

ORDER No. 10597

File: 22(A)5

Before:
The Local Authorities Board
for the Province of Alberta

In the matter of The Municipal
Government Act:

And in the matter of an application by the
majority of owners of certain territory lying
immediately adjacent to the City of St.
Albert, Alberta, petitioning for the
annexation of the said territory to the City
of St. Albert.

Pursuant to an application by B.A.C.M. Ltd., as owner, beneficial owner under an agreement for sale, or as agent or authorized representative of the majority of owners, petitioning for annexation of territory described in Schedule "B" attached to this Order, from the Municipal District of Sturgeon No. 90 and to the City of St. Albert, the Board conducted a public hearing of the matter in the City of St. Albert commencing February 8, 1977.

The territory is located in the north-west sector of St. Albert, north of the Sturgeon River, west of Highway No. 2 and north and west of the existing Lacombe Park. Villeneuve Road forms the north boundary, while the break in watershed forms the westerly extent. While flat on the top plateau, the majority of the territory slopes southerly towards Big Lake.

William G. Geddes, as a solicitor for the applicant, B.A.C.M. Ltd., presented its argument for the annexation of the territory to the Board. Witnesses called on its behalf were Richard Fowler, Michael Rogers, G. D. Price and R. Triffo. Michael Mac Donald, appeared as solicitor for the owners of Parcel "C", Plan 392 E.O., being part of river lot 27, St. Albert Settlement. A. M. Brownlee appeared as solicitor for the City of St. Albert. Witnesses called for St. Albert were Mayor R. H. M. Plain; City Planner, Wayne Gordon and Ken Foster, Engineer. Appearing for the Municipal District of Sturgeon No. 90 was J. Agrios, solicitor; with planner, Kim Mackenzie. Sturgeon School Board was represented by its Chairman, Lois Hole. The Edmonton Regional Planning Commission was represented by J. Hilliard and B. Clarke.

Mr. G. D. Price, as a planner for B.A.C.M. Ltd., gave evidence on population projections. St. Albert's population was projected at 75,000 by the year 1997. Reference was made to work done by the "Population Research Laboratory" of the University of Alberta, projections done by the St. Albert City's administration, the "Metropolitan Edmonton Transportation Study — 1972" undertaken by the Edmonton District Planning Commission, and the Municipal District of Sturgeon "General Plan". The Sturgeon General Plan estimated a 1991 population of 67,200 for St. Albert. An engineering study done in 1971 by Stanley & Associates projected a St. Albert population of 88,500 by the year 2001.

The projected population of the territory applied for and the current B.A.C.M. Ltd. development (Lacombe Park) in the immediate area is 34,000. Development further west of this proposal is restricted because of a different drainage basin where the lands fall off to the west. This territory would be sufficient in size to support such amenities as a high school and district park. Present road design in Lacombe Park has been designed to accommodate the projected future population as was the total design.

Mr. J. L. Jackson, a professional engineer employed by the applicant, dealt with servicing of the said territory with sanitary sewer, storm sewer, and water supply. It was stated that whether annexation was proceeded with or not, the north-west sector of St. Albert would require a 2.5-million-gallon water reservoir. Water mains now within the developed area of Lacombe Park are large enough to provide for the full development of the territory applied for annexation. He pointed out that since 1972, studies on servicing the north-west sector have been ongoing with the City. As such, the feasibility of serving the area had been shown.

In respect to sanitary sewer, the City of St. Albert had in 1975 established a 36-inch diameter sanitary interceptor. This went to a pumping station which pumped the sewage to the top of the hill, from where it drains through a gravity outfall sewer a distance of 12 miles to the City's sewage lagoons. This system has an ultimate design capacity of 105,000 people through staged improvements. To bring its capacity to a 54,000 population, additional pumping capacity would be required at the pumping station at an estimated cost of \$70,000. The present limit to the lagoon is a 34,000 population. Further lagoons would be then required. To bring the total sewage system to a capacity of 54,000 would require a total expenditure of \$1,120,000.

In the north-west sector, the existing sanitary trunks servicing Lacombe Park were oversized to service an additional 850 acres to the north and west of the built-up area. Twinning would be required of a short section of the inverted syphon connecting to the City of St. Albert 36-inch interceptor sewer. Land lying to the south of the 850 acres is too low to be serviced by the inverted syphon and would require a pumping station and a short force main. The remaining area of the proposed territory for annexation lies between Dawson Road and Highway No. 2. This, because it falls off to the south east, is in a separate drainage basin and would require a separate service.

It was submitted that 47 percent of the territory proposed for annexation is presently serviceable by sanitary sewer by twinning of the inverted syphon.

Storm drainage did not present a problem to the said territory proposed for annexation, as the Sturgeon River with its slopes permits short and relatively small trunk sewers to provide drainage at a comparatively economical cost. Portions could be drained through oversized existing storm trunk sewers within the development area of Lacombe Park.

It was pointed out that within the developed area of Lacombe Park, B.A.C.M. Ltd. had placed in oversized in anticipation of developing additional areas. This had meant the expenditure of an additional \$550,000 for a 60-inch storm sewer, over and above which would have been spent to service the existing developed area. In a like manner, oversizing for sanitary sewers meant an additional \$200,000. By oversizing the water mains from an 8-inch to 12- to 14-inch has meant an additional \$50,000. In total \$800,000 was spent in anticipation of further development.

Reference was made to a Development Agreement between the then Town of St. Albert and B.A.C.M. Ltd., dated September 8, 1970, in which it was anticipated other owners in the catchment area may benefit. If this occurred, B.A.C.M. was to recover the cost of providing the oversizing.

It was Mr. Jackson's contention that it will cost an additional \$1,100,000 to improve sewage facilities to handle a population of 54,000 in St. Albert. However, to handle a population of 75,000 would take only an additional \$540,000. Restated, to increase the population from 34,000 to 54,000 would cost over \$1,000,000, but to increase it by a further 21,000 to 75,000 would only cost \$540,000 additional.

In respect to water, he pointed out that as St. Albert continues to grow, a new water supply line from Edmonton would be required. He anticipated construction of a 36-inch water main in two years which would handle the City's needs to the turn of the century.

The north-west sector of St. Albert was now serviced through a 10-inch water main. This was no longer adequate to handle peak demands and he projected that a reservoir would be built in this sector, whether annexation took place or not. To meet the full demand of the territory proposed for annexation there would be required two supply lines to the reservoir — one 12-inch and one 16-inch.

Mr. M. Rogers, as planner and Senior Vice-President of B.A.C.M. Ltd., gave the background history of the applicant's developments and prior annexations in St. Albert. In 1972, 485 acres were annexed, which it developed as Lacombe Park. Of the 686 fully serviced lots, 501 went to independent builders or individuals. The Municipal District desired annexations by neighbourhoods, and in 1974 the City of St. Albert was requested by B.A.C.M. Ltd. to annex the next neighbourhood. Next the City presented a plan for the whole north-west sector and indicated approval of its annexation. B.A.C.M. Ltd. was requested to delay any application pending the City of St. Albert's own application for

annexation. Lots are now exhausted in the Lacombe Park neighbourhood. For these reasons, and because of the "lead-time" required to bring lots onstream, the application for annexation of the territory was made at this time.

It is B.A.C.M. Ltd.'s intention to continue the development of the territory in neighbourhood of 3,000 to 5,000 people centred on an elementary school or schools and a neighbourhood park. Planning would be similar to that which the City of St. Albert proposed in 1974.

Mr. Rogers submitted that St. Albert would have a population of 75,000 by the year 1997.

He claimed that B.A.C.M. Ltd. had worked closely with the City of St. Albert and would not have put in many of the amenities, i.e., central park, a four-lane roadway, a junior and high school site, oversizing, if it had not anticipated developing areas adjacent.

In response to a statement that within the existing boundaries of St. Albert could be contained 55,000 people, which could accommodate the entire growth projection of the next 5 to 10 years, Mr. Rogers replied that this would require the use of every available piece of land which would be an impossibility.

