

THE MUNICIPAL GOVERNMENT ACT

(O.C. 387/76)

Approved and Ordered,
RALPH G. STEINHAUER,
Lieutenant Governor.

Edmonton, March 23, 1976.

ANNEXATION OF TERRITORY TO THE CITY OF GRANDE PRAIRIE AUTHORIZED

Upon the recommendation of the Honourable the Minister of Municipal Affairs, the Lieutenant Governor in Council, pursuant to section 20.1 of The Municipal Government Act, approves the Local Authorities Board Order No. 8400, dated February 12, 1976, annexing to the City of Grande Prairie certain territory, effective January 1, 1976, pursuant to the petition of the Municipal Council of the City of Grande Prairie.

PETER LOUGHEED (Chairman).

Before:

The Local Authorities Board
for the Province of Alberta

In the matter of The Municipal
Government Act:

And in the matter of The Local
Authorities Board Act:

And in the matter of an appli-
cation by the Council of the City
of Grande Prairie to annex cer-
tain territory lying immediately
adjacent thereto from the County
of Grande Prairie No. 1.

Council of the City of Grande Prairie by Resolution dated Decem-
ber 2, 1974 petitioned for annexation of territory including lands com-
pletely surrounding the present City boundaries. The lands are further
described in schedule "B" attached.

The Local Authorities Board called a public hearing to be held at
the Court House, 9904 - 101 Avenue, in the City of Grande Prairie be-
ginning at 9:30 a.m. on Wednesday, the 26th day of November, 1975. The
public hearing commenced in a Court Room located in Nordic Court and
later moved, due to overcrowding, to the Council Chambers of the Coun-
ty of Grande Prairie No. 1 located on Wapiti Road in the City of Grande
Prairie.

Representing the City of Grande Prairie was Solicitor Jack N. Agrios
of the firm of Reynolds, Agrios & Mirth. Also appearing for the city was
Mr. John Miedema, City Commissioner, Mr. John Lainsbury and Mr.
Frank Dusel from the firm of Stanley and Associates, Consulting Engin-
eers and Mayor James May, of the City of Grande Prairie.

The County of Grande Prairie No. 1 was represented by Solicitor
A. M. Brownlee of the law firm of Brownlee Fryett. Also appearing for

the County was Mr. D. L. Makale, Planning Consultant, Mr. F. Foster, Consulting Engineer from L. G. Grimble and Associates, County Reeve Mr. S. Moe and Secretary-treasurer John McGowan.

The Ministry of Transport was represented by Mr. C. McArthur, Supervisor of Airport Licensing Standards and Regulations, Western Region.

Also making representation at the hearing was Mr. G. Balderston, Chairman of the Alberta Development Corporation of the County of Grande Prairie.

Property owner Mrs. B. Fried read a letter into the hearing.

There was no representation from the Alberta Environment, Alberta Transportation or the Environment Conservation Authority.

The city's solicitor, Mr. Agrios, pointed out that the city was applying to add roughly a one-mile wide strip around the entire perimeter of the City. He stated that portions of the proposed area were needed for immediate development and planning, that other portions of the major annexation were needed for the purposes of buffering in order to permit the orderly planning required under the city's general plan.

Agrios introduced City Commissioner Miedema who discussed by reference to maps of the City of Grande Prairie and by following an orderly route around the perimeter of the city the various reasons for annexation with reference to the particular areas. In his discussion of the areas proposed for annexation he pointed out topographical and physical characteristics and explained developments both existing and contemplated. He noted that the Alberta Government had acquired property which it intended to use for future government building sites, also that the Alberta Resources Railway owned land that had been set aside for industrial and railroad oriented developments. He noted that the city holds substantial holdings to the south which include the water booster station, the main water line to the city, the sewage treatment facility and the sanitary landfill which are entirely located within the county at the present time. Some land was also noted in the south as being owned by the Alberta Housing Corporation with an agreement with the City of Grande Prairie to purchase within fifteen years for the purpose of residential development.

Mr. Miedema made reference to the proposed ring road system which would run north and south beyond the easterly boundary of the city at a location presently within the County of Grande Prairie. He also noted that considerable industrial development had occurred at the northern most boundary of the city and that this development had now lapped over into the county but was being serviced by the city. Additional pressure of city development and expansion along the eastern boundary was being experienced by the city as residential neighbourhoods were being completed and expanding eastward. As a general comment regarding the limiting boundaries of the city Mr. Miedema observed that pressure towards east/west development appeared to be stronger than for southerly development.

Mr. Miedema pointed out that the City of Grande Prairie had followed to a considerable degree the first city general plan produced in 1963 and adopted by Council in 1967. The second general plan for the City of Grande Prairie was adopted by Council in October 1974.

