

Box 1088
Drumheller, AB

June 11, 2013

Kneehill County
232 Main Street
Box 400
Three Hills, AB
T0M 2A0

Dear Councillors:

Kneehill County Residence: 211080B Twp Rd 282
Kneehill County Landowners: All-14-28-21W4, SE-22-28-21W4
Wheatland County Residence: SW-28-27-21W4
Wheatland County Landowners: All-21-27-21W4, S-28-27-21W4,
S1/4-33-27-21W4, SE-29-27-21W4

The last few weeks we have put aside many important personal and business matters to respond to the call of the public hearing for the Badlands Motorsport Resort. We appreciate the position of responsibility you have and hope you will take the time to review the detailed written reports attached. There is some duplication of our material and please accept our apologies for that. It is our best effort in the time we had. The detailed analysis of the Area Structure Plan is not meant to suggest you return to the developer to correct omissions and deficiencies. The intent is to show you that the developer has not met the high standards Kneehill County deserves when presented with perhaps the biggest development in their history.

Sincerely,

Sincerely,

Richard L. Clark

Wendy J. Clark

INTRODUCTION

Change. The Zelazos have a dream, they purchased a beautiful piece of property, and they are asking us to change. They dream of bringing city traffic, noise, and pollution to our quiet countryside, they dream they can revolutionize their sport and reverse negative perceptions of car racing if only we give them the chance. When first reading this ASP I had the sense of a quiet road course with a Porsche driving around it as fast as it could go. Then I came to understand the magnitude of this project – the traffic, the people, the noise, and the interference with our business. Then I thought about the impact on our beloved valley and the loss of this serene place. Then I started to get involved with the people of this community and began to understand their fears. I saw tears in Sam Andersen's eyes as she thought about raising her children looking across the river at a race track. I met Laura Sanderman who bought a quiet, peaceful retreat down in the river valley close to this property. I saw the passion of Rick Skibsted and Jon Groves for the birds and the wildlife of the valley. I talked to LaVerne Erickson, our tourism guru, about how tourism initiatives are doomed to failure if the community does not embrace them. What an experience this has been to find landowners, acreage owners, and home owners of Rosebud and Beynon all unified to protect our valley. How heartwarming it has been to see many of our young people stand up and say no! On the front page of the ASP BMR proposes a self sustaining community. Might I add to that a self serving community. They plan their own recreation, their own restaurants, their own services, their own accommodations, and even their own theatre. This is by design. BMR wants to make a masters thesis our academic experiment. They emphasize all the services and recreation they will provide our sleepy little community if we come alive with their amenities. As far as I know they've never asked "how will we impact you". On a blog I read Dr. Zelazo says the county keeps them informed of local opposition and to date there has been none of substance. How can this development ever be compatible with a farming community if impacts to their farming neighbors and residents are regarded with no substance? How can there ever be hope of the seamless integration BMR speaks of?

□ **JZatBMR**

Neutral (Rookie)



Posts: 3

Karma: +2/-0



**Re: Badlands Motorsports
Resort Development is a**

GO?!

« **Reply #1 on:** March 26, 2013, 11:23:52

PM »

Not absolutely a go, Randy, but the absolutely biggest hurdle has been crossed.

The county works closely with us to inform us of where any opposition occurs, and as of this point there is no opposition that has any substance.

AREA STRUCTURE PLAN SHORTCOMINGS

The ASP is a lot of pages. I've spent days going through it carefully. For the most part I can only assume that it includes everything the county planner says is required. I am surprised that a plan in the making for years, with so much investment at stake has not provided more detail to inspire Kneehill County confidence. When BMR discovered they had purchased land in an ESA I would have thought they would go above and beyond the 2008 BIA on some very important issues. Where the ASP is missing information, I have referred to the BMR website to find clarification. Throughout this document ASP shortcomings and missing information are documented.

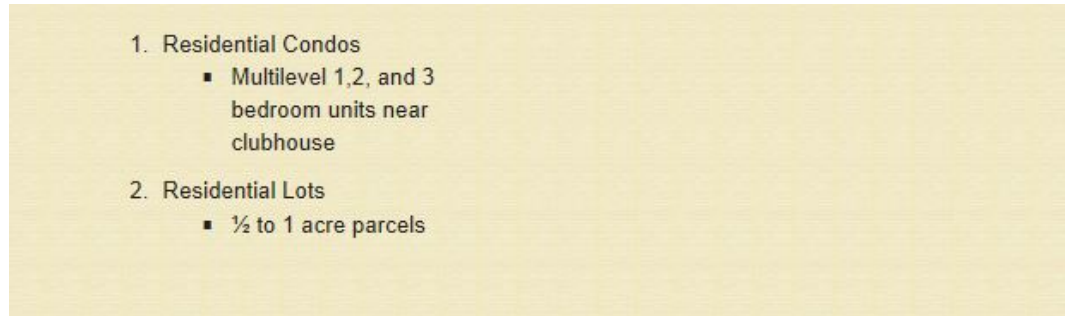
On page 13 of the MDP the prerequisite for redesignation requires an ASP to the County's satisfaction. **In my opinion this ASP does not meet your high standards. It does not recognize farmers, let alone find compatibility with them, studies are simplistic and incomplete, emergency services have not been addressed, access is not finalized, and the community is united in opposition.**

ECONOMICS

The ASP plans a self contained and self serving community in a remote corner of the county. It is difficult to find substantial economic benefits spreading to the surrounding community and to Kneehill County. Future tax revenue is not to be considered for land use decisions. I would suggest a different location would improve the chances of economic spin off. However, I can't imagine Three Hills, Trochu, Linden, Carbon, or Acme embracing a racetrack either.

Page 38 and page 40 of the ASP reference BRDC's research to support plans for economic stability. That research is not included in the ASP. Surely a business plan to inspire confidence in success of a project of this magnitude should be included. My research suggests that racetrack failure is common. For example, a racetrack near Spokane faced failure due to poor management. The municipality assumed ownership. Kneehill County rate payers would surely be concerned if our county was forced to change its focus to finance and run a racetrack development.

The ASP states the sales of resort housing to finance infrastructure and resort housing is critical to economic stability and long term viability (page 40). And yet maps on pages 45 and 46 have not been revised since April of 2008. Page 45 shows 42 condo units. Page 78 of the ASP states 125 town homes and 60 apartment condos. I went to the website for clarification. There I found ½ to 1 acre residential lots. These do not show on the map. What is it, 42 or 60, no townhomes or 125? When housing is so critical these details are important. On page 54 there is one paragraph about a comprehensive site plan and it will be created on the fly. These types of promises, especially in an ESA, should be part of the ASP.

- 
1. Residential Condos
 - Multilevel 1,2, and 3 bedroom units near clubhouse
 2. Residential Lots
 - ½ to 1 acre parcels

NOISE

On page 8 the ASP mentions BMR is modeling their racetrack after Calabogie in Ontario. They also state that the fears of opponents to the track have not been borne out after the track was built. I managed to exchange emails with four people from Calabogie who dispute that statement. These people in Calabogie have given up complaining. Liz Loten of the Stillpoint House of Prayer told me by phone their silent retreat is bothered by the noise of Calabogie 6 miles away especially during motorcycle events. She prays that we can avoid the bitterly divided community the Calabogie racetrack has fostered. David Pringle sent a document telling of noise bylaws that can't be enforced, special event exemptions to the noise bylaws, a facility that gradually shuts out local businesses by becoming more and more self contained, employment that is only seasonal after the initial construction, and a community that never really comprehended the nature of the change that arrived. James and Moya Henderson tell of manipulated noise studies, and a noise bylaw officer kept very busy with noise complaints and taking readings but with no results for the residents. They have resorted to wax earplugs when outdoors and turning their radio up when inside. They tell of plans for housing at the track that have never been built, and big money that pushed the development through. They name residents Brian Gorman, Mark Gallavan, Pastor William Griffiths, and Sister Betty as examples of others with noise issues. Moya asks if they are planning a motorcycle school. Sure enough one is specified in the ASP. This is an important question since they have a very annoying whine. She reminds us that street legal cars like BMWs and Porches don't sound the same at the track. You won't know it till you hear it. A newspaper article referring to a public hearing in New York alerted me to the Monticello Motor Club. The article is about residents trying desperately to do something about the noise after the racetrack has been operational. They are proposing a wall to block the noise. Joan-Marie Bauman tells me the racetrack originally stated the cars using it would be road worthy muffled cars and this has proved false. They have a website called track racket that has some horrifying sound clips of what people are actually hearing. In one clip 2 ½ miles away from the track a recording is made inside with the window open while it is raining. The track noise is clearly heard over the sound of the rain outside. A sound clip of a public hearing presentation about noise modeling is very enlightening. With more time I could expand this anecdotal evidence by real people, not just town or county officials. I would be happy to share the long emails these people took the time to provide. They are heartfelt.

If evidence of intrusive noise from other tracks is not enough then simply look at the ACI document and use common sense. The decibel level of a freight train at 15m is 95. The noise modeling parameters show 70 cars on 3 courses (the ASP states up to 100 cars on the 3 courses at one time). The study shows each one of those cars can have a decibel level of 95 at 15ft. So the equivalent of 100 freight trains is roaring around those tracks at once? Really? We know how noise carries down our valleys and across the plains. We used to hear the train in the valley at our residence 4 miles away. Any hope of using the Clark homestead 1 mile away from the site for our residence or for anyone else in the future will be gone.

Top Course

Type of Car	Qty	Sound Pressure Level @ 50 ft (dBA)	Sound Power Level Each (dBA)	Sound Power Level Total (dBA)
Street	1	81	104.7	104.7
Street	1	82	105.7	105.7
Street	2	83	106.7	106.7
Street	3	84	107.7	112.4
Street	4	85	108.7	114.7
Street	5	86	109.7	116.6
Street	5	87	110.7	117.6
Street	4	88	111.7	117.7
Street	3	89	112.7	117.4
Street	2	90	113.7	116.7
Street	1	91	114.7	114.7
Street	1	92	115.7	115.7
Course	1	89	112.7	112.7
Course	1	91	114.7	114.7
Course	1	93	116.7	116.7
Course	1	95	118.7	118.7
Total	36			127.5

Freight train at 15 m	95
Modified motorcycle	95

On page 2 of the ACI sound study the SCCA says cars are allowed a sound limit of up to 103db. On page 13-14 the sound input parameters only show cars up to 95db. The appendix V noise monitoring program affirms the SCCA limit of 103db. Why are there no cars in the noise model even close to the 103db limit?

