

# **Bragg Creek Hamlet Expansion Strategy**

## **Phase 3 Engagement Summary**

April 2020

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# 1 Key Findings

From January to March 2020, Rocky View County hosted an Open House, distributed a feedback form, and held an online survey to gather feedback for Phase 3 of the Bragg Creek Hamlet Expansion Strategy project. The purpose of engagement undertaken in Phase 3 was to help determine which land use scenario should be included in the final draft and to gauge support for a variety of key concerns that were raised during Phases 1 and 2.

This report summarizes the feedback from approximately 120 attendees at the Open House, 30 feedback form responses, 52 online survey responses, and several individual letters received via email.

The major themes that arose during the Open House and through the feedback forms include:

- **Density:** Support for maintaining the character of Bragg Creek, with a minimum of ¼ acre lots and low density development.
- **Traffic:** East Park Place was widely viewed as an acceptable access point into the Expansion Area; however, there was a general consensus that using any of the internal hamlet roads (Burney Road, Park Place) would create unacceptable levels of traffic through the hamlet.
- **Servicing:** The majority of participants agreed that all lots within the Expansion Area should be required to tie-in to servicing should it become available but many were concerned that the existing hamlet infrastructure should be addressed before any new development occurs.

The online survey was comprised of eight questions. A summary of the responses is as follows:

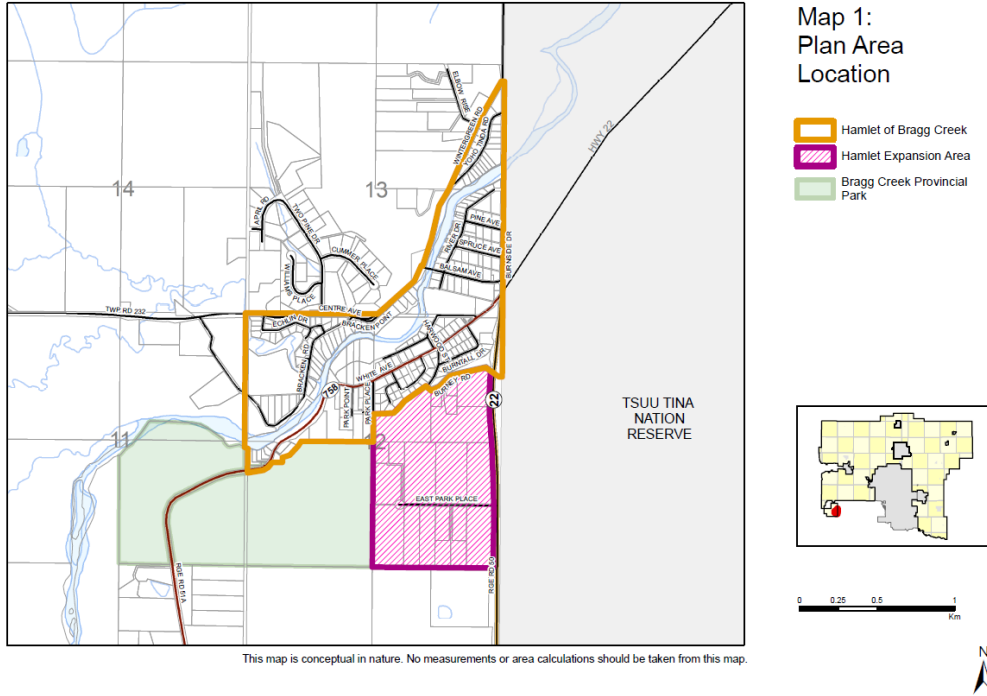
- **Types of Development:** There was support from the majority of participants for retaining residential land uses.
- **Community Design:** There was a slightly higher preference for Cluster Residential development.
- **Housing Types:** The majority of participants preferred single family and semi-detached dwellings.
- **Land Use Scenario:** The majority of participants preferred Scenario 1 – Hamlet Residential Density.
- **Lot Sizes:** Most participants favored lot sizes between 0.24 and 0.49 acres in size.
- **Traffic:** East Park Place was widely viewed as an acceptable access point into the Expansion Area; however, there was a general consensus that the internal hamlet roads (Burney Road, Park Place) should not be used.
- **Servicing Tie-ins:** The majority of participants agreed that all lots within the Expansion Area should be required to tie-in to servicing should it become available.
- **Priorities:** The majority of participants agreed that the top priorities to be addressed should be traffic, servicing, and environmental protection.

## 2 Project & Process Summary

The County is in the process of preparing the Bragg Creek Hamlet Expansion Strategy, which is a set of amendments to the existing Greater Bragg Creek Area Structure Plan (ASP) that will guide development within the identified Hamlet Expansion Area. The ASP identifies an area south of the hamlet, between Highway 22 and Bragg Creek Provincial Park, for future hamlet expansion. The Hamlet Expansion Area is approximately 86 hectares (214 acres) in size, and consists of approximately 20 parcels (see Map 1: Plan Area Location).

The Bragg Creek Hamlet Expansion Strategy will provide guidance for future residential growth. Based on public input and the findings of technical studies, various elements such as lot size, density, traffic management, environmental protection, and utility servicing will be taken into consideration when drafting the amendments.

This project involves three phases of public and stakeholder engagement in order to ensure that community feedback is incorporated into the proposed amendments. We are currently in Phase 3 of the project. The purpose of engagement undertaken in Phase 3 was to help determine which land use scenario should be included in the final draft and to gauge support for a variety of key concerns that were raised during Phases 1 and 2.



This map is conceptual in nature. No measurements or area calculations should be taken from this map.



## **3 Engagement Strategy & Materials**

### **3.1 Land Use Scenarios & Technical Studies**

Two proposed land use scenarios were presented for feedback at the Open House, in the feedback form, and in the online survey.

- **Scenario 1 – Hamlet Residential Density:** comprised of ¼ acre lots throughout the entire Hamlet Expansion Area with a limited development buffer to protect the park land to the west.
- **Scenario 2 – Hybrid Density:** comprised of 0.10 acre lots over the majority of the Hamlet Expansion Area, with 2 acre country residential lots on the north side as a buffer from the hamlet and a limited development buffer to protect the park land to the west.

In addition to the scenarios, a supporting traffic study and servicing analysis were also made available for review and input during the engagement period.

### **3.2 Open House**

An Open House was held on Thursday, January 30, 2020, with approximately 120 attendees. The event featured a display of information panels intended to facilitate conversation regarding key items of concern. Small roundