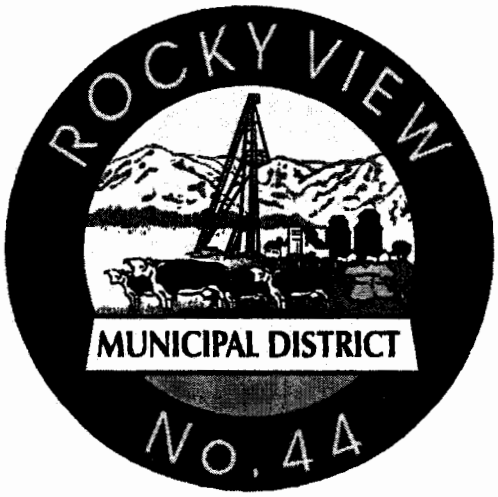

Greater Bragg Creek Area Structure Plan

Compilation of Draft Policy Directions by Subject Area

Thanks for your continued interest in the development of the Greater Bragg Creek Area Structure Plan.

This document contains the Draft Policy Directions that have been compiled by the Greater Bragg Creek Area Structure Plan Steering Committee, representing the work of the Steering Committee over the past 18 months. The Draft Policy Directions address a number of subject areas and are intended to address all of the policy areas that have been identified within the Greater Bragg Creek area.

They have been developed following the integration of information from a number of sources including:

- public input received as a result of Open Houses and Visioning Workshops held in the Spring of 2004 and the results of the Household Survey conducted in 2003,
- stakeholder information and interests obtained through meetings with representatives of stakeholder groups, provincial departments and local authorities,
- baseline information developed to support the work of the Steering Committee by staff within various departments of the MD of Rocky View and by Alpine Environmental Consultants and the Resource Inventory and Sensitivity Analysis (RISA) Technical Team, and
- reports received from sub-committees created by the Steering Committee to examine the issues and interests of stakeholders around some of the subject areas that the ASP will need to address. In particular, these include the reports of the Commercial sub-Committee and the Trails sub-Committee.

The work of the Steering Committee to date has been to listen, to understand and, most importantly, to balance the needs and interests of all of these groups with available technical information and try to determine policy directions that will guide future redesignation, subdivision, and development decisions in a manner that is consistent with that balance.

Your review of these Draft Policy Directions will help the Steering Committee determine if the balance they have determined to date is one that will work for the Greater Bragg Creek area. **Please take the time to review this document and provide your feedback.** Feedback forms were distributed at the Open House but can also be downloaded from the Greater Bragg Creek Area Structure Plan webpage on the MD of Rocky View website (www.gov.mdrockyview.ab.ca).

The background materials referred to above were available for viewing at the Open House. They are also accessible on the MD of Rocky View website and at the MD offices (911 32nd Avenue NE in Calgary). Hard copies can also be obtained from the MD Offices. In some cases a fee will be charged to cover reproduction costs.

Questions and feedback can be directed to:

Gail Sokolan, Project Planner
MD of Rocky View
Phone - 230-1401
Fax - 277-3066
planning@gov.mdrockyview.ab.ca

Please ensure that your feedback is received by August 12, 2005

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Preserving Local Historical Context

PREAMBLE:

Local archeological evidence indicates that, for thousands of years, the First Nations people migrated throughout the Plan area during their annual hunt for buffalo. However, it is commonly thought that permanent settlement did not begin until European adventurers and fur traders began their travels within this area. Since that time, the Greater Bragg Creek community has witnessed a long and colorful settlement history. An understanding of the history of local settlement will undoubtedly enrich the future of the Greater Bragg Creek community, making the promotion of increased awareness and understanding of the community's historical context an important component of the Area Structure Plan.

The community of Bragg Creek "officially" began in 1914 with the construction of the first Post Office near the Saddle and Sirloin Ranch. Local settlers soon moved to the southern shore of the Elbow River when they discovered the frequently disastrous effects of springtime flooding. Ranching activities comprised the dominant local land use until construction of hunting lodges began in the 1920's. The first General Store was built in 1921, prior to which supplies were brought into the area from either Calgary or Cochrane. Soon thereafter, construction of numerous cabins began to accommodate affluent retirees and families wishing to enjoy the community throughout the summer and return to their homes in Calgary throughout the winter. The post World War II era witnessed many property ownership changes, mainly as a result of estate and tax sales of those men who gave their lives in conflict. This wave of new owners included mostly affluent Calgarians who were interested in enjoying the area's recreational pursuits.

The community's tourism economy was established during this time with the opening of several horse rental operations and riding clubs. In the mid 1950's, the Hamlet of Bragg Creek was a tiny residential community with a mix of seasonal and year-round dwellings, while the surrounding countryside contained mostly un-subdivided agricultural quarter sections . During the 1970's, improvements to the Provincial transportation system made a daily commute to the City possible and gave rise to the creation of numerous country residential subdivisions including the present day Saddle & Sirloin Ranch, Elk Valley Estates, Wildrose Estates, Fawn Hills, Elkana Estates and Lyon Mountain Estates (now Wintergreen). Since then, many of the 20-acre subdivisions within West Bragg Creek have been in-filled with pressures for additional local subdivision and development anticipated to continue.

The local settlement pattern is expected to change as a result of future subdivision and/or development. To minimize potential negative influences, Developers should be required to provide impact assessments on pre-settlement archeologically sites and historically significant landscapes, buildings and related improvements arising and strategies should be developed with an end goal of identifying, preserving and maintaining local historical resources as the community continues to evolve.

VISION

Looking forward 25 years, the Greater Bragg Creek area has maintained a strong "sense of place" through deliberate efforts to promote local awareness and appreciation for the community's settlement history. Over time, historical sites with local significance have been identified and assessed throughout the Plan area, and in some cases, mutually beneficial partnerships have been developed between the Province, the municipality, local developers and area residents to preserve and maintain these resources. Wherever possible, buildings and landscapes with local significance have been preserved and integrated with new subdivision and/or developments with several important local buildings having been renewed and restored with adaptive reuse. A public depository, such as a museum or library) has been established within the community for local artifacts.

DRAFT POLICIES:

- Alberta Community Development should review all proposals for subdivision and/or development within the Plan area to determine the existence of significant archeological sites and to establish appropriate preservation and/or mitigation measures if their disturbance is proposed.
- Wherever possible, partnerships should be encouraged between local community groups, agricultural operators and developers to help maintain and enhance appreciation of the community's historical settlement patterns.
- A Greater Bragg Creek Historical Society should be established to undertake an assessment of buildings and cultural landscapes of local significance within the Plan area. The assessment should identify locations of such buildings and landscapes and a provide rationale that supports why they should be considered historically significant.
- Wherever possible, buildings and cultural landscapes of local significance should be preserved and, if possible, integrated with new subdivision and/or developments to retain their historical context for the benefit of the community. As appropriate, either they should be preserved and maintained within dedications of Municipal Reserve or on privately owned lands. Where this is not possible, installation of appropriate interpretive signage should be required (e.g. cairns) as a condition of their redevelopment to document their historical context for the benefit of the community.
- The adaptive re-use of culturally significant buildings should be encouraged to preserve and maintain the integrity and local significance of their exterior.
- In some cases, historical buildings qualify for preservation in accordance with the Provincial Historical Resource Act. In such cases, partnerships between the Province, the municipality, local developers and area residents should be developed to finance preservation and maintenance of these buildings.
- Local Developers should incorporate names of the community's original settlement families, historical events and/or culturally significant locations into new subdivisions.
- A public depository for locally significant historical artifacts should be established within the community

Agriculture

PREAMBLE:

Agricultural activities continue to enjoy strong support within the community. Livestock operations continue to add value to the local agricultural economic base in the face of many external challenges. Over the past four decades, large segments of the community's ranch lands have experienced pressures to convert from agriculture to residential development. This trend is expected to increase. As a result of the relatively expensive land values, opportunities for the continuation of existing or introduction of new agricultural land uses are being restricted.

Agricultural operations help maintain stormwater quantity and quality within the Greater Bragg Creek area. Likewise, the open spaces associated with extensive agricultural activities create visual amenities for local residents in addition to providing opportunities for wildlife movements in the midst of country residential developments.

Since agricultural and residential land uses appear to be competing within the Greater Bragg Creek area, an objective of the Area Structure Plan should be to provide opportunity for agricultural operations to remain in place despite ongoing land use transition. Given their natural utility and social value, a sensitive and responsible land use strategy should be established to manage redevelopment of existing agricultural operations to non-agricultural land uses. If the community is to retain the

benefits gained from local agricultural activities, significant collaboration between residential landowners, agricultural operators, developers and the Municipality will be required.

All non-agricultural development should be respectful of existing agricultural operations and provide for appropriate transitioning and buffering for existing agricultural activities. Likewise, the introduction of new agricultural developments should be encouraged provided they do not adversely affect the area's existing infrastructure (e.g. roads), do not create significant off-site impacts for adjacent non-agricultural developments, and add value to the products of traditional agricultural activities.

VISION:

Looking forward 25 years, agriculture developments remain an important undertone of the lifestyle that pervades the Greater Bragg Creek area. While residential subdivision has replaced agriculture as the dominant land use, the retention of existing agricultural uses has been promoted and encouraged over time. Development, especially the redevelopment of lands from agricultural uses, has been sensitive to existing agricultural uses, minimizing any impacts that could have a negative effect on these uses. In some cases, introduction of new agricultural land uses with minimal off-site impacts and responsible farming practices has been encouraged.

DRAFT POLICY DIRECTIONS:

General Agriculture

- Agricultural land uses should be promoted and encouraged to continue within the Plan area. The rights of existing agricultural developments to continue operating should be supported through implementation of the Provincial Agricultural Operations Practices Act and the Farming Practices Statutes Amendments Act ("Right to Farm" Legislation).
- Introduction of new agricultural uses within the Greater Bragg Creek area should be evaluated in accordance with the following criteria:
  - The compatibility with the character of the area;
  - The ability of the land to accommodate the type, scale, size and function of the proposed agricultural use;
  - Minimization of negative impacts on adjacent lands;
  - Minimization of negative impacts on local municipal infrastructure (e.g. road network, stormwater management, etc.); and
  - Minimization of negative impacts on the environment (e.g. air quality, natural drainage systems, wildlife movements, etc.).
- Introduction of new agricultural activities with potential to create significant negative off-site impacts should not be permitted (e.g. Confined Feeding Operations, Local Livestock Operations, etc.).

Redevelopment of Agricultural Land Uses

- Sensitive integration of existing agricultural land uses should be a primary consideration when considering proposals for non-agricultural developments.
- Redevelopment of existing agricultural lands should identify and mitigate any resulting changes to stormwater management, wildlife movements and view sheds.
- Where development of agricultural lands with non-agricultural uses is deemed appropriate, the resulting subdivision design should accommodate an appropriate transition and buffer from any existing agricultural operation.

- Wherever possible, redevelopment of agricultural lands with non-agricultural developments should proceed in a logical fashion on lands that are contiguous to existing non-agricultural developments and should not negatively impact existing agricultural operations.
- Agricultural buildings with local significance should be integrated, wherever possible, within future non-agricultural land uses.

Open Space

PREAMBLE:

"Green space", defined as open, undeveloped and/or undisturbed tracts of land, exists in abundance throughout the Greater Bragg Creek area. These lands visually dominate the area and, in large part, define the community's physical and social character. However, the ownership of these green spaces truly defines their function. Local green spaces are both privately and publicly owned. For purposes of defining policy directions, privately owned green spaces are referred to as "open landscapes" and publicly owned green spaces are referred to as "open spaces".

The geography of the Greater Bragg Creek area is characterized by spectacular vistas traversed by extensive areas of rugged terrain and dense vegetation. Local residents cherish the community's abundance of trees, natural waterways and wildlife habitat. Open landscapes contain an abundance of biodiversity, provide inherent utility for the local watersheds and afford opportunities for wildlife movements. The preservation of open landscapes is viewed as essential to maintain the natural integrity of the area and establishing a framework that responsibly manages local development within undeveloped open landscapes is considered both necessary and desirable.

Open landscapes are universally appreciated for their aesthetic value, and to a large extent, their visual dominance defines the character of Greater Bragg Creek. Although communally enshrined, most open landscapes within the area are privately owned, and therefore, subject to rights of individual ownership (e.g. no public access). Resulting from continued changes brought on by local development, the "look and feel" of private open landscapes is expected to evolve over time. How the open landscapes ultimately change will determine the future visual aesthetic, character and appeal of the community.

Greater Bragg Creek has obvious potential to provide opportunities for local recreation. However, since most open landscapes within the area are not publicly owned, local recreational activities often occur on privately owned lands, either with or without the owner's knowledge or consent. Likewise, pedestrians, cyclists and equestrians use municipal road rights-of-way since few public trails have been developed to connect local destinations. Unless publicly owned, the right of access to open landscapes cannot be secured. The creation of planned open spaces that are publicly owned could enhance the recreational amenity of the community. An identified goal of the Area Structure Plan is to establish a framework to develop an integrated recreation and open space system required by the range of uses proposed within the Plan area.

Although the Municipality has assembled an inventory of publicly owned lands, the recreation needs of the community as a whole have not been assessed. The local recreational demand should be comprehensively evaluated in order to accurately determine when, where and how municipally owned lands should be acquired to best satisfy the community's needs.

The "Leased Lands" contain approximately 800 acres of open landscapes within the Plan area. These Provincial land holdings contribute significantly to the local agricultural base and contain a wealth of undisturbed natural areas. The community prefers their continued maintenance and public stewardship under the Provincial Lease Program.

Options for future growth and development within the community will create opportunities to preserve and enhance public open spaces by incorporating a variety of residential and recreational features. A

strategy to establish public "greenways" that links various elements of the community together is a high priority for local residents.

VISION:

Looking forward 25 years, much of the community's appeal continues to be generated by the dominant visual aesthetic of the undisturbed open landscapes within the Greater Bragg Creek area. Portions of these remain privately owned and designated for agricultural uses. Private open landscapes continue to afford a latent utility that provides for natural processes such as stormwater management, groundwater filtration & recharge and wildlife movements. Strategies that manage ongoing developments occurring within private open landscapes have largely determined the visual character and appeal of the community.

Dedication of public open spaces has served to preserve and enhance the land's environmental integrity. Dedication of public open spaces has also provided opportunities for passive and active recreation that can enhance the quality of life for local residents. Outside of the Hamlet, the amount of public open spaces has been increased through dedication of Municipal Reserves however, consolidation of these areas to create several large formal "community parks" within Greater Bragg Creek has not occurred.

DRAFT POLICY DIRECTIONS – *To Preserve the Rural Character:*

"Private" Open Landscapes:

- Although not publicly owned, strategies to encourage visually sensitive developments within private open landscapes should be encouraged (e.g. discourage locating new building sites within the center of a meadow, maintain irregular field edges when they occur, etc.).
- Implementation of "cluster" subdivision designs that minimize the footprint of development and that are less visually intrusive upon the open landscape should be encouraged.
- Development should be discouraged along ridgelines (or other visually prominent locations) within private open landscapes.
- The clear-cutting of existing vegetation within private open landscapes should be discouraged: rather selective tree removal and pruning of limbs should be encouraged through consideration of Fire Smart development practices, community education, woodlot management, land use bylaw amendments, developing other municipal bylaws, etc.

"Public" Open Spaces:

- Proposals to develop existing agricultural lands with non-agricultural subdivision should preserve and enhance the visual integrity of the community by incorporating prominent rural vistas and/or culturally significant points-of-interest within public open spaces (Municipal Reserves/Environmental Reserves).
- In some instances, dedication of public open space (Municipal Reserves) should be considered to provide a visual buffer between existing and new developments in addition to providing appropriate separations between potentially conflicting land uses.

DRAFT POLICY DIRECTIONS – *To Preserve the Natural Environment:*

"Private" Open Landscapes:

- The protection and enhancement of environmentally sensitive lands within private open landscapes (such as river/creek systems, wetlands, riparian areas and upland areas with steep slopes) should be encouraged.
- The use of certain implementation mechanisms such as Environmental Reserve Easements, Conservation Easements and Land Trusts to preserve and/or buffer environmentally sensitive areas should be encouraged.