He further stated that if B.A.C.M. Ltd. was not permitted to proceed with development, there would be only one land development in the City. Competition was necessary if lot prices were to remain reasonable. Further B.A.C.M. Ltd. could develop its land cheaper with the existing utilities designed to meet future expansion. In addition, it would reduce the burden on existing rate payers within the City who presently bear the costs of utilities now in existence which were designed to accommodate a much greater population.

The said territory, if annexed, would provide a 20-year supply of lots to B.A.C.M. Ltd. Twenty years, he suggested, was a reasonable time frame for which proper planning could be implemented.

Mr. Rogers emphasized that no matter where you locate the large Edmonton regional projected population of the future — be it St. Albert, Mill Woods, West Jasper Place or Castle Downs — there is going to be a transportation problem in getting people to and from work — whether it be downtown or the fringes. He felt that, upon the building of the outer ring road, it would be used as opposed to the congested areas within.

Mr. Andre Rouault, who farms roughly 1,500 acres, including river lots 16 and 17, made a representation. The land had been farmed by his father for 40 years, who now wished to retire. Because costs were too high, he and his brother were unable to purchase the land. He felt city growth would continue and it was only a question of timing before the land would be annexed. This did not permit proper farm planning. Further, future farming would be hindered by the construction of the west power transmission line and the proposed west by-pass road, which may not leave a viable farming operation. He stated that much of the land was excellent farm lands, basically on the south slope. On the flat bench lands to the north, the soil was a gumbo with which there was difficulty in farming in that erosion had removed much of the top soil. Mr. Rouault was one of the petitioners for annexation.

Mr. Triffo appeared as a transportation consulting engineer. It was his contention that the transportation needs of the territory proposed for annexation by B.A.C.M. Ltd. and the associated St. Albert growth, up to a 75,000 population, could be accommodated by the transportation network that he was to outline. Further that the next stage of development, as proposed by B.A.C.M. Ltd. in the north-west sector, could be accommodated by the existing and committed road network of St. Albert. Stress was placed on the roadway facilities to the west of St. Albert. He recognized the St. Albert-Edmonton corridor as a problem with a number of intersections at capacity now.

Based on a 75,000 population for St. Albert, he estimated that 40 percent of the population would be employed locally. Increased use of public transit was projected to where 30 percent of the people travelling between St. Albert and Edmonton would use these facilities. A vehicle occupancy of 1.2 during peak hour work trips was applied. Recognizing that not all trips would be destined for downtown Edmonton, trip destinations to different sectors or zones were estimated.

Anticipated were the upgrading of the inter-connector roads of 184th, 170th Streets and 156th Street connecting to 149th Street in Edmonton. This, he claimed, would spread the traffic load.

Mr. Triffo felt that as a west by-pass would become the primary north-south highway, it was reasonable that it not only proceed around St. Albert but also Edmonton. As such, there could be continuity in Highway No. 2, which the western alignment provides better than a by-pass to the east. He pointed out the existing congestion on 127th Street in Edmonton where an eastern ring road would connect to 125th Avenue, now committed for upgrading. The west by-pass would permit traffic to disperse south of the C.N.R. railway tracks, avoiding the congestion now incurred by this obstacle and it would permit access to the south-west area of Edmonton without necessitating travel through congested areas of Edmonton. Traffic, other than from St. Albert, destined for Edmonton, would use the by-pass thus taking pressure off the present arterials.

He projected that by B.A.C.M. Ltd. developing the next neighbourhood north of Lacombe Park, it would increase the population in that area from 7,000 to approximately 13,000 by 1982. As to whether this increase could be handled by the existing St. Albert transportation network, he agreed that while constraints today existed, with a redesign of the intersections, he estimated another 800 vehicles could be accommodated in peak hour periods, sufficient to handle any such increase in traffic. Further improvements to 170th Street and the connection of 156th to 149th Streets in Edmonton are to be anticipated in the next two or three years. In terms of lanes of roadway, this increase in population would require one new lane. The above streets, he suggested, are planned for four lanes and perhaps ultimately six.

In respect to costs, Mr. Triffo made the following point: If the Edmonton metro-region continues to grow, a projected population of 79,000 shall have to be accommodated somewhere — northwest or southeast area, Morinville or Vilna — where is immaterial. Transportation facilities will have to be provided and the cost absorbed, either by City, Municipal District or Provincial Governments. Costs become only meaningful by comparing the various areas. Growth is not going to stop and where it will occur will be determined by the planning process.

