

REPORT TO COUNTY COUNCIL

AGENDA ITEM

Subdivision Application No. S-003-22

April 14, 2022

BACKGROUND

Richards Consulting and Associates Ltd., on behalf of the Track on 2 is seeking permission to subdivide an existing approximately 58.67 ha (145 acre) parcel of land legally described as Lot 1 Block 1 Plan 992 0636, Pt. SW 23-40-27-W4M, west of the City of Lacombe owned by The Track on 2 Inc. The proposal is to subdivide five separate titled parcels from the titled land to allow for the expansion of the existing Race Track and Entertainment Facility. The property is currently zoned as Highway Commercial 'C-HC' District under the County's Land Use Bylaw. The subdivision is being undertaken to allow for the expansion of the track to include a casino, hotel, and a multi-use sports facility. The applicant recently requested to omit the 18.21 hectare (45 acre) parcel from the subdivision application at this time.

LEGISLATIVE RESPONSIBILITIES

Pursuant to section 623(1) of the Municipal Government Act, Council has designated itself as the subdivision authority to deal with multi-parcel subdivision applications.

In making a decision on a subdivision application, section 7 of the Subdivision and Development Regulation requires Council to consider the topography of the land proposed to be subdivided; its soil characteristics; surface water drainage; any potential natural environmental hazards, such as flooding, erosion and slope movement; road access; water supply and sewage disposal; the use of surrounding lands; and any other matters it considers necessary to determine whether the land is suitable for the intended use.

Section 654(1) of the Act directs that Council cannot approve an application for subdivision, unless it is satisfied that:

the land proposed to be subdivided is suitable for the intended use;

the intended use is compatible with other uses, both existing and proposed, in the surrounding area; and

the proposed subdivision conforms to the Municipal Development Plan and any other statutory plan affecting the land, the uses that may be considered for the land in the Land Use Bylaw, and complies with the Act and the associated regulations.

Council is required by section 8 of the Subdivision and Development Regulation to give reasons for its decision, including an indication of how it has considered any submissions made by neighbouring landowners as well as the matters listed in section 7 of the Regulation.

POLICY CONSIDERATIONS

The subject property falls within the Lacombe Intermunicipal Development Plan (IDP) and the Highway 2A Urban Corridor Area Structure Plan (ASP).

The proposed development is within the Joint Economic Area (JEA) of the IDP. The plan states that the City and County shall continue to work together to encourage commercial and industrial development within the Joint Economic Area. It also stipulates when water and wastewater services are required.

The ASP mentions the Track on 2 site and it's excellent exposure and access to the Queen Elizabeth II Highway. The plan identifies this area for further commercial opportunities, including expanded tourist attractions and encourages comprehensively designed, multi-use recreational facilities to be developed.

There are no minimum lot size in the C-HC District, lot sizes are at the discretion of the County.

CIRCULATION RESPONSES

The City of Lacombe, Atco Pipelines, FORTIS Alberta Inc., EQUUS, Telus, and Alberta Health Services indicated that they had no concerns with the proposed development.

Alberta Transportation had no concerns with the proposed subdivision; however, they did include some additional comments regarding future upgrades to the road network in the future. These included a possible roundabout at Highway 12 and RR 27-1, and relocation of the RR 27-1 and RR 27-2 intersection. These items are meant to be topics of discussion in the future as the lands within the Highway 2A Urban Corridor ASP develop.

The County's Operations Department have no concerns with the subdivision application. They have reviewed the stormwater release rates and the proposal is in accordance with the *Whelp Brook/Wolf Creek Master Drainage Plan*. They also note that the subdivision is to utilize the existing approach for the lift station for all newly created lots. Intersectional

improvements that are outlined in the Transportation Impact Assessment will be required at the development stage.

ISSUE ANALYSIS

The subject lands are identified in the ASP for Recreational / Commercial development which requires that various technical studies need to be carried out in support of the redesignation application to address traffic impacts, storm water management, the availability of groundwater, geotechnical considerations and the environmental impact and these studies must then inform the concept plan. The developer has provided an updated TIA for the proposed uses as well as a design for stormwater management. The remaining studies had previously been completed for the subject site during the original rezoning.