- In order to respect and buffer the natural integrity of the Provincial Lease Lands located north of the Plan area, the preservation and maintenance of private open landscapes within proximity to the northern Plan boundary should be encouraged.

"Public" Open Spaces:

- As ongoing pressure for redesignation, subdivision and development will place greater stress on the local land base (including the watershed and natural habitat areas) the preservation and/or integration of environmentally significant landscapes with public open spaces should be encouraged.
- Dedication of public open space (Environmental Reserves/Municipal Reserves) should be considered within and adjacent to natural drainage systems in order to protect the integrity of the watershed.
- Dedication of public open space (Municipal Reserves) should be considered within areas of identified wildlife movement corridors to preserve opportunities for wildlife migration.
- Unless identified for active recreational amenities, public open spaces should remain in their natural "undisturbed" state. Strategies should be implemented to appropriately maintain public open spaces should they become a nuisance (e.g. risk of fire, weeds, etc.).
- Ongoing public stewardship of the Provincial lease lands within the Plan area should be encouraged.

DRAFT POLICY DIRECTIONS – *To Provide Community Recreational Amenities:*

"Public" Open Spaces:

- Public open spaces (Municipal Reserves) intended to provide for organized recreational activities should be located within close proximity to existing public facilities.
- When considering subdivision in areas that have not already experienced non-agricultural developments, developers should be required to dedicate public open spaces (Municipal Reserves) instead of providing cash-in-lieu of land.
- When considering subdivision in areas that have already experienced non-agricultural developments, the preference should be to provide public open spaces (Municipal Reserves) over payment for cash-in-lieu of the land. When cash-in-lieu funds are taken, they should be used to purchase land required for the community's public open space system (e.g. alignments for the community trails system).
- Development of a community trails system is a priority for local residents. The recommendations of the Greater Bragg Creek Area Structure Plan Trails Sub-Committee should be implemented by future subdivision and development providing for public land dedication and the construction of trails. Opportunities for partnerships between various level of government, industry and local community groups should be encouraged to promote the construction of local trails.
- When considering dedication of public open space (Municipal Reserves), the location and function should be carefully considered to maximize opportunities for improving or enhancing the communal recreation benefit provided by existing open spaces and public facilities.
- In order to maximize their recreational utility and value, the ongoing use and maintenance of public open space (Municipal Reserves) should be addressed through a variety of cooperative initiatives, including Agreements between the Municipality, the Rocky View West Recreation Board and local Community Associations.
- The long-term capital needs of existing recreational facilities should be evaluated when considering cash-in-lieu funding requests within the Plan area.

- The Rocky View School Division's educational interests are anticipated to expand onto the adjacent 40 acres located directly south of the existing Banded Peak Elementary School site. Consideration should be given to the development of a joint use Municipal Reserve/School Reserve at this location to enhance and broaden recreational opportunities within the community.
- When considering non-agricultural land uses within proximity to the Bragg Creek Provincial Park and/or the Provincial Lease lands north of the Plan area, dedication of public open spaces (Municipal Reserves) should be considered if required to provide an appropriate buffer between existing and future development.
- An integrated public open space system should give consideration to encouraging access for local residents to Provincial Recreation areas located adjacent to the Greater Bragg Creek area.
- A Community Recreation Needs Assessment should be undertaken within the Greater Bragg Creek area to determine the level and types of recreational amenities that are required within the Plan area.

Natural Environment

PREAMBLE:

The natural environment in the Greater Bragg Creek area contains a transition between true prairie grasslands and the parkland vegetation typically found within the eastern slopes of the Rocky Mountains. In large part, the rugged and undisturbed beauty of the area's natural environment defines the character of the community. Likewise, it affords the Plan area a latent utility resulting from the naturally occurring processes that contribute to regional stormwater management, groundwater filtration & recharge and opportunities for wildlife movements.

The Elbow River Watershed contributes to the environmental sensitivity of the Plan area. The watershed holds regional significance as it provides a supply of drinking water for approximately one sixth the Province's population. It contains extensive riparian habitat with an accompanying array of fish, birds and mammals and has created opportunities for regional and provincial recreational amenities. The river's source is found within the Elbow-Sheep Wildland Area (Elbow Lake) of Kananaskis Improvement District and its headwaters are partially located within the Plan area. Bragg Creek, with which the community shares its name, is a tributary of the Elbow River with its source located west of the Plan area on the eastern slopes of Moose Mountain. Since the late 1880's, recorded historical accounts reveal instances of periodic flooding within the Elbow River Watershed. Processes that typically attribute to events of flooding involve a combination of late melting snow packs and multiple-day rainstorms that often create unpredictable river flows.

The geology of the Greater Bragg Creek area has also contributed to the sensitivity of the local natural environment. Local relief is controlled by a relatively high proportion of bedrock located at or near the surface. Surface water drains towards lowland areas that typically have poorly drained glacial tills. As a result, much of the Plan area experiences seasonally high groundwater conditions that can impact opportunities for subdivision and development. Local geological conditions have also created oil & gas resources. Although extraction activities are not taking place within the boundaries of the Plan area, industry is actively pursuing resources within lands surrounding the community. Local residents and stakeholder interests must be aware of the potential for resource activities to impact local subdivision and developments.

Over time, the land use pattern has been shaped by the local dominance of the natural environment within the Plan area. The creation of a land use strategy to sensitively manage future development and to preserve and maintain the visual beauty and latent utility of the natural environment is considered both desirable and necessary.

VISION:

Looking forward 25 years, the natural environment within the Greater Bragg Creek area contains a rich abundance of vegetation and wildlife. The "lifestyle equity" and "latent utility" afforded to the local community by the natural environment has been preserved over time through implementation of an integrated land use planning strategy that evaluates opportunities for subdivision and development by first considering the capability and capacity of the natural environment to accommodate additional development. The community has benefited from implementation of policies in the Greater Bragg Creek Area Structure Plan that have achieved a balance between the natural environment and the impacts of human settlement.

DRAFT POLICY DIRECTIONS:

Vegetation:

- A land use framework should be implemented to ensure that an appropriate diversity of local vegetative cover within a defined acceptable "range of natural variability" (i.e. no less than ½ and no more than 2x than what currently exists) is maintained on a cumulative basis (as recommended in the Resource Inventory and Sensitivity Analysis)..
- Wherever possible, development should attempt to minimize disturbance and removal of natural vegetation within the Plan area.
- The Land Use Bylaw should be amended to require development permit approval for the removal of significant areas of trees within the Plan area.

Wildlife:

- The Resource Inventory and Sensitivity Analysis assumes that wildlife movement occurs within the undisturbed natural areas that link upland vegetation with riparian areas. In order to preserve and maintain opportunities for wildlife movements throughout the Plan area, dedication of public Environmental Reserves should be used to preserve and maintain natural connections between riparian edges and upland forested areas.
- Where identified wildlife movement corridors do not qualify as Environmental Reserve or Environmental Reserve Easement, consideration should be given to dedicating Municipal Reserves to preserve and maintain wildlife connectivity.
- Where such opportunities for connectivity cannot be acquired through dedication of either Environmental or Municipal Reserves, landowners should be encouraged to voluntary register Conservation Easements to preserve and maintain wildlife movement corridors.

Rivers, Streams and Riparian Areas:

- A Riparian Buffer Policy should be implemented within the Plan area to restrict development within a minimum of 30 m from all surface drainage features (including wetlands). In the case of the Elbow River, the minimum riparian buffer should be extended to 50 m (as recommended in the Resource Inventory and Sensitivity Analysis)..
- Developments that impact identified riparian areas (including wetlands) within Greater Bragg Creek should only be undertaken in a manner that ensures the integrity of the area is maintained. The Land Use Bylaw should be amended to require development permit approval for any activities having potential to negatively impact an identified riparian area within the Plan area (as recommended in the Resource Inventory and Sensitivity Analysis)..
- Developments having potential to negatively impact fish habitat should be discouraged.

Upland Areas and Erosion:

- Developments on steeper slopes within the Plan area should be discouraged (as recommended in the Resource Inventory and Sensitivity Analysis).
- Areas of unstable slopes should be dedicated as Environmental Reserve (or Environmental Reserve Easement).
- To preserve the land's natural ability to provide for groundwater recharge, stormwater management and to reduce negative impacts of erosion and siltation within downstream areas, significant removal of vegetation within upland areas should be discouraged.

Flooding:

- Any area that is subject to flooding should be dedicated as Environmental Reserve or Environmental Reserve Easement.
- Subdivision and development should be prohibited within the floodway and restricted within the flood-fringe of the Elbow River and its tributaries.
- If developments are considered within flood-fringe areas, appropriate flood proofing measures should be provided for all buildings.

Residential Subdivision and Development:

- An Environmental Impact Assessment should be prepared in support of any multi-lot residential subdivision to identify significant local environmental resources and appropriate strategies to mitigate any potential negative impacts.
- A Visual Impact Assessment should be prepared in support of any multi-lot residential subdivision within existing undisturbed natural areas to identify and mitigate the potential impact of the proposed development on existing residential subdivision.
- Where considered appropriate, consideration should be given to the implementation of "country lane" residential road standards to minimize the subsequent removal of existing vegetation as a result of any proposed multi-lot subdivision.
- All lands that qualify under the Municipal Government Act should be dedicated as public Environmental Reserves or private Environmental Reserve Easements at the time of subdivision, to preserve and maintain natural environmental areas.
- Where lands do not qualify as Environmental Reserve or Environmental Reserve Easement landowners should be encouraged to voluntarily register Conservation Easements in order to preserve and maintain natural environmental areas.
- The Municipality should investigate development of a tax mitigation strategy to encourage the use of private Conservation Easements.

Recreational Amenities:

- The use of Environmental Reserve lands for purposes allowed under the Municipal Government Act may be considered provided that the integrity of the lands is not negatively impacted.
- Local pedestrian-oriented trail alignments may be considered within the outer periphery of public Environmental Reserves provided that the construction of the trail can be proven to have minimal impact.

Utility Servicing:

- A Utility Servicing Strategy should be implemented that reduces reliance on individual groundwater wells and private sewage disposal systems within the Plan area.

- A municipal water and wastewater system should be installed within the Hamlet of Bragg Creek (and its immediate service area).
- An assessment of local groundwater resources should be undertaken to evaluate the existing and anticipated quality and quantity of aquifers underlying the Plan area.
- Strategies that promote more efficient use of groundwater resources should be implemented (e.g. legislate the use of low flush toilets, low flow showerheads, develop a municipal water system within the Hamlet Service Area, require the development of privately owned decentralized communal water and wastewater systems in residential developments located outside the Hamlet, etc).
- Installation of private sewage disposal systems that treat and dispose effluent should meet or exceed environmental standard established by both the municipality and the Province.
- All new developments should implement "low impact" ecological servicing strategies that utilize the natural capacity of the land to provide for stormwater management (e.g. open grassed swales and ditches, limited impervious surfaces, no storm sewers, etc.) (as recommended in the Greater Bragg Creek Sub-Basin Study)
- All applications for subdivision within the Plan area should conform to Master Drainage Plans and Site Implementation Plans that ensure the proposed developments respect "no net loss" impacts to local and regional surface drainage systems (as recommended in the Greater Bragg Creek Sub-Basin Study).
- Subdivision and/or development should minimize disturbance and removal of natural vegetation in accordance with the "65-10-0" rule (as recommended in the Greater Bragg Creek Sub-Basin Study).
- monitoring stations should be installed within the Plan area in order to gather, record and report information regarding surface water quantity and quality on an ongoing basis (as recommended in the Greater Bragg Creek Sub-Basin Study).

Inter-jurisdictional Cooperation:

- Land uses having potential to negatively impact the Provincial Lease Lands north of the Plan area should be discouraged and developments should be required to provide suitable buffers along common boundaries.
- Mutual partnerships should be developed with Kananaskis Improvement District to mitigate potential negative impacts resulting from developments between the Plan area and the Provincial Recreational Areas west of the Plan area.
- Subdivision and/or developments should be required to limit negative impacts by providing suitable buffers between the Plan area and the Bragg Creek Provincial Park.
- The Municipality should promote close consultation with the Department of Fisheries and Oceans, Alberta Environment and the Calgary Health Region in order to encourage multi-jurisdictional evaluation of subdivision and developments that may negatively impact the natural environment.
- The Municipality should promote close consultation with Alberta Community Development to develop formal strategies to preserve significant archeological sites.
- The Municipality should promote close consultation with the Tsuu T'ina Nation Reserve No. 145 to develop formal strategies to preserve significant natural environmental areas that cross the two jurisdictions such as water, wildlife, etc.

Local Environmental Stewardship and Community Education:

- The creation of local Watershed Advisory Councils and local Watershed Stewardship Groups should be encouraged to help develop "grass roots" solutions that preserve and maintain the integrity of the local watershed and raise local awareness regarding local environmental issues and concerns (as per the Province of Alberta's Water for Life Strategy).
- Educational opportunities with respect to "Fire Smart" Practices within natural environmental areas should be encouraged (n accordance with the Province of Alberta's Partners in Protection handbook).
- Financial incentives for private landowners should be developed to encourage them to implement Fire Smart Practices.
- Responsible agricultural management practices that preserve the integrity of riparian areas should be encouraged within the Plan area (e.g. Alberta Riparian Habitat Society's Cows and Fish Program).

Transportation

PREAMBLE:

The Plan area is conveniently accessed via the Provincial transportation system with many local residents commuting to the City of Calgary each day. The lands located immediately to the south and west are recognized for their recreation and resource-based amenities. Maintaining efficient transportation connections for the Greater Bragg Creek area is anticipated to remain a priority for both the municipality and the Province.

The Provincial Transportation System includes four highways that either directly traverse or lie immediately adjacent to the Plan area. Highway 22 provides access from both the north and the east; Highway 66 carries traffic west into Kananaskis Improvement District; Highway 758 leads traffic from Highway 22 through the Hamlet to the Bragg Creek Provincial Park; and Highway 762 brings traffic from the south. Although located outside the Plan area, Highway 8 is also an important transportation connection with service between Greater Bragg Creek and the City of Calgary.

The Municipal Road Network has been established to facilitate access throughout the Plan area. Important roads within Greater Bragg Creek include Rge. Rd. 54 (Elk Valley Road), Twp. Rd. 232 (the West Bragg Creek Road) and the Wintergreen Road. Key roads within the Hamlet include Balsam Avenue, Center Avenue and Burnside Drive.

The alignment between highways and municipal roads within the Plan area has resulted in an unusual operational configuration that blends Provincial and municipal interests. Balsam Avenue is the main commercial street of the Hamlet with a direct access onto both Highway 22 and Highway 768 at a three-way stop. Likewise, Highway 758 (White Avenue), under Provincial jurisdiction, functions as a key municipal road within the Hamlet. Lastly, the bridge at Balsam Avenue, owned and maintained by the Province, is the single access point for all lands within the Plan area located west of the Elbow River. As Greater Bragg Creek continues to evolve, the municipality and the Province must maintain close working relationships to monitor the operation and function of both municipal and provincial transportation interests.

The Greater Bragg Creek Transportation Assessment completed in support of the Area Structure Plan has analyzed current capacities of existing municipal roads within the area. While most municipal roads appear to be operating within their design capacities, there are several key transportation considerations that require ongoing monitoring to preserve and maintain their operating efficiencies. Provision of a second access/egress for West and North Bragg Creek and the twinning of Highway 8 are important transportation considerations for local residents.

VISION:

Looking forward 25 years, mutually beneficial relationships between Alberta Transportation and other local stakeholders have continued to improve the function of the Provincial transportation system. Clear operational distinctions between municipal and provincial interests have been established regarding Balsam Avenue and Highway 22 and all other transportation linkages between the two road systems have been assessed and upgraded to provide maximum safety and efficiencies. After appropriate environmental review, technical analysis and public consultation, a partnership between the Province, the municipality, local developers and area residents has resulted in the construction of a second municipal access for West and North Bragg Creek.

Over time, careful implementation of sensitive municipal road design standards has preserved and maintained the natural beauty and character of Greater Bragg Creek. Opportunities for future subdivision and development have contributed to a continual improvement to the safety and integrity of the municipal road network. In accordance with the MD's business plan and work program, municipal roads are upgraded and maintained on an ongoing basis to sustain their operating efficiencies. A community trails system has been developed as a local transportation alternative with key staging points for trail users developed throughout the Plan area. A long-term strategy has been implemented to enhance parking provisions as required by local commercial developments.

