

CITY OF EDMONTON ANNEXATION APPLICATION

# APPENDIX 3.1

CITY OF EDMONTON - LEDUC COUNTY  
FRAMEWORK FOR AGREEMENT



2017  
SEPTEMBER

Edmonton

# CITY of EDMONTON / LEDUC COUNTY ANNEXATION

## Framework for Agreement

### References

- A. Map of Proposed Annexation Areas [Appendix A]
- B. Land Descriptions [Appendix B]
- C. Map of North Nisku [Appendix C]
- D. Terms of Reference [Appendix D]

### Background

The City of Edmonton has proposed an annexation of significant lands within Leduc County to allow it to address residential growth pressures into the future and to match residential growth with sufficient non-residential development to create balanced and sustainable assessment over time.

Leduc County has expressed a desire to jointly plan for growth management, to find ways to protect agricultural lands to the extent possible and to ensure a predictable revenue stream that will allow it to remain viable and be sustainable over time.

The discussions on these matters have been taking place in the context of what is occurring in the Edmonton Metropolitan Region and in particular the *Edmonton Metropolitan Region Growth Plan* and the Metro Mayors' Alliance initiative.

### Overarching Premise

The City and the County acknowledge that together they need to collaborate on sustainable growth as regional partners.

### Strategic Interests

The key strategic interests of the County and the City can be summed up as follows:

- Leduc County – To remain viable and sustainable into the future while pursuing a diversified economic base, protecting priority agricultural lands and completing long term joint planning prior to any further boundary changes.

- City of Edmonton – To be financially sustainable while serving as the environmentally responsible economic, social and cultural centre of a successful Edmonton Metropolitan Region.

## Considerations

In addition to the main strategic interests there are a number of subsidiary interests or considerations that are important to take into account.

- Leduc County
  - Preservation of agricultural land.
  - Support provided to small urban centres helps them to remain viable.
  - Largely agricultural, therefore needs to secure long term diversified assessment base to ensure revenue.
- City of Edmonton
  - As the largest municipality in the region, has greater fiscal and financial capacity than the others.
  - As central hub, provides access to programs, services and amenities to the whole region.
  - As major urban centre in the region, absorbs a high proportion of residential development, therefore needs to achieve as close to a 70/30 residential to non-residential assessment ratio as possible.
  - As the major urban centre, sees the need to secure a 30 – 50 year sector land supply to effectively manage urban growth demands over time.
- Joint
  - Edmonton Metropolitan Region Growth Plan provides context.
  - Success of the Airport and the *Aerotropolis* concept is a shared goal.
  - Protection of landowner interests as well as the public good.
  - Certainty and predictability.
  - Diversified assessment base to mitigate revenue risk.
  - A successful Edmonton Metropolitan Region.

## Key Framework Elements

Expressed in broad terms, the key framework elements that would form the basis of an agreement and therefore an uncontested annexation are:

1. **Agree** to jointly champion the concept of an agricultural land reserve or similar protection for agricultural land into the future recognizing that the lands currently under consideration for annexation will be developed. In so doing, recognize that the

protection of agricultural land must be done as a region and in collaboration with the Government of Alberta.

2. **Agree** that Leduc County will retain the North Nisku industrial area (see Appendix C) and the reservoir and agree that the City will amend the *Southeast Notice of Intent to Annex* accordingly.
3. **Agree** on an urban growth area for Edmonton east of North Nisku, north of Township Road 510 and west of Range Road 234 to address residential and non-residential growth pressures at or above the densities contemplated in the *Edmonton Metropolitan Region Growth Plan*.
4. **Agree** that it would be desirable and beneficial to jointly plan future growth in the southeast area given the interfaces between North Nisku, East Vistas, the Town of Beaumont and the City of Edmonton in collaboration and that the City and County will work to bring the Town of Beaumont into that consensus.
5. **Agree** on an urban growth area for Edmonton west of the QE II Highway and north of Highway 19 to address residential and non-residential growth pressures at or above the higher densities contemplated in the *Edmonton Metropolitan Region Growth Plan*.
6. **Agree** that the City will withdraw the lands west of the Airport and south of Highway 19 from the *Southwest Notice of Intent to Annex*.
7. **Agree** to work together to ensure that the Airport reaches its potential as a key economic driver and contributor to the region's sustainability and success; the corollary being, to avoid constraining it. To that end, no new land use plans or rezoning of lands will be approved in the Airport shadow west of the Airport until joint planning for the Airport area has been completed. The first preparatory stage of this joint planning, to be completed by 30 June 2017 and to be undertaken by the City of Edmonton, Leduc County and the Edmonton International Airport, is to identify the servicing requirements of the Airport and the fiscal and financial impacts of different jurisdictional scenarios. The results of this work will guide whether or not the City of Edmonton ultimately includes the Airport in its final annexation application (see Appendix D). The work is to be informed by the *Aerotropolis* concept and be based on the principle of "shared investment for shared benefit".
8. **Agree** that unless mutually agreed, the City's boundary will not shift again in any given sector of Leduc County until joint planning for that sector has been completed. **Agree** that the joint planning contemplated under this Framework for Agreement must be complete and approved by the Councils of Leduc County and the City of Edmonton within five years from the date of its approval. **Agree** that any future boundary changes will comply with the results of the joint planning undertaken in fulfillment of this

Framework for Agreement.

9. **Agree** to work together to protect the Highway 19 and Highway 625 high load corridors.

**Notes:**

1. The concept of joint planning as it is used in this *Framework for Agreement* is meant to be: inclusive not restrictive; include both statutory and non-statutory elements; and, be primarily between the City of Edmonton and Leduc County. The form that the joint planning will take is to be determined and agreed upon by both municipal Councils by 1 July 2017.
2. The term "Edmonton Metropolitan Region" has been approved by the Capital Region Board (CRB) for use instead of the term "Capital Region".


Signed this 30<sup>th</sup> day of November 2016 at Nisku, Alberta.

