vegetation characteristics. The Review identified possibly sensitive biological and physical features that have potential to be impacted by future development in the IASP area. Identified features and areas recommended for retention are shown on Figure 3.

33 wetland features were identified within the IASP area. One of the wetlands met the requirements for potential to be crown claimed (Permanence Type IV or V), and was confirmed to be claimed by the crown, but requires an Alberta Land Surveyor (ALS) to review and set the boundary. Intact or mostly intact large wetlands are recommended to be retained and have a 20 m setback applied.

The intact intermittent stream connecting drainage from Dufrense Lake (east of the Plan area) and running NE - SW through the IASP area to Dog Rump Creek (southwest of the Plan area), and ultimately to the North Saskatchewan River, is recommended for retention. This intermittent un-named stream (492378) connects large permanent water features. A 50 m buffer is recommended, which may be reduced pending a future location survey of the stream. Connected canals and a drainage (with no setback buffers) are additionally recommended for retention for water management purposes. Environmental policies to ensure development in the Plan area respects environmentally significant areas and addresses federal, provincial, and municipal environmental legislation are included in Section 5.9 of this IASP.

Wells and Abandoned Wells

As shown in Figure 4, three oil and gas wells and two well pads containing 14 wells heads have been identified within the IASP area (17 wells in total), all of which are either issued, suspended, reclamation exempt or reclamation certified status. To address these conditions, the IASP includes policies that require a Phase I ESA at the time of rezoning or subdivision and, a 5 m development setback around abandoned wells.

Pipeline and Utility Rights-of-Way

Six fuel and natural gas pipelines have been identified in the IASP area, shown on Figure 4. The locations and potential setbacks required for the pipelines should be confirmed as part of a Phase I ESA as part of future development. The IASP includes a policy that requires a Phase I ESA at the time of rezoning or subdivision.

2.2 Environmental Site Assessment

An Environmental Site Assessment (ESA) Phase I, II and III, which identifies environmental contamination for a given site, has not been prepared for the Plan area. As most of the Plan area has historically consisted of agricultural uses, an ESA at this stage of the planning and development process was not seen as needed. However, given the existence of abandoned and reclamation certified oil and gas wells, a Phase I ESA is recommended prior to redistricting in the Plan area.

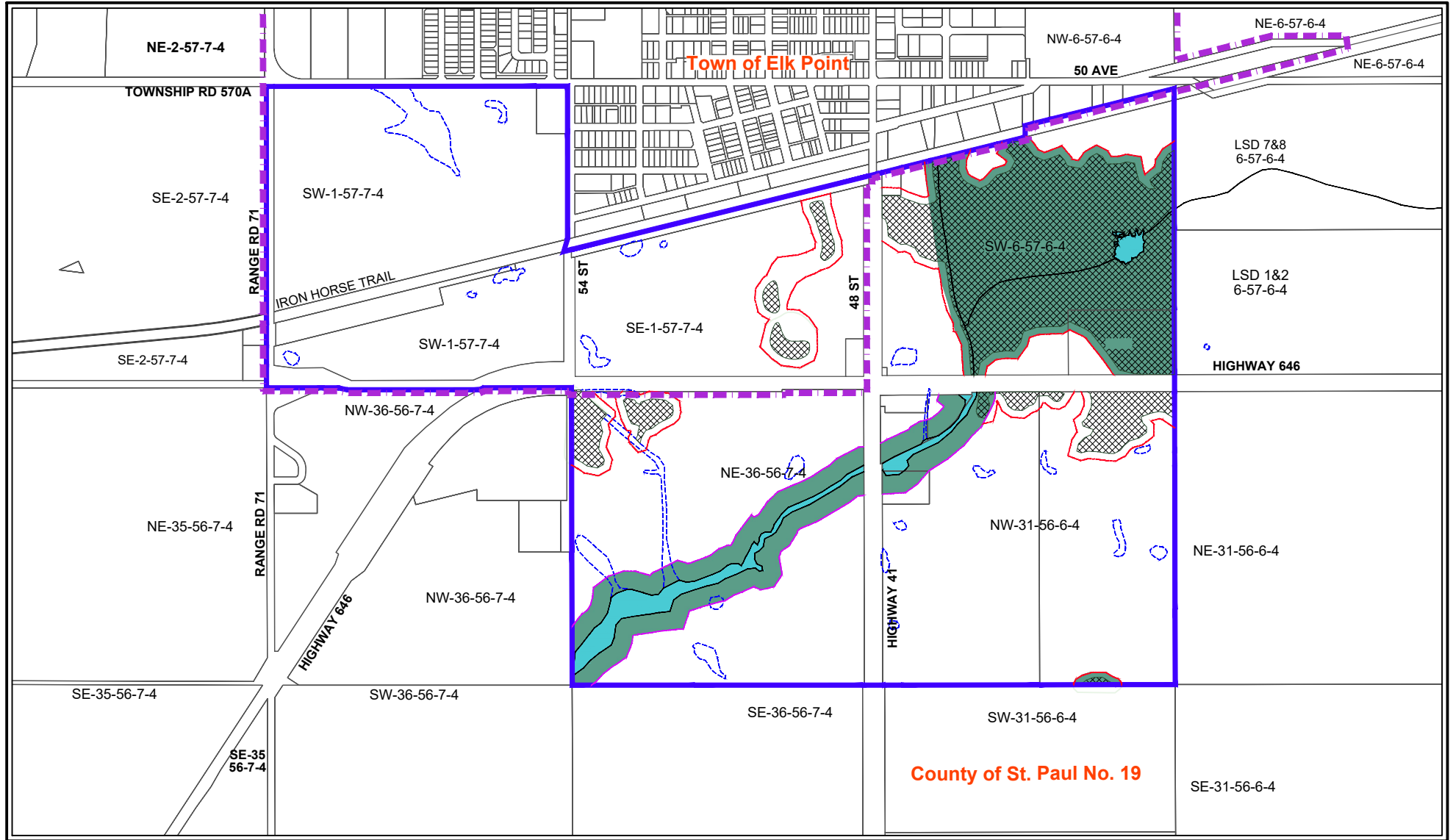


2.3 Historical and Archaeological Review

Historical Resources have been identified in the southwest portion of the IASP area. Alberta Culture, Multiculturalism and Status of Women provided Historical Resources Act approval for the activities described by the IASP in a letter dated March 25, 2022.

2.4 Topography

The Plan area is relatively flat with mild topographical relief, as shown in Figure 5. The elevations range from 590 m in the southwest, to 592 m in the northeast, to 603 m in the southeast, to 614 m in the northwest. In the southwest portion of the Plan area, there is a steep portion of land surrounding the intermittent stream that runs northeast to southwest through the Plan area. In general, overland flows proceed northwest and southeast to northeast and southwest. Servicing policies, described in Section 7, will reflect Plan area topography.



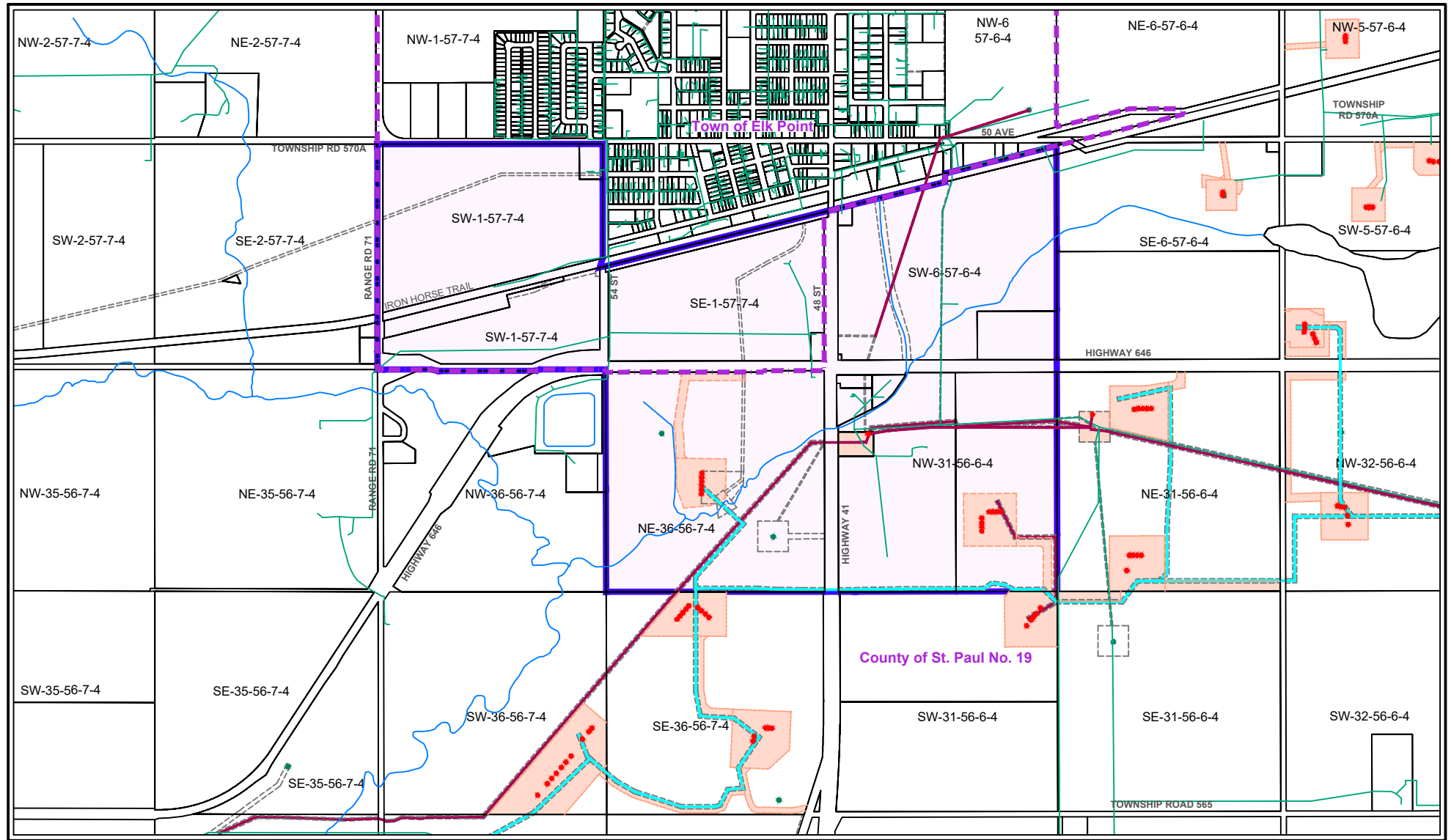
Legend

-  IASP Boundary
-  Town Boundary
-  Wetlands Recommended For Retention
-  20m Setback Buffer
-  50m Setback Buffer
-  Watercourse
-  Environmental Reserve

Buffalo Trail South Intermunicipal ASP Environmental Conditions Figure 3

Scale: 1:15,000
(km) 0 0.1 0.2 0.3 0.4 0.5





Legend

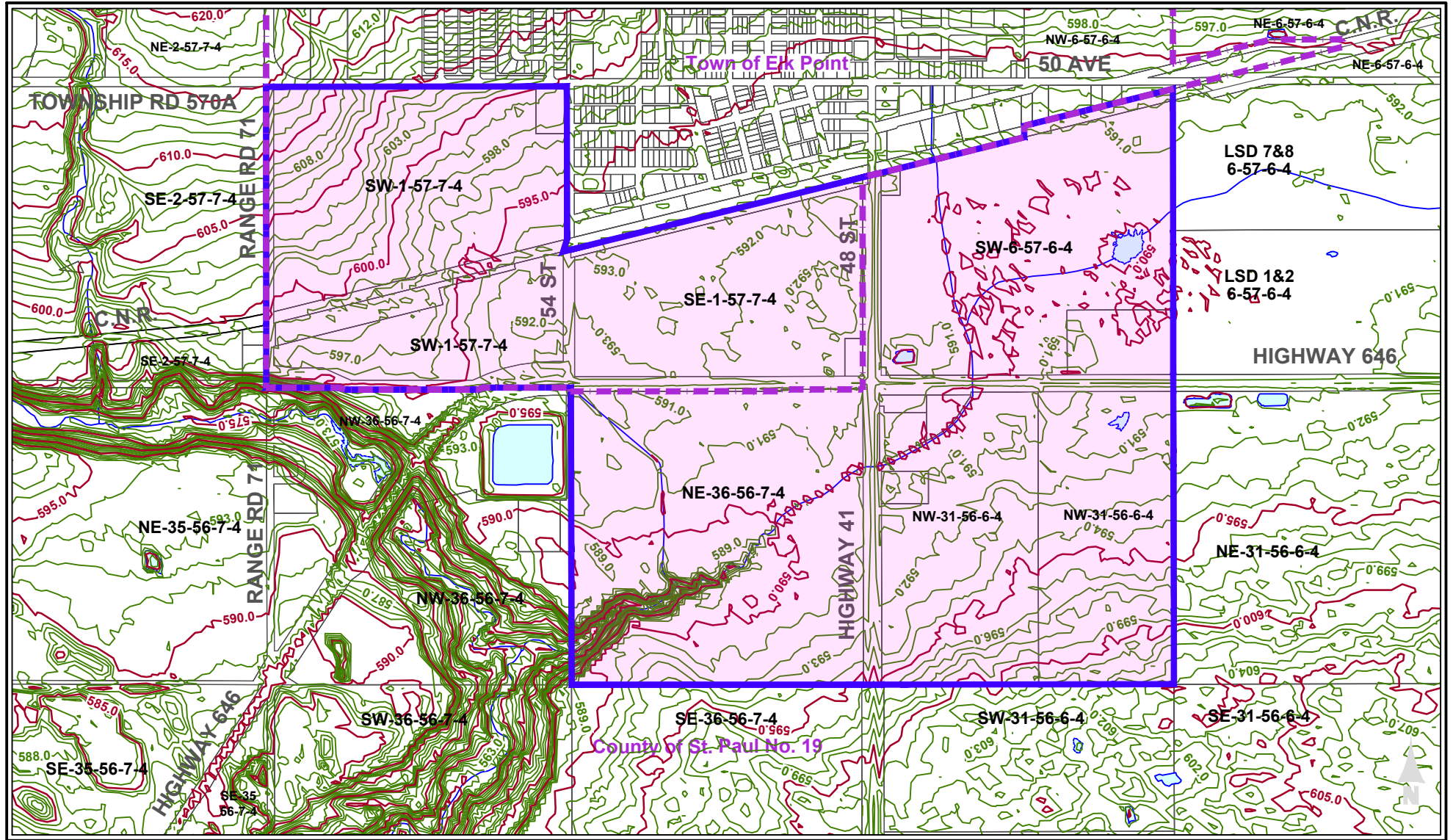
- Town of Elk Point Municipal Boundary
- Area Structure Plan
- Active Well Site Lease
- Registered Right-of-Way (R/W)

- Natural Gas Pipeline
- Fuel Gas Pipeline
- Low Pressure Natural Gas Servicing
- Active Well
- RecCertified / RecExempt Well

Buffalo Trail South Intermunicipal ASP Oil and Gas Infrastructure

Figure 4

Scale: 1:20,000
(km) 0 0.2 0.4 0.6 0.8 1.0



November 2024

Legend



Town of Elk Point
Municipal Boundary



Area Structure Plan



Downhill Slope
Direction



Index Contour *
(five metre interval)



Intermediate Contour *
(one metre interval)

* Note: Contour values are oriented uphill

Buffalo Trail South Intermunicipal ASP

Existing Topography

Figure 5

Scale: 1:15,000
(km) 0 0.1 0.2 0.3 0.4 0.5





2.5 Existing Servicing Network

Stormwater

There are three catchment areas within the Plan area as shown on Figure 17. In the east portion of the Plan area, the unnamed east tributary conveys flows from east of the IASP boundary and surrounding agricultural land before merging into the unnamed northwest tributary.

