

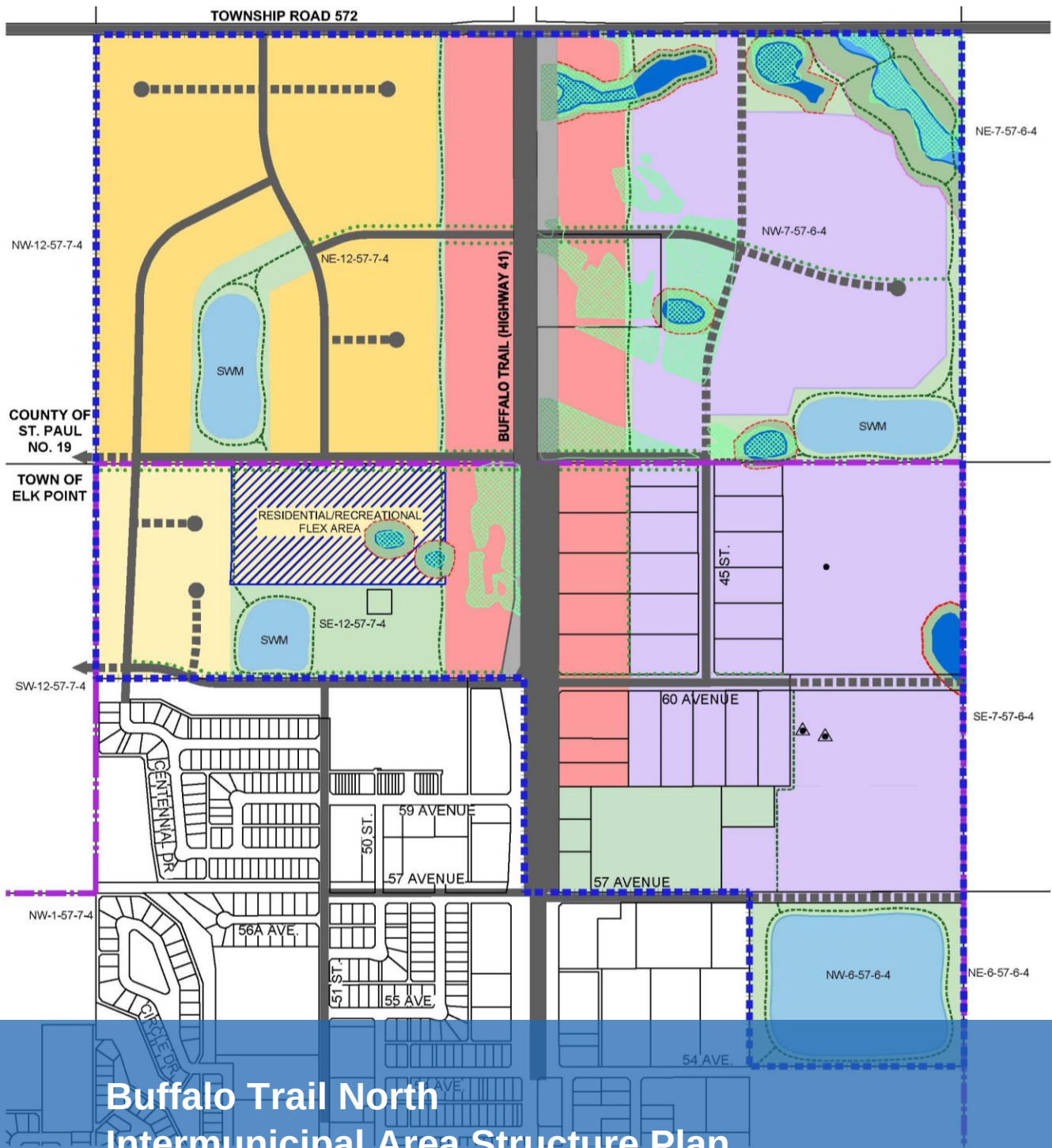


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1.0 Introduction

1.1 Location

The Buffalo Trail North Intermunicipal Area Structure Plan (IASP) applies to 242 hectares of lands, shown in Figure 1. The area is located on lands in the northern portion of the Town of Elk Point (the Town) and includes lands in the County of St. Paul (the County). The Plan area includes the Town/County municipal boundary that runs east-west through the middle of the Plan area while Highway 41 (Buffalo Trail) bisects the Plan area north-south.

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) 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 MDPs,
6. Identify existing physical features and development conditions, and
7. Reflect feedback received through engagement with Plan area landowners, residents, and stakeholders.

1.3 Vision

The Buffalo Trail North IASP sets a long-term vision to guide future land use and development decisions over the next 20-50 years and is intended to attract economic opportunities to the region. The Buffalo Trail North Plan area benefits from the exceptional transportation advantage of Highway 41 (Buffalo Trail) access. The IASP capitalizes on this gateway hub to attract economic development in the region, provide employment opportunities, and have a positive effect on the Town and County's residential and non-residential tax assessment.

The respective Town of Elk Point and County of St. Paul Councils and Administrations view the IASP as an opportunity to jointly market the area, to protect natural areas, attract future commercial and industrial development, and create complementary synergies with existing industrial uses.



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 North 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. The IASP designates the subject lands for agriculture and urban commercial uses. Lands within this IASP have been designated for residential, commercial corridor, and industrial. An IDP amendment is needed.

Municipal Development Plan

The IASP shall also conform to each municipality's Municipal Development Plan (MDP). The MDP is the primary policy document used at the municipal level that provides a framework for growth and development. It is intended to minimize the occurrence of incompatible land uses and provide support for the preparation of other statutory planning documents, including this IASP. Given that the Plan area includes lands located in both the Town and County, their respective MDP policies apply to their respective Plan area lands. Lands within the County have been designated by the MDP as agriculture, while lands within the Town have been designated as residential, commercial, and serviced industrial. The IASP designates the subject lands for residential, commercial corridor, and industrial in the County, and residential, recreational, commercial corridor, and industrial in the Town. An MDP amendment is needed for both the Town's and County's MDP.

Land Use Bylaw

The purpose of a Land Use Bylaw (LUB) is to regulate the use and development of land and buildings within a municipality and implement the policies of statutory plans such as an IASP. 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 2021-13, as amended. The Plan area, within the Town is currently zoned as Urban Reserve (UR), Community (P) and Industrial (M) Districts. The Plan area outside the Town, within the County, is currently zoned as Agricultural (A) District. Adjacent lands within the town are zoned as Single Detached Residential (R1), High-Density Residential (R3), Highway Commercial (C2), Industrial (M) and Urban Reserve (UR). Adjacent County lands are zoned Agricultural (A).



The Plan area located in the County is entirely agricultural in its land use and currently under cultivation. Within the Town, lands within the Plan area are subdivided and developed as urban residential in the southwest, and industrial uses in the southeast, as shown in Figure 2. Some of the industrial uses in the area include a cannabis facility and automotive parts and industrial supplies sales.

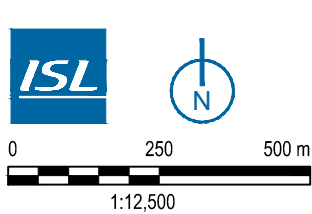
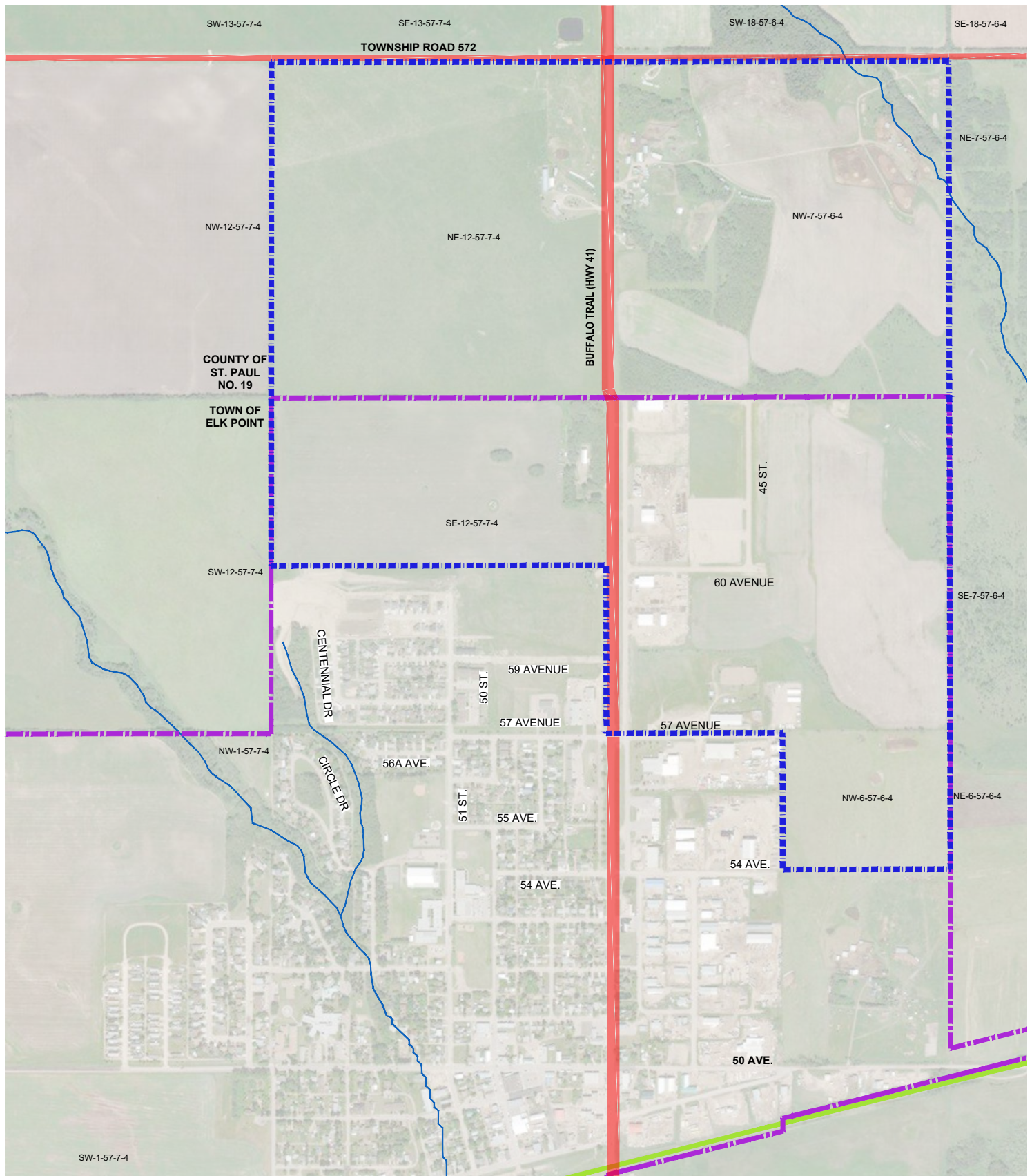
In advance of development, LUB map amendments will be needed to implement the development concept and policies of this IASP; however, no LUB amendments are needed at the time of IASP approval. The approval of an IASP does not change how land in the Plan area is currently used or taxed. Taxation rates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

