

TOWN OF STONY PLAIN

ORDER No. 12328

File No. 169(A)3

Before:

The Local Authorities Board
for the Province of Alberta

In the matter of The Municipal Govern-
ment Act:

And in the matter of an application by
the Council of the Town of Stony Plain to
annex certain territory lying immediately
adjacent to the boundaries of the said town,
and thereby its separation from the County of
Parkland No. 31.

Pursuant to section 20 of The Municipal Government Act, the Council of the Town of Stony Plain, in the Province of Alberta, petitioned the Local Authorities Board of the Province of Alberta for the annexation to the town of all that territory described in Schedule "B" attached to this order (hereinafter called "the said territory") and thereby its separation from the County of Parkland No. 31, and in respect to which the Board held a public hearing on September 20, 1979.

In attendance at the hearing and representing the Town of Stony Plain were Mayor H. Kotscherofski; Councillor K. Bell; W.V. Anderson, town manager; F. Greif and N. Dant, planners; A.A. Manzie, economist, and R. Marshall.

Representing the County of Parkland No. 31 were Reeve L.N. Miller and O.W. Schuster, county administrator.

Presenting the position of the Edmonton Regional Planning Commission was staff member, Barry Clark.

A number of owners were present or represented. Owners appearing on their own or as a family representative were Nora Albrecht, Verna M. Hopkins, James W. Summers, T. Jones, R. Scheideman, R. Unterschultz, G. Schoepp and G.A. McGinn.

V. Martin appeared on behalf of Beacon Industrial Development Corporation Ltd.; G.H. Saxton represented the Saxton Group. Representing Realty Resources Corporation and others was B. Moss. Nu-West Development Corporation was represented by D. Porozni, D. Makalc, planner, R. McKee and T. Babba, engineers. A written submission was made by R. & P. Scheideman and C.P. Baron. D. Power appeared to express the concern of owners not within the said territory, but caught in the corridor between the towns of Stony Plain and Spruce Grove. L. Nelson expressed the concerns of the West Parkland Gas Co-op Ltd.

The application for annexation is for that territory which forms a rectangle around the Town of Stony Plain, being one mile to the north, east and south, and approximately one and two-fifths (1 2/5) miles to the west, and contains approximately 7,000 acres. Other than normal water courses, no topographical limitations are imposed with the land being gently rolling with a slight slope to the north. Highway No. 16 is a major man made restraint, and runs east-west along the existing north boundary of the town.

An extensive study was done on behalf of the Town of Stony Plain as to its potential for growth in population. A review was given looking at the Province of Alberta, its buoyant economy, and its potential for continued high rates of growth and development. In the next 25 years Alberta's population was predicted to double with annual increases amounting to 60,000 persons per year.

It was argued that recent trends demonstrate that the City of Edmonton will continue to attract a considerable share of the economic growth and consequent population increases resulting from northern development, but that this share will gradually decrease. Decentralization was occurring in the Edmonton Metropolitan Region, as illustrated by the heavy industry development in the vicinity of Fort Saskatchewan and the creation of several light industrial parks by the counties of Parkland, Leduc and Strathcona, and the Municipal District of Sturgeon.

Certain types of light industrial activities such as those in housing, manufacturing firms, transportation, and trucking firms, as examples, have shown a strong tendency to relocate out from the City of Edmonton to nearby towns and rural areas, primarily because of the escalation in the price of industrial lands in the City of Edmonton.

The west end of the City of Edmonton, the nearby towns and the eastern portions of the County of Parkland were held to be ideally suited to accept a large share of the decentralized growth. With the regional network of highways, freeways and railways, Stony Plain is centrally located within this western sector, being easily accessible via Highway No. 16 and 16X. Access within the City of Edmonton would improve when the parkway ring road is constructed and the upgrading of 125th Avenue completed.

It was stated that the two metropolitan areas of the cities of Calgary and Edmonton, between 1971 and 1976 grew 16.5 per cent and 11.7 per cent, respectively, absorbing 60 per cent of Alberta's population growth. This trend would continue with the Edmonton Region's share of this growth to accelerate, primarily because of its location relative to potential petroleum developments.

In the Edmonton Planning Region there were 625,000 people in 1976. While in 1961 5.2 per cent of the regional population resided in the many small towns in the Edmonton area, by 1976 14.4 percent of the population did. Much of the growth previously absorbed by the City of Edmonton relative to the province as a whole, it was claimed has been redirected to the region's towns, villages, and rural municipalities. It was pointed out that the size of households is now smaller, with Stony Plain in 1971 having an average of 3.3 persons. This tendency may have implications as a smaller number of persons are accommodated per dwelling unit will create a demand for land above present day requirements. This, it was suggested was because fewer families are living in shared accommodations which results in fewer people living in each dwelling unit. Therefore, while the rate of population growth in the region is accelerating, the composition is changing, leading to an even greater demand for housing. The estimated increase by the year 2001 of family households in the Edmonton Region was 191,600, with non-family households to total 54,800 units, for a total of 246,400 household units.

In the 1971-77 period the Town of Stony Plain captured approximately 1.4 percent of the region's population growth. However, there has been a recent change to younger immigrants. This could shift the demands in certain land use requirements such as schools. A greater proportion of the sub-region's population was projected to reside in the future in the satellite communities. In 1971, the City of Edmonton accommodated 84 per cent of the sub-region's population but that was expected to decline to 62 percent by the year 2001. The sub-region was projected to grow between the years 1971 - 2001 by 553,100 persons. The City of Edmonton is projected to receive 41 percent, and the area surrounding it to absorb 59 percent of this growth. Therefore, with the rural population remaining the same, the sub-region's urban centres, which accounted for 9 percent of the population in 1971 are expected to account for 34 percent in the year 2001, or 368,000 persons, an increase of 271,000 above the 1976 population of 96,500.

In respect to the Town of Stony Plain, and projecting its annual growth rate at 7.5 percent, it would have a population of 18,000 persons by the year 2000. However, if the growth rate was 10 percent per year, the population in the year 2000 would be 26,252 persons. At an average of 14 persons per net acre the town would require 3500 acres of the said territory for residential uses, which would produce some 1900 net acres to accommodate a population of 27,000.

Because of the Town of Stony Plain's location in the Edmonton Region, the resource development in its immediate vicinity, and specifically the electrical generating plants, and the availability of lower cost lands, as compared with the City of Edmonton, it was projected that the higher rate of growth would prevail.

With a change in the structure of its population, and the need for expanded facilities and services and in order not to place an undue burden on present and future residents, it will be necessary that the Town of Stony Plain broaden its industrial and commercial assessment base. Presently only 12 percent of its tax base was composed of this type of property. It was recommended that the town intensify its efforts to attract new industrial and commercial enterprises to the town immediately. That portion of the said territory to the north of Highway No. 16 and south of Highway No. 16X were proposed for industrial uses. Industrial uses were

also proposed for a portion of the said territory to the west of the town's boundary, south of Highway No. 16 but north of the Canadian National Railway.

Regional transportation facilities were reviewed. Highway No. 16 was being upgraded to a six lane highway. Highway No. 16X was to be connected to the 125th Avenue by-pass route in the City of Edmonton and the eventual ringroad around the city. The corridor area between Spruce Grove and the Town of Stony Plain was being designated for a regional network road. Access to Highways 16 and 16X would be at controlled interchanges.

There were a number of engineering problems within the said territory, which would have to be solved. There was a high water table in the area of the Town of Stony Plain which had caused problems before. These areas would need dewatering. Peat moss was found in deposits up to 40 feet deep and created problems for utilities and building foundations. Certain areas are located in the poorly defined 100 year flood plain drainage channels. Downstream water courses are incapable of receiving any substantial increases in storm water flows. The Sturgeon River system had limited capacities to accept increased discharges of sanitary, storm, or dewatering effluent.

At the present time storm water is directed into four major stream courses of the Sturgeon River system from an underground pipe storm sewer system. Storm sewer management was proposed for future subdivisions, to release storm waters at a controlled rate. Existing water courses, it was proposed, would be upgraded and rerouted. Alberta Environment has restricted the direct discharge of effluents from dewatering schemes into existing water courses. Alternative methods of handling these waters would have to be devised.

The said territory would be serviced by a network of trunk sanitary sewers. The existing sanitary trunk main has the capacity to service a population of approximately 10,000 persons. Above that population an additional line would be required. A lift station is required to handle the effluent discharge into the system south of Highway No. 16. The existing sanitary sewage lagoon has the capacity to serve a population of 5,500 persons.

It was projected that there would be a regional sanitary sewage system by the year 1984, which would carry the sewage by means of an outfall line from the Towns of Stony Plain and Spruce Grove to the City of St. Albert. Here, it would tie into the St. Albert sanitary sewer and treatment facilities. At that time, the existing lagoons would be abandoned.

At present the Town of Stony Plain receives its water from the Parkland Water Board. This has the capacity to service a population of between 4800 and 8,900 persons depending on operating pressures and flow rates. Alternative water supplies may be obtained by construction of an additional water line; by utilizing ground water from an aquifer within the town; or from a new treatment plant on the North Saskatchewan River to supply the Parkland Water Board. The water mains in the town have been upgraded to a system of 12 inch loop mains. A new 3,000,000 gallon water reservoir will have capacity to service a population of 15,000 persons.

Power, telephones, and natural gas services for the Town of Stony Plain are provided by Calgary Power Ltd., Alberta Government Telephones and Northern Utilities Ltd., and can be expanded to service the said territory.

In making its application, the Town of Stony Plain stated that its objective for annexation of additional lands was to ensure that the town will have sufficient lands, utilities and services with capacity to accommodate the projected population growth at a rate of 10 percent per year. The said territory would permit the town to exercise adequate planning control; arranging the sequence and the staging of development as a logical extension to the existing pattern of municipal services, in those areas most economical to service. By having a 20 year supply of residential lands, reasonable costs of housing would be maintained. Long range planning and its financial ramifications could be recognized, permitting sound rational planning decisions. The said territory was seen as permitting the town to attract industrial development which would provide a better balanced assessment base and employment opportunities for its local residents. Land not immediately required for urban purposes would be retained in agricultural use.

The County of Parkland No. 31 did not object to the annexation of the said territory to the Town of Stony Plain. Reeve Miller stated that the proposal made a lot of sense and that good reasons had been shown. A number of concerns were expressed. Provision should be made for school sites out of development reserves for which no agreement existed but discussions

were underway. Drainage of storm waters was of concern to the County, saying that a system should be designed to prevent erosion, flooding, and pollution of downstream water courses. Ground water dewatering may have created a lowering of water in farm wells in the area. Those lands now in agricultural use and not immediately required for urban uses, should be protected so their taxes do not rise unjustly. Concern was expressed about those people not within the said territory, but in the corridor between the Towns of Stony Plain and Spruce Grove. These land owners should be protected from having their lands restricted in uses, and from having those lands made into a "restricted development" area.

The Edmonton Regional Planning Commission, at its meeting of September 5, 1979, considered the matter and passed the following motion:

"On a motion by Mrs. Bakker and Mr. Kraus, it was moved that:

- 1) That the Commission supports the annexation of S $\frac{1}{2}$ 1-53-28-W4th since it will provide a reserve of industrial land to enable Stony Plain to fulfil in the short term its role in regional development.
- 2) That the Commission does support the annexation of S $\frac{1}{2}$ and Pt. N.W. $\frac{1}{4}$ 31-52-27-W4th for residential and golf course purposes but the Commission notes that sufficient material will have to be provided on geo-technical matters to enable the Commission to review the developability of the land prior to any subdivision.
- 3) That the Commission supports the annexation of those lands designated in the adopted General Plan and the Draft Regional Plan as areas for urban expansion in particular Pt. W $\frac{1}{2}$ 36, S $\frac{1}{2}$ 25-52-1-W5th, S $\frac{1}{2}$ 25-52-28-W4th.