The unnamed northwest tributary (creek) of Atimoswe Creek, drains 1,896 ha of undeveloped land located within the County and 314 ha of mostly developed land located within the northwest of Elk Point, prior to draining south of 50 Avenue, where the natural creek becomes a ditch on the west side of 52 Street for approximately 300m (MPE Stormwater Management Report). It then flows east along the south side of Railway Avenue for approximately 400m before crossing Highway 41 and then the CN Rail Right-of-Way before entering the IASP area. After the flow enters the IASP area, it drains for less than 1 km within a ditch heading southeast through undeveloped land within the County of St. Paul before converging with the unnamed east tributary. The unnamed northwest tributary continues to be conveyed within the ditch heading southeast through agricultural land located within the County for a short distance before it crosses Highway 646 and then back under Highway 41. After crossing, the tributary continues to flow by ditch for another 225 m before converting back to a natural channel. The natural channel continues for approximately 420 m before the unnamed west tributary merges in. The unnamed northwest tributary continues for approximately 330 m before flowing past the IASP boundary to the southwest.

The existing industrial area east of Highway 41, directly north of the IASP area, lacks planned drainage infrastructure, and that portion of the runoff from the existing industrial area is directed uncontrolled to the Highway 41 drainage ditch that eventually flows into the unnamed northwest tributary through a series of ditches and culverts (MPE Stormwater Management Report).

The unnamed west tributary drains approximately 166 ha of undeveloped land, located in the County, before entering the Town on the west side (MPE Stormwater Management Report). The tributary then is conveyed by a series of culverts and ditches collecting the runoff flows from approximately 47 ha of partially developed Town land along the south side of 50 Avenue before entering the IASP lands from the north, heading south.

Sanitary

Elk Point is serviced by a sanitary pumpstation located on Highway 41 that conveys flows through a 300mm sanitary forcemain to an existing lagoon treatment system located on Range Road 70. The lagoon is sized to serve a population of approximately 2,973 people. Currently, lands located in the County within the IASP area are not serviced by County or Town infrastructure. Development within the IASP area will require new sanitary trunks to be extended from the existing pump station or associated upstream infrastructure. While the lift station and lagoon system currently have capacity available for some additional development, it is uncertain whether future developments within the IASP can be fully accommodated. The capacity available will be dependent on other developments within the servicing region. The existing sanitary servicing network is shown on Figure 18.

Water

The Town of Elk Point receives potable water from the St. Paul water treatment plant, which was upgraded in 2017 by the Town of St. Paul and County of St. Paul, via the St. Paul/Elk Point Water Commission regional waterline. The waterline connects to a reservoir, located at the Town's old water treatment plant located southwest of the town on Highway 646, where it is then pumped north along 54 Street through a 350mm and a 250mm into Elk Point. Select Engineering's Reservoir Design Memo states that the potable water reservoir has a



capacity to serve a population of 2,250 people. Existing waterlines are located along 54 Street adjacent to SW 01-057-07 W4 and SE-01-057-07 W4, within the IASP area which may allow for future servicing. No municipal water servicing exists outside of the Town's boundary, including fire servicing. Some of the IASP areas, located within the County, currently receive water through water wells located on private land. Future developments may require upgrades to existing water infrastructure. The existing water servicing network is shown on Figure 19.

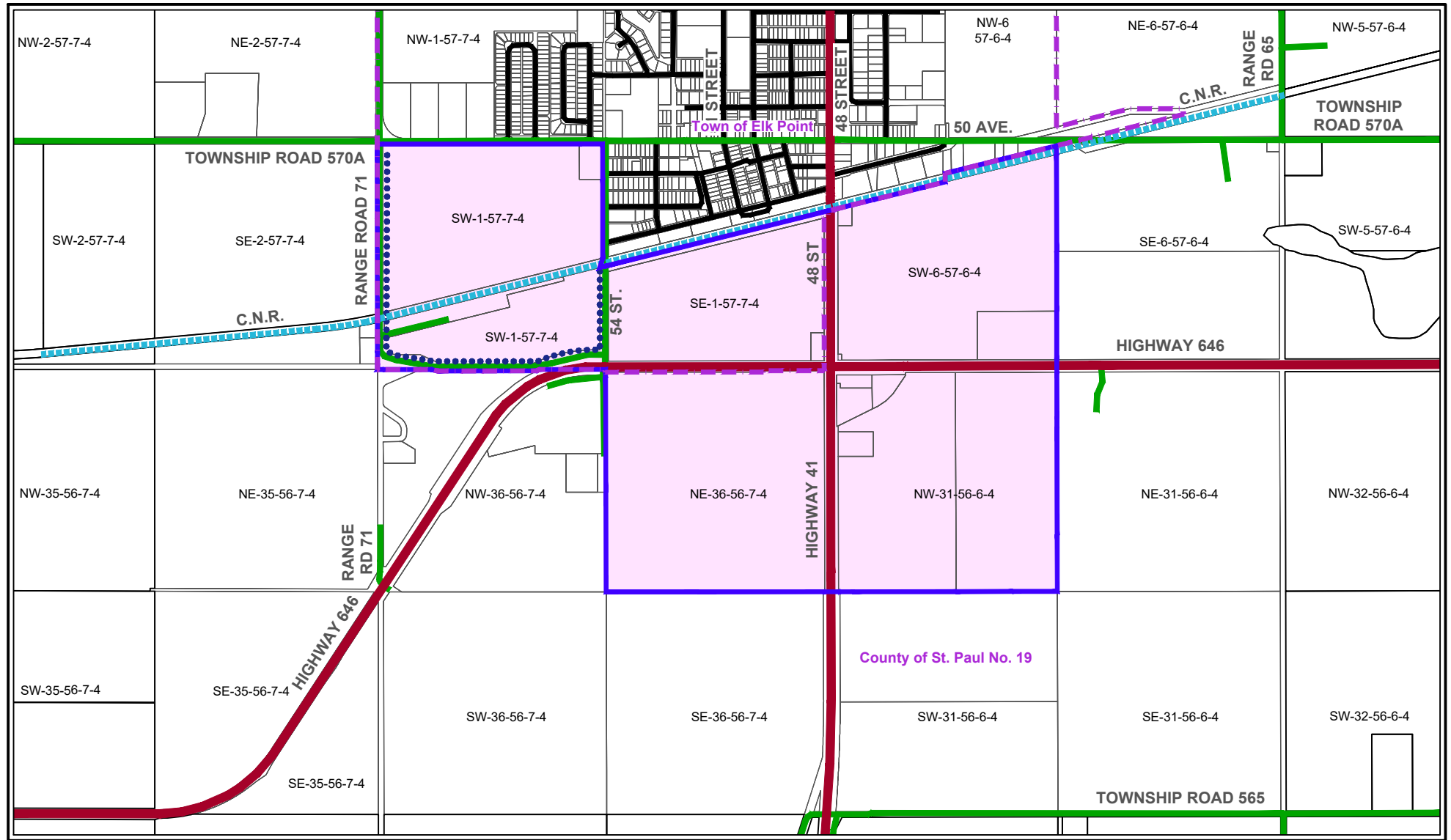
2.6 Existing Transportation Network

The existing network and classification system is shown on Figure 6. Highway 41 runs north-south through the centre of the IASP area. It is a provincially designated overweight and over height corridor, which allows loads up to 9 m. Given the connectivity, the IASP area is ideal for vehicle-oriented uses which leverage Highway 41 as a well-connected corridor. The IASP includes policies to maintain the overweight and over height corridor.

Highway 646 intersects Highway 41, which is a gateway into the Town of Elk Point from the south. Located approximately 10 km east of Town on Highway 646 is the Elk Point Airport. This highway can provide accesses to future industrial developments in all directions due to adjacent quarter sections.

Highway 41 and Highway 646 (east of Highway 41) are provincial highways classified as major two-lane roadways, while Highway 646 (west of Highway 41) is classified as a minor two-lane roadway. For these classifications, direct access to the provincial highway is permitted for specific developments (i.e., commercial, multi-parcel country residential etc.).

The IASP development concept and associated policies have been prepared to address existing transportation network conditions.

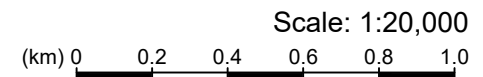


Legend

- | | | | |
|--|---|--|------------------|
| | Town of Elk Point
Municipal Boundary | | Highway |
| | Area Structure Plan | | Collector |
| | | | Local |
| | | | Existing Trail |
| | | | Iron Horse Trail |

Buffalo Trail South Intermunicipal ASP Existing Transportation Network and Classification

Figure 6





2.7 Traffic Impact Assessment

A Traffic Impact Assessment (TIA) was prepared in June 2023 by ISL Engineering and Land Services based on the development concept and finalized in October 2024 following Alberta Transportation and Economic Corridors (TEC) review. The TIA considered Plan area intersections, road alignments, traffic generation, access locations (400 m spacing for all directional accesses), and active transportation infrastructure.

The TIA was conducted based on the land uses identified in the development concept as described in more detail in Section 4. Generally, the development concept includes a mix of rural residential, urban, and multi-family residential, corridor commercial, industrial, and recreation uses. If a land use with higher trip rates is proposed at the time of development, an updated TIA is recommended.

Trips generated by the commercial land uses are the main contributor to triggering the need for intersection improvements because of the increased turning volumes. The timing of improvements may vary based on the order the land uses in the IASP area are developed. The TIA concluded that as of full build-out, several improvements will be needed for the roadway network. Additionally, analysis indicates twinning will be required for Highway 41 (Buffalo Trail) at a minimum north of Highway 646 by full build-out. The need for and timing of twinning Highway 41 (Buffalo Trail) should be reviewed further as development is planned. The future roadway network and classifications are shown on Figure 16.

It is noted that TEC did not endorse the TIA, and as such, additional assessment is required in the future to confirm the location and intersection treatment of accesses. TEC's main concern was the proposed 400 m access spacing. Per TEC Design Bulletin #68/2010, a roundabout shall be considered where signalization is warranted. Highway 41 is a high-load corridor, as such two lane roundabouts are the department's preferred intersection control, and they will not fit within a 400m spacing. While 400m spacing is proposed, the final location and intersection type are under the authority of TEC.



2.8 Property Ownership Patterns

The land within the Plan area has 12 different landowners, as described in the following table.

