

**CITY OF CANNING**

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**REVIEW  
OF THE  
ALBANY HIGHWAY  
POLICY PLAN**

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February 1998

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| Adopted by: | Council on               | TPMS-048-98 | 24.2.98  |
|             | Main Roads WA on         |             | 22.8.97  |
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# REVIEW OF THE ALBANY HIGHWAY POLICY PLAN

## 1.0 INTRODUCTION

### 1.1 BACKGROUND TO POLICY PLAN

A Study of Albany Highway was undertaken in 1981 to integrate the proposed widening of the Highway with the land use planning in that vicinity. A Consultation Report was prepared and publicised in 1982 which highlighted the need for a corporate approach to the highway widening which would include timing and acquisition of land for the Highway, the design of the Highway, secondary road circulation systems and policies to optimise the development of land on and in the vicinity of the Highway. Subsequently the Draft Albany Highway Policy Plan was prepared and presented for public comment in 1985.

Although never formally adopted by the Council the Policy Plan has provided a framework for decisions on land use proposals which has been used consistently since 1985. The Plan is complementary to and not a substitute for the Metropolitan Region Scheme and the City of Canning Zoning Scheme.

Prior to and at the time the widening of the Highway between Leach Highway and Nicholson Road was being implemented, an Albany Highway Community Liaison Group comprised of representatives from the business community and relevant authorities was convened and dealt with modifications to the original Plan which were reflected on an implementation plan for the Highway adopted by Council on 1.3.90 and subsequently amended in August 1994.

Modifications to the Plan made through the various Committees and the Liaison Group have generally related to practical traffic management issues, but substantial modifications to land use have also been approved by Council in reviewing the City Zoning Scheme, in dealing with specific applications for rezoning, preparation of Outline Development Concept Plans for the Town Planning Scheme No. 17 area, and in the preparation and adoption of the Canning Regional Centre Structure Plan and Policies. In general, modifications to land use have been confined to the Regional Centre, and have generally been limited elsewhere along the Highway.

## 1.2 THE NEED FOR AND PURPOSE AND INTENT OF POLICY PLAN

Albany Highway is a major arterial road serving the South East Corridor, and is one of the busiest traffic routes in the Metropolitan Area. The section of Albany Highway between Welshpool Road and Leach Highway has yet to be upgraded and is currently only four lanes with an undivided carriageway over most of its length. With the exception of a small section of Highway adjacent to Nicholson Road, the section between Leach Highway and Nicholson Road has recently been upgraded to six lanes with median strip and associated paving and landscaping.

Intensive development of Albany Highway frontage land for commercial and other uses has generated increasing volumes of traffic servicing these premises. In most cases the original properties were developed with direct access to the Highway, creating conflicting needs between local and through traffic, between pedestrians and vehicles, and between traffic and amenity. The restricted capacity of the old Highway, coupled with conflicts generated by the nature and intensity of development in its vicinity contributed to unsatisfactory conditions of increasing traffic congestion, hazard and loss of amenity along the Highway.

One of the most important goals of the Policy Plan is to guide and control the use and development of land in a way which can materially assist the performance of the Highway whilst achieving a high quality environment and economy in efficiency of the use of land. It is an important principle therefore that types of land use which should be encouraged are those which are compatible with the traffic function of the Highway.

The safety of the Highway and the ability of the Highway to maintain a high level of service largely depends upon limiting the degree of conflict generated by the nature and intensity of land use and development in its vicinity. Haphazard and inappropriate siting of development on the Highway frontage can be a major source of such conflict.

## 1.3 NEED FOR REVIEW OF CURRENT POLICY PLAN

A comprehensive review of the current Draft Albany Highway (Canning) Policy Plan is required for the following reasons:

- (a) Widening of Albany Highway has already occurred between Leach Highway and Nicholson Road, and the existing document needs modification to reflect these works.

- (b) The proposed development of the Canning Regional Centre in accordance with a Structure Plan and related Policies proposed a significant change to land use and road links in this vicinity.
- (c) Land use has generally been reviewed along Albany Highway as a result of the Review of the former City Zoning Scheme Town Planning Scheme No. 16 and the subsequent gazettal of the new City Zoning Scheme, Town Planning Scheme No. 40.
- (d) Decisions relating to access and traffic management are required to be accurately recorded and proposals reviewed in light of current circumstances.
- (e) As most land has been developed, there is less need for specific land use policy control, but general policies should be applied to provide guidance when dealing with applications for rezoning or development.

## 2.0 OBJECTIVES

The overall aim of the Policy Plan is to improve the efficiency of the Highway as an arterial road link, and to improve the quality of the surrounding environment.