CARRIED"

"On a motion by Mrs. Hewes and Mrs. Bakker, it was moved that the Commission does not support the annexation of those other lands proposed for annexation since no adequate information has been provided for justification shown pursuant to the ERPC annexation guidelines.

CARRIED"

Nu-West Development Corporation, the owner of an interest in a portion of the south half of section 31, township 52, range 27, west of the fourth meridian and a portion of the north-east quarter of section 36, township 52, range 28, west of the fourth meridian, supported the application to annex its lands to the Town of Stony Plain. An area structure plan of its lands was submitted. Tests had shown the ground water to be at depth of 9 feet below the surface in low areas to 20 feet in the ridge regions. A golf course was planned which would utilize a man made lake for storm water retention. These waters would also be used in watering the golf course. Residential housing of varying densities, would be located around the golf course. Evidence was given to show the said Nu-West lands may be economically serviced with water and sanitary sewer, and how storm waters would be handled by ground water management.

A submission in support of the application made on behalf of Beacon Industrial Development Corporation, a subsidiary of the Saxton Group, who claimed an interest in the south half of section 1, township 53, range 1, west of the fifth meridian, in the said territory. These lands lie immediately north of Highway 16 and west of the overpass and were proposed for an industrial park. It was argued that the inclusion of the said lands within the jurisdiction of the Town of Stony Plain would permit the town to plan for both short and long term industrial development; would ensure an adequate supply of future industrial land within the town to meet demands; would provide a choice of potential development areas providing competition; would promote an industrial tax base for the community; and would expand the regional economy and realize the town's role as an industrial growth centre. It was claimed that there was considerable interest being shown by parties desiring sites for industrial development. It was argued that while the town has within its boundaries some 231 acres designated for industrial purposes, there were constraints to their full development due to soils (peat moss) and ground water conditions. Even so, there would be a shortage of some 112 acres in terms of the town's requirements to 1996.

Reference was made to the current ratio of residential and other assessments to commercial and industrial assessments in the Town of Stony Plain and the 86 to 14 split. It was argued that this split should be closer to a 60 to 40 assessment split, illustrating the need for further and continual industrial development in the town.

Prices of industrial lands currently in the Town of Stony Plain was referred to, and it was argued that the high asking price was defeating the town's desire for industrial growth. Competition could lower these prices, thus stimulating development in the existing industrial areas.

Development of the said Beacon lands was reviewed. An existing highway overpass over Highway No. 16 provided a ready access to the Town of Stony Plain. Discussions were being conducted with Alberta Transportation on access to and from Highway No. 16 to the said lands, and would be finalized once the lands were annexed. Geo-technical studies had been conducted, and it was shown that, from an engineering perspective, the said lands can be readily serviced within the town's utility plants existing or planned capacities. It was submitted that, accordingly, the said lands were well suited for industrial development in terms of location accessibility, site characteristics and servicing feasibility.

A supporting submission was made by Realty Resources Ltd. who claimed an interest in the south half of section 1, township 53, range 28, west of the fourth meridian. These lands lay north of Highway No. 16 and east of the overpass road and it was proposed they be used for industrial purposes. A number of the same points raised by the Beacon Industrial submission were reiterated. It was argued that the industrial development should be in the lands north of Highway No. 16 as the developed residential areas of Stony Plain failed to provide transportation arteries which could safely handle industrial traffic. Geo-technical studies had shown these lands suitable for the development of an industrial park. Servicing these lands with sanitary sewers would require a lift station. Due to the rolling, undulating nature of the topography, surface drainage is complex. Drainage would be in accordance with the "Town of Stony Plain — Drainage Study Update" completed for the town in June 1979.