**For the City of Edmonton:**

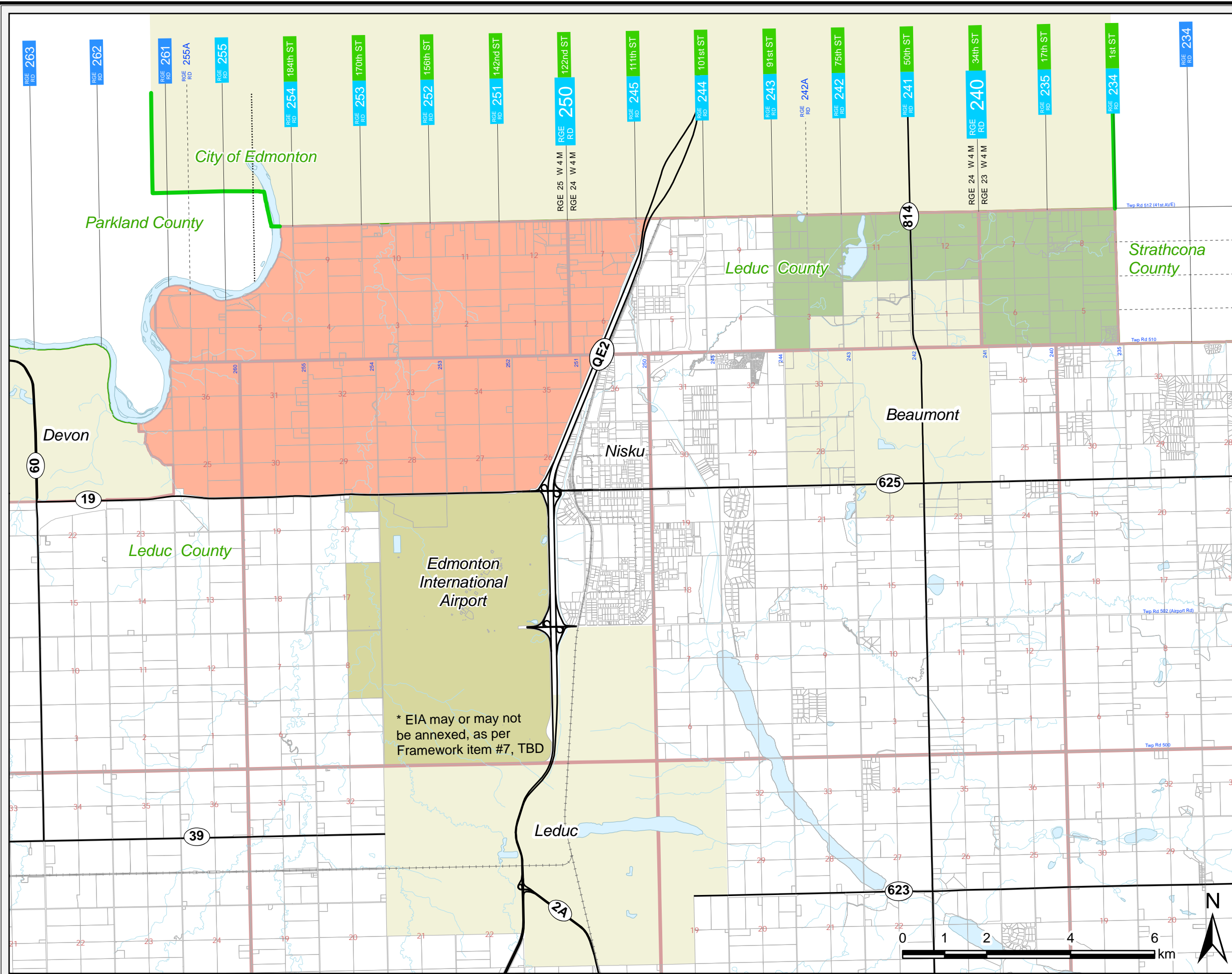


Mayor Don Iveson

**For Leduc County:**

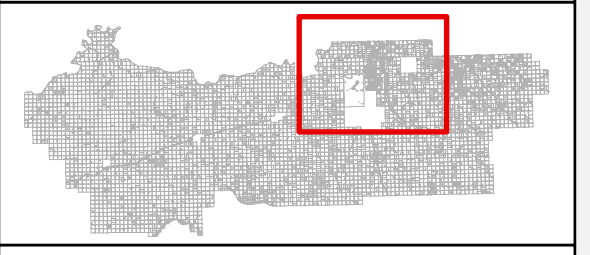


Mayor John Whaley

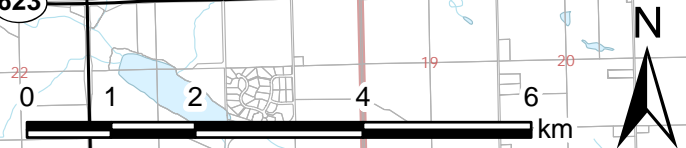


\* EIA may or may not be annexed, as per Framework item #7, TBD

- ### Legend
- Proposed Annexation Area A
  - Proposed Annexation Area B
  - Airport
  - City/Town



## Appendix 'A' Annexation



# City of Edmonton / Leduc County

## Annexation Framework for Agreement:

### Legal Descriptions of Annexation and Joint Planning Areas

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#### Revised Southwest Annexation Area

##### **DESCRIPTION OF LANDS TO BE ANNEXED**

The lands proposed for annexation to the City of Edmonton are described on the attached map, Appendix A, including all titles and road plans that lie within listed Sections unless otherwise stated, and are described as follows:

##### **Township 51, Range 26, West of the 4<sup>th</sup> Meridian:**

All of those portions of Section 1 lying east of the right bank of the North Saskatchewan River.

##### **Township 51, Range 25, West of the 4<sup>th</sup> Meridian:**

Sections 1, 2, 3, 4, 9, 10, 11, 12, and all of those portions of Sections 5, 6, 7, 8 lying east and south of the right bank of the North Saskatchewan River.

##### **Township 51, Range 24, West of the 4<sup>th</sup> Meridian:**

All of those portions of Sections 6, 7, 8 lying west of the western boundary of the Queen Elizabeth II Highway (Highway 2) right-of-way.

##### **Township 50, Range 26, West of the 4<sup>th</sup> Meridian:**

Sections 25, 36.