On page 46 at least one of the courses will be rented to various amateur motorsports clubs on a daily basis. There is no mention of how many amateur clubs there are or of what kind of racing those clubs do. The potential now arises for types of racing not listed in the ASP. The ACI acoustic document only models street and course cars. The ASP mentions a motorcycle school. Again this led me to the website to see what those might be. FAQ#18 states motorcycles are an important part of BMR's target group and there is a planned 12 acre KART track. Where are they in the noise model? Where will the KART track fit on the conceptual drawing?

18. How will the Courses be safe?

The Courses are being designed by Alan Wilson of Wilson Motorsport. Alan Wilson is an internationally recognized Road Course and kart track facility designer. He has designed and built 19 Road Courses and consulted or designed several others that are still in various stages of development.

He offers award-winning, industry recognized expertise in the important and complex world of motor racing safety, a crucial element of the motor sports environment that encompasses spectators, officials and competitors alike.

Wilson Motorsport is experienced in all forms of facility safety and provides creative and cost-effective solutions to a wide variety of challenges. Safety is a very big concern to Wilson. He specifies runoff areas and gravel traps instead of barriers everywhere possible, and insists every runoff be as smooth as a golf course fairway to reduce the chance of rollover.

Alan has been a track safety consultant to the SCCA (Sports Car Club of America), acting as a track inspector and was presented with the club's George G. Snively MD Award for his contributions to track safety.

The Courses have been designed to be safe for motorcycles as bikers are a high target user group.

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.

On page 46 a large, paved area in the paddock of 12 acres could be the skid pad promised on the website. Noise modeling has not included a skid pad.

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.

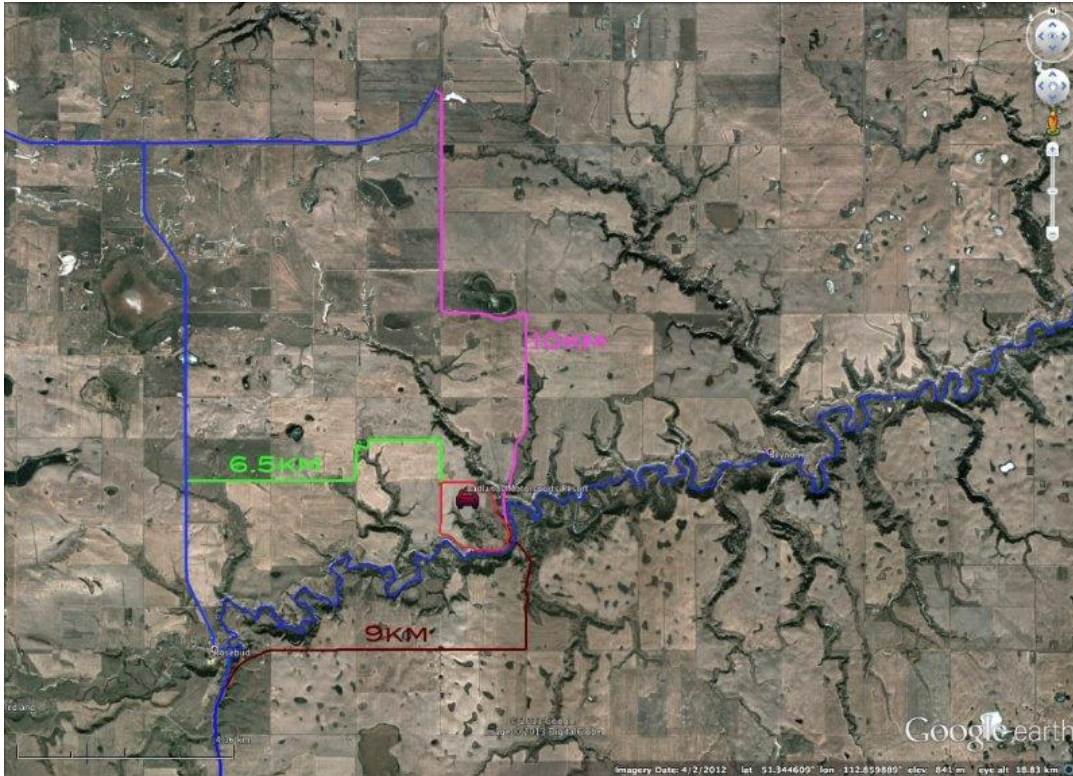
Other clubs will also be able to rent the Skid-pad for events.

On page 22 description of adjacent development in a 3.5 mile radius is missing some residences and Beynon. Hillview colony falls on the edge.

The ACI acoustical study on page states "Information provided to ACI by Badlands Motorsports Club Inc. ACI does not take responsibility for the accuracy of the information". Surely the whole ACI study must be considered incomplete when the proponent has failed to include unbiased input parameters to the study.

ACCESS and INFRASTRUCTURE

Access to this race track is of primary concern to our farming operations. We are in the unique position that we reside in Kneehill County four miles directly north of the site and farm land in Wheatland County on 2 sections adjacent on the west of the site. (Show on map) The James Clark homestead is one mile west of the site.



The proposed primary access to this site is our between our farms. Paving this road is a huge disadvantage to us. We need this back road to move our machinery safely. Our neighbors to the south use this road to avoid 840 and highway 9 as much as they can. We are forced sometimes to travel on highway 9. The unfamiliar public has no recognition of how slow farm machinery is moving. They pull 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. Moving farm machinery and racetrack patrons do not mix. There will be a wreck.

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 & gas industry as stated in the ASP. There is no mention of farmers or recognition of the importance of these roads for moving equipment and grain. This road leads to a one lane hilly, dirt trail through a coulee next to our yardsite. It is used by a couple of farmers and 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 and dirt bikes. I assume they won't be allowed in the racetrack area. They will be on this back road, and every back road in the

area, they will be down every lease road, they do not understand to respect our crops, and they will climb hills in the coulees. They will be our nightmare.

There are two highways, 840 and 841, 8 miles apart for the public to cross the Rosebud river. Please leave the Beynon road and the back roads in this area for farmers.

This county knows how difficult it is to build a road in these coulees. Kneehill's own Clark coulee right below our house is a perfect example. After a summer of construction, a 100 meter culvert, and removal of trees and backsloping another 200 meters from the road, the road sloughed again the next season. On the south side of 841 the road was rebuilt several years ago when it would not hold. There is still sloughing and a poor road. Further south on 841 going through a coulee, the road has half caved away. Check out these pictures of the south side of Langlet siding two springs ago. Highway 9 into Drumheller has tried numerous solutions for storm water drainage. A culvert, mesh, and rocks were 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 ways to do so. You know it. Your road people know it. But does the developer's racetrack friends R.A. Silvennoinen Engineering (RASE) know it?

The Kneehill council has known from at least Oct 25, 2011 of the tactics 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 unsatisfactory.



South Side Langlet Siding



Clark Coulee still a washout and extensive backsloping



841 washout



841 Slumping



841 washout



841 washout



841 no slumping where hills are not disturbed



841 slumping after being rebuilt



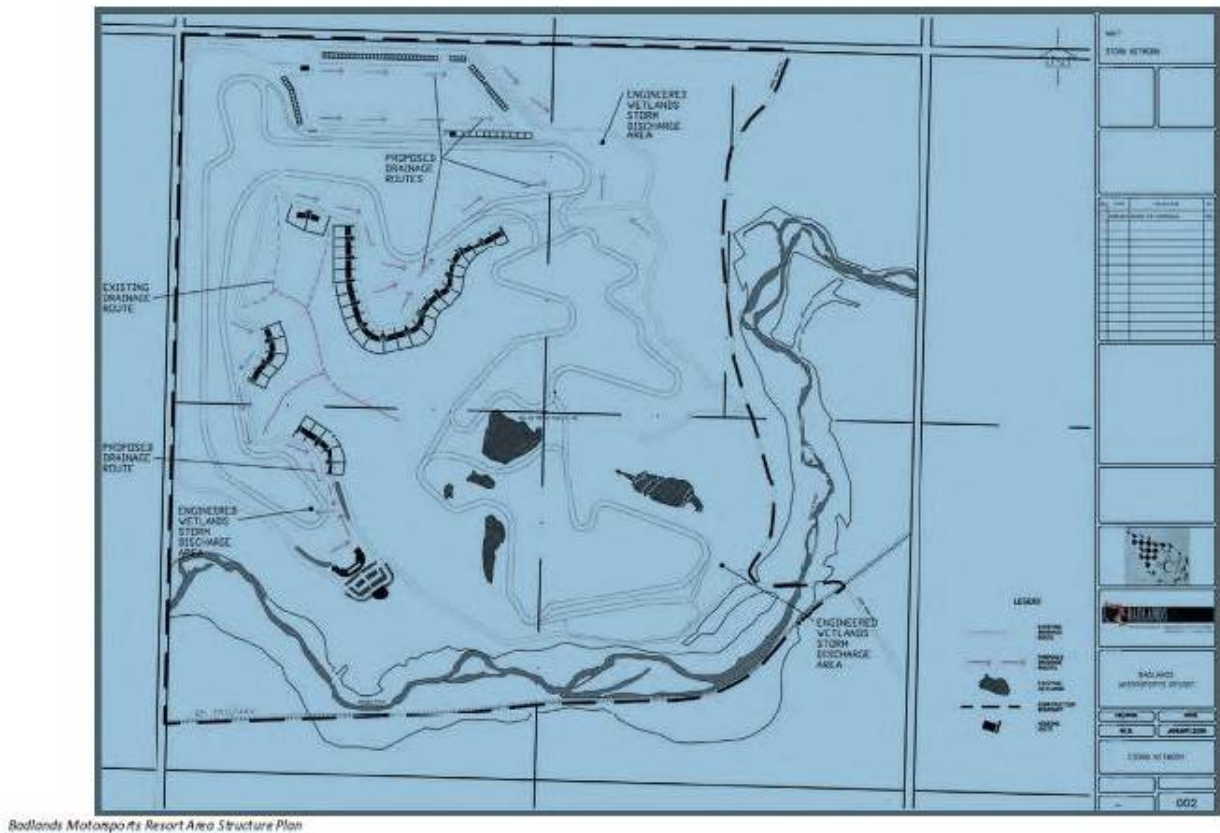
841 washout on new road



841 slumping

STORM WATER

The storm network map in the ASP doesn't cover much. (map pg 65) (aka R.A. Silvennoinen Engineering) – the road people are responsible for this simple drawing that totally ignores the topography of the site. We see the 20 acre paved paddock area at the top, a few arrows showing proposed drainage routes around the condo development, and three wetlands storm discharge areas. There seems to be no drainage shown off the banked and paved tracks, the other two paddocks, and startlingly no drainage coming off adjacent land that slopes toward the site. Are we to be left with sloughs when our drainage is cut off? The storm water pond is supposed to evaporate since there is low precipitation (page 64). I'm not sure how this system would have handled the 4-5 inches we received last week or the thunderstorms that sweep through all summer and I don't see the storm water pond marked on the map. There is no addressing of spring runoff when storm sewers and culverts are still plugged. The natural drainage of the site has totally been disrupted in an area prone to poor stability. Think back to the previous pictures of our local roads. Now think about building the mountain and valley courses as they go up and down the banks. The biologist mentions several erosion control measures but I don't see any engineering that recognizes the monumental task it would be to build these paved roads and keep them stable. When they start to sag in the middle of race season, suddenly the environmental construction mitigations will be disregarded in a frantic effort to repair for the short season. How long till the wetlands fill with sloughing sediment after flash floods and spring runoff that their storm system cannot handle?



Bodlands Motorsports Resort Area Structure Plan

WATER TREATMENT AND SANITARY

That brings me to waste water treatment and the sanitary network. The sanitary network diagram on page 60, again by RASE, is also a few lines with a sanitary treatment facility at the bottom. On page 62 the Biological Sewage Treatment Conceptual Design is by A&T Engineering Services. The diagram seems to show agricultural spray of effluent and yet page 59 says the effluent will go to a new marshland above the 100 year flood plain. Like the storm water there is no indication on the map where this marshland will be. The map on page 63 for the wastewater treatment, this time by another company simply named Engineering Services Ltd is marked as "Sustainable Project". Surely the ASP should have a more than a few cliparts for a plan? The 100 year flood level estimate looks to be a last minute addition to the ASP at the very end of the document and RASE again has investigated this and made a best guess.

Figure 10.2: Compact Biological Wastewater Treatment Plant

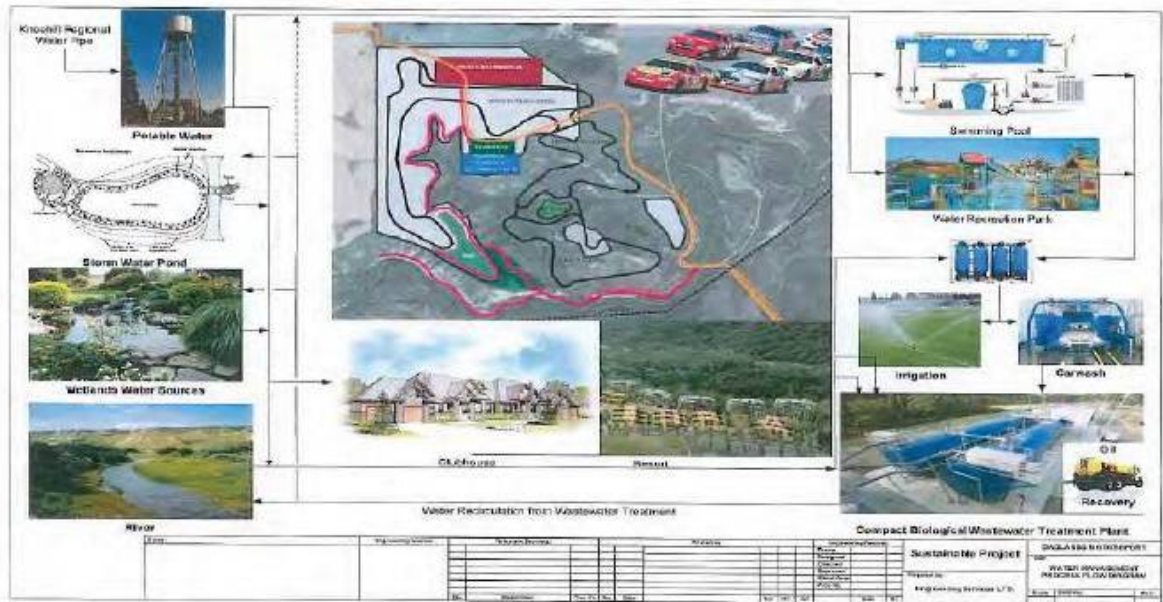
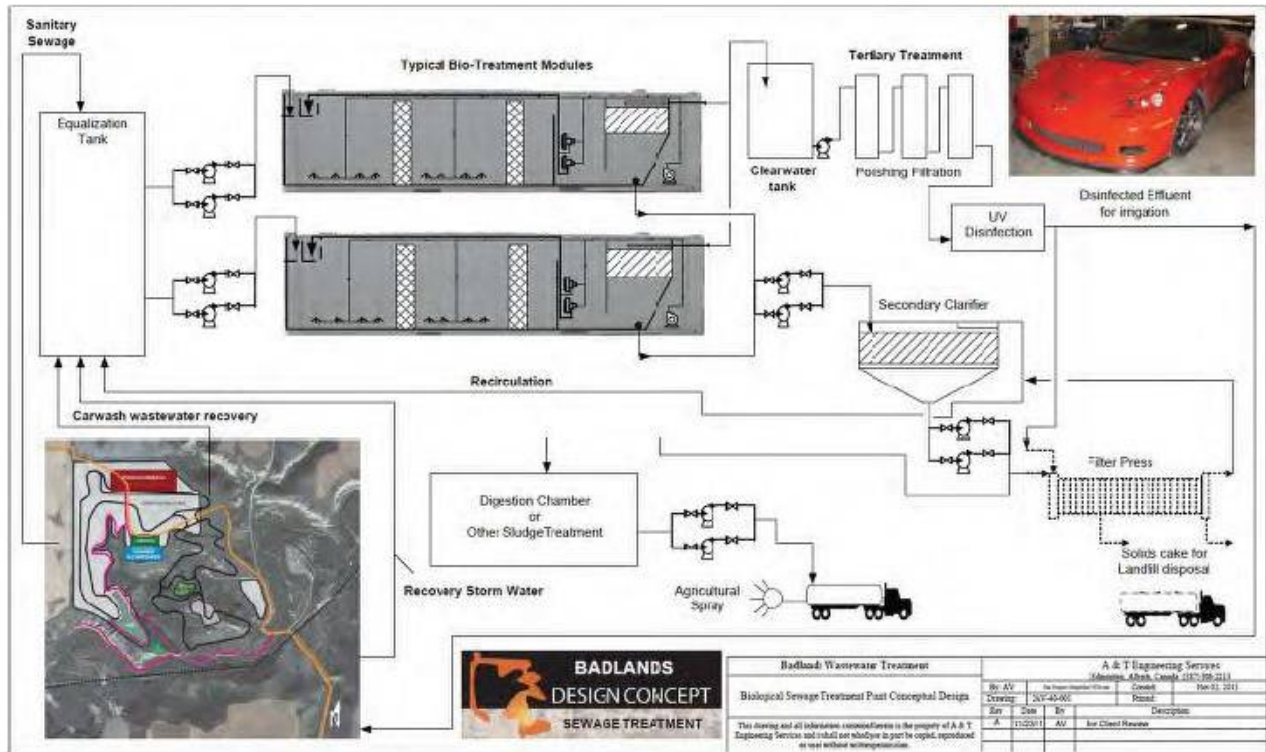


