

TOWN OF HIGH RIVER

Order No. 16298

File No. 95(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 council of the Town of High River to annex certain territory lying immediately adjacent thereto, and thereby its separation from the Municipal District of Foothills No. 31.

Pursuant to section 20 of the Municipal Government Act, the council of the Town of High River, in the Province of Alberta, petitioned the Local Authorities Board for the annexation to the town of all that territory described in Schedule "B" attached hereto (hereinafter called "the said territory") which lies immediately adjacent to the town, and thereby its separation from the Municipal District of Foothills No. 31 and in respect to which the board held a public hearing into the matter on March 16, 1983.

Representing the Town of High River were Mayor L.C. Dougherty, C.J. Dean, town manager; J. Crisp, treasurer; K. Brisbin, engineer, and F.R. Purnell, development officer.

R. Camprin, development officer, appeared on behalf of the Municipal District of Foothills No. 31.

P. Mercier, supervisor of Regional Planning Services, presented the position of the Calgary Regional Planning Commission.

Owners 209860 Holdings Ltd., 244534 Alberta Ltd., J.R. McDonald, G. Whitford, N.J. Salzl, J.F. Salzl and Richard Salzl were represented by L. Kylo, planner, and B. Potter, engineer. The estate of H.W. Shaw was represented by I. Mellon, engineer, and D.P. McDonald, solicitor. Owners making written submissions are hereinafter referred to.

The Town of High River is located approximately 26 miles south of the City of Calgary. Served by the Canadian Pacific Railway, Highways No. 2, 2A and 23, Secondary Roads No. 543 and 540 and a local airport, the town is classified as a high order trading centre to an agricultural community of some 6,100 persons and is evolving into a regional service centre. The town is not only a commercial-industrial centre,

but has recreational, cultural, tourist and institutional facilities. While close to the City of Calgary, the town has avoided becoming a "bedroom community" by providing a well-balanced, self-contained community. This is illustrated in that 76.3 percent of the town's work force is employed locally. The town has also been chosen as a retirement community, with 14.5 percent of the population being over the age of 65 years. From a population of 3,256 in 1975, the town grew to 4,018 in 1979 and now has an estimated population of 5,000. The average growth rate has been 6 percent in each of the last 7 years. This growth was attributed, in part, to the town's practise of land banking and sale of residential lots at competitive prices when compared to other communities in the region and to the "spill over" effect from the City of Calgary.

The Town of High River has also land banked, developed and sold industrial lots. By having lower priced lands available, as compared to other communities in the region, the town is attracting small business entrepreneurs and encouraging local residents to locate or expand their business. This is providing local employment opportunities and contributing to a balanced community.

Because of the positive factors that now contribute to High River being a healthy, attractive and vigorous community, it is projected the Town of High River would continue to grow in population and development at historical growth rates. At a growth rate of 6 percent per annum, the town could reach a population of 15,787 in 20 years, and if the growth rate reached an annual average of 8 percent, a population of 23,025 in 20 years is projected. To meet the projected growth requirements the town has approximately 186 acres available for development which could accommodate between 1,710 to 2,280 persons. There are other lands vacant, but the owners refused to develop or sell. Problems with flooding, groundwater and access constrain development of other lands. The owner of an industrial park has shown a reluctance to sell lots and alternative competitive industrial sites are required.

To meet its projected land use requirements the Town of High River petitioned to annex the said territory. The said territory, containing approximately 890 acres, is contained in two parcels. Parcel "A", containing approximately 580 acres is northwest of the town and south of the Longview Trail. A small triangle containing 6.8 acres lying to the north of the quarter section line and west of the railway right-of-way in the northwest quarter of section 7 was included in order that the proposed boundary would follow existing title boundaries. The Canadian Pacific right-of-way provides the eastern border, the north south road allowance the west border and the Highwood River provides the south border of parcel "A".

Parcel "A" is described as having a flat topography with the southern portion treed. Soils in the south portion of parcel "A" are classified in the Canada Land Inventory as mainly classes 5M and 6M soils, with the northerly half of the parcel containing class 2 soils. While mainly in agricultural production, parcel "A" does contain a golf course, truck depot, office and storage area, municipal shop and veterinary centre. There are also five small rural residential holdings, of which two are owner occupied.

Approximately 80 percent of parcel "A" is located in the "100 year" flood plain, as is most of the Town of High River. Flood control studies have been undertaken which considered dyking, channelization through the flood plain, Lineham Spillway improvements, diversions into the Little Bow River drainage basin and the elevation of affected building sites by the addition of fill.

It was submitted that parcel "A" may be readily and economically serviced with water and sanitary and storm water sewers. The crossing of the Highwood River with utilities did not pose a problem.

Highway No. 2A now cuts at an angle across the northeast corner of parcel "A". It was submitted that initially Highway No. 2A will provide access to the parcel and when warranted, an arterial roadway to the west of parcel "A" is proposed, which would include a second bridge and will connect to 12 Avenue West, the arterial route to Highway No. 2.

The Town of High River proposed that some 250 acres of parcel "A" would be utilized for residential purposes and, initially, approximately 5,000 residents could be accommodated. Open spaces would take up 120 acres, the golf course 50 acres, 70 acres for roads, 25 acres for highway commercial, 35 acres for industrial and the remainder for other land uses.

Parcel "B", containing 310 acres, is located to the southeast of the Town of High River to the immediate west of Highway No. 2 and south of Highway No. 23. That portion of Highway No. 23 that abuts the town's boundaries is also included, as is Highway No. 2A that abuts the west border of the parcel. The major portion containing 286 acres, is contained in the unsubdivided portion of the north half of section 31. The topography is slightly rolling with an irrigation canal running through the northwest corner. Except for a small area adjacent to the irrigation canal, all the land is above the "100 year" flood plain. The Canada Land Inventory classifies the major portion, now in agricultural production, as having class 2C soil. There is an existing farm residence, but there are no major environmental constraints to urban development.

The owners of the major portion of parcel "B" favored the annexation of their land to the Town of High River. It was pointed out that their land has excellent exposure to Highways No. 2, 2A and 23, and they planned to develop a major highway commercial strip along Highway No. 23, a light industrial area immediately west of Highway No. 2, with the remainder being developed for residential uses. Evidence was received that the water and sanitary sewer utilities are located in adjacent roadways and could be readily extended to service the parcel. These utilities contain sufficient additional capacity to service an additional population of between 1,200 and 1,800 based on the town's plans to upgrade the downstream system. Further downstream improvements could increase this capacity. Storm water would be controlled through on-site retention ponds from where it would be discharged to the Little Bow River. It was pointed out that the town was growing eastward, in the direction of the parcel. Further, a new school is proposed on land in the town to the north of parcel "B" which would have surplus capacity capable of accommodating students generated by the residential development in the parcel. When further developed, it is projected that parcel "B" could accommodate approximately 2,763 persons in the residential area, and 607 employees in the non-residential areas.

The Town of High River submitted that the said territory, in total, could accommodate between 8,985 to 11,980 persons, or, with the land now available in the town and adopting an annual 6 percent growth rate with a density factor of 15 persons per gross acre, a sufficient supply of residential lands for twenty years would exist.

It was reported that the Town of High River has recently added five new wells to bring the water utility plant up to a design capacity sufficient to serve a population of between 13,000 to 15,000. The town has an aerated sewage treatment lagoon system capable of servicing a population of 7,000. The design of the lagoon has provided for expansion and it is anticipated that any utility plant expansion cost would be recovered from land development charges.

It is noted that the Town of High River's "General Plan" adopted by by-law no. 3200/77, as amended, proposed that the town expand east to Highway No. 2 and, with the exception of a small portion immediately west of Highway No. 2A, to the north of Highway No. 23. Further expansion was proposed to the north and west of the town, including parcel "A". Parcel "B", as a future expansion area, was not

considered. The town's explanation for the change in policy was the failure to obtain the co-operation of land owners in the town's northeast sector to develop their lands for urban purposes. Further, it was hoped by annexing parcel "B" competition in the market place for lots would be created and alternative housing locations established.

While the Municipal District of Foothills No. 31 did not object to the annexation of that portion of the said territory contained in parcel "A", it did so in respect to parcel "B". The municipal district, in its introduction, sets out the basis for its opposition:

"...The M.D. opposes the annexation of the southeast parcel, N $\frac{1}{2}$  Section 31, Township 18, Range 28 W/4. It is the belief of the M.D. that the southeast parcel should be maintained as a viable agricultural unit, and the 20 year land supply that the Town of High River has requested can be accommodated within the existing Town boundary and the northwest annexation proposal. It is also the position of the M.D. that the direction of growth should go to the north and the northwest rather than the southeast and, as such, Highway 23 would provide a logical boundary between the Town and the M.D. of Foothills."

Reference was made by the Municipal District of Foothills No. 31 to the existing 107.53 acre supply of undeveloped residential land in the Town of High River, which, it was submitted, could accommodate a further 2,130 persons, or, at an annual population growth rate of 5 percent, sufficient territory to provide the town with an 8 year residential land supply. The town has a further 661 acres of land in its jurisdiction that has been designated "urban reserve" of which the municipal district estimated 160 acres may be utilized for residential purposes, or sufficient territory to accommodate an additional 3,165 persons. Together with the existing population, a total population of 10,236 could be reached. At an annual growth rate of 5 percent, this would be an adequate land supply for 18 years. By annexing parcel "A" a total population of 14,976 could be provided for, or, it was submitted, a sufficient land supply for residential purposes for 23 years. It was further submitted that the town's growth rate would be lower due to the decline in the economy.

In respect to industrial land, the Municipal District of Foothills No. 31 pointed out the Town of High River has approximately 175 acres of vacant industrial land. The town's General Plan adopts a maximum figure of 10 acres of industrial land per 1,000 population. For the 20 year projected population of 12,500, a total of 125 acres are required. The annexation of a further 93 acres would create a total supply of 268 acres of industrial land. This, the municipal district claimed, is far in excess of the town's projected requirements.

In respect to highway commercial lands, the Municipal District of Foothills No. 31 submitted that these requirements could be met in parcel "A" where 35 acres have been designated for this purpose. Presently a 13 acre highway commercial site is proposed to the north of Highway No. 23 on land now within the Town of High River. If parcel "B" was annexed, it would provide a total of 83 acres for this purpose; much in excess of the town's long term requirements. Therefore, it was submitted, the town did not require parcel "B" for this purpose.

In conclusion, the Municipal District of Foothills No. 31 made the following points:

"1. With the addition of the lands in the northwest proposal the Town of High River will have an adequate supply of Residential, Industrial and Highway Commercial lands for the next 20 years.

2. Though Agriculture is a renewable resource, the land is not and therefore the elimination of the N $\frac{1}{2}$  31-18-28-W4th from this annexation would be a positive step in directing urban uses onto poorer quality agricultural lands.

3. The N½ 31-18-28-W4th if annexed would not be a logical extension of the Town's boundaries but an urban community onto itself. The lands to the East and the South-West have little potential for development and therefore this parcel would remain an island.

4. The Subdivision Regulations and The Calgary Regional Plan protect the lands within a two-mile radius of the Town's boundaries for future urban use, effectively providing for the Town's future land requirements."

The staff of the Calgary Regional Planning Commission prepared a report to the commission on the matter. The following are the conclusions, summary of the report and the staff's recommendations.

"Conclusions: If this annexation application is successful, based on an average annual growth rate of 6.1% the Town will have a 17 year supply of residential land, a supply of highway commercial land and a possible 37 year supply of industrial land. The addition of this land to the Town would allow for the Municipality, according to Part II, Section 1(1)(a) of the 1971 Regional Plan, to plan "for reasonable periods of time into the future".

As a general principle it is preferable, wherever possible, to leave floodplain lands in their natural state or to use them only for low intensity recreation purposes. However, from Alberta Environment's comments it appears that floodplain constraints affect most of High River's Growth options and, in this situation of limited alternatives, it is reasonable to consider such lands for development.

Good planning principles suggest that urban expansion onto good agricultural lands should occur only where suitable alternative growth options are not available. Most of High River's growth options suffer from similar constraints with respect to good agricultural lands. Under these circumstances, the Town's expansion onto good agricultural land is warranted.

Where good agricultural land is taken out of production, it is important to encourage its efficient use by facilitating development at urban densities, such as proposed here.

Summary:

Factors which support the annexation

1. The annexation would result in a reasonable land supply for residential, highway commercial, and industrial uses.
2. The location of the expansion proposals are reasonable in the context of the growth alternatives available to the Town.

Factors which do not support the annexation

1. Parcel B and portions of Parcel A are Class 2 and 3 soil which is good agricultural land.
2. Parcel A is subject to floodplain constraints.

Recommendation:

- (a) That the Local Authorities Board be advised that the Commission supports this application for annexation of Parcels A and B.
- (b) That the Commission adopt this Staff Report."

The Calgary Regional Planning Commission considered the report at its meeting of February 11, 1983, and passed the following motion:

"Motion by Mr. Wright, seconded by Mr. McCartney that:

The commission adopt the staff report and recommendation that the Local Authorities Board be advised that the commission supports this application for annexation of Parcels A and B.

Some of the members were opposed to the annexation because some of the land is good agricultural land.

Other members supported the application because they felt that, although most of the land has good agricultural capability, the Town's other growth options are subject to similar constraints; they also recognized the Town's growth need.

Motion I was

CARRIED."

In respect to a possible conflict between the urbanization of the said territory and the potential development of sour gas wells in its vicinity, the staff of the Calgary Regional Planning Commission made inquiries to which the Energy Resources Conservation Board, by letter to the commission dated June 21, 1982, made the following comments:

"The Board believes the subject lands are probably underlain by reserves of natural gas. However, the Board is not aware of any current or proposed drilling on the lands. Also, the Board views the No. 2 highway as a suitable dividing line between this surface development and gas field development.

The Board does not object to the proposed annexation and development."

The board of trustees of the Foothills School Division No. 38, in a letter to the Town of High River dated September 8, 1982, made the following observations on the application to annex the said territory to the town:

"1) The new 8x8 Core Elementary School "Joe Clark" has additional capacity in the form of portables which can be added. Two hundred student places are available in this form. The School Division would like to ensure that residential development in the land immediately east of the school ground will be sufficient to occupy this building fully. Failing this, we would hope that the land being annexed to the southeast of town would have sufficient residential properties to completely fill Joe Clark School.

2) The northwest development will require busing to any existing schools and, as a result, is seen as less advantageous at the present time. At such time as residential development in this subdivision necessitates further school building development, the busing problem will no longer exist."

In a memorandum to the board dated January 27, 1983, Alberta Agriculture made the following comments in relation to annexation of the said territory to the Town of High River:

"1. Canada Land Inventory (CLI) agricultural capability ratings for the parcels under consideration are; Parcel "A", northwest of High River, is approximately 40% 5<sub>M</sub> 6<sub>M</sub>, and 60% 2<sub>E</sub> 3<sub>M</sub>; Parcel "B", southeast of High River is CLI class 2<sub>E</sub> 3<sub>M</sub>. CLI class 2 and 3 soils have high productivity for a fair range of crops.

CLI 5 and 6 soils are capable of producing native or tame species of perennial forage plants. Based on Alberta Hail and Crop Insurance data, the cultivated portions of Parcel "A" have a productivity rating of 85-89%, and of Parcel "B" 75-79%.

Alberta Agriculture has no objection to the annexation of either parcel if the town requires more urban land in that no less productive lands are available for the town to expand onto."

Alberta Transportation, by memorandum to the board dated January 21, 1983, considered the matter in detail:

"The proposal would affect two areas, one lying to the south-east of the Town and the other one to the north-west. The south-east area is bounded by Highway 2 to the east, Highway 23 to the north and Highway 2A to the west; while the north-west proposed annexation area includes a section of Highway 2A. It should be emphasized that the Department will continue to control access along the primary highways regardless of the results of this application, pursuant to the Public Highways Development Act. This enables the Department to maintain an acceptable level of service and safety standards of the primary highway system.

It is noted that the Town's recently completed Transportation Study has identified the two proposed annexation areas as the Town's future development areas and has made recommendations on the Town's long term roadway network based on this land use scenario. This Study in the Department's opinion is an excellent planning tool in providing guideline (sic) for future development and in dealing with the Town's existing and future transportation needs.

When development and subdivision take place on the south-east proposed annexation area, careful consideration should be made to the close proximity of the three primary highways and the Highway 2-Highway 23 interchange. Land use in the vicinity should be planned in such a manner that the operational function of the highways and the interchange will not be impeded, and abutting development will not be adversely affected by highway and interchange operations. Provision should be made for buffers and noise attenuation device to alleviate aesthetic and noise concerns and for future highway plans, such as the proposed reconstruction of the Highway 2-Highway 23 interchange and widening of Highway 23. Layout and design of the internal road system should be in conformance with the recommendations of the Transportation Study.