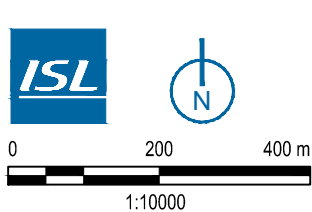
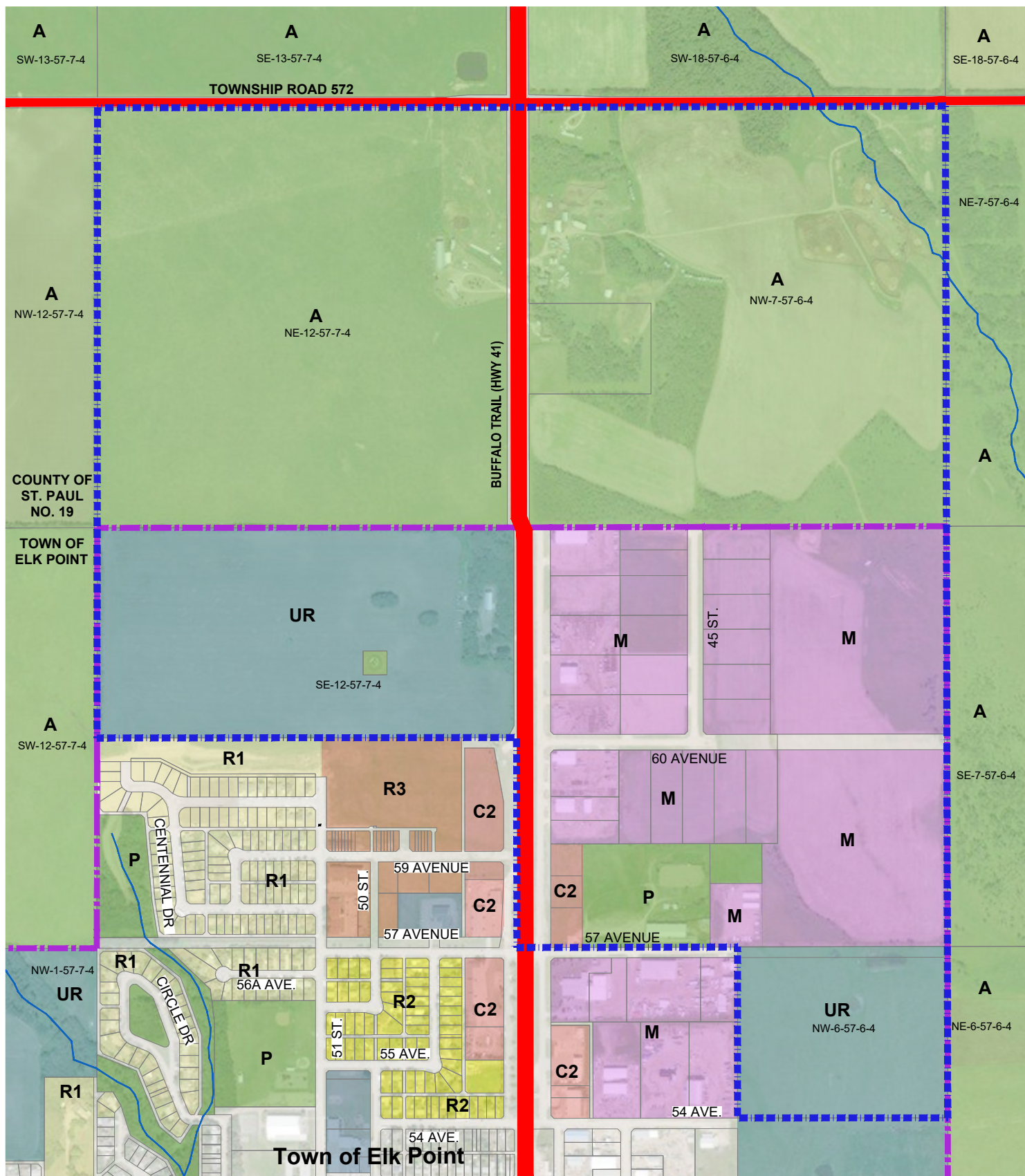


- IASP BOUNDARY
- TOWN BOUNDARY
- MAJOR ROAD
- IRON HORSE TRAIL



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BUFFALO TRAIL NORTH IASP
FIGURE 1
LOCATION
MAP



- IASP BOUNDARY
- TOWN BOUNDARY
- HIGHWAY
- COUNTY ZONING
- (A) AGRICULTURAL
- TOWN ZONING
- (R1) SINGLE DETACHED RESIDENTIAL
- (R2) MEDIUM DENSITY RESD.
- (R3) HIGH DENSITY RESD.
- (M) INDUSTRIAL
- (C2) HIGHWAY COMMERCIAL
- (P) COMMUNITY
- (I) INSTITUTIONAL



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BUFFALO TRAIL NORTH IASP
FIGURE 2
EXISTING LAND USE
DISTRICTS

2.0 Site Analysis

2.1 Introduction

This Section provides a summary of the existing site conditions, including background information gathered as part of high-level reviews of environmental features, historical conditions, topography and geotechnical considerations, existing servicing and transportation networks, and a market analysis.

2.2 Environmental Review

In November 2020, ISL Engineering and Land Services completed a Desktop Environmental Review of the Plan area. The review was updated in December 2023 to reflect 13 ha of land added to the Plan area to accommodate the shifting of a storm water management facility from SW7-57-6-4 on the north side of 57 Avenue and east of 45 Street to NW6-57-6-4 on the south side of 57 Avenue and east of 45 Street. The review includes information about habitat features, waterbodies, wetlands, watercourses, and vegetation characteristics. Identified features and areas recommended for retention are shown on Figure 3.

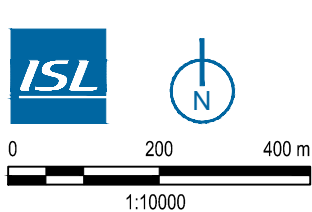
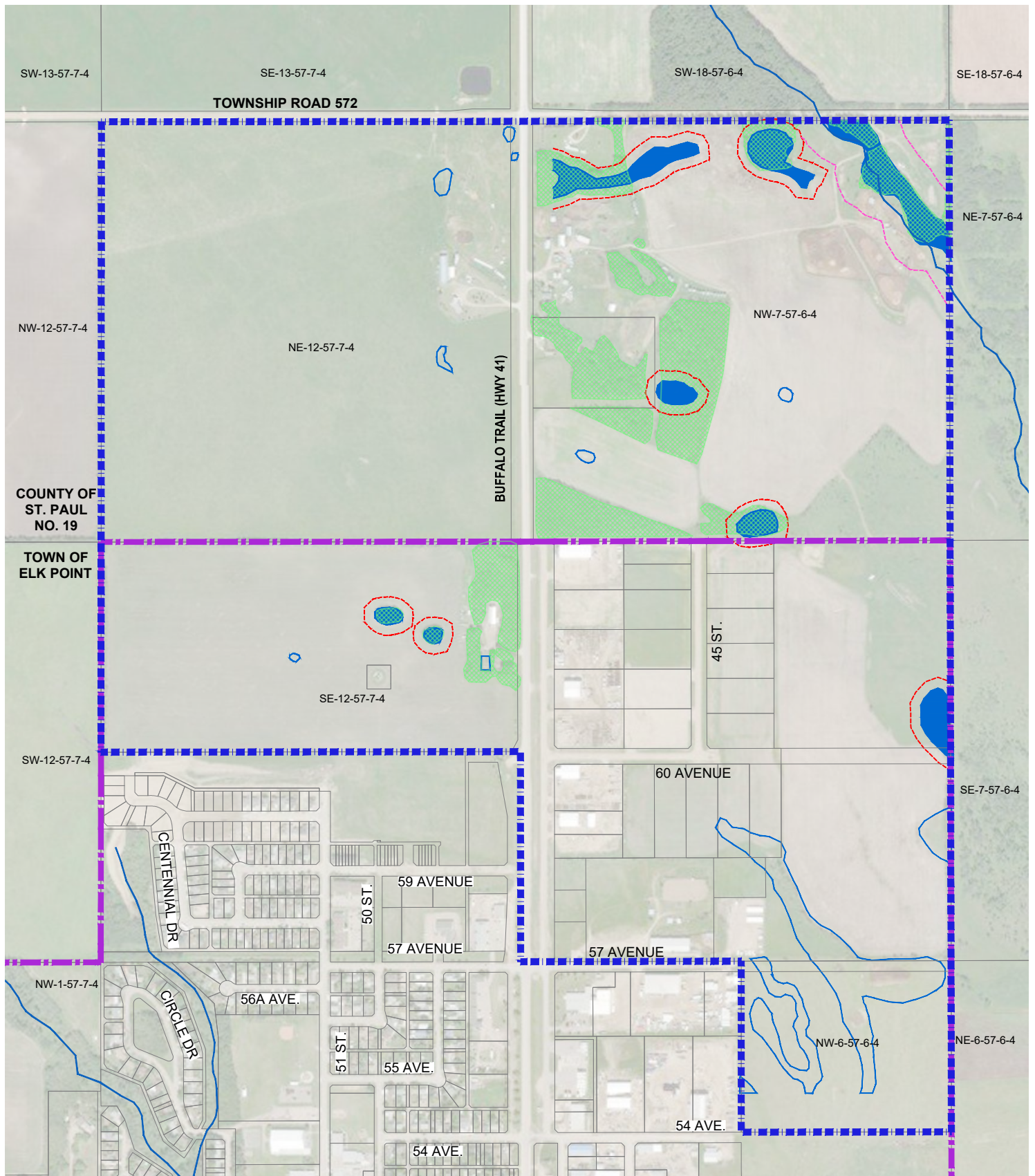
As a result of the review, it is recommended that the portion of the unnamed watercourse in the northeast corner of the IASP is retained and a 50 m development setback is provided. It also recommends the retention of a wetland and marsh complex on SW7-57-6-4 and NW6-57-6-4. Additionally, where possible, intact or largely intact wetlands and remnant forest stands are recommended for retention. 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

Three abandoned wells were identified in the southeast portion of the IASP area. Two are reclamation certified, the third is reclamation exempt, as shown on Figure 4. A minimum 5 m setback on development from each of the three well heads and access to each well is required, as per Alberta Energy Regulator (AER) Directive 079x. Setbacks are based on final confirmation of the well head location from the well owner at the time of application for subdivision or development permit. Policies within the IASP reflect AER requirements.

Pipeline and Utility Rights-of-Way

There are no high-pressure pipelines within the IASP Area; however low-pressure gas pipelines are located throughout the Plan area, as shown on Figure 4. The locations and potential setbacks required for the low-pressure pipelines shall be confirmed at the time of development permit. IASP policies will reflect this requirement.

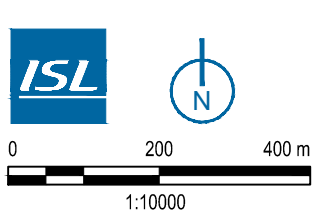
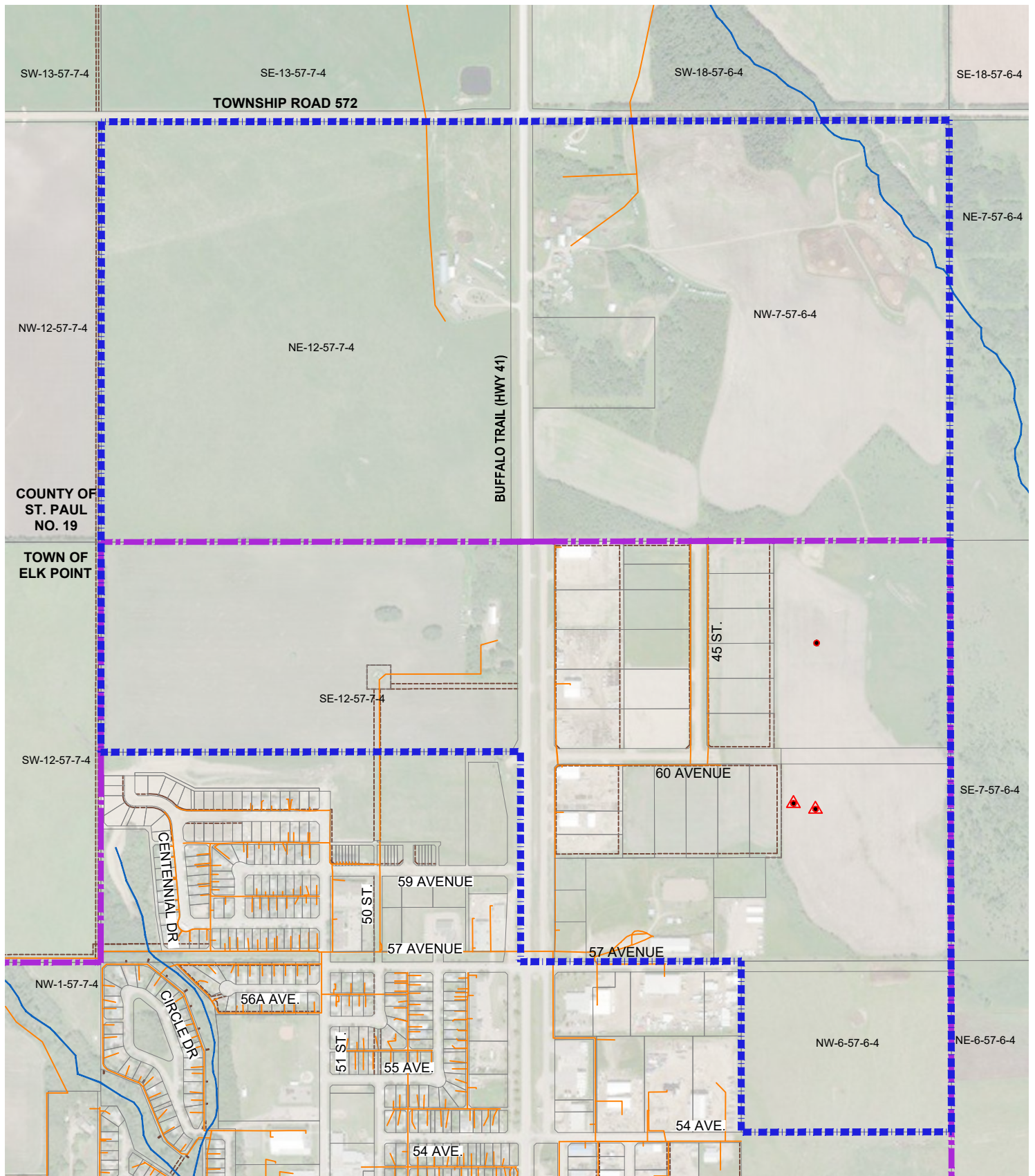


- IASP BOUNDARY
- TOWN BOUNDARY
- EXISTING LOTS
- WATERCOURSE
- WATERCOURSE BOUNDARY
- REMNANT FOREST STANDS
- WETLANDS TO REMAIN
- EXISTING WETLANDS
- 20m SETBACK BUFFER
- 50m WATER SETBACK