Table 1: Property Ownership

Legal Description	Area Hectares (Acre)
SE-1-57-7-4	33.88 ha (83.72 ac)
SE-1-57-7-4	0.5 ha (1.23 ac)
NW-31-56-6-4	0.59 ha (1.45 ac)
SW-1-57-7-4	54.6 ha (134.92 ac)
0620019 1 1	1.07 ha (2.64 ac)
0620019 1 1	1.07 ha (2.64 ac)
SW-6-57-6-4	45.42 ha (112.28 ac)
SW-6-57-6-4	5.02 ha (12.4 ac)
Lot 1, Block 1, Plan 8320477	3.12 ha (7.72 ac)
NW-31-56-6-4	29.49 ha (72.86 ac)
NW-31-56-6-4	28.93 ha (71.49 ac)
NE-36-56-7-4	62.85 ha (155.31 ac)
13-31-56-6-4	1.13 ha (2.78 ac)
NW-31-56-6-4	1.4 ha (3.45 ac)
SW-6-57-6-4	0.4 ha (1 ac)
Total Plan Area (excluding roads)	269.48 ha (665.90 ac)



2.9 Market Analysis

Colliers International prepared the initial Market Analysis in July 2022 (updated version in November 2022) to determine preferred land uses, servicing types, parcel sizes, land value, development costs, and absorption to ensure the IASP is in alignment with market demand and expectations. Based on the analysis, the following primary observations were made:

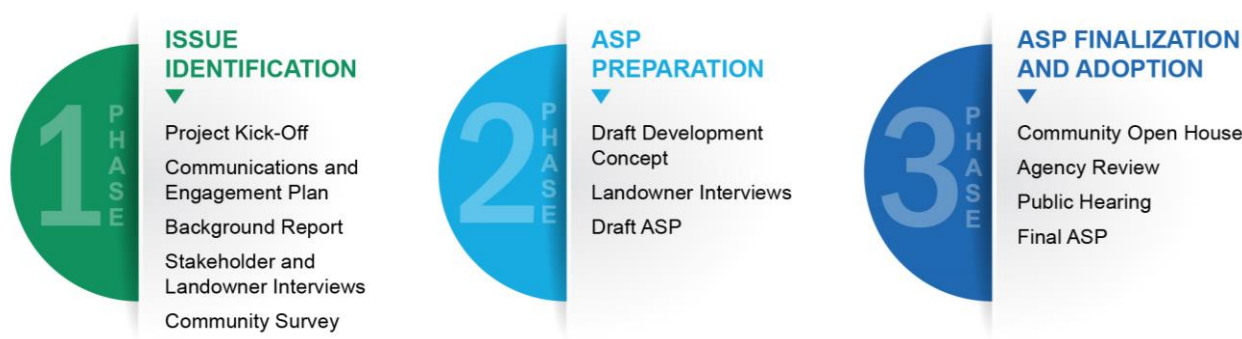
1. The current supply of serviced residential lots is estimated to meet the historic demand for another 5 to 20 years. However, there are no options within the town or just outside the town for larger acreage type lots. The allowance of rural serviced clustered acreage development within the intermunicipal fringe could fill this void. Notwithstanding, the most optimal location for such development is south of Elk Point and outside of the IASP area.
2. There are currently no serviced highway commercial lots in Elk Point; however, this type of development may be accommodated in the Buffalo Trail North IASP, and demand tends to be sporadic. A lack of this type of product is likely to result in missed opportunities to attract new businesses.
3. There are no serviced multi-family sites in Elk Point; however, demand for such product is weak.
4. The current supply of serviced conventional industrial lots is estimated to meet the historic demand for another 5 to 20 years.
5. There are no arterial focused business/industrial type lots available in Elk Point. This is considered a popular development option within smaller natural resource driven communities in Alberta. Similar to the lack of commercial land, the lack of this product is likely to result in missed opportunities to attract new businesses.
6. Although there is an absence of serviced highway commercial and business industrial development sites, the cost to develop and service these types of lots is 2 to 3 times their respective market value. Therefore, the upfront loss in developing these types of lots must be weighed against the cost of losing future investment.
7. There is a lack of a regional recreation facility in Elk Point; however, a regional recreational facility may be accommodated in the Buffalo Trail North IASP. Other potential recreation or institutional opportunities in Buffalo Trail South Plan area could include post-secondary learning facilities, healthcare facilities, RV Park (nightly and seasonal campgrounds), or further enhancement of existing tourist and recreation areas such as the Iron Horse Trail. This sort of institutional development is likely to have synergy and could be developed in concert with adjacent commercial and business/industrial uses to fill the most obvious land use voids and reduce the overall development costs in the process.

The IASP development concept and associated policies have been prepared to address these Market Analysis observations and recommendations.

3.0 Engagement

3.1 Engagement Process

The engagement approach developed for the IASP provided opportunities for information exchange with Town and County Council, Administration, key referral agencies, landowners, and the community throughout the project, as shown below:



3.2 Engagement Approach

Phase 1 Engagement

In the spring of 2022, the Town of Elk Point, County of St. Paul, and ISL began the first phase of the project by creating a project website; notifying Plan area landowners, adjacent landowners, local First Nations communities, and referral agencies about the project and initiating the first round of engagement with Plan area landowners and interested parties.

During the first phase of engagement, Plan area landowners and interested parties were invited to participate in one-on-one interviews and a community survey was available online for residents to share their ideas on the project. Fishing Lake Métis Settlement, Frog Lake First Nation, Onion Lake First Nation, and Kehewin First Nation were also invited to participate in the project. The engagement approach for Phase 1 is detailed below and is based on engagement and feedback received up until November 23, 2020.

Plan Area Landowners

Letters were mailed to all Plan area landowners (12) on May 30, 2022 to invite them to participate in a telephone or video meeting. One landowner followed-up and participated in an interview with the project team. No other Plan area landowners expressed interest in a meeting or providing feedback. Plan area landowners were encouraged to contact the project team and the Town or County to ask questions and share comments at any time, in addition to the formal engagement opportunities.



Interested Parties

Email interview invites and project information were sent on May 30, 2022 to key interested parties. The key organizations invited to participate in an interview, included:

- Alberta HUB
- Elk Point Chamber of Commerce
- Federation of Alberta Gas Co-ops Ltd
- Elk Point EDC
- Axia
- Outlook Market Research and Consulting
- Elk Point Airport Authority

Interviews were held with representatives from Outlook Market Research and Consulting and Alberta Hub.

Town and County Residents

An online survey was available from March 2 through to March 31, 2022 for all Plan area landowners and Town and County residents. The survey was promoted through the Town and County websites and social media channels. Two submissions were received.

Summary of Phase 1 Key Themes

A high level of summary of key emerging themes based on feedback and comments shared in Phase 1 of engagement included:

- West side of plan area should be primarily residential with industrial on the east side to match pattern of development in existing areas of Elk Point
- East side of Highway 41 and north of Highway 646 would make sense to maintain as a natural park area with trails and connections
- Include commercial along highway corridors (commercial needs highway exposure)
- Provide a mix of housing opportunities (e.g., multi-family, seniors housing)
- Lack of servicing in the area is likely a challenge for attracting development
- Beauty and visual appeal of entrance to Elk Point is very important

Feedback from Phase 1 informed the development of the draft concept plan.

Phase 2 Engagement

The purpose of Phase 2 engagement was to share the proposed development concept with Plan area landowners and gather their perspectives prior to sharing the concept with the broader community. Plan area landowners were invited to participate in one-on-one interviews to discuss the concept. The engagement approach for Phase 2 is described below and is based on engagement and feedback received up until April 21, 2023.

Plan Area Landowners

Letters which included a copy of the draft development concept were mailed January 30, 2023 to all Plan area landowners (12) to invite them to participate in a telephone or video interview. One interview was held with a Plan area landowner.



Summary of Phase 2 Key Themes

- Generally supportive of the draft development concept
- Concerns about low lying areas in SW6 – may be difficult to develop there

Based on general support received on the draft development concept, IASP policies were prepared.

Phase 3 Engagement

During the final phase of engagement, Plan area landowners were invited to participate in one-on-one interviews, and an open house and online survey was available for interested Town and County residents and organizations to review the draft future development concept and draft IASP.

10 people attended the open house, and 1 survey response was received. The key verbal and written comments heard during this final phase of engagement are based on feedback received up until June 15, 2023. The engagement opportunities were advertised through letters mailed to Plan area landowners, and Town and County websites and social media channels.

Summary of Phase 3 Key Themes

- Supportive of more business/commercial opportunities
- Important to include beautification ideas, but need to be maintained and enforced, including need to improve existing dilapidated buildings

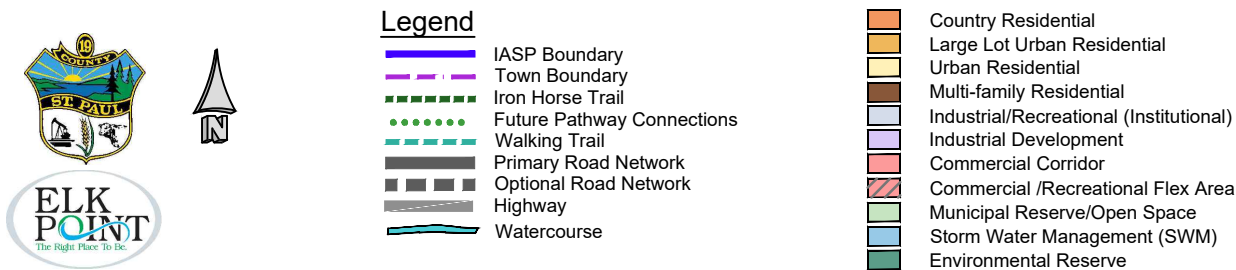
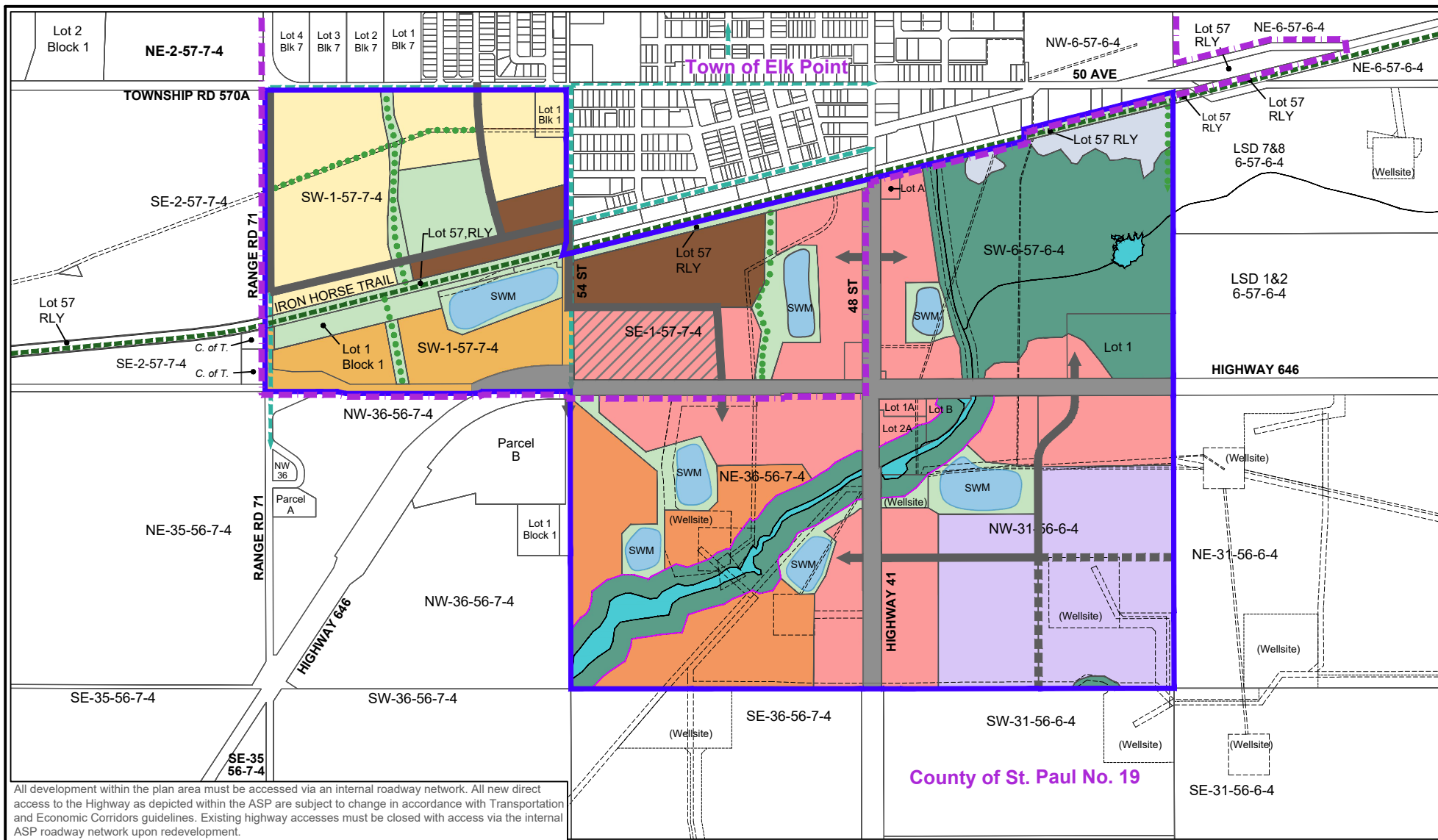
4.0 Development Concept

The Buffalo Trail South IASP development concept provides for a mix of residential, commercial, industrial, and recreational uses as shown on Figure 7. A commercial corridor is located along Highway 41 (Buffalo Trail) and Highway 646, supporting the area as a gateway into the Town and County. Industrial uses are located east of Highway 41, located behind the commercial corridor to maintain high aesthetic quality along the gateway entrance. A mix of residential uses, located west of Highway 41, extends existing residential development in southwest Elk Point. Lands designated for active and passive recreational (or school) uses are provided, including a potential open space/natural area east of Highway 41 and recreation opportunities west of Highway 41. Connectivity with the Iron Horse Trail is supported with the extension of trail connections to the south of the Plan area and golf course.

4.1 Objectives

The objectives of the Buffalo Trail South IASP are to:

1. Protect environmentally significant features through environmental reserve designations and municipal reserve buffers while providing public access to wetlands and stormwater management facilities.
2. Support both passive and active recreational opportunities through trail and sidewalk connections, natural areas, parks, and recreation facilities and amenities.
3. Facilitate a mix of housing forms to help meet the housing needs of current and future residents, including opportunities for multi-family and/or supportive housing.
4. Support a range of employment and business opportunities and services for the travelling public and residents of Elk Point and the surrounding region.
5. Provide the region with a supply of serviced and unserviced lands with potential for industrial and commercial developments with highway access, of which there is currently a limited supply and growing demand.
6. Establish adequate transitions or buffer areas to minimize any potential conflicts between land uses.
7. Maintain high development and aesthetic standards adjacent to the highway corridor, recognizing the important gateway function of Highway 41 (Buffalo Trail).
8. Maintain the current development pattern of Elk Point with residential development generally located west of Highway 41 and industrial development generally located east of Highway 41.



Buffalo Trail South Intermunicipal ASP
Development Concept
Figure 7

Scale: 1:15,000
 (km) 0 0.1 0.2 0.3 0.4 0.5





4.2 Development Concept Statistics

The following table outlines the development statistics for the Plan area based on the development concept shown in Figure 7. A Commercial/Recreational Flex Area west of Highway 41 has been provided to accommodate for recreational uses, but should it not be needed, it is intended to default to commercial purposes. As such, the total commercial area may vary depending on whether the Flex Area is used in the future for commercial or recreational land uses. In addition, Municipal Reserve (MR) is included as part of Open Space. The specific location and allocation of lands designated as MR will be determined at the time of subdivision. The potential area for Environmental Reserve (ER) has been identified based on a recommended 50 metre setback from the intermittent stream; however, the specific location, setbacks, and area required will be determined at subdivision following detailed field studies.

Table 2: Development Concept Statistics*

Proposed Land Use	County Area		Town Area		Total Area	
	Hectares	%	Hectares	%	Hectares	%
Gross Developable IASP Area (GDA)	188	64%	104	36%	292	100%
Less Highway 41 and Highway 646	11	4%	5	2%	16	6%
Less Environmental Reserve	53	18%	0	0%	53	18%
Net Developable IASP Area (NDA)	124	55%	100	45%	224	100%
Industrial Development	35	16%	0	0%	35	16%
Total Commercial Development	45	20%	18	8%	63	28%
Commercial Corridor	45	20%	10	5%	55	25%
Commercial/Recreational Flex Area	0	0%	8	3%	8	3%
Industrial/Recreational (Institutional)	4	2%	0	0%	4	2%
Total Residential Development	25	11%	57	26%	82	37%
Country Residential	25	11%	0	0%	25	11%
Large Lot Urban Residential	0	0%	14	6%	14	6%
Urban Residential	0	0%	30	13%	30	13%
Multi-Family Residential	0	0%	14	6%	14	6%
Municipal Reserve/Open Space	9	4%	20	9%	29	13%
Storm Water Management	6	3%	4	2%	10	5%

*The totals above may not equal to 100 due to rounding.



Table 3: Anticipated Dwelling Units and Population

	Total Hectares	Total # of Dwelling Units	Population**
Residential County			(2.5 ppu)
Country Residential @ ~0.5 units/ha	25	12	31
Residential Town			(2.2 ppu)
Large Lot Urban Residential @ ~5 units/ha	14	70	154
Urban Residential @ ~6.4 units/ha	30	192	422
Multi-Family Residential @ ~35 units/ha	14	490	1,078
Total	83	764	1,685

***Population per unit is based on average household size from the 2021 Statistics Canada Census for the County of St. Paul and Town of Elk Point.*

5.0 Land Use Policies

This section contains the land use policies that apply to the IASP area. The first section details general land use policies that apply to the entirety of the Plan area. The following policy headings and their corresponding policies relate to the land use designations as identified on Figure 7.

5.1 General Land Use Policies

1. A quarter section specific Outline Plan may be required prior to redistricting lands within the County and Town.
2. At the time of redistricting, the proponent will be required to prepare:
 - a) An Environmental Site Assessment (ESA) and Geotechnical Assessment.
 - b) A Biophysical Assessment, Servicing Design Report (water, sanitary and storm networks), and/or Transportation Impact Assessment may be required at the time of redistricting to support an application. A Biophysical Report will be required where wetlands are impacted.
 - c) A Water Report will be required, where a development will result in six (6) or more parcels of land which are not serviced by a water distribution system, in accordance with s. 23 of the Water Act, R.S.A. 2000, c. W-3, as amended.
3. The implementation of sustainable development strategies shall be encouraged and integrated where feasible, at the time of subdivision and development, to the satisfaction of the Development Authority.
4. Landscaping for commercial and industrial developments should be strategically located to maximize solar benefits and increase the energy efficiency of buildings. For example, coniferous vegetation could be planted at higher densities along the west face of buildings to shelter from prevailing winds; deciduous trees could be planted along the south side of buildings to provide shading in the summer and allow unobstructed sunlight in the winter.
5. Energy efficient building design is encouraged to reduce costs and impacts to the environment. For example, integrate high efficiency HVAC systems, enhance insulation, utilize alternative roofing materials (e.g., reflective or white roofs), strategically locate windows to enhance natural lighting and reduce energy use for lighting.
6. Historic Resources Act approval was granted on March 25, 2022 for work in the IASP area. If, during development, historic resources are found, the proponent shall notify the Minister of the findings.
7. Crime Prevention through Environmental Design (CPTED) techniques of natural surveillance, natural access control, and territorial reinforcement shall be considered in all non-residential development applications.
8. Temporary or interim uses, other than agriculture, will not be supported unless it can be demonstrated that the use will not affect the integrity of the IASP.
9. Trails, sidewalks, and pedestrian access shall be provided in accordance with the standards of the jurisdiction.



5.2 Economic Development Policies

The purpose of the Buffalo Trail South IASP is to serve as a key supporting tool for the Town and County to further strengthen their industrial and commercial base and regional importance. The IASP can be used to further attract growth, investment, and expansion of business and employment opportunities in the area. The Town and County are committed to facilitating and attracting investment through the tools and processes available to them.

1. For the purpose of regional economic development, joint economic areas or joint servicing agreements may be considered or prepared for lands located within the Plan area.
2. The Town and County have established tax incentive policies to support and attract non-residential development to the region. The Town's Business Incentive Policy for Large Scale Non-residential Development (Policy 8-6-20) and the County's Property Tax Incentive Bylaw (Bylaw 2021-10) and Non-Residential Small Business Subclass Tax Bylaw 2022-20 may be applied to non-residential development in the Plan area if the respective policy requirements are met.
3. The Town and County shall continue their efforts to retain and attract businesses and investments to the region. As part of this strategy, the Town and County may share infrastructure and revenue.
4. The Town and County shall continue to support the collaboration with community and regional partners, such as Alberta Hub, STEP Economic Development Alliance, Elk Point Economic Development Committee, Elk Point Chamber of Commerce to attract and promote the region as a place to invest.
5. The Town and County shall continue to build relationships and partnerships with Fishing Lake Métis Settlement, Frog Lake Cree Nation, Kehewin Cree First Nation, Onion Lake Cree First Nation, and Cold Lake First Nation.
6. The Town and County, with community partners, shall jointly explore and pursue funding opportunities for infrastructure and servicing upgrades or extensions, public realm and streetscape improvements, and other technical studies that further support and incentivize development in the Plan area.

5.3 Residential Development Policies

Residential land use designations make up the western portion of the Plan area, west of Highway 41 (Buffalo Trail) as shown in Figure 7. Four types of residential uses are accommodated: Country Residential, Large Lot Urban Residential, Urban Residential, and Multi-Family Residential. Unless otherwise noted, the following policies apply to each residential type.

1. Residential development shall be located west of Highway 41 (Buffalo Trail) in the areas shown on Figure 7.
2. Opportunities for a diverse range of housing forms, including housing that meets the needs of all current and future residents, such as multi-unit and seniors housing, shall be supported.
3. Multi-unit housing should be located near community and commercial amenities, if feasible.
4. Residential development in the Plan area located within the Town boundary shall be serviced by municipal water, sewer, and stormwater service connections.
5. On lands designated as Country Residential, which are in the County and shown on Figure 7, each residential site shall be serviced entirely and exclusively by private means, in accordance with Provincial



guidelines. Open discharge private sewage disposal systems shall be prohibited, and septic holding tanks shall be required. No municipal water, sewer, or stormwater service connections shall be provided.

6. Notwithstanding Policy 5.3.4, should market conditions support it, lands designated as Country Residential may be serviced through municipal connections and Policies 7.1.1a through g shall apply, where applicable.
7. The need for noise attenuation and its land will be determined at the time of subdivision for residential development north of Highway 646.
8. Recreational uses shall be permitted within the residential areas of the IASP, without requiring an amendment to the IASP.

5.4 Commercial Development Policies

The commercial land use designation applies to areas located along Highway 41 (Buffalo Trail) and Highway 646 corridors. This area is intended to provide employment and highway commercial services opportunities for the travelling public and residents. Given the prominent location along the highway and as a gateway entrance into both the Town and County, a high quality design aesthetic for buildings, signage, parking, and landscaping will be required.

1. Commercial development shall be generally located along Highway 41 (Buffalo Trail) and Highway 646 in the areas shown on Figure 7.
2. Future commercial development is intended to accommodate uses that cater to the travelling public, such as hotels and gas stations, large format retail, and other uses such as grocery stores that would serve the future residential areas identified west of Highway 41 (Buffalo Trail).
3. All commercial lands located within the Town boundary shall be serviced by municipal water, sewer, and stormwater service connections. Municipal servicing to commercial development located in the County may be considered at the time of development and Policies 7.1.1a through g shall apply, where applicable.
4. Given the prominent location of commercial sites along Highway 41 (Buffalo Trail) and Highway 646, development within this area as shown on Figure 7 shall be designed in a manner that will complement and visually improve this gateway. New development and redevelopment of existing buildings shall consider the policies in Section 5.7.
5. Policies 5.7.1 through 5.7.8 related to Gateway Overlay shall apply to lands located in the areas designated as Commercial Corridor shown on Figure 7.
6. Prior to the issuance of a Development Permit for lands designated commercial, a site plan identifying enhanced parking lot landscaping, paved and screened parking and loading areas, and signage, shall be submitted to the satisfaction of the Development Authority.
7. Waste storage, loading bays, or other activities involving truck movement, noise, and other nuisances adjacent to residential areas shall be mitigated through site location and the use of landscaping and screening.
8. The use of shared facilities, such as communal waste collection areas, shipping and receiving areas, and parking, between neighbouring businesses should be encouraged to avoid redundancy.



9. Spatial separation or buffers shall be provided between non-residential and residential uses using open space, trail connections, or other landscaping options to the satisfaction of the Development Authority.

5.5 Industrial Development Policies

The Plan area lands designated for a range of general industrial uses are located east of Highway 41 (Buffalo Trail) as indicated on Figure 7. Locating industrial development to the east side of Highway 41 matches the current development pattern of Elk Point.

1. Industrial development shall be directed to lands located east of Highway 41 (Buffalo Trail) as shown on Figure 7.
2. Municipal servicing to industrial development located in the County may be considered at the time of development and Policies 7.1.1a through g shall apply, where applicable.
3. Unserved industrial uses for lands located within the Town boundary may be approved as an interim use where:
 - a) It does not compromise the transition of the site to a fully serviced industrial area;
 - b) It is compatible with the standard of development for general industrial uses in terms of landscaping, building design and screening of storage;
 - c) Transportation capacity is available to support the development; and
 - d) A deferred servicing agreement is in place.
4. Screening such as fencing and landscaping shall be used to ensure storage yards, loading areas, and waste and recycling receptacles are hidden from public view.

5.6 Agriculture Policies

Agriculture is currently the predominant use in Plan area. It is the intent of the IASP to support the transition of these agricultural lands into a mix of residential, commercial, industrial, or recreational uses over time. The IASP provides direction for future development so that current agricultural use is maintained and remains viable in the interim, until such a time the landowners wish to develop.

1. Agricultural uses may continue in the Plan area in accordance with the provisions of the County's LUB.
2. The Town and County shall limit the potential for premature fragmentation of agricultural land and make provisions for maintaining existing farm access through phasing and implementation strategies. This effort may be implemented through subdivision design, the location of development on a site, and the phasing of development.

5.7 Gateway Overlay Policies

Gateways into the Town of Elk Point and County of St. Paul, including along Highway 41 (Buffalo Trail) and Highway 646, are great opportunities to portray the broader region's identity and vision. Gateways form first impressions, and as a result, their visual importance need to be protected and enhanced. By using purposeful design, gateway and streetscape elements can provide a strong sense of arrival and enhance not only the visual appeal but the economic assets and the roles these corridors play in the movement of goods and people.

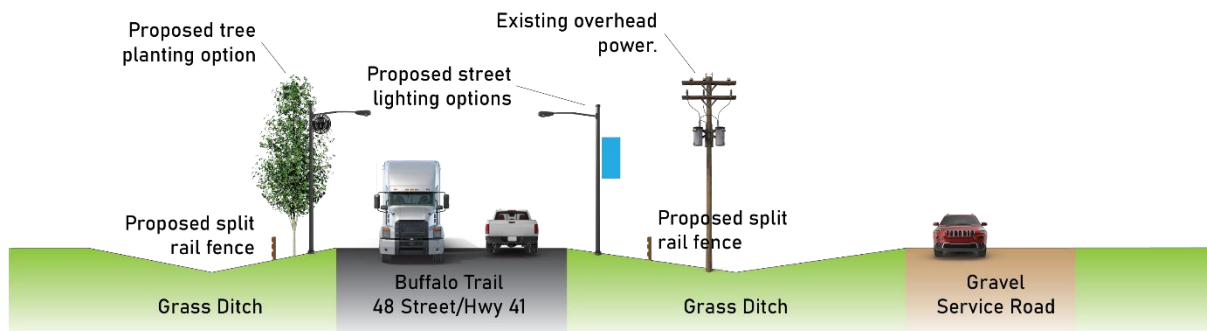


The Town and County have collaboratively identified the importance of the gateway corridors through their commitments made in the IDP with respect to high quality aesthetics and landscaping requirements for developments along Highway 41 (Buffalo Trail).

The purpose of the Gateway Overlay is to ensure that development visible from the Highway 41 (Buffalo Trail) corridor, and the corridor itself, creates a sense of arrival and place and maintains a high standard of aesthetic appeal. Gateway corridors, in addition to being a linear entrance, consist of specific entrance features; that are a combination of buildings, natural features, landscaping, lighting and signage. The development of the specific vision for this southern gateway cannot be completed in isolation and consideration must be given to design characteristics and visual identity for the northern gateway. The following policies will provide guidance for the development of each gateway feature elements. The policies in this section shall apply to development within the Commercial Corridor area as shown on Figure 7. The Overlay includes all lands within 100.0 m of the Highway 41 (Buffalo Trail) right-of-way.