The annexation of the north-west area would extend the Town's present boundaries further to the north across Highwood River and would result in urban development north of the river. The only roadway connecting the two sides of the river at the present time is Highway 2A, which is currently a two-lane facility. Expansion of the Town across Highwood River would necessitate improvements to the Town's existing transportation infrastructure to accommodate local river-crossing traffic involving a new bridge.

In consideration of the capacity of Highway 2A and the anticipated river-crossing traffic volume, the Transportation Study has identified the need for another river-crossing roadway running in a north-south direction about a mile west of Highway 2A and designated it as the west arterial on its recommended long-term roadway hierarchy. This future arterial and another proposed east-west arterial will traverse through the north-west proposed annexation area. The Department would recommend that the Town recognize the validity of the Transportation Study's findings and recommendations and be prepared to protect the necessary right-of-way for the recommended roadways.

It is anticipated that Highway 2A will ultimately be widened to a four-lane facility with improved access control. Subdivision and development plans being formulated for the area adjacent to Highway 2A should make provision for such eventuality and should make effort (sic) to achieve land use compatibility, so as to minimize impediments to the safe and efficient operations of the highway."

In response to an inquiry, Alberta Environment, in a letter dated October 22, 1981, to L. Kylo, made the following comments in respect to the urban development of parcel "A".

"The portion of the proposed annexation area which is located on the upstream side of the CPR grade through the Town of High River would be inundated with approximately 1425 acre-ft. of storage water at the peak of the 100 year flood (720 cfs/day). The peak instantaneous discharge for a flood of this return frequency is predicted as 43,300 cfs. The peak instantaneous discharges for the 50 and 25 year floods are 31,300 cfs and 22,100 cfs, respectively. It is predicted that the 50 year flood would attain an elevation just 0.4 - 0.5 m. below the elevation of the 100 year flood. Much of the area would also be inundated during the 25 year flood as well, as it is predicted to attain an elevation of approximately 1 m. below the 1 in 100 year flood level, and the average depth of water in the proposed annexation area is about 1.5 m. during a flood of 1 in 100 year return frequency. (Depths vary from 1.1 m. to about 1.8 m. with the deepest areas just upstream of the CPR grade).

Landfilling in the area appears to be the only solution to afford any relief. Filling would have to attain an elevation equal to that of the hundred year flood, plus freeboard. The amount of freeboard would have to be determined through a more in-depth analysis of the problem, but is estimated at approximately 1 to 1.5 (.3 to .5m.).

It is possible that extensive landfill could result in more extensive flooding at and upstream of the proposed annexation area due to backwater effects. Computer analysis would be required to determine the effects of filling on upstream area.

Another possible problem is that the 1 in 100 year flood is predicted to come very close to overtopping the CPR grade north of the Lineham Spillway and filling western portions of the proposed annexation area might raise water levels enough to overtop the CPR grade and erode the embankment. If the entire flood prone area upstream of the CPR grade were to be filled, increased water levels in the main channel might endanger the CPR bridge.

In conclusion, it is apparent that a significant portion of the proposed annexation area is subject to a 1 in 100 year frequency flood event from the Highwood River. Ideally our Department would prefer that the floodplain areas not be landfilled or floodproofed, but rather left in a natural state or used for low intensity recreational purposes. We do recognize however that the Town of High River is subject to flooding problems from the Highwood River and Baker Creek and that these floodplain concerns affect most growth options.

We should not underestimate, however, the serious and complex nature of the problems in the annexation area. It is up to the land owners and their consultant in consultation with the Town of High River to more accurately define the floodplain limits and propose acceptable solutions which could allow development to proceed."

Owners J.R. McDonald, 209860 Holdings Ltd., G. Whitford, 244534 Alberta Ltd., N.J. Salzl, J.F. Salzl and Richard Salzl were represented by L. Kylo, planner and B. Potter, engineer, who made a submission in support of the annexation of the

owners' respective lands in parcel "A". A development concept for the parcel was prepared and it was submitted that with "fill" to raise the elevation of those portions of parcel "A" within the "100 year" flood plain, the parcel may be readily and economically developed for urban purposes.

I. Mellon, engineer, and D.P. McDonald, solicitor, appeared on behalf of the H.W. Shaw Estate, the majority owner of parcel "B", and made a submission in support of the annexation of the estate's land to the Town of High River. The land would be developed privately for urban purposes in stages phased in over an estimated nine years.

