

St. Paul North Intermunicipal Area Structure Plan

Town of St. Paul and County of St. Paul
November 2026

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1.0 Introduction

1.1 Plan Area Location

The St. Paul North Intermunicipal Area Structure Plan (IASP) applies to the 587.09 hectares shown on Figure 1. The area is located on lands along the north of the Town of St. Paul (the Town) and eight quarter sections of land in the County of St. Paul (the County). The Town/County municipal boundary runs through a portion of the Plan area. The Plan area is bounded on the east by Highway 881/40 Street and on the west by Range Road 95/57 Street. Township Road 582, an important and upgraded roadway, runs east/west through the middle of the Plan area.

1.2 Purpose

The purpose of the IASP is to provide a detailed framework for the future growth and development of the Plan area. In addition, the IASP will identify environmentally sensitive lands, provide open space and recreation areas, designate lands for rural and residential uses, and increase opportunities for commercial and industrial development in the Town and County.

The IASP is designed to conform to the:

1. requirements of the Municipal Government Act
2. Intermunicipal Development Plan (2019) County Bylaw 2019-15 and Town Bylaw 2019-06
3. County's Municipal Development Plan (2021) Bylaw 2021-14 and
4. Town's Municipal Development Plan (2025) Bylaw No. 2025-05.

The IASP will also:

1. Identify existing physical features and development conditions.
2. Summarize feedback received through engagement with Plan area landowners, residents, and stakeholders.
3. Establish the conceptual land use, open space and municipal reserve, transportation and servicing patterns, and development phasing for the IASP to implement the Town's and County's MDP.

1.3 Area Structure Plan Vision

The St. Paul North IASP sets a long-term vision to guide future development decisions over the next 50 years, as well as encourage and attract economic opportunities to the region. By providing two gateway commercial and industrial areas, agricultural and residential lands, a new commercial and industrial area, and a recreational area, the IASP will address future land use and infrastructure in the area and serve as a critical tool for the Town and County to strengthen its commercial and industrial base and regional importance.

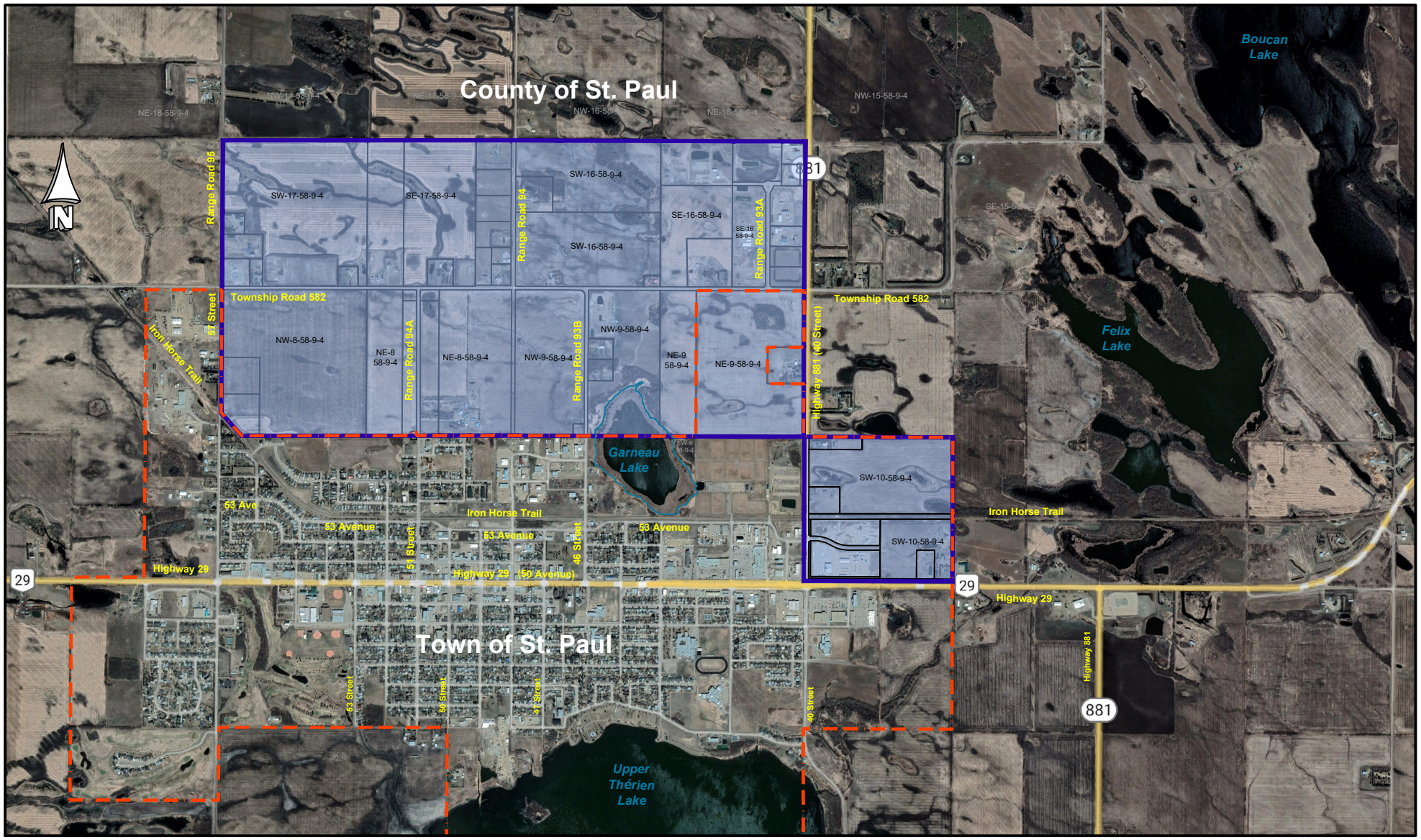
1.4 Statutory Compliance

Municipal Government Act

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

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

The MGA, s. 638 also requires that all statutory plans be consistent with one another. The IASP is consistent with those policies.



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Legend

- Town of St. Paul Municipal Boundary
- Area Structure Plan

St. Paul North Intermunicipal ASP

Location Map

Figure 1

Scale: 1:30,000

(km) 0 0.2 0.4 0.6 1.2

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1.5 Municipal Documents

Intermunicipal Development Plan

The Town of St. Paul and County of St. Paul's IDP was approved in 2019. It sets out a future vision for lands located within the County and adjacent to the Town of St. Paul. Policies in an IASP must comply with the applicable directive policies provided in an IDP. The IASP designates the subject lands for agriculture, residential and country residential, commercial, industrial, and open space/recreation uses. Lands within the IASP area have been designated in the IDP for a combination of agriculture, urban industrial, urban commercial, urban residential, future urban growth area, and natural area. An IDP amendment is needed.

Municipal Development Plan

An IASP must also conform to a municipality's Municipal Development Plan (MDP). The MDP is the primary policy document used at the municipal level that provides a framework for the ongoing development in a municipality. Given that the Plan area includes lands located in both the Town and County, their respective MDP policies shall apply based on which municipality the Plan area lands are located in. The IASP designates the subject lands for agriculture, residential, commercial, industrial, and open space/recreation uses. The Town's MDP designates the Plan area's lands for parks and recreation, commercial, and industrial while the County's MDP designates the Plan area's lands for agriculture. Map amendments to the County's MDP are needed as the Plan area is designated agricultural, residential, country residential, commercial, and industrial.

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 2021-04, as amended, and lands located within the County are regulated by the County's LUB Bylaw 2021-13, as amended. The Plan area located in the County is mostly agricultural in its land use, with some portions being residential, commercial, and industrial. Plan area lands within the Town are developed as residential, commercial and industrial uses, as shown in Figure 2.

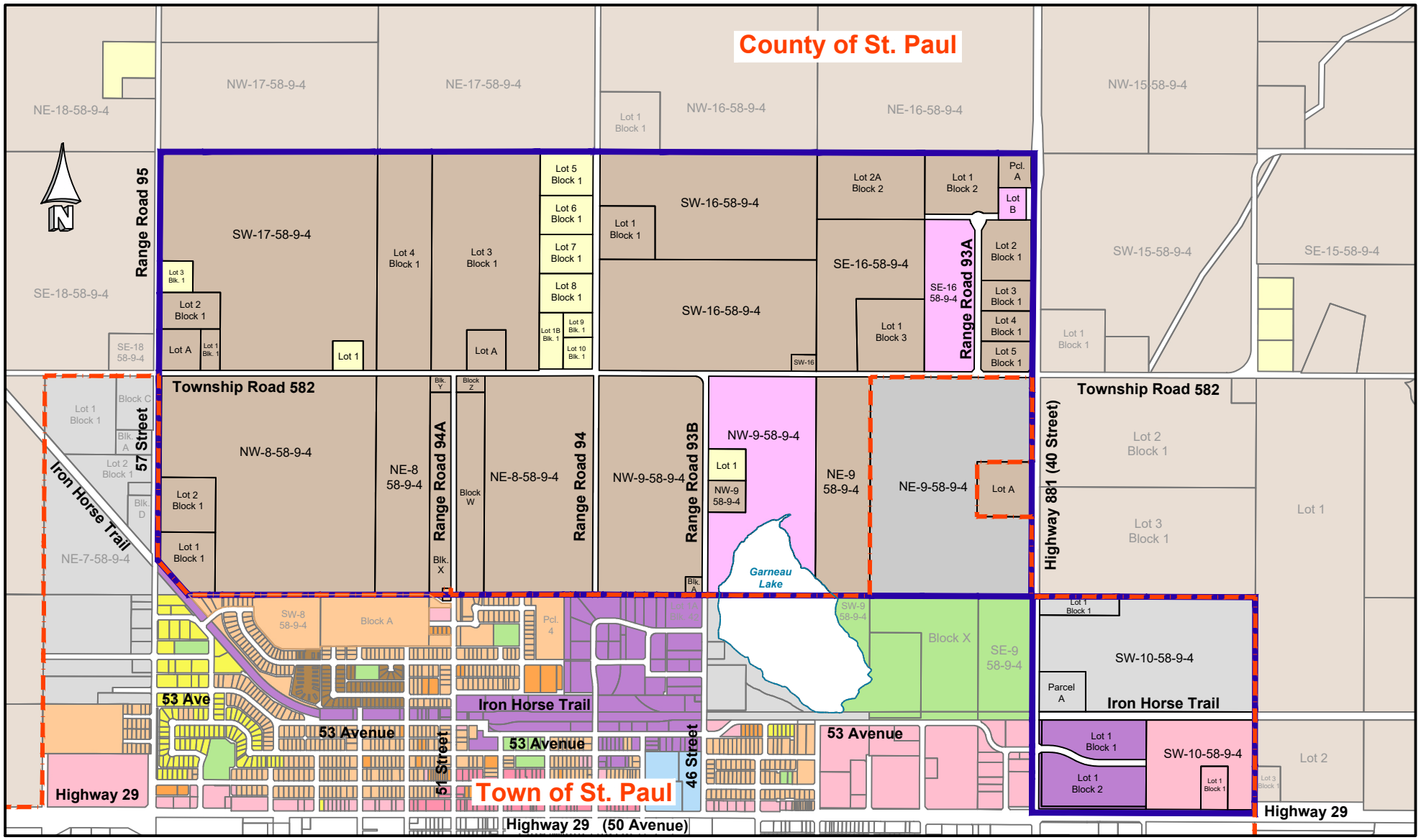
LUB map amendments will be needed in advance of/at the time of development to implement the land use concept and policies of this IASP; however, no LUB amendments are needed at the time of IASP approval. The approval of an IASP does not change how land in the Plan area is currently used or assessed. These changes occur when a landowner initiates a process to change the current use of their land.

1.6 Plan Interpretation

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

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

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



Legend

Town of St. Paul

- **R1** (Residential Low Density)
- **R2** (Residential Medium Density)
- **R3** (Residential High Density)
- **RMH1** (Residential Manufactured)
- **C1** (Central Commercial)
- **C2** (General Commercial)
- **M** (Industrial)
- **P** (Community)
- **I** (Insttutional)
- **CUD** (Controlled Urban Dev.)

County of St. Paul

- **A** (Agriculture District)
- **CR1** (Country Residential One)
- **IC** (Industrial/Commercial)

Town of St. Paul Municipal Boundary

Area Structure Plan

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St. Paul North Intermunicipal ASP

Existing Land Use Districts

Figure 2

Scale: 1:20,000

(km) 0 0.2 0.4 0.6 0.8 1.0

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2.0 Site Analysis

2.1 Introduction

This Section provides a summary of the existing site conditions, including 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 Desktop Environmental Review

In March 2022, ISL Engineering and Land Services Ltd. completed a Desktop Environmental Review of the Plan area. The review includes information about habitat features, waterbodies, wetlands, watercourses, and vegetation characteristics. Key environmental features are shown on Figure 3.

As a result of the desktop analysis, it is recommended that Garneau Lake is retained with a 50 m development setback around the lake. The intermittent stream connected to Garneau Lake is also recommended to be retained with a 50 m development setback, which may be reduced pending a survey by a qualified professional. 95 wetland features (including crown-claimable Garneau Lake) were identified in the IASP area, and it is recommended that intact or mostly intact wetlands be retained, with a 20 m setback provided, which may be altered by field study results.

Policies to ensure development in the Plan area address federal, provincial, and municipal environmental legislation, and recommendations of the Desktop Environmental are included in Section 5.9 of this IASP.

Wells and Abandoned Wells

Oil and gas wells within the IASP Area are identified on Figure 3,all of which are either issued, abandoned, suspended, reclamation exempt or reclamation certified status. Any issued, old, abandoned, suspended or non-operating oil and gas well identified should be examined in more detail as part of a Phase I ESA prior to any development around them, at the time of rezoning or subdivision. An access road and a minimum 5 m development setback shall be required around abandoned wells.

Pipeline and Utility Rights-of-Way

Numerous pipelines have been identified in the Plan area. Policies for pipelines and utility rights-of-way are covered in Section 5.9.