DRAFT POLICY DIRECTIONS:

The Provincial Transportation System:

- Preserving the safe and efficient operation of the Provincial transportation system should be a priority for future subdivision and/or development within the Plan area.
- Close working relationships between the Province, the municipality, local developers, industry representatives and area residents should coordinate any required short and long-term improvements to the Provincial transportation system.
- A Traffic Impact Assessment should be prepared in support of all subdivision and/or developments that impact the Provincial transportation system. The Assessment should include an evaluation of anticipated changes to traffic volumes and types; an assessment of their potential cumulative impacts on the Provincial transportation system; and recommendations regarding any upgrades to key intersections between municipal and Provincial roads.
- The municipality should encourage a partnership with the Province and the Tsuu T'ina Nation Reserve #145 to develop appropriate short and long-term strategies to improve the design and function of the intersection between Balsam Avenue, Hwy 22 and Hwy 758.
- Additional rights-of-way for highway widening purposes should be acquired through subdivision and/or development of lands fronting onto Highway 22.
- The municipality should investigate the merit of taking over jurisdiction from Alberta Transportation the portion of Hwy 758 (White Avenue) located within the Hamlet.
- The municipality should partner with Alberta Transportation to monitor the ongoing operational efficiency of the Balsam Avenue Bridge.

The Municipal Road Network (existing conditions):

- Protection and maintenance of healthy riparian environments, viable ecosystems and natural habitats should be a priority when improvements are made to the municipal road network.
- Ongoing improvements and/or maintenance to the existing municipal road network should be implemented through the municipality's Road Program and Maintenance Initiatives.
- Maintenance activities within municipal rights-of-way should follow Best Management Practices.

- All existing municipal road rights-of-way should meet the minimum requirements of the road classification system, as recommended by the Greater Bragg Creek Transportation Assessment.
- Where required, the municipality should acquire additional rights-of-way for municipal roads through the subdivision process.
- In some cases, the municipality should purchase additional rights-of-way from private landowners to facilitate improvements to the municipal road network.
- Street lighting within municipal rights-of-way should be discouraged throughout the Greater Bragg Creek area (with the exception of the Hamlet Commercial Core).
- On-street parking should be discouraged within the Plan area.

The Municipal Road Network (when future subdivision and/or developments are proposed):

- Protection and maintenance of healthy riparian environments, viable ecosystems and natural habitats should be a priority when additional municipal roads are developed.
- Developers should prepare Traffic Impact Assessment to evaluate anticipated immediate and/or cumulative impacts to the municipal road network either in the vicinity of or downstream of all proposed subdivision and/or developments within the Plan area.
- Developers should pay all costs associated with the construction of local roads that provide direct access to new subdivision and/or developments.
- Funds collected from Developers via the MD's Transportation Levy Bylaw should contribute to downstream collector road improvements required by additional traffic generated by new subdivision and/or development.
- The municipality should coordinate the Road Program and Maintenance Initiatives so that improvements to collector roads can be implemented in concert with new subdivision and/or developments within the Plan area.
- Construction activities within all municipal rights-of-way should follow Best Management Practices.
- The frequency and location of individual accesses onto collector roads should be limited to maintain safe traffic flow and vehicle turning movements.
- Wherever possible, new subdivision and/or developments should accommodate at least two points of access/egress.
- Wherever possible, new subdivisions with "cul-de-sac" local roads should accommodate an emergency access to an alternate local road via an all-weather surface that is maintained year-round.
- New subdivision and/or developments should provide safe and efficient access to all building sites for emergency service apparatus and equipment.
- Implementation of alternative local road design standards may be considered to access new subdivision and/or developments within the Plan area provided that vehicle movements can be safely and efficiently accommodated and the municipal rights-of-way are able to sufficiently accommodate water, wastewater and/or stormwater infrastructure.

Emergency Access/Egress for North and West Bragg Creek:

- Emergency access/egress should be constructed for all lands west of the Elbow River in the event the Balsam Avenue Bridge becomes impassable. A preferred alignment for an emergency access/egress road should:
  - Minimize environmental impacts,

- Provide emergency access/egress from North and West Bragg Creek, thereby improving public safety,
- Facilitate alternate access/egress for populations in North and West Bragg Creek by bypassing the Balsam Avenue Bridge/Wintergreen Road intersection,
- Restrict its operation to only permit vehicular access/egress in the event of an emergency,
- Wherever possible, utilize existing statutory road allowances,
- Be developed with an "all weather" surface maintained year round by the municipality,
- Minimize maintenance costs over the emergency access/egress road's "life cycle", and
- Contain sufficient rights-of-way capable of accommodating construction of a municipal collector road (to be developed at such time subdivision and/or developments in North and West Bragg Creek require an additional fully operational access).

- A Committee should be established to investigate all aspects of providing emergency access/egress , including the development of an appropriate funding formula.
- Construction of emergency access/egress should proceed following appropriate environmental study, technical review, financial analysis and public consultation.

An Additional Municipal Collector Road for North and West Bragg Creek:

- When improvements to existing collector roads can no longer accommodate safe and efficient access for North and West Bragg Creek, an additional collector road should be developed.
- A preferred alignment for the additional collector road should:
  - Minimize environmental impacts,
  - Utilize rights-of-way that contain emergency access/egress,
  - Be developed to a full municipal collector road standard,
  - Reduce the existing dependence on the Balsam Avenue Bridge,
  - Discourage non-resident vehicle trips from "short cutting" through North and West Bragg Creek,
  - Maximize emergency access/egress for North and West Bragg Creek thereby improving public safety,
  - Be maintained year round by the municipality,
  - Maximize operational efficiencies of the municipal road network, and
  - Minimize maintenance costs over the life cycle of the collector road.
- Construction of the additional collector road should proceed following appropriate environmental study, technical review, financial analysis and public consultation and should be financed through a funding partnership that includes local developers, the Province and the municipality.

The Municipal Road Network (within Commercial Areas):

- Developers should prepare a Traffic Impact Assessment in support of future subdivision and/or development within the commercial areas to evaluate both vehicular and pedestrian circulation patterns and provide recommendations respecting necessary upgrades to both municipal and Provincial road systems.
- A Master Parking Study should be prepared to identify the need for and appropriate locations of public parking within commercial areas, taking into consideration existing streetscapes, lot configurations and vegetation.
- Provision of additional parking should accommodate both resident and non-resident users of commercial areas.
- The Land Use Bylaw should be amended to increase the minimum number of parking stalls required by all new developments within commercial areas.

- The contribution of "cash-in-lieu of parking" should be investigated as a mechanism to finance the development of additional public parking areas required by new commercial developments.
- Additional public parking areas should be:
  - Located in close proximity to existing commercial areas,
  - Developed in an attractive aesthetic manner, and
  - Provided with appropriate lighting and landscaping so as to enhance their public safety.
- Installation of low-level "pedestrian scaled" street lighting may be considered within the Hamlet's commercial areas.

The Municipal Road Network (Trails):

- Wherever possible, trail alignments should parallel the municipal road network.
- Trail alignments may be considered within road rights-of-way provided they do not compromise the safety and operational efficiencies of the municipal road network.
- Proposed trails alignments within Provincial rights-of-way are discouraged.
- Wherever possible, trails should be developed to establish connectivity between all residential subdivisions.
- Off road vehicles should not be permitted within the trails system.
- Construction of a bridge across the Elbow River should be considered to establish an additional "pedestrian" connection between the Hamlet and lands west of the Elbow River. If constructed, it should be designed to accommodate emergency egress for passenger cars and light trucks from North and West Bragg Creek.
- A trail connection should be established between the Hamlet and the Banded Peak Elementary School.
- Staging points with appropriate parking areas should be established for trail users at key locations throughout the Plan area.
- Implementation of pedestrian crosswalks should be considered at key intersections throughout the Plan area.

Utility Services

PREAMBLE:

Potable Water

Although the raw water quality of the Elbow River in the Hamlet of Bragg Creek is believed to be fair, risks from water borne diseases are believed to remain high. Most Hamlet residents rely on shallow wells with little or no treatment, and consequently, many drink bottled water. Some landowners have deep wells that avoid potential for groundwater contamination resulting from surface flows. However, groundwater is not commonly viewed as the most sustainable potable water solution for residential development within the Hamlet. Likewise, most Hamlet commercial operators currently haul in treated water from outside the community at significant added expense.

The majority of properties developed outside of the Hamlet rely on individual wells for potable water. Since the ultimate capacity of the local watershed to provide for potable water has never been assessed, the responsible management of groundwater as a finite resource is considered both desirable and necessary.

A Water Utility Strategy to supply potable water within the Plan area has to be a flexible in its approach to accommodate ongoing development. One basic premise of the Strategy should be that provision of safe potable water appropriately manages local public health concerns. Another premise

should be that, because there is likely a limit to the amount that can be withdrawn from the local watershed, the provision of water must be carefully managed. Another premise should be that implementation of water service must meet existing and future demands within the Plan area in a fair, equitable and cost effective manner.

A municipal water service will be installed within the Hamlet and its immediate service area. Outside the Hamlet Service Area individual developments will continue to rely on groundwater, provided that appropriate development densities are proposed and local groundwater conditions can accommodate additional demands. In all other cases, privately owned decentralized communal water systems should be implemented to treat and distribute potable water within multi-lot subdivisions.

Wastewater

The treatment of wastewater is an ongoing concern within the Plan area. Most of the Hamlet is located within the flood plain of the Elbow River and much of the underlying soil contains a thin layer of organics and silts on top of saturated gravels or bedrock. For this reason, the operation of conventional septic tank & field systems are thought to be contaminating water supplies within the Hamlet. Most Hamlet commercial operators have installed individual holding tanks to collect wastewater with the requirement that it be transported to a treatment facility in another municipality at significant added expense.

The majority of properties developed outside of the Hamlet rely on private sewage treatment systems (PSTS) for wastewater treatment; however, the ultimate capacity of the Plan area to naturally accommodate such systems has never been assessed. Implementation of environmentally responsible wastewater treatment and disposal methods is considered both desirable and necessary because of poor soil conditions throughout much of the Plan area.

A Wastewater Utility Strategy to provide wastewater service within the Greater Bragg Creek area must also be flexible in its approach to accommodate ongoing development. The Strategy should accommodate various implementation techniques that employ short and long term solutions for wastewater disposal. Mechanisms should be implemented to collect, treat and dispose of wastewater in an environmentally responsible manner, ideally to a higher quality than that required by the minimum Provincial standard. Because public health and environmental risks appear to be increasing within the Plan area, the Strategy should reduce the reliance on individual PSTS.

A municipal wastewater collection and treatment facility should be installed within the Hamlet and its immediate service area. Use of individual septic tank and tile fields should continue outside of the Hamlet, provided that appropriate development densities are proposed and appropriate soil and groundwater conditions prevail. When this is not the case, privately owned decentralized wastewater systems should be installed to collect, treat and dispose of effluent within multi-lot subdivisions to a much higher environmental standard.

Stormwater Management

If it is not carefully managed, surface runoff created by new subdivision and/or developments can negatively impact important drainage systems, riparian areas, groundwater recharge areas and natural habitat. A comprehensive Stormwater Utility Strategy should encourage future subdivision to carefully limit the amount of impervious surfaces and restrict significant alterations to natural vegetation and existing terrain. Because surface runoff is returned to the local watershed, both the quantity and quality of stormwater must be carefully monitored and treated prior to its eventual release. To preserve and maintain the environmental integrity of the watershed, a local stormwater management strategy should consider the quality of runoff as equally important to potable water and wastewater considerations.

Solid Waste

It is estimated that every household within the Calgary region generates approximately one metric ton of solid waste every year. Studies show that country residential and/or the agricultural landowners do not significantly vary this amount. Although the Bragg Creek Waste Transfer Site provides solid waste service within the Plan area, it is reaching its capacity to provide adequate service to the local population.

There is a partnership initiative that has been studying and reviewing options for solid waste management on a regional basis. This initiative is important because landfills have a relatively short life span and there are few additional disposal sites being developed. Significant cost savings may be realized by implementing a regional solution for solid waste within the Plan area. Implementation of a local and regional strategy is considered necessary to provide for improved solid waste disposal within the Plan area.

An Integrated Approach to Utility Servicing

A sustainable utility strategy should not consider each of the four above-referenced servicing components in isolation. In fact, the suitability of any site for development should be based on an integrated assessment of the capability of the site to satisfactorily address all of the components of utility servicing while respecting the natural environment. The final determination of the development capacity of the site should be defined by the most severely limited servicing component. By managing local utility servicing solutions in an integrated manner, opportunities for ongoing subdivision and/or development can be accommodated without negatively impacting the environmental integrity of the Plan area.

VISION:

Looking forward 25 years, all subdivision and development throughout the Plan area has been provided with safe, efficient and environmentally sensitive water, wastewater, stormwater and solid waste utility services. Partnerships between multiple levels of government, local developers and area residents have resulted in the installation of a municipal water and wastewater system within the Hamlet of Bragg Creek Servicing Area. Future subdivision outside the Hamlet Service Area has been developed with privately owned decentralized water and wastewater utilities that have limited cumulative environmental impacts that often result from individual groundwater and private sewage disposal systems. A comprehensive study to assess the maximum sustainable yield for local groundwater has been completed and potential impacts on the watershed by future subdivision proposals are carefully considered. All local developments have adopted an "ecological" approach to stormwater management by implementing engineering practices that preserve and maintain the land's natural capacity to accommodate surface drainage. A Bragg Creek Waste Transfer Site provides opportunities for refuse disposal within the community and a regional solution has been implemented to accommodate the community's solid waste in a cost effective and environmentally sensitive manner.

DRAFT POLICY DIRECTIONS:

Potable Water and Wastewater Within the Hamlet Service Area

- Municipally owned and operated water and wastewater utility systems should be provided within the Hamlet Service area to provide for the responsibility of operation and maintenance of local infrastructure over the long term.
- Maximum financial contributions from the Federal & Provincial governments should be pursued to offset all costs necessary to install the water and wastewater utility systems.
- The recommendations of the Bragg Creek Citizen's Advisory Committee should be considered when designing, implementing and operating the water and wastewater utility systems.

- The water and wastewater utility systems should be:
  - designed to address immediate demand and account for additional growth within the Hamlet Service Area,
  - designed to connect into regional utility systems if they become available to the Plan area in the future,
  - implemented in accordance with a phasing program to address the local demand for service, appropriate engineering design considerations and availability of funding.
- The water utility system should:
  - incorporate the existing Elkana Water Coop utility infrastructure, provided that it is cost effective to do so.
  - accommodate urban levels of fire suppression.
- Prior to installing the water and wastewater utility systems, the municipality should facilitate public consultation to ensure all community issues have been addressed so as to minimize local disruptions.
- Until such time as water and wastewater utility systems are provided, future subdivision within the Hamlet should be discouraged. In some cases, subdivision may proceed when an interim potable water supply and wastewater collection and treatment system is provided to the satisfaction of all appropriate regulatory authorities.
- Until such time a municipal water treatment and distribution system is provided:
  - all new commercial developments and all existing residential, commercial and public developments that propose an intensification of use within the Hamlet should provide an interim potable water supply (e.g. water cistern), to the satisfaction of all appropriate regulatory authorities, and
  - existing groundwater users within the Hamlet should be encouraged to test their water quality to ensure a safe, adequate supply of potable water and opportunities for ongoing programs to educate residents regarding the safe and responsible operation of PSTS should be encouraged.

Potable water outside the Hamlet Service Area

- Groundwater should be the potable water source for all subdivision and/or development outside of the Hamlet Service Area.
- A comprehensive Groundwater Assessment should be prepared in conjunction with the Provincial Water for Life strategy to determine the sustainable yield for water supply affecting lands outside the Hamlet Service Area. The Assessment should consider upstream and downstream groundwater considerations.
- Multi-lot subdivisions that propose lot sizes less than 4 acres (on average) outside the Hamlet Service Area should provide potable water via a privately owned communal water treatment and distribution system that is designed with potential to connect to a future regional water utility.
- Developers who propose installation of communal water treatment and distribution systems should provide assurance that the infrastructure can be designed and constructed to maximize its utility and minimize its life cycle costs and should prepare an Operational Plan that clearly demonstrates the affordability of the utility for the proposed subdivision it is planned to serve.
- Deferred Servicing Agreement should be registered against each new parcel created that is serviced by a communal water system to outline the owner's responsibility to connect to a regional water utility, should one become reasonably available outside the Hamlet Service Area. The decision to make a regional water utility available in un-serviced parts of the Plan area should be planned by the Municipality in collaboration with current potential customers of the utility. Special

consideration should be given to public health, environmental protection and to customer's capacity to afford a regional water utility.