Of the remaining owners within the said territory, three owners did not object to the application: "no comment" was made by two; conditional consent mainly on the basis of unchanged property taxes was given by two owners, and an objection, again based on property taxes, was given by one owner.

The board having considered the evidence presented to it has reached the following conclusions:

1. That the Town of High River, being well endowed with excellent transportation facilities, an established municipal infrastructure with growing institutional, commercial and other urban amenities, and retaining its small town life style while being in close proximity to the City of Calgary, can be expected to continue to grow in population and urban development; probably at established rates.

2. That while the Town of High River has within its jurisdiction land available for urban development, much is subject to environment constraints or is owned by parties reluctant to make their land available for urban development with the result that the town must obtain additional territory in order to meet its urban requirements.

3. That that portion of the said territory contained in parcel "A", while mainly located within the "100 year" flood plain, may, by innovative methods of development, be readily and economically developed within the Town of High River's existing or planned utility plant capacities. While parcel "A" is cut off from the town by the Highwood River, the Canadian Pacific Railway and Highway No. 2A, it has already become partly urbanized and has been integrated into the community. While owned by a number of parties, some have collectively joined to promote annexation and urban development of their respective lands. The south portion of parcel "A" contains marginal lands and is held in a number of small holdings, of which no parts are conducive to a viable agricultural unit. Parcel "A" is a logical area for the town to expand into, is not opposed, and should be annexed to the Town of High River.

4. That, that portion of the said territory contained in parcel "B", while it has few environmental constraints to urban development, is isolated by Highway No. 23, contains good soils and its annexation to the Town of High River is strongly opposed by the Municipal District of Foothills No. 31 with valid reasons. The town's main reason for the inclusion of parcel "B" is to provide an alternative source of industrial building sites, as the owner of the existing industrial park has not co-operated with the town. Further, the parcel would provide competition in the market place. The same may also apply to highway commercial sites along Highway No. 23. In the anticipation that parcel "B" will remain for sometime in the future mainly in agricultural production, the annexation of parcel "B" is warranted. Until the town has fully exhausted all alternative means it may have of providing readily available development sites for industrial and highway commercial uses within its jurisdiction at reasonable prices, it is recommended that parcel "B" remains in agricultural production.

5. That the application of the Town of High River petitioning for the annexation into its jurisdiction all the said territory as described in Schedule "B" to this order, and thereby its separation from the Municipal District of Foothills No. 31 should be granted in full.

Therefore, subject to the Lieutenant Governor in Council approving this order, or prescribing conditions that the order is subject to and approving the order subject to those conditions, or varying the order and approving the order as varied, it is ordered as follows:

I. That there be annexed to the Town of High River, in the Province of Alberta, and thereupon be separated from the Municipal District of Foothills No. 31, the territory described in Schedule "B" attached hereto.

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

II. That any taxes owing to the Municipal District of Foothills No. 31 as at December 31, 1983, in respect of the aforementioned properties shall transfer to and become payable to the Town of High River together with any lawful penalties and costs levied thereon in respect of any such taxes; however, upon the Town of High River collecting any or all of such taxes, penalties or costs, such collection shall forthwith be paid by the town to the Municipal District of Foothills No. 31.

III. That the assessor for the Town of High River shall, for taxation purposes in the year 1984, re-assess the annexed lands and assessable improvements thereon, which are by this order annexed to the Town of High River so that the assessment thereof shall be fair and equitable with other lands and assessable improvements in the Town of High River, and the provisions of the Municipal Taxation Act regarding the assessment roll shall *mutatis mutandis* apply to such assessment.

IV. 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 1984, 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 Town of High River, 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 is January 1, 1984.

Dated and signed at Edmonton, Alberta, April 26, 1983.

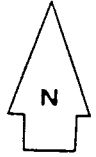
Certified a True Copy:  
B. Clark, Secretary.

Local Authorities Board,  
C.I. Shelley, Chairman,  
J.A. Hammond, Member.