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 seen as unnecessary; however, given the existence of abandoned and reclamation certified oil and gas wells, as well as the fuel and natural gas pipelines, a Phase I ESA is recommended prior to development in the Plan area. Accordingly, a Phase I ESA will be required where the site is on or adjacent to an abandoned or reclaimed oil/gas well(s) or pipeline(s) and 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 zoning, subdivision or development stage by the municipal authority responsible for that decision.

2.4 Historical and Archaeological Review

There are no known Historic Resource Values assigned to any lands in or adjacent to the Plan area. An application to confirm historical value was submitted to Alberta Culture and Status of Women on March 3, 2022.

A response letter dated May 3, 2022, identified that the Plan area is considered to have "…high potential to contain historic structures and any development which may impact historic structures that are 50 years old or older must submit a Historic Resources Application at the time of development." Further follow-up via email was submitted on May 19, 2022, to confirm and identify the potential locations. On July 20, 2022, the Ministry confirmed there was no additional information available on where potential historic structures may be located. Depending on the nature and location of the specific developments, the Ministry advised that documentation of the historic structures may be required prior to the subdivision and/or development proceeding.

2.5 Topography

The Plan area is relatively flat with mild topographical relief, as shown in Figure 4. The elevations range from 642 in the southeast, to 650 m in the southwest, to 652 m in the northwest. In general, overland flows proceed northwest to southeast. Servicing concepts, described in Section 7, will reflect Plan area topography.

2.6 Existing Servicing Network

Water

There is no water infrastructure servicing the Plan area other than the southeast parcel within Town boundary. The Plan area can be serviced by extending the existing 400mm watermains within the Town. Confirmation of pressure and flows is required through a hydraulic network analysis to confirm future sizing and potential network upgrades. The existing water servicing network is shown on Figure 9.

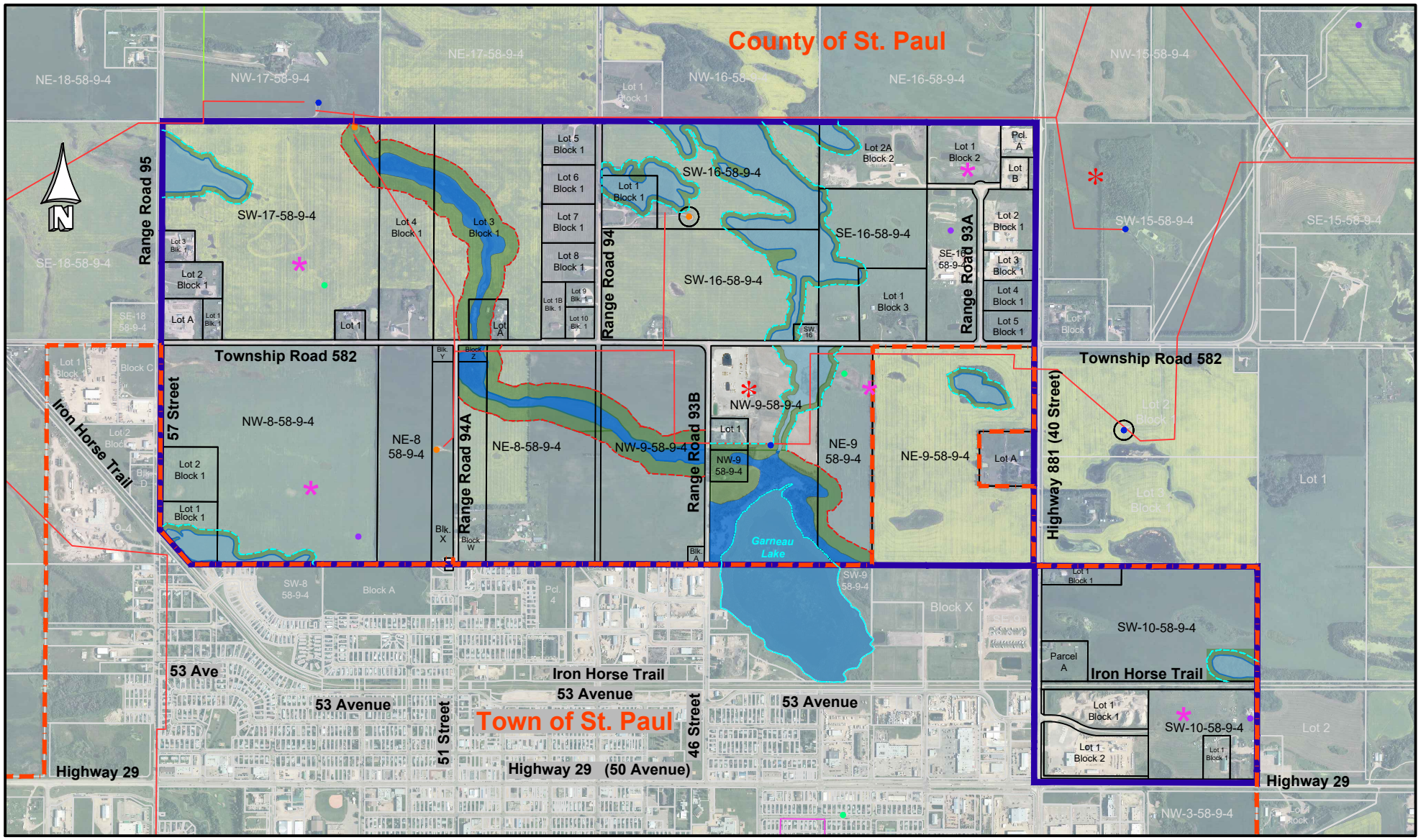
Sanitary

There is no sanitary infrastructure servicing the Plan area other than the southeast parcel within the Town's municipal boundary as shown on Figure 10. The Plan area may be serviced by tying forcemain and gravity sewer mains into the Town's existing sanitary sewer on 39 Street.

Stormwater

The Town of St. Paul's Future Development Servicing Study states the existing storm sewer system has no capacity to service future development. Therefore, lands within the Plan area will need to be serviced with new infrastructure conveying storm flows to stormwater management facilities that are discharged to Garneau Lake.

County lands are serviced through existing ditches and culverts that flow to Garneau Lake, illustrated on Figure 11. A small portion of IASP lands, located in the southwest flows towards Upper Therien Lake. Future development will be serviced through a series of proposed stormwater management facilities, storm sewers, and ditches that will discharge into Garneau Lake at predevelopment flows.



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Legend

- Town of St. Paul Municipal Boundary
- Area Structure Plan
- Wetland - Primary Retention
- Wetland - Secondary Retention
- 20m Setback Buffer
- 50m Setback Buffer
- ESAR Report
- CNRL Facility
- Gas Pipeline - Abandoned
- Gas Pipeline - Discontinued
- Gas Pipeline - Operating
- Well - Abandoned
- Well - Issued
- Well - RecCertified
- Well - RecExempt
- Well - Suspended

St. Paul North Intermunicipal ASP

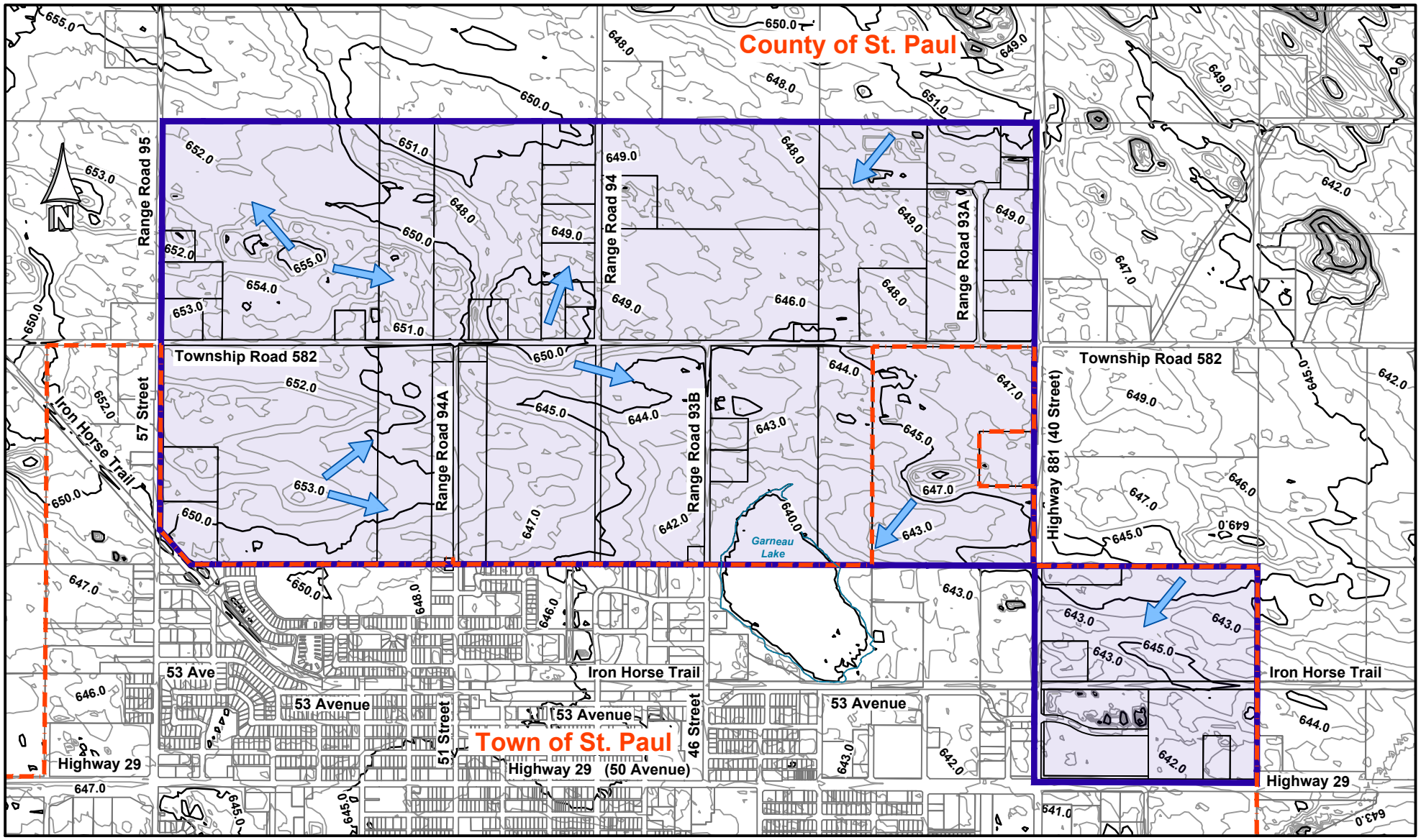
Environmental Conditions & Utilities

Figure 3

Scale: 1:20,000

(km) 0 0.2 0.4 0.6 0.8 1.0

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Legend

- Town of St. Paul Municipal Boundary
- Area Structure Plan
- Downhill Slope Direction
- 650.0 Index Contour * (five metre interval)
- 644.0 Intermediate Contour * (one metre interval)

* *Note: Contour values are oriented uphill*

St. Paul North Intermunicipal ASP Servicing Brief

Existing Topography

Figure 4

Scale: 1:20,000

(km) 0 0.2 0.4 0.6 0.8 1.0

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2.7 Existing Transportation Network

Highway 881 (40 Street) borders the subject area to the east as a two-lane, paved, north/south provincial roadway under the jurisdiction of Alberta Transportation and Economic Corridors (TEC). It passes through Saint Vincent, St. Paul, Myrnam, Mannville, Irma, and Hardisty, and accommodates approximately 2,190 vehicles per day. Several existing accesses and intersections with Highway 881 (40 Street), as well as the existing roadway network are shown in Figure 5.

Range Road 95 (57 Street) is a north/south road bordering the Town of St. Paul to the west that connects Township Road 582 and the Town. Range Road 94A (51 Street) is a two-lane north/south road, connecting between Township Road 582 and 43 Avenue. Range Road 94 is a gravel north/south road that connects to homes north of Township Road 582. Range Road 93B (46 Street south of 56 Avenue and through the Town) is a paved, north/south road that connects Township Road 582 and the Town of St. Paul.

Highway 29 (50 Avenue) borders the southeast portion of the Plan area as a two-lane, paved, east/west provincial roadway which provides a 45 m right-of-way.

Township Road 582 is a paved east/west road running through the centre of the Plan area with one lane in either direction that provides access to many rural residential and farm properties both to the north and south, as well as access into the Town of St. Paul from the north.

Alberta's Iron Horse Trail is a 300 km unpaved multiuse rail trail. The trail occupies a former Canadian National Railway line's right-of-way from Waskatenau to Cold Lake and is part of the Trans Canada Trail. The Iron Horse Trail runs adjacent to most of the south boundary of the Plan area.

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

2.8 Traffic Impact Assessment

A Traffic Impact Assessment (TIA) was prepared by ISL Engineering and Land Services in March 2026 following the preparation of the land use concept. The TIA considered proposed uses in the Plan area, intersections, road alignments, traffic generation, access locations (400m spacing for all directional accesses), and active transportation infrastructure.

The TIA was prepared using the anticipated traffic to be generated based on the proposed land uses described in Section 4. The land use concept includes a mix of agriculture, residential, commercial, industrial, and recreational uses. If a land use with higher trip rates is proposed at the time of development, an updated TIA may be required. The TIA concluded that when full build-out occurs (assumed in 20 years), several improvements will be needed for the roadway network.

Roadway Classification

Roadway classifications (arterial, collector and local) are recommended for the IASP area based on the connection characteristics, adjacent land uses and anticipated traffic volumes.

- **Township Road 582 and 57 Street:** Recommended to remain a two-lane rural arterial.
- **46 Street/Range Road 93A:** Recommended as two-lane urban undivided arterials with existing active transportation connections extended from the Town into the Plan area.
- **Range Road 95 and Range Road 94:** Recommended to remain two-lane rural collector roadways within the County.