- Developers of new communal water systems should install meters and water saving plumbing fixtures, particularly toilets; showers; and facets to encourage local water conservation.
- Operators of existing communal water systems should continue to provide safe and cost-effective water service to their members. In some cases, financial partnerships should be considered between the municipality and the owners of communal water systems to facilitate capital improvements of outdated or inefficient water treatment and distribution infrastructure (e.g. Local Improvement Bylaws).
- Multi-lot subdivisions proposing lot sizes of 4 acres or greater (on average) should provide potable water service either via individual groundwater wells or privately owned communal water systems.

Wastewater outside the Hamlet Service Area

- Multi-lot subdivisions that propose lot sizes 4 acres and greater (on average) should provide wastewater service via PSTS.
- Developers should be required to submit Geotechnical Assessments, prepared by a qualified professional, to demonstrate which minimum PSTS technologies are capable of safely and effectively treating wastewater over the long term given the soil and groundwater conditions within the subdivision and/or development area.
- When sustainable operation of minimum PSTS technologies is restricted by local soil and groundwater conditions, the Developer should install appropriate enhanced PSTS systems that adequately address the identified limitations and ensure a sustainable method of wastewater treatment over the life of the system.
- The feasibility should be investigated to implement an ongoing program to monitor the long-term operational efficiencies for all PSTS systems servicing future development within the Plan area. The monitoring program should include participation by landowners, Alberta Municipal Affairs, Calgary Health Region and the municipality with its results being publicly reported. Where PSTS systems are not operating within Provincial requirements, they should be upgraded at the Owner's expense.
- There should be no new PSTS wastewater systems permitted within the 1:100 year flood fringe and/or the minimum riparian buffer areas of the Elbow River, Bragg Creek and/or streams and tributaries within the Plan area.
- Multi-lot subdivisions that propose lot sizes less than 4 acres (on average) should provide wastewater service via privately owned communal wastewater treatment systems that encourage accountability for installation, operation and maintenance of wastewater technologies in order to provide a better level of environmental protection, a more consistent and higher quality of wastewater treatment, and reduced risks against contamination of raw water supplies.
- Communal wastewater treatment systems should be designed to connect to a regional wastewater utility.
- A Deferred Servicing Agreement should be registered against each new title serviced by a Communal Wastewater Utility to outline the owner's responsibilities for connecting into a regional wastewater utility should one become available. The decision to make a regional wastewater utility available, in un-serviced parts of the Plan area, should be planned by the Municipality in collaboration with current potential customers of the utility. Special consideration should be given to public health, environmental protection and to customer's capacity to afford a regional wastewater utility.

- Wherever it is possible and cost-effective to do so, communal wastewater treatment systems required to service future subdivision should be designed to accommodate existing adjacent subdivisions that are currently serviced by PSTS systems.
- Communal wastewater treatment systems should utilize the best affordable technology and operation methodology to promote an enhanced quality of treated wastewater prior to its eventual discharge.

Stormwater Management within the Plan Area:

- Low Impact Development (LID) methods should be implemented within all future subdivision and/or developments to encourage the retention of 65% native vegetation, 10% maximum impervious surfaces and 0% effective impervious surfaces, as recommended by the Greater Bragg Creek Sub-Basin Study.
- Wherever possible, natural surface drainage systems should be incorporated within all developments within the Hamlet Service Area as opposed to "hard-engineered" stormwater control solutions.
- Development within the floodway of the Elbow River should be restricted. Development within the flood fringe should only be permitted when minimal negative impact to the Elbow River's drainage system can be demonstrated.
- Implementation of specific landscaping techniques and Best Management Practices for stormwater control should be encouraged to reduce the use of potable water for irrigation purposes.
- Developers should be required to prepare Master Drainage Plans (*refer to Section 7.0 of the Greater Bragg Creek Sub-Basin Study for a discussion of Master Drainage Plans*) that:
  - Assess drainage issues within the development area,
  - Assess drainage issues that may be created both upstream and downstream as a result of the development,
  - Assess any potential impacts on adjacent sub-basins both upstream and downstream.
  - Assess water features, facilities, drainage routes, vegetation and topography within the entire sub-basin,
  - Assess native plant species and wildlife movement corridors within the development area,
  - Provide a strategy that demonstrates how potential negative impacts resulting from alterations to surface drainage patterns will be mitigated,
  - Addresses preliminary sizing and design for stormwater control facilities,
  - Identifies performance characteristics of Best Management Practices that should be used within the development area to maintain water quality and natural drainage flows and to limiting erosion and sedimentation.
- Developers should be required to prepare Site Implementation Plans (*refer to Section 7.0 of the Greater Bragg Creek Sub-Basin Study for a discussion of Site Implementation Plans*) within the Plan area to:
  - Assess detailed designs of stormwater control facilities and their interaction with the immediate surroundings,
  - Assess rainfall-runoff models that simulate single and continuous storm events based on 1:100 year, 12 hour and 24 hour storm events,
  - Provide a cost analysis that outlines capital and operational costs for all stormwater control facilities, and
  - Indicate how Best Management Practices will be observed during construction and maintenance of all stormwater control facilities.

- A monitoring station should be constructed within the Plan area to provide ongoing data regarding rainfall, stream flows and water quality. The monitoring station should be funded, operated and maintained via a partnership between Alberta Environment and the municipality.
- Ongoing opportunities for public education programs designed to promote an understanding and awareness of local watershed and surface drainage issues should be encouraged.
- Wherever possible, all new multi-lot subdivisions should accommodate at least one permanent stormwater pond that is capable of providing a year round supply of water for fire suppression purposes.
- The use of fertilizers, pesticides and herbicides (other than to control noxious weeds) should be discouraged within the Plan area.

Solid Waste Management within the Plan Area

- A Bragg Creek Waste Transfer Site should continue to be owned and operated by the municipality to provide opportunities for sorting, recycling and disposal of solid waste for local landowners and provide for enhanced recycling opportunities.
- Ongoing opportunities for public education programs should be encouraged to promote an understanding of leading edge strategies designed to reduce the amount of solid waste directed into municipal landfills from the Plan area.
- Development of a landfill should not be encouraged within the Plan area.
- Local demands for and service levels of solid waste management within the community should be monitored to maximize the economy and efficiency of service delivery.
- Future subdivision and/or developments should be required to contribute to the capital costs of providing solid waste disposal facilities within the Plan area.
- The municipality should investigate efficiencies and economies that could be achieved by participating in a Regional Solid Waste Management utility.

Residential Development - *Outside of the Hamlet*

PREAMBLE:

The Greater Bragg Creek area is located at the base of the Rocky Mountains and supports an abundance of environmental assets that that provide desirable opportunities for those wishing to live in proximity to nature. The area is located at the crossroads between the Municipal District of Rocky View, Tsuu T'ina Nation, Municipal District of Foothills and the Provincial Recreation Areas in Kananaskis Improvement District.

Residents place enormous value on their quality of life and typically express reservation about the potential for significant negative impacts to accompany additional local developments. Accordingly, additional residential subdivision throughout the area is expected to carefully mitigate concerns expressed by the surrounding community.

Subdivision and development constraints have been created, in large part, by local geology. The area is dominated by the influences of the Elbow River and Bragg Creek, localized areas of upland & lowland relief, and corresponding variations in surface water, ground water and soil conditions. Water table and soil conditions are variable and limited availability of groundwater challenges opportunities for local development.

Residential subdivision within West and, to a lesser degree, South Bragg Creek contains a somewhat incremental subdivision pattern that has, over time, responded to natural environmental constraints. North Bragg Creek contains a mix of residential, recreational and agricultural land uses. The area contains two concentrated residential populations located in Wintergreen and Elkana Estates.

Additional building sites have been sparsely developed throughout the balance of the area. The Wintergreen Resort and the No Ka Oi development are two important recreational amenities that draw non-residents into the area year round. Several landowners with large holdings engage in various agricultural activities. All future subdivision throughout the area is expected to respect the capacity of the land to provide for additional development.

While South Bragg Creek has excellent transportation opportunities via Highways 22, 66 and 758, access to and from West and North Bragg Creek is an ongoing concern. Wintergreen Road and Twp. Rd. 232 (West Bragg Creek Road) have been developed to address traffic circulation within the area; however, both collector roads converge onto the Balsam Avenue Bridge at the single access across the Elbow River. The need for an alternate transportation linkage is commonly recognized as a priority for improving access/egress in the event of an emergency.

The legacy of the now repealed Calgary Regional Plan remains on the local subdivision pattern. Quarter sections that were originally subdivided into smaller agricultural parcels during the 1970's, have more recently, been targeted for infill subdivision, continuing the trend towards smaller parcel sizes. The evolution of local subdivision and its resulting settlement pattern within the Greater Bragg Creek area can be characterized by one of two categories: *Infill Residential Areas* and *New Residential Areas.*

Infill Residential Areas refer to parcels that have already experienced subdivision greater than eight lots per quarter. These areas typically contain a subdivision pattern that appears somewhat incrementally planned with parcels typically ranging in size between 4 – 20 acres. The low-density and rural character of these areas is generally cherished by local residents; however, in South Bragg Creek residents expressed interest in accommodating smaller lot sizes. This subdivision density is considered appropriate as it is commonly held within the community that all necessary services and infrastructure can be accommodated without negative consequence to the natural environment. Existing planned subdivisions with parcels two (2) acres on average are generally not considered "infill" in nature because they were comprehensively developed and are considered "end subdivisions" without potential for further subdivision.

New Residential Areas contain larger tracts of land with a mix of existing agricultural operations, significant natural environmental sensitivities and parcels owned by large landowners who have not yet expressed interest in further subdivision. Although new residential areas generally appear capable of accommodating additional residential subdivision, there is potential for accompanying impacts to the integrity of the natural environment and the area's rural character. A strategy to carefully manage ongoing subdivision within New Residential Areas is a priority for local residents. These areas should generally accommodate future subdivision consistent with the overall low-density developed within existing areas but should also respect the land's ability to accommodate sustainable development. Subdivision in new residential areas should encourage implementation of innovative designs that encourage smaller lot sizes and maximize public and private open spaces to reduce the subsequent development footprint on the landscape. Minimum lot sizes less than 2 acres should not be permitted within new residential areas.

VISION:

Looking forward 25 years, those portions of the Greater Bragg Creek area outside of the Hamlet continues to be a desirable place for residential subdivision developed in harmony with the natural environment.

Although country residential subdivision is the principle land use, agricultural uses remain and contribute to the community's visual amenities and rural character. They have not been significantly impacted by encroaching residential development. Especially in North Bragg Creek, recreational activities continue to play an important role in defining local character and attract tourists to the area on a year round basis. The Hamlet of Bragg creek has expanded south to the Banded Peak

Elementary School with the intervening lands accommodating a range of uses that are supported by efficient transportation, servicing and open space connections.

Additional residential development has proceeded in a form and density that maintains the area's rural aesthetic and low-density character. In Infill Residential Areas in West and North Bragg Creek, additional residential development has proceeded with parcel densities and configurations that are consistent with existing adjacent subdivisions. However, in South Bragg Creek, lots as small as 2 acres have been created in Infill Residential Areas. In New Residential Areas, innovative "clustered" subdivision designs with smaller individual parcel sizes and maximum open spaces to limit its resulting "footprint" on the landscape have been implemented. However, no parcels less than 2 acres in size have been created.

The environmental integrity of sensitive riparian areas, wildlife movement corridors, upland forested areas and existing plant communities have not been negatively impacted by additional residential growth within West Bragg Creek. Additional residential subdivision has created a linear open space system (greenway) that protects riparian areas and connects West Bragg Creek, the Hamlet, adjacent Provincial Recreation Areas and Bragg Creek Provincial Park with pedestrian access.

Municipal road infrastructure has been upgraded so that all collector roads are wide enough to include adequate shoulders. A second municipal collector road provides an alternate access and egress for the area north and west of the Elbow River, thereby reducing the current reliance on the single river crossing at Balsam Avenue.

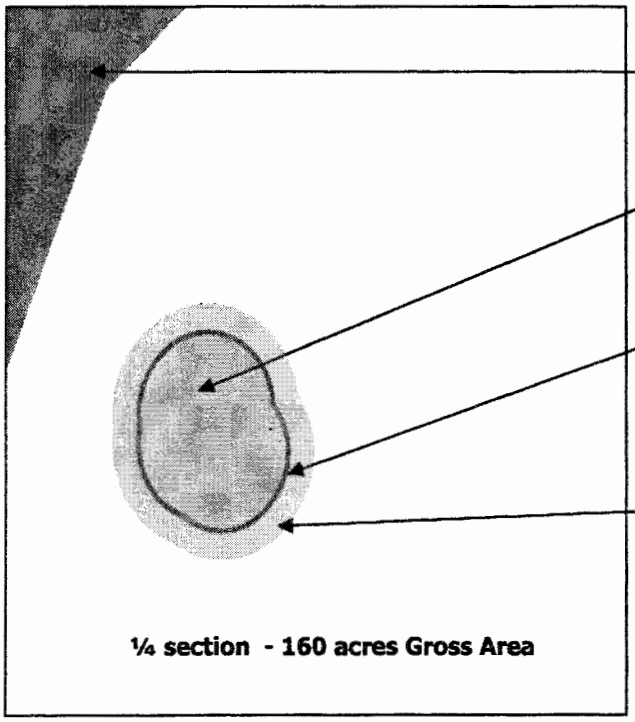
Groundwater remains the point source for potable water for all residential subdivision; with future subdivision being guided by the results of a comprehensive Regional Groundwater Assessment that determined the maximum capacity of local aquifers to provide potable water. Additional residential subdivision is supported by installation of low flush toilets, efficient plumbing fixtures, and in some cases, communal water systems to conserve local groundwater resources.

Wastewater treatment and discharge is carefully managed, with all future residential development supporting wastewater treatment technologies in accordance with requirements of appropriate regulatory authorities. An ongoing monitoring program measures the long-term operation of private sewage treatment systems, and in some cases, residential subdivision is supported by communal sewage systems that are strictly regulated. All residential developments have implemented "ecological-based" engineering practices that maximize the quality of stormwater returned to the local watershed.

DRAFT POLICY DIRECTIONS

Gross Developable Area (GDA) – An Explanation and Example

Future subdivision densities in both New and Infill Residential Areas should be calculated on the basis of a ratio of lots per acre of ***Gross Developable Area*** (GDA). GDA is the amount of land that remains once lands affected by development constraints have been subtracted from the titled area (Gross Area). For example, in a quarter section containing 160 acres (i.e. with 160 acres of Gross Area) that has a water body that affects 8 acres of land, an Environmental Reserve area of 1 acre, an associated riparian buffer of 6 acres and steep slopes that affect 9 additional acres, there is a GDA of 136 acres.



Gross Developable Area (GDA) is the amount of land that remains once lands affected by development constraints has been subtracted from the titled area.
In this example, a quarter section is being proposed for development.
Gross Area in the title is 160 acres.
Gross Developable Area is 136 acres.

160 acres = Gross Area
Subtract area of development constraints
- 8 acs - Water Body
- 1 ac - ER (1 ac)
- 6 acs – Riparian Buffer
- 9 acs – Steep Slopes

136 acs – GDA remaining

The GDA is divided by the overall density allowable on the parcel to determine the maximum number of lots able to be created on the parcel. In Infill Residential Areas, if lots were able to be created with a minimum size of 4 acres and an overall density of one lot per four acres of GDA, the quarter section used in the above example would be able to be subdivided to create a total of 34 lots that are minimum of 4 acres in size. Areas required for dedication of Municipal Reserve or for internal subdivision roads etc. would also decrease the overall number of lots that could be created because the overall density is equal to the minimum parcel size.

In New Residential Areas, if lots are able to be created with a minimum size of 2 acres and an overall density of one lot per four acres of GDA, a total of 34 lots as small as two acres in size could be created from the quarter section in the example. This has the potential advantage of limiting the size of the development footprint by clustering the smaller lots together on one portion of the parcel, while protecting the balance of the lands from further development with tools such as voluntary conservation easements. Areas required for dedication of Municipal Reserve or for internal subdivision roads etc. would not decrease the overall number of lots that could be created: rather, the area of the balance lands would be smaller as these uses would be accommodated within the area remaining after the lots had been accounted for.

Infill Residential Areas

- Minor agricultural pursuits (e.g. keeping of horses) should be encouraged within infill areas to maintain the community's rural character.
- In West and North Bragg Creek parcel sizes within Infill Residential Areas should not be less than 4 acres with an overall density of not greater than 1 lot per 4 acres of GDA. On a parcel with 20 acres of GDA, a maximum of 5 lots could be created, if no internal roads were required to service the subdivision or Municipal Reserve was not dedicated.
- In South Bragg Creek, parcels sizes within Infill Residential Areas should not be less than 2 acres with an overall density of not greater than 1 lot per 2 acres of GDA. On a parcel with 20 acres of GDA, a maximum of 10 lots could be created, if no internal roads were required to service the subdivision or Municipal Reserve was not dedicated.
- Lands between the southern Hamlet boundary and Banded Peak Elementary School (the Intervening Lands) should accommodate future expansion of the Hamlet for residential development and a range of other uses that are supported by efficient transportation, servicing and open space connections.
- Future subdivision within Infill Residential Areas should:
  - respect the size, configuration and orientation of the immediately adjacent subdivision pattern,
  - only permit subdivision involving single-family housing types,
  - mitigate potential issues related to access, surface drainage, vegetation removal and site line conflicts by encouraging collaboration amongst all directly affected landowners,
  - comprehensively evaluate its cumulative impact on the local and regional transportation network (i.e. capacity of Twp. Rd. 232, Centre Avenue, and the single bridge crossing at Balsam Avenue; Highways 22, 66 and 758). Upgrades to municipal collector roads and improvements to intersections of municipal roads with Provincial highways may be required to facilitate future development,
  - limit the removal of existing vegetation to accommodate additional building sites while encouraging implementation of Fire Smart design principles,
  - be evaluated based on the land's ability to accommodate additional development and not negatively impact the natural environment (i.e. riparian areas, wildlife movement corridors, upland forested areas and existing plant communities). A 50 m "development free" riparian buffer adjacent to the Elbow River and a 30 m riparian buffer adjacent to Bragg Creek (and all other streams, tributaries and defined wetlands) should be respected,
  - dedicate Environmental Reserve and/or Environmental Reserve Easements where such lands qualify under the requirements of the Municipal Government Act,
  - dedicate Municipal Reserves to provide alignments for the defined community pathway system, where appropriate, and
  - have frontage onto a developed municipal road. Construction of new municipal roads within infill areas should be discouraged.
- In some cases, panhandles should be considered to access new building sites without frontage onto a developed municipal road provided that the panhandle alignment:
  - Can accommodate a privately maintained all-weather surface capable of providing efficient year round access to the building site for emergency service vehicles.
  - Encourages single points of access for multiple building sites to limit the location and frequency of approaches onto municipal roads.
  - Does not impact environmentally sensitive areas
  - Can be developed with an approach that meets all applicable municipal standards.

New Residential Areas

- Existing agricultural uses should be encouraged to continue within new residential areas to maintain the community's rural character.
- Parcel sizes within New Residential Areas in West and North Bragg Creek should not be less than 2 acres with an overall density of not greater than 1 lot per 4 acres of GDA. On a parcel with 136 acres of GDA (see above example) a maximum of 34 lots could be created.
- Parcel sizes within New Residential Areas in South Bragg Creek should not be less than 2 acres with an overall density of not greater than 1 lot per 2 acres of GDA. On a parcel with 136 acres of GDA (see above example) a maximum of 68 lots could be created.
- Future subdivision within New Residential Areas should:
  - only permit subdivision involving single-family housing types,
  - when planned in proximity to existing agricultural operations, Infill Residential Areas, or Bragg Creek Provincial Park, provide suitable transitioning and buffering to limit potential for land use conflicts,
  - comprehensively evaluate its cumulative impact on the local and regional transportation network (i.e. capacity of Twp. Rd. 232, Centre Avenue, and the single bridge crossing at Balsam Avenue; Highways 22, 66 and 758). Upgrades to municipal collector roads and improvements to intersections of municipal roads with Provincial highways may be required to facilitate future development,
  - limit the removal of existing vegetation to accommodate additional building sites while encouraging implementation of Fire Smart design principles,
  - be evaluated based on the land's ability to accommodate additional development and not negatively impact the natural environment (i.e. riparian areas, wildlife movement corridors, upland forested areas and existing plant communities). A 50 m "development free" riparian buffer adjacent to the Elbow River and a 30 m riparian buffer adjacent to Bragg Creek (and all other streams, tributaries and defined wetlands) should be respected,
  - dedicate Environmental Reserve and/or Environmental Reserve Easements where such lands qualify under the requirements of the Municipal Government Act.
  - encourage voluntary dedication of Conservation Easements to preserve environmentally sensitive lands and protected private open spaces within new residential areas. Preference should be given to subdivision designs that concentrate lots on lands that are not environmentally constrained.
  - dedicate Municipal Reserves to provide alignments for the defined community pathway system, where appropriate, and
  - be accessed via construction of new municipal roads. To further reduce the removal of vegetation, alternate municipal road standards with narrower rights-of-way may be permitted, and
  - be designed to provide at least two points of access onto an existing developed municipal road.
- In some cases, panhandles should be considered to access new building sites without frontage onto a developed municipal road provided that its alignment:
  - can accommodate a privately maintained all-weather surface capable of providing year round access to the building site for emergency service vehicles.
  - encourages single points of access for multiple building sites to limit the location and frequency of approaches onto municipal roads.
  - does not impact environmentally sensitive areas.
  - can be developed with an approach that meets all applicable municipal standards.

- The Provincial Lease Lands should be encouraged to remain under public stewardship. If the Province decides to sell these Lease Lands, the New Residential Area policies should be used to evaluate applications for redesignation and subdivision.

Residential Development – *within the Hamlet of Bragg Creek*

PREAMBLE:

According to the 2001 Census, 20% of the population of the Greater Bragg Creek area resides within the Hamlet. The vast majority (77%) of residential lots within the Hamlet are below 1 acre in size – in fact 28% are less than or equal to ½ acre in size. Over the past 80 years, the community's original group of summer cabins has been expanded to include 160 year-round residences. 86% of lots within the Hamlet were created prior to 1971; however the majority of existing residences were constructed between 1971 and 1980. The Hamlet's existing housing stock is exclusively single family and varies in character from modest cabin-style residences to the prestigious homes found within Elkana Estates. Almost all of the residential lots within the Hamlet are currently developed while some larger parcels have additional subdivision potential.

While the average household income within Greater Bragg Creek is greater than the average within the MD of Rocky View as a whole, there is a significant difference between household income in the Hamlet and those within the surrounding policy areas. According to the 2001 census, average household income within the Hamlet is 35% lower than those within Greater Bragg Creek. 20% of the Hamlet's population is at least fifty years old and 19% are between 40 and 49.

This demographic profile identifies some of the preferences and current (and future needs) of the existing population and speaks to potential directions for future residential development within the Hamlet - given the stated local desire of the larger community to retain a dynamic and sustainable multi-faceted population.

It is assumed that municipally owned water and sanitary sewer services will be made available to the Hamlet Service Area in the short term. However, until that occurs, residential development should be limited to the redevelopment of lots that are adequately serviced with private water and sewage systems that do not increase the threat of contamination of local ground water. A large percentage of the Hamlet located south of the Elbow River lies within the floodplain, restricting developability and increasing the need for environmental vigilance.

The *Hamlet of Bragg Creek Area Redevelopment Plan* (ARP) was adopted in 1998. The 2003 residential household survey indicated that a majority of Greater Bragg Creek residents believe that the vision for the Hamlet, as articulated in the ARP, is still valid. With respect to residential development, that vision focuses on the retention of the community's residential and woodsy atmosphere by preserving the area's unique natural features and ensuring that residential subdivision and development does not negatively impact the environment or groundwater. It identifies a preference for single family housing on larger lots that promote open space and extensive tree cover, attributing the character and appeal of the Hamlet to its present lower density residential environment and the success of (and hence an ongoing desire for) architectural controls. While single family detached dwellings are expected to continue to dominate local housing stock, there is support for development of multi-family units to provide housing that is more affordable and appropriate for seniors, incorporating the potential for assisted living services. Publicly generated vision statements for the Hamlet envision it containing a mix of housing types that meet the needs of a wide range of age groups and household income levels. This presents an opportunity for the creation of multi family buildings of modest scale to provide housing for seniors in a few appropriate locations while retaining the overall low-density feel of the Hamlet. Semi-detached units and secondary suits maybe encouraged as affordable units and accommodation for employees of local businesses.

VISION:

Looking forward 25 years, the Hamlet of Bragg Creek continues to be an attractive place to live where residential development harmonizes with the natural environment. The introduction of municipally owned water and sewer service has resolved a long-standing threat of contamination for local groundwater supplies, thereby ending the freeze on subdivision and development imposed by the ARP. Further subdivision of existing larger lots has accommodated additional residential development within the Hamlet however, the demand for housing has resulted in the expansion of the Hamlet to the south, between Highway 22 and Bragg Creek Provincial Park, up to the Banded Peak School site. Residential development has continued to be precluded from lands lying within the floodway of the Elbow River, and risk to development within the floodplain has been mitigated through the implementation of appropriate flood-proofing measures.

The form of residential development has changed from exclusively single family to include low density multi-family units in appropriate areas where appropriate building form and siting provides for unobtrusive integration with the landscape. Comprehensively designed residential developments now occupy prominent sites such as the Elkana Lands and the Herron property and secondary suites serve to further integrate residential and commercial development. These changes have provided much needed affordable accommodation and housing that is better suited to an aging population that does not want to be displaced from the community. Strong development and architectural controls have ensured that each development or redevelopment project enhances the visual character of the Hamlet, allowing for unique design statements but ensuring the retention of trees, use of high-quality natural building materials, and small scale visually articulated residences.

DRAFT POLICY DIRECTIONS

General Residential Development Policies within the Hamlet

- All new residential development, redevelopment and residential additions greater than 50% of the gross existing floor area shall be required to install fire protection measures in accordance with the Alberta Building Code.
- Future subdivision/development should limit the removal of existing vegetation to accommodate additional building sites while encouraging implementation of Fire Smart design principles.
- No residential development will be permitted within the floodway of the Elbow River. Residential development can occur within the flood fringe of the Elbow River, provided that all relevant requirements of the Land Use Bylaw are met.
- Subdivision for residential purposes is discouraged until municipal water and sewer services are available in the Hamlet.
- The Hamlet Design Review Committee will review all applications for residential developments, in accordance with applicable guidelines currently contained within the existing ARP.

Single Family Development/Redevelopment

- Single Family residences will continue to be the predominate form of residential development within the Hamlet.
- All new single family residential development will be required to connect to municipally owned water and sewer services. However, until servicing is available, redevelopment can occur on existing properties provided that redevelopment conditions currently contained within the ARP are met.
- Once servicing is available, subdivision of existing residential lots is permitted to accommodate single family residential development, to a minimum lot size of 20,000 sq ft. (0.459 acres).

Comprehensive Residential Development

- Lands proposed for comprehensive residential developments should be redesignated to a site-specific Direct Control land use district that details all aspects of the development.
- Comprehensive residential development is encouraged on the Elkana lands, given that:
  - the site is planned comprehensively,
  - the site is serviced with municipal water and sewer services,
  - the site is designed with low impact ecological servicing,
  - access/egress is adequately addressed for the anticipated volumes of traffic that will be generated by the development, including the cumulative impacts that will result on West Bragg Creek road and the Balsam Avenue Bridge,
  - a 50 m "development free" riparian buffer adjacent to the Elbow River and a 30 m riparian buffer adjacent to Bragg Creek (and all other streams, tributaries and defined wetlands) is respected,
  - provision is made for vehicle and pedestrian access to link River Drive North with River Drive,
  - integration of any commercial development component on these lands is addressed in a satisfactory manner,
  - wildlife corridors are identified and protected,
  - pathways to provide for public access are designed into the comprehensive design that meet the directions of the Trails sub-committee,
  - connections to a future pedestrian bridge linking the site to the balance of the hamlet on the south side of the Elbow river are identified and protected,
  - opportunity is provided for the introduction of two-family residential structures within a predominately single family residential area to:
    a) reflect a minimum parcel size of 20,000 sq. ft. (0.459 acres) for the two family structure (10,000 sq.ft. (0.227 acres) for each dwelling unit), and
    b) allow for the separate ownership of side by side duplex units.
- Comprehensive residential development is encouraged on the Herron property, given that:
  - the site is planned comprehensively,
  - the site is serviced with municipal water and sewer services,
  - the site is designed with low impact ecological servicing (i.e. no curb/gutter, limited impervious, 65-10-0, etc.),
  - access/egress is adequately addressed for the anticipated volumes of traffic that will be generated by the development, including the cumulative impacts that will result on roadways within the Hamlet,
  - a 50 m "development free" riparian buffer adjacent to the Elbow River is respected
  - pathways to provide for public access are included in the comprehensive design, consistent with the recommendations of the Trails sub-committee,
  - wildlife corridors are identified and protected,
  - a portion of the development contains multi-family units that are designed to accommodate the special housing needs of seniors, including ground level access at a density not exceeding 4 units per gross developable acre
  - opportunity is provided for the introduction of two-family residential structures within a predominately single family residential area and:
    a) reflect a minimum parcel size of 20,000 sq. ft. (0.459 acres) for the two family structure (10,000 sq.ft. (0.227 acres) for each dwelling unit, and
    b) allow for the separate ownership of side by side duplex units.

Mixed Use Commercial/Residential Development

- Residential dwelling units are encouraged as an accessory use within all commercial development areas, once municipal water and sewer servicing is available within the Hamlet.

- Residential units in mixed use situations are required to have a separate connection to municipal water and sewer services.
- All residential units in mixed use situations should have a separate entrance accessible from the exterior of the building.
- One parking space is required for each residential unit in a mixed use situation.

Hamlet Residential Expansion

- Expansion of the Hamlet boundaries is encouraged within that portion of the South Policy Area that lies between Highway 22 and Bragg Creek Provincial Park, north of the Banded Peak School site (the Intervening Lands).
- A comprehensive land use strategy should be prepared to accommodate Hamlet expansion within the Intervening Lands. Until this strategy is prepared, future subdivision should be discouraged. In some cases, future subdivision may be supported provided it can demonstrate that it would not negatively impact the potential for future development of Hamlet-oriented transportation, servicing, open space connections and land uses.
- The Hamlet Expansion Strategy should:
  - accommodate an appropriate range of residential and institutional land uses within the intervening lands,
  - accommodate the introduction of two-family residential structures into a predominately single family area to:
    a) reflect a minimum parcel size of 20,000 sq. ft. (0.459 acres) for the two family structure (10,000 sq.ft. (0.227 acres) for each dwelling unit, and
    b) allow for the separate ownership of side by side duplex units,
  - consider the potential for secondary commercial developments of a type and scale that would benefit from Highway frontage. Secondary commercial land uses should not compete with uses within the Hamlet Commercial Core,
  - accommodate the logical extension of transportation connections into the intervening lands (both from the Hamlet and Highway 22),
  - accommodate extension of utility services and open space connections from the Hamlet into the intervening lands,
  - accommodate appropriate transitioning and buffering between the intervening lands and the Bragg Creek Provincial Park,
  - provide for an appropriate staged transition from country residential into Hamlet land uses in accordance with the logical extension of transportation and utility services.