1. The Town of Elk Point and County of St. Paul shall consider a Gateway Entrance Feature Program to introduce unique and consistent elements to the streetscape design along Highway 41 (Buffalo Trail) in the Gateway Overlay.
 - a) Levies shall be collected at \$500.00/hectare to assist in the completion of this program.
2. Gateway features including lighting, banners and graphic elements, street blades, landscaping, fencing, and entrance features shall be designed in a manner that will not disrupt traffic flow or block sight lines, provide a unique way to celebrate Buffalo Trail, and create a consistent design element.
3. Signs and decorative features along Highway 41 (Buffalo Trail) shall comply with TEC's recommended practices and guidelines.
4. The Highway 41 (Buffalo Trail) concept assumes a rural cross section with ditches as depicted on Figure 8.

Figure 8: Conceptual Design for Highway 41 (Buffalo Trail)



5. The use of split rail fencing, as shown in Figure 8, should be provided on private property along Highway 41 (Buffalo Trail) to provide a visual separation between public and private spaces. Implementation of fencing shall consider factors such roadway standards, utilities, snow clearing, etc.; however, it should be located relatively close to Highway 41 (Buffalo Trail) for highest impact.



6. To implement the Gateway Entrance Feature Program, the Town and County shall work with TEC and consider:
- a) installing a design element that graphically announces the roadway as Highway 41 (Buffalo Trail) as depicted on Figures 9-11. Additional options may include the feature being integrated onto a light fixture, attached to the light pole, or the use of banners for seasonal events.
 - b) installing street lighting and street blades, as shown on Figures 9-11, where:
 - i. the pole, arm, and light fixture should be adaptable to different heights to be used on major roadways within the Plan area and through the Town.
 - ii. the colour should be consistent for all fixtures in a black or galvanized/silver colour.
 - iii. lighting may be provided on both sides of the street if street trees are provided; however, if street trees are not provided, lighting shall be alternated on both sides of the street.

Figure 9: Example of Design Element Option1

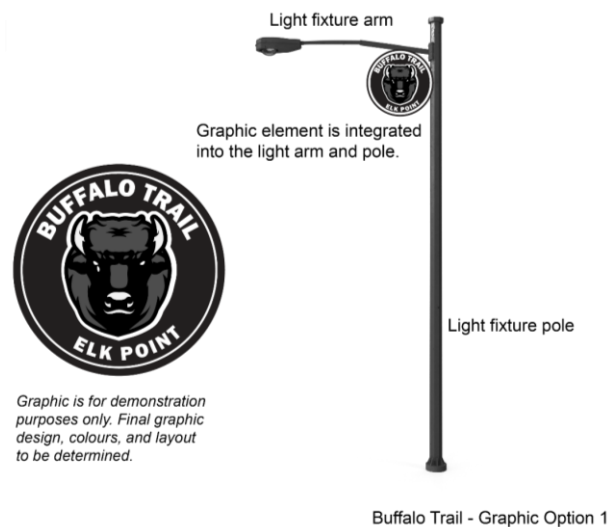


Figure 10: Example of Design Element Option 2

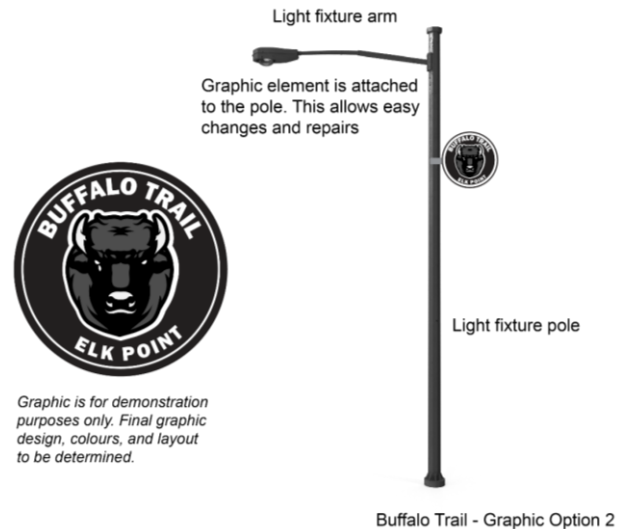
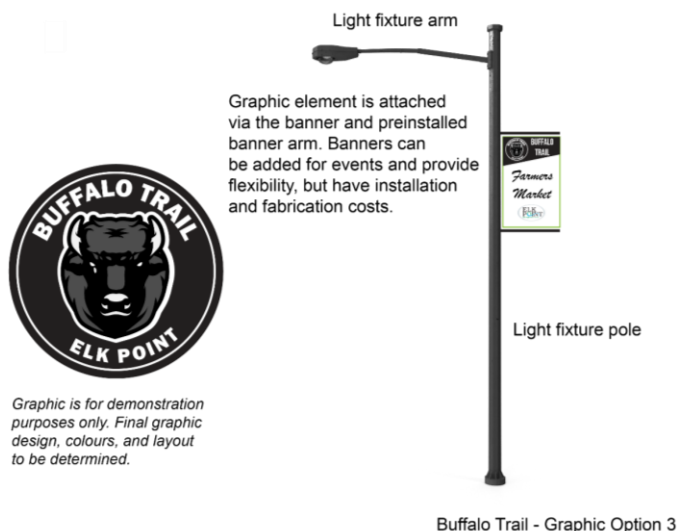


Figure 11: Example of Design Element Option 3





- c) installing a digital sign board, as shown in Figure 12, for messaging and signage for services or service clubs as part of an entry feature.
 - i. The signage entry feature installed should be a modern style and reflect the identity of the gateway corridor and complement the design elements used.

Figure 12: Example of Digital Signage Entry Feature



The image above provides an example of the type of sign that may be installed and is for illustrative purposes only.

- 7. Consideration should be given to applying the same or complementary pole, street blades and fixture options in other key areas, such as the downtown and the northern gateway (as noted in the Buffalo Trail North IASP) and east/west entrances to the Town.
- 8. Development in the Gateway Overlay area shall be designed in a manner that will complement and visually improve the Highway 41 (Buffalo Trail) corridor. Development shall consider the following:
 - a) Providing sight lines to wetlands, parks, or open space to reveal and celebrate the natural character and amenities.
 - b) Designing all four facades of the building to be architecturally finished, including those facades facing Highway 41 (Buffalo Trail).
 - c) Exploring options for implementing green building practices in new development in the Plan area and for retrofitting existing development to increase efficiency and reduce environmental impacts.
 - d) Providing screening that ensures storage yards, loading areas, and waste and recycling receptacles are hidden from public view from the entry corridors.



- e) Locating parking at the rear or side of buildings, not facing Highway 41 (Buffalo Trail).
 - i. Parking lot landscaping shall include trees and permeable road surfaces to reduce the heat island effect created by asphalt parking lot surfaces.
 - ii. Loading areas should remain separate from parking areas.
 - iii. Loading docks should not face Highway 41 (Buffalo Trail) and should be screened and architecturally articulated in a manner to reduce visual impact (e.g., screening walls composed of same materials as building).
- f) Landscaping along and on sites visible from Highway 41 (Buffalo Trail) shall be visually attractive and provide a high level of design quality to the satisfaction of the approving authority. Examples are provided in Figure 13.
 - i. Street trees that are planted along Highway 41 (Buffalo Trail) shall be planted on the west side to avoid conflicts with overhead power.
 - ii. Landscaping shall be low maintenance with hardy, drought resistant, and native plant species.
 - iii. Trees should be clustered to provide a canopy for walkways within a site and provide a more pedestrian focused sense of scale.
 - iv. Plant material species should be limited to deciduous trees with high canopies. Coniferous trees should be used strategically for screening purposes.
 - v. Shrub and perennial plantings provide color and interest, and should be provided in key locations, predominately at seating areas.
 - vi. Plantings should provide four-season features and highlight amenities.
 - vii. Rolling berms may be used to screen industrial development and create a visually strong backdrop for plantings.

Figure 13: Gateway Overlay Examples of Plantings Providing Color and Interest





5.8 Open Space and Recreational Policies

Parks and natural areas in the Plan area create an open space network that integrates and protects natural areas and environmentally significant features, provides for a range of active and passive recreational amenities and facilities, and provides trail connections and opportunities for connections to the Iron Horse Trail. Areas within the Plan area identified for open space are shown on Figure 7.

1. Parks shall be designed to maximize frontage onto public streets for better access and visibility. Increased visibility will create safer public spaces with natural surveillance from adjacent pedestrian and vehicular traffic.
2. Open spaces along Iron Horse Trail should be provided as shown on Figure 7 to maintain connectivity and for recreational purposes associated with usage of the Trail.
3. Opportunities to maintain natural areas and environmentally significant features for passive recreation should be explored.
4. Trail development adjacent to the intermittent stream watercourse in the northeast should connect to the open space system in the Plan area. As part of the trail development, adverse impacts to the watercourse should be mitigated and minimized. Any trail development should consider both sides of the watercourse and future connections to the Iron Horse Trail.
5. A mix of trails and sidewalks shall be provided to connect land uses within the Plan area, connect with the Town's existing trail network, and provide opportunities for north/south connections to the Iron Horse Trail. The exact locations of future connections are to be identified at the time of development, if the overall connectivity goals of the Town and County are achieved and connections to adjacent established areas and existing trail networks are provided, where possible.
6. Pedestrian connections shall be provided between commercial sites, between commercial sites and residential development, between buildings on a site, and between buildings and the sidewalk/trail network to encourage pedestrian activity.
7. The proponent shall be responsible for the design and construction costs for all new pathways and trail connections to the satisfaction of the Development Authority.

5.9 Environmental Policies

There are 33 wetland features and an intact intermittent stream connecting drainage from Dufrense Lake (east of the Plan area) and running NE - SW through the IASP area to Dog Rump Creek (southwest of the Plan area), and ultimately to the North Saskatchewan River. These features are depicted in the ISL March 2022 Environmental Desktop Review, a technical study completed for this IASP. Policies applicable to the natural features within the Plan area are provided below.

1. A Biophysical Impact Assessment (BIA) including fieldwork shall be undertaken by a registered Professional Biologist and qualified Wetland Science Practitioner (WSP) and provided at the time of redistricting. The BIA shall only be required, if a site-specific desktop environmental review identifies that the proposed development will disturb a wetland, disturb an area within 20m of a desktop delineated wetland, or in an area identified as an environmentally significant area. All fieldwork and reports shall be borne by the proponent. The BIA shall examine valued ecosystem components including, but not limited to, wildlife and wildlife habitat, wetlands, fish habitat potential, vegetation including rare plants, and



hydrology, and the Assessment shall compile and include all fieldwork results. These studies shall be conducted no greater than two to three years prior to development to remain valid. The required fieldwork shall include the following:

- a) Wetland fieldwork conducted during the growing season and following AEP directives to support Water Act applications for wetland disturbance. The fieldwork shall delineate, classify, and assign ABWRET-A values to all wetlands identified in the Plan area, and include recommended development setbacks to undisturbed wetlands that will remain.
- b) Wildlife field studies, specifically migratory bird assessments undertaken during the spring season to assess for protected species and the need for mitigation specific to those species and to remain in compliance with the Wildlife Act and Migratory Bird Convention Act. The wildlife field studies shall identify, classify, and assign habitat values to each unique habitat type in the Plan area.
- c) A rare plant field assessment conducted in spring to determine which areas, if any, contain rare plants.
- d) Fish and fish habitat studies of waterbodies with potential to support fish life, including the unnamed watercourse in the northeast corner of the Plan area to determine fish presence to ensure compliance with the Fisheries Act.

Wetlands and Intermittent Stream

2. Wetlands identified in the Plan area include marshes and swamps. Other waterbodies include ephemeral waterbodies, and artificial features, such as dugouts and canals based on the ISL March 2022 Desktop Environmental Review. Of the wetlands identified, as shown on Figure 3, one met the requirements for potential to be crown claimed (Permanence Type IV or V), and was confirmed to be claimed by the crown, but requires an Alberta Land Surveyor (ALS) to review and set the boundary. Field confirmation shall be undertaken at the time of subdivision and development to confirm the locations, extent, and permanence type of wetlands in the Plan area. The reporting of field results shall be compiled into a Biophysical Assessment. Field studies shall be conducted so that the information obtained can be carried forward to a Water Act application.
3. Setbacks for any Crown-claimable wetlands to be designated as Environmental Reserve shall be identified and applied as per Stepping Back from the Water (AESRD 2012). Development setbacks from other non-Crown-claimable wetlands shall be considered and assessed during a subdivision or development application and no less than a minimum 20 metre development setback from the wetland edge shall be provided.
 - a) The 20 metre development setback may be reduced provided a technical report (e.g., geotechnical) that supports the reduction of the 20 metre development setback, is provided by a qualified professional.
 - b) A 10 metre minimum development setback shall be required.
4. Wetlands should be protected and retained to the extent possible and planning efforts made to integrate them with future development for their aesthetic and wildlife habitat value, and their important ecological functions such as mitigating increasing climate-related vulnerabilities from extreme weather events (i.e., extreme heat, flooding associated with peak rain events which has a direct effect on infrastructure) and for carbon sequestration value (contributing to cumulative climate change mitigation). Public access to retained wetlands shall be provided via connections to the transportation network or trails for maintenance and emergency purposes.