NOVEMBER 2024

BUFFALO TRAIL NORTH IASP
FIGURE 3
ENVIRONMENTAL
CONDITIONS



- IASP BOUNDARY
- TOWN BOUNDARY
- EXISTING LOTS
- - - - - EXISTING R/W
- EXISTING GASLINES
- ~~~~~ WATERCOURSE
- ABANDONED WELLS
- ▲ RECLAMATION CERTIFICATION



NOVEMBER 2024

BUFFALO TRAIL NORTH IASP
FIGURE 4
OIL & GAS
INFRASTRUCTURE



2.3 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 IASP preparation process was not seen as needed. However, given the existence of abandoned and reclamation certified oil and gas wells, as well as the low pressure gas pipelines, a Phase I ESA is recommended prior to redistricting in the Plan area.

2.4 Historical and Archaeological Review

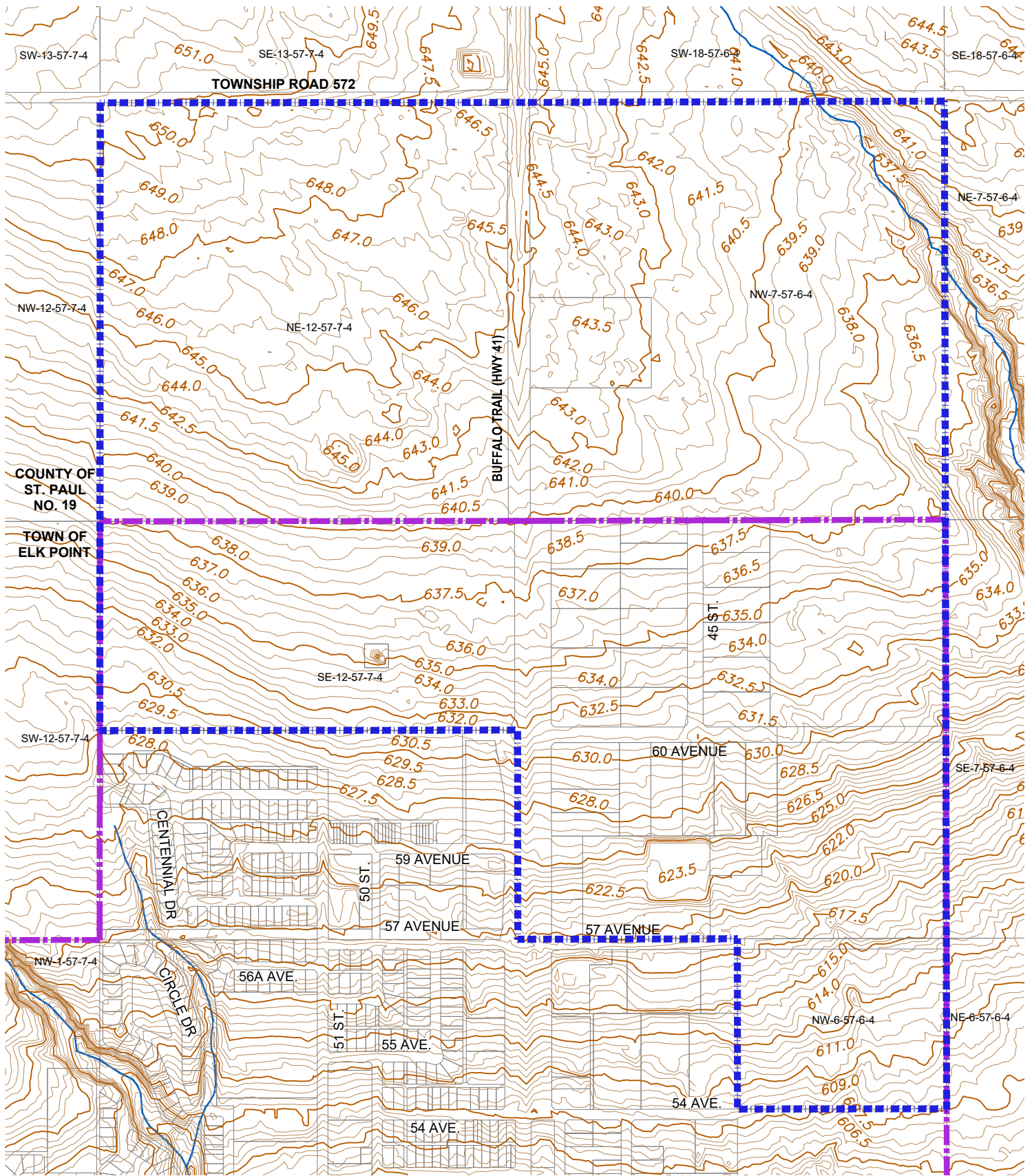
There are no known Historic Resource Values assigned to any lands in or adjacent to the Plan area.

Alberta Culture, Multiculturalism and Status of Women provided *Historical Resources Act* approval for the activities described by the IASP in a letter dated October 27, 2020.

2.5 Topography and Geotechnical Conditions

The Plan area is relatively flat with mild topographical relief, as shown in Figure 5. The elevations range from 615 m in the southeast, to 629 m in the southwest, to 650 m in the northwest. In general, overland flows proceed northwest to southwest and southeast. Servicing concepts, described in Section 7, will reflect Plan area topography.

A geotechnical report at this stage of the development and planning was not completed; however, a geotechnical report shall be required at the time of redistricting.



N

0 200 400 m

1:10000

IASP BOUNDARY

TOWN BOUNDARY

EXISTING LOTS

EXISTING TOPOGRAPHY

EXISTING WATERCOURSE

ELK POINT

The High Place to Be

NOVEMBER 2024

BUFFALO TRAIL NORTH IASP

FIGURE 5

EXISTING TOPOGRAPHY



2.6 Existing Servicing Network

Stormwater

Plan area lands located west of Highway 41 (Buffalo Trail) naturally drain toward an unnamed tributary in the NW, while lands east of Highway 41 (Buffalo Trail) drain toward an unnamed tributary in the east. A stormwater management report prepared by MPE indicates that the existing industrial area east of Highway 41 (Buffalo Trail) lacks planned drainage infrastructure.

Sanitary

Elk Point is serviced by a sanitary pumpstation that conveys flows through a 300mm sanitary forcemain to an existing lagoon. All sanitary pipes within Elk Point north of 50 Avenue are 200mm and 250mm. MPE has advised that recent upgrades to the lift station can handle the development of the vacant industrial park on the east side of Highway 41 (Buffalo Trail). Additionally, MPE has also advised that the upgraded lagoon can handle future industrial and residential growth to a population of 2,500 residents. At the time of IASP preparation, no information regarding the available capacity of the sanitary pipe system was available. Development within the IASP lands will require new sanitary trunks that are extended from the existing pump station from Railway Avenue to the Plan area and the lagoon and pumpstation will also likely require expansion and upgrading to service IASP lands.

Water

Elk Point receives potable water from the St. Paul Water Treatment Plant via Elk Point/St Paul County Regional Water Services Commission regional waterline. The water treatment plant was upgraded in 2017 by the Town of St. Paul and the Regional Water Services Commission. The water distribution system in the vicinity of lands west of Highway 41 (Buffalo Trail) consist of twinned 350mm and 250mm watermains. Lands east of Highway 41 (Buffalo Trail) are serviced by 300mm watermains. The existing water system is anticipated to be adequately sized to service lands within the IASP Plan area.

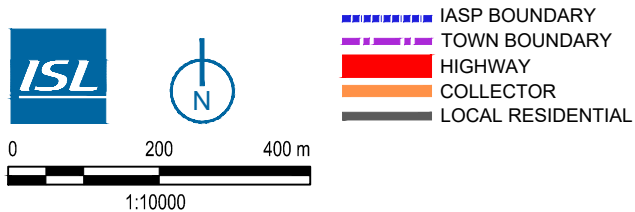
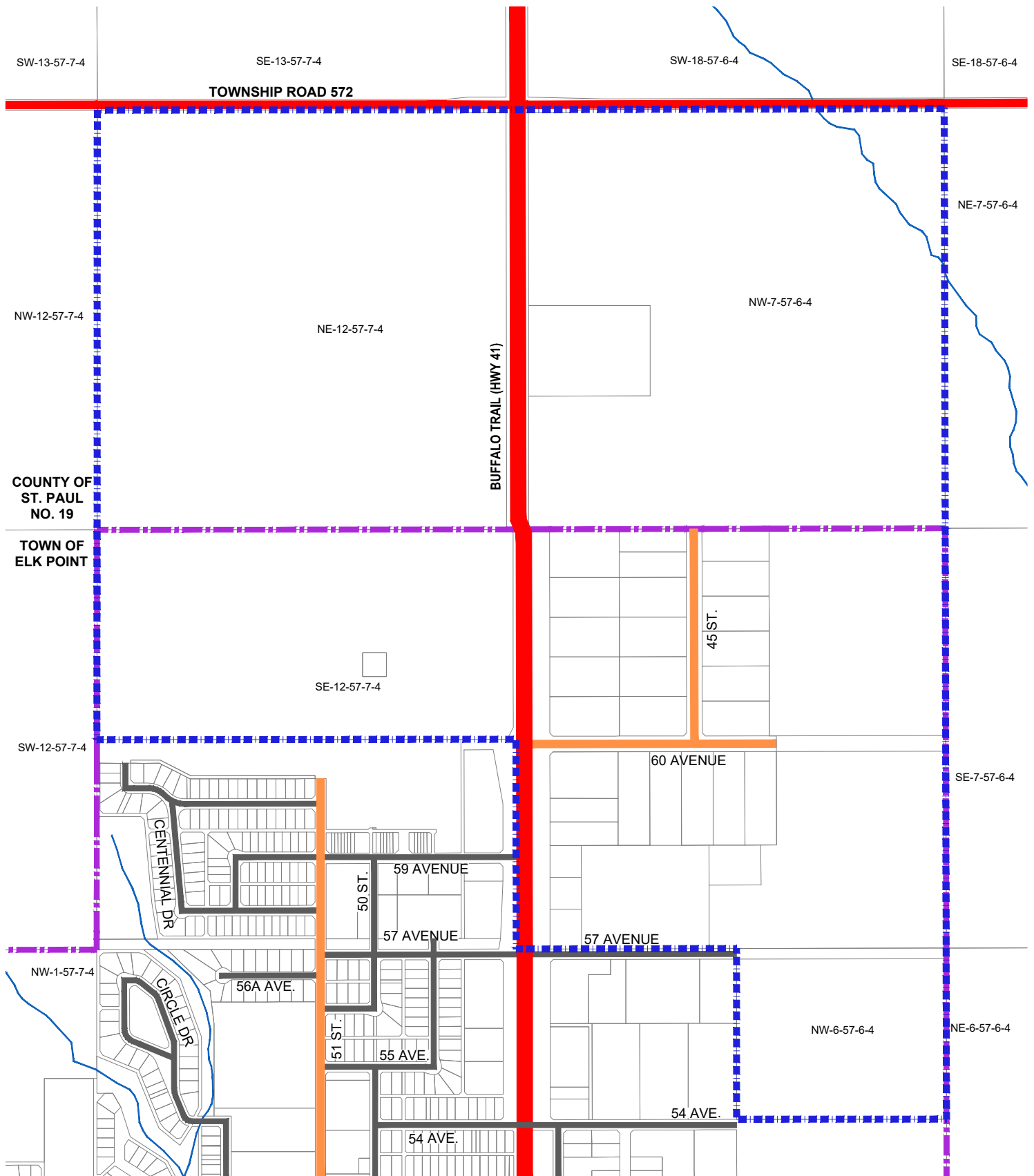


2.7 Existing Transportation Network

Highway 41 (Buffalo Trail) bisects the Plan area as a two-lane paved north/south roadway under the jurisdiction of Alberta Transportation and Economic Corridors (TEC). It provides a high level of connectivity within the province and is also part of the province's existing high load corridor, connecting to major provincial manufacturing and industrial areas. Several existing accesses and intersections with Highway 41 (Buffalo Trail), as well as the existing roadway network are shown in Figure 6.

A two-lane north-south gravel roadway, 47 Street, is located approximately 30 m to the east, paralleling Highway 41 (Buffalo Trail) which connects industrial lands uses. 47 Street provides approximately 40 m of right-of-way. 57 Avenue is an east/west two-lane paved urban cross section, with curb/gutter and underground stormwater collection, with approximately 20 m of right-of-way. 60 Avenue is an east/west two-lane gravel road connecting between 47 Street (Service Road) and extending to the east into existing industrial land uses. It provides approximately 30 m of right-of-way. 45 Street is a north/south two-lane, gravel road, connecting from 60 Avenue extending approximately 400 m north. Similar to 60 Avenue, 45 Street provides approximately 30 m of right-of-way. 51 Street is a two-lane urban roadway, located south of the southwest Plan area boundary and provides approximately 20 m of right-of-way. Township Road 572 is a two-lane east/west gravel road within the County of St. Paul, aligned with the north boundary of the Plan area. Township Road 572 provides approximately 20 m of right-of-way, with additional right-of-way at Highway 41 (Buffalo Trail), allocated to the Highway, presumably for future intersection widening requirements.

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



NOVEMBER 2024

BUFFALO TRAIL NORTH IASP
FIGURE 6
EXISTING TRANSPORTATION
NETWORK AND CLASSIFICATION



2.8 Traffic Impact Assessment

A Traffic Impact Assessment (TIA) was prepared by ISL Engineering and Land Services in July 2022, updated in April 2023 after the preparation of 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 residential, corridor commercial, and industrial 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 by 2042, several improvements will be needed for the roadway network. The future roadway network and classifications are shown on Figure 17.

It is noted that TEC did not endorse the TIA, and as such, additional assessment, at the time of subdivision or development permit, 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.



2.9 Property Ownership

Lands located within the Plan area are owned by 13 different landowners on 35 titled properties, as described in the following table.

Table 1: Property Ownership

Legal Description	Area Hectares (Acre)
Lot 1, Block 45, Plan 122 3731; Lot 2, Block 45, Plan 122 3731	2.24 (5.54)
Lot 1, Block 1, Plan 112 2714	1.22 (3.01)
Lot 15, Block 48, Plan 192 1841	13.9 (34.3)
Lot 3, Block 45, Plan 122 3731; Lot 4, Block 45, Plan 122 3731; Lot 5, Block 45, Plan 122 3731	1.01 (2.5)
Lot 6, Block 45, Plan 122 3731; Lot 7, Block 45, Plan 122 3731; Lot 2, Block 47, 122 3731; Lot 4, Block 47, Plan 122 3731	4.21 (10.4)
NW-7-57-6-4	60.26 (148.9)
Lot 1, Block 1, Plan 062 6473	4.04 (9.98)
Lot 11, Block 48, Plan 182 0570; Lot 12, Block 48, Plan 182 0570; Lot 14, Block 48, Plan 182 0570	5.56 (13.74)
Lot 7, Block 46, Plan 192 1636	14.29 (35.31)
NE-12-57-7-4	63.33 (156.48)
Lot 8, Block 45, Plan 122 3731; Lot 9, Block 45, Plan 122 3731; Lot 10, Block 45, Plan 122 3731; Lot 11, Block 45, Plan 122 3731; Lot 1, Block 46, Plan 122 3731; Lot 2, Block 46, Plan 122 3731; Lot 3, Block 46, Plan 122 3731; Lot 4, Block 46, Plan 122 3731; Lot 5, Block 46, Plan 122 3731; Lot 5, Block 47, Plan 122 3731; Lot 6, Block 47, Plan 122 3731; Lot 7, Block 47, Plan 122 3731; Lot 13, Block 48, Plan 182 0570	12.14 (30.00)
Lot 9, Block 47, Plan 142 4138; Lot 10, Block 47, Plan 142 4138	1.18 (2.92)
SE-12-57-7-4	31.95 (78.95)
Total Plan area (excluding roads)	215.33 (532.03)

2.10 Market Analysis