On behalf of the City of St. Albert, Mr. K. Foster appeared in respect to transportation. While agreeing with Mr. Triffo in general, there were points of disagreement. One, he suggested, was that Mr. Triffo's report only considered traffic growth in the St. Albert area, but not growth in the north-west quadrant of Edmonton. He did find the north-west sector of St. Albert a reasonable area for residential expansion and that beyond a 50,000 population for St. Albert, he suggested a more economical transportation network could be achieved. He agreed with the assumption that St. Albert has to generate its own employment base. Forty percent of the work force should be employed internally. He pointed out that the current St. Albert policy is to encourage transit usage, so that by the time the population reaches 75,000, transit usage will have increased significantly between Edmonton and St. Albert. This, he estimated, at a 30 percent modal split for the St. Albert-Edmonton corridor and 10 percent intra-city trips. This would mean large capital and operating cost to St. Albert.

In respect to the proposed western by-pass road around St. Albert, he pointed out it would have certain disadvantages. One was that it was restricted between Big Lake and St. Albert and it would limit construction to one major roadway, thus eliminating the possibility of separate access roads to serve and expand the north-west sector. Further, it would concentrate both St. Albert and by-pass traffic in the north-west sector of Edmonton. If the expansion of the north-west sector of St. Albert meant 20 to 25,000 people, it would limit the levels which could be accommodated within Edmonton. Contrary to Mr. Triffo's projections of 156th Street in Edmonton becoming a six-lane highway, he stated it was now being constructed as a four-lane highway and there would be limitations because of development to it being expanded further.

As to the projected use of 125th Avenue in Edmonton and its upgrading, he did not see this as helping the St. Albert traffic situation much, as the difficulty was to connect with it across the Canadian National Railway from the north. Existing connectors for example, 127th Street, 97th Street, he submitted, were now at capacity. He felt industrial expansion in the north-west sector of Edmonton would generate internally sufficient traffic to use all improvements to roads made by the City of Edmonton within that sector.

Mr. Foster expressed concern about the traffic which would result when the proposed shopping centre in St. Albert was completed. He projected 40 vehicle trips per 5,000 feet of space, or approximately 1,260 vehicles per hour during the 5 to 6 P.M. period. This would mean 630 trips into and 630 out, 213 of which would originate south of the Sturgeon River. In addition, in the same area would be constructed multi-family development of 280 apartments and townhouses which would have a peak hour volume of between 100 and 140 vehicles. If the Oblate Fathers' site, north of the Sturgeon River and abutting Highway No. 2, was developed within the present City limits, it could add another 2,000 people, who would generate between 240 and 300 vehicle trips in peak hours across the Sturgeon River. He projected that by 1982 the increase would total between 1,200 to 1,450 vehicles per hour on the St. Albert Trail. This was in contrast to Mr. Triffo's estimate of 800 north-bound vehicles additional in the peak hour of 5 P.M. to 6 P.M. He pointed out the limited capacity of the existing bridges across the Sturgeon River and the projected need to construct a new one in 1980.

In respect to 156th Street, he would hope it would be reconstructed by 1979 or 1980. It presently carries 600 vehicles north bound between 5 and 6 P.M., and if developed to four lanes, it would carry 1,500 vehicles or an additional 900.

If the north-west sector of St. Albert developed a 700 vehicle increase, plus a 100 vehicle increase of through traffic, this would leave only 100 vehicles per hour for other developments within St. Albert.

Mr. Foster submitted the committed development within St. Albert would take the population to in excess of 30,000. This population will require most of the alternative accesses of 156th and 170th Streets which could be built by 1982. By that time a third access will be required.

His studies had shown the need of a westerly access to service the proposed annexation territory as an alternative access to service the area, in that the St. Albert Trail intersections have insufficient capacity.