- **New Collector Roadways:** Roadways serving industrial and commercial lands within the Town boundary are recommended to be constructed to an urban standard. The remaining collector roadways are recommended to be constructed to a rural standard. Additional right-of way should be allocated as required to incorporate the trails/shared use paths shown in Figure 8, as trails/shared use paths are not included in the standard rural cross-section.
- **Highway 29:** Maintained as a rural arterial undivided (RAU) roadway governed by Alberta Transportation and Economic Corridors (TEC). As development proceeds along this corridor the Town and County shall work with TEC to urbanize this roadway to allow active transportation connections (sidewalks and trails) and other streetscaping elements, such as trees.
- **Highway 881:** A similar approach to Highway 29 is recommended, except that the Town should request speed limit reduction to 50 km/h north of Township Road 582 as development progresses. This would be an operations request to TEC and conditional to their approval.

Active Transportation Network

- Sidewalks should be extended along 57 Street/Range Road 95 with development.
- The multi-use path along Highway 881 between Iron Horse Trail and Highway 29 should be extended to Township Road 582, subject to TEC approval.
- High-visibility pedestrian crossings should be included with development and should be well lit to ensure pedestrians are visible at night and during periods of low visibility.

2.9 Property Ownership Patterns

The land located within the Plan area is owned by 41 different landowners on 63 titled properties, as shown in Figure 6.

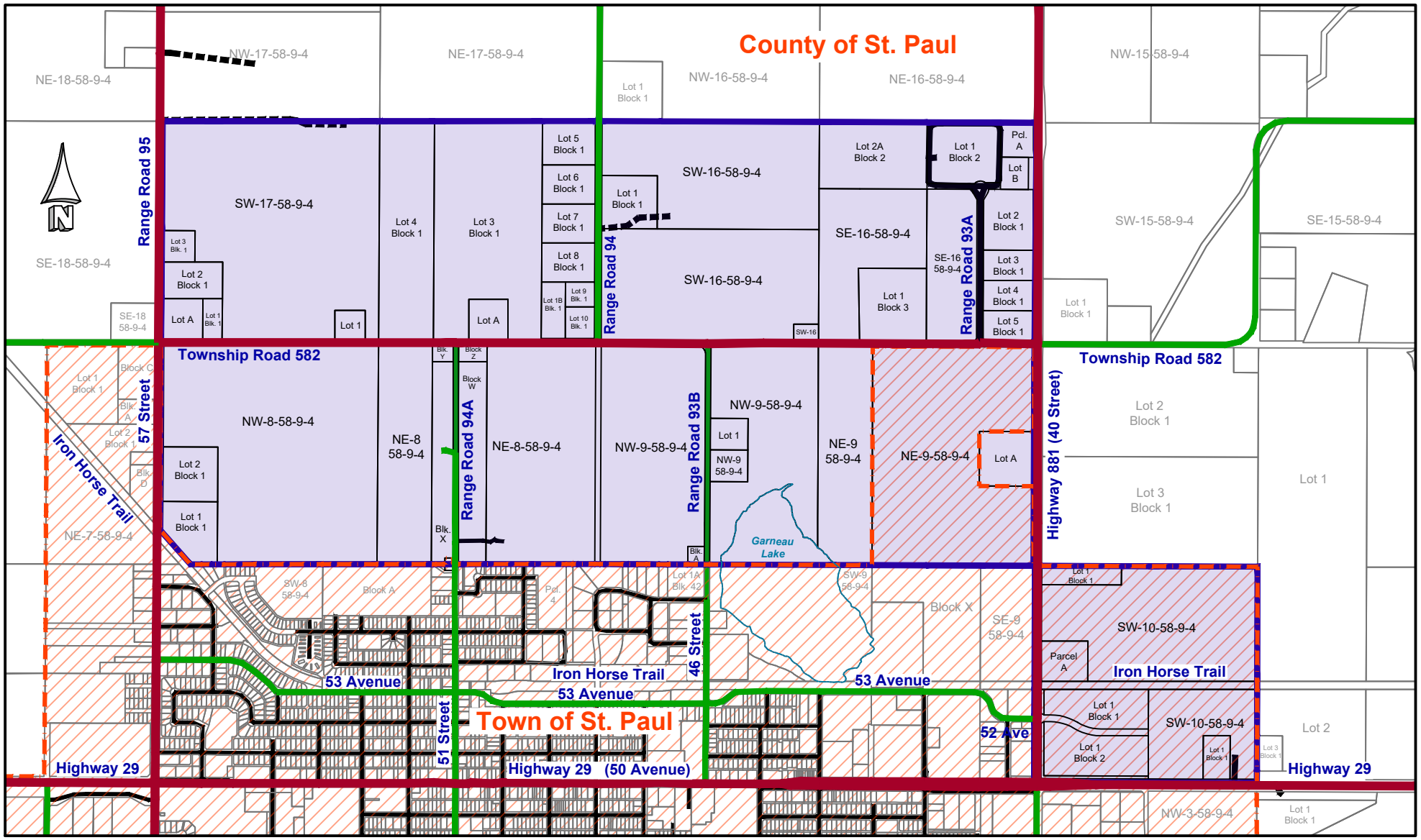
Plan area landowners were invited to participate in interviews and discuss their aspirations for their lands. Eight landowners responded and participated in the interviews that took place between December 2021 and January 2022.

2.10 Market Analysis

Colliers International prepared a Market Analysis in March 2022 to determine preferred land uses, servicing types, parcel sizes, land value, development costs, and absorption to ensure the IASP is in alignment with market demand and expectations.

Based on the analysis, the following primary observations were made:

1. Currently, there is large supply of land designated or subdivided for residential development within the Town and in potentially more desirable areas such as south of Highway 29, closer to the Therien Lake and the municipal golf course.
2. Extending services along Highway 29 and Highway 881 to serve highway commercial uses would be costly. Buying serviced land located along Highway 29, demolishing existing buildings, and rebuilding would be more cost effective.
3. The corner of Highway 881 and Highway 29 is likely to be the most successful for highway commercial purposes (e.g., hotels, gas stations).
4. Rural serviced opportunities, and/or more rural industrial, commercial industrial opportunities should be considered along the corridors. A high level of aesthetics should be considered along the corridors.
5. It is important to ensure there is flexibility to add servicing to un-serviced lots in the Plan area in the future.



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Legend

- Town of St. Paul Municipal Boundary
- Area Structure Plan
- Arterial
- Collector
- Local
- Private

St. Paul North Intermunicipal ASP

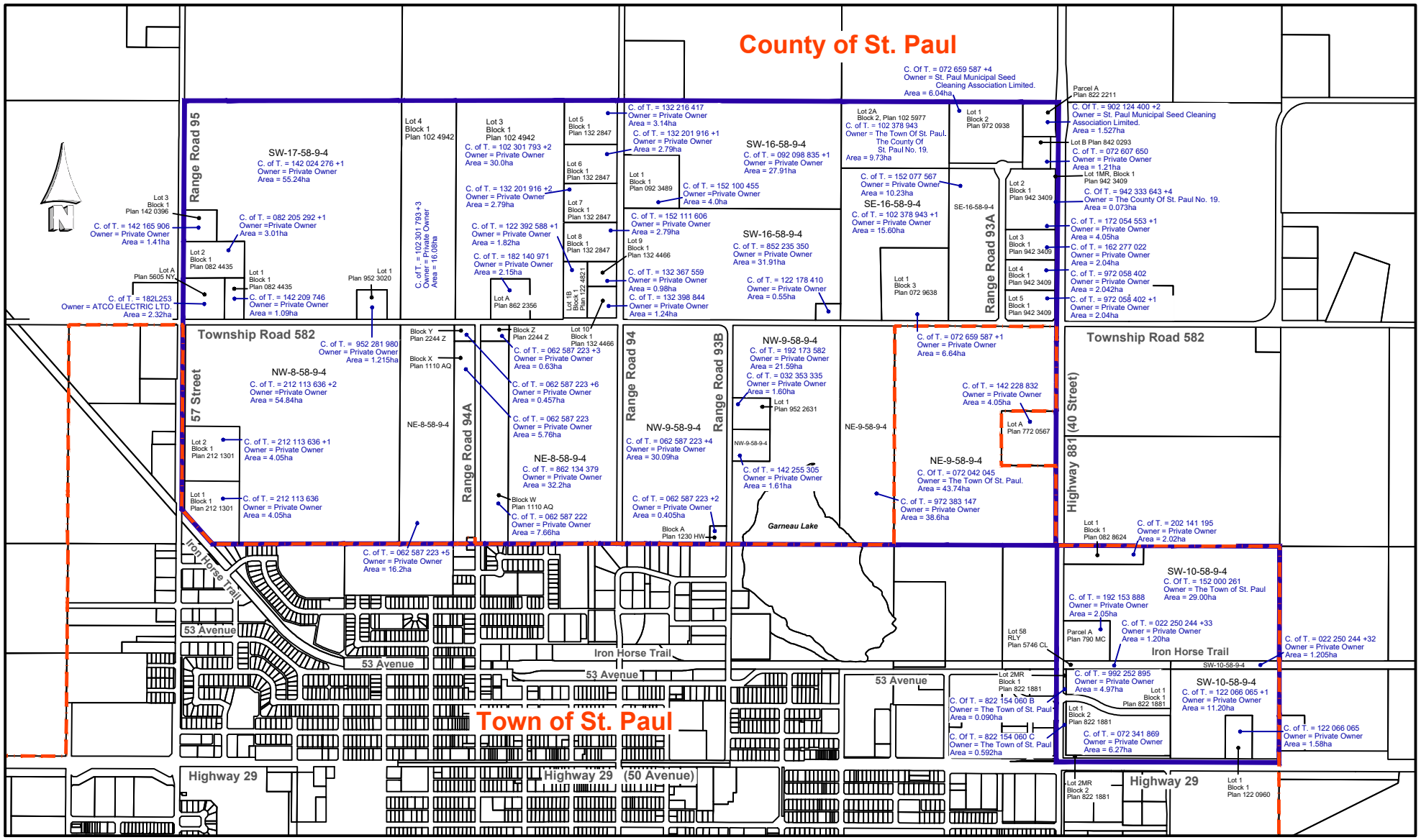
Existing Transportation Network and Classification

Figure 5

Scale: 1:20,000

(km) 0 0.2 0.4 0.6 0.8 1.0

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Legend

- Town of St. Paul Municipal Boundary
- Area Structure Plan

St. Paul North Intermunicipal ASP

Current Plan Area Landownership

Figure 6

Scale: 1:20,000

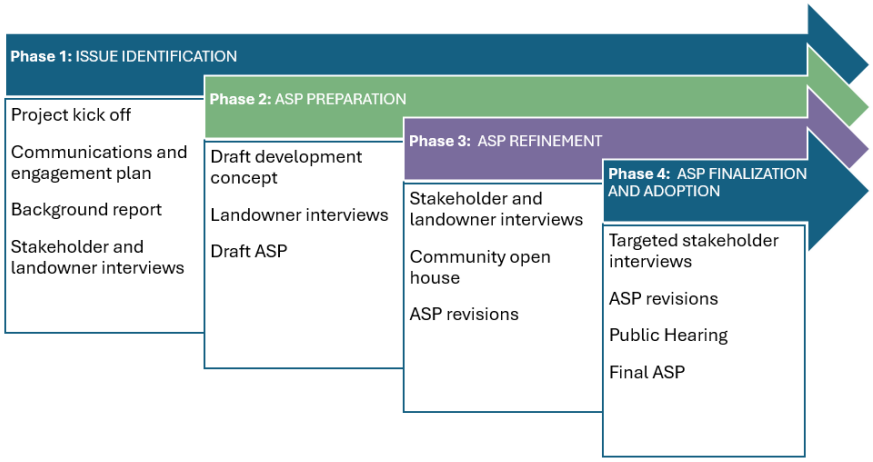
(km) 0 0.2 0.4 0.6 0.8 1.0

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3.0 Engagement

3.1 Engagement Process

A Communications and Engagement Plan was prepared to guide the approach for information sharing with Town and County Council, Administration, key referral agencies, stakeholders, landowners, and the broader community throughout the project, as shown below:



3.2 Engagement Approach

Starting in the fall of 2021, the Town, the County, 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.

The project schedule and engagement process between 2023 and 2025 were extended due to ongoing discussions with Alberta Transportation and Economic Corridors regarding access requirements and roadway standards along Range Road 95, Highway 881, and Highway 29.

3.2.1 Phase 1 Engagement

During the first phase of engagement, Plan area landowners and key stakeholders were invited to participate in one-on-one interviews. A community survey was available online for interested Town and County residents to share their ideas on the project. The purpose of the first phase of engagement was to learn about potential concerns, challenges, and ideas to inform the development of the land use concept for the Plan area. The engagement approach for Phase I is detailed below and is based on engagement and feedback received up until February 2022.

Landowners

Invites to participate in an interview were sent to all Plan area landowners in November 2021. Interviews were undertaken with eight landowners in the Plan area.

Project Stakeholders

Invites for meetings were also sent to key project stakeholders in November 2021. The stakeholders who participated in an interview included:

- St. Paul Municipal Seed Cleaning Assoc. Ltd.
- Economic Development Alliance
- Agricultural Society
- Cemetery
- N.E. Muni-Corr
- Riverland Recreational Trail Society
- Century 21

Additional stakeholders, such as provincial agencies, emergency service providers were engaged throughout the project as part of the referral agency notification process.

Town and County Residents

An online survey was available from December 6 to 20, 2021 for all Plan area landowners and Town and County residents. The survey was promoted through the Town and County websites and social media channels, and 43 submissions were received.