Colliers International prepared a Market Analysis in December 2020 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:

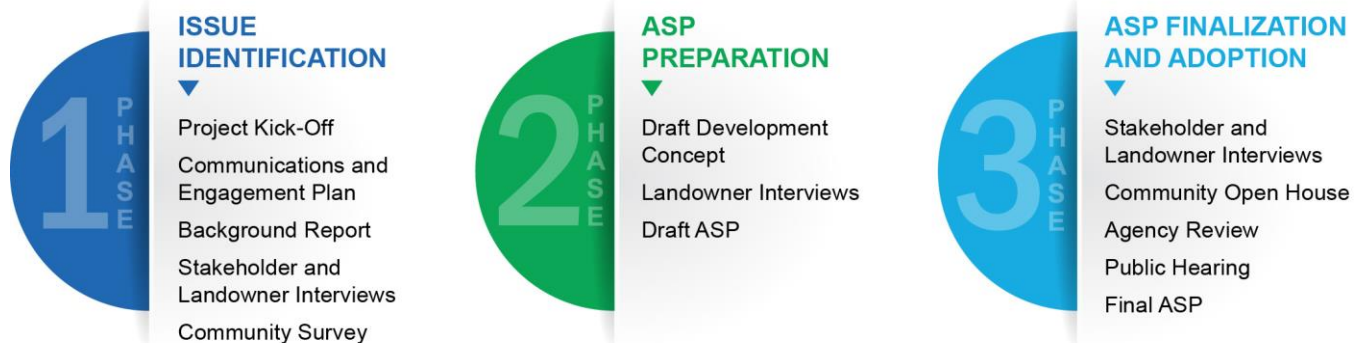
1. The current supply of serviced residential lots is estimated to meet the historic demand for another 5 to 20 years. However, there are no options within the town or just outside the town for larger acreage type lots. The allowance of rural serviced clustered acreage development within the intermunicipal fringe could fill this void. Notwithstanding, the most optimal location for such development may be south of Elk Point and outside of the IASP area under review.
2. There are no serviced multi-family sites in Elk Point, however, demand for such product is weak.
3. The current supply of serviced conventional industrial lots is estimated to meet the historic demand for another 5 to 20 years.
4. There are no serviced Highway Commercial lots in Elk Point and demand tends to be sporadic. A lack of this type of product is likely to result in missed opportunities to attract new businesses.
5. There are no arterial focused business/industrial type lots available in Elk Point. These types of lots most often are developed with quasi-industrial strip condominium type structures that allow for a retail or office type use at the front and warehouse space at the rear. 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 shall be weighed against the cost of losing future investment.
7. There is a lack of a regional recreation facility in Elk Point. 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.
8. It is recommended that the IASP should be viewed as an immediate response to filling the void of commercial, business/industrial, and institutional uses, with the focus of this short-term response being limited to a small area along Highway 41 (Buffalo Trail). With respect to the balance of the IASP planning area, a longer-term development horizon is envisioned.
 - a. The small area of serviced land limits the upfront development costs, as the Town/County may have to cover the cost to develop and service these types of lots, which is 2 to 3 times their respective market value. These will incur an upfront loss, but the ability to attract intermittent opportunities in highway commercial and arterial-focused business/industrial type lots could build up the local economic base over the long-term.
9. Due to the slow to stagnant growth of Elk Point, it may also be worthwhile to relax development restrictions within the intermunicipal fringe area (i.e., allow the development of rural serviced residential and industrial lots within the Plan area).
10. Notwithstanding the results of Market Analysis, the Town is engaged in economic development efforts that may generate unanticipated demand for industrial development in the Plan area, along with potential demand for residential development from the boost in local employment opportunities.

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

ISL prepared an Engagement Plan to guide 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

In the fall of 2020, 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, and referral agencies about the project; completing a review of background information; and initiating the first round of engagement with Plan area landowners and stakeholders.

Phase 1 Engagement

During the first phase of engagement, Plan area landowners and key stakeholders 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 and Frog Lake 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 (13) on October 21, 2020 to invite them to participate in a telephone or video meeting. Two landowners contacted the Town for additional clarification on the project and next steps. No other Plan area landowners expressed interest in a meeting or providing feedback.

Adjacent Plan Area Landowners

County landowners located immediately adjacent to the Plan area, were also sent letters on October 21, 2020 to introduce the project and promote the upcoming survey. Letters were mailed to 8 landowners who are adjacent to the Plan area. No inquiries were received.



Project Stakeholders

Email interview invites and project information was sent on October 28, 2020 to key project stakeholders. The stakeholders invited to participate in an interview, included:

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

Interviews were held with representatives from Outlook Market Research and Consulting and Alberta Hub. Project information was also shared as part of Elk Point Airport Authority's regular meeting agendas. Additional stakeholders, such as provincial agencies, emergency service providers were engaged throughout the project as part of the referral agency notification process.

Frog Lake First Nation and Fishing Lake Métis Settlement

Both Frog Lake First Nation and Fishing Lake Métis Settlement were invited to participate in the project. The Consultation Officer for Fishing Lake Métis Settlement indicated that the Plan area and project did not have any effects on the Traditional Land Use for the Settlement. Project information was shared by the Executive Assistant to the Director of Operations for Frog Lake First Nation.

Town and County Residents

An online survey was available from November 9 through to November 22, 2020 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/commercial on the east side
- Larger scale recreation doesn't necessarily make sense in the area as current facilities/amenities are located on the south side of Elk Point
- Include trails and parks spaces to connect the residential areas and into Town
- Broadband will be key for Elk Point to be attractive to new businesses
- Opportunities to grow and attract businesses with lands located along the highway

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 perspective 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 December 5, 2021.

Plan Area Landowners

Letters were mailed in late September 2021 to all Plan area landowners (13) to invite them to participate in a telephone or video interview. No landowners contacted the Town or County or arranged for an interview. A second set of letters was mailed in mid-October. In response to the letters, three interviews were held with Plan area landowners. In addition, Plan area landowners and businesses provided their comments directly to the Town.

Summary of Phase 2 Key Themes

- Need to consider future development opportunities in all areas of Town, especially on the south side
- Agricultural land in production should remain as is
- Need to review green space distribution in plan area
- Consider different ways to engage landowners such as telephone calls rather than mailouts

Feedback from Phase 2 was used to refine and finalize the concept plan and inform IASP policies.

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 North 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), supporting the area as a gateway into the Town and County. Industrial uses are located east of the highway, extending north from existing industrial uses in the Town, and residential uses are located west of the highway, which also extends from existing residential development in northwest Elk Point. Lands designated for active and passive recreational (or institutional) uses are provided west of Highway 41 (Buffalo Trail) to support the development of regional recreation facilities, and in the southeast to recognize the existing activities of the Elk Point & District Agricultural Society.

4.1 Objectives

The objectives of the Buffalo Trail North 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, parks, and recreation facilities and amenities.
3. Facilitate a mix of housing forms to help meet the housing needs of current and future residents.
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 lands with potential for large parcel 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).