It was proposed that the internal roadway system within both industrial parks (Beacon - Realty Resources) be linked to Highway No. 16 and the Edmonton Region primarily through the existing separated grade interchange at Meridian Road. An on-off ramp was proposed to permit the exit of Highway No. 16 traffic to the industrial parks.

On behalf of the owners of the north-east quarter of section 24, township 52, range 28, west of the fourth meridian, and the south-west quarter of section 30, township 52, range 27, west of the fourth meridian, a submission was made in support of the town's application. These lands lie south and east of the Town of Stony Plain and were proposed for residential development, with provision specifically made for mobile home accommodation. It was pointed out that a recent City of Edmonton study had disclosed no vacancies in the existing mobile home parks in the city, with demands for 800 additional sites. Throughout Alberta, the present proportion of mobile homes is approximately 4.75 percent of the total housing stock. It was estimated that for the Edmonton Region there should be 8,200 mobile homes. A survey had shown there were only 3,365 mobile home sites in the region, indicating a shortfall of spaces. The Edmonton Regional Planning Commission had projected a population of 1,086,000 persons for the Edmonton Region by the year 2001. Using the above proportions there would be required some 14,300 mobile home sites, or an addition of between 570 to 715 mobile home sites each year to the year 2001. Accordingly the north-east quarter of section 24 had been designated for mobile home purposes, while the south-west quarter of section 30 was designated for residential purposes.

It was submitted that those lands were, in general, suitable for urban development, with limited areas restricted by occasional high water tables and natural water courses. These restrictions were not seen as obstacles to development and could be dealt with in the designs for development. Evidence was given as to how these lands may be readily and economically serviced with utilities with the Town of Stony Plain's proposed plant systems. Development of these lands would involve one or more storm water control zones.

Nora Albrecht appeared on her own and L. and M. Doige's behalf and objected to the annexation of their property to the Town of Stony Plain. The properties consisted of two parcels in the fractional north half of section 1, township 53, range 28, west of the fourth meridian. Two homes and farm buildings were located on the property. Taxes would increase without any increase in services for some time.

R. and P. Scheideman owned a one acre parcel in the north-west quarter of fractional section 1, township 53, range 28, west of the fourth meridian and opposed the annexation of their property to the Town of Stony Plain. Concern was expressed in respect to an increase in property taxes, the loss of the school bus services, and the effect of the various town by-laws

on their lifestyle. No increase in town services were foreseen. Gerald Schoepp on behalf of Tri-S Farms Ltd., who operates a dairy operation on the north-east quarter of section 30, township 52, range 27, west of the fourth meridian, did not object if the property taxes remained the same until the property was developed.

Lorne Day represented some twenty persons who held an interest in the north half and the south-west quarter of section 26, township 52, range 1, west of the fifth meridian, supported the annexation of those lands to the Town of Stony Plain.

Keith Smith represented parties claiming an interest in the north-west quarter of section 11, township 52, range 27, west of the fourth meridian, and north of the railway and supported the Town of Stony Plain's application.

Gerald and Marjorie McGinn have a 10 acre parcel in the south-east quarter of section 25, township 52, range 28, west of the fourth meridian, and were concerned that their property taxes would rise substantially if annexed, and therefore oppose the application.

Richard and Eleanor Unterschultz, owners of the south-east quarter of section 30, township 52, range 27, west of the fourth meridian, on which is located two residences and farm buildings, did not oppose the application if annexation to the Town of Stony Plain did not mean an increase to his property taxes.

George Bergman informed the board that the owners of the north-east quarter of fractional section 24, township 52, range 28, west of the fourth meridian were in favour of the annexation of the said property to the Town of Stony Plain.

