

Dear Deanna Cambridge

Re: Proposed Subdivision, NE 10 53 2 W5

As an adjacent landowner, I most strongly object to subdivision application 15-S-028.

The building on this property was originally developed as a shop for the landowner's personal use. Subsequently, permission was gained from the County to use the building for commercial use under a time-specific agreement.

A similar proposal for permanent industrial designation was made several years ago. It was rejected by the previous County administration on the grounds that an industrial location was not in the best interests of county development; vicinity landowners vigorous opposition to the proposal and reported concerns from the Department of Transportation involving its plans for future interchange development in the area where 770 intersects with Highways 16 and 43. As far as I know, these factors remain and of themselves constitute sufficient cause to reject application 15-S-028

Further objections to this proposed development include:

- Lack of accompanying environment assessment including water availability, sewage treatment, waste management, and industrial footprint.
- Lack of clean up arrangements after industrial use.
- Potential noise and air pollution, as was previously experienced by adjacent landowners.
- Public access to the property. Currently a presumably private road gives access to the landowner's home, but is not a throughfare for general public use. This raises the question of fiscal responsibility for the maintenance and upkeep of the road.
- The entrance and exit to the proposed development is from Highway 16 via R.R. 22. This is a difficult and sometimes hazardous route even for area residents. The addition of commercial vehicles and others for client transportation would only exacerbate this problem. A previous industrial use of this location featured large, loaded trucks operating at this junction with little regard for stop signs or other traffic.
- My property values may suffer devaluation should this proposal succeed. Certainly, my quality of life will be affected.

Please inform me of your decision.

Sincerely,

Hi Deanna,

Further to your May 5, 2015 letter and our telephone discussion this morning, I should have asked you if this parcel of land is already zoned "rural industrial"? IF it is already zoned rural industrial, then yes, I would like to see the parcel size at the smallest it could be and limited to what the use is so none of the following would apply. However, if it the parcel is not zoned rural industrial, then I would like to register a "no" vote on the proposed subdivision and use at this location.

We are situate at Plan 1164TR, Lot 3 and the access to our property is on the access road running east/west on the south side of the highway between RR 21 and RR 22. The proposed subdivision set out in your letter to create a parcel for "industrial use" is bound to create more traffic and for the following reasons we are opposed:

1. I have witnessed many near-death experiences at the intersection of Yellowhead Highway and RR 22 with both personal and commercial vehicles entering and exiting the highway into a flow of traffic that is moving in most instances at a speed greater than the posted speed limit. Further to that, I have already seen vehicles stop and park on the highway both on the east and west side of R.R.22 making visibility entering the highway virtually nil (I wonder if those instances would increase). At any rate, with the increased flow of traffic exiting the eastbound highway at R.R. 22, visibility entering the highway will be even more difficult;
2. At some point over the next few years, Alberta Transportation intends to close the access from R.R. 22 onto the Yellowhead Highway. This is going to create enough residential traffic back and forth in front of our home in order for residents to maneuver around the various subdivisions south of the highway. With the added need for the commercial flow of traffic from all points, traffic is going to be virtually non-stop; and
3. Lastly, but not least, we are already struggling with the dust and noise factor at our location. While we have planted as many fir and pine trees as possible to decrease both of these things, it does not stop people from zipping by our property at warp speed or helping themselves to the use of our driveway for parking or turning around or letting their dog out for a break. If commercial traffic becomes a factor, the disturbance will increase while the value of our property will likely decrease and that will be worst case for us.

Thank you for your time.