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 Residential/Recreational Flex Area has been provided to accommodate for recreational uses, but should it not be needed, it is intended to default to residential purposes. As such, the total residential area may vary depending on whether the Flex Area is used in the future for residential 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 unnamed watercourse; however, the specific location, setbacks, and area required will be determined at subdivision following detailed field studies.



Table 2: Development Concept Statistics*

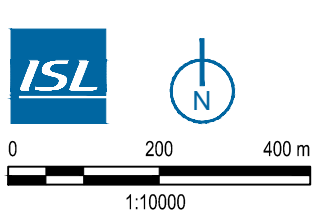
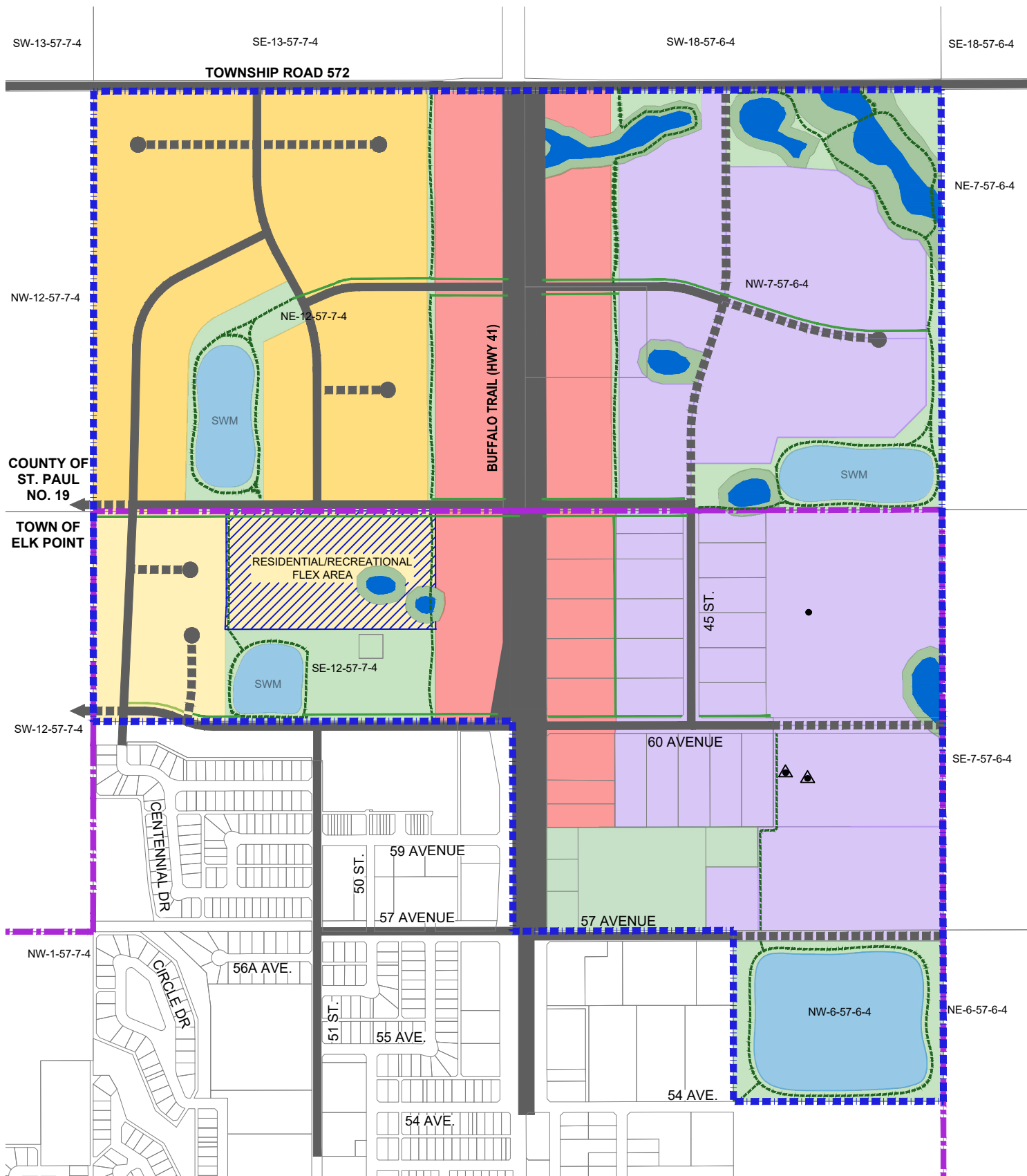
Proposed Land Use	County Areas		Town Areas		Total Area	
	Hectares	%	Hectares	%	Hectares	%
Gross Developable IASP Area (GDA)	130	54%	112	46%	242	100%
Less Highway 41 (Buffalo Trail)	3	1%	6	2%	9	3%
Less Highway 41 (Buffalo Trail) Road Widening	3	1%	1	0%	3	1%
Less Environmental Reserve	10	4%	2	1%	12	5%
Less Elk Point & District AG Society	0	0%	7	3%	7	3%
Net Developable IASP Area (NDA)	114	54%	96	46%	211	100%
Industrial Development	32	15%	46	22%	78	37%
Commercial Development	20	10%	13	6%	33	16%
Total Residential Development	45	21%	18	9%	63	30%
Rural Residential	45	21%	0	0%	45	21%
Urban Residential	0	0%	10	5%	10	5%
Recreation Flex Area	0	0%	8	4%	8	4%
Municipal Reserve/Open Space	12	6%	9	4%	21	10%
Storm Water Management	5	2%	10	5%	15	7%

*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	45	225	(2.5 ppu)
Rural Residential @ ~5 units/ha	45	225	563
Residential Town	18	116	(2.2 ppu)
Urban Residential @ ~6.4 units/ha	10	65	143
Recreation Flex Area @ ~6.4 units/ha	8	51	112
Total	63	341	818

**Population per unit is based on average household size from Statistics Canada (2021 Census) for the County and Town.



- IASP BOUNDARY
- TOWN BOUNDARY
- PRIMARY ROAD NETWORK
- OPTIONAL ROAD NETWORK
- OFF STREET PATHWAY
- PEDESTRIAN CORRIDOR
- WITHIN R/W OR REAR LOTS
- ABANDONED WELLS
- RECLAMATION CERTIFICATION
- WETLANDS & ENVIRONMENTAL RESERVE
- RURAL RESIDENTIAL
- URBAN RESIDENTIAL
- RESIDENTIAL/RECREATIONAL FLEX AREA
- INDUSTRIAL
- COMMERCIAL CORRIDOR
- OPEN SPACE
- STORM WATER MANAGEMENT (SWM)



NOVEMBER 2024

BUFFALO TRAIL NORTH IASP

FIGURE 7

DEVELOPMENT CONCEPT

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

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. Alberta Culture and Status of Women granted Historic Resources Act approval 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

The Buffalo Trail North IASP is intended to serve as a critical tool for the Town and County to further strengthen their industrial and commercial base and regional importance. The IASP can 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 the lands shown on Figure 8.
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 Machinery and Equipment Tax Incentive Bylaw (Bylaw 868/22) 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 of Elk Point's Industrial Land Sales Policy 8-3-16, which directs the development and marketing of Town-owned industrial lands, shall apply to Town-owned lands identified as industrial in the Plan area.
 - a. 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.



Figure 8: Lands to be Considered for Joint Economic Areas or Joint Servicing Agreements

4. The Town and County shall continue to support the collaboration with community and regional partners, such as Alberta Hub, STEP Economic Development Alliance, and the Chamber of Commerce Economic Development Committee 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

Residential land use designations make up the western portion of the Plan area, west of Highway 41 (Buffalo Trail), as shown in Figure 7. Two types of residential uses are accommodated for, Rural Residential and Urban Residential. Unless otherwise noted, the following policies apply to both types of residential uses.

1. Residential development shall be located west of Highway 41 (Buffalo Trail) in the areas shown on Figure 7.
2. A diverse range of housing forms, including multi-unit housing may be supported.
3. On lands designated as Rural 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.
4. Notwithstanding Policy 5.3.3, should market conditions support it, lands designated as Rural Residential may be serviced through municipal connections and Policies 7.1.1a through g shall apply.
5. Recreational uses shall be permitted within the residential areas of the IASP, without requiring an amendment to the IASP.
6. Prior to residential development occurring within the Residential/Recreational Flex Area, the Town will be given the opportunity to purchase all or portions of the Flex Area at fair market value for the development of recreational amenities only.

5.4 Commercial Development

The commercial land use designation applies to areas located along the Highway 41 (Buffalo Trail) corridor. They create employment and highway commercial services opportunities for the travelling public and residents. Given their 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) 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.
4. Given the prominent location of Commercial sites along Highway 41 (Buffalo Trail), 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. 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.



6. 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.
7. 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.
8. 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.
9. Policies 5.7.1 through 5.7.8 related to Gateway Overlay shall apply to lands located in the areas designated as Commercial shown on Figure 7.

5.5 Industrial Development

The Plan area contains land designated for a range of general industrial uses located east of Highway 41 (Buffalo Trail) as indicated on Figure 7. This area is a natural extension of industrial uses that are currently located in the northeast area of Elk Point.

1. Industrial development shall be directed to lands located east of Highway 41 (Buffalo Trail), as shown on Figure 7.
2. All industrial lands located within the Town boundary shall be serviced by municipal water, sewer, and stormwater service connections. Municipal servicing to industrial development located in the County may be considered at the time of development.
3. Unserved industrial uses 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

Agriculture is currently the predominant use in the north half of 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

Gateways into the Town of Elk Point and County of St. Paul, such as along Highway 41 (Buffalo Trail), are unique opportunities that help to portray the broader region's identity and vision. They form first impressions, and as such it is important for their value to be protected and enhanced. Through thoughtful 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 corridor 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 following policies will provide guidance for the development of each of these 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. Additional details on the preliminary streetscape design concept for Highway 41 (Buffalo Trail) can be viewed in Appendix A.

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, including four key intersections.
 - a. The Program will apply to the current and proposed intersections of Highway 41 (Buffalo Trail) at two new intersections recommended 400m and 800m south of Township Toad 572, at 60 Avenue, and at 57 Avenue, and
 - b. Collect levies 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 Highway 41 (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 9.

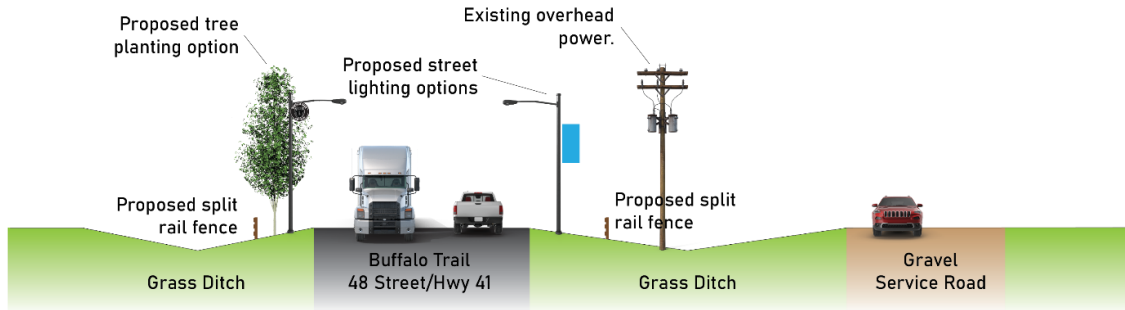


Figure 9: Conceptual Design for Highway 41 (Buffalo Trail)

5. The use of split rail fencing, as shown in Figure 9, 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 as road standards, utilities, snowing 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 10-12. 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 10-12, 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.