The objectives of the Policy are as follows :

- (a) To provide for the safe and efficient movement of traffic along the Highway, and to minimise the conflict between through and local traffic.
- (b) Promote the economic, productive and environmentally efficient use of land abutting the Highway which recognises both residential and commercial needs.
- (c) To provide an attractive visual environment along the Highway.
- (d) To facilitate the widening and upgrading of the Highway, including proposed improvements to the secondary road system and traffic management measures.
- (e) To provide appropriate links between the Highway and the Canning Regional Centre.

### 3.0 FORM AND CONTENT OF POLICY PLAN

Policies and proposals contained in the Policy Plan are set out under the following headings:

- The Widening of Albany Highway;
- Secondary Circulation and Traffic Management;
- Land Use and Development Control Policies;
- Implementation.

### 4.0 THE WIDENING OF ALBANY HIGHWAY

Map 1 details proposals for the widening and upgrading of Albany Highway including location of major intersections traffic signals, full and partial road closures/obstructions, median breaks, turning lanes and secondary traffic circulation.

The road proposals provide for the upgrading of Albany Highway to a six lane dual carriageway. The majority of the widening (generally 17.5m) takes place on the north side due to the existence of major services on the south side. With the exception of the section of Highway adjacent Nicholson Road, sections of the Highway between Nicholson Road and Manning Road and Manning Road to Leach Highway have already been constructed as they were considered to be the highest priority sections of the Highway. The section of Highway adjacent to Nicholson Road was upgraded with Nicholson Road 1996. The remaining section of the Highway between Leach Highway and Welshpool Road is expected to be constructed in the next 5-10 years dependent upon funding availability. Road widening proposals for the final stage of Highway widening are shown on Map 2.

### 5.0 SECONDARY CIRCULATION AND TRAFFIC MANAGEMENT

The primary function of Albany Highway is to provide for the safe and efficient flow of through traffic. However, it also performs a subsidiary function of distributing traffic locally and providing access for vehicles and pedestrians to adjacent properties. It is therefore an important part of the Policy Plan to minimise the conflicts between these two functions which can be achieved by:

- (1) Providing adequate capacity at signalised intersections, particularly in the vicinity of the major shopping centres at Westfield Carousel and La Plaza;
- (2) Diverting localised movements from the Highway by selective road closures, traffic flow management, and a local street system with safe and convenient connections to the Highway;
- (3) Reducing direct access to the Highway as far as possible by the provision of shared access to secondary streets by public rights-of-way, rights-of-carriageway and control over the location, design and number of vehicle crossovers; and
- (4) Making adequate and safe provision for pedestrians (both able bodied and disabled persons) and cyclists.

## 5.1 VEHICULAR TRAFFIC

Map 1 also shows proposals for secondary traffic circulation and traffic management. Signalised intersections and spacing of road junctions has been determined having regard to the existing local road network, the operational requirements of co-ordinated signal control and adjacent land uses and the need for local movement.

The improvements to the road network and secondary traffic flow system represent a long-term solution to traffic management along the Highway. The construction of public rights-of-way and provision of necessary rights-of-carriageway are required to be implemented as soon as possible in conjunction with any rezoning, subdivision or development approval on land adjacent to the Highway.

## 5.2 PEDESTRIAN AND CYCLE MOVEMENT

Completion of the highway widening, upgrading of footpaths and construction of median strip will make crossing the Albany Highway considerably easier for pedestrians. The Carousel overpass currently alleviates the most significant point of conflict, however, the height and slope of the pedestrian overpass present significant difficulties, particularly to disabled persons and older people. As Westfield Carousel Shopping Centre extends towards Liege Street, as proposed under the Canning Regional Centre Structure Plan, there will be a

need for an additional pedestrian overpass adjacent to Cockram Street. Traffic signals at selected intersections also provide for controlled pedestrian crossings.

The Cecil Avenue/Albany Highway traffic lights have been provided with a "Keywalk" system designed to assist disabled persons crossing the Highway by extending the walk phase of the traffic lights. Provision of the "Keywalk" system or similar facilities at other signalised intersections adjacent to shopping centres or other major pedestrian destinations is considered desirable.

The construction of a cycleway immediately adjacent to the carriageway, or a separate cycleway or dual use pedestrian/cycle path within the Highway verge, would conflict with Highway traffic at intersections and vehicle crossovers and also with pedestrian movement. It is therefore suggested that alternative routes for cycle traffic which would present considerably less potential for conflict would include the Canning River Regional Park, Sevenoaks Street and other local streets. Main Roads WA advise that wider kerbside lanes have been provided in the first stage of Albany Highway widening to cater for cyclists.

### 5.3 PUBLIC TRANSPORT

Albany Highway is a major route for bus services. The Westfield Carousel and La Plaza Shopping Centres are the two most important areas for collecting and distributing passengers, with a number of services converging at the Cannington Railway/Bus Station. Bus embayments are provided in order to reduce the impact of parked buses on traffic flow. The bus services also provide opportunities for intensification of residential land uses adjacent to the Highway to enable residents access to entertainment and employment opportunities via a public transport system.

## 6.0 LAND USE AND DEVELOPMENT CONTROL POLICIES

### 6.1 GENERAL PRINCIPLES

As a general rule, land uses which are incompatible with Highway location are those which generate significant volumes of vehicular and pedestrian movement, such as retail shops. On the other hand, residential uses and certain kinds of low intensity commercial uses, which do not generate large volumes of vehicular and pedestrian traffic, can be located on the Highway without undue detriment to traffic flow and safety. In reviewing this Policy it is considered

important to retain residential pockets along the Highway wherever possible and to discourage commercial zoning of land in the interests of achieving the Policy Plan objectives and recognition of limited accessibility to these sites once widening occurs. Providing noise and access issues are addressed, a variety of housing forms can provide attractive residential environments with convenient access to public transport facilities.

Since the preparation of the 1985 Draft Policy Plan, shopping and other major traffic generating land uses have been generally concentrated in special nodes rather than being scattered indiscriminately along the Highway. As well as limiting the extent of vehicular conflict, the aggregation of similar or complementary activities maximises convenience for customers.

## 6.2 POLICY PLAN PROPOSALS

Map 3 shows land use proposals for the Study area divided into Policy Areas which designate the following two broad land use categories:

(a) *Highway Commercial*

This includes existing Commercial, Highway Commercial, City Centre and Service Station zonings.

(b) *Highway Residential*

This includes residential zonings with varying density codings.

Highway Commercial areas are concentrated in areas adjacent to Westfield Carousel and La Plaza Shopping Centres and the Canning Regional Centre. With the exception of the two shopping centres Highway Commercial areas are intended to provide for predominantly low traffic generating commercial uses. The designation of land for Highway Commercial use reflects the existing commercial zonings with some limited expansion mainly due to consolidation of the commercial precincts together with expansion of commercial uses adjacent to and within the Canning Regional Centre. It also includes residential zones, where subject to rezoning, commercial uses would be considered appropriate.

It is the intention of the Plan to consolidate and encourage residential development within areas designated Highway Residential, particularly where they form part of an established



residential area. Opportunities may exist for redevelopment of residential uses at higher densities than presently permitted to encourage redevelopment which takes into consideration noise attenuation principles and good pedestrian accessibility to public transport facilities.

Map 3 also shows the desirable locations of Highway crossovers, proposed rights-of-carriageway and provisions for public rights-of-way. It is anticipated that rationalisation of existing vehicle access points to the Highway will be achieved progressively as development proceeds.

In general, Highway Commercial properties require the provision of front and rear rights-of-carriageway to facilitate sharing of suitably located access points where direct access to the Highway is provided. Where no direct access is provided, rear rights-of-carriageway are generally proposed. Front and rear rights-of-carriageway are required to separate customer and commercial service vehicle traffic.

Highway Residential properties are generally proposed to include rights-of-carriageway running to each adjacent side street or between approved permanent crossovers. This will provide future opportunities to close temporary crossovers thereby restricting access points to the Highway. The specific location of rights-of-carriageway shown on Map 3 may be modified provided their general purpose and intent is maintained.

### 6.3 GENERAL POLICIES

The following general policies are to be taken into account by the responsible authorities in determining the development, subdivision and rezoning of land adjacent to the Albany Highway.

#### Zoning and Land Use

- P1. The regulation of land use will be directed towards encouraging and facilitating development for the purposes delineated in the Policy Plan as provided for in existing zoning and in accordance with Council's Policies and Guidelines for such development.
- P2. There will be a presumption against the introduction of land uses which are incompatible with a Highway location, in particular development which is likely to generate substantial vehicle and pedestrian movements, and which may interfere with

the free flow of traffic, create a danger to pedestrians and other road users and lead to a loss of amenity.

- P3. Retail shopping development will be concentrated at the existing La Plaza Shopping Centre and Canning Regional Centre subject to the Canning Regional Centre Structure Plan and Planning Policies. Sporadic retail shopping development outside these locations will not be supported.
- P4. Consideration will be given to the increase of density codings for land adjacent to the Highway in order to encourage redevelopment at a higher density in accordance with the access and design requirements of the Policy Plan.