Phase 1 Key Themes Summary

A summary of key themes that emerged as part of the Phase 1 engagement included:

- Questions about County lands being annexed and water and sanitary services being provided
- Businesses have moved to the County because of lower taxes and lands available for growth
- Concerns about loss of agricultural lands, traffic and road capacity impacts, taxes, stormwater management, and increased crime
- Upgrades are needed for Range Road 94 (gravel to pavement)
- Lands north of Township Road 582 should remain as residential or agricultural
- Opportunities for new recreation such as trails, outdoor facilities, and tourism should be provided
- Development should occur in clusters:
  - Agricultural in the northeast,
  - Residential in the west and south, and
  - Industrial or commercial around Highway 881, as well as Range Road 95A and Township Road 582
- Residential development should include options for large lots, multi-family, or seniors housing
- Landscaping and façade treatments should be required for new development
- Town cemetery could be expanded within the Plan area

3.2.2 Phase 2 Engagement

The purpose of Phase 2 engagement was to share the proposed future land use concept with Plan area landowners to gather their perspectives.

Landowners

An invite to participate in an interview was sent to landowners. One landowner responded and requested an interview, which was held in June 2022.

Phase 2 Key Themes Summary

The landowner was supportive of the proposed future land use concept with the understanding that changes can be made to the land use concept, if needed, to reflect future demand and market changes.

3.2.3 Phase 3 Engagement

In Phase 3, the revised future land use concept and draft IASP policies were shared with Plan area landowners and the broader community. Plan area landowners, stakeholders, and residents were invited to review the draft land use concept and IASP by attending a drop-in community open house or provide their feedback through an online survey prior to finalizing the IASP.

Landowners and Town and County Residents

A community open house was held in May 2023, and a survey was available from May 24 through to June 14, 2023, for all Plan area landowners and Town and County residents. The open house and survey were promoted through the Town and County websites and social media channels. Approximately 20 participants attended the open house, and 9 survey responses were received. Landowners and residents were also encouraged to directly contact the Town or County for questions or additional information.

Phase 3 Key Themes Summary

A summary of key themes that emerged as part of the Phase 3 engagement included:

- Concerns about the scale of the Plan area and questions about the need to expand the Town's residential and industrial footprint (i.e., there are currently many vacant residential and industrial lots)
- Planning for the east and west parts of St. Paul (outside of the Plan area) should be considered
- Support for new housing options, especially for seniors
- Concerns about the cost to extend infrastructure into this area; respondents said it makes more sense to develop where there is existing infrastructure
- Support for a new multi-purpose recreation facility, opportunities for green space, and additional commercial opportunities
- Concern about moving forward with the Plan and whether residents were sufficiently engaged
- Development could lead to increased traffic, noise, and crime
- Would like to see development occur sooner

3.2.4 Phase 4 Engagement

On February 24 and 25, 2025, the Town and County, respectively, hosted a public hearing and council meeting to discuss the IASP. Both the Town's and County's council passed a motion to table the IASP to allow further engagement with interested parties. Throughout 2025 both Town and County council heard comments from residents about residential land uses in the southern portion of the plan area, levies for road furniture and signage, and annexation. As a result, IASP text and maps have been amended to change the southern portion of the plan area from residential to agricultural uses, identify that levies may be applied subject to council direction, and reconfirming that annexation is not an option at this time. A description of the IASP changes was sent to landowners by the Town and County in September 2025 and April 2026. Comments were not received.



4.0 Land Use Concept

The St. Paul North IASP land use concept provides for a mix of agricultural, residential, commercial, industrial, and open space (recreational) uses as shown on Figure 7. Commercial corridors are located along Highway 29, and along the east and west boundaries of the Plan area along Range Road 95 and Highway 881. All of which support the area as a gateway into the Town and County. Additionally, existing industrial uses have been expanded in the northeast portion of the Plan area, within the County. The north-central and northwest sections of the Plan area have been maintained as agricultural and country residential uses, with a large portion of the Plan area, south of Township Road 582, being designated for agricultural purposes. A small portion south of Township Road 582 has been designated for residential uses. Lands designated open space are provided at the southwest corner of Township Road 582 and Highway 881 (40 Street) to support the development of regional recreation facilities for active and passive recreational uses.

4.1 Objectives

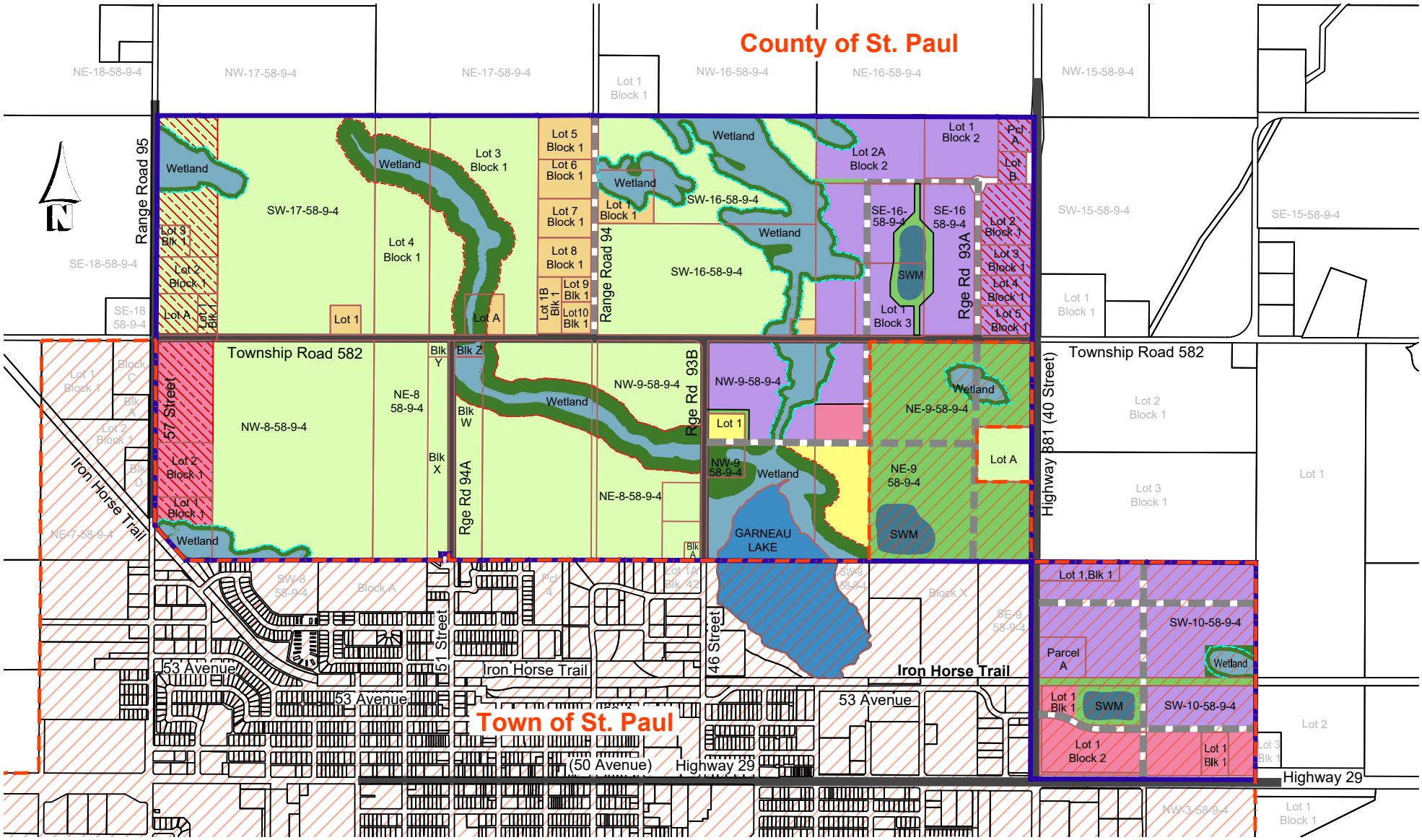
The objectives of the St. Paul North IASP are to:

1. Support a range of employment and business opportunities and services for the travelling public and residents of St. Paul and the surrounding region.
2. Ready lands for future development by establishing the long-term development framework for the IASP area.
3. Establish adequate transitions or buffer areas to minimize potential conflicts between land uses.
4. Maintain high development and aesthetic standards adjacent to the highway corridor which runs north-south along the eastern and western boundaries of the Plan area, recognizing the important gateway functions of Highway 881 (40 Street), Range Road 95, and Highway 29.
5. Protect environmentally significant features through environmental reserve designations and municipal reserve buffers while providing public access to wetlands and stormwater management facilities.
6. Support both passive and active recreational opportunities through trail and sidewalk connections, parks, and agri-recreation facilities and amenities.

4.2 Land Use Concept Statistics

The following table outlines the proposed development statistics for the Plan area based on the land use concept shown in Figure 7. 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 Garneau Lake, and intact wetlands in the Plan area to be retained require a 20 metre setback; however, the specific location, setbacks, and area required will be determined at subdivision following detailed field studies.

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TOWN OF ST. PAUL
A People Kind of Place

Legend

- Town of St. Paul Municipal Boundary
- Area Structure Plan
- Residential
- Country Residential
- Commercial
- Industrial
- Arterial Roads
- Collector Roads
- Agricultural
- Open Space
- Storm Water Management (SWM)
- Gateway Overlay
- Environmental Reserve and Wetlands - To be Retained
- Garneau Lake
- 50m Setback Buffer from Primary Wetland
- 20m Setback Buffer from Secondary Wetland

St. Paul North Intermunicipal ASP

Land Use Concept

Figure 7

Scale: 1:20,000

(km) 0 0.2 0.4 0.6 0.8 1.0

ISL

Table 1. Land Use Concept Statistics*

Proposed Land Use	County Areas		Town Areas		Total Area	
	Hectares	%	Hectares	%	Hectares	%
Gross Developable IASP Area (GDA)	**478.80**	**81.5%**	**108.29**	**18.44%**	**587.09**	**100.0%**
Less Major Roads	14.33	2.9%	2.67	2.46%	17.00	**2.9%**
Less Environmental Reserve	92.94	19.4%	4.50	4.15%	97.44	**16.6%**
Net Developable IASP Area (NDA)	**371.53**	**77.5%**	**101.12**	**27.2%**	**472.65**	**100.0%**
Industrial Development	66.67	17.9%	37.57	37.12.%	104.24	**22.1%**
Commercial Development	16.14	4.3%	16.75	16.6%	32.89	**6.95%**
Agricultural	253.97	68.4%	0	0.0%	253.97	**53.7%**
Total Residential Development	29.64	7.9%	0	0.0%	29.64	**6.3%**
Country Residential	21.84	5.8%	0	0.0%	21.84	**4.6%**
Residential	7.8	2.1%	0	0.0%	7.8	**1.7%**
Open Space	2.53	0.7%	41.21	40.8%	43.74	**9.3%**
Stormwater Management	2.58	0.7%	5.59	5.3	8.17	**1.7%**

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

	Total Hectares	Total # of Dwelling Units	Population**
Residential (Total)	**29.64**	**128**	**308**
Country Residential @ 0.5 units/ha * 2.5 ppu	21.84	11	27
Residential @ 15 units/ha * 2.4 ppu	7.80	117	281

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

5.0 Land Use Policies

This section contains the land use policies that apply to the IASP area. The first section details 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 in Figure 7.

5.1 General Land Use Policies

1. A quarter section specific Outline Plan should be required prior to redistricting lands within the County and Town.
2. At the time of redistricting, the proponent may be required to prepare the following:

    a) Biophysical Assessment
    b) Environmental Site Assessment
    c) Geotechnical Assessment
    d) Historic Resources Application
    e) Landscaping Plan
    f) Servicing Design Report (water, sanitary, and storm networks),
    g) Transportation Impact Assessment

3. 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.
4. The implementation of sustainable development strategies shall be encouraged and integrated at the time of subdivision and development, to the satisfaction of the Subdivision Authority or Development Authority.
5. If, at the time of development, there may be potential impacts to historic structures that are 50 years old or older, a Historic Resources Application, including detailed development plans, shall be submitted to Alberta Culture and Status of Women for review and response prior to proceeding with development.
6. 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.
7. Temporary or interim uses, other than agriculture, will not be supported unless it can be demonstrated that the use will not affect the ultimate integrity of the IASP.

5.2 Economic Development Policies

The St. Paul North IASP is intended to serve as a critical tool for the Town and County to further increase the industrial and commercial base and promote and attract economic opportunities to the region.

1. Joint economic areas or joint servicing agreements, to serve regional growth, may be considered or prepared for the IASP area.
2. The County's Property Tax Incentive Bylaw (Bylaw 2021-10) and Non-Residential Small Business Subclass Tax Bylaw (Bylaw 2022-20) may be applied to future non-residential development in the Plan area if the Bylaw requirements remain in effect.
3. The Town and County should continue their efforts to retain and attract businesses and investments to the region by jointly partnering in STEP, or similar economic growth programs and projects.

a) The Town and County may explore joint infrastructure development projects and consider options for revenue sharing.

4. 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. The Town and County shall continue to build relationships and partnerships with Fishing Lake Métis Settlement, Frog Lake Cree Nation, Kehewin Cree First Nation, Saddle Lake Cree Nation, WhiteFish Lake First Nation, and University of nuhelot'įne thaiyouts'į nistamêyimâkanak Blue Quills.

5.3 Residential Development Policies

Residential land use designations make up a relatively small portion of the Plan area, with existing country residential uses located north of Township Road 582 and along the east side of Range Road 93A. Residential uses within the Plan area include existing Country Residential development.

1. The Plan area provides opportunities for Residential east of Range Road 93A and Country Residential development in the northern portion of the Plan area, as shown in Figure 7.
2. Existing residential uses that have been identified for future industrial and open space uses shall continue to remain residential, until such a time that the landowner wishes to change the current use of the site.
3. Residential and Country Residential lands in the County may be serviced with the Town's water and sanitary servicing as part of a development agreement, joint economic area or joint servicing agreement.