On cross examination, Mr. Foster agreed there is certain additional capacity today on St. Albert Trail crossing the Sturgeon River. The limiting factor, he suggested, was the intersection with Sturgeon Road. He pointed out there were other areas within St. Albert limits now available for development, for example, the shopping centre, part of the Oblate Fathers' site, infilling in Lacombe Park, which would take up any such excess capacity. If there is development added in the north-west sector, the additional traffic volume generated by this would be in excess of the spare capacity on the Sturgeon River Bridge. The shopping centre complex was projected for completion by fall of 1978.

He felt that if the City of Edmonton introduced an easterly by-pass, St. Albert could accommodate a much higher level of population in its north-west sector than could be accommodated by a westerly by-pass. To accommodate a population of 75 - 100,000 within St. Albert with adequate transportation was dependent upon decisions made by the City of Edmonton. Internally in St. Albert, it did not present a problem. However, while he saw it to be better to solve St. Albert's traffic problems, Edmonton's City Council had come out as opposing the east by-pass.

In respect to which by-pass would first be constructed, Mr. Foster felt that it would be more likely a western by-pass than an easterly by-pass. "The reason for that is that people are realizing that something has to be done with traffic. There is a concern there and it has to be done in the near future and not in the long term future." He hoped for 170th Street to be upgraded in 1978. Further any reasonably major development beyond what is now committed in the north-west sector, including the shopping centre, he felt, would result in the need for an additional Sturgeon River crossing. The new bridge would facilitate movement within St. Albert itself, rather than to force people to use Highway No. 2.

In respect to the St. Albert Transportation Study, reference is made to the City of Edmonton's transportation plan, which does not provide for a freeway network within that City, but instead the public transit was given priority. This, however, he submitted, would not remove the need for a north-south high-capacity facility both within the Restricted Development Corridor and the City of Edmonton. A population of 100,000 in St. Albert could not be achieved without extreme congestion unless a 50 percent split to transit and a higher employment base established within the City of St. Albert. This would mean that all

commuters to the central business district in Edmonton would have to travel by transit. The Light Rail Transit program of the City of Edmonton did not project any such development within 20 years to its north-west sector.

Mr. Triffo was reintroduced to give rebuttal evidence. He reiterated that the next neighbourhood of Lacombe Park could be accommodated by the existing St. Albert street system and without the need for the western by-pass. This increase of 600 vehicles in peak hour did not account for the regional shopping centre immediately north of the Sturgeon River. This was left out because of a lack of evidence the shopping centre would proceed.

Because of delays in bringing the land onstream, he did not see a population of 12,000 in the north-west sector (including the Oblate Fathers' site) materializing prior to 1982. He projected that the population of 12,000 plus the shopping centre, plus apartments in conjunction with it, would cause the peak hour traffic volume to increase by approximately 1,000 to 1,050 vehicles, versus the original estimated 600. This increase would necessitate intersection improvements to St. Albert Trail, traffic channelization, but no additional lanes.

Contrary to a total population of 8,300 in Lacombe Park when infilling has been completed, he projected a population of 7,200, which would reduce the incremental trip factor by 180 to 225 vehicles in peak hour. This would reduce Mr. Foster's suggested traffic volumes of between 1,200 and 1,400 to 970 and 1,190.

In respect to the inter-Edmonton trip volumes, reference was made by Mr. Triffo to Mr. Foster's comments on 184th, 170th and 156th Streets south of 137th Avenue in Edmonton. He felt that the in-city impact on these streets may be modified by the development of 125th Avenue.

Richard Plain, as Mayor of St. Albert, appeared and introduced the minutes of council. He explained the position of the Council of the City of St. Albert to the annexation application by B.A.C.M. Ltd. of the territory. This was to the effect that the application be opposed. He complimented B.A.C.M. Ltd. on doing an "excellent job of development". The City of St. Albert had, however, held a plebiscite on the question of growth and annexation of new lands and the people had expressed an opinion against this application for annexation. That, together with the consultant's reports on transportation and utilities, had influenced Council's decision.