5. Development impacts to wetlands and waterbodies including the intermittent stream in the Plan area shall be avoided whenever possible and setbacks implemented as determined by a qualified Wetland Science Practitioner (WSP), as per policy 3 and 3a, above.
6. The wetland mitigation hierarchy of: Avoid, Minimize, and Replace in the Alberta Wetland Mitigation Directive shall be followed. Replacement via compensation (*in lieu* fees) for any wetland loss should be explored as a last option. Where any alteration to, or removal of, wetlands or waterbodies is deemed necessary, approvals will be required under the Alberta Water Act. In such cases, Alberta Environment and Protected Areas compensation fee ratios as per the Alberta Wetland Mitigation Directive shall apply. This would be in addition to the cost of acquiring the land.
7. The intermittent stream running from the northeast to the southwest corner of the Plan area is a linear natural area for wildlife and vegetation that shall be protected with a minimum 50 metre naturally vegetated setback from the top-of-bank (see Figure 14 for top-of-bank illustration) to buffer the watercourse, as shown on Figure 7, and protect the riparian area from potential adverse effects from adjacent development, and to provide connectivity for wildlife movement and preserve wildlife habitat. The 50 metre setback shall be provided on each side of the watercourse for a total of a 100 metre setback.
 - c) The 50 metre development setback may be reduced provided a technical report (e.g., geotechnical) that supports the reduction of the 50 metre development setback is provided by a qualified professional.
 - d) A 30 metre minimum development setback, as per the County's MDP, shall be required.
 - e) The development setback shall be provided as Environmental Reserve.
8. Prior to subdivision or development, a legal survey of the top-of-bank of the intermittent stream running through the Plan area and of a 50 metre development setback line from the surveyed top-of-bank shall be undertaken by a registered Alberta Land Surveyor.
9. Prior to subdivision or development, a legal survey of the intermittent stream's flood line and freeboard elevation (see Figure 15 for freeboard elevation illustration) shall be undertaken by a registered Alberta Land Surveyor to determine the Flood Line for individual land parcels adjacent to the watercourse and to identify the freeboard elevation at 0.5 metres above the surveyed Flood Line. These surveys shall provide a subdivision level of data accuracy that will be used in the preparation of Restrictive Covenants such as fill or freeboard elevation that the respective municipality may require be registered on title.

Top of Bank: The break in slope between the creek bank and surrounding terrain. The top of bank represents the boundary where normal water flow takes place including the active channel, active floodplain, and their associated banks.

Freeboard: The vertical distance between the water level and the top of edge of the bank. Freeboard is the additional amount of height above the base flood elevation used as a factor of safety.

Flood Line: The maximum level likely reached by floodwater on average once every 100 years.

Figure 14: Illustration of Top of Bank

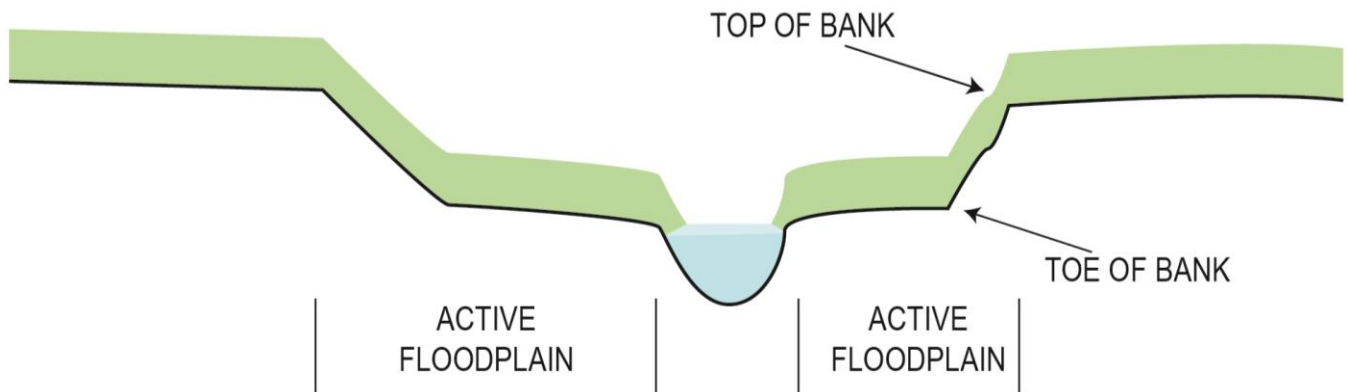
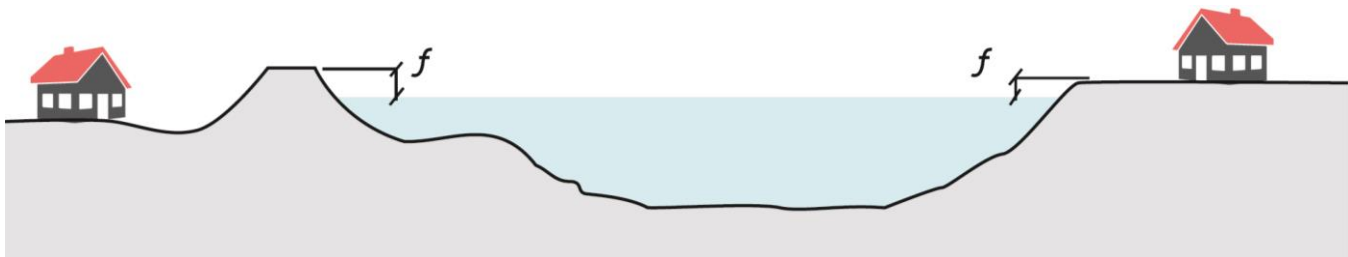


Figure 15: Illustration of Freeboard



The freeboard f denotes the vertical distance between the water level and the top of bank.

10. Opportunities to enhance wildlife connections and restore riparian areas adjacent to the intermittent stream and identified wetlands should be considered.

Well Sites and Pipelines

11. An Environmental Site Assessment (ESA) Phase I will be required when an applicant proposes a district or use that includes residential uses, food preparation, overnight accommodation, and school or hospital uses. The necessity for an ESA on any other proposal will be determined at the subdivision or development stage.
12. Wells that are abandoned with the Plan area shall require an access connection and minimum 5 metre setback, unless otherwise stated by the AER, as per AER Directive 079.
 - a) The locations and potential setbacks required for the oil and gas wells and pipelines shall be confirmed as part of a Phase I ESA and discussion with the well and pipeline owners.
13. Active oil and gas wells require setbacks in accordance with Alberta Energy Regulator (AER) requirements.



5.10 Municipal and Environmental Reserve Policies

The *Municipal Government Act* (MGA) requires the provision of Municipal Reserve (MR) in the amount of 10% of the developable lands, which can be used for development of a school, parks, public recreation areas, and those trails accepted by the Town of Elk Point and County of St. Paul, that are not associated with public utility lots.

The parks and open space system shown on Figure 7 depicts the potential MR dedication configuration. MR will generally consist of an area in the northwest identified as a potential site for a future school. Open space with trails adjacent to seven stormwater management facilities, park spaces for active outdoor sport and recreation fields and/or passive park gathering space depending on the municipal park/open space programming needs of the respective municipalities. MR is also allocated for off-street pathways and pedestrian corridors to separate and buffer different land uses.

Municipal Reserve

1. Municipal Reserve land allocated as park/open space shall be connected to the trail network or sidewalks within public roadways, have public roadway frontage and may be situated near stormwater management (SWM) facilities or natural waterbodies, such as the intermittent stream or identified wetland features. In these settings, parks/open space areas will provide enhanced amenity space and views to waterbodies for the enjoyment of people who live and work in the Plan area and visitors. These opportunities will contribute to the overall quality of community life and well-being.
2. Municipal Reserve lands shall be dedicated at the time of subdivision, as per MGA regulations. Alternatively, cash-in-lieu of land can be provided if the area being subdivided is not in a location where Municipal Reserve land dedication is required. The final shape of the Municipal Reserve parcel, its area, and function shall be determined at the time of subdivision to the satisfaction of the municipality.
3. Prior to subdivision endorsement, Municipal Reserve shall be provided as land, cash-in-lieu of land, or a combination of land and cash-in-lieu.
4. A Municipal Reserve requirement may be deferred to the remainder of a parcel that is subject of a proposed subdivision approval within the Plan area per MGA regulations. In this case, the proponent shall provide a development staging plan to the satisfaction of the municipality.
5. The portion of land that is above the surveyed flood line within the minimum 50 metre setback from the top-of-bank of the intermittent stream shall be dedicated as MR at the time of subdivision.
6. The population estimated to be generated in future residential areas may require a school site. A school site is proposed on Figure 7. Specific school needs will be reviewed with local school authorities at the time of future development.

Environmental Reserve

7. Environmental setback areas for wetlands and the intermittent stream, as identified in the ISL March 2022 Desktop Environmental Review for this IASP, shall be designated Environmental Reserve (ER) to inform more detailed planning at subdivision and development. Wetland field studies conducted by a Registered Professional Biologist and qualified Wetland Science Practitioner (WSP), and a Top of Bank Survey of the intermittent stream conducted by a registered Alberta Land Surveyor at the time of subdivision shall determine ER dedication requirements.
8. That portion of land within the minimum 50 metre setback from the top-of-bank of the intermittent stream that is below the surveyed flood line shall be dedicated as Environment Reserve.

6.0 Transportation

The Buffalo Trail South IASP transportation network will provide a connected system that moves goods and people efficiently through the Plan area and provides access to the highway system and the major arterials serving Elk Point and regional destinations.

The arterial and collector road network located adjacent to and within the Plan area will be supported by an internal road system and trail network. A detailed internal roadway network is not defined at this stage which allows for flexibility in the road layout at the time of development and subdivision; however, the arterial and collector road network, and its ultimate classifications, are outlined in Figure 16.

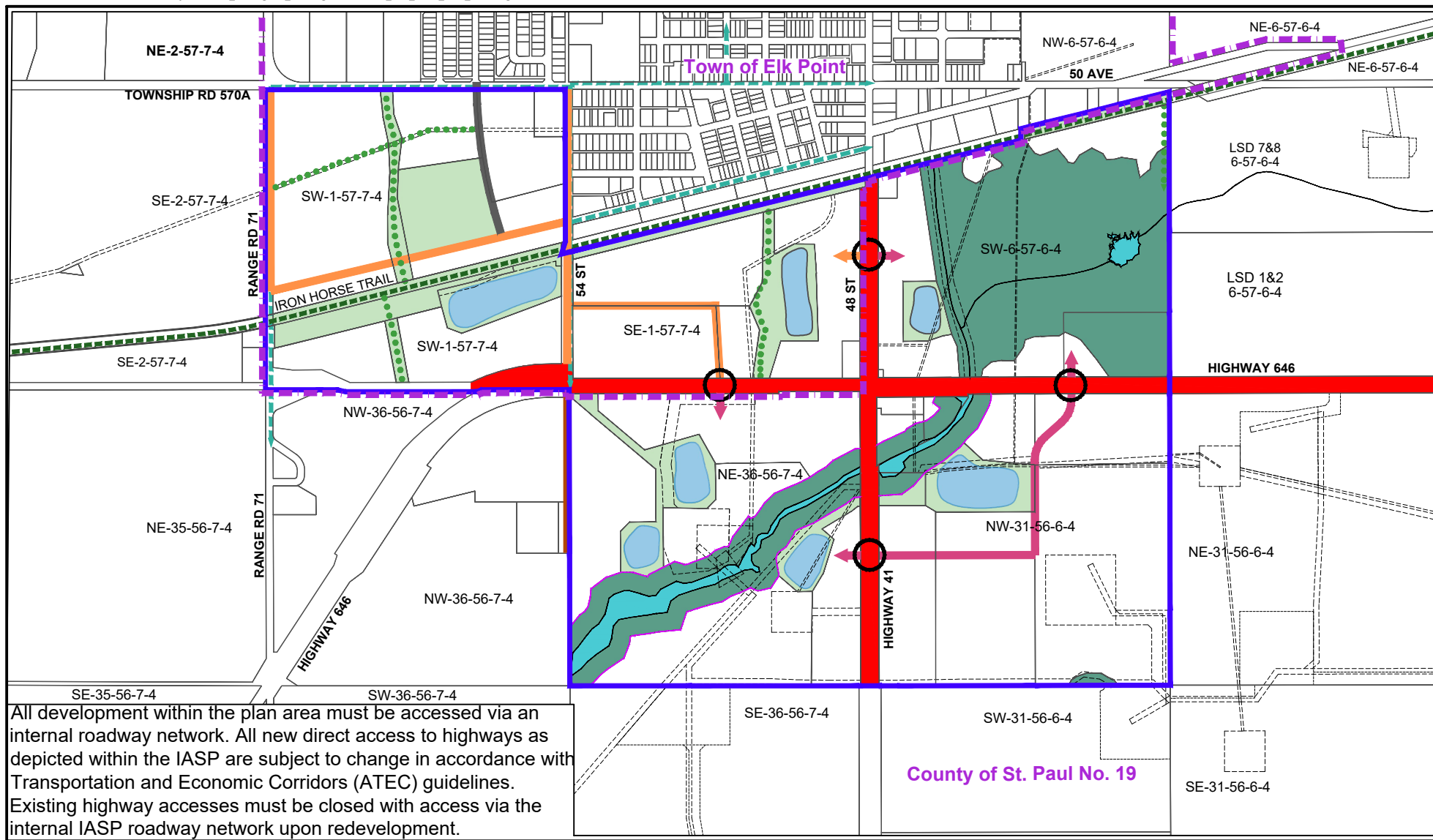
A Traffic Impact Assessment (TIA) was prepared in June 2023 and finalized in October 2024 based on the future land uses identified in Figure 7. The TIA concluded that improvements to existing intersections, new intersections, and connections on Highway 41 (Buffalo Trail) and Highway 646 will be needed by full build-out of the Plan area in 2042 as noted in Section 2.7 and shown on Figure 16. The TIA and IASP were reviewed by Alberta Transportation and Economic Corridors (TEC) their endorsement was not provided. Future TIAs at the time of subdivision or development permit will be required to confirm the type and location of accesses on the provincial highway meet TEC's requirements. The IASP TIA forms the baseline for future work and should be reviewed prior to completing any new TIAs for the plan area.