5.4 Commercial Development Policies

The commercial land use designation applies to areas located along Highway 881, Highway 29, and Range Road 95 corridors. The commercial designations create employment and highway commercial services opportunities. Given the prominent location of the commercial uses along the north-south corridors, and as gateways into both the Town and County, a high-quality design aesthetic.

1. Commercial development shall be generally located along Highways 881 and 29, Range Road 95, and south of Township Road 582 in the areas shown on Figure 7.
2. Future commercial development in the gateway overlay area 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 will serve the residential areas.
3. All commercial lands located within the Town boundary shall be serviced by municipal water and sanitary sewer, and a combination of ditches and storm sewers.
4. Commercial lands in the County may be serviced with the Town's water and sanitary servicing as part of a development agreement, joint economic area or joint servicing agreement.
5. Given the prominent location of commercial sites along Highway 881 (40 Street), Highway 29, and Range Road 95, development within these areas, identified on Figure 7, shall be designed to a high aesthetic quality and consider the policies in Section 5.7.
6. Prior to issuance of a Development Permit for lands designated as commercial, a site plan identifying enhanced parking lot landscaping, shared, paved and screened parking and loading areas, screened storage and garbage collection, pedestrian connections, and appropriate signage must be submitted to the satisfaction of the Development Authority.
7. Buildings should be located to promote pedestrian connections and movement. Sidewalks, crosswalks, and protected connections should be provided between all buildings.

8. Separation or buffers shall be provided between commercial and residential uses using MR/open space, trail connections, or other landscaping options to the satisfaction of the Development Authority.
9. Portions of buildings and structures abutting public roadways should be designed with a higher level of architectural detail and materials.
10. Waste storage and collection, loading bays, or other activities involving heavy truck movement, noise, and other nuisances on lots adjacent to residential areas shall be mitigated through building siting, the use of landscaping, and/or screening.
11. The use of shared facilities between adjacent businesses, such as communal waste collection areas, loading areas, and parking, shall be encouraged as depicted on Exhibit 1.

Exhibit 1: Illustrative Example of Shared Parking



Shared parking can be provided while maintaining individual development limits for each building or phase. This approach allows parking and pedestrian movement to be shared, while ensuring that each site's development requirements are met individually.

5.5 Industrial Development Policies

The Plan area contains land designated for a range of general industrial uses located in the northeast and southeast portion of the Plan area. These areas are intended to provide both serviced and unserviced industrial lots attracting a range of industrial opportunities into the region.

1. Industrial development shall be directed to lands in the northeast and southeast areas of the IASP, as shown in Figure 7.
2. All industrial lands located within the Town boundary shall be serviced by municipal water and sanitary sewer, and a combination of ditches and storm sewers.
3. Industrial lands in the County may be serviced with the Town's water and sanitary servicing as part of a development agreement, joint economic area or joint servicing agreement.
4. Unserviced industrial uses may be approved on lands located in the Town 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 and parking capacity is available to support the development, and
   d) A deferred servicing agreement is in place.
5. Separation or buffers shall be provided between industrial and residential uses, north of Garneau Lake (NW-9-58-9-4), using MR/open space, trail connections, or other landscaping options to the satisfaction of the Development Authority.

6. Existing residential development on Lot 1, Block 1 (SW10-58-9-4), east of Highway 881, shall be buffered from future industrial development using MR/open space, or other landscaping options to the satisfaction of the Development Authority, and

    a) MR shall be kept in a natural state rather than parkland.
    b) If MR buffers are implemented, and the subject residential lot is redeveloped for industrial use, the MR may be disposed of and the subject land incorporated into the adjacent lots if the MR land is no longer required for recreational or buffering purposes. Alternatively, the MR could be disposed of and redesignated as a public utility lot if the land is required to accommodate municipal services.

5.6 Agricultural Policies

Agriculture is currently the predominant use in the Plan area. It is the intent of the IASP to continue to support agricultural operations on lands located north and south of Township Road 582. Lands south of Township Road 582 are mainly intended to be developed for agriculture, but also include future commercial, industrial, residential, and open spaces uses at urban standards. Current agricultural operations are allowed to continue within these non-agricultural designations, 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 encourage keeping land in agricultural production as long as possible, discourage premature fragmentation of agricultural land and make provisions for maintaining existing farm access through phasing and implementation strategies. This effort may be implemented through subdivision design, the location of development on a site, and the phasing of development.

5.7 Gateway Overlay Policies

The Town and County have identified Highway 881 (40 Street) and Range Road 95 (57 Street) as gateway corridors. The corridors form first impressions and convey each municipality's character and create a sense of place. Through design, regulations, and streetscape infrastructure these areas can provide a strong sense of identity and arrival and enhance the aesthetics of the area and its economic value.

The Gateway Overlay policies ensure that development visible from Highway 881 (40 Street) and Range Road 95 (57 Street) create a sense of arrival and place and maintains a high standard of aesthetic appeal. The goal of the Gateway Overlay policies is to create an attractive and desirable commercial destination that will attract businesses and visitors. This will assist in the development potential of the area and provide an opportunity for successful development and ongoing employment and tax revenue.

Gateway corridors, in addition to being a linear entrance, can also include entrance features that are a combination of buildings, natural features, landscaping, lighting, and signage. The following policies provide guidance for development within the Gateway Overlay area, as shown in Figure 7, for each of these elements. The Overlay includes all lands within 100.0 m of Highway 881 (40 Street) and Range Road 95 (57 Street) rights-of-way.

1. The Town and County may explore a Gateway Entrance Feature Program to introduce unique elements to the streetscape design at three key intersections. The Program, if approved, will:

    a) Apply to the intersections of Highway 881 (40 Street) and Highway 29 (50 Avenue), Highway 881 (40 Street) at the northeastern limits of the Plan area, and Range Road 95 (57 Street) at the northwestern limits of the Plan area.

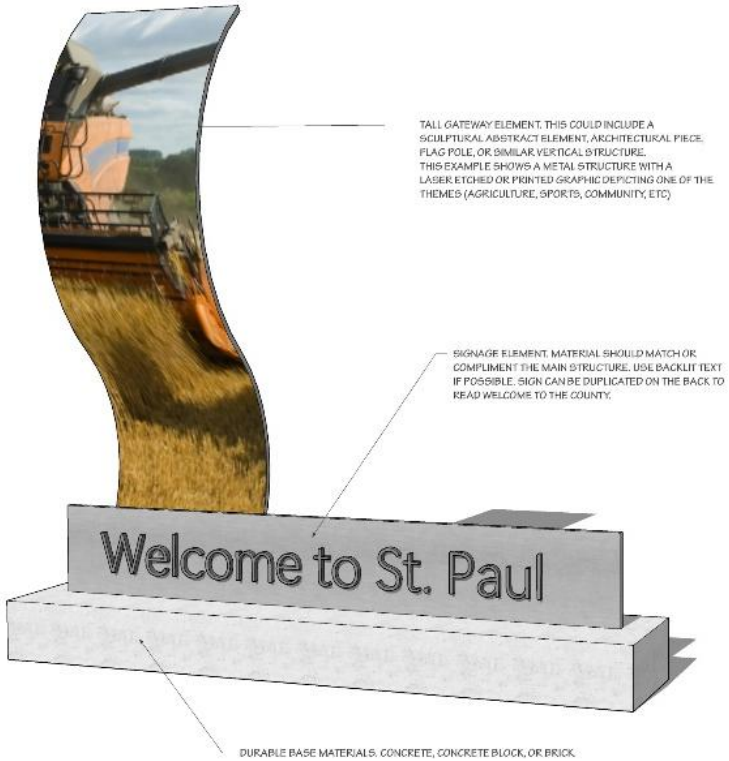
b) Each intersection provides the opportunity to tell three unique stories integral to the life and history of the Plan area, and the Town or the County. Some examples of these themes include agriculture, sports, community history, and citizens. The features should be prominent and create a sense of arrival into the corridor. Gateway Entrance Features, such as the monument sign provided in Exhibit 2, or a single gateway structure, a large architectural sign marker, or overhead gateway can range in cost between $75,000 and $400,000 per structure (and is dependent on land acquisition and servicing costs, finishing materials, size, soil conditions, a quantity of features).

c) The Gateway Entrance Feature shall be designed in a manner that will not disrupt traffic flow or block sight lines, provide a unique way to celebrate each gateway and create a dramatic effect that will become a unique signature.

d) To provide three Gateway Entrance Features at the $75,000 price point will require a minimum budget of $225,000. This requires a levy of $425/ha applied to all lands in the Plan area The Town and County shall determine if a levy will be applied and collected.

2. Signage and decorative features along Highway 881 (40 Street) and Highway 29 (50 Avenue) shall comply with TEC's recommended practices and guidelines.

Exhibit 2: Illustrative Example of Gateway Feature

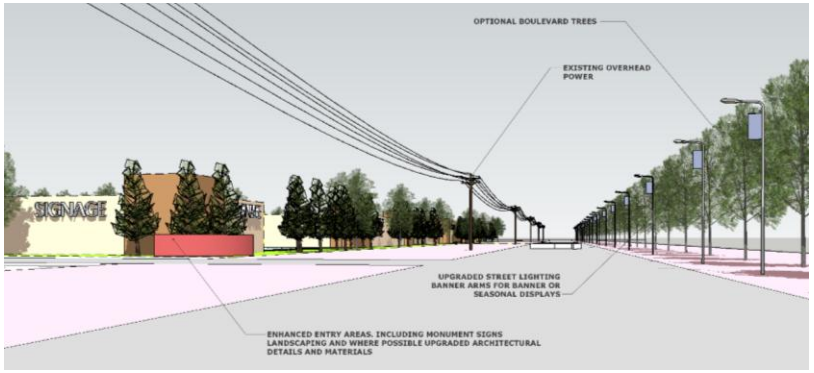


This example shows a Gateway Entrance Feature. A tall focus piece that communicates one of the theme elements (this could be abstract or literal), Welcome text, and a base and support framework made of durable materials. Lighting should be used to accentuate.

3. Streetscape elements in the Plan area shall be designed in a manner that will complement and visually improve the Highway 881 (40 Street) and Range Road 95 (57 Street) corridors. Development shall consider the following:

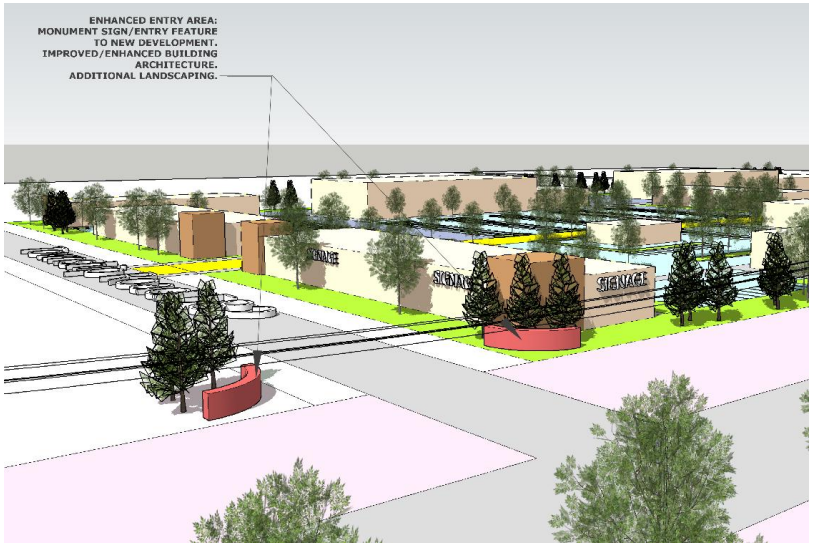
   a) Street lighting to complement the adjacent recreation, and commercial and industrial land uses, boulevard trees to frame the right-of-way, and banners or signage on the streetlights or seasonal displays to reinforce a strong sense of arrival as illustrated on Exhibit 3.

Exhibit 3: Illustrative Example of Gateway Corridors



   b) Enhanced entry areas may be provided at the east and west entry points to Township Road 582 as shown in Exhibit 4. The entry areas may include monument signage for the new development area, enhanced landscaping, and lighting for the intersection.

Exhibit 4: Illustrative Example of Enhanced Entry Area



4. Development in the Plan area shall complement and visually improve Highway 881 (40 Street) and Range Road 95 (57 Street) by:

   a) Providing sight lines to wetlands, parks, or open space to reveal and celebrate the natural character and amenities.
   b) Locating buildings to be street facing or perpendicular to the street to minimize the amount of visible parking. This requires all four facades of the building to be architecturally finished.
   c) Exploring options for implementing green building practices 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, and other uses that have adverse visual impacts are screened.

e) Landscaping on sites visible from Highway 881 (40 Street) and Range Road 95 (57 Street) shall be visually attractive and provide a high level of design quality to the satisfaction of the Development Authority.

   i) Landscaping shall be low maintenance with hardy to the region and drought tolerant plant species.
   ii) Trees should be clustered to provide sight line breaks into the site.
   iii) Plant material species should be a mix of coniferous (25% minimum) and deciduous trees (75% maximum).
   iv) Parking areas shall avoid coniferous trees unless sight lines and driver safety is not impacted. Coniferous trees should be used strategically for screening purposes, particularly in the Industrial area. Yard and parking area landscape should meet the development regulations at a minimum, and additional landscaping is encouraged.
   v) Parking islands should be large enough to support a tree (25 m^2 or more). Parking island trees should be aligned to provide a canopy.
   vi) Where walkways are provided, trees should be added, seating or amenity nodes located where trees can be added for shade, and include trash collection, bike racks, and other site amenities.
   vii) Shrub and perennial plantings provide color and interest, and should be provided in key locations, predominately at seating areas.
   viii) Plantings should provide four-season features and highlight amenities.
   ix) Rolling berms may be used to screen industrial development and create a visually strong backdrop for plantings.

f) Building signage facing Highway 881 (40 Street) and Range Road 95 (57 Street) shall be limited to reduce visual clutter and focus attention on gateway banners, street furniture and monuments.