Mr. Brownlee representing the county, in cross-examination of Mr. Miedema, observed that in the city's proposal there were approximately

five to six quarter sections of land requested where the city's prime concern was related to jurisdiction over roads. Mr. Miedema explained that for appropriate planning and buffering and to assist the city in its operation and development according to its five year plan these areas were required. An orderly pattern of growth and planning had been achieved since the last annexation but now the city had simply run out of land which was evident by spilling over of the various land uses across the city's present boundaries. Another consideration in favour of wide border areas was that the ring road system had not yet been resolved in terms of the final location and it would be desirable to have it entirely under the jurisdiction of the city, according to Mr. Miedema.

Mr. Miedema conceded that it was not economically advantageous for the city to annex certain quarter sections in the extreme north-west and south-west corners of the proposed application. As to the southerly extension, the city's sanitary sewage treatment facilities, sanitary landfill site, etc. occupied a large part of a half section of land in the south and furthermore in this area there was the Bear Creek Valley which represented future reserve and parkland. He also discussed the Crystal Lake area to the north east and pointed out that this area straddled the city and county boundary and it would be economically and socially desirable that the area be developed as a unit under one jurisdiction.

The joint control agreement for control of development in county areas adjacent to the city was discussed in some detail by the representatives of the two municipalities. It was generally agreed that in principle, but with reservations, the idea of maintaining and having an agreement of this sort between the two parties, namely the city and the county, was desirable.

Mr. Brownlee in further cross-examination of Mr. Miedema gave emphasis to the point that although the city's general plan was fundamental to the proposal, there did not appear to have been conducted by the city and its engineering consultants who had prepared the general plan, a so-called economic base study.

The present ratio between residential and non-residential assessment was 60.3% residential and 39.6% non-residential and if the proposed annexation were to become a reality the ratio would then become 58% residential and 42% non-residential.

Mr. Agrios for the city then called upon Mr. Grahame Allen, Director of the Peace River Regional Planning Commission. Mr. Allen stated that it was not the Commission's intention to make representation. Mr. Allen read to the hearing a set of "annexation guidelines" directed by the Planning Commission to the Local Authorities Board and consisting of fifteen points as follows:

1. Do the various land uses which surround the community form the physical make-up of the urban area? If so, then these land uses should be included in one administration.
2. Consequently, it follows that the services (roads, maintenance, sewer, water, etc.) which are required to be supplied by that urban municipality should also be within the same administration.
3. Any community must be able to meet the collective requirements of all of its inhabitants (social, economic and physical).
4. All urban communities must have enough development space on their existing physical periphery into which to expand within the foreseeable future.

5. Topographical and other existing barriers or features could help to form the rationale behind the corporate boundaries.

6. Under existing legislation and practice, the boundaries should be contiguous.

7. Where there is no evidence of tax sharing between an urban and rural council, it is my opinion that any industrial or commercial enterprise which relies on an urban centre to provide residential accommodation; municipal services such as water, sewer, fire protection and road maintenance, etc. educational and recreational facilities to its employees, should be located within the boundaries of that municipality.

8. The land to be annexed should be suited or economically adaptable to urban uses and the boundary resulting from annexation should not create areas difficult to service.

9. On the other hand, if there is no measure of joint control between the two councils, a reasonable buffer should be included in the urban municipality, in order that control can be exercised. The dimensions of this buffer could range from half a mile to ten miles depending on the circumstances.

10. Wherever possible, the annexation should not include good farm land of Canada Land Inventory Ratings between one and four. It is, however, an undeniable fact that the urban community is going to expand. Therefore, where it is unavoidable that prime agricultural land is to be taken out of production, it should be developed in a carefully staged and intensive manner, not under-utilized by large acreage type subdivisions.

11. An application for annexation should clearly state the reasons for the application and the proposed uses to which each parcel of land is to be put.

12. The annexation boundaries should attempt to follow existing legal subdivision boundaries.

13. The proposed annexation should not primarily represent an attempt by the annexing municipality to annex existing revenue producing properties.

14. The annexation proposal must consider the effects that it may have on other agencies and authorities operating in the area, for example, utility companies, school boards, etc.

15. The proposed annexation should be in harmony with the existing natural, cultural and historical environment and reflect regional planning policies for natural resources and land management.

The mayor of the city, Mr. May, stated that the city would request that if any bona fide farm lands were annexed into the city that the farm buildings be assessed in the same manner as if they were in the county until such time as the use of the lands and buildings changed.

Mr. May also read into the hearing letters received from the Grande Prairie Roman Catholic Separate School District No. 28 and the Grande Prairie School District No. 2357 both stating they were in favour of the proposed annexation.