Carl and Norma Baron, owners of the north-west quarter of section 24, township 52, range 1, west of the fifth meridian, opposed the annexation of their lands to the Town of Stony Plain suggesting a northward and westward direction of growth instead.

Dennis Robinson for D. Gray, on behalf of Graybrair Industries Ltd., advised that the company held title to 55 acres in the south-east quarter of section 31, township 52, range 27, west of the fourth meridian. This property consisted of 40 acres of farm lands, with the remainder a building site and farm buildings. He requested, that if the property be annexed to the Town of Stony Plain that tax considerations be provided for farm improvements until developed.

By letter to the board dated September 19th, 1979, C.B. Samuell, on behalf of Big Six Holdings Ltd., owner of the north-east quarter of section 1, township 52, range 1, west of the fifth meridian stated that the company desired to have its lands annexed to the Town of Stony Plain so it may be developed for industrial purposes.

Alberta Transportation, by letter dated June 12, 1979, advised the board as follows:

"... It is noted that the proposed annexation includes a 3½ mile section of Primary Highway 16 and two additional miles of Secondary Road 779.

Since Highway 16 is one of the major trans-provincial routes it is considered important that the future growth of the town does not in any way cause restriction or hindrance to the free flow traffic operational characteristics of the highway. With an annexation area of the magnitude proposed, additional interchange capacity for highway ingress and egress will undoubtedly be required and the right of way for accommodation of the necessary improvements will need to be considered in the development of plans for the area adjacent to the highway. From a highways operation point of view, there is concern about the sizeable area on the north side of Highway 16 that is being proposed for annexation. This will result in an increased demand for cross-traffic interaction between the north and south sectors of the town for both vehicles and pedestrians. It is also likely, that some local road interconnections with highway flyover structures will be required in addition to the highway interchanges should substantial development take place on the north side. A buffer for noise attenuation may be required along the Highway 16 route depending upon the type of adjacent land use. Similarly, in planning for the land use and development of the annexation areas adjacent to S.R. 779, consideration should be given to additional right of way needs for future expansion as well as the other aspects of major roadway planning such as access control, service roads, and buffer requirements."

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

1. That the Town of Stony Plain, designated a Satellite Industrial Centre in the Edmonton Metropolitan Region by the Edmonton Regional Planning Commission, will become a growth centre. This is accentuated by the town's proximity to the City of Edmonton, its ready access thereto by way of Highway 16 and with the potential upgrading of Highway No. 16X, an even better access to Edmonton's industrial areas. Utilities and other amenities within the town give increased attraction to reside in the community, and with upgrading of utilities anticipated there will be capacity to handle future growth. Perhaps the town's main attraction lies in the cost of serviced land as compared to the much higher costs within the City of Edmonton. These factors and others should contribute to accelerated growth in population and industrial development in the community.

2. That in order to provide the Town of Stony Plain with a balanced tax base, a strong economy and local employment opportunities, it will be necessary for the town to provide for industrial development within its jurisdiction.

3. That, while normally discouraged, expansion of the Town of Stony Plain to the north and across Highway 16 is warranted at this time as it may be done without the interference of through traffic on Highway No. 16, there being a grade separated highway interchange at Meridian Road. Convenient and safe access between a proposed industrial park and Highway No. 16 by industrial traffic may be readily achieved. With the proposed development of Highway 16X to the north, additional accessibility may be anticipated. By locating industrial development to the north of Highway No. 16, conflict with existing and future development to the south of Highway No. 16 may be avoided. Such a development is in keeping with other successful industrial developments taking place between the town and the City of Edmonton. By allocating this area solely for industrial purposes the highway will not have a divisive influence on the community.