   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 881 (40 Street) and Range Road 95 (57 Street) and be screened in a manner to reduce visual impact (e.g., screening walls composed of same materials as building).
   iv) Garbage enclosures, storage areas, and work yards should be screened with architectural elements and/or landscaping.

5.8 Open Space Policies

Parks, green spaces, and natural areas within the Plan area, identified as “Open Space” on Figure 7, provide opportunities for an open space network that preserves natural and environmentally significant areas, supports a variety of passive and active recreational uses, provides community amenities for residents, and allows for trail connections to the Town and Iron Horse Trail.

1. Parks and open spaces shall be designed to maximize access and visibility to create public spaces with natural surveillance from adjacent pedestrian and vehicular traffic.
2. A range of passive and active recreation opportunities, such as trails, neighbourhood playgrounds and parks, and natural areas should be encouraged to meet the needs of all residents.

3. Any over-dedication of Open Space for Municipal Reserve purposes within the Plan area shall be compensated by purchase, land exchange or recoveries as part of a development agreement.
4. A mix of trails and sidewalks shall connect land uses, the open space network, and the Town's existing trail network, including the Iron Horse Trail as shown on Figure 8. Exact locations shall be identified at the time of subdivision or development. Flexibility shall be allowed in the location of the trails and pedestrian connections, if the overall connectivity goals of the Town and County are achieved and connections to adjacent established areas and existing trail networks are provided.
5. 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, as conceptually identified by the Iron Horse Trail and "Open Space" designation shown on the IASP land use concept, Figure 7.
6. The Town and County should work with TEC to extend the existing trail along Highway 881 up to Township Road 582.
7. The proponent should be responsible for the design and construction costs for all new pathways and trail connections to the satisfaction of the Development Authority.
8. Community facilities and amenities, such as an agricultural society and/or a recreation facility, may be located NE9-58-94, which is to the west of Highway 881 and south of Township Road 582. The recreation facility may include the uses described in the Regional Multipurpose Leisure Centre Feasibility Study (September 2023) prepared by Expedition Management Consulting on behalf of the Town of St. Paul, Town of Elk Point, Village of Horseshoe Bay, and County of St. Paul.

5.9 Environmental Policies

There are 95 wetland features in the Plan area ranging from artificial features such as dugouts, an intermittent stream running from the northwest portion of the Plan area, and one crown-claimed wetland (Garneau Lake). These features are depicted in the ISL March 2022 Environmental Desktop Review 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.
    a) 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.
    b) 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. All fieldwork and reports shall be borne by the proponent. The required fieldwork shall include the following:
        i) 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 remain.

ii) 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.
iii) A rare plant field assessment conducted in spring to determine which forested stands, if any, contain rare plants.
iv) 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.

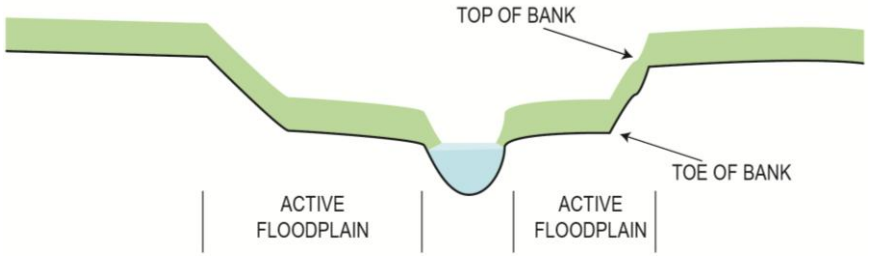
Wetland Features

Wetlands identified in the Plan area include marshes, swamps, and artificial dugout features. Of the wetlands identified, as shown on Figure 3, one, Garneau Lake, is crown-claimed (Permanence Type IV).

2. 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).
4. The intermittent stream running from the northwest of the Plan area through to Garneau Lake and Garneau Lake itself shall be protected with a minimum 50 metre naturally vegetated setback from the top-of-bank (illustrated in Exhibit 5) to buffer the watercourse and Lake, identified as Wetland – Primary Retention as shown on Figure 3, 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.
5. Development setbacks from other non-Crown-claimable wetlands that are intact or mostly intact, identified as Wetland – Secondary Retention as shown on Figure 3, shall be considered and assessed during a subdivision or development application and no less than a minimum 20 metre development setback from the wetland edge shall be provided.
    a) The 20 metre development setback may be reduced provided a geotechnical report that supports the reduction is prepared by a qualified professional, but in no case shall the development setback be less than 10 meters.
    b) The development setback shall be provided as Environmental Reserve.

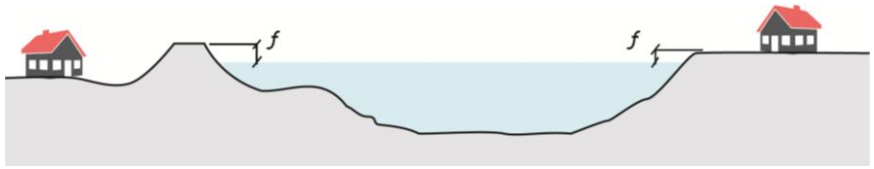
6. Wetlands should be protected, retained, and integrated with future development for their aesthetic and wildlife habitat value, and their important ecological functions such as mitigating increasing climate-related vulnerabilities from extreme weather events (i.e., extreme heat, flooding associated with peak rain events which has a direct effect on infrastructure) and for carbon sequestration value (contributing to cumulative climate change mitigation).
7. Public access to retained wetlands shall be provided via connections to the transportation network or trails for community enjoyment, maintenance, and emergency purposes.
8. Development impacts to wetlands and waterbodies including the intermittent stream in the Plan area shall be avoided whenever possible and setbacks implemented as determined by a qualified Wetland Science Practitioner.
9. The wetland mitigation hierarchy of: Avoid, Minimize, and Replace in the Alberta Wetland Mitigation Directive shall be followed. Replacement via compensation for any wetland loss should be explored as a last option. Where any alteration to, or removal of, wetlands or waterbodies is deemed necessary, approvals will be required under the Alberta Water Act. In such cases, Alberta Environment and Protected Areas compensation fee ratios as per the Alberta Wetland Mitigation Directive shall apply. This would be in addition to the cost of acquiring the land.
10. Prior to subdivision or development, a legal survey of the top-of-bank of the existing intermittent stream running from the northwest portion 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. The location of the top-of-bank is show in Exhibit 5.

Exhibit 5: Illustration of Top-of-Bank



11. Prior to subdivision or development, a legal survey of the intermittent stream's flood line and freeboard elevation (illustrated in Exhibit 6) 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 that the respective municipality may require be registered on title.

Exhibit 6: Illustration of Freeboard



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

12. Opportunities to enhance wildlife connections and restore riparian areas adjacent to the intermittent stream and Garneau Lake should be considered.

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.

Well Sites and Pipelines

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

5.10 Municipal and Environmental Reserve Policies

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

The open space system shown in Figure 7 depicts the potential MR dedication configuration, as well as opportunities for parks, open space, and active and passive recreation opportunities. A conceptualized trail network is shown on Figure 8. MR will generally consist of open space with trails adjacent to stormwater management facilities, park spaces for active outdoor sport and recreation fields and/or passive park gathering space depending on the programming needs of the respective municipalities. MR may also be used to separate and buffer different land uses.

Municipal Reserve

1. MR land allocated as park/open space shall be connected to the trail network or sidewalks within public roadways, have public roadway frontage and may be situated near stormwater management (SWM) facilities or natural waterbodies, such as the intermittent stream, Garneau Lake, or identified wetland features.
2. The portion of land that is above the surveyed flood line within the minimum 50 m setback from the top-of-bank of the intermittent stream and Garneau Lake shall be dedicated as MR at the time of subdivision.
3. MR may 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.
4. The MR requirement may be deferred, as a deferred reserve caveat, to the remainder of a parcel that is subject of a proposed subdivision approval within the Plan area per MGA regulations. In this case, the proponent shall provide a development staging plan to the satisfaction of the municipality.
5. Based on the land use concept of this Plan, a school site is not warranted. Specific school needs will be reviewed with local school authorities as development of the Plan area, Town, and County continue.

Environmental Reserve

6. Environmental setback areas for wetlands, the intermittent stream, and Garneau Lake, as identified on Figure 3, shall be designated Environmental Reserve (ER). Wetland field studies conducted by a Registered Professional Biologist and qualified Wetland Science Practitioner, and a top-of-bank survey of the intermittent stream conducted by a registered Alberta Land Surveyor at the time of subdivision shall determine ER dedication requirements.
7. That portion of land that is below the surveyed flood line within the minimum 50 m setback from the top-of-bank of the intermittent stream and Garneau Lake shall be dedicated ER at the time of subdivision.

6.0 Transportation

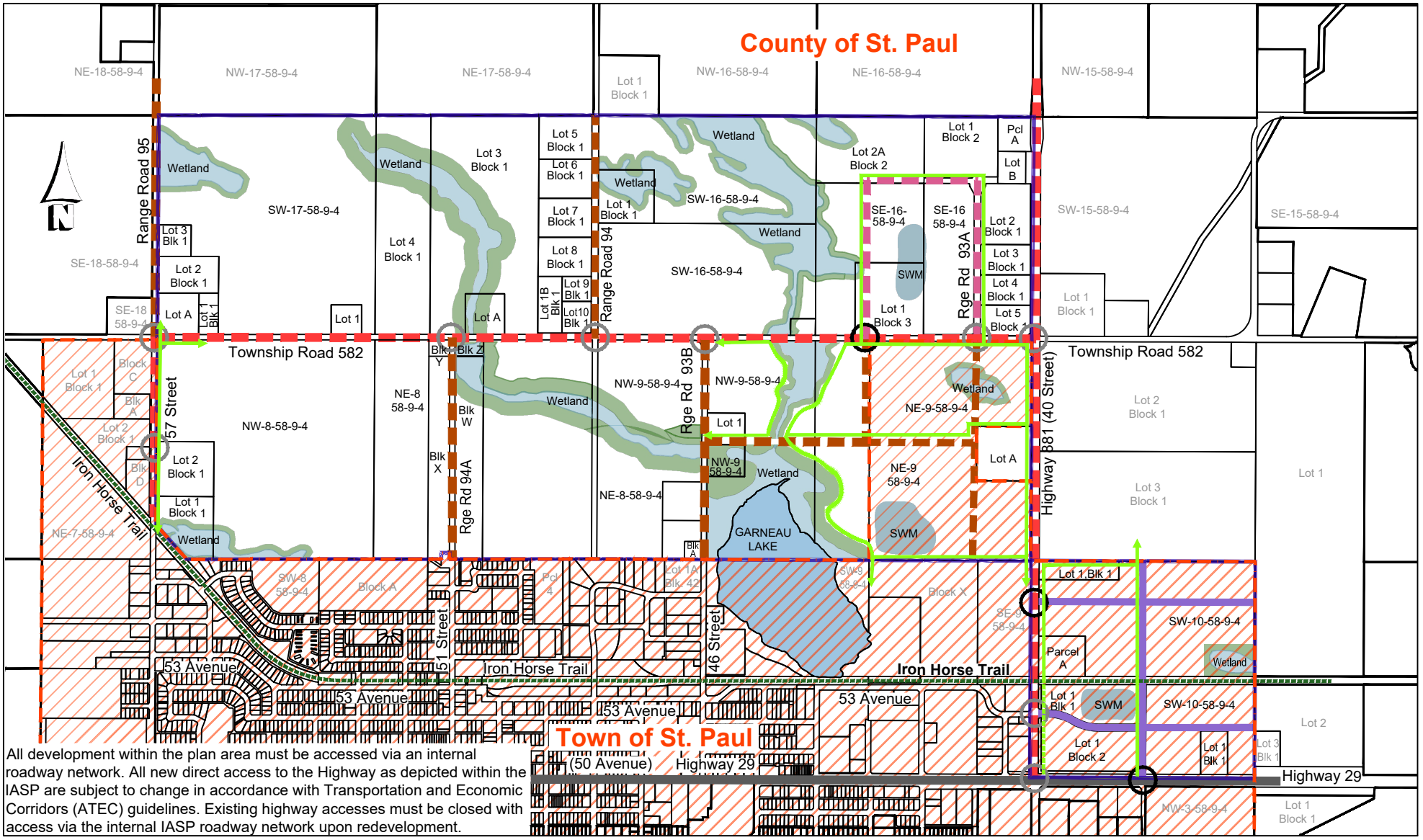
The St. Paul North IASP transportation network is intended to support the efficient movement of goods and people through the Plan area, and beyond to the Town, County, and regional highway system. The arterial and collector road network located adjacent to and within the Plan area will be supported by a local road system, allowing landowners and proponents flexibility, as shown in Figure 8. The internal local roadway network will be identified at the subdivision stage.

A preliminary TIA was prepared in March 2026 based on the anticipated future land uses identified in Figure 7. The TIA assessed the transportation infrastructure needs to support the plan area 20 years into the future with the assumption that the lands are fully built out.

6.1 Transportation Policies

1. The transportation network in the Plan area, including vehicle and active mode connections, shall be extended in a logical manner.
2. All future proposed access and intersection locations shall follow the recommendations made in the TIA. Provincial highway intersections and accesses shall follow the recommendation of the TIA. Final approval and acceptance is at the discretion of Alberta Transportation and Economic Corridors (TEC).
3. The Town, County, or TEC may require the submission of an updated TIA, aligning with TEC's guidelines and prepared to the satisfaction of TEC, the Subdivision Authority, and Development Authority, at the time of subdivision or development.
4. A new TIA shall be prepared if a proposed land use, number of accesses, a change to existing land use assumptions that differs significantly from the IASP occurs, or a school is proposed for the Plan area.
5. All new roads and approaches shall be constructed to the design standards of the Town, County, or TEC in the case of provincial highway intersections. Notwithstanding the above, exceptions may be permitted for existing local roadways north of Township Road 582 at the discretion of the Development Authority.
6. The internal local road network shall be designed and constructed to ensure all parcels are provided adequate connection to the internal local collector and local arterial roadway network.
7. If the overall intent of the proposed road and trail network, as shown on Figure 8, is not compromised, minor adjustments to the internal road and trail network shall be permitted without requiring an IASP amendment.
8. 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*.
9. Existing private accesses along Highway 881 and Highway 29 shall be closed, relocated, and/or consolidated when development occurs to meet TEC's Access Management requirements.
10. The Town and County shall refer IASP and LUB amendments, subdivisions and development permits that include land located within 1.6 kilometers (km) of Highway 881 and Highway 29 to TEC for review and comment.
11. Farm access to existing agricultural uses shall be retained on a temporary basis.
12. Development will be appropriately setback from the Provincial highways to accommodate future widening and intersection improvements. A 60m right-of-way is preferred along Highway 29 and Highway 881.