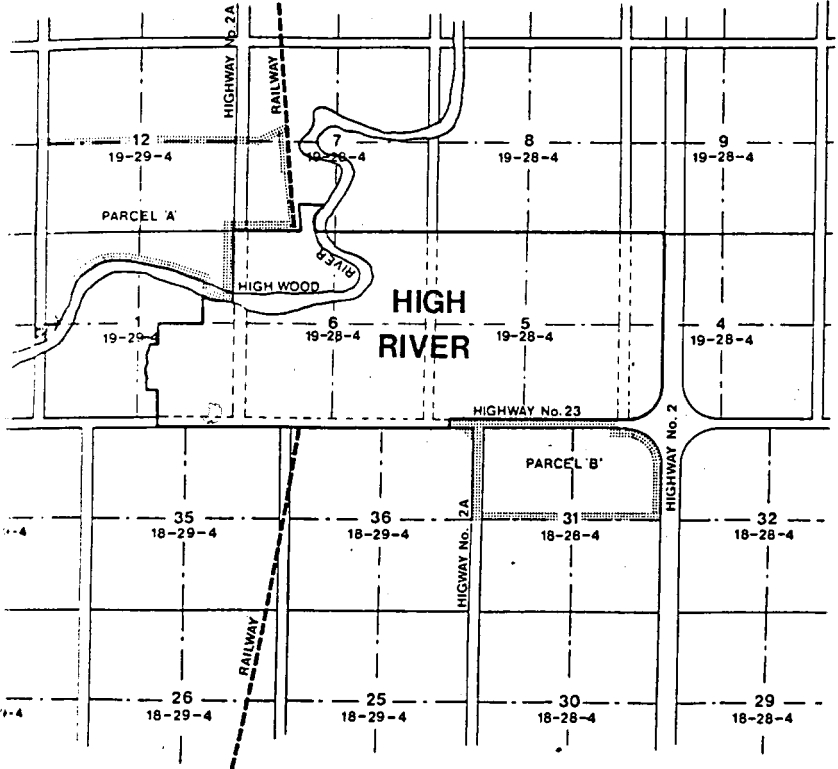
# SCHEDULE "A"

A SKETCH SHOWING THE GENERAL LOCATION OF THE  
AREAS AFFECTED BY BOARD ORDER No. 16298

EFFECTIVE DATE: JANUARY 1, 1984



 AFFECTED AREA(S)



SCHEDULE "B"

DESCRIPTION OF TERRITORY SOUGHT FOR AND ANNEXED  
TO THE TOWN OF HIGH RIVER

1. Northeast quarter of section 31, township 18, range 28, west of the fourth meridian.  
Excepting thereout:

(a) Road plans 338 J.K. and 731 609.

(b) That portion of road plan 288 H.Z. lying easterly of the production southerly, across the said plan, of the east boundary of the south east quarter of section 5, township 19, range 28, west of the fourth meridian.

2. Northwest quarter of section 31, township 18, range 28, west of the fourth meridian.

3. All that portion of the northeast quarter of section 36, township 18, range 29, west of the fourth meridian, contained in road plans 1797 E.Z., 288 H.Z. and 821 0776.

4. All that portion of the south half of section 5, township 19, range 28, west of the fourth meridian, contained in road plan 288 H.Z.

5. All that portion of the north half of section 1, township 19, range 29, west of the fourth meridian, lying north of the Highwood River together with that portion of the Highwood River lying easterly of the production northerly across the said river, of the westerly limit of Deibert Close, as shown on plan of subdivision 751 0149.

6. All that portion of the southwest quarter of section 7, township 19, range 28, west of the fourth meridian, lying westerly of the easterly limit of the railway, as shown on plan R.Y. 8. Excepting thereout that portion of said plan R.Y. 8 lying northerly of the north limit of road plan 5190 B.M.

7. All that portion of the northwest quarter of section 7, township 19, range 28, west of the fourth meridian, described as follows:

(a) The most southerly 66 feet of road plans 5190 B.M., 1728 E.Z. and 731 480. (b) Commencing at a point on the west limit of the railway on plan R.Y. 8, 616 feet northerly from its intersection with the southern boundary of the said quarter section, thence southerly along the said western limit a distance 616 feet to the said intersection, thence westerly along the said southern boundary a distance of 982 feet, thence north easterly, in a straight line, to the point of commencement.

8. South half of section 12, township 19, range 29, west of the fourth meridian.

9. The most southerly 66 feet of the north half of section 12, township 19, range 29, west of the fourth meridian.

10. All government road allowances intervening and adjoining the above described territory.

The above described lands contain 360.17 hectares (890 acres), more or less.