

**COMMERCIAL AND INDUSTRIAL DEVELOPMENT
IN THE HIGHWAY 2 CORRIDOR POLICY #61.1.12**

1. POLICY STATEMENT

Close to 20,000 vehicles use Highway 2 each day in the County of Wetaskiwin. A business exposed to this volume of traffic could have a great advantage over one on a lesser used road. Industrial activities can also benefit from direct access to a highway with high load limits.

Experience in Leduc, Lacombe, and Red Deer Counties suggests that it will not be long before the County of Wetaskiwin is asked to approve large scale commercial and industrial land uses at the places where there is access to Highway 2. This policy paper sets out some of the considerations which will apply when the Council of the County of Wetaskiwin is asked to approve subdivision or rezoning for such uses.

2. JURISDICTION

If a landowner wants to subdivide or develop land within 800 and potentially up to 1600 metres of a highway, they will need approvals from both the municipality and Alberta Transportation (AT). AT's main concern is safety; they have strict engineering standards for the spacing and treatment of intersections. It can be assumed that AT will not allow any new access to Highway 2 and will be very reluctant to allow new access on to Highways 13, 611, and 616. Access to any new commercial or industrial site will have to be on to a local road, thence to the two lane highway, thence to Highway 2.

The only exception to this might be if the local road intersection is in an unsafe location and a new direct access to the two lane highway would improve traffic safety. This will be determined by AT.

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3. LOCATIONS

3.1. There are four locations within the County of Wetaskiwin where traffic from other roads can join Highway 2, and which could be considered for development. They are shown on the attached map, labelled Appendix A. Additional quarters may be considered within the Highway 2 corridor.

3.1.1. *Highway 616 intersection:* This site is only fifteen minutes south of the International Airport and it could attract overspill development from the Nisku industrial park. Highway 616 is also used as access to the north side of Pigeon Lake (about 1,250 vehicles a day, rising to 1,460 a day in the summer), being attractive to businesses providing goods and services.

Because of its proximity to Edmonton, Nisku, and the International Airport, the entire length of Highway 616 from Highway 2 east to Millet will be considered for Nisku-type industrial and commercial development. Ultimately the area might be served by water and sewer from Millet.

3.1.2. *Correction line road intersection:* The correction line road west of Highway 2 remains unpaved and traffic volumes are low. The existence of a major power line along the north side of the county road might be useful to some types of industrial development, for example metal fabrication using arc welding.

3.1.3. *Highway 13 intersection:* Most of the traffic going to the south side of Pigeon Lake uses this intersection. Traffic on Highway 13 here averages 2,840 vehicles a day, rising to 3,350 in the summer. Highway Commercial oriented development might find this a good site. The north-west quadrant (SW 13-46-26-4) is high, level, and open, whereas the other quarters have problems with drainage.

3.1.4. *Highway 611 intersection:* Land south of this intersection is in Ponoka County and outside the scope of this study. Land on the north side of Highway 611 appears to be very suitable for development. Traffic along 611 into Maskwacis is only about 1,350 vehicles a day, but this could rise significantly if the First Nations achieves their goal of building a casino between Maskwacis and Highway 2.

3.1.5. *The Bearhills Service Station* has direct access to Highway 2, but only to and from the northbound lane. Access to the local road system is limited. The potential of a casino referenced in 3.1.4., would be dependent on addressing the access question. Should access be improved, there may be an opportunity for development.

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4. AREA STRUCTURE PLANS REQUIRED

It is important that development be comprehensively planned and does not just proceed one lot at a time.

As noted above, some sites have drainage problems and there are also potential conflicts between different land uses.

For these reasons, the County will not approve any subdivision for commercial or industrial use at a Highway 2 interchange until the developer has prepared an area structure plan (ASP) and this has been approved by AT and adopted by bylaw.

ASPs should address the four quarter sections which surround the interchange and discuss which of them are suitable for development and which should remain in agricultural or other use. At least two quarters should normally be considered for development in order to avoid a seller's monopoly, although the realities of the market such as absorption rates may dictate that only one is initially developed.

4.1. ASPs should deal with the following issues:

4.1.1. *Type of development:* Include addressing all other relevant policies.

4.1.2. *Separation of commercial and industrial uses:* Show separate areas for commercial and industrial activities.

4.1.3. *Traffic:* Include a highway traffic impact study conducted by a traffic engineer, propose access points on to the existing road system, list required improvements to the existing road system, and discuss standards for new internal roads

4.1.4. *Existing subdivisions:* Show how existing lots are to be accommodated in the design, and if existing direct highway accesses are to be removed

4.1.5. *Water:* Demonstrate the sources and quality of potable water and discuss the supply of water for firefighting.

4.1.6. *Sewage treatment:* Propose treatment/disposal methods.

4.1.7. *Storm drainage:* Show how storm water is to be managed.

4.1.8. *Effect on existing land uses:* Show existing land uses within half a mile and discuss how the proposed development will affect them for better or worse. Pay special attention to the effects on agricultural operations.

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- 4.1.9. *Soil type:* Note the soil type, and try to concentrate development on poorer land.
- 4.1.10. *Sequence of development:* Show the sequence of development within the quarter and how it ties in to adjacent land.
- 4.1.11. *Aesthetic considerations:* Discuss any proposed aesthetic controls such as landscaping, buffering, and building standards, including how these will be set and enforced.

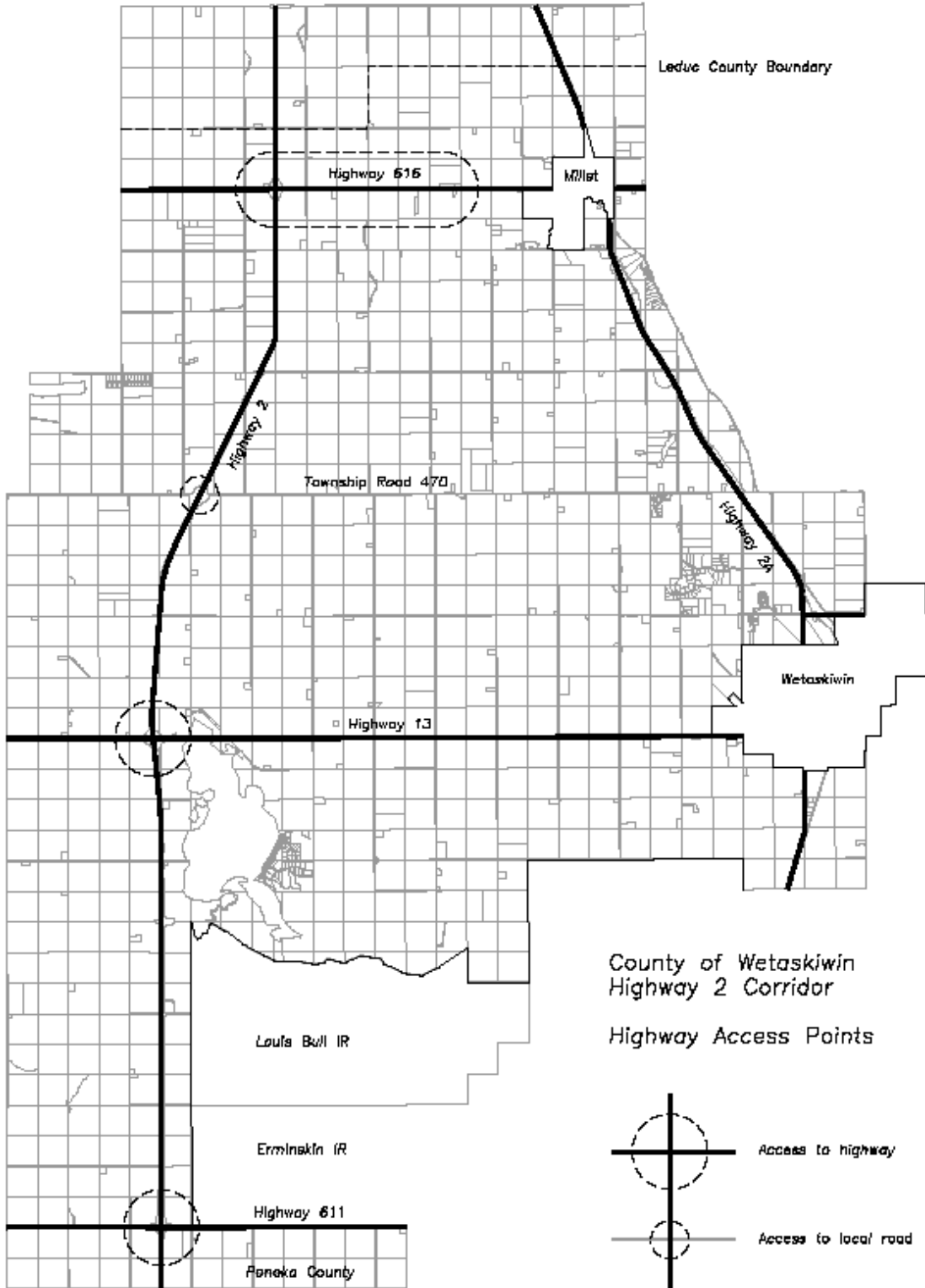
5. CONCLUSION

There is a good case for allowing suitable commercial and industrial development at Highway 2 interchanges. To ensure good planning, compatibility of land uses with landowners and traffic safety, the County will ensure that each site is properly planned before any development commences.

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APPENDIX A



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