13. As development proceeds along Highway 29 and Highway 881, the Town and County shall work with TEC to urbanize this roadway to allow active transportation connections (sidewalks and trails) and other streetscaping elements, such as trees.
    a. The Town should request that the speed limit on Highway 881 be reduced to 50 km/h north of Township Road 582 as development progresses. This would be an operations request to TEC and conditional to their approval.
14. Sidewalks should be extended along 57 Street/Range Road 95 with development.
15. The multi-use path along Highway 881 between Iron Horse Trail and Highway 29 should be extended to Township Road 582, subject to TEC approval.
16. High-visibility pedestrian crossings should be included with development and should be well lit to ensure pedestrians are visible at night and during periods of low visibility.



All development within the plan area must be accessed via an internal roadway network. All new direct access to the Highway as depicted within the IASP are subject to change in accordance with Transportation and Economic Corridors (ATEC) guidelines. Existing highway accesses must be closed with access via the internal IASP roadway network upon redevelopment.

Legend

- Town of St. Paul
- Municipal Boundary
- Area Structure Plan
- Urban Industrial Collector
- Rural Arterial
- Rural Industrial Collector
- Rural Collector
- Existing Highway
- Future IASP Access (Approximate Locations)
- Existing Intersections
- Environmental Reserve and Wetlands - To be Retained
- Garneau Lake
- Storm Water Management (SWM)
- Iron Horse Trail
- Trails/Shared Use Paths
- Existing Path

St. Paul North Intermunicipal ASP
Future Transportation Network and Classification
Figure 8

Scale: 1:20,000

(km) 0 0.2 0.4 0.6 0.8 1.0

7.0 Servicing

Utilities include the provision of 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 within the Plan area.

7.1 General Servicing Policies

1. Water, sanitary, and stormwater master plans should be completed prior to development. These studies are essential for identifying downstream constraints and determining the timing for necessary infrastructure upgrades.
2. Infrastructure within the Town or County shall be extended to developments in the Plan area in a contiguous, logical, and efficient manner. If municipal services are extended into or throughout the Plan area for any rezoning, subdivision or development, the following criteria shall be met:

    a) Water servicing, sanitary sewage disposal and stormwater management methods shall comply with provincial regulations and municipal design standards.
    b) County lands are annexed to the Town, or a joint economic area is identified or a joint servicing agreement is in place.
    c) The municipal system shall be demonstrated to have the capacity to accommodate demand.
    d) The costs of extending the services, including the costs to determine capacity, construction, connection, oversizing, and upgrading of existing infrastructure associated with their development, are borne by the proponent.
    e) 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 or the Town's Off-Site Levy Bylaw.
    f) The servicing, if provided, shall be consistent with the concepts in the Town's master plans, and where no master plan is available, in alignment with Town direction, and deemed to be of mutual benefit to both the Town and County.
    g) At the time of rezoning, a Hydraulic Network Analysis and Sanitary Network Assessment shall be provided to the Town or County to support the proposed development.
    h) Any services crossing Highway 29 or Highway 881 shall require the approval of TEC.

3. The County's Subdivision Authority may require the registration of a restrictive covenant or Development Authority shall require a development agreement as a condition of approval that requires a landowner, if their lands are privately serviced, to connect to municipal servicing.
4. Commercial and industrial development on lands located within the Town boundary shall be serviced by municipal water and sanitary services and stormwater by ditches and storm sewers.

    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 recoverable in a development agreement and/or levy.

b) Unserviced commercial and 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.

5. All agricultural lands shall be developed to rural standards and will not be serviced by municipal water, sewer, and stormwater service connections, unless other arrangements have been made between the municipalities and landowner.

a) On-site fire ponds and/or cisterns may be implemented for fire protection as an alternative to connect to the municipal water infrastructure dependent on approval of the County.
b) Private sanitary servicing is permitted within the County, in accordance with Alberta Private Sewage Systems: Standard of Practice.

6. Extension of municipal services to lands within the County may be considered through a development agreement and/or the lands part of a joint economic area or joint servicing agreement.
7. Prior to subdivision or development, the applicant may be required to prepare a Servicing Design Report to support an application.
8. Compensation for provision of services benefitting multiple landowners shall be provided through a development agreement.

Water System

9. All Plan area lands within the Town shall be serviced by a municipal water distribution system, as illustrated on Figure 9. The system may be extended in the County if it is designed as an extension of the Town's watermain network and is part of a development agreement and/or the lands are part of a joint economic area or joint servicing agreement.
10. The configuration, sizing, and phasing of watermain infrastructure shall be determined at the time of subdivision through a detailed Hydraulic Network Analysis completed at the time of subdivision to the satisfaction of the Town. The analysis shall consider system capacity, pressure requirements, fire protection demands, and the impacts of proposed development on the existing municipal water system.
11. All County lands within the Plan area may be serviced by private water supply systems, subject to applicable provincial and local regulatory requirements.
12. To support long term growth and infrastructure planning, it is recommended that the Town undertake a comprehensive water servicing master plan to identify system constraints, long term upgrade requirements, and development thresholds that would trigger future infrastructure improvements.

Sanitary System

13. All Plan area lands within the Town shall be serviced by a municipal sanitary sewer system, as conceptually illustrated on Figure 10. The system may be extended into the County if it is designed as an extension of the Town's sanitary sewer network and is part of a development agreement and/or the lands are part of a joint economic area or joint servicing agreement
14. Servicing of the Plan area shall include the construction of new sanitary sewer infrastructure, which will include gravity sewers, pump stations, and forcemains, connecting to the Town's sanitary system. The ultimate configuration, sizing, and timing of sanitary infrastructure shall be confirmed at the time of subdivision based on detailed engineering design and servicing studies acceptable to the Town.
15. All County lands within the Plan area may be serviced by private wastewater treatment and disposal systems, subject to applicable provincial and local regulatory requirements.

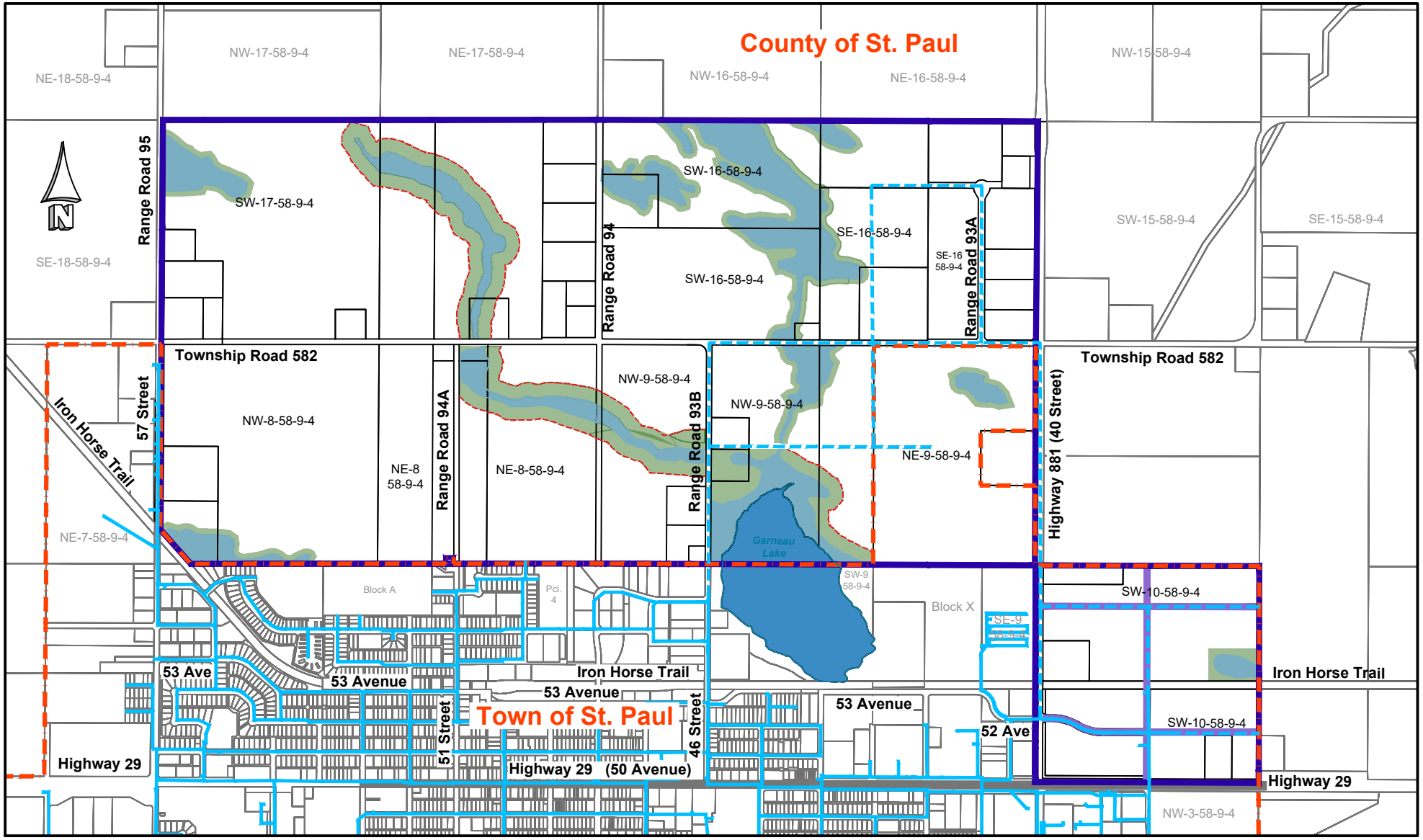
16. To support coordinated growth and infrastructure investment, it is recommended that the Town complete a sanitary servicing master plan to identify capacity limitations, long term infrastructure requirements, and servicing triggers associated with future development.

7.2 Stormwater Management Policies

1. Stormwater management within the Plan area shall be provided through a combination of urban drainage systems (storm sewers) and rural drainage systems (ditches), together with three proposed Stormwater Management Facilities, as illustrated on Figure 11. New stormwater infrastructure may be provided to service the Plan area.
2. Stormwater drainage within the Plan area shall be conveyed through rural drainage systems utilizing open ditches. Where physical constraints such as ditch depth limitations, land availability, or topographical conditions restrict the use of open ditches, storm sewers may be implemented to convey runoff to the Stormwater Management Facilities (SWMF).
3. SWMF control peak discharge rates and provide water quality treatment for urban development within the Plan area. SWMF are not proposed to service Agricultural and Country Residential lands, as runoff from these areas is anticipated to be like existing conditions and existing drainage patterns are intended to be maintained.
4. The stormwater management strategy for individual developments shall be confirmed at the time of subdivision through detailed engineering design and supporting technical studies. A Stormwater Management Report, including hydrologic, hydraulic, and water quality analyses, shall be prepared to support development applications and to demonstrate compatibility with downstream drainage systems and applicable regulatory requirements.
5. 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.
6. An on-site Stormwater Management (SWM) Plan shall be submitted at the subdivision or development permit stage.
    a) The SWM 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 SWM Plan shall demonstrate available capacity within the existing stormwater infrastructure to accommodate the development.
7. Stormwater management facilities (SWMF) shall be incorporated into ER, MR, and trail connections to serve as amenities.
    a) Development of SWMFs should be planned to avoid or mitigate runoff to highway infrastructure, where possible.
    b) Viewpoint parks should be integrated with SWMF to enhance their value as an amenity.
    c) The Town and County shall 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.

7.3 Shallow Utilities Policies

1. Shallow utilities such as gas, power, broadband, telephone, and cable will be provided to the future development sites as required through franchised agencies and/or by the extension of existing adjacent infrastructure.
2. Existing shallow utilities should be protected, where possible, and if an impact is expected and relocation is necessary, advanced notification to the providers is required.
3. Shallow utilities shall be placed within road rights-of-way or within registered easements.
4. 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.