6.1 Transportation Policies

1. The transportation network shall be developed in a logical and efficient manner to support multi-modal connections and access for both vehicles and active modes within and adjacent to the Plan area.
2. The Traffic Impact Assessment (TIA) accompanying this IASP shall be reviewed in conjunction with any subdivision and development application. The TIA has identified and assessed the potential impacts from the proposed development activities on the surrounding road network. The TIA identifies trip generation rates, recommended staging of road construction, and delineates preferred intersection spacing. All future access and intersection locations shall consider the recommendations made in the TIA.
3. The Town or County will require the submission of a TIA, prepared to the satisfaction of the TEC standards, at the time of subdivision or development. A new TIA shall be prepared if changes to proposed land use, number of accesses, location of accesses, higher trip rates, or a change to existing land use assumptions occurs.
4. All new internal roads and intersection improvements shall be constructed to the design standards of the municipality.
5. The internal local road network shall be designed to ensure all parcels are provided adequate connection to the internal collector and arterial roadway network.
6. All new additions or improvements to Highway 41 (Buffalo Trail) and Highway 646 shall meet TECs requirements.
7. Development adjacent to Highway 41 (Buffalo Trail) and Highway 646 will be setback to accommodate right-of-way (minimum 60 m) for future widening, twinning, and/or upgrade to the satisfaction of TEC.



8. As part of future development, existing accesses to Highway 41 (Buffalo Trail) and Highway 646 will be closed and/or consolidated to meet TEC's Access Management requirements.
9. The costs of all new roads and intersection improvement shall be borne by the proponent. These costs may be recoverable, as identified in a development agreement.
10. Minor adjustments to the Future Road Network shall be permitted without requiring an amendment to the IASP if the realignment does not compromise the intent of the development concept.
11. All subdivision proposals may require the dedication of future road right-of-way, by caveat or plan of survey, for new roads, and/or upgrading or widening of existing roads, in accordance with the MGA.
12. The Town and County will refer IASP and Land Use Bylaw amendments, subdivisions and development permits that include land located within 1.6 km of Highway 41 and Highway 646 to TEC for review and comment.



Legend

- IASP Boundary
- Town Boundary
- Watercourse
- Environmental Reserve
- Open Space
- Storm Water Management
- Iron Horse Trail
- Future Pathway Connections
- Walking Trail

- Highway
- Rural Collector
- Urban Collector
- Rural Arterial
- Local
- Future IASP Access (Approximate Locations)

Buffalo Trail South Intermunicipal ASP Future Transportation Network and Classification

Figure 16

Scale: 1:15,000
(km) 0 0.1 0.2 0.3 0.4 0.5



Utilities provide potable water, the conveyance of sanitary sewage, the management and conveyance of stormwater, and the provision of natural gas, power, and communications. The following policies shall apply to servicing infrastructure in the Plan area.

7.1 General Servicing Policies

1. Sanitary, stormwater, and water master plans should be completed before development occurs. The studies are necessary to better understand downstream constraints and when downstream infrastructure requires upgrading based on development staging.
2. Infrastructure within the Town or County shall be extended to developments in the Plan area in a contiguous, logical, and efficient manner. If municipal services are extended into or throughout the Plan area for any rezoning, subdivision or development, the following criteria shall be met:
 - a) Water services, sanitary sewage disposal, and storm water management methods shall comply with provincial regulations and municipal design standards.
 - b) The municipal system shall be demonstrated to have the capacity to accommodate demand.
 - c) The costs of extending the services, including the costs to determine capacity, construction, connection, oversizing, and upgrading of existing infrastructure associated with their development, shall be borne by the proponent.
 - d) The off-site infrastructure design and construction to extend services to property line, if required, shall be borne by the proponent which may be potentially recoverable as identified in a development agreement and/or levy.
 - e) The servicing, if provided, shall be consistent with the concepts in the Town's master plans, and deemed to be of mutual benefit to both the Town and County.
 - f) At the time of redistricting, a Storm Water Management Report, Hydraulic Network Analysis, and a Sanitary Network Assessment shall be provided to the Town or County to support the proposed development.
 - g) As per Policy 5.1.1.c, a Water Report will be required, where the proposed development will result in six (6) or more parcels of land which are not serviced by a water distribution system, in accordance with s. 23 of the Water Act, R.S.A. 2000, c. W-3, as amended.
3. Residential, commercial, and recreational development in the Plan area located within the Town boundary shall be serviced by municipal water, sewer, and stormwater service connections.
 - a) Adequate fire protection for developments within the Town is required. Fire protection connected to the municipal water infrastructure shall be demonstrated to have adequate fire flow. The off-site infrastructure design and construction to upgrade fire protection, if required, shall be borne by the proponent which may be potentially recoverable as identified in a development agreement and/or levy.
4. Agricultural, residential, commercial, and industrial development in the Plan area located within the County boundary will not be serviced by municipal water, sewer, and stormwater service connections.



- a) Municipal servicing of residential, commercial, and industrial development located within the County may be considered at the time of development.
 - i. If municipal servicing is extended into the County, the lands may be annexed to the Town or joint economic areas or joint servicing agreements may be considered.
 - b) On-site fire ponds and/or cisterns may be implemented for fire protection as an alternative to connection to the municipal water infrastructure dependent on approval of the County.
 - c) As per Policy 5.3.5 and 5.3.6, on lands designated as Country Residential, which are in the County and shown on Figure 7, each residential site shall be serviced entirely and exclusively by private means, in accordance with Provincial guidelines. Open discharge private sewage disposal systems shall be prohibited, and septic holding tanks shall be required. No municipal water, sewer, or stormwater service connections shall be provided.
5. Prior to subdivision or development, the applicant may be required to prepare a Geotechnical Assessment, Slope Stability Analysis within 50m of Top of Bank, and/or Servicing Design Report to support an application.

7.2 Storm Water Management Policies

The Plan Area will include a combination of urban (storm sewers) and rural (ditches) drainage systems, along with seven Stormwater Management Facilities (SWMFs) to control peak discharge rates and provide water quality treatment. Areas within the Town boundary will have an urban drainage system, while areas within the County will use a rural drainage system. In areas where it is challenging to convey runoff to the proposed SWMFs due to location and topography, onsite stormwater management measures are recommended. Detailed design of storm sewers, ditches, and SWMFs will be confirmed at the time of development. Further investigation and a detailed Stormwater Management Report will be required to finalize the stormwater servicing approach.

1. Water Act approval shall be required for any activity that may alter the flow or level of water; change the location of water; change the direction of water flow; cause the siltation of water; cause erosion of bed or shore of any waterbody; or if there is any anticipated effect on the aquatic environment, including development of storm water facilities.
2. An on-site Storm Water Management Plan shall be submitted at the subdivision or development permit stage.
 - a) The Plan may include low-impact development design strategies with the goal of reducing overall discharge, recharging groundwater, and enhancing water quality. Design strategies may include the use of bioretention cells (rain gardens), bioswales (grassed swales), green roofs, permeable pavers, and/or xeriscaping.
 - b) The use of bioswales to reduce pipe infrastructure and enhance natural systems are encouraged. Bioswales may be integrated with the landscaped setback of the site or within parking areas to provide an amenity, as well as a stormwater servicing function.
 - c) The Plan shall demonstrate available capacity within the existing stormwater infrastructure to accommodate the development.
3. Storm water management facilities shall be integrated into ER and MR and active transportation networks to serve as community amenities.



4. Development of storm water management facilities will be planned to maintain natural drainage and avoid runoff to highway infrastructure.
5. Views toward storm water facilities should be enhanced and encouraged.
6. Viewpoint parks may be developed in association with storm water management facilities to enhance their value as an amenity within the community.
7. The Town and County encourage innovative and sustainable designs for new development to accommodate the collection and reuse of greywater, and the exchange of surplus greywater and waste energy between businesses and industries in the Plan area.
8. Stormwater pump stations should be avoided where possible, unless conditions require otherwise.

7.3 Sanitary System

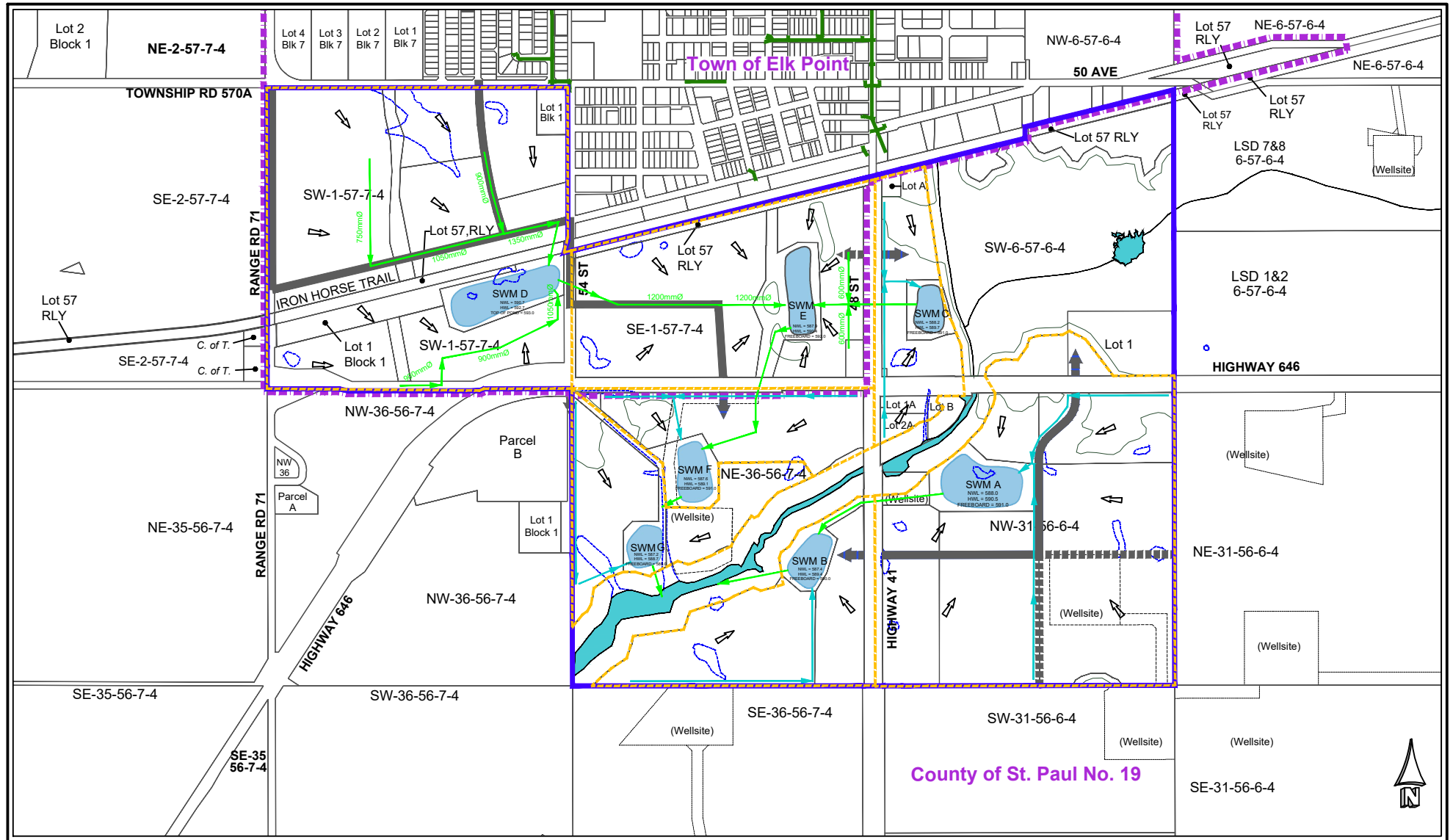
A new sanitary sewer system will be required to service all lands within the Town boundary. Residential lands within the County will be serviced by private means. Commercial and Industrial lands within the County can be serviced with municipal sanitary sewer which will be determined at the time of development. The existing sanitary sewer system includes gravity sewers and a pump station that directs flows to a lagoon treatment system. The proposed development in the Plan Area will extend the sanitary sewer system from the existing pump station to the proposed development areas. A master sanitary servicing study is recommended to determine necessary upgrades to the pump station, forcemain, and lagoon to better understand constraints and identify triggers for infrastructure upgrades. It is anticipated that upgrades to the existing pump station, forcemain and lagoon will be required to service the development.

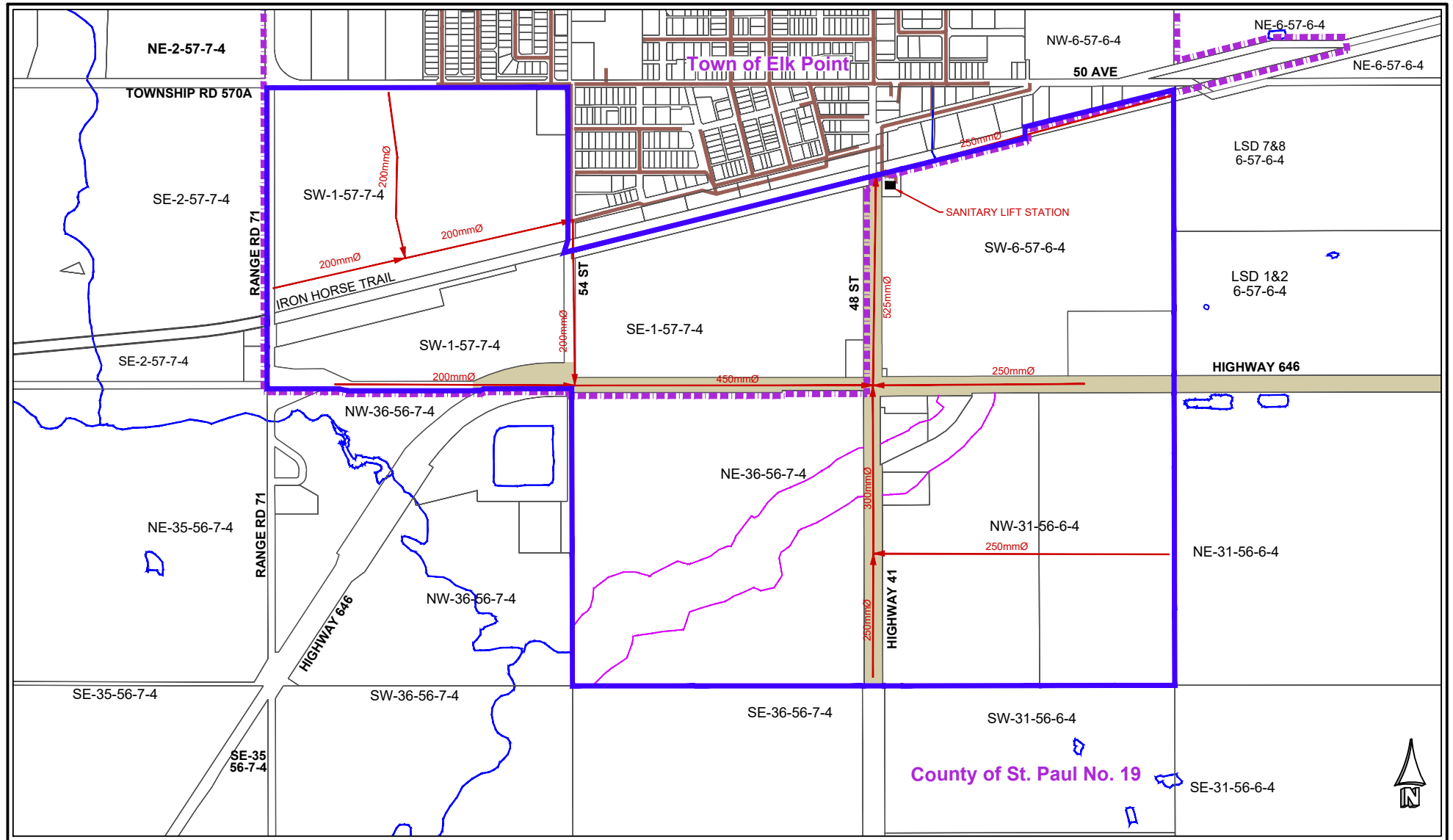
7.4 Water System

A new watermain system will be required to service all lands within the Town boundary. Residential lands within the County will be serviced by private means. Commercial and Industrial lands within the County can be serviced with the municipal watermain network, which will be determined at the time of development. It is recommended that the Town complete a water servicing master plan to better understand constraints and identify triggers for infrastructure upgrades. It is anticipated that upgrades to the existing reservoir would be required to service the development.