Figure 10.1: Biological Sewage Treatment Conceptual Design



SUSTAINABILITY

The word mitigate is very popular in this ASP. Mitigate means to make less severe. It doesn't mean that the problem is solved. Often it is still severe. That leaves a lot of room for error in an Environmentally Significant Area.

Mitigate to reduce soil erosion (two tracks on the banks of the river)
Mitigate disturbance of wildlife corridors
Mitigate wildlife impacts with speed limits
Mitigate wildlife impacts by reducing human traffic through habitats
Mitigate wildlife impacts using trails
Mitigate wildlife impacts using boardwalks
Mitigate disturbance of wildlife during construction (avoid nesting season)
Mitigate loss of habitat during stripping and grading (only during fall and winter)
Mitigate loss of vegetation during stripping and grading
Mitigate disturbance of riparian areas with development setbacks.
Mitigate disturbance of wetlands by going around them
Mitigate preserving and enhancing natural features with promises of careful planning for the look of the place
Mitigate the use of our back roads by discouraging use
Mitigate noise with a policy on paper
Mitigate storm water (what about flash floods, spring runoff)
Mitigate race courses cutting off wetlands and slopes from their natural drainage
Mitigate noxious weed control
Mitigate with an environmental fund
Mitigate access to sensitive areas with trails and boardwalks
Mitigate distance from emergency services

No mitigation for cars roaring directly above nesting birds

No mitigation for cars roaring around wetlands

To begin a development with this many mitigations is extraordinary already. Wait until the development proceeds and the unforeseen mitigations begin to arise.

This proposed resort is the equivalent of a new town. It will be under the control of a private company with a board of directors. The goal of that board is to make a return on investment to its shareholders. The Zelazos have a dream. I do not doubt they are passionate about their chosen recreation and want to present it in the best possible light. If the big investment they need comes on board will their dream be hijacked? Money talks. That is how free enterprise works. Suddenly all the mitigations and rules so earnestly crafted are as good as the paper they are written on. Is your vision today that the county will place tough rules and limits on this development to mitigate all our concerns? Think about this racetrack 10-20-30 years down the road. Think about the future slates of councillors and the monumental job you have left them to enforce and maintain all these mitigations and rules. Will they monitor erosion, wetlands, trails, boardwalk maintenance, and noise. How often will BMR return to the county to change the bylaw because the mitigations are no longer possible or no longer

necessary because they have failed? How often will BMR return to add different kinds of racing and special events exemptions since their road course isn't paying the bills? How long until noise complaints are no longer heard? How will you enforce all these mitigations when there is an economic downturn and there is no money to hire qualified staff for emergencies, waste water treatment, maintenance of storm water systems, and maintenance of tracks built on coulee banks? How will you handle the facility being sold to the next racecar guy with a dream for 10 cents on the dollar?

The folks at Calabogie alerted me to another Alan Wilson designed course in Pennsylvania. As of a July, 2013 news article the track has been sold to new owners and renamed from Beaverun Motorsports Complex to Pittsburgh International Race Complex. We have not had the time to research this facility but pictures show all the really noisy racing happening there including vintage racing. The article says "Pittsburgh International Race Complex is the ideal venue for racing the big thunderous Mustangs, Corvettes and Jaguars – cars that need a big track to test the mettle of these ground pounders". This is an example of how a development grows out of control.

ENVIRONMENT

The Kneehill County Environmentally Significant Areas report places this development in an ESA-2. That is a level of High Significance. On page 84 of the report it clearly states “development within an ESA-1 or -2 should be avoided or minimized”. How can it be argued that developing a racetrack at this location cannot be avoided? Furthermore, the intent of the report is to encourage upgrading of ESAs whenever possible. This means the goal should be to understand why this area is only a level 2 and what can be done to raise it to a level 1, not permit development that will likely reduce its status.

On page 86 the Cottonwood Consultants (1991) provide this guideline. “No major development should be permitted in ESAs due to detrimental impact or physical constraints”.