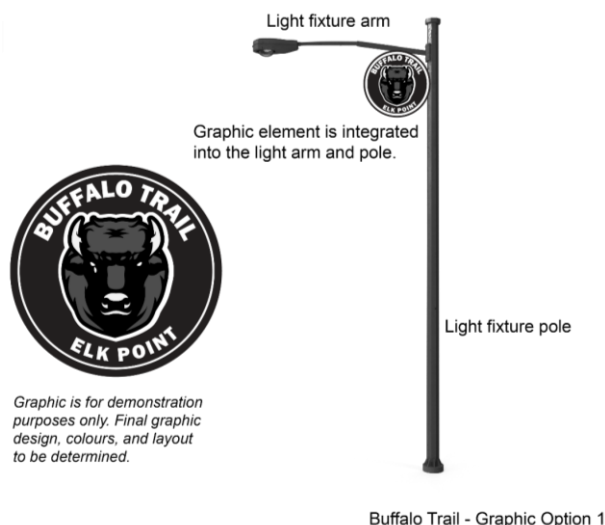


Figure 10: Example of Design Element Option 1

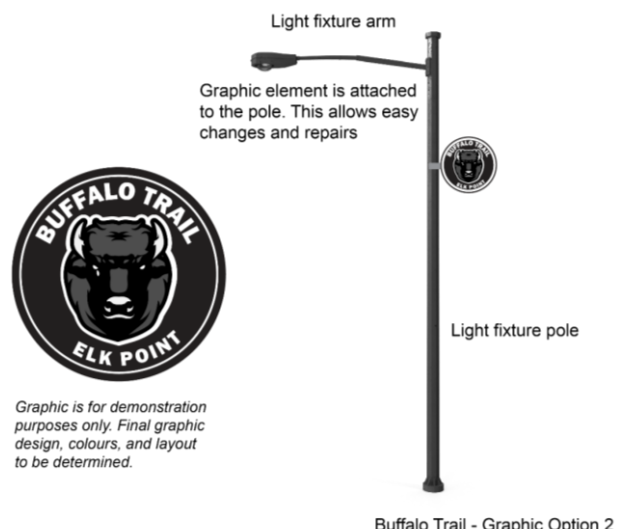


Figure 11: Example of Design Element Option 2

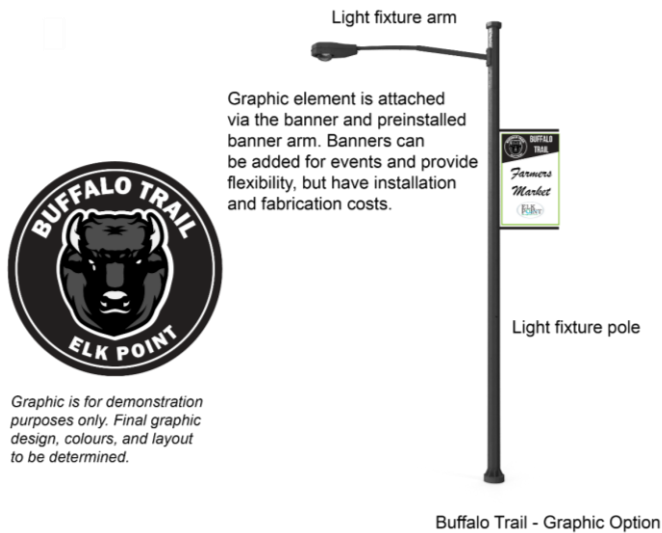


Figure 12: Example of Design Element Option 3

- c. installing a digital sign board, as shown in Figure 13, 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.
 - ii.



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

Figure 13: Example of Digital Signage Entry Feature

- 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 southern gateway (as noted in the Buffalo Trail South 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, 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 14.
 - 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 14: Gateway Overlay Examples of Plantings Providing Color and Interest

5.8 Open Space and Recreational

Parks within 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.

1. Parks shall be designed to maximize frontage onto public streets for better access and visibility. Increased visibility will create safer public spaces.
2. A centrally located open space area for recreational purposes shall be provided north of 60 Avenue and west of Highway 41 (Buffalo Trail) in the general location as shown on Figure 7.
3. Additional lands within the designated 'Residential Flex' area shown on the Development Concept may be acquired to increase the size of the centrally located 'Recreational Area' area without requiring an amendment to the IASP.
4. Trail development adjacent to the unnamed 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. Additional lands within the Plan area may be acquired for recreational purposes through purchase or land exchange with the applicable municipality, or as a voluntary dedication by private landowner(s).
6. Any over-dedication of Open Space/Parks for Municipal Reserve purposes within the Plan area shall be compensated by purchase, land exchange, or recoveries as part of a development agreement.
7. Lands not required for recreational uses, on the west side of the Plan area, shall default to residential development.



8. A mix of trails and sidewalks conceptually shown on Figure 7 shall 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.
9. 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.
10. Where trail connections are shown on Figure 7 through existing subdivided areas, proponents/landowners will be encouraged to provide an easement along the rear property line or provide a connection as a publicly accessible trail.
11. 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

There are eight wetlands, fifteen remnant forest stands, and an unnamed watercourse traversing the northeastern corner of the Plan area. These features are depicted in the ISL November 2020 Environmental Desktop Review and updated in December 2023, 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, "remnant forest stand", 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 forested stands, 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 Unnamed Watercourse

2. Wetlands identified in the Plan area include marshes, swamps, and artificial dugout features based on the ISL November 2020 Desktop Environmental Review and updated in December 2023. Of the wetlands identified, as shown on Figure 3, none met the requirements for potential to be crown claimed (Permanence Type IV or V). Notwithstanding this, 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, as shown on Figure 7, from the wetland edge shall be provided.
 - a. The 20 metre development setback may be reduced provided a geotechnical report 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 unnamed watercourse in the Plan area shall be avoided whenever possible and setbacks implemented as determined by a qualified Wetland Science Practitioner (WSP), as per point 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 Parks 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 unnamed watercourse in the northeast 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 15 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.
 - a. The 50 metre development setback may be reduced provided a geotechnical report that supports the reduction of the 50 metre development setback is provided by a qualified professional.
 - b. A 30 metre minimum development setback, as per the County's MDP, shall be required.
 - c. 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 existing unnamed watercourse in the northeast corner of 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 unnamed watercourse's flood line and freeboard elevation (see Figure 16 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.

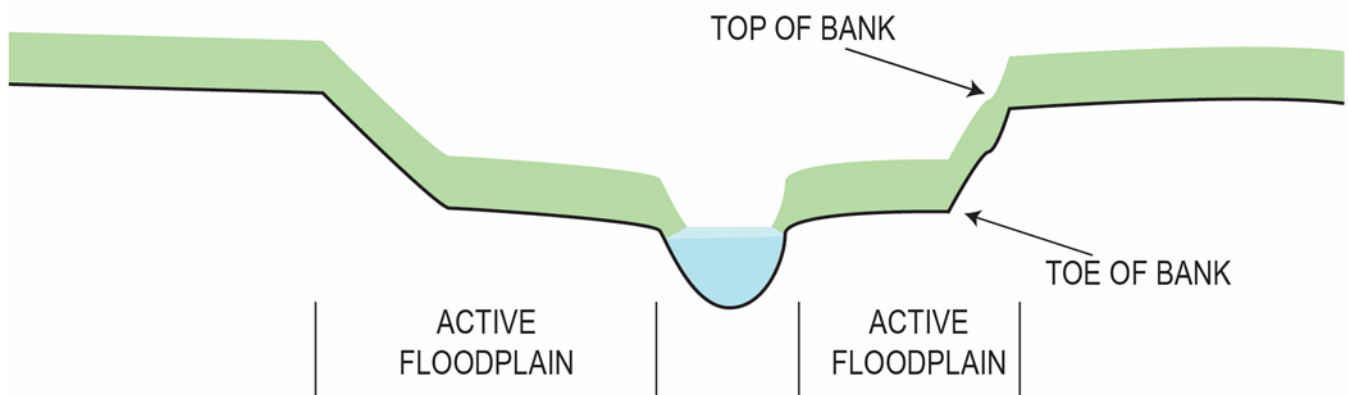
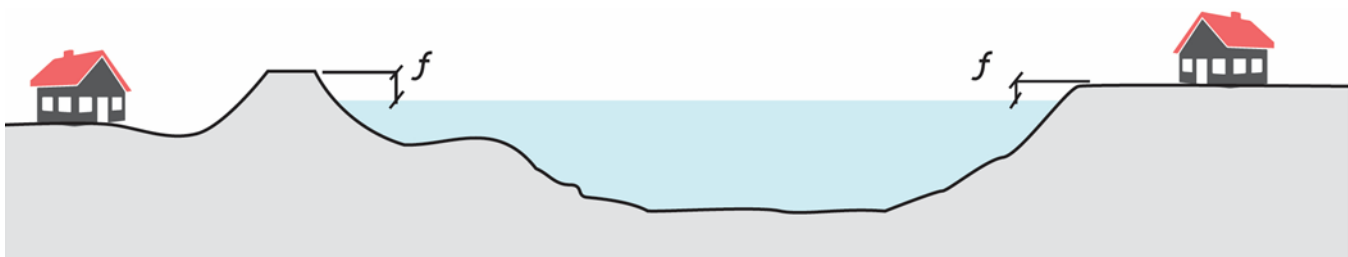


Figure 15: Illustration of Top of Bank



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

Figure 16: Illustration of Freeboard



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

Remnant Forest Stands

11. A natural area assessment of the remnant forest stands including field study shall be undertaken by a qualified professional (i.e., registered professional biologist) to the satisfaction of the applicable municipal jurisdictions prior to subdivision or development. The assessment shall consider the following, in addition to the biophysical aspects of the forest stands:
 - a. Overall health of the forest stand;
 - b. Property (public and private) safety;
 - c. Fire safety and emergency access;
 - d. Public access, and options for accommodating access to the forest stand, which may include access from some portion(s) of land adjacent to the forest stand, within the forest stand, or a combination of both options.

The assessment shall also make recommendations regarding a development setback for permanent structures within private lots in the vicinity of the forest stands and permanent infrastructure.

12. Existing remnant forest stands within the Plan area shall be protected and retained to the extent possible, and integrated with adjacent development to maintain wildlife habitat, enhance the amenity value for the enjoyment of future residents, and to moderate the heat effects of a changing climate.
13. A forest stand hazard assessment shall be conducted by a qualified professional (i.e., professional forester, arborist or a professional similarly qualified) prior to future subdivision or development. Only trees within the remnant forest stands that pose a public safety threat should be removed, while those that contribute to habitat for wildlife including migratory birds shall be maintained.

Well Sites and Pipelines

14. An Environmental Site Assessment (ESA) Phase I shall 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.
15. The wells that are abandoned within 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.
16. Active oil and gas wells require setbacks in accordance with Alberta Energy Regulator (AER) requirements.

5.10 Municipal and Environmental Reserve

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 open space with trails adjacent to four 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. As well, MR is allocated for off-street pathways and a pedestrian corridor to separate and buffer different land uses. Portions of the pedestrian corridor shown within the rear yard of private lots may be implemented through an easement registered on title.

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 unnamed watercourse 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. Retained remnant forest stands may be considered as Municipal Reserve land dedication.
3. Municipal Reserve lands shall be dedicated at the time of subdivision, to a maximum of 10% of the area of the titled property less all land required to be provided as conservation reserve or environmental reserve or made subject to an environmental reserve easement per the 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.