Further in support of the city's application Mr. May pointed out that although the area being proposed for annexation by the city was rather large, the fact remains that it is impossible to develop all the land areas within a given boundary for a variety of reasons, due mainly

to cost factors and to the fact that people do not necessarily want to go where you may suggest that they go.

Mr. Lainsbury, director of the planning division for Stanley and Associates, presented the Board with a brief supporting the city's petition for annexation and supplementary comments making the following points:

1. The City of Grande Prairie had been designated by the Province as a regional growth centre in the north.

2. His projection and that of the Peace River Regional Planning Commission for growth of the City of Grande Prairie in the future was from 16,000 to approximately 30,000 in the next twenty years.

3. This was the base level projection and was expected to be exceeded and, therefore, based on this he had developed land use demand equations for populations of from 30,000 to 50,000.

4. For residential purposes these projections would result in an additional requirement of approximately 700 acres for the 30,000 population up to 1,800 acres for the 50,000 population.

5. The Bear Creek Valley and Park imposed a major development constraint in that the land is simply not available for urban development except as supporting recreational and open space facilities.

6. Similarly Crystal Lake and its shoreline was not available for intensive urban development.

7. A further constraint related to servicing of various areas and in this regard he indicated that the most economic sequence of development would be as follows: Firstly, the north-east, south and south-west residential areas would develop. Next, the eastern residential expansions should take place in conjunction with the south-east industrial area for the best economic situation since both areas would use common sanitary sewer systems. However, should the eastern residential areas not be developed when required then the development should proceed to the north-west sector.

8. There was an environmental constraint in the area of the Grande Prairie Airport.

Regarding availability of land within the present city limits Mr. Lainsbury pointed out that some 680 acres of potential residential land were available within the present corporate limits but that the city should not be placed in a position that only these lands were available for development as the city could then be forced into an uneconomic development pattern. Furthermore, future residents would be extremely limited as to locational choice and could expect to pay inflated prices for lands as a result of the limited supply situation. In order to provide a high degree of flexibility in development staging and in order to enable planning and servicing of current development areas in such a manner as to facilitate necessary future expansion, the city's general plan indicating future residential development in the areas to the south, east and north should all be initiated. In this regard annexation is necessary. Further environmental constraints existed to the south due to the city's sanitary landfill and sewage treatment facilities. Demand for future industrial areas required that extension be provided to the east of the city. Other pertinent factors in completing a definition of the city's expansion requirements relate to the need for direct control of peripheral areas in order to avoid developments which might be incompatible with

planned urban expansion or contrary to the city's development objectives. To achieve this, lands required for development within the foreseeable future along with a half-mile buffer should be placed within the jurisdiction of the city.

For the county, Mr. Foster, pointed out the problems relating to servicing of certain areas proposed for annexation regarding water, sewer and storm sewer by detailing some of the engineering difficulties and costs of extending services into the more distant areas of the north-west, north-east, easterly, south-east and south-west extremities of the proposed annexation. He also questioned the plan of phasing and staging the extensions for new development.

Professional planning advice in support of the position taken by the county was rendered by D. Makale. The residential and industrial land requirements, the operation of planning controls and joint control agreements and the showing of need by the urban municipality for annexation were the bases developed in a written brief and oral comment to the hearing. Mr. Makale's representations may be summarized as follows:

1. In terms of the city's concerns for the immediate and long range needs for residential development, the city is well supplied with land for a period of over 20 years.

2. There was justification for annexation of additional acres of industrial land to meet the projected population growth, however, it was noted that roughly calculated there were about 300 acres of vacant industrial land within the boundary of the city.

3. As to the joint control agreement between the city and the county it was noted that in the five years of the agreement there had only been discord 7.3% of the time, whereas in 56.09% of the cases there had been clear agreement.

4. The financial implications of the proposed annexation indicated that the county stands to lose approximately 2.5 million dollars of its assessment out of a total 1975 assessment of 35 million dollars.

5. It was not sufficient for one municipality in attempting to detach a large area of another municipality to use the principal of "we want this land" but consideration should be given as to how this would affect physically and economically the municipality from which the area is being detached.

6. While the petition was based on the recommendation of the general plan, the general plan did not contain the capital budget program and because it does not contain this definite requirement, it treats the phases of development, the timing of development and the servicing programs in a rather general way.

7. The inclusion of certain areas in the annexation proposal were completely unjustifiable particularly the area in the vicinity of the airport flight path and noise cone. This area though designated as being for institutional purposes was not justified by any supporting data contained in the general plan and, therefore, was assumed to have been included in order to square-off the boundaries.