#### Highway Access

- P5. Control over the location and design of vehicle crossovers will be exercised in regard to the proposals for highway access delineated on Map 3.
- P6. There will be presumption against the creation of any new vehicle crossovers to the Highway where alternative access is, or could be, made available to secondary roads or via public rights-of-way or by rights-of-carriageway arrangements to a nominated crossover.
- P7. Where a vehicle crossover is permitted onto the Highway, conditions may be imposed on the location, width and design of the crossover to ensure adequate visibility and to provide for the safe convenient movement of vehicles entering and leaving the Highway.
- P8. Keywalk systems or similar facilities will be provided where practicable at traffic lights adjacent to shopping centres and major pedestrian destination points for disabled persons.

#### Site Parking and Circulation

- P9. All applications for development approval on land adjacent to the Highway will be required to provide for traffic to enter and leave the site in a forward direction and to comply with Council's parking and on site vehicle circulation requirements as

delineated in the City Zoning Scheme to ensure there is no traffic congestion on site which could interfere with the safety and free flow of traffic on the Highway.

- P10. In dealing with applications to rezone, subdivide or develop adjacent to the Highway, Council shall take into consideration any proposals for crossovers and limited access to the Highway, public rights-of-way or rights-of-carriageway to side streets delineated on Maps 1 and 3 and require the owner of the subject lot to enter into a suitable agreement as a prerequisite to rezoning or as a condition of development approval or subdivision. The agreement would normally take the form of an Easement in Gross on Title granted to Council.
- P11. The precise location of rights-of-carriageways delineated on Map 3 may be varied subject to the agreement of Main Roads WA providing the purpose and intent of the accessway is maintained.
- P12. In determining development applications which require provision of a right-of-carriageway where such access is not available through adjacent properties to a dedicated road, consideration may be given, subject to the approval of Main Roads WA, for retention of a temporary access crossover to Albany Highway until such time as alternative access is available via the right-of-carriageway system. Provisions for the closure of the temporary crossover shall be provided for by way of legal agreement.
- P13. Where a public right-of-way is proposed, the Council may impose a condition on the development of the land, requirement on rezoning or recommend to the WA Planning Commission to impose a condition on the subdivision or amalgamation of land, requiring the land to be reserved for the public right-of-way to be ceded and vested in the Crown. The minimum width of a public right-of-way will generally be 10m.

### Townscape and Amenity

- P14. The siting and design of buildings should be planned in such a way as to enhance the visual environment of the Highway, to avoid detriment to the amenity of the adjoining properties and ensure the standard of development in keeping with the location on a major regional highway.
- P15. Control over signs will be exercised by way of the development approval process so that the scale, design, position and method of illumination of any signs is compatible with the land or building which relates to safety of the Highway and the amenity of the adjoining area.
- P16. The widening of Albany Highway is to make provision for road safety, noise and landscaping measures to protect the amenity of the adjoining properties.

### Noise Nuisance

- P17. Control of residential development on the Highway will be exercised to minimise any adverse effects of road traffic noise. The following methods of reducing noise nuisance are to be considered by prospective developers:
- (a) Increasing the separation of the dwelling(s) from the Highway;
  - (b) Introducing physical barriers between the road and the dwellings, such as continuous barrier walls or fences;
  - (c) Reducing noise transmission within the dwelling(s) by double glazing, insulation of walls and roofs, use of nib or fin walls to protect windows and doors, positioning of noise-sensitive rooms and court yard areas behind rooms such as bathrooms, laundries and garages which are less noise sensitive, use of acoustically absorbent materials in balcony areas, construction of brick cavity walls to the roof line and use of flat roof structures.

## 6.4 POLICY AREAS

Policy areas have been designated to provide some guidance on the future development of land adjacent to the Highway. Map 3 indicates the study area divided into 12 Policy Areas with the recommended land use designation. A general description of the present and desired future character of each Policy Area is followed by area policies and proposals for each of the precincts which will be taken into account by the responsible authorities in determining all development, subdivision and rezoning proposals for land adjacent the Highway.

### 6.4.1 Policy Area N1 - Welshpool Road to Tate Street

This precinct predominantly consists of vacant properties fronting the Highway which were formerly residential prior to acquisition by Main Roads WA, residential properties of varying age and condition fronting Norman Street, a doctor's surgery, chemist and three commercial properties. Commercial development should not be encouraged to encroach further into the adjacent residential areas. Residential development of the remaining areas of land within the precinct will involve negotiated access via properties fronting Norman Street and also compliance with noise control requirements.

Due to the significant level difference between properties adjacent to the Highway and future highway widening, Main Roads WA should provide sufficient vehicle safety barriers along the Highway to protect the amenity of businesses and residents within this section of the Highway.

Council should liaise with existing owners of residential property in Norman Street and the Main Roads WA to assist in the future development of the area for residential purposes. The Council may adopt an Outline Development Concept Plan for the overall development of the precinct, which will involve consolidation of properties in order to achieve development which gains access to Norman Street.

### 6.4.2 Policy Area N2 - Tate Street to Ewing Street

This precinct includes the redeveloped Bentley Hotel and a number of commercial properties between Tate Street and John Street together with the La Plaza Shopping Centre and various forms of commercial development located between the shopping

centre and the Highway. This precinct should be developed for Highway Commercial purposes.

Resubdivision and development of the shopping centre and commercial development adjacent to the Highway should be encouraged to enable the replacement of existing parking facilities in front of the commercial properties which will be affected by highway widening. Should redevelopment of commercial properties in front of La Plaza Shopping Centre adjacent to the Highway be contemplated, Council will endeavour to obtain provision of a right-of-carriageway if service access can be satisfactorily provided.

6.4.3 **Policy Area N3 - Ewing Street to Mills Street**

This precinct predominantly consists of older-style single residences and some unit development. The existing residential character should be retained and the amalgamation and consolidation of residual land not required for the highway widening encouraged to achieve residential redevelopment.

6.4.4 **Policy Area N4 - Mills Street to Wharf Street**

Land fronting Albany Highway is predominantly used for commercial purposes. The section of land north-west of the Hamilton Street and Albany Highway intersection has been identified under an Outline Development Concept Plan for the Town Planning Scheme No. 17 area as land suitable for future commercial development.

The future development of the area should allow for low traffic generating commercial development which will be subject to consideration of appropriate design requirements to minimise impact on adjacent residential areas.

6.4.5 **Policy Area N5 - Wharf Street to Station Street**

This area includes land within the Canning Regional Centre and is controlled by provisions within the City Zoning Scheme and requirements of the Canning Regional Structure Plan and Planning Policies. The Westfield Shopping Centre itself is currently being considered for redevelopment. Access to and from Westfield Carousel Shopping Centre needs to recognise a balance between Commercial objectives of the Centre and objectives of the Albany Highway Policy Plan.

6.4.6 **Policy Area N6 - Station Street to Nicholson Road**

The subject area presently contains a few vacant properties, a mechanical repair station, vehicle sales premises and a recent showroom development.

The area has recently been rezoned for Highway Commercial and Service Station purposes under Town Planning Scheme No. 40. Rezoning for the Service Station required the submission of a Traffic Impact Statement which proposed numerous crossovers and rights-of-carriageway to side streets, which reflect concerns of carriageways crossing a proposed service station forecourt. Every effort should be made to reduce the number of crossovers in the location.

6.4.7 **Policy Areas S1 - Boundary Road to Palmerston Street**

The area consists predominantly of single residential housing developments with two sites developed with flats, one larger site developed with grouped housing units, and limited commercial development on the Diesel Motors car yard site either side of Walpole Street.

Limited commercial expansion on the two properties on both sides of Victoria Street should be permitted in this area in consideration of recent applications for rezoning. Redevelopment of remaining residential properties should be encouraged possibly at higher densities than presently provided under the City Zoning Scheme.

6.4.8 **Policy Area S2 - Palmerston Street to Bedford Street**

This area is predominantly developed for commercial and non-residential purposes including a non-conforming shop (former), temple, dental surgery and physiotherapy/hydro-therapy clinic. In recognition of these uses and proximity to other commercial uses between Tate and Ewing Streets, it is recommended that the area be developed for Highway Commercial purposes.

Consideration may also be given to the extension of Commercial uses down the secondary streets, so as to recognise surrounding land uses. Such modifications would be subject to rezoning procedures being fully considered.

6.4.9 **Policy Area S3 - Bedford Street to Leach Highway**

This area contains several single residential properties of varying age and condition, interspersed with grouped dwelling developments and a non-conforming use shop at the intersection of Bedford Street and Albany Highway. The predominantly residential character of the area should be preserved and access to the Highway limited wherever possible.

6.4.10 **Policy Area S4 - Leach Highway to George Street**

This area is predominantly developed for commercial purposes and existing commercial uses should be retained and consolidated in this area. Portion of the land is included in TP Scheme No. 29, Burton Street Guided Development Scheme, which contains proposals for a link road between Burton Street and Hamilton Street. The original Draft Policy Plan proposed a public right-of-way joining the link road over a drain reserve. Construction of a compensating basin on the reserve affects the viability of the public right-of-way. Alternative right-of-carriageway access over properties fronting the Highway to Hamilton Street will formalise traffic circulation in this area.

6.4.11 **Policy Areas S5 - George Street to River Road**

This area is predominantly developed for commercial purposes and part is subject to the provisions of Council's Development Scheme, Town Planning Scheme No. 39. Development along the Highway is subject to the provisions of the City Zoning Scheme and Council's Canning Regional Centre Structure Plan and Policies contained within the Structure Plan. A secondary traffic circulation route, Carden Drive, presently under construction in accordance with TP Scheme No. 39 will link the area to the remainder of the Regional Centre via all movement signalised intersections at Albany Highway with Liege Street and Wharf Street. Land fronting the Highway will undoubtedly be developed for commercial purposes, however, the



remaining land may be developed for commercial or higher density residential purposes in accordance with the Structure Plan.

#### 6.4.12 Policy Area S6 - River Road to Nicholson Road

The subject area presently contains a Police Station, older residences, vacant land, service station and car yard. With the exception of Lot 55 at the intersection of River Road and Albany Highway, all properties are now zoned for commercial or public purposes.

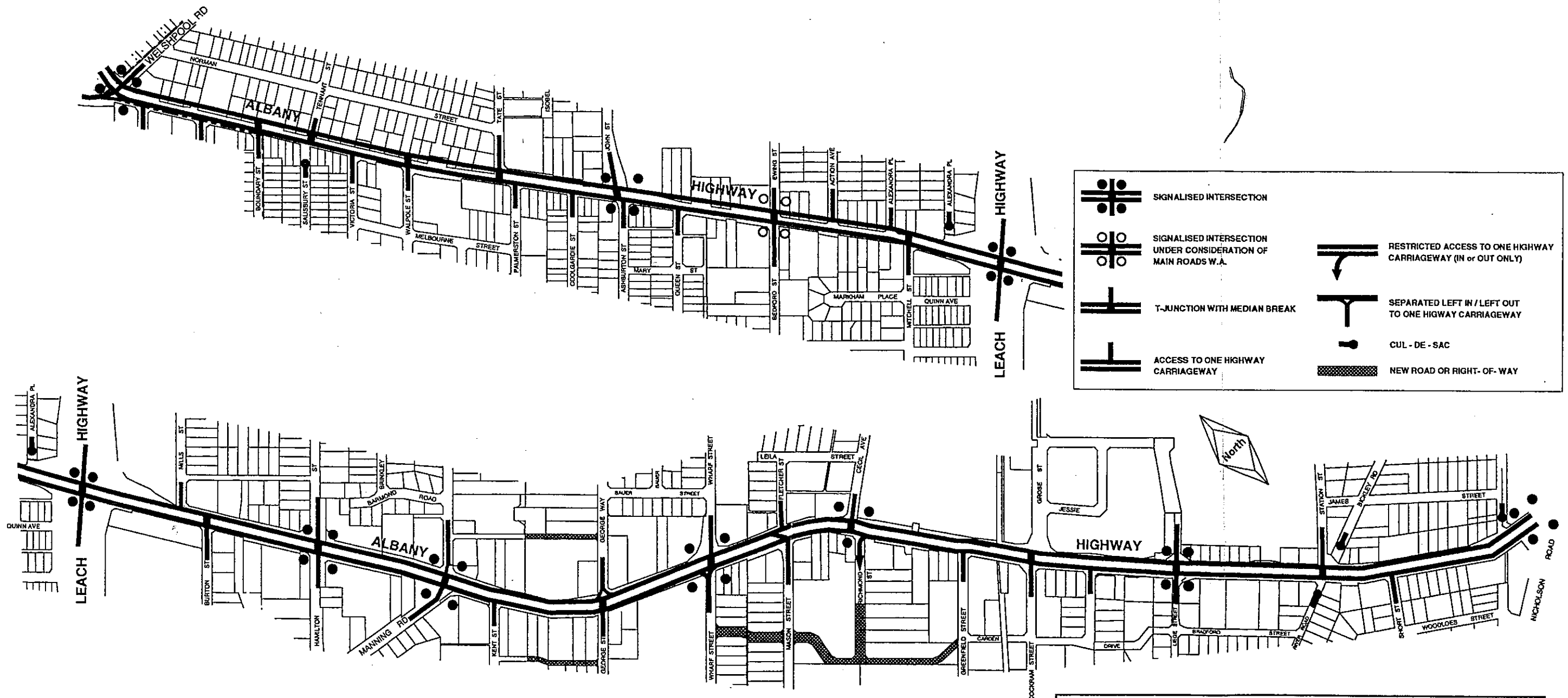
Consideration should be given to the rezoning of Lot 55 to Commercial purposes provided no access is allowed to River Road and Rights-of-Carriageway access can be achieved over the adjoining car yard or the subject properties are amalgamated. Rezoning would be subject to normal procedures.

### 7. IMPLEMENTATION

Following advertising of the Draft Albany Highway Policy Plan in accordance with the provisions of the City Zoning Scheme, TP Scheme No. 40, and consideration and determination of any submissions received, it is envisaged that the Policy Plan will be adopted as Council Policy and endorsed by Main Roads WA and Ministry for Planning. Once agreed to, it will be used to guide the development, subdivision and rezoning of land adjacent to Albany Highway as well as the widening and upgrading of the highway itself.

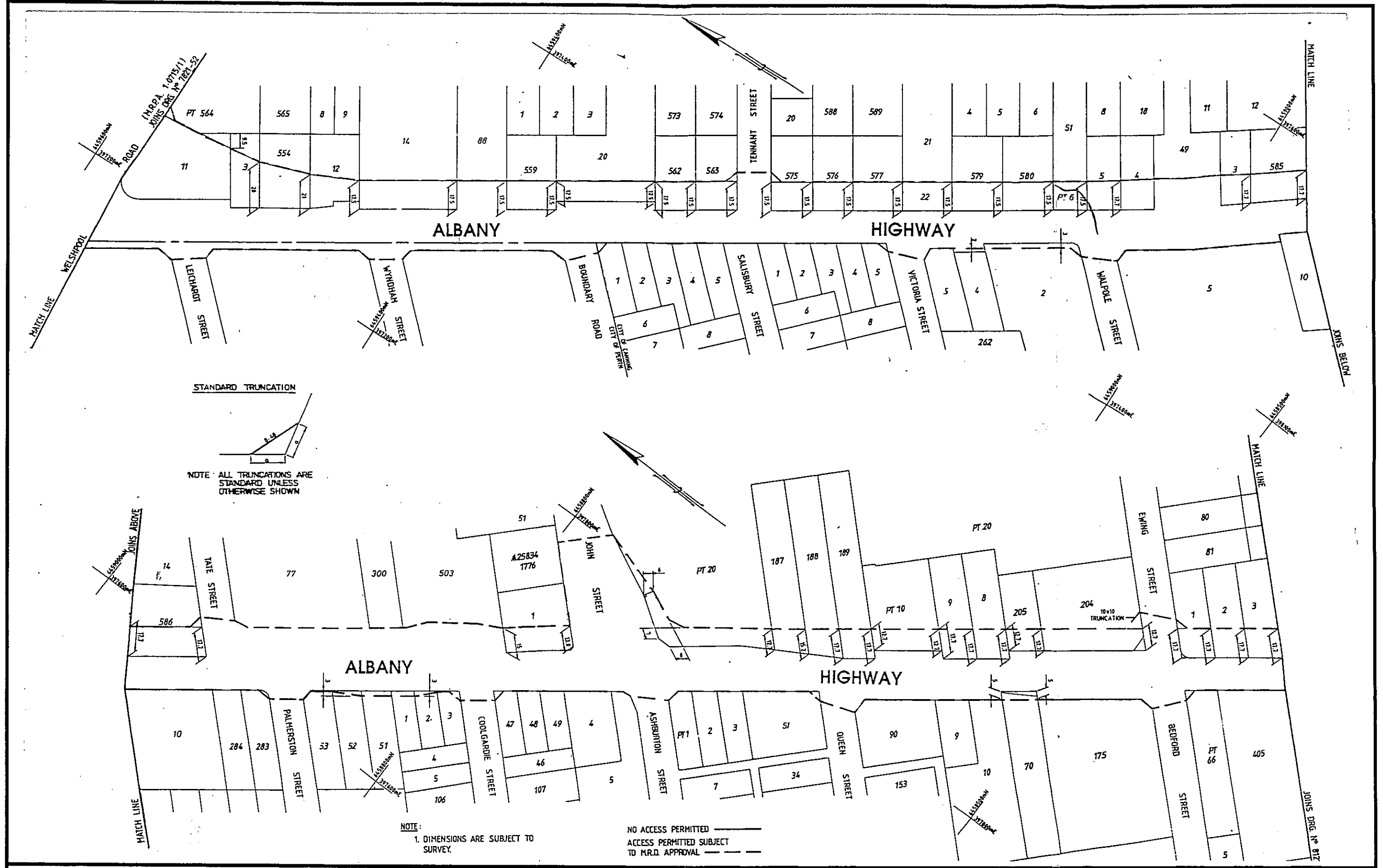
The land use and access arrangements delineated by the Policy Plan may not represent the preferred development solution for individual sites but is designed to benefit property owners as a whole as well as users of the Highway. Decision-making authorities and landowners adjacent to the Highway need to recognise the possible conflict of interest and display commitment towards achieving the objectives of the Policy Plan.

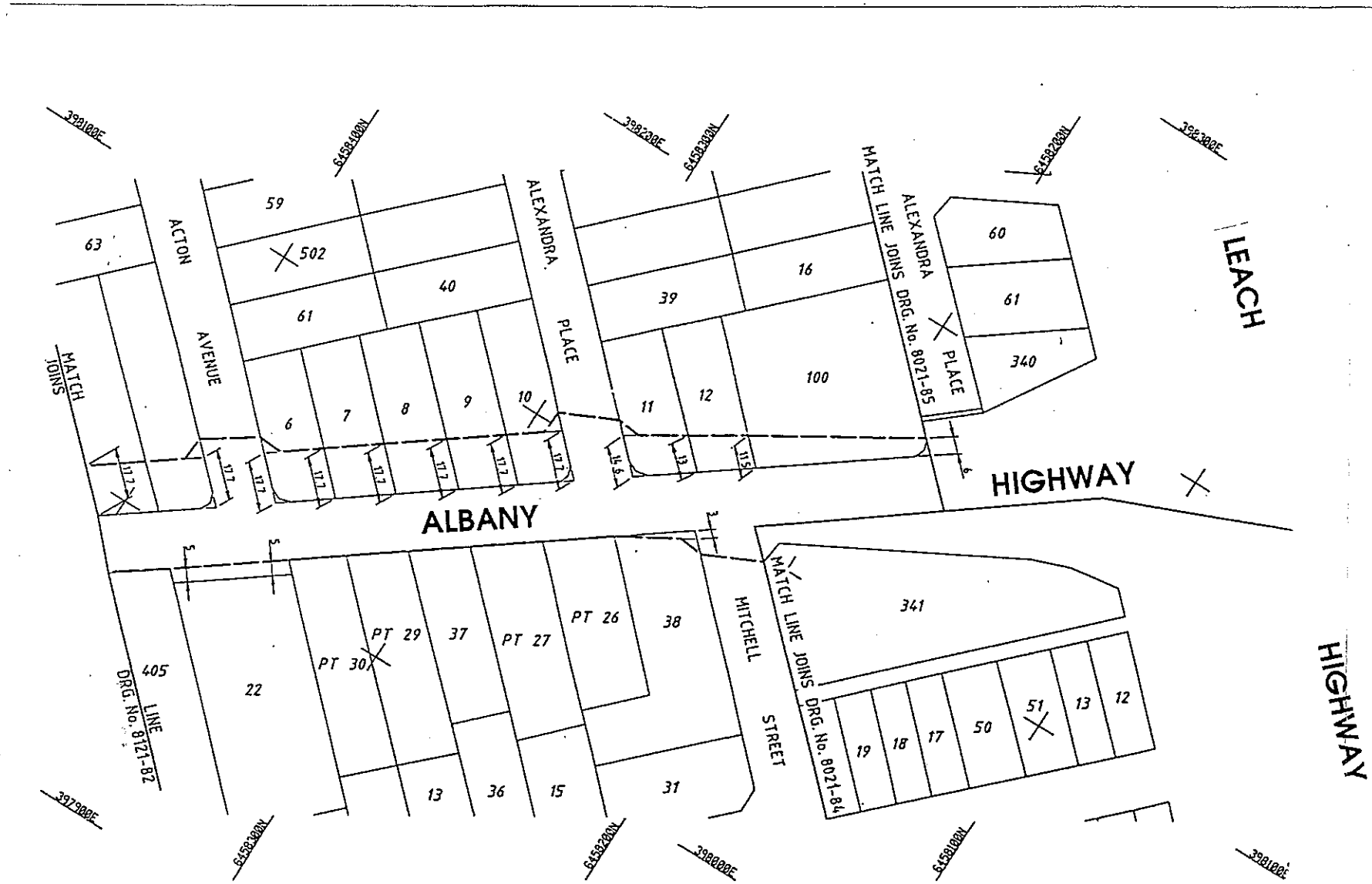
The successful implementation of the Policy Plan requires the co-operation of State Government Agencies, the City of Canning, the private sector and the local community.



**ALBANY HIGHWAY POLICY PLAN**  
 AMENDED FEBRUARY 1998  
 SCALE 1:10,000  
 CAD REF NO. MCE0239.dgn

MAP 1  
 TRAFFIC CIRCULATION





LEACH HIGHWAY

ALBANY HIGHWAY POLICY PLAN  
 MAP 2 (SHEET 2)  
 LAND PROTECTION PLAN  
 DATE: FEBRUARY 1998