All of those portions of the northeast quarter of Section 26 lying east of the middle thread of an unnamed creek running through the said quarter section, the said middle thread intersection the south boundary thereof one thousand eight hundred and eighty one (1881) feet more or less easterly from the south west corner thereof and intersecting the north boundary three hundred and ninety six (396) feet more or less easterly from the north west corner thereof containing 40.5 hectares (100 acres), more or less.

All of those portions of the east half of Section 35 lying east and south of the right bank of the North Saskatchewan River.

##### **Township 50, Range 25, West of the 4<sup>th</sup> Meridian:**

Sections 9, 10, 15, 16, 21, 22, 27, 28, 29, 30, 31, 32, 33, 34, and east halves of Sections 8, 17, and the north half of the north east quarter section of Section 20 excluding Lot C Plan 8120750, and all of those portions of Sections 11, 14, 23, 26, 35, 36 lying west of the western boundary of Queen Elizabeth II

Highway right-of-way, and all of those portions of Sections 3, 4 lying north of Township Road 500 (65 Avenue in the City of Leduc), and all of those portions of Section 2 lying west of the western boundary Queen Elizabeth II Highway right-of-way and north of Township Road 500 (65 Avenue).

## **Revised Southeast Annexation Area**

### **DESCRIPTION OF LANDS TO BE ANNEXED**

The lands proposed for annexation to the City of Edmonton are described on the attached map, Appendix A, including all titles and road plans that lie within listed Sections unless otherwise stated, and are described as follows:

#### **LANDS WITHIN LEDUC COUNTY:**

##### **Township 51, Range 24, West of the 4th Meridian:**

Sections 1, 2, 3, 10, 11, 12.

##### **Township 51, Range 23, West of the 4th Meridian:**

Sections 5, 6, 7, 8.