Note also on page 85 Non-ESAs should be protected as well. The primary access road goes through wetlands and into an ESA. These areas should have received an EIA as well.

Canada is faced today with an image of poor environmental stewardship. Powerful lobby groups are saying that Canadians will sacrifice their environment for economic gain. Alberta has been striving hard to dispel this perception. Our obscure little county has an opportunity to show leadership on the provincial, national, and maybe even world stage. You have done everything right so far. The ESA report and MDP reflect a strong spirit of environmental and agricultural preservation. Let developers know that Kneehill County is open for business. But also let them know that we expect them to locate their businesses in areas compatible with the future of environmental protection and of all of our residents.

On page 74 the ASP states that the road courses will be securely fenced in to protect the public and wildlife from the road course activities. I assume that means secure fencing goes all around the tracks and blocks the wildlife corridor. Page 33 of the BIA states that “any fences that are erected in or around the project area be permeable to wildlife and placed in such a way that wildlife movement through the region would not be impeded”. Page 71 states that an **Environmental Protection Requirement is to preserve wildlife corridors**. The securely fenced racetracks block virtually the whole site. The Enviroconsult rebuttal letter on page 6 acknowledges that if wildlife have their movement restricted by fencing they will simply have to go around. Kneehill County’s own trusted Environmental consultants should be hired at the developers cost to completely redo the environmental impact assessment. It is out of date and this ESA deserves more than one opinion and a 2 day field study.

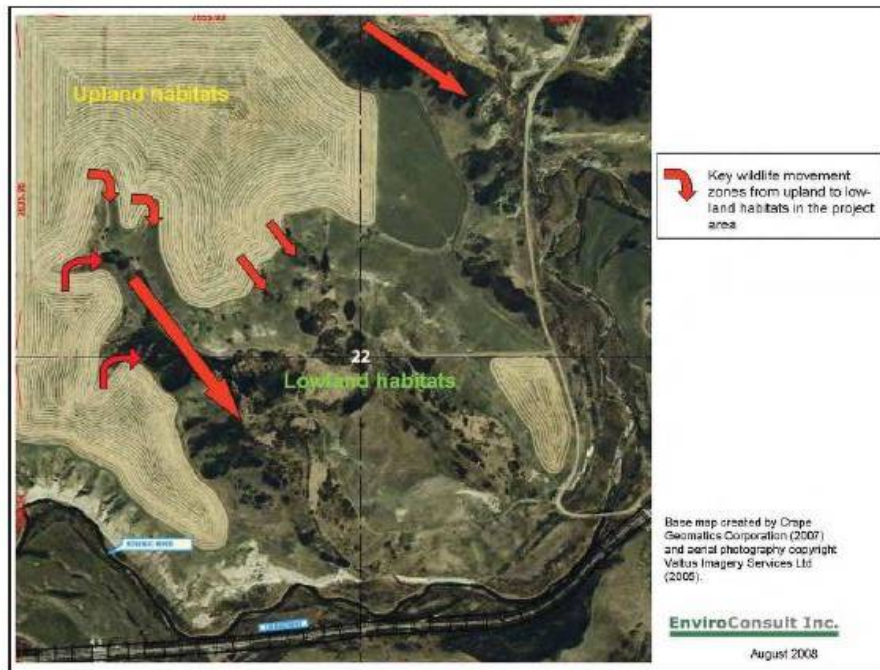


Figure 5 Key wildlife movement zones from upland to lowland habitats in the project area

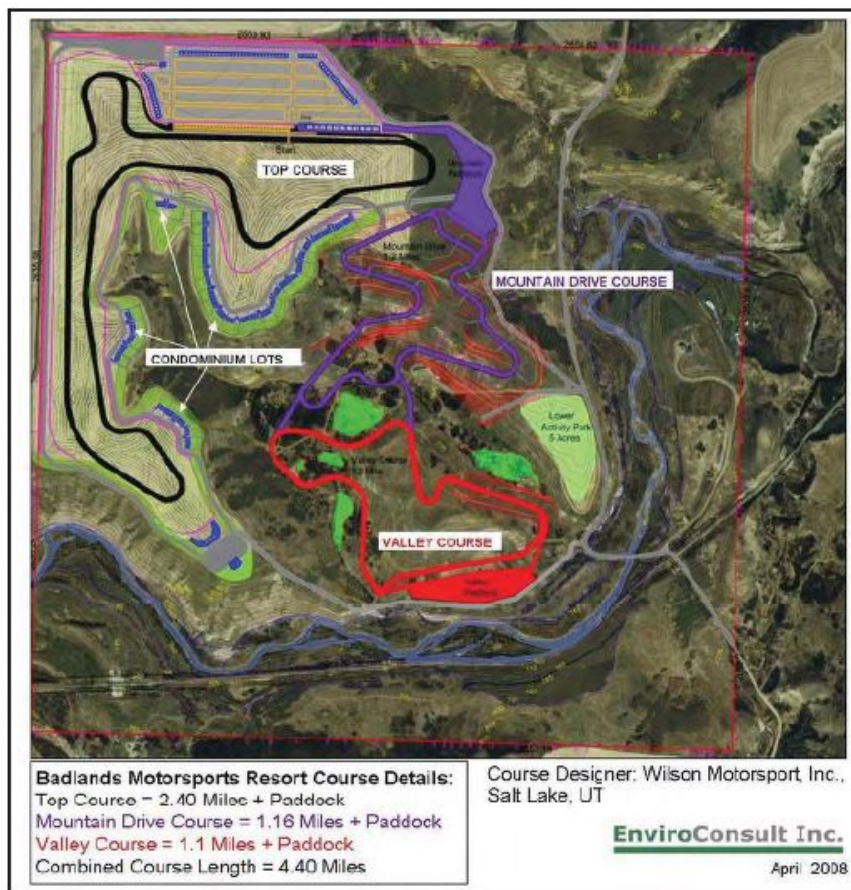


Figure 2 Current concept drawing for Badlands Motorsports Resort (five of the identified wetlands are shown in dark green surrounding Valley Course)