TOWN OF ST. PAUL
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Legend

- Town of St. Paul Municipal Boundary
- Area Structure Plan
- Existing Water Line
- Proposed Water Line

St. Paul North Intermunicipal ASP

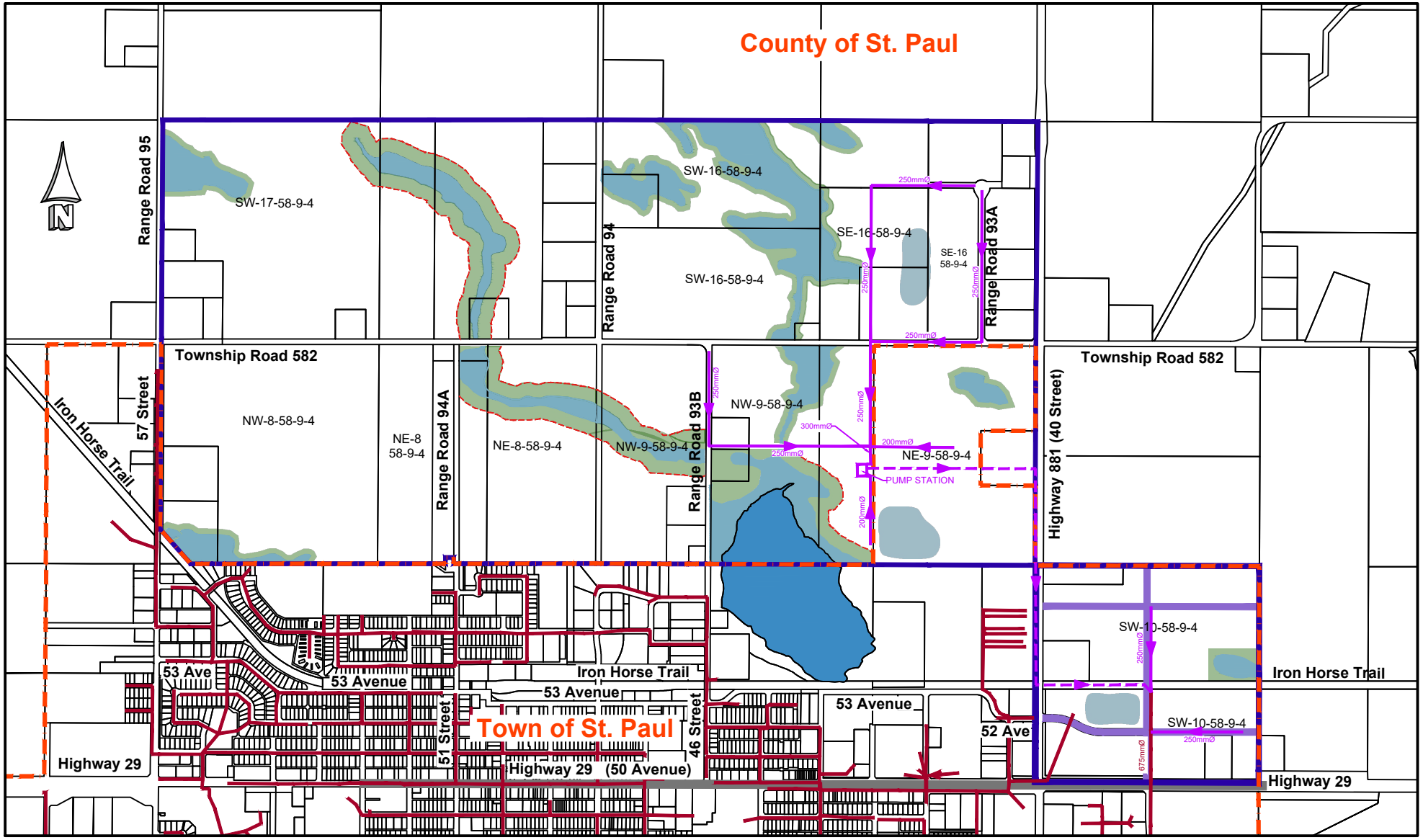
Water Servicing

Figure 9

Scale: 1:20,000

(km) 0 0.2 0.4 0.6 0.8 1.0

ISL



TOWN OF ST. PAUL
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Legend

- Town of St. Paul Municipal Boundary
- Area Structure Plan
- Existing Sanitary Sewer Main
- Proposed Sanitary Sewer Main
- Proposed Sanitary Forcemain

St. Paul North Intermunicipal ASP

Sanitary Servicing

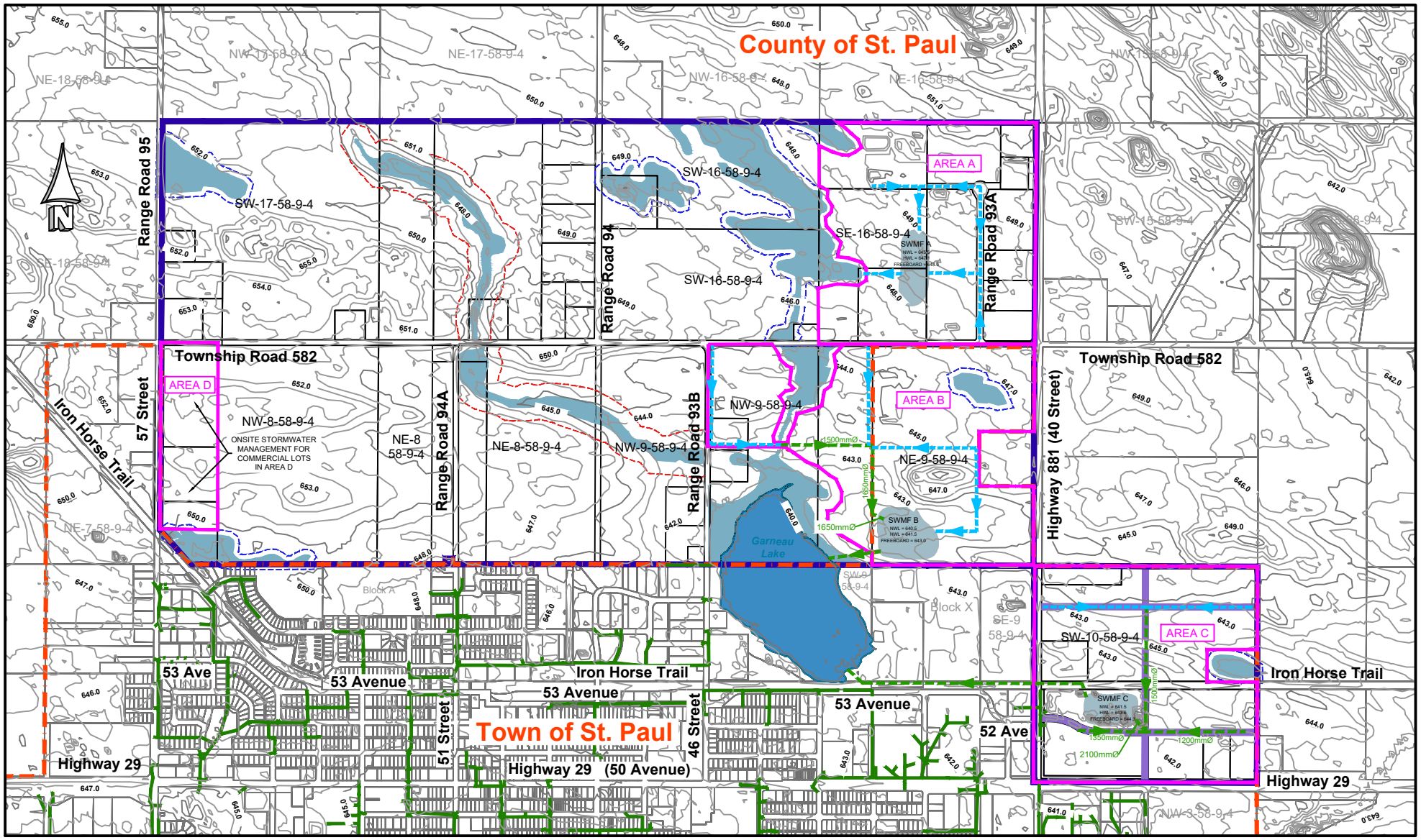
Figure 10

Scale: 1:20,000

(km) 0 0.2 0.4 0.6 0.8 1.0

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TOWN OF ST. PAUL
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Legend

- Town of St. Paul Municipal Boundary
- Area Structure Plan
- Existing Storm Sewer Main
- Proposed Storm Sewer Main
- Proposed Ditch
- Proposed SWM Pond Catchment Boundary

St. Paul North Intermunicipal ASP

Stormwater Servicing

Figure 11

Scale: 1:20,000

(km) 0 0.2 0.4 0.6 0.8 1.0

ISL

8.0 Implementation

This IASP will take effect upon approval by each municipal Council and implemented through a variety of mechanisms available to the Town and County, 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, the proposed zoning, subdivision plan, or development varies significantly from the intent of the land use concept or the policies of this IASP. 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.
2. Notice of a proposed IASP amendment shall be provided to the adjacent municipality for review and comment in advance of a public hearing with each Council. Amendments to the IASP should also be referred to TEC for comments.

8.2 Referrals

1. A referral to the adjacent municipality for comment shall be provided for the following applications: IASP amendments, rezoning, subdivision, and/or discretionary use development permits.
   a) The following applications are exempted from referrals: those applications listed in Intermunicipal Development Plan (IDP): Policy 5.5, and/or development permits for accessory buildings that are used for residential purposes only.
   b) The municipality shall provide comments within 21 days. Where no response is received within 21 calendar days, it will be assumed there are no objections to the proposal.
2. Any statutory plan, statutory plan amendments, LUB, LUB amendments, discretionary use and master plans prepared for lands within the IASP boundaries, or adjacent to the IASP boundary shall be referred to the other municipality for comment.
   a) The responding municipality shall provide comments within 21 days. Where no response is received within 21 calendar days, it will be assumed there are no objections to the proposal.
   b) Master plans shall be provided for information only and will not be subject to dispute resolution.
3. The Town shall provide notice to TEC when:
   a) Development is within 300m of the highway right-of-way or 800m of an intersection, or
   b) A subdivision application is within 1.6km of highway right-of-way.

8.3 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 shall be published separately and made available on the Town and County websites to inform subsequent plans and more detailed engineering for future development in the Plan area. Technical reports available for review include:
    a) Desktop Environmental Review
    b) Market Analysis
    c) Traffic Impact Assessment
    d) Servicing Brief
3. The supporting technical reports do not form 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.

8.4 Joint Economic Areas

1. Joint economic areas or joint servicing agreements shall be considered for IASP area rather than annexation.

8.5 Redistricting

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

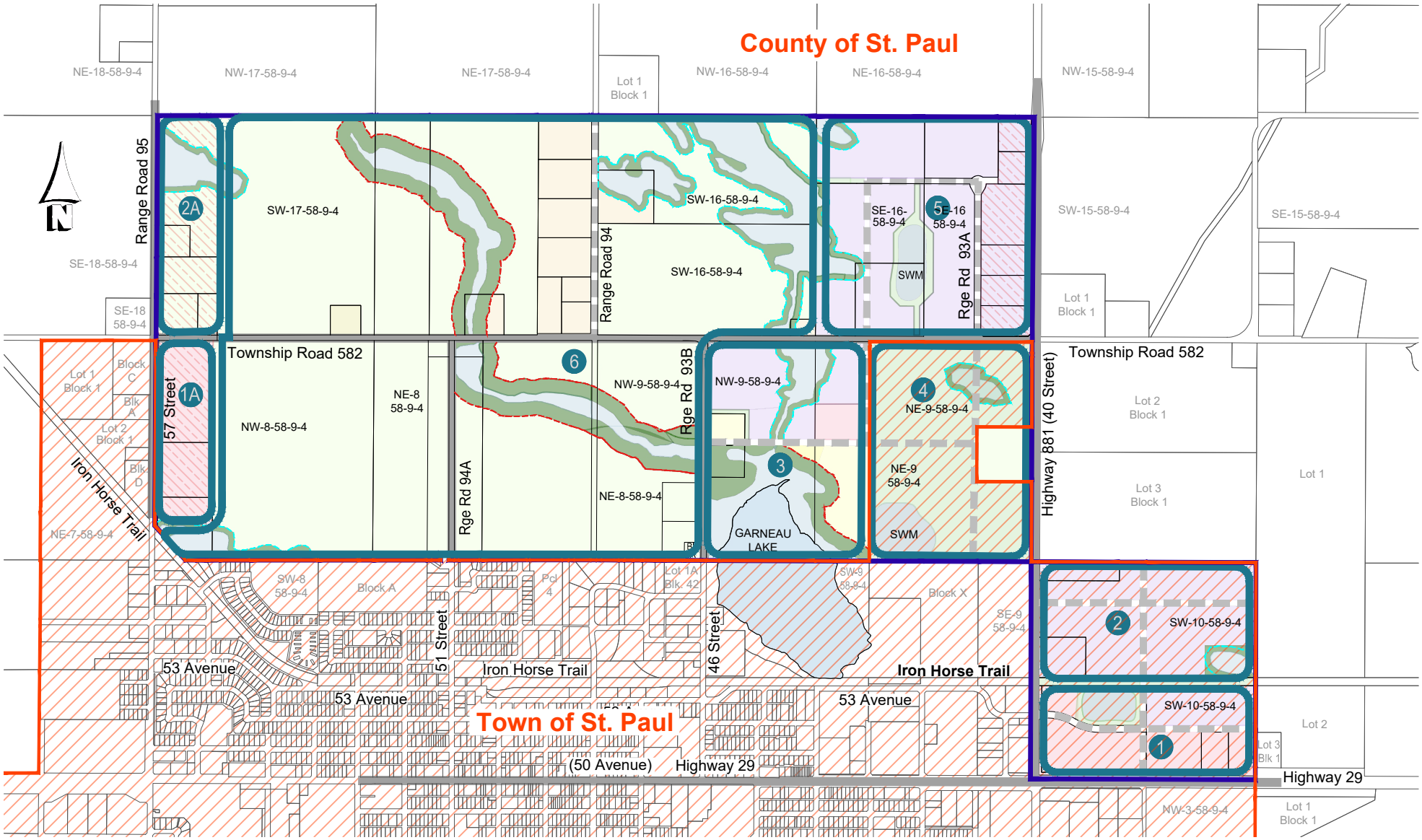
8.6 Outline Plan Requirements

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

8.7 Development Staging

1. The sequence of development should occur in a logical and efficient manner, generally as shown in Figure 12; however, there shall be flexibility to respond to market changes. 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 on an on-going basis as market demands change.

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TOWN OF ST. PAUL
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Legend

- Town of St. Paul Municipal Boundary
- Area Structure Plan
- Major Roads
- Collector Roads
- 1 Development Staging
- Residential
- Country Residential
- Multi-Family Residential
- Commercial
- Industrial
- Agricultural
- Open Space
- Storm Water Management (SWM)
- Wetland
- Gateway Overlay

St. Paul North Intermunicipal ASP
Anticipated Development Staging
Figure 12

Scale: 1:20,000

0 0.2 0.4 0.6 0.8 1.0

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Figure 9