Mr. Makale suggested that the county could consider jointly with the city a long range development plan and could undertake the measures which would safeguard the rights-of-way for future major roads, intersections, utility corridors, etc. even if the development of those was beyond the foreseeable forecast period. When the city required land in

certain areas and demonstrated a need for that land the county was prepared to turn those areas over to the city and have them annexed through mutual agreement. It was felt that in this way an orderly transfer of the lands would be achieved without disrupting the physical or economic situation of the county.

Mr. C. McArthur, supervisor of airport licensing, standards and regulations, with the Ministry of Transport, Western Region, outlined in general terms some of the problems the Ministry of Transport has had in relation to airports and their effect on urban municipalities. He pointed out that the major problem was related to aircraft noise and that many airports in Canada were operationally restricted due to noise. In this regard he outlined procedures which were presently being used to alleviate the noise problem as follows:

1. Restriction in speed and rate of climb on take-off to certain altitudes.
2. Maximum gross weights limited on certain runways.
3. Restriction on types of aircraft that can take off and land on certain runways.
4. Imposition of airport curfews whereby night hours of operation are restricted.

The reason for these procedures was that residential housing or other forms of land use which are not compatible with airport operations were being permitted within the noise exposure forecast areas designated by the 30 N.E.F. contour.

Mr. McArthur, in regard to aviation related industry on the airport itself, could foresee possible expansion of commercial buildings, hangars, etc. located on the eastern boundary of the airport and this would be adjacent to the proposed area for annexation and might create some problems. There was a transmitter in the proposed annexation area which the Ministry of Transport was worried would not be compatible with construction of taller buildings or metal structures as the transmission could be interfered with by these structures.

Mr. G. Balderston, chairman of the Agricultural Development Corporation for the County of Grande Prairie read a brief pertaining to the far-reaching agricultural implications of the proposed annexation. Of the approximately 9,280 acres of land which the city wishes to annex, over 8,000 acres were considered prime agricultural land. It was his group's contention that any annexation westerly, northerly or in the north-easterly direction from the city centre are encroachments upon some of the most productive agricultural lands in the Peace River region and they, therefore, were recommending that any required growth for the city be done in the south and south-easterly direction in order to minimize the amount of prime agricultural land being taken out of production.

At a point toward the close of the hearing Mr. Agrios representing the City of Grande Prairie conducted a cross-examination of Mr. Makale, a witness for the County of Grande Prairie. Considerable discussion followed relating to the joint control agreement between the city and the county. Mr. Makale pointed out that this joint control was an administrative tool and a method by which two or more municipalities could reach their corporate goals and protect their common interests but that it should be pointed out that the prime requirement for success is that of co-operation. Mr. Makale further estimated that there

was approximately 300 acres remaining within the city which could be used for industrial sites. Mr. Agrios contended that half of this area was not available in that it was owned by the Alberta Government and the Alberta Resources Railway who would use it for their own purposes and further that the only land available within the City of Grande Prairie at present was the Richmond Industrial Park, and otherwise one would have to go outside the boundaries of the city in order to obtain industrial land.

During questioning regarding the desirability of development in the rural area coming up to the limits of an urban community Mr. Makale pointed out that on the easterly boundary of the City of Edmonton and the County of Strathcona there is in fact in several locations development bordering the city within the county, and yet the Local Authorities Board had in the past refused urban annexation of the developed area.

Mr. Makale pointed out the problems of high costs relating to the proposed application, particularly as it relates to providing of services, ring roads, etc.

The County of Grande Prairie No. 1 represented by Mr. S. Moe, Reeve of the county stated that the county opposed the application by the City of Grande Prairie. It was established by examination that if the city had come to the county with a particular annexation proposal and had given adequate explanation of same and allowed the county the opportunity to seek advice from professional consultants and generally study the proposal, and that if council had been satisfied, there could have been co-operation and agreement on annexation.

Mrs. B. Fried, representing herself and her husband, owners of farm lots 9 and 10 in the Flying Shot Subdivision being in the south-west corner of the proposed annexation, stated that they were opposed to the proposed annexation as this would place farmers within the boundaries of the city who would obviously be in a minority and they felt accordingly that they would not receive the kind of services that would be received by other residents of the city and would be subject to increased taxes.

Other representations made to the hearing and letters and briefs submitted to the Board included:

— Letters from the Grande Prairie Roman Catholic Separate School District No. 28 and Grande Prairie School District No. 2357 filed with the Board expressing respectively "approval" and "no objection" to the city's proposal for annexation.

— Form letters from property owners in the annexation area giving "no objection" and "consent to" the city's proposal for annexation. Approximately forty-five letters received consenting and approximately ten objecting to the annexation of their properties.

— Memorandum from Alberta Highways and Transport signed by R. H. Cronkhite, Assistant Deputy Minister, Engineering, indicates no objection but "would like to co-operate in development of roads and road systems".

The Board's Findings

The Board having considered all the evidence presented to it through briefs, submissions and representations at the hearing has come to the following general findings:

1. The city has demonstrated that there is a need for annexation of some territory to the city for purposes of residential expansion to the east, industrial expansion to the north and the south-east and to the west along the highway. Further need of expansion of the city into the area south for public purposes has also been demonstrated. The city has, however, failed to demonstrate an immediate need for all of the areas proposed for annexation in the city's application.

2. The proposed land use plan in the 1974 city general plan and recent developments within the city support a continuation of growth of residential properties to the east from 92 Avenue north to 116 Avenue and with the prospect of further development residentially around the Crystal Lake area in the west half of section 31 and east half of section 36.

3. The experience of the last ten years of industrial and commercial development along Highway No. 2 north of the city forces serious consideration of extending the city boundaries and jurisdiction further northward along that line.

4. The events which have transpired in the development of the Alberta Resources Railway in the south-east of the city and by Provincial Government and other industrial and commercial enterprises along the west side along Highway No. 2 force consideration of further expansion of the city in order to effectively control these developments as they relate to the city and its general plan.

5. De facto expansion by the city in a southward direction for purposes of providing public space, land for development of utilities and sanitary and waste disposal areas and park land space along the Bear Creek and the obvious advantage of giving jurisdiction over these properties to the city supports and is generally acceptable to other interested parties indicating a substantial move southward in the south central location.

In giving special attention to the various areas included in the city's proposal for annexation the Board finds that:

Firstly, as to an area which may be described as north of the city running one mile on both sides of Highway No. 2 and comprising north-west quarter of section 36 and north-east quarter of section 35 in township 71, range 6, west of the sixth meridian, the south-east quarter of section 2, township 72, range 6, west of the sixth meridian and the south-west quarter of section 1, township 72, range 6, west of the sixth meridian. This is an area currently being developed along the highway as highway industrial and commercial and destined for continued development in the future. The four quarters should be added to the city for servicing and control purposes.

A *second* area requiring particular attention is three quarters around Crystal Lake and three quarters south of Crystal Lake and adjoining the east boundaries of the present city. These six quarter sections are currently in proposed plans for residential development as extensions to existing neighbourhoods and development within the City of Grande Prairie. They may be described as the north-east quarter of section 36, township 71, range 6, west of the sixth meridian, the west half of section 31 and section 30, and the north-west quarter of section 19, in township 71, range 5, west of the sixth meridian.

Third, four quarters being the south-west quarter of section 19, the west half of section 18 and the north-west quarter of section 7 in

township 71, range 5, west of the sixth meridian as a future light industry and railway industrial extension to the south-east corner of the city.

Fourth, a rectangle of land on the south side of the city measuring two and one-half miles by one mile and comprising ten quarter sections in all and described as: In township 71, range 6, west of the sixth meridian, the north-east quarter of section 10, the north half of section 11, the north half of section 12, the south half of section 13 and 14 and the south-east quarter of section 15. This tract which comprises lower value agriculture lands, has been developing as public use and recreation and park area for the City of Grande Prairie, with the eastern and western quarters being designated for future residential expansion. There is also a recognized need for the city to maintain jurisdiction and control over its sewage outfall lines, water plants, and refuse disposal tracts along Bear Creek and Bear Creek Valley all in this southern direction.

The *fifth* area is seven quarter sections in size lying on the west side of the southern part of the City of Grande Prairie comprising lands which are currently in transition to light industrial and commercial use and may be described as the area that would be contained in the west half of sections 15 and 22, the south-west quarter of section 27 and the south-east quarter of section 28, the north-east quarter of section 21, all in township 71, range 6, west of the sixth meridian.

Sixth and last, the land immediately north of the north-west boundary of the city and comprising two quarter sections described as the north-east quarter of section 34 and the north-west quarter of section 35, in township 71, range 6, west of the sixth meridian. These lands have been designated by the city as proposed future development for residential reserve. (A working description of the lands and road allowances described above may be found in Appendix "C" attached to this Order.)

In concluding that the above mentioned lands should be annexed to the City of Grande Prairie the Board has reasoned that certain other lands proposed for annexation by the city should not be united with the city at this time. The areas proposed in the application but excluded from the annexation may be described as follows:

On the north-east and east sides a one-half mile wide "buffer zone" requested by the city and lying beyond the commercial, residential and industrial tracts which annexations would be approved by the above descriptions. This comprises the south-east quarter of section 1 in township 72, range 6, west of the sixth meridian and the south half of section 6 in township 72, range 5, west of the sixth meridian, the east half of sections 31, 30, 19, 18 and the north-east quarter of section 7 all in township 71, range 5, west of the sixth meridian. In all, this territory excluded from the annexation comprises twelve quarter sections.

The reasons for not including the above territory as requested in the proposal by the City of Grande Prairie relates to the lack of immediacy as to potential future uses for the territory and the inadequacy of the city's argument in favour of a buffer zone and an area through which a future proposed ring road might be built.

In the south-west sector, an area of nominally five quarter sections is excluded by reason of lack of plans by the city for immediate use, objections of the owners and residents to being annexed to the city and an obvious lack of plan for urban development into the Flying Shot Subdivision location. It may be noted that the city's proposed five-year plan does not project future uses in that particular area.

As to a mile wide strip of land on the west side and north of 108 Avenue being the north-west quarter of section 27, the west half of section 34, and the north-east quarter of section 28 and the east half of section 33 in township 71, range 6, west of the sixth meridian, six quarter sections are excluded from the annexation by reason of incompatible airport requirements, the N.E.F. noise zones, as well as the location of low lying land along Bear Creek for which the city had no specific plans. Similarly as to four quarter sections across the north side west of the city centre being the south-west quarter of section 2, south half of section 3, and the south-east quarter of section 4, in township 72, range 6, west of the sixth meridian. The six quarters on the west side and four quarters on the north west lie in locations remote from the main activity of the city, not likely to be serviced by city services for a very long time in the future, nor fitting rationally into a planned development of residential, industrial, public use or institutional use in areas adjoining the city. The areas are generally being served by the county satisfactorily to suit the purposes of the land uses now prevailing and likely to continue into the future. Again, it may be noted that in the city's long range future plan no particular designation or expected use has been indicated for these areas.

The above segregation, of the territories which in the proposal submitted by the city and comprising approximately sixty quarter sections, would annex approximately thirty-three quarters and exclude from the annexation and leave in the county jurisdiction approximately twenty-seven quarter sections.

As to the roads and road allowances within the area originally proposed for annexation by the city, the Board would apply the general rule of annexing to the city all roads and road allowances lying immediately south and west and adjoining the lands being annexed. Roads lying to the north or to the east of the lands being annexed would remain within the county.

It is ordered, therefore, as follows:

I. That there be annexed to the City of Grande Prairie, in the Province of Alberta, and thereupon be separated from the County of Grande Prairie No. 1, the territory described on schedule "C" attached and forming a part of this Order. (A sketch showing the general location of the annexed lands is attached as schedule "A" to this Order.)

II. That any taxes owing to the County of Grande Prairie No. 1 as at December 31, 1975 in respect of the aforementioned annexed property, shall transfer to and become payable to the City of Grande Prairie, together with the amount of any lawful penalties and costs levied thereon in respect of such taxes; however, upon the City of Grande Prairie collecting any or all of the said taxes, penalties or costs, such collections shall forthwith be paid by the City of Grande Prairie to the County of Grande Prairie No. 1.

III. That the assessor for the City of Grande Prairie shall for taxation purposes, in the year 1976 re-assess or re-value the annexed lands and assessable improvements thereon so that the assessment or valuation thereof shall be fair and equitable with other related lands and assessable improvements in the city.

IV. That the assessor for the City of Grande Prairie shall for taxation purposes, in the years 1976 to 1980 inclusive re-assess any buildings located on a parcel of land annexed to the City of Grande Prairie by this Order, and which if they were located on lands remaining in the County of Grande Prairie No. 1 would be exempt as farm

buildings in the said county pursuant to The Municipal Taxation Act, and such buildings shall be exempted as farm buildings provided that —

- (a) if the said parcel of land or a part thereof is, subsequent to this Order, subdivided, clause IV shall cease to have effect, and
- (b) if the City of Grande Prairie, by resolution of Council, or the owner or other interested person, in writing establishes before the Board that for good and sufficient reason the provisions of clause IV should be varied or rescinded, application may be made to the Board for an Order to implement such a change.

V. That, at its own expense, the City of Grande Prairie shall obtain from the registrar, Northern Alberta Land Registration District, for the registered owners of the lands that are herein annexed, such certificates of title as may be necessary to ensure that the lands become assessable as parcels situated entirely within the city limits.

VI. That the chief provincial assessor, appointed pursuant to the provisions of The Municipalities Assessment and Equalization Act, shall for taxation or granting purposes, commencing in the year 1976, re-assess or re-value, as the case may be, all properties that are assessable or subject to valuation under the terms of The Electric Power and Pipe Line Assessment Act and The Municipal and Provincial Properties Valuation Act, and which lie within the areas that are by this Order annexed to the City of Grande Prairie, so that the assessment or valuation shall be fair and equitable with properties of a similar nature.

VII. That the effective date of this Order shall be the 1st day of January, 1976.

Dated and signed at the City of Edmonton, in the Province of Alberta, this 12th day of February, 1976.

Certified a true copy

B. CLARK, Secretary.

LOCAL AUTHORITIES BOARD,
D. A. BANCROFT, Chairman
E. POWELL, Member

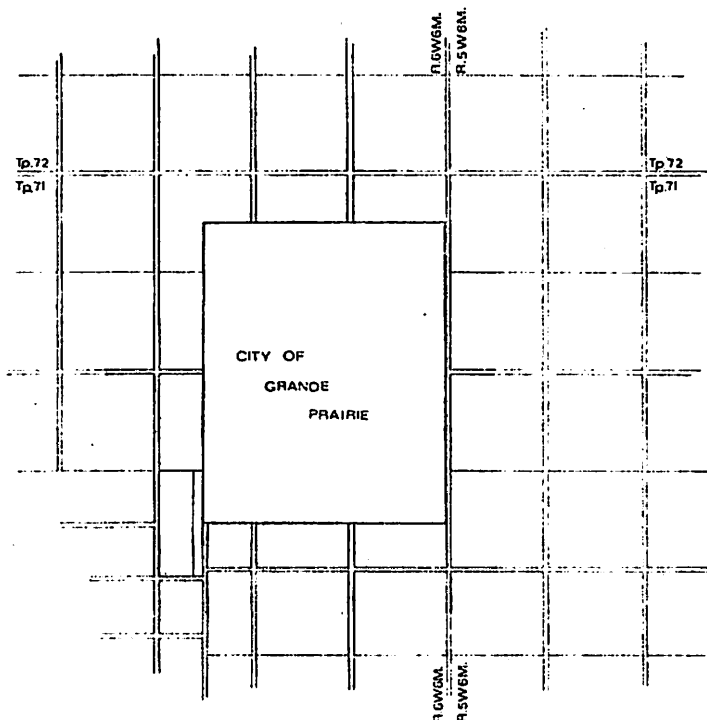
SCHEDULE "A"

A SKETCH SHOWING THE GENERAL LOCATION OF THE
AREAS AFFECTED BY BOARD ORDER No. 8400

EFFECTIVE DATE: JANUARY 1, 1975



AFFECTED AREA (S)



SCHEDULE "B"

A detailed description of territory sought for annexation to the City of Grande Prairie, Alberta.

South-east quarter of section 4, township 72, range 6, west of the sixth meridian, and that government road allowance adjoining the south boundary thereof.

South half of section 3, township 72, range 6, west of the sixth meridian, and those government road allowances adjoining the south and west boundaries together with that intersection adjoining the south-west corner thereof.

South half of section 2, township 72, range 6, west of the sixth meridian, and those government road allowances adjoining the south and west boundaries together with that intersection adjoining the south-west-corner thereof.

South half of section 1, township 72, range 6, west of the sixth meridian, and those government road allowances adjoining the south and west boundaries together with that intersection adjoining the south-west corner thereof.

South half of section 6, township 72, range 5, west of the sixth meridian, and those government road allowances adjoining the south and west boundaries together with that intersection adjoining the south-west corner thereof.

East half of section 33, township 71, range 6, west of the sixth meridian.

North half of section 34, township 71, range 6, west of the sixth meridian and that government road allowance adjoining the west boundary thereof.

South-west quarter of section 34, township 71, range 6, west of the sixth meridian, and that government road allowance adjoining the west boundary thereof.

North half of section 35, township 71, range 6, west of the sixth meridian, and that government road allowance adjoining the west boundary thereof.

North half of section 36, township 71, range 6, west of the sixth meridian, and that government road allowance adjoining the west boundary thereof.

All of section 31, township 71, range 5, west of the sixth meridian, and that government road allowance adjoining the west boundary thereof.

All of section 30, township 71, range 5, west of the sixth meridian, and those government road allowances adjoining the south and west boundaries thereof together with that intersection adjoining the south-west corner thereof.

All of section 19, township 71, range 5, west of the sixth meridian, and that government road allowance adjoining the west boundary thereof.

All of section 18, township 71, range 5, west of the sixth meridian, and those government road allowances adjoining the south and west boundaries together with that intersection adjoining the south-west corner thereof.

North half of section 7, township 71, range 5, west of the sixth meridian, and that government road allowance adjoining the west boundary thereof.

South half of section 13, township 71, range 6, west of the sixth meridian, and those government road allowances adjoining the south and west boundaries together with that intersection adjoining the south-west corner thereof.

South half of section 14, township 71, range 6, west of the sixth meridian, and those government road allowances adjoining the south and west boundaries together with that intersection adjoining the south-west corner thereof.

South-east quarter of section 15, township 71, range 6, west of the sixth meridian, and that government road allowance adjoining the south boundary thereof.

North half of section 12, township 71, range 6, west of the sixth meridian, and that government road allowance adjoining the west boundary thereof.

North half of section 11, township 71, range 6, west of the sixth meridian, and that government road allowance adjoining the west boundary thereof.

North-east quarter of section 10, township 71, range 6, west of the sixth meridian.

All those portions of lot 5, lot 6 lot 7, lot 8, lot 9, lot 9A, lot 10 and lot 11, and those government road allowances adjoining the south and west boundary of lot 5, that road allowance adjoining the west boundary of lot 6, and those road allowances adjoining the south and east boundaries of lot 7, that road allowance adjoining the south boundary of lot 8, that road allowance adjoining the east boundary of lot 11 and lying north of the production west across the said road allowance of the south boundary of the north-east quarter of section 10, township 71, range 6, west of the sixth meridian, all being within the Flying Shot Lake Settlement.

East half of section 28, township 71, range 6, west of the sixth meridian and that government road allowance adjoining the south boundary thereof.

West half of section 27, township 71, range 6, west of the sixth meridian and those government road allowances adjoining the south and west boundaries together with that intersection adjoining the south-west corner thereof.

East half of section 21, township 71, range 6, west of the sixth meridian.

West half of section 22, township 71, range 6, west of the sixth meridian, and that government road allowance adjoining the west boundary thereof.

SCHEDULE "C"

A detailed description of territory annexed to the City of Grande Prairie, Alberta pursuant to Local Authorities Board Order No. 8400.

South-east quarter of section 2, township 72, range 6, west of the sixth meridian, and that government road allowance adjoining the south boundary thereof.

South-west quarter of section 1, township 72, range 6, west of the sixth meridian, and those government road allowances adjoining the south and west boundaries together with that intersection adjoining the south-west corner thereof.

North-east quarter of section 34, township 71, range 6, west of the sixth meridian.

North half of section 35, township 71, range 6, west of the sixth meridian, and that government road allowance adjoining the west boundary thereof.

North half of section 36, township 71, range 6, west of the sixth meridian, excepting thereout of the north-east quarter road plan 4845 M.C., and that government road allowance adjoining the west boundary thereof.

West half of section 31, township 71, range 5, west of the sixth meridian, excepting thereout road plans 7431 A.U. and 4845 M.C., and

that government road allowance adjoining the west boundary thereof which lies south of the production west of the south limit of road plan 4845 M.C.

West half of section 30, township 71, range 5, west of the sixth meridian, excepting thereout road plan 7431 A.U., and those government road allowances adjoining the south and west boundaries together with that intersection adjoining the south-west corner thereof.

West half of section 19, township 71, range 5, west of the sixth meridian, and that government road allowance adjoining the west boundary thereof.

West half of section 18, township 71, range 5, west of the sixth meridian, and those government road allowances adjoining the south and west boundaries together with that intersection adjoining the south-west corner thereof.

North-west quarter of section 7, township 71, range 5, west of the sixth meridian, and that government road allowance adjoining the west boundary thereof.

South half of section 13, township 71, range 6, west of the sixth meridian, and those government road allowances adjoining the south and west boundaries together with that intersection adjoining the south-west corner thereof.

South half of section 14, township 71, range 6, west of the sixth meridian, and those government road allowances adjoining the south and west boundaries together with that intersection adjoining the south-west corner thereof.

South-east quarter of section 15, township 71, range 6, west of the sixth meridian, and that government road allowance adjoining the south and west boundary together with that government road allowance intersection adjoining the south-west corner thereof.

North half of section 12, township 71, range 6, west of the sixth meridian, and that government road allowance adjoining the west boundary thereof.

North half of section 11, township 71, range 6, west of the sixth meridian, and that government road allowance adjoining the west boundary thereof.

North-east quarter of section 10, township 71, range 6, west of the sixth meridian and that government road allowance adjoining the west boundary thereof.

Lot 6, lot 7, and that portion of lot 8 which lies east of the west limit of road plan 2783 C.L. and that road allowance adjoining the west boundary of lot 6 and that road allowance adjoining the south boundary of lot 7 and that portion of the road allowance adjoining the south boundary of lot 8 which lies east of the production south of the west limit of road plan 2783 C.L. all being within the Flying Shot Lake Settlement.

South-east quarter of section 28, township 71, range 6, west of the sixth meridian and that government road allowance adjoining the south boundary thereof.

South-west quarter of section 27, township 71, range 6, west of the sixth meridian, and those government road allowances adjoining the south and west boundaries together with that intersection adjoining the south-west corner thereof.