4. 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, in the amount of 10% of the developable area.
5. 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.
6. The population estimated to be generated in future residential areas may drive the requirement of a school site. A potential school site can be supported in the area identified as Open Space and Residential/Recreational Flex Area. 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 unnamed watercourse as identified in the ISL November 2020 Desktop Environmental Review, and updated in December 2023 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 unnamed watercourse 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 unnamed watercourse that is below the surveyed flood line shall be dedicated Environment Reserve.
9. Remnant forest stands that are part of a wetland complex may be considered as Environmental Reserve pending the outcome of required field studies that shall be conducted by a Registered Professional Biologist and qualified Wetland Science Practitioner (WSP) at the time of subdivision.

6.0 Transportation

The Buffalo Trail North IASP transportation network will consist of a system that moves goods and people efficiently through the Plan area, providing connections to the regional highway system and the major arterials serving Elk Point and destinations beyond.

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, allowing landowners and proponents flexibility in its layout. As such, an internal roadway network is not defined at this stage. However, the arterial and collector road network, and its ultimate classifications, are outlined in Figure 17.

A Traffic Impact Assessment (TIA) was prepared in July 2022 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) will be needed by full build-out of the Plan area in 2042 as noted in Section 2.6 and shown on Figure 17. The TIA and IASP were reviewed by TEC and their endorsement was not provided. While 400m spacing is proposed, the final location and intersection type are under the authority of TEC. Future TIAs 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 efficient manner supporting 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 report 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 TEC standards, at the time of subdivision or development. A new TIA shall be prepared if a 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) shall meet TEC's requirements.
7. As part of future development, existing accesses to Highway 41 (Buffalo Trail) will be closed and/or consolidated to meet TEC's Access Management requirements.



8. All Highway 41 (Buffalo Trail) intersections shall include at least one well lit pedestrian crossing. These crossings will be replaced with traffic signals if or when a traffic signal is warranted.
9. The costs of all new roads and intersection improvements 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, identified on Figure 17, shall be permitted without requiring an amendment to the IASP if the realignment does not compromise the overall 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 *Municipal Government Act*.
12. A road connection may be provided through the recreational amenity area and Residential/Recreational Flex Area, as shown on the development concept at the time of subdivision to the satisfaction of the Development Authority.
13. 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 (Buffalo Trail) Highway 41 to TEC for review and comment.

7.0 Servicing

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 redistricting, 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 industrial 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.
 - b. Unserved industrial uses within the Town may be approved as an interim use where:
 - i. It does not compromise the transition of the site to a fully serviced industrial area;
 - ii. A deferred servicing agreement is in place.
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 5.3.3 and 5.3.4, on lands designated as Rural 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

The Plan Area will include a combination of urban (storm sewers) and rural (ditches) drainage systems, along with four Stormwater Management Facilities (SWMFs) to control peak discharge rates and provide water quality treatment. The urban residential areas would have a dual drainage system, while commercial and industrial areas would use a rural drainage system. 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. The existing and proposed network is shown on Figure 18.

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 tied into the ER and MR and active transportation networks to serve as community amenities.
4. Development of storm water management facilities should be planned to avoid or mitigate runoff to highway infrastructure, where possible.
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

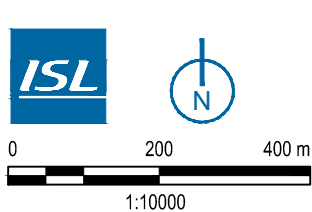
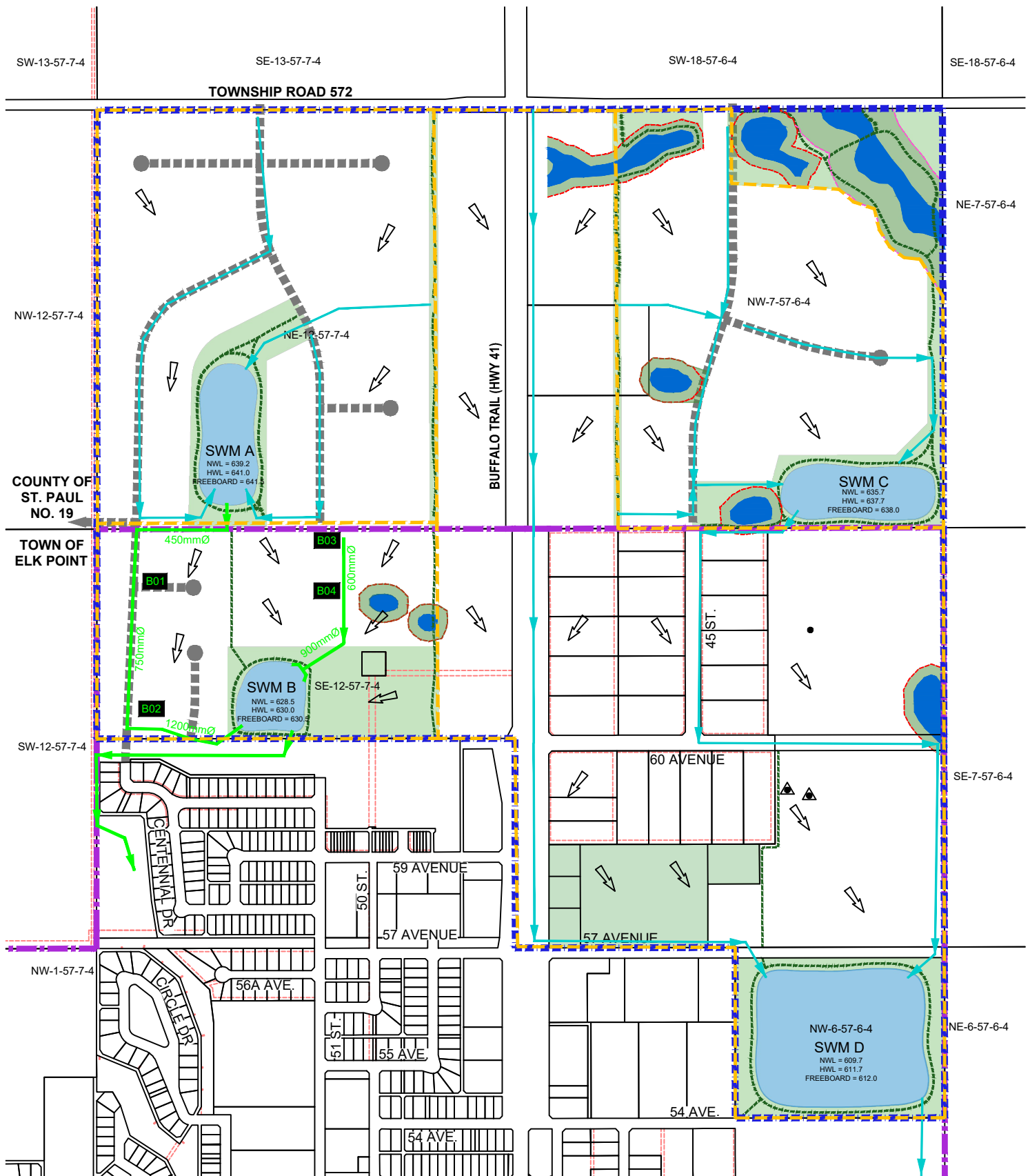
A new sanitary sewer system will be required to service all lands within the Town boundary. Residential lands within the County would be serviced by private means. Commercial and Industrial lands within the County could be serviced with municipal sanitary sewer which would be determined at the time of 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. The existing and proposed system is shown on Figure 19.

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 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. The existing water system is shown on Figure 20.

7.5 Shallow Utilities

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.
2. Shallow utilities shall be placed within road rights-of-way or within registered easements.
3. The Town and County encourages the creation of shared utility corridors where possible to minimize land fragmentation and promote efficient use of land. Utility lines are encouraged to locate in a manner which integrates transportation routes and utility lines within defined corridors and minimizes the impact on recreation, historic, and wildlife areas
4. The municipalities and third-party providers should work together to facilitate the extension of broadband to the Plan area.

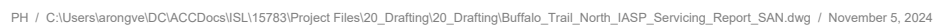


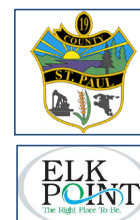
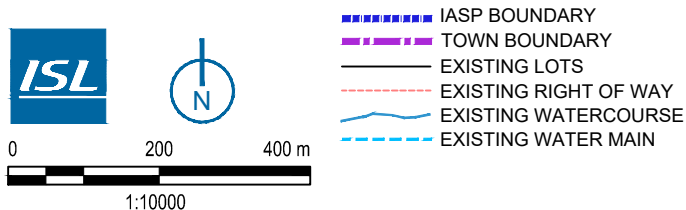
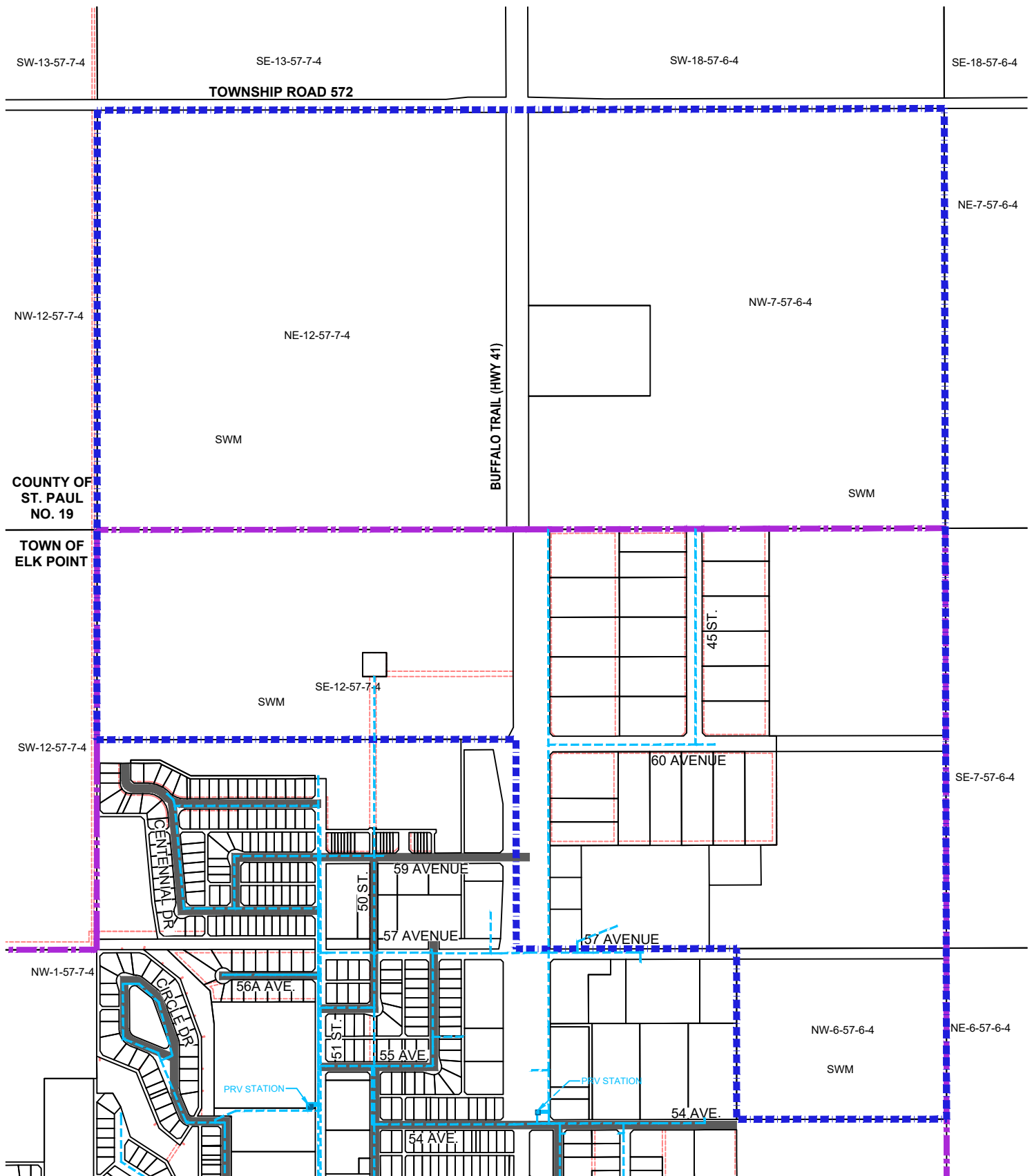
- IASP BOUNDARY
- TOWN BOUNDARY
- EXISTING LOTS
- EXISTING WATERCOURSE
- EXISTING STORM SEWER MAIN
- PROPOSED STORM CATCHMENT AREA
- PROPOSED STORM SEWER MAIN / PROPOSED DITCH
- OPEN SPACE
- STORM WATER MANAGEMENT (SWM)
- WETLANDS & ENVIRONMENTAL RESERVE



NOVEMBER 2024

BUFFALO TRAIL NORTH IASP
FIGURE 18
STORMWATER
SYSTEM





NOVEMBER 2024

BUFFALO TRAIL NORTH IASP
FIGURE 20
EXISTING WATER
SYSTEM

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 in 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. Desktop Environmental Review
 - b. Market Analysis
 - c. Traffic Impact Assessment
 - d. Servicing Brief

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 the lands shown on Figure 8.

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.

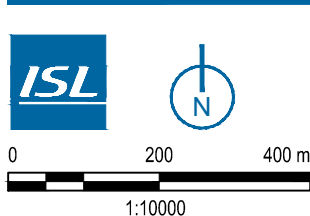
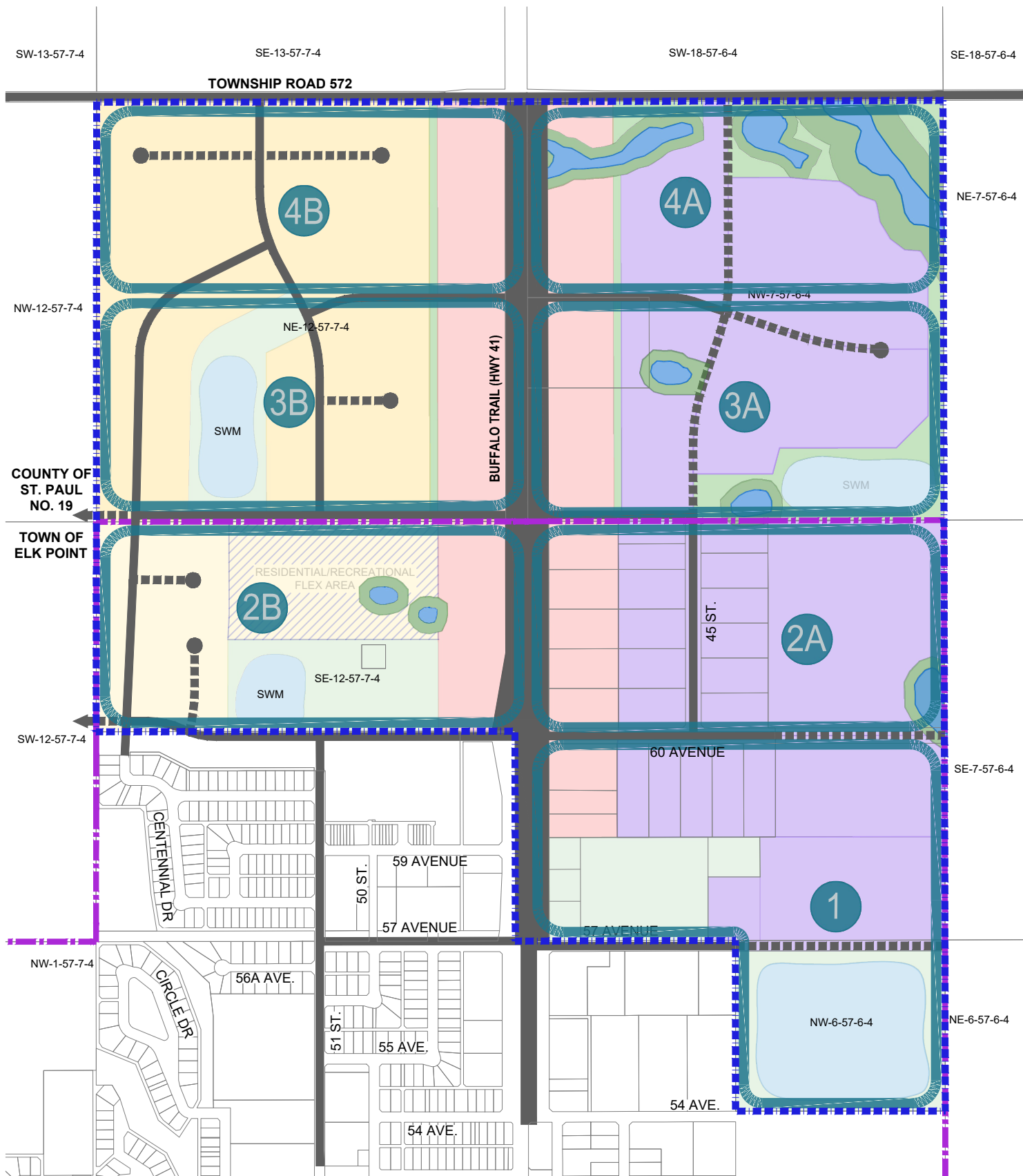


8.5 Outline Plan Requirements

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 21; 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.



- IASP BOUNDARY
- TOWN BOUNDARY
- PRIMARY ROAD NETWORK
- OPTIONAL ROAD NETWORK
- 1 DEVELOPMENT STAGING
- WETLANDS & ENVIRONMENTAL RESERVE

- RURAL RESIDENTIAL
- URBAN RESIDENTIAL
- RESIDENTIAL/RECREATIONAL FLEX AREA
- INDUSTRIAL
- COMMERCIAL CORRIDOR
- OPEN SPACE
- STORM WATER MANAGEMENT (SWM)



NOVEMBER 2024

BUFFALO TRAIL NORTH IASP
FIGURE 21
ANTICIPATED
DEVELOPMENT STAGING