

Reeve Long, County Councillors, County Administration,
Ladies&Gentlemen

My name is Richard Clark. I am adjoining landowner at Section 21-27-21 w4, the south half of 28-27-21 w4, south east of 29-27-21 w4, and south of 33-27-21 w4. My address is Box 1088, Drumheller.

Well I wore out two pens and started on a third trying to formulate a presentation for today without coming across as a stark, raving lunatic. What I feel in my heart and know in my head is not so easy to put on paper.

This project is being proposed by a racing enthusiast with a passion for his sport. Unfortunately, it's a sport that really doesn't fit in our community. He states it will have a strong communal identity that will include local communities. What it is, is a new community that has its own recreation, its own services, and has its own residential. The only plan to include the local community is if we are to go to them.

This whole public hearing and the timeline that we had to prepare for it is an indication of the complete disregard the proponent has for the agricultural community that this is affecting- during seeding and now into spraying, the operations that are so key for us. You would think anyone with an idea for development would spend time trying to bring people around to their way of thinking rather than forcing your will upon them.

This a race track, and with a race track comes the noise of all the vehicles associated with it. I don't know the vehicles or the lingo about the car types, the race types, the track types, or any of the other BS associated with it. What I do know is that the ASP states noise and its affects are perceived to be loud. The Valley Motorsport from New Hampshire is referred to and the noise perception there. This is a track that has been in the books since 2002 and as of January 31, 2013 has still not been approved. People there continue to have their concerns. I also know that we have made contact with residents from Calabogie, Ontario and it's not just a perception, it is a fact. There is noise and it is noise that they don't like. It is noise in a heavily treed environment that is offensive to their lifestyle. It is a noise that is offensive enough that the number of for sale signs continues on an upward trend since the track was built. I don't want to sell and anyone I have had the privilege to associate with over the last thirty days doesn't want to either. People have bought or built their homes here because they enjoy the quiet, and because they enjoy the feel of a small town and the sense of community that goes with it. The landowners are multi-generational farmers- farmers who are proud of their heritage, proud of the work of their forefathers, and

who have a sense of responsibility to carry their operations on for the next generations.

In the time I've spent reading the ASP, I see where the BIA and the acoustical report state there will be no winter operation. The ASP states there will maybe be some winter education, leading to me to the BMR website that states the Plateau course and skid pad will operate seven days a week for the entire year. This is a 9-11 acre skid pad that isn't identified as such in the ASP. The ASP also doesn't mention the 12 acre Kart Track that the website says the project will have. These are different presentations for the people you're appealing to- council here and the investors there.

25. Will the facility be open for driving events all year round?

Yes, it is planned that the Road Courses and Skid-pad will operate 7 days a week for the entire year, with a two week break over the Christmas/New Year's Holiday season.

30. Will there be a facility available for low-speed driver training and autocross events?

Yes, there will be a designated Skid-pad which will host introductory driver education and autocross events. For Members, there will be a yearly autocross championship series that will be organized by the club for members and guests only. For these events, the marshalling and timing will be provided by the Club so Members just have to show up and drive.

The exact size of the Skid-pad has not yet been determined but it is anticipated to be between 9 and 11 acres.

Autocross events will be competition events based on SCCA Solo Classing and scores will be adjusted using a performance modifying factor (PAX) so all drivers will have the ability to be competitive. PAX will be based on current SCCA PAX.

Other clubs will also be able to rent the Skid-pad for events.

20. Will there be a Kart track?

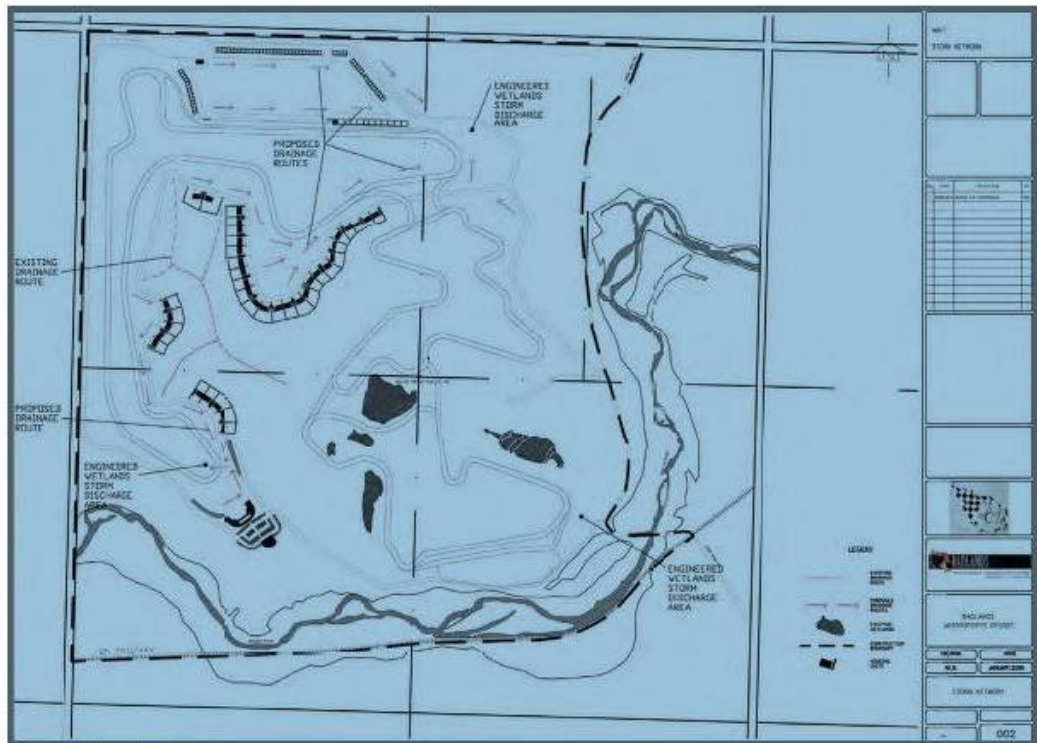
Yes, although it is not included in the current concept drawings, the final plan will include a 12 acre karting facility with multiple configurations.