Stormwater Management

Richards Consulting & Associates Ltd. submitted a design for the proposed stormwater management facilities. The proposal includes a series of swales that are proposed to be dedicated as drainage easements between the lots. The main collector swale at the rear of the lots, directs stormwater to a collection pond which will be fully contained within a PUL. This pond has an outlet to the Whelp Brook. The maximum allowable release rate in the Wolf Creek and Whelp Brook Watersheds is 2 L/s/Ha. This is from the Master Drainage Plan, of which Lacombe County is a participant.

Transportation

Scheffer Andrew Ltd. prepared a Transportation Impact Assessment (TIA) for the proposed subdivision. The proximity to Highway 12 and the QEII highway meant that Alberta Transportation was involved early on in the drafting of this study. As a result of the study no geometric upgrades were deemed to be required to the Highway 12 and Range Road 27-1 or Range Road 27-1 and Range Road 27-2 intersections to accommodate traffic volumes following the completion of the proposed resort expansion. Future Highway 12 and Range Road 27-1 intersection upgrade might be necessary by year 2041 based on surrounding growth, however it would be driven by background growth and development north of Highway 12 and should be completed based only on a comprehensive network assessment at the time. The access onto RR 27-1 is proposed as a stop-controlled intersection which will have sufficient excess capacity to handle a variety of peak events, or future traffic growth.

Reserves

The County's standard practice is to take 10% of the proposed parcel(s) to be dedicated as Municipal Reserve (MR) for parks, trails or in some cases to increase the amount of land adjacent to a lake or water body. The County also has the option to take the 10% MR as

cash-in-lieu which can be used to purchase land in an alternate location. The County has typically only taken cash-in-lieu in cases where the dedication of such lands is not practical due to its location, connection to other parcels (in the case of trails), or in areas where the provision of public access is not warranted. In this case, staff are recommending a cash-in-lieu payment for the MR due to public safety concerns related to horse racing activities on site. In addition, the site is landlocked with Federal research lands surrounding it. This means that future trail connections would not be possible in this location.

STAFF RECOMMENDATION

In consideration of the technical documents already provided as part of the original redesignation and updates considering this subdivision application, conformance with the regulations and plans applicable to the subdivision area, and the required development agreement, staff recommend that the application be APPROVED, subject to the following conditions:

1. parcels to be subdivided as generally shown on schedule 'A'
2. access into the newly created lots to be from the existing approach for the lift station
3. access easements are to be registered on each title to ensure legal and physical access is provided from the above noted single access point
4. a Public Utility Lot (PUL) is to be dedicated as generally shown on Schedule 'A' and must include the drainage swale and stormwater management pond
5. developer to enter into a development agreement respecting municipal improvements for the development prior to final subdivision approval
6. all requirements outlined in the development agreement to be adhered to prior to the final subdivision approval
7. the developer, at no expense to the County, shall grant to the appropriate utility companies easements or grants of right of way as are necessary for utility servicing purposes, and shall register or cause to be registered such easements or grants of rights of way for the Subdivision Area or any part thereof concurrently with the registration of the plan of subdivision.
8. municipal reserve to be provided by a cash-in-lieu payment calculated by multiplying per acre value of the existing titled area by 10% of the acreage being subdivided. In accordance with the requirements of section 667(1) of Municipal Government Act, the County's Assessor has estimated the current market value of the land to be \$8,800 per acre. A cash-in-lieu payment shall be paid to the County prior to the final approval of the subdivision

9. all taxes owing, up to and including the year in which the subdivision is to be registered, are to be paid to the County prior to the final approval of the subdivision
10. the subdivision to be carried out by a plan prepared by an Alberta Land Surveyor

COUNCIL DECISION

PREPARED BY: Peter Duke, Planner / Development Officer

REVIEWED BY: Dale Freitag, Director of Planning Services

REVIEWED BY: Tim Timmons, County Manager

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