4. That, while additional territory is required by the Town of Stony Plain to meet its future residential and industrial needs, the said territory, in total, is in excess of its immediate needs. Certain objections and conditional approvals were received. While conceivable that all the said territory may be required within the 20 year planning time, to provide tax considerations for such a period is unreasonable. While planning of land uses and utilities within definite boundaries is preferable, such planning may take place on the assumption that when needed, those lands excluded will become available to the town.

5. That, in view of the reservations expressed and by R. Unterschultz, G. Schoepp, C. Baron, Nora Albrecht and others, and the proposed timing of future developments, certain additional lands should not be annexed to the Town of Stony Plain at this time.

6. That the territory, as described in Schedule "C" is a logical expansion to the Town of Stony Plain, will be within the town's plants' capacity after the enlargement or upgrading of such utility plants as are now being planned or constructed, and may be readily and economically serviced.

7. That the application to annex the said territory to the Town of Stony Plain should be granted in part.

Therefore, subject to the Lieutenant Governor in Council approving this Order, or prescribing conditions that this 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 Stony Plain and thereupon be separated from the County of Parkland No. 31 those lands set out and described in Schedule "C" attached to this Order.

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

II. That any taxes owing to the County of Parkland No. 31 as at December 31, 1979, in respect of the aforementioned properties shall transfer to and become payable to the Town of Stony Plain together with any lawful penalties and costs levied thereon in respect of any such taxes; however, upon the Town of Stony Plain collecting any or all of such taxes, penalties or costs, such collection shall forthwith be paid by the town to the County of Parkland No. 31.

III. That the assessor for the Town of Stony Plain shall for taxation purposes commencing in the year 1980, re-assess the annexed lands and assessable improvements thereon, which are by this Order annexed to the town so that the assessment thereof shall be fair and equitable

with other lands and assessable improvements in the Town of Stony Plain 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 1980, 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 Stony Plain, 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 the 1st day of January, 1980.

Dated and signed at the City of Edmonton, in the Province of Alberta, this 31st day of October, 1979.

Certified a true copy,
R. MYRONIUK, Acting Secretary.

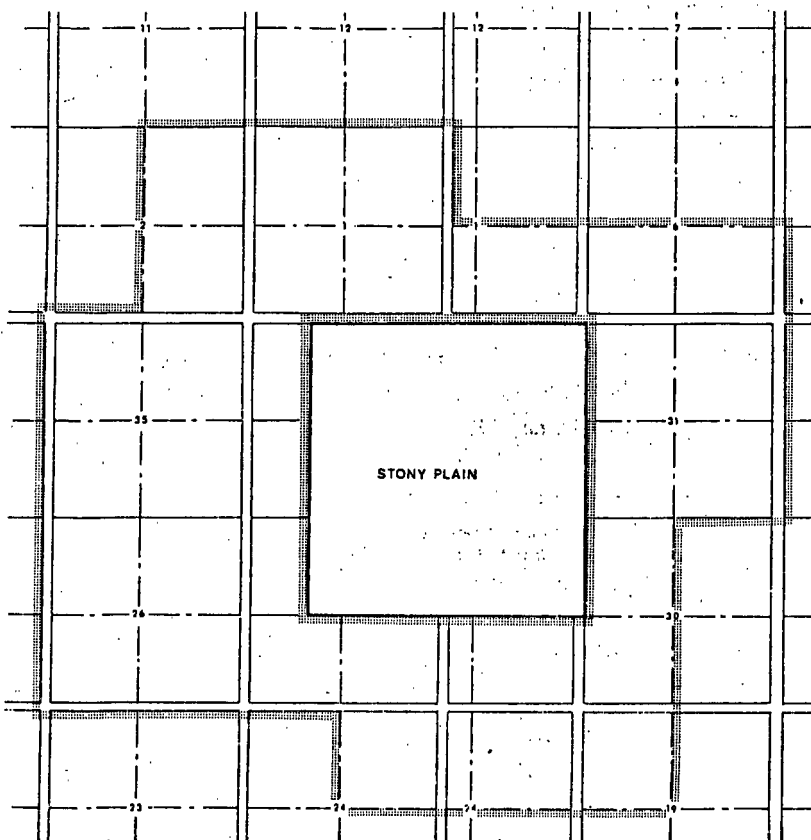
LOCAL AUTHORITIES BOARD
D.A. BANCROFT, Chairman.
J. HAMMOND, Member.