Kart track memberships will be sold independent from the lower priced Road Course memberships and included in the highest level of Road Course memberships.

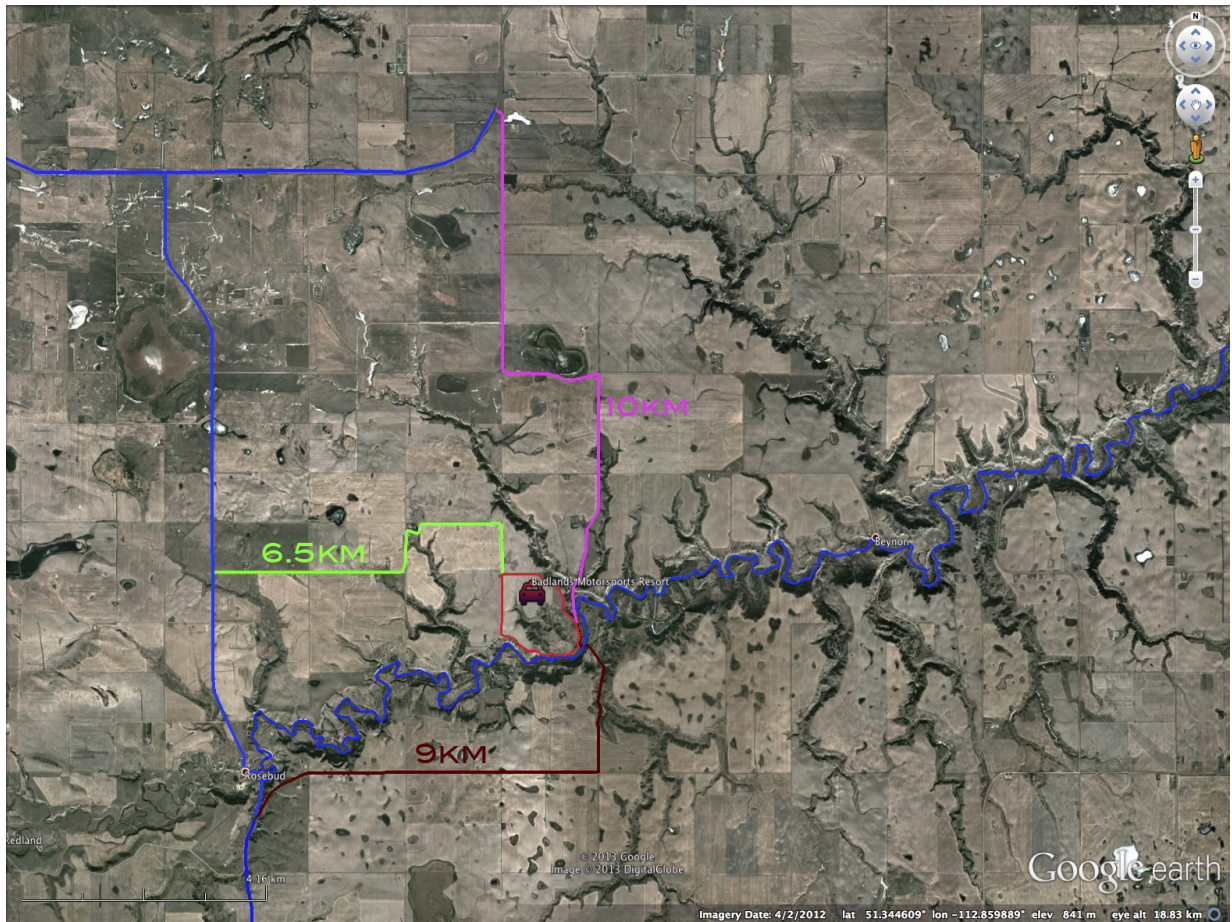
Access to the Kart track will be divided so there will be Member's only track times as well as rentals to other clubs and corporate events.