Commercial Development - *Outside the Hamlet of Bragg Creek*

Overnight Accommodations

PREAMBLE:

Within the Greater Bragg Creek area, there is considerable support for continued and expanded forms of overnight accommodation outside of the Hamlet. Extended provisions for Bed and Breakfast Homes, including the ability to hire non-resident staff and the possibility of serving meals other than just breakfast to their guests, are seen as ways to improve the viability of these businesses. Introduction of Vacation Homes as a more extended form of accommodation is seen as appropriate

VISION:

Looking forward 25 years, several forms of overnight accommodation exist both within the Hamlet and the Greater Bragg Creek area, catering to a demand for people to visit the area on more than a "day trip" basis. Bed and Breakfast homes operate within the residential areas, blending into the residential fabric in an unobtrusive manner. The opportunity for guests to enjoy lunch and dinner as

well as breakfast within the residence is provided. Vacation Homes also cater to visitors within residential areas, providing the potential for larger groups to stay for close to a month at a time in private residences.

DRAFT POLICY DIRECTIONS

Bed & Breakfast Operations

- Continued and expanded development of Bed & Breakfast operations with:
  - provision for these operations to serve meals other than just breakfasts to their guests, provided that all public health requirements are met;
  - provision for the employment of non-resident staff to provide services such as cooking, cleaning and laundry:
  - provision for a maximum of four bedrooms rather than three, with a requirement for one parking space for each bedroom that is rented out, two parking stalls to accommodate existing residents, and one parking stall for every non-resident staff; and
  - amendments to the current permitting requirements so that they are consistent both within and outside the Hamlet. It is recommended that the initial permit be renewed after one year of operation, with the possibility of subsequent two year renewal periods.

Vacation Homes

- Introduction of Vacation Homes as a Discretionary Use in all districts now allowing Bed & Breakfast Homes. While a couple of Vacation Homes currently exist in the Greater Bragg Creek area, they are not a recognized use within the Land Use Bylaw. This use is intended:
  - to allow for an entire house (up to 5 bedrooms) being rented out for a period of less than 28 days to a single booking. it is intended that all normal residential functions would be available to the client while they are renting the home, including cooking facilities, laundry and cleaning supplies and equipment. it is not envisioned that this type of accommodation would provide cooking, cleaning or laundry services for guests.
  - to have the same process for development permit approval and duration as recommended for Bed & Breakfast Homes.
  - to allow for non-resident staff to be hired for cleaning duties. However, the owners of the property would be required to reside in a portion of the dwelling unit while the property is operating as a vacation home.
  - to require that parking be provided according to the same criteria as proposed for Bed & Breakfast Homes.

Home Based Businesses

PREAMBLE:

There is substantial support for the continuation and expansion of Home Based Businesses within the Greater Bragg Creek area outside of the Hamlet. The ability to operate this type of a business provides for the incubation of new businesses that could relocate into the commercial area within the Hamlet at a future time.

There are two types of Home Based Businesses defined within the Land Use Bylaw, both of which must be accessory to the principal residential use of the property. Activities associated with Type I businesses must be contained within the residence or accessory buildings on the parcel, while there is provision for some outside storage to occur with Type II businesses. The majority of existing Home Based Businesses outside of the Hamlet are Type I businesses.

Successful operation of a home based business depends upon the ability of the owner to operate in an unobtrusive manner within a residential area. Type I Home Based Businesses are generally permitted in all land use districts within the Greater Bragg Creek area outside of the Hamlet. There is currently no requirement for these businesses to register with or obtain any approvals from the MD of

Rocky View; however a set of guidelines does exist within the Land Use Bylaw to restrict the scale and nature of these businesses so that they are not obtrusive. All Type II businesses require a Development Permit that can restrict the nature and magnitude of the operation. While the current requirement for annual renewal of these development permits provides an avenue for inspection and enforcement of these conditions it is an onerous process and provides the avenue for appeal of the approval each year. Type II businesses can also have fluctuating employment requirements that at present cannot be accommodated under current permit provisions.

VISION:

Looking forward 25 years, Home Based Businesses continue to play a significant role in the provision of commercial and light industrial services throughout the Plan area. Businesses are developed and operated in residential areas in an unobtrusive manner that provides for the rights of both the business owner and the neighbouring residents. Substantive property values in the commercial core continue to make store front operations economically unrealistic for many small businesses, however, once they become established as a home based business and grow in scale to where they are no longer able to quietly co-exist within the neighbourhood, these businesses relocate to the commercial area within the Hamlet.

DRAFT POLICY DIRECTIONS

- New and existing Type I Home Based Businesses should be governed by guidelines that currently exist in the Land Use Bylaw and the Area Redevelopment Plan.
- Regulations governing employment of non-resident employees in Type II Home Based Businesses should be increased to allow up to an additional 50 hours of non-resident labour per month. This would provide for fluctuations in work load while still respecting the quiet nature of a residential neighbourhood.
- Permitting requirements for Type II Home Based Businesses should be changed to provide for a five year approval period after the business has been in operation for five years. During the first five years of operation, annual renewal of the Development Permit is required.

Additional Business Opportunities Appropriate Outside of the Hamlet

PREAMBLE:

Response to the Household Survey in 2003 indicates a moderate level of support for commercial establishments outside of the Hamlet in addition to currently allowed bed and breakfast and home based businesses, particularly those that focused on activities that would bring people to the area for a defined activity. Feedback from the Issue Identification Open House in May, 2004 indicates substantial support for further development of the Greater Bragg Creek area as a tourist and recreation attraction over the next 20 years.

Individual comments in both surveys identify the unique character of the Greater Bragg Creek area and the connection that it has to nature and the environment. Recognizing that any such establishments will be located within an established land use pattern and will need to be sensitive to their surroundings, support is proposed for facilities that accommodate group or individual activities located in settings and to a scale and character that have the support of the majority of local land owners at the time of approval.

VISION:

Commercial development is concentrated within a vibrant Hamlet commercial core that attracts tourists and visitors to the area on a regular and ongoing basis. Part of the attraction outside of the Hamlet, however, is the special function facilities that bring a group of like minded individuals to the area to experience its beauty and contact with nature. These developments are scattered throughout the Greater Bragg Creek area, having been developed to a scale and character that is in harmony

with the balance of the surrounding land uses. When proposed, these facilities have gained the support of the majority of local residents who will be directly affected by the business.

DRAFT POLICY DIRECTIONS

- Indoor and Outdoor Recreation Facilities as an accessory use are recommended for development in all three policy areas, provided that:
  - they are dealt with on a case by case basis through Direct Control zoning; and
  - support for the use is provided from a majority of surrounding land owners at the time of redesignation.

Commercial Developments - *Within the Hamlet of Bragg Creek*

PREAMBLE:

Substantial support exists within the Greater Bragg Creek Community for commercial development to be contained within the Hamlet. Based on the growth that has occurred in the commercial core over the past 25 years, it is projected that growth will continue to occur in response to market demand, over the next 25 years. The objective in accommodating that growth is to ensure that it remains within a well defined area that grows logically and sequentially from the core as it is defined today, while not restricting businesses from developing as opportunities become available. In order to accommodate this growth, an increased area where commercial development can occur is required. However, the range of uses within these areas should be modified to ensure that the existing character and nature of the Hamlet is maintained.

VISION:

Looking forward 25 years, commercial development within the Hamlet has continued to occur in response to market demand, maintaining a concentrated commercial core with its unique character and small town atmosphere. Expansion of the commercial core as it was in 2005 has occurred through infilling and redevelopment of adjacent residential lands in a logical and sequential manner, guided by development standards and architectural controls that have ensured that new development harmonizes with existing development, the landscape and with adjacent residential areas.

Overnight accommodation is recognized as being essential to the viability of commercial businesses in the Hamlet. Bed and Breakfast operations and Vacation Homes provide accommodation on a limited scale and in a more commercial vein, moderately scaled Country Inns within both the Existing and Expanded Commercial Core provide potential for spin off business to other commercial establishments that are dependent upon walk up traffic.

As they do outside of the Hamlet, home based businesses provide opportunities for small entrepreneurs to gain a foothold in the regional marketplace before relocating to the commercial areas of the Hamlet.

DRAFT POLICY DIRECTIONS

- The restrictions that have been placed on commercial development within the ARP should be lifted to allow for new commercial development both within the existing and expanded commercial core given that adequate interim water and sewer servicing solutions can be provided.
- Rules governing the development and operation of Bed and Breakfast Operations, Vacation Homes and Home Based Businesses should be consistent with rules guiding their development and use outside of the Hamlet.

Existing Commercial Core

Area 1

- With the exception of the Elkana Ranch lands, all properties that are currently zoned as Hamlet Commercial are recognized to have the ability to develop with any uses that are allowed within the

existing Commercial Core. The range of uses within this zoning should be reduced to exclude those uses that do not exist at the present time. These uses include:

- Accessory Buildings,
- Retail sales of vehicles from Automotive, Equipment and Vehicle Services as it is currently defined in the Land Use Bylaw. This would leave Automotive Servicing and Repair, and Fuel Sales,
- Auctioneering Services,
- Churches,
- Commercial Communications Facilities – Type "A",
- Greenhouses and ancillary uses,
- Special Care Facilities,
- Warehouse Stores.

- Development of Country Inns (to a maximum of 10 units) should be added to the list of uses allowed within Area 1.

Expanded Commercial Core

- Three areas of future commercial development should be identified outside of the existing Commercial Core, as shown on the attached map.

Area 2

- Lands within Area 2 are shown on the attached map and include those lots:
  - down White Avenue to encompass the Steak Pit and one lot past Archer's Antiques,
  - along Balsam Avenue to the east side of River Drive North,
  - behind White Avenue, adjacent to River Drive and River Drive South,
  - one lot depth along the south side of White Avenue.
- Area 2 accommodates lands that are seen to be a logical extension of the existing commercial core suitable for development of a similar range of uses that are appropriate within the existing commercial core. It is recommended that Area 2 accommodate all of the uses proposed for Area 1 with the exception of Automotive Servicing and repairs and Fuel Sales, which is recommended not to be allowed within this area. This use attracts significant traffic and is seen to be more appropriate within an established commercial area than within the expanded commercial core where transition to commercial development will occur over a period of time. Specifically, the "Nichol" property should include provisions for both Commercial and/or Public Service land uses.

Area 3

- Lands within Area 3 are shown on the attached map and include those lots lying between the westerly limits of Area 2 to the Municipal Reserve (MR) parcels adjacent to Park Place on both the north and south sides of White Avenue. These lands should accommodate future development of overnight accommodation facilities and selected retail/service intended to enhance the viability of overnight accommodation. This restriction in uses is intended to "soften" the introduction of commercial development within an otherwise residential area while providing for the introduction of overnight accommodation. Proposed uses include:
  - Country Inns (two establishments to a maximum of 20 units each) with Licensed Restaurants as an accessory use,
  - Antique Shops,
  - Art Galleries,
  - Artisan Boutiques,
  - Personal Service Businesses,
  - Restaurants, and
  - Signs

Area 4

- Area 4 addresses the existing commercial lands within the Elkana Ranch, which have commercial zoning. With agreement form the landowner, it is recommended that these lands be developed in a comprehensive manner to include a mix of residential and unrestricted commercial uses.

Architectural Guidelines

Preamble

Generally, the existing policies of the ARP provide adequate guidance for the construction of new commercial buildings within the existing or expanded commercial core. The greatest concern is that they need to be enforced and, if possible, the need for ongoing maintenance of new or renovated buildings be enforced through conditions that are attached to a development permit required at the time of approval.

Input received regarding identification of a comprehensive theme to guide all future commercial development was varied. While a significant proportion of the commercial community felt that a singular, comprehensive theme was desirable, there was a segment of the community that felt this would regulate future development to an undesirable degree. No one theme received a majority of support from those who felt development should follow a theme. Based on this input, it is recommended that future development reflect a consistent natural, somewhat elegant, country atmosphere.

Vision

Looking forward 25 years, commercial development in Bragg Creek continues to be guided by a comprehensive set of design guidelines, resulting in cohesive, high quality developments that complement existing development and that are in harmony with the natural environment within which the Hamlet is located. While no one single theme is evident, all development reflects a consistent natural, somewhat elegant, country atmosphere.

Draft Policy Directions

- Materials should give the appearance of being indigenous and handcrafted in style. Industrial or high tech looking materials should be avoided.
- Buildings that emphasize oversize wood columns, exposed heavy timber trusses and brackets, and stone pilasters, buttresses and arches are encouraged.
- The number of exterior materials should be limited to three plus roof material. Preferred materials include rock, log, heavy timber, wood siding, earth toned stucco/wood blends, brick, and other natural materials that give the impression of being local in origin. Concrete block construction should be faced with one of these materials.
- Muted natural colors are encouraged for the main body of the building. Trim, windows and doors may incorporate bright colours. If wood siding is used, semi-transparent stains should be considered to add colour while allowing the natural grain to show through.
- The appearance of the four sides of a building should be considered, not simply the street façade. Consistent exterior materials and colours should be used on all building facades. Where stone is used on a front façade, it should be wrapped around the two sides a minimum of two meters or terminate at a jog in the building.
- Building height above natural grade should be restricted to the height of the tree cover. Building height should be limited to two stories and generally, should not extend beyond 10 meters (32

feet) above the average natural grade of the site. However, if a higher height is required to accommodate desirable architectural detailing, it can be considered.

- Buildings of special visual importance, such as those at corner sites should be given special consideration including:
  - attention to buildings at the other corners of the intersection;
  - additional pedestrian space;
  - sight lines for drivers;
  - landscape features.
- Larger buildings should be divided into smaller masses by breaking up the building footprint, offsetting walls, shifting rooflines to vary height and by articulating building elevations. The intention is to reduce building bulk and create visual variety.
- Buildings should provide protective overhangs for pedestrians. These overhangs should be part of the structure of the building as opposed to attached permanent canopies or retractable canvas awnings and should be wide enough to accommodate two-way pedestrian traffic including doors opening into this space.
- Special attention should be paid to street level facades in order to create strong visual interest for pedestrians and durability.
- Windows on the street level should be carefully located and sized so as to be in proportion with the building scale. "Punched windows" are encouraged. Large continuous areas of glazing, smoked glazing or curtain wall glazing are unacceptable.
- Roof design should consider "snow management" i.e. the way that snow will accumulate and slide from a sloping roof. Pedestrian and vehicular areas (especially stairs and ramps) must be protected from sliding snow and ice.
- The exterior of all buildings should be kept in a safe, clean and tidy condition, and may be required to be renovated if not properly maintained. If possible, maintenance of the exterior of buildings should be enforced through conditions of approval attached to a development permit.
- No singular theme should guide future commercial development. Rather, development should occur in a cohesive and contiguous manner that reflects a sense of comfort with and respect for the natural environment and that presents a consistent natural, somewhat elegant, country atmosphere.

Site Design

Preamble

The majority of the existing policies within the ARP that guide site development are still relevant and important. Consolidation of lots to create larger development areas should be discouraged as this would encourage additional mall development rather than the unique, one-of-a kind buildings that contribute significantly to the character of the commercial core and the harmonization of development with the surrounding environment. However, the reality of the need for a larger building site to accommodate development of a 20 unit Country Inn is recognized and accommodated within Area 3 of the expanded commercial core. Although a 15% building footprint is recommended, it is noted that a 20% building footprint might provide greater financial feasibility for commercial development.

Vision

Looking forward 25 years, commercial development within the Hamlet blends with adjacent development and harmonizes with the natural environment. In part, this is achieved by the rustic appearance and scale of the buildings, but it is also due to guidelines that govern the development of the site. A minimum amount of each lot is developed and consolidation of existing lots to form larger

building sites is generally discouraged. A maximum amount of desirable vegetation (including trees) is retained and is protected during construction.