A further Environmental Protection Requirement at the top of Page 72 states to “minimize lighting and noise generation to decrease potential for wildlife/human conflict and wildlife habitat impact”. This is a racetrack. It will be noisy. Point 4 on page 5-6 of the Summit Environmental letter states “the report does not mention any mitigation for the operation phase of the development. It is unlikely that a functioning motorsports park and associated facilities will foster the habitat requirements for those species that are mentioned as requiring protection during the construction phase.” **There is no possible mitigation. The wildlife will not remain in this area.** When wildlife lose their habitat they cannot simply relocate. Adjacent areas already have wildlife with their own balance and territory. Loss of habitat means loss of wildlife.

On page 53 there are proposed activities of mountain biking and horseback riding. Those activities would seem to require more environmental disturbance in the ESA. On page 51 there is a driving range. Where could it possibly be with no disturbance of the ESA?

MUNICIPAL DEVELOPMENT PLAN

In the Municipal Development Plan a goal of Kneehill county is to protect agricultural land from inappropriate uses. An objective is to protect agricultural land from unnecessary encroachment. A policy for evaluation of non-agricultural purposes is to take into consideration the agricultural capability of the land and the impact on adjacent agricultural lands. Contrary to what the ASP says, there are 145 acres of excellent farm land, there is little doubt a racetrack is unnecessary at this location, and a new town next door will have a huge impact on our operation. Imagine the garbage, the trespassing and crop damage, theft, and traffic - all the troubles that come with a daily influx of population. Imagine the complaints when the smell from the hutterites barns or manure spreading drift over their town. Imagine the protests when any farmer proposes livestock operations that might be incompatible.

This is similar to me buying a residential lot in Calgary and taking my tractor in to park everyday... or perhaps raising cattle in the middle of a Calgary neighborhood. Good city planning doesn't allow that to happen. Neither should good municipal planning allow a racetrack here.

Under Growth Management (page 13-14), which seems to be where this development falls in the MDP, there are several matters to be considered.

Firstly, the pre-requisite for redesignation is that the ASP must be to the County's satisfaction. Simplistic reports for storm water, an incomplete environmental impact assessment, environmental impacts that cannot be mitigated, and unaddressed access considerations should be grounds to vote against this ASP.

Type and scale

Adequacy of parcel size

Suitability of site

Site design WRT topography, ESAs, landscape features, wetlands and steep slopes

Compatibility with existing and future land uses

Proposed access

Emergency access

Availability of municipal utilities

Provision of open space

Consistency with the Land Use Bylaw

Proximity to oil and gas, wastewater treatment, solid waste handling

The need for the development and the benefits it would bring to the community

The type and scale of the proposed use is too big for the usable area they have. They have squashed their residential development and amenities into the small, cultivated area on top since the slopes, wetlands, and riparian areas can't be used. They want to build two racetracks on highly erodible slopes and through wetlands. The ASP says they will need to acquire land and expand into Wheatland County for future development. Note the Calabogie park occupies 1,200 acres.

Their proposed access is the long way around from Calgary and they have no plan for making the other accesses viable.

This is an Agricultural area. A racetrack is not compatible now or in the future. There is no infrastructure at the site. Everything must be built.

Kneehill emergency services, in fact any emergency services are a long way away.

The MDP clearly encourages land use which makes use of existing infrastructure, co-operates with adjoining counties, protects ESAs, limits conversion of agricultural land, directs non-agricultural development away from agricultural areas, and develops residential communities where there already are towns.

An Encana pipeline runs along the northern boundary of the site where the paddocks are. An Encana well site seems to lie directly on the proposed lower activity area.

Finally, and the biggest issue of all. Is this development necessary and what benefits will it bring to our community? Clearly it is not a necessity to build a racetrack at this location. The ASP plans a self contained, self serving community. We only see problems and no benefits to this racetrack.

On page 37 of the MDP Common and Protective services need to be addressed. Again the ASP is not satisfactorily addressing these issues.

CONCLUSION

Perception. Perception is a powerful thing. It can be instilled in us in very subtle ways. Words like “road course”, “country club”, “resort”, “family”, “recreation”, “seamless integration with the landscape”, “protection of the environment”, “street cars”. All these give us a sense of calm and peace. Ladies and gentlemen, perception is the latest strategy being used to gently coax a racetrack into the countryside. It worked at Calabogie. Don't be fooled. For surrounding residents racetracks are noisy and obnoxious. They need to make money by adding more people and more noise. They pollute our air and our land. Their intrusion overtakes the very being of a community. They bring big investors with deep pockets; no bylaw can suppress them. Ask the people near Monticello. Ask the people at Calabogie. These are real people. These are bitter people. The people of this area are asking you not to take the risk ... is our county so desperate for city money as to sacrifice us and sell our very soul. The people in your own divisions would ask the same of you. There are no conditions or compromises that can make a racetrack acceptable. That is not a perception. That is the reality.