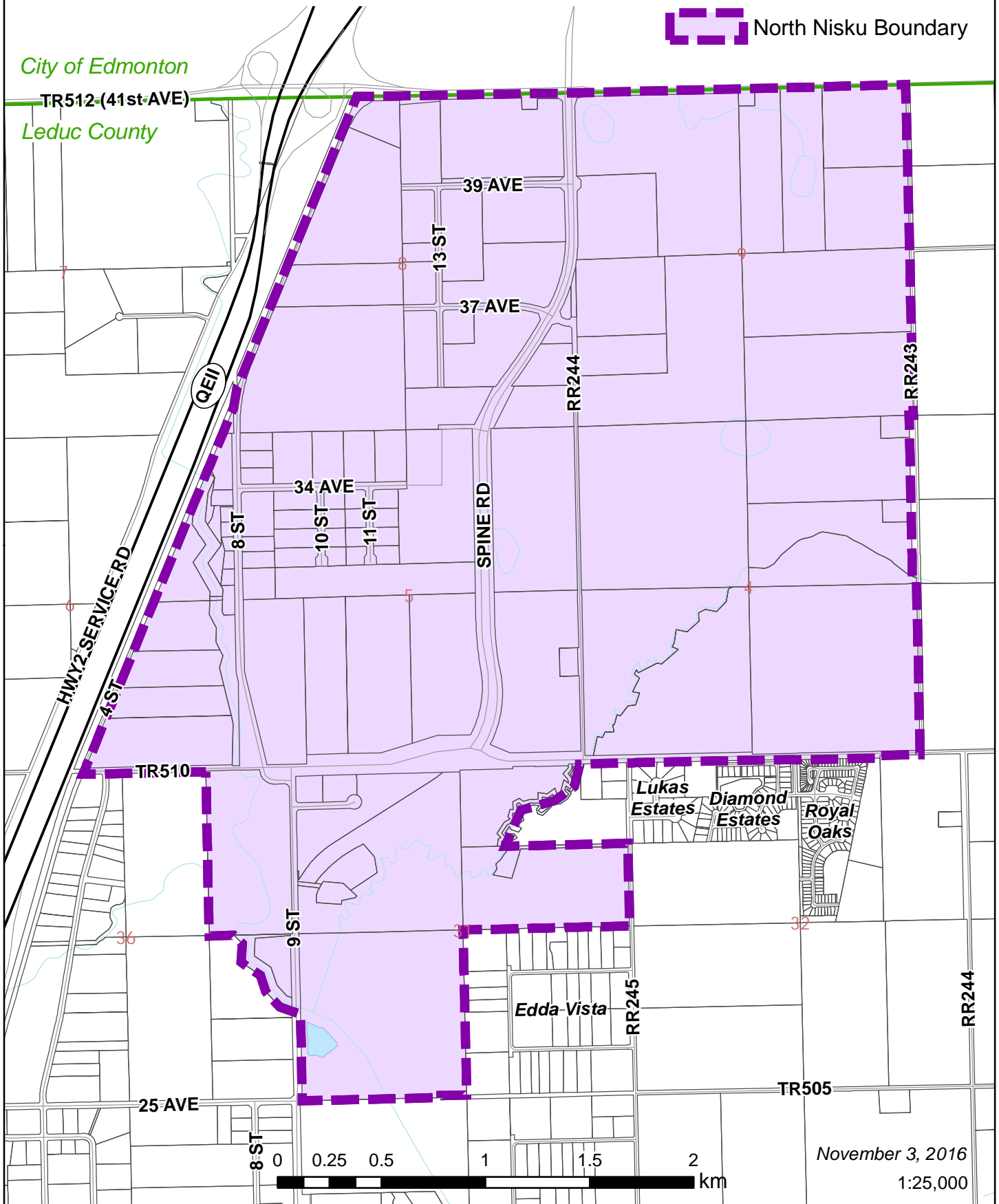
#### **LANDS WITHIN TOWN OF BEAUMONT:**

##### **Highway 814 (50 Street)**

All of those portions within the roadway right-of-way from the south boundary of the City of Edmonton at 41 Avenue SW to the south boundary of Township Road 510.



# Appendix C: Map of North Nisku



 North Nisku Boundary

City of Edmonton

Leduc County

TR512-(41st-AVE)

39-AVE

37-AVE

13 ST

SPINE RD

34 AVE

8 ST

10 ST

11 ST

RR244

RR243

HWY 2 SERVICE RD

TR510

Lukas Estates

Diamond Estates

Royal Oaks

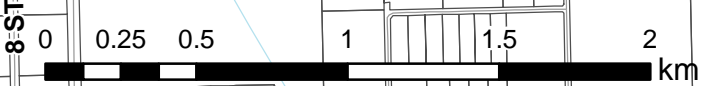
Edda Vista

RR245

RR244

25 AVE

TR505



November 3, 2016  
1:25,000

# CITY of EDMONTON / LEDUC COUNTY ANNEXATION

## Terms of Reference Edmonton International Airport

### **BACKGROUND**

Key Framework Element 7 of the City of Edmonton / Leduc County Annexation Framework for Agreement calls for a collaborative approach to creating the conditions for the Airport to fulfill its potential as a key contributor to the Edmonton Metropolitan Region's success. In preparation for a more comprehensive joint planning initiative it calls upon the City and the County in collaboration with the Airport Authority to undertake preparatory work to identify the Airport's servicing needs and the fiscal and financial implications of two jurisdictional scenarios related to the annexation proposal. These Terms of Reference will guide the implementation of the initial preparatory work contemplated by Framework Element 7.

### **INTENT**

The intent is to provide information that will guide whether or not the City of Edmonton ultimately includes the Airport in its final annexation application.

### **ISSUES TO BE EXAMINED**

Specific issues to be examined are:

1. The Edmonton International Airport's servicing and transportation requirements.
2. The fiscal and financial impacts of two jurisdictional scenarios: the Airport annexed and the status quo.

### **TIMEFRAME**

Work is to be complete by 30 June 2017.

### **ADMINISTRATIVE WORKING GROUP**

An administrative working group is to be appointed to do the work necessary.

**FACILITATION**

Bill Sutherland and Bill Diepeveen will provide facilitation support as necessary.

**STEERING COMMITTEE**

The CAOs of the City and the County will act as a Steering Committee.

**AIRPORT ENGAGEMENT**

It is important that the Airport be engaged in this exercise and that it's input be given appropriate weight.

**REPORTING EXPECTATIONS**

A final report is to be provided to the Annexation Negotiating Committee no later than 30 June 2017.