Draft Policy Directions

- The size of the existing commercial lots should be retained, and future subdivision should be discouraged. Smaller lots would increase the problems of parking, landscaping and site development.
- Notwithstanding the above recommendation, within Area 3 of the expanded commercial core, lots can be consolidated to accommodate development of a 20 unit Country Inn.
    - To discourage development of additional shopping malls and encourage development of small, one-of-a-kind businesses, The building footprint should not exceed 15% of the lot area.
- Buildings should preserve existing trees on site or other natural features. Structures should be designed around mature trees and integrated with existing desirable vegetation. For example, the building footprint should be kept to a minimum or broken into smaller accessory buildings in order to allow greater flexibility in preserving the natural features of the site.
- Care should be taken to protect existing desirable trees and vegetation during site preparation and construction.
- Landscape elements and accessory buildings should be coordinated with the principle building in terms of form, scale, location, finishes and colours.
- Grading requirements of all development must be resolved within the property boundary:
    - Areas of cut and fill should be minimized and blended into the existing terrain.
    - No retaining walls should be higher than 1.2 meters (4 feet). Terraced or battered retaining walls are preferred.
    - Slopes of cut and fill banks should be determined by soil characteristics for the specific site to avoid erosion and promote re-vegetation opportunities. Maximum allowable slope is 2:1 (3:1 grass).
- Setbacks and building placement should be consistent with other buildings on the street. Buildings should not project too far in front or too far behind neighbouring structures, in order to avoid infringing on neighbours' views, sun access or privacy.
- In order to provide a visual buffer between the street and the parking lot, commercial parking areas should incorporate new vegetation and retain as much of the existing vegetation as possible.
- Site design should provide for pedestrian and/or vehicular connections between adjacent commercial developments.
- Bear-proofing and bird-proofing of commercial and public garbage receptacles should be mandatory.
- When evaluating commercial development proposals the Development Authority may consider the following basic principles of Crime Prevention Through Environmental Design (CPTED):
    - Awareness of the Surrounding Environment - People should be able to see and understand surrounding environment through unobstructed sightlines, adequate lighting, and avoidance of hidden spaces.
    - Visibility by Others - Create the ability to be seen by others and create a sense of ownership through maintenance and management of the built environment.
    - Finding Help - The ability to communicate, find help or escape when in danger through improved signs and designs.

Site Landscaping

Preamble

Policies relating to Site Landscaping in the ARP are considered sufficient and adequate to ensure that landscaping of commercial developments will recognize the value of and be sensitive to existing on-site vegetation, while enhancing the aesthetics of the site and providing an adequate interface between developments. A concern has been identified with the ongoing maintenance of landscaping and the need to replace any vegetation that does not survive from one year to the next.

Vision

Looking forward 25 years, landscaping guidelines continue to be an integral component of the development approval process. They assist in creating commercial developments that blend well with the natural environment and that respect and integrate well with adjacent land uses.

Draft Policy Directions

- A tree preservation and replanting scheme is required for all development. A performance security shall be deposited with the Municipality in order to ensure compliance with landscaping requirements.
- Development applications should be accompanied by a site plan at a scale of 1:2000 (metric) which illustrates the location of vegetation that is to remain undisturbed, and any new vegetation to be planted.
- The landscape plan should:
  - describe the type, age and size of existing trees, and assessment of their health.
  - describe the type, age and size of the proposed new vegetation.
  - incorporate existing trees as much as is possible in order to form a backdrop for new developments and to act as a buffer between commercial and residential areas.
- Native or hardy species of vegetation are highly encouraged.
- Plant materials should be native in appearance, provide winter colour and be in proportion with the scale of adjacent development.
- Landscape elements and accessory buildings should be coordinated with the principle building in terms of form, scale, location, finishes and colours
- All landscaping of commercial development should be coordinated with adjacent commercial and/or residential development.

Building and Site Lighting

Preamble

Policies to guide the design and installation of lights on commercial buildings or within commercial sites contained within the ARP are considered adequate and effective for future development and/or redevelopment within the existing and expanded commercial core. The Commercial Sub-Committee is not recommending any changes or additions to existing policies.

Vision

Looking forward 25 years, low-level street lighting in the commercial core complements the architecture of the business establishments. It is strategically placed to enhance the overall appearance of the commercial core, increasing pedestrian safety and convenience.

Night skies continue to be part of the signature of the Hamlet and surrounding areas. Public parking areas and pedestrian pathways connecting the commercial core to the surrounding residential areas are lit with modest, attractive low level lights that do not detract from the night sky.

Draft Policy Directions

- Lighting fixtures should be simple in form and unobtrusive. Fixtures should be chosen to avoid light pollution onto neighbouring properties.
- Lighting should be kept to the minimum necessary for pedestrian safety and visibility. Consideration should be given to spill over lighting from adjacent buildings and storefronts.
- All lighting should be low glare in nature and incorporate a high cut-off angle.
- Mast or wall mounted light fixtures should be designed to minimize glare and encourage views of the night sky.
- Respecting the rural quality of the Hamlet, sensor lighting for parking and security purposes should be restricted to directional lighting, particularly at the rear of the development, such that adjacent properties are not adversely affected by light pollution

Sign Guidelines for Commercial Buildings

Preamble

There is significant agreement from the commercial community with the existing guidelines for commercial signage in the ARP. No changes to these guidelines are being proposed. It is, however, recommending that permanent directional signage identifying businesses on both White and Balsam Avenues be installed.

The most common feedback received about signs from both the Commercial community and Hamlet and area residents dealt with the fact that many signs are designed and put in place without a development permit, the proliferation of temporary signs and the general lack of maintenance of signs once they are in place. There is a need for existing sign guidelines to be enforced and for mechanisms to be implemented to encourage the maintenance of signs.

Vision

Looking forward 25 years, signs related to business within the commercial core are consistent with guidelines contained within the Hamlet Area Redevelopment Plan that was adopted in 1998. They are well maintained and portray a consistent character, serving to complement the architectural style of the business establishments. When employed, temporary signs also adhere to these guidelines in terms of construction and form and are placed so that they do not hinder pedestrian movement or unduly obscure or distract drivers' attention.

Signs directing vehicle movement and traffic identification signs have a consistent appearance and provide clear and concise information. They are kept to a reasonable and effective level and are well maintained.

Draft Policy Directions

- All development permits for signs be reviewed by the Design Review Committee according to the following guidelines:
  - Within commercial areas, the following types of signs should not be permitted:
    - commercial signs in a public or highway right-of-way;
    - backlit signs;
    - neon signs; and
    - billboards.
  - Front-lit signage is highly encouraged.
  - Signs should be coordinated with the design of the building and site in terms of location, scale, materials, finishes and colours.
  - The use of individually mounted, raised or recessed letters, symbols, borders and framing is encouraged.

- The size and number of signs needed to inform and direct visitors and residents should be minimized.
- Signs for business operations should be limited to a maximum number of two individual signs which cannot be of the same type (i.e. pole or fascia mounted).
- All sign materials should be durable and weather resistant.
- Mounting hardware and wiring should be concealed whenever possible.
- Signage should not be permitted for Type I Home Based Businesses.
- Pole mounted signs should not exceed 5 meters (16 feet) in height, the area of which is not to exceed 2.8 sq. meters (30 sq. ft.).
- Signs that project from the face of a building should not exceed 1.1 sq. meters (12 sq. ft.) in area, and should not be mounted higher than 5 meters (16 feet) in height.
- The size permitted for fascia signs should be calculated as a ratio of linear frontage of the building or business operation, in the case of mall developments. The maximum surface area of a sign should be calculated by dividing the linear frontage by a factor of two. For example, if the linear frontage is 25 feet, then the maximum surface area of a fascia sign should be 12.5 sq. ft.
- Notwithstanding the above guideline, the maximum size of sandwich board sidewalk signs should be 76 cm (2'-6") wide x 122 cm (4'–0") high. Signs dealing with a specific event should be removed within 24 hours after the event. Signs should be on the same property as the business and there should be no more than one sandwich board sign for every two businesses on the site at any time.
- Where sign designs must incorporate specific design elements associated with registered trademarks, logos and/or corporate or franchise identification, the design guidelines regarding sign type, size and material should take precedence.
- Disjointed/competitive colour schemes for individual businesses within a multiple business sign such as a mall sign should not be permitted.

- The potential for greater enforcement of the sign guidelines is recommended through an additional role for the Design Review Committee.
- All signs should be kept in a safe, clean and tidy condition, and may be required to be renovated or removed if not properly maintained. If possible, maintenance of signs should be enforced through conditions of approval attached to a development permit.
- Permanent directional signage should be installed that indicates the businesses along both Balsam Avenue and White Avenue. It is important that architectural controls be placed on these signs.

The Design Review Committee

Preamble

The Design Review Committee was implemented when the ARP was adopted by Rocky View Council in September 1998. It has proven to be a valuable tool for implementing the development considerations of the Plan, however, it has had a limited number of applications to review due to the development freeze prescribed by the ARP until municipal water and sewer servicing is available to the Hamlet. Input from the Committee members indicates that commercial development application reviews that have occurred have been hampered by a lack of time and a lack of useful and appropriate information to conduct the review. There is, therefore, a need for a more comprehensive package of supporting information to be supplied to each Committee member at the time commercial development applications are made. To enhance the Committee's effectiveness, it is recommended that four, rather than three, representatives from the Hamlet of Bragg Creek comprise the Committee along with the local Councilor and a MD Planner. Additionally, more time should be built into the process for the Design Committee's review.

The Design Review Committee should take on the additional role of assisting in implementing the ongoing maintenance of commercial buildings and signs. The Design Review Committee currently has an obligation to publish a bi-annual report of its activities in a local newspaper. It is recommended that this report be published on an annual basis and that it be available on the MD's web-site as well as in a local newspaper.

Draft Policy Directions

- The Design Review Committee will:
  - review all development applications for conformity with the provisions of the ASP,
  - evaluate the design quality of commercial development,
  - recommend departures from the Site and Design Guidelines of the ASP when justified,
  - provide advice to both applicants and the MD in interpreting the Site and Design Guidelines,
  - recommend to the Municipality appropriate guidelines for Direct Control Districts,
  - conduct an annual visual inspection of the exterior conditions of commercial buildings and commercial signs and provide recommendations for maintenance and upkeep, and
  - receive complaints about commercial development, including signs, from residents/business owners/operators; conduct a review of the validity of the complaint and, if justified, forward the complaint to the MD's Bylaw Enforcement Officer so that it can be acted on.
- Membership on the Design Review Committee will be appointed by Council, and limited to a two year staggered term that is open for renewal, and will include:
  - four representatives from the Hamlet of Bragg Creek, one of whom should have a background in architecture or another similar profession;
  - the local Councilor of the MD Council, provided that person does not sit on the Subdivision and Development Appeal Board, and
  - a MD Planning Staff member.
- The Design Review Committee must receive a complete package of appropriate information prior to being asked to conduct a review of a proposed development, including:
  - a site plan showing building and sign placement and scale, landscaping and site lighting details, relationship to the adjacent properties;
  - building elevations, including window and door treatment details;
  - examples of all materials and colours, including roofing and parking surface materials;
  - signage details including details of design with lettering styles.
- Sufficient time needs to be incorporated into the process to provide adequate time for the Committee to carry out its review.
- The Design Review Committee will prepare an annual report summarizing the Committee's decisions and visual inspection recommendations, and publish the report in the local paper and on the MD web site.

Integration of Commercial and Residential Development

Preamble

The Commercial core of the Hamlet is an integral component of the vitality of the area. It is recognized that both people and business need to co-exist in a complementary manner if the integrity of the Hamlet is to be preserved. Especially as the commercial core expands onto adjacent lands that are currently designated for and developed with residential uses, there is a need for heightened sensitivity to the interface between the two land uses. The draft policy directions contained here are aimed at ensuring that new commercial development, or the redevelopment of existing commercial uses, proceeds in a manner that is sensitive to and results in a product that does not detract from adjacent residences. A year round visual barrier should be established between the two land uses.

Vision

Looking forward 25 years, commercial development within the Hamlet of Bragg Creek lies at the centre of a thriving residential community. Commercial development augments the beauty of the residential areas. It is designed and maintained to harmonize with adjacent residences and the natural environment. Potential negative factors associated with commercial development are minimized as much as is practical.

Draft Policy Directions

- Where a commercial development abuts or lies adjacent to a residential area, a dense landscaping strip (of a minimum 3 metres (10 feet) in perpendicular width, composed of native and newly planted indigenous species, should be installed adjacent to the residential area for screening and buffering purposes.
- To provide a year round visual barrier between uses, development on lots within Commercial Expansion Area 3 should be subject to a greater front or rear yard setback (whichever lies adjacent to residential development) than other commercial properties, with a larger percentage of landscaping being provided within that yard setback.
- Where commercial development abuts designated residential property, windows, patios, loading zones, and garbage pickup areas should not be permitted in the area that interfaces with the residential property.
- Where the proposed development lies adjacent to a residential use, provision must be made to ensure that traffic will not impact the residential property, including consideration for location of access points and parking locations. Mitigation measures should be provided to the satisfaction of the Development Authority.
- Garbage compactors should not be permitted on-site unless noise attenuation mitigation is instituted such that nearby residences are not disturbed.
- The exhaust from food preparation areas and other odour creating enterprises should be adequately vented and filtered in order to ensure that odours do not create a nuisance for nearby residences.

Parking

Preamble

The ARP requires that all developments meet the requirements of the Land Use Bylaw. The following recommendations are suggested to augment this requirement.

Vision

Looking forward 25 years, there is adequate parking to meet the needs of the community. Residents feel that it is convenient to pick up what they need on a daily basis from the shops and recognize that well used parking lots mean that the merchants are busy and the shops are well attended. Parking is available both in lots associated with the shops and in public parking spaces that have been developed to help accommodate the swells in business traffic that occur on the weekends as tourists visit the Hamlet and surrounding area.

Draft Policy Directions

Parking Within The Existing Commercial Core:

- Parking associated with future businesses should be provided in excess of that required for the same land uses in the Land Use Bylaw, by a consistent factor.
- Public parking should be provided by development of surface parking on vacant lands.

- Surface parking areas should:
  - be located in close proximity to existing development,
  - be developed in an attractive manner to encourage their use,
  - address such items as lighting and landscaping in a way that enhances public safety
- On street parking should not be permitted within the Hamlet Commercial Core.
- Funding the acquisition of lands could potentially occur through creation of a Business Revitalization Zone and implementing a cash-in-lieu of parking policy.
- Parking behind the Bragg Creek Shopping Centre should be upgraded as a part of a community revitalization program to encourage patrons and/or staff to park there.

Parking Within The Expanded Commercial Core:

- Parking should be provided in the Commercial Expansion Areas in excess of that required for the same land uses in the Land Use Bylaw, by a consistent factor in the same manner as in the existing Commercial Core area.
- The most suitable locations for public parking should be defined in advance of future development. Criteria to define the most suitable locations should included:
  - the existing streetscape,
  - lot configurations and sizes,
  - existing tree cover, etc.
- Mechanisms that ensure that the parking actually is available for public, as opposed to customer, use should be identified.

Pedestrian/Vehicle Circulation

Preamble

Enhanced opportunities for enjoyable pedestrian movements within the existing and expanded commercial core will benefit the shops and services through increased exposure and ease of customer access.

Vision

Looking forward 25 years, the commercial area of Bragg Creek has come to be known as a place to go for a friendly and unique shopping experience. Inviting pathways link the shops with the river. They are populated with pockets of public space that invite pedestrians to relax and enjoy the unique connection that Bragg Creek has with nature.

Vehicular access within the Hamlet is governed by the "rural" nature and design of the roads, but every attempt has been made to make it as efficient and safe as possible with individual businesses contributing to required improvements in proportion to the impact that they will have on traffic flows.

Draft Policy Directions

- Priority should be given to connections between businesses when a pathway system is developed within the Hamlet.
- A pathway should be developed on the right-of-way that exists between Bragg Creek Village Centre and the Bragg Creek Shopping Centre to extend down to the river.
- Development or activity that negatively affects the Elbow River or shore areas should not be permitted.
- Local groups are encouraged to examine the possibility of utilizing adopt-a-park or adopt-a-trail programs.

- As commercial development extends down White Avenue, there will be a need for a sidewalk on the south side of the road, which will need to be addressed at the time of development.
- Pedestrian crosswalks should be incorporated into White Avenue in the future.
- Pedestrian/vehicular access should be provided through the Herron property when it is developed to link River Drive North with River Drive.
- River Drive should be extended westward along its current alignment to connect with an extension of Park Place north of White Avenue. The extension of this road to link back to White Avenue will improve vehicle access and efficiency through the western portion of the expanded commercial core.
- A traffic impact assessment should be required for all new development in the expanded commercial core to identify the magnitude of impacts on both pedestrian and vehicular circulation patterns.