7.5 Shallow Utilities Policies

1. Shallow utilities such as gas, power, broadband, telephone, and cable will be provided to the site as required through franchised agencies and/or the extension of existing adjacent infrastructure.





Legend



Town of Elk Point Municipal Boundary



Area Structure Plan



Watercourse



Existing Manhole



Sanitary Lift Station



Existing Sanitary Sewer
(< 300)



Existing Sanitary Sewer
(≥ 300)



Proposed Sanitary Sewer

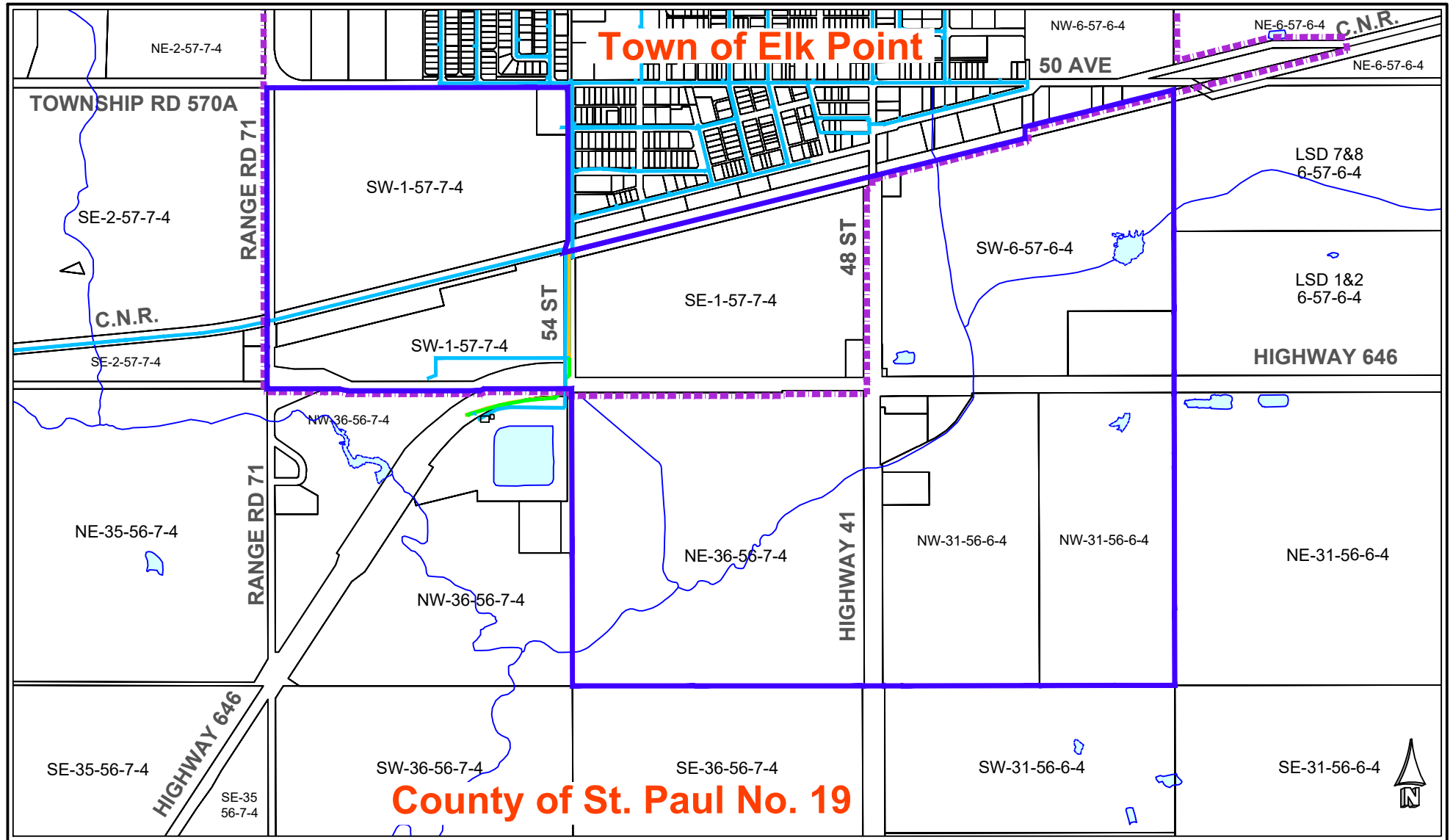
Buffalo Trail South Intermunicipal ASP

Sanitary Sewer System

Figure 18

Scale: 1:15,000
(km) 0 0.1 0.2 0.3 0.4 0.5





Legend



Town of Elk Point Municipal Boundary

Area Structure Plan

Watercourse



Existing Water Line
(< 300)



Existing Water Line
(≥ 300)



Existing Water Commission Main

Buffalo Trail South Intermunicipal ASP

Existing Water System

Figure 19

Scale: 1:15,000
(km) 0 0.1 0.2 0.3 0.4 0.5



8.0 Implementation

This IASP will be implemented through mechanisms available to municipalities, including IDP, MDP, and IASP policies, Land Use Bylaws, subdivision, development permits, and development agreements.

8.1 Amending the Plan

1. An amendment to this IASP shall be required if, in the opinion of the Town and County, a rezoning, subdivision plan, or development is proposed that varies significantly from the development concept or the policies of this IASP. The land use designations in this IASP are considered flexible; however, an amendment shall be required to the IASP if:
 - a) The intent of a policy is to be changed,
 - b) A change is proposed to the land use areas identified on Figure 7, or
 - c) Policies are to be introduced or excluded.

8.2 Plans and Policy Documents

1. Section 638 of the *Municipal Government Act* states that all statutory plans are to be consistent with one another. Accordingly, amendments to the existing Town and County IDP, Town MDP, and County MDP are required.
2. Supporting technical reports prepared as part of the development of this IASP will be published separately and made available on the Town and County websites to inform subsequent plans and more detailed engineering for developments in the Plan area. Technical reports available for review include:
 - a) Servicing Brief
 - b) Market Analysis
 - c) Traffic Impact Assessment

The reports are not part of the IASP Bylaw and may require updates on an individual subdivision or development application basis, or as conditions change in the Plan area.

8.3 Annexation

1. Any future annexation of lands by the Town from the County shall be in accordance with the policies of the County and Town IDP.
2. As options to annexation, joint economic areas or joint servicing agreements may be considered or prepared for Plan area lands.



8.4 Redistricting

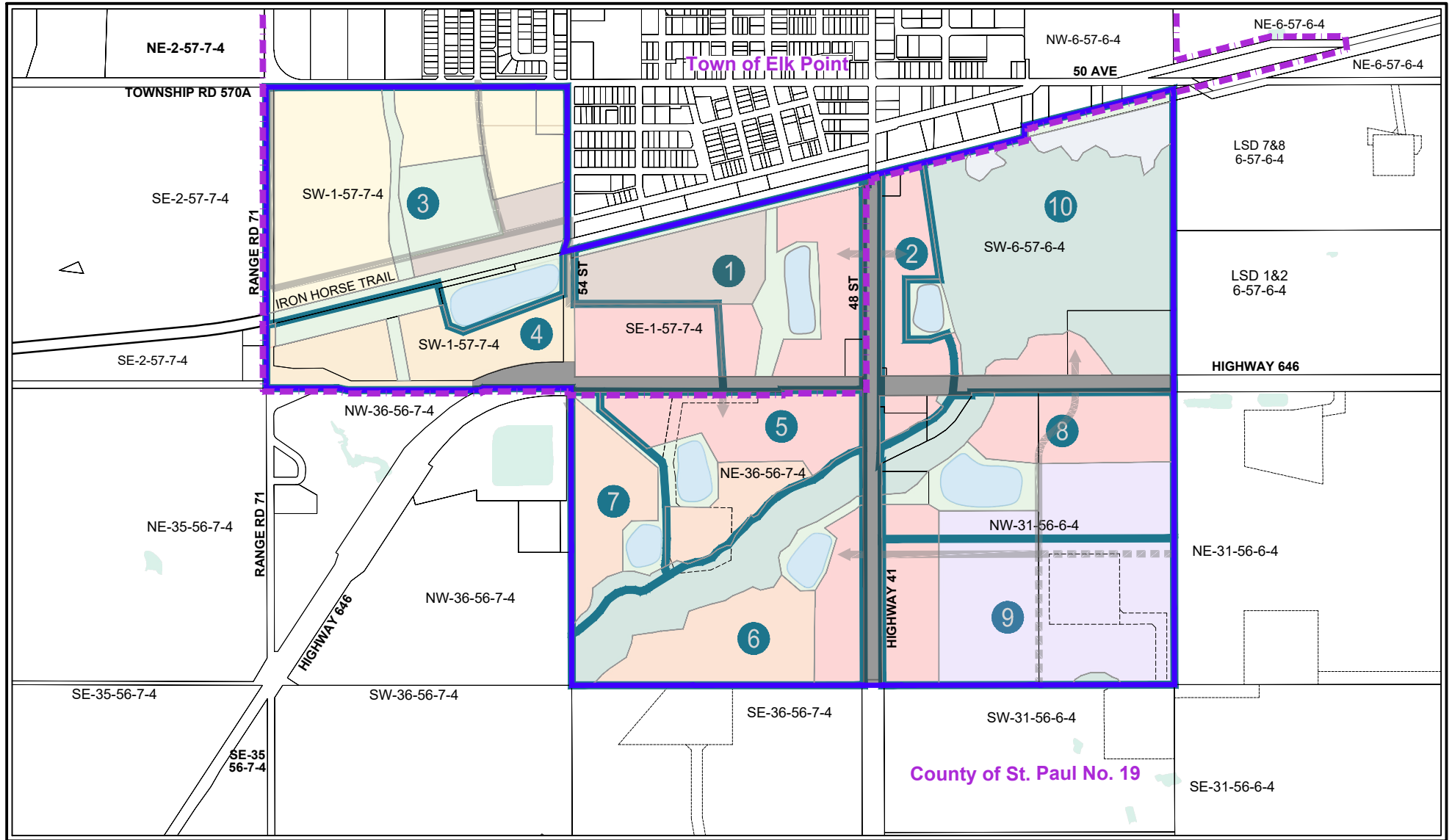
1. To comply with the Town's and County's Land Use Bylaw, a redistricting application may be required concurrent with individual applications to subdivide or develop land.

8.5 Outline Plan Requirements

1. Prior to land use redesignation or subdivision, an Outline Plan may be required to provide a more detailed and comprehensive framework for future redesignation, subdivision, and development and to support efficient and orderly development. The Outline Plan shall address design, servicing, and transportation matters.

8.6 Development Staging

1. The sequence of development should occur in a logical and efficient manner as shown on Figure 20; however, the anticipated development staging for the Plan area relies on private servicing and internal transportation options, and therefore will be flexible and responsive to market demand. Sites that the market absorbs first will develop first, and the overall staging will proceed as market absorption progresses.
2. Development phasing and development timeframes may be reviewed as part of an Economic Development Strategy and/or Retail and Industrial Demand Study and Strategy, should the Town and County undertake such studies.



Legend

- IASP BOUNDARY
- TOWN BOUNDARY
- PRIMARY ROAD NETWORK
- - - OPTIONAL ROAD NETWORK
- HIGHWAY
- PHASE BOUNDARIES

- COUNTRY RESIDENTIAL
- LARGE LOT URBAN RESIDENTIAL
- URBAN RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- INDUSTRIAL/RECREATIONAL (INSTITUTIONAL)
- INDUSTRIAL
- COMMERCIAL CORRIDOR
- COMMERCIAL /RECREATIONAL FLEX AREA
- OPEN SPACE
- STORM WATER MANAGEMENT (SWM)
- ENVIRONMENTALLY SENSITIVE AREAS

Buffalo Trail South Intermunicipal ASP Anticipated Development Staging Figure 20

Scale: 1:15,000
(km) 0 0.1 0.2 0.3 0.4 0.5



November 2024