Mr. Gordon, Planner for the City of St. Albert, gave evidence that St. Albert now had a General Plan, which had been passed during the course of the hearings. He explained that the present Council policy is to limit growth to within the existing City boundaries, with the bulk of the projected 55,000 population being south of the Sturgeon River. In the north-west sector of St. Albert, the plan contemplated only completion of Lacombe Park and Mission Park and the development of land between the east boundary of Lacombe Park and Highway No. 2. This would add a population of 5,000, and would meet the growth demands for the next 10 to 12 years.

Although utilities were designed to meet a population of 100,000, the General Plan, he submitted, made no commitment to this threshold. He pointed out that the Edmonton Regional Planning Commission had in a recent growth study projected an Edmonton metropolitan population of over 1,000,000 by the year 2000. Within this, St. Albert had a projected population ranging from 79,000 to 101,000. If this latter population occurred, the most likely area would be in the territory proposed for annexation by B.A.C.M. Ltd. and St. Albert Investments Ltd.

He argued that St. Albert needs industrial and commercial growth, not only to provide a balanced tax base, but for transportation reasons by diverting St. Albert employees to local industries. This would also permit full utilization of existing roads by a counter-movement of Edmonton employees at peak hours going to and from the employment centre, thus making use of surplus capacity in the unused lanes of roadway.

Wayne Gordon, on cross examination, projected a 7 percent growth rate compounded, which in 10 to 12 years would result in the population of 50,000 in St. Albert. **However, his Council had no commitment to this rate of growth.** Beyond this, the City of St. Albert was uncertain if it could handle the financial commitments without a balancing of employment. The General Plan of the City of St. Albert was limited to those lands presently within the corporate limits.

Barry Clarke with the Edmonton Regional Planning Commission stated that in Strategy "B" of its "The Long Term Growth and Development for the Region" study, St. Albert was identified as a major growth centre. Additional residential land could conceivably strengthen St. Albert as a regional focal point. Prior outline plans submitted in 1972 in support of the Lacombe Park annexations had allowed for its expansion.

The Commission did not see this application for annexation as being substantially better or worse than any other expansion to St. Albert as all were based on the residents commuting beyond municipal boundaries for employment. The primary objective of the St. Albert General Plan is to seek more of a balance between local jobs and residential growth.

The transportation problems were not within the City of St. Albert but external. In this regard the Commission pointed out that agreement had not been reached between Alberta Transportation, St. Albert and the City of Edmonton on the provision of regional transportation services adequate to service this application area in addition to land already committed to residential development and now within St. Albert. Therefore, the Commission went on record as not supporting the application for annexation, because of the above and because the two municipalities involved opposed the application.

Mr. K. Mackenzie appeared as a planning consultant on behalf of the Municipal District of Sturgeon. He pointed out the application was only one of three to annex lands to St. Albert and asked that the total impact be considered by the Board. In respect to the application, he applied the Municipal District Council's policy, "It would permit the annexation of those areas which are the most logical areas of expansion within the north-west sector", namely Neighbourhood No. 3 and the north half of Neighbourhood No. 4 (immediately north of the City). He submitted that the territory containing Neighbourhoods 5, 6 and 7 (lying west of the City), as proposed, should not be annexed at this time because it was premature as the location of the by-pass road and bridge crossing had not been established. "In other words, it will be premature to add lands for future residential development when there is no transportation capacity available to serve those lands." He argued that until a roadway (westerly by-pass) is fixed, the area cannot be planned in detail and, therefore, cannot be developed. He conveyed a request of the Municipal District that Villeneuve Road be left in the Municipal District as same was a major artery for a number of its residents.

Mr. Mackenzie agreed that annexation did not necessarily mean development of the annexed lands in that control was retained by the municipality.

Mr. Savage appeared as a witness for St. Albert Investments Ltd., one of the owners, on the question of servicing the Parcel "C" between Highway No. 2 and Lacombe Park. This area contains approximately 100 acres and could be serviced with sewerage in conjunction with the development of the shopping centre and Cunningham Ridge. Water would be obtained through Lacombe Park. No technical difficulties were perceived.

He pointed out that St. Albert Council had a preliminary proposal for the servicing of Cunningham Ridge for residential purposes. He agreed that upgrading would have to take place in the north west sector of St. Albert in order to provide sufficient water pressure to service Parcel "C" and Cunningham Ridge. This would be in the form of a reservoir. The cost of the reservoir did not warrant its use for these two areas alone, but only if it served a larger area.