Public Spaces/Amenities

Preamble

There is significant agreement amongst the commercial community that the provision of attractive and appropriately located public spaces would enhance the quality of resident/tourist visits to the commercial core. There is support for funding the development of these spaces through a mechanism such as a Business Revitalization Zone for the existing and expanded commercial core. Additionally, the provision of a single, attractive sign in a prominent location that identifies the shops and services along both Balsam and White Avenues was felt to be a positive way of informing visitors of the range of shops and services available within the Hamlet.

Vision

Looking forward 25 years, the Hamlet of Bragg Creek has a vibrant commercial core that attracts residents and visitors on a year round basis. Comfortable and attractive public spaces invite people to relax and extend their shopping/dining experience throughout the day and into the evening. Pathways that interlace the shops and provide for ease of circulation are attractively lit to increase the evening ambience, while protecting views of the night skies.

Directional signage and public/tourist information is readily available to enhance time spent within the Hamlet.

Draft Policy Directions

- Commercial developments are encouraged to provide public amenities, such as public washroom facilities.
- Lighting should be provided on public lands and on pathways between business developments within the Hamlet to add ambiance to the commercial area and promote pedestrian circulation and safety in the evenings, while protecting views of the night skies.
- Lighting on public lands should be installed within the existing commercial core area and extended into commercial expansion areas as development proceeds, using funds from a local improvement fund, such as a Business Revitalization Zone.
- Public rest areas should be defined within the commercial core, and be developed with street furniture such as benches, public garbage receptacles, etc.
- Businesses developing within commercial expansion areas may be required to provide public seating and garbage receptacles at the time they are developed.
- Permanent, architecturally controlled, directional signage should be installed that indicates the businesses along both Balsam Avenue and White Avenue.

- In accordance with the Municipal Government Act, lands adjacent to the river will be dedicated as Environmental Reserve.
- Municipal Reserve parcels should retain their natural character.
- Publicly owned open spaces along the Elbow River and along a number of undeveloped road allowances leading to the river should be preserved for open space and pedestrian movement.
- Development or activity that negatively affects the Elbow River or shore areas should not be permitted.

Emergency Services

PREAMBLE:

The Greater Bragg Creek area is located within a "Wildland/Community" interface involving a range of land uses that have developed in and amongst an old growth forest. Arising from its natural environmental setting and the somewhat removed, low-density character of the area, the provision of emergency service is an ongoing concern.

Because of the extension of vegetation into the area from the adjacent forestry reserve, the area could come under the influence of significant wildfire events. Because of the often uninterrupted nature of local vegetative cover, similar potential exists for local structural fires to spread onto adjacent properties. This wildfire concern is compounded by limited availability of access for lands west of the Elbow River and somewhat lengthy response times for emergency service responders who travel to the area from other locales.

As the community continues to grow and evolve, so too will its need for emergency services. Several issues presently contribute to local emergency services concerns. The two most significant issues include the single access for all lands west of the Elbow River (Balsam Avenue Bridge) and the absence of a municipal water supply and distribution system capable of delivering adequate fire flows. Until these two issues are addressed, future subdivision and development within the community will likely compound existing emergency service concerns. A goal of the Area Structure Plan is to establish a framework for enhancing awareness of and develop strategies to address emergency service issues within the area.

VISION:

Looking forward 25 years, Greater Bragg Creek continues to be a safe community within which local residents and area visitors alike can experience a community that carefully respects the natural environment while accepting a minimum level of accompanying risk. Greater Bragg Creek landowners recognize and acknowledge risks associated with a Wildland/Community interface.

In order to mitigate risks associated with Wildland/Community interface development, an alternate municipal collector road has been constructed to service lands west of the Elbow River, a water supply and distribution system provides urban levels of fire flows within the Hamlet Service area; and all new subdivision within the community has been required to implement specific architectural standards that encourage use of fire resistant construction materials and appropriate site design and landscape techniques. Additionally, all local landowners regularly participate in "Fuel Reduction Programs" designed to reduce unnecessary vegetation.

Over time, the Municipality has monitored, reviewed and updated Mutual Aid Agreements to ensure appropriate emergency service levels (fire, police and ambulance) are maintained within the area.

DRAFT POLICY DIRECTIONS:

Short Term:

- A municipal water supply and distribution system capable of providing urban fire flows should be installed within the Hamlet Service area.

- Municipal emergency access roads should be constructed to provide an alternate access/egress for all lands west of the Elbow River in the event access across the Balsam Avenue Bridge is disrupted. A committee should be struck to investigate all aspects of the feasibility of emergency access(s) and its funding.
- The Municipality should review all existing/proposed Mutual Aid Agreements to ensure that appropriate levels of emergency response are provided throughout the Plan area.
- A Fuel Load Reduction Plan should be implemented throughout the entire community to encourage reduction of redundant vegetative materials in proximity to combustible structures within all public and private property.
- A central community drop-off facility should be provided to support Fuel Load Reduction Programs with organic matters chipped on site, and either packaged and removed from the area or locally recycled.
- Implementation of mandatory early warning devices should be installed to protect each new development.
- The use of internal and external sprinkler systems within new subdivisions should be encouraged and supported by the Municipality.
- A partnership between the Municipality, Kananaskis Improvement District and Alberta Sustainable Resource Development should be investigated with a goal of constructing a fire break within lands south and west of the Plan area.
- Partnerships should be established between the Municipality and all local operators of oil & gas facilities to coordinate responses during emergency events.

Long Term:

- The municipality should continue to monitor and review all existing Mutual Aid Agreements it presently holds with other municipalities and jurisdictions to ensure maximum efficiency for emergency service response within the Plan area.
- A permanent municipal collector road should be constructed (within the alignment of the emergency access) to provide an additional fully developed transportation connection for all lands west of the Elbow River.
- Proposals for new multi-lot subdivision within the Plan area should be supported by a Wildfire Risk Assessment, prepared by a qualified professional, that examines the following criteria:
  - Existing vegetation and topography to determine the site's susceptibility to wildfire;
  - Location of existing/proposed water bodies within the area capable of providing a supply of water for fire suppression purposes;
  - An assessment of the proposed subdivision layout, density and development phasing to encourage implementation of a comprehensive design that recognizes and mitigates susceptibility to wildfire risks (e.g. appropriate building spacing, reduced cul-de-sac lengths, appropriate clearing of building sites, deck enclosure restrictions, etc.);
  - An assessment of local traffic circulation patterns, both existing and proposed, to determine the availability of safe access for fire and other emergency equipment and apparatus; and
  - An assessment of proposed architectural controls within the subdivision designed to encourage fire suppression within each new building site (e.g. appropriate roofing and siding materials, landscaping, interior/exterior sprinklers, etc.)
- A full Fuel Load Management Plan similar to that currently being implemented in Jasper and Banff should be developed and implemented throughout the Greater Bragg Creek area.

- Local Developers should be required to prepare Construction Management Plans that detail implementation of sensitive construction measures that enhance fire protection capabilities during construction periods when the hazards are highest.
- The Municipality should ultimately consider developing an Emergency Service Facility within the area based on cooperative and mutually beneficial contributions from area residents, local developers, adjacent municipalities and jurisdictions and various levels of government.

Community Development

PREAMBLE:

The Greater Bragg Creek area is unique in the MD of Rocky View in that it is bounded on three sides by other jurisdictions (Kananaskis Country to the West, The MD of Foothills to the South and the Tsuu T'ina Nation Reserve #145 to the East) as well as a significant aggregation of Provincial lease lands to the North. These boundaries combine to create an enclave with a distinct and cohesive sense of community.

In many ways, the special quality of life enjoyed by the area residents is centered on the facilities and social opportunities available within the Hamlet, coupled with the natural environment. Banded Peak School, located to the south of the Hamlet, along Highway 22 is another integral component of the facilities that serve this area. These social and cultural facilities afford area residents a special quality and character of life.

Recreation and cultural programs that contribute to the quality of life have, to date, been available through the Rocky View West Recreation Board. Through support of facilities such as the Bragg Creek Center and the Snowbirds Center, this organization has been responsive to the funding and programming needs of the community. Neither Rocky View nor Calgary Catholic School Divisions have identified short or medium term needs for additional school facilities to serve the Greater Bragg Creek population, however room for future expansion or the construction of a new school is available on and adjacent to the Banded Peak School site.

A comprehensive assessment of the needs/desires of community residents for support and leisure services in the area has never been completed. Coupled with such an assessment, the Area Structure Plan can guide the future provision of services in a manner that best benefits the community residents.

VISION:

Looking forward 25 years, Greater Bragg Creek continues to be a vibrant community with a range of recreational, social and cultural amenities that meet the needs of all of its residents, regardless of age. The need for support services and leisure opportunities has been identified through a Community Needs Assessment and public and private partnerships and agreements have been put in place to provide the facilities and offer the range of programs best suited to meet this demand. Public facilities, such as the Bragg Creek Center, the Snowbirds Centre and Banded Beak School have been expanded and augmented with additional facilities, in response to community demand. They offer spaces that foster and contribute to resident interactions and engagement, enhancing community pride and sense of belonging.

Both within and outside of the Hamlet, new developments have been designed with an eye to compatibility amongst land uses, affording opportunities to build "good neighbour" relations and an acceptance of each other's differences. Particularly within the Hamlet, architecture and design elements have been incorporated into all new public or commercial developments to support crime prevention.

DRAFT POLICY DIRECTIONS:

- A Community Needs Assessment should be conducted in cooperation with the Municipality to identify current and project future requirements for community support and leisure services and opportunities. Once complete, an implementation strategy should be developed using provincial and municipal grants and funding sources as well as partnerships with private industry.
- The need for community support and leisure services should be addressed during the evaluation of future subdivision and development applications.
- Along with other agencies, the Municipality shall monitor the needs of the residents and of developments within the Plan Area over time to ensure appropriate levels of community support and leisure services are maintained.
- The Municipality should endeavour to support existing and new or expanded public facilities financially and otherwise in accordance with a comprehensive strategy established, with community input, by the Rocky View West Recreation Board's Master Plan.
- Where feasible, the municipality should establish, and subsequently monitor and review, partnerships with other municipalities and jurisdictions to maximize levels of provision of community support services and leisure opportunities within the Plan area.
- Future opportunities to deliver community support services on a local basis (e.g. bylaw enforcement) or to locate support facilities within the community (e.g. RCMP detachment, health services) should be investigated as they arise and the community grows.

Inter-jurisdictional Cooperation

PREAMBLE:

The Greater Bragg Creek area is uniquely situated between a major population centre and a world class Provincial Recreation Amenity. Additionally, the community is sharply defined by its common boundaries with adjacent jurisdictions. The MD of Foothills is located immediately to the south; Kananaskis Improvement District immediately to the south and west; The Provincial Lease Lands to the north; and the Tsuu T'ina Nation Reserve #145 immediately to the east. Additionally, three Provincial highways provide efficient access through the Plan area and a Provincial Park (day use area) is located entirely within the community's boundaries.

As the Bragg Creek community continues its ongoing evolution, local opportunities for subdivision and development will likely create impacts on land uses, development activities and infrastructure requirements affecting adjacent municipalities and jurisdictions. Development of a framework to appropriately consider and coordinate mutual interests amongst all affected municipalities and jurisdictions is an objective of the Area Structure Plan.

VISION:

Looking forward 25 years, development within the greater Bragg Creek area continues to reflect sensitivity to the multiple jurisdictions that lie adjacent to the Study area. On-going consultation occurs with affected neighbouring jurisdictions as part of redesignation, subdivision and development applications that affect the interface between jurisdictions to identify and mitigate any inter-jurisdictional issues. Development with potential to affect water quality and quantity and riparian areas associated with the Elbow River and its tributaries has been carefully designed to minimize any negative impacts. Key natural features and habitat areas within this interface area have been identified and protected.

Transportation concerns have been addressed on a regional basis. The level of service of existing and future linkages between jurisdictions has been maintained and where possible, enhanced. Development has been sensitive to the visual integrity of intermunicipal gateways. Where possible

and practicable, the utility needs of all jurisdictions have been considered and incorporated in any regional solutions that are developed to meet the needs of any one jurisdiction.

Continued inter-jurisdictional co-operation has resulted in enhanced levels of emergency and community service delivery.

DRAFT POLICY DIRECTIONS:

Integration of Land Uses

- Applications for redesignation, subdivision or development affecting lands within 800 m of the boundary of an adjacent municipality and/or jurisdiction should be referred for comment to the Tsuu T'ina Nation Reserve #145, the MD of Foothills, Kananaskis Improvement District and/or Alberta Sustainable Resources - Public Lands Division, as appropriate and relevant.
- To achieve a compatible and gradual transition between subdivision and development within the Plan Area and land uses within adjacent municipalities and jurisdictions, consideration of an appropriate interface should be incorporated into all forms of future development to create a harmonious transition from one municipality/jurisdiction to another. Consideration of appropriate transitioning principles should be determined as a result of on-going inter-jurisdictional consultation and, at a minimum should address:
  - sensitivity to existing land uses and community characteristics;
  - protection of water quality and quantity within the Elbow River and Priddis Creek;
  - protection of identified key natural features and habitat areas;
  - transportation links; and
  - integration of open space alternatives;
- The Provincial Lease Lands should be encouraged to remain under public stewardship and continue to be used for agricultural purposes. Developments in proximity to the Lease Lands should be sensitive to these agricultural uses and provide suitable buffers along common boundaries.
- Mutual partnerships should be developed with Kananaskis Improvement District to mitigate potential negative impacts resulting from developments between the Plan area and the Provincial Recreational Areas west of the Plan area.
- Subdivision and/or development proposals should provide suitable buffers between the Plan area and the Bragg Creek Provincial Park.
- The Municipality should promote close consultation with the Department of Fisheries and Oceans, Alberta Environment and the Calgary Health Region to encourage multi-jurisdictional evaluation of subdivision and developments that may negatively impact the natural environment within the Plan area.
- The Municipality should promote close consultation with Alberta Community Development to develop formal strategies to preserve significant archeological sites within the Plan area.
- The Municipality should promote close consultation with the Tsuu T'ina Nation Reserve No. 145 to develop formal strategies to preserve significant natural environmental areas that cross the two jurisdictions such as water, wildlife, etc.
- The Municipality should encourage a partnership with the Province and the Tsuu T'ina Nation Reserve #145 to develop a strategy for future development of the entranceway to the Hamlet that will protect the visual integrity of this key inter-jurisdictional entranceway.

Transportation Impacts

- The Municipality should work closely with Alberta Infrastructure & Transportation to develop an access management strategy for lands adjacent to Highway 22, Highway 66 and Highway 758. Until such a strategy has been developed, all highway access within the Plan Area must meet Provincial requirements.
- Preserving the safe and efficient operation of the Provincial transportation system should be a priority when considering future subdivision and/or development within the Plan area.
- The municipality should encourage a partnership with the Province and the Tsuu T'ina Nation Reserve #145 to develop appropriate short and long-term strategies to improve the design and function of the intersection between Balsam Avenue, Hwy 22 and Hwy 758.
- Close working relationships between the Province, the Municipality, local developers, industry representatives and area residents should be established to coordinate all necessary short and long-term improvements to the Provincial transportation system.
- With the exception of those vehicles accessing East Kananaskis Country from West Bragg Creek Road, access through the Plan area to Kananaskis Country should be directed to Highway 66 via Highway 22.

Regional Servicing

- The identification of locations required for future utility easements to accommodate regional communal water and wastewater infrastructure is encouraged during the preparation of conceptual schemes in support of proposed development within the Plan Area.
- The Municipality should consult with adjacent jurisdictions, the Province and other relevant stakeholders to identify any opportunities for mutual benefit from utility servicing solutions proposed within Rocky View or any of the neighbouring jurisdictions.
- The Municipality should consult with affected adjacent jurisdictions during preparation of master drainage plans for sub-basins that cross respective municipal boundaries. The implementation of these plans should be to the satisfaction of both affected municipalities.

Provision of Community, Protective and Emergency Services

- The Municipality should continue to review existing agreements that provide for the joint provision of emergency, protective and community services on a regular and ongoing basis to ensure that they adequately reflect the degree and nature of growth and development occurring within the Plan Area.
- An Open Space and Trail System should be developed for the Plan area to provide direction for acquisition of open space through the subdivision and development process. This system should provide for connections between the jurisdictions that are safe and beneficial to all affected jurisdictions.