SCHEDULE "A"

A SKETCH SHOWING THE GENERAL LOCATION OF THE
AREAS AFFECTED BY BOARD ORDER No. 12328

EFFECTIVE DATE: JANUARY 1, 1980

AFFECTED AREA(S)



SCHEDULE "B"

A DETAILED DESCRIPTION OF TERRITORY
SOUGHT FOR ANNEXATION TO THE
TOWN OF STONY PLAIN, ALBERTA.

North half of section 19, township 52, range 27, west of the fourth meridian.

Section 30, township 52, range 27, west of the fourth meridian.

Section 31, township 52, range 27, west of the fourth meridian.

Fractional north half of section 24, township 52, range 28, west of the fourth meridian.

Fractional south half of section 25, township 52, range 28, west of the fourth meridian.

All that portion of the north east quarter of fractional section 36, township 52, range 28, west of the fourth meridian, not within the Town of Stony Plain.

North half of section 23, township 52, range 1, west of the fifth meridian.

North half of section 24, township 52, range 1, west of the fifth meridian.

South half of section 25, township 52, range 1, west of the fifth meridian.

All that portion of the north west quarter of section 25, township 52, range 1, west of the fifth meridian, not within the Town of Stony Plain.

Section 26, township 52, range 1, west of the fifth meridian.

Section 35, township 52, range 1, west of the fifth meridian.

All that portion of the west half of section 36, township 52, range 1, west of the fifth meridian, not within the Town of Stony Plain.

Section 6, township 53, range 27, west of the fourth meridian.

Fractional section 1, township 53, range 28, west of the fourth meridian.

Section 1, township 53, range 1, west of the fifth meridian.

Section 2, township 53, range 1, west of the fifth meridian.

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

SCHEDULE "C"

A DETAILED DESCRIPTION OF TERRITORY
ANNEXED TO THE TOWN OF STONY PLAIN, ALBERTA.

North-west quarter of section 19, township 52, range 27, west of the fourth meridian.

West half of section 30, township 52, range 27, west of the fourth meridian.

Section 31, township 52, range 27, west of the fourth meridian.

Fractional north half of section 24, township 52, range 28, west of the fourth meridian.

Fractional south half of section 25, township 52, range 28, west of the fourth meridian.

All that portion of the north-east quarter of fractional section 36, township 52, range 28, west of the fourth meridian, not within the Town of Stony Plain.

All that portion of the north-east quarter of section 23, township 52, range 1, west of the fifth meridian contained in road plan 762 2391.

North-east quarter of section 24, township 52, range 1, west of the fifth meridian.

All that portion of the north-west quarter of section 24, township 52, range 1, west of the fifth meridian, contained in road plan 762 2391.

South half of section 25, township 52, range 1, west of the fifth meridian.

All that portion of the north-west quarter of section 25, township 52, range 1, west of the fifth meridian, not within the Town of Stony Plain.

Section 26, township 52, range 1, west of the fifth meridian.

Department of Municipal Affairs

Section 35, township 52, range 1, west of the fifth meridian.

All that portion of the west half of section 36, township 52, range 1, west of the fifth meridian, not within the Town of Stony Plain.

South half of section 6, township 53, range 27, west of the fourth meridian.

South half of fractional section 1, township 53, range 28, west of the fourth meridian.

Section 1, township 53, range 1, west of the fifth meridian.

East half of section 2, township 53, range 1, west of the fifth meridian.

All that portion of the south-west quarter of section 2, township 53, range 1, west of the fifth meridian lying south of the north limit of road plan 1324 L.Z.

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

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