Sturgeon School Division opposed B.A.C.M.'s application for annexation of territory. It claimed that the loss of school assessment through B.A.C.M.'s application and others could adversely affect the operations of the school system. Recent population growth has meant the necessity of erecting new school facilities. This required all available assessment to discharge the heavy burden of unsupported debt charges. Loss of assessment would mean that either a heavier burden of unsupported debt charges will have to be carried by the residents of the Division or there will have to be drastic cutbacks in the quality of services provided. If annexed, loss of the territory involved would mean the loss of assessment of \$313,840.

The Board, having considered the evidence presented to it at the hearing, has reached the following conclusions:

1. The applicant has established to the Board's satisfaction that the territory it has requested to annex has been recognized by the City of St. Albert and the Municipal District of Sturgeon as lands potentially suitable for urban residential use and is a logical expansion to the City of St. Albert.
2. The Board acknowledges, in view of St. Albert being part of the Edmonton regional setting and economy, it will continue its growth. The Board, therefore, accepts as reasonable the projected population of between 75,000 to 83,000 by the year 1997 for the City of St. Albert.
3. The Board acknowledges the City of St. Albert should have within its jurisdiction sufficient residential land for a 20 year supply. The City of St. Albert has now within its jurisdiction sufficient land to provide for several years of growth, but not sufficient for long term forward planning of growth or for transportation planning.
4. Transportation problems now exist between St. Albert and the City of Edmonton's downtown core. Withholding of the granting of the application on the grounds of the non-resolution of these transportation problems is not a strong argument because:
 - (a) "annexation does not mean development or 'use' of the annexed territory until the City of St. Albert's Council decides to permit the development to proceed; and
 - (b) continued growth within the City of St. Albert's present boundaries will demand a resolution of the transportation problems.
5. The applicant has demonstrated to the Board's satisfaction that utilities for portions of the territory have been pre-planned and it may be readily and economically serviced. Further, that the City of St. Albert has or can economically provide sufficient capacity to accommodate any utility demands which may be made on it by reason of the development of the said territory.
6. The Board acknowledges that those portions of the said territory abutting Big Lake and the Sturgeon River are flood plains and are not presently suitable for urban development. It can also be said they are unsuitable for agricultural purposes. Through fill and innovation, there may be a potential for park or conservation areas.

Therefore, the Board is of the conclusion that for conformity of boundaries, and as they may be best utilized within the urban jurisdiction, they should be annexed to St. Albert.

7. It is the Board's consensus that if sufficient lands are not available for urban development within the urban jurisdiction, the result is urban intrusion into the rural community through the proliferation of small holdings, resulting in an uneconomical use of agricultural lands. To achieve economy of servicing and to bring urban uses into the urban jurisdiction, the Board would grant the application in full.

THEREFORE, subject to the approval of the Lieutenant Governor in Council, IT IS ORDERED:

I. That there be annexed to the City of St. Albert, in the Province of Alberta, and thereupon be separated from the Municipal District of Sturgeon No. 90, the territory described as Schedule "B" attached hereto.

(A sketch showing the general location of the annexed territory is attached as Schedule "A").

II. That any taxes owing to the Municipal District of Sturgeon No. 90 as at December 31, 1978, in respect of the aforementioned properties shall transfer to and become payable to the City of St. Albert together with any lawful penalties and costs levied thereon in respect of such taxes; however, upon the City of St. Albert collecting any or all of such taxes, penalties or costs, such collections shall forthwith be paid by the City to the Municipal District of Sturgeon No. 90.

III. That the assessor for the City of St. Albert shall for taxation purposes in the year 1979, re-assess the annexed lands and assessable improvements thereon, which are by this Order annexed to the City so that the assessment thereof shall be fair and equitable with other lands and assessable improvements in the City of St. Albert.

V. That the Chief Provincial Assessor, appointed pursuant to the provisions of The Municipalities Assessment and Equalization Act, shall for taxation or grant purposes commencing in the year 1979, 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 St. Albert, so that the assessment or valuation shall be fair and equitable with properties of a similar nature.