Figure 10.2: Compact Biological Wastewater Treatment Plant





These proposed access roads are so critical for our own operations and the operations of our neighbors. Farmers are a responsible bunch, recognizing how poorly slow moving farm equipment mixes with the highway traffic. We minimize our time on the highways and stay to the gravel and dirt roads whenever we can. There are times highway travel is unavoidable. I think any farmer here could relate some episode with cars where they have pulled out to pass on solid lines, hills, and around curves. They pull out to pass just when you are going to turn left. They drive under augers. They pass in the ditch. We have a unique situation- the privilege of owning land in both Kneehill and Wheatland Counties. The way it is built now, this road is our safest way to transport between our farms. It has local traffic only, coming from Beynon and neighboring farmers. They are all people who recognize the size of the machinery and the speed it travels. It allows us to stay off the highways and be as responsible as we can. Unpatrolled by the RCMP, this new pavement becomes the start of racetrack. I can see a wreck waiting to happen. The primary access proposed enters the Rosebud Valley, what the locals call Langlet Siding, from the north, down the coulee. This county knows how difficult it is to build a road in these coulees. Think back to the infamous Clark coulee- a summer of construction, a 100 meter culvert, back sloping for another 100-150 meters and the road sloughed again the next season. Check out these pictures of 841. Highway 9 into Drumheller has tried numerous solutions for storm water. Culverts, mesh, and rocks were all attempted. A frozen culvert in the spring resulted in another washed out ditch. Roads in our coulees are difficult to build and need huge right of way to do it. You know it, your road people know it, but does R.A. Silvennoinen Engineering know it?



The proposed secondary access in Wheatland County through Rosebud off 840 is even worse. First of all, this road is not just used by the oil and gas industry as stated in the ASP. This road leads to a one lane, hilly, dirt trail through a coulee next to our yardsite. It is used by farmers as well as oil and gas operators. It is the only access to our land to the east. This is one of the shortest routes from Calgary. Racetrack users will know that after one trip. Now imagine a track user bringing his family out for the day. Along come the quads, dirt bikes, and the side-by-sides. They won't be allowed in the racetrack area. They will be on this back road, and every back road and lease road in the area. It scares me to think of the potential for trespassing. They will be our nightmare.

I have spent countless hours pouring over this ASP, the Kneehill County's ESA, the Alberta land use policy, and the Kneehill County MDP. You have a responsibility to recognize that the allure of tax revenue potential should not enter into decision making.

You have a plan in place and I don't know if it was drafted by yourselves or your predecessors, but it is clear. It states a plan to manage

development in a manner that will enhance the sense of community, that is compatible with the heritage, the character, the environment, and the physical setting of Kneehill County. It states that your goals include protecting agricultural land from inappropriate uses. It states a vision to recognize ESAs for their intrinsic value and to protect them. The whole scope of this development goes against the spirit in which your own MDP was drafted.

The Kneehill council has known from at least Oct 25, 2011 of the ethics of the people proposing this development. 539/11 Councillor Whitstock moved "Council direct administration to advise Badlands Recreational Corp that Kneehill County will not expropriate any property and will insist on meeting Environmental requirements and appropriately engineered road design for the BMR project". In my opinion Wheatland County should be made aware of the threat of expropriation and the concerns of a young Wheatland farmer. Wheatland County should be clearly aware that for the first two miles of the primary access, Kneehill landowners refused to sell and all of the road widening is proposed in Wheatland County. In my opinion they should be given the opportunity of withdrawing their agreement "in principal" for Wheatland landowners to sell right of way for the primary access. In my opinion Wheatland County has not been consulted in regards to secondary access rendering this ASP as incomplete.

On page 13 of the MDP the prerequisite for redesignation requires an ASP to the County's satisfaction. In my opinion this ASP does not meet a satisfactory test. This ASP does not recognize farmers let alone find compatibility with them. The studies are simplistic and incomplete. Kneehill's own environmental consultant says the environmental impact assessment is incomplete and that impacts to wildlife of an operational racetrack cannot be mitigated. The BIA and acoustical reports do not include winter operations and other plans like a skid pad and a KART track. The issue of access roads is unresolved and emergency services have not been addressed. These are all grounds for council to vote no to this ASP.

Stop this project now before it all the mitigations start. The ASP states 42 times that there will be mitigation issues. That is only the beginning and the things they recognize at this stage. What about all the things to come? If the process is started there is no turning back. The mitigations will begin and the list will only continue to grow for now and long into the future.

I am asking you to reject this proposal and reject it now before it gets to the development stage. I'm asking you to consider the impact it will have on our community now and the generations to follow. Thank you for

listening to my thoughts. We do not want to fight this racetrack for 10 years like the people of New Hampshire. I am trusting you to make the right decision.