V. That the effective date of this Order shall be the 1st day of January, 1979.

Dated and signed at the City of Edmonton, in the Province of Alberta, this 29th day of May, 1978.

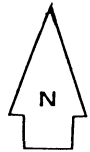
Certified a true copy
B. CLARK, Secretary.

LOCAL AUTHORITIES BOARD
D. A. BANCROFT, Chairman.
T. J. LAUDER, Member.
J. A. HAMMOND, Member.

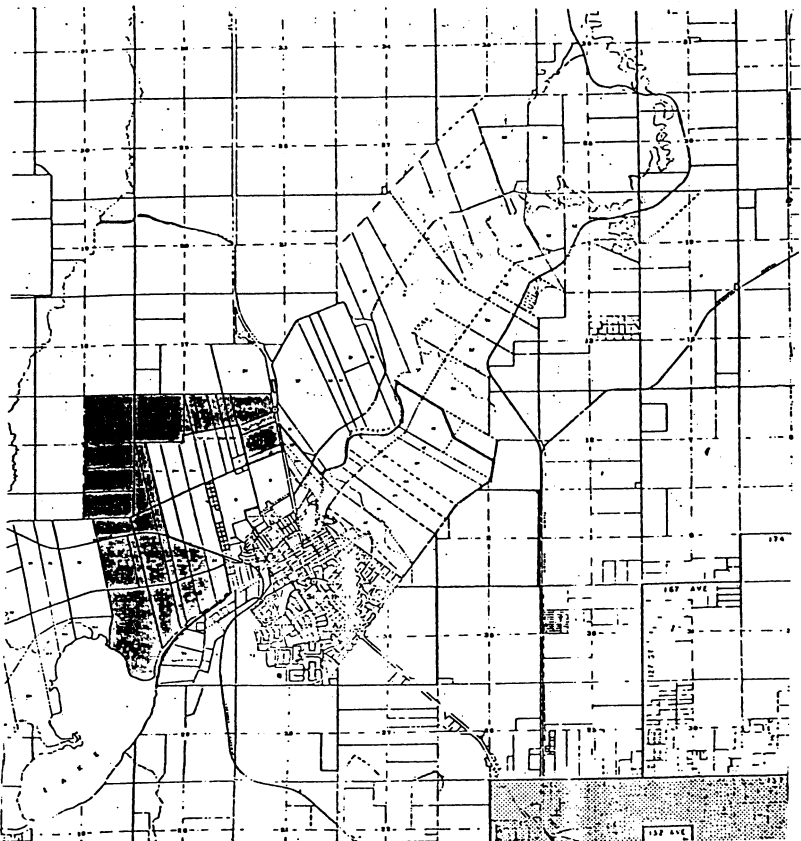
SCHEDULE "A"

A SKETCH SHOWING THE GENERAL LOCATION OF THE
AREAS AFFECTED BY BOARD ORDER No. 10597

EFFECTIVE DATE: JANUARY 1, 1979



AFFECTED AREA(S)



SCHEDULE "B"

A DETAILED DESCRIPTION OF TERRITORY SOUGHT FOR ANNEXATION; AND ANNEXED TO THE CITY OF ST. ALBERT, ALBERTA

All those portions of river lots 18, 18A, 19, 19A, 20, 21, 22 and 22A not presently within the City of St. Albert.

Those lands contained in plans of subdivision 1798 A.N., 155 T.R., 3589 C.L. and 392 E.O. and not presently within the City of St. Albert.

Fractional north-east quarter of section 6, township 54, range 25, west of the fourth meridian.

The east half of section 7, township 54, range 25, west of the fourth meridian.

The north-west quarter of section 8, township 54, range 25, west of the fourth meridian.

All that portion of Road Plan 2288 E. U., which lies south of the production north east across the said road plan of the north boundary of Parcel "C", Plan 392 E.O. and not presently within the City of St. Albert.

All that portion of the Sturgeon River which lies north east of Big Lake and south west of the production south east across the said Sturgeon River of the north-east limit of river lot twenty-two (22).

All government road allowances, government road allowance intersections and railways adjoining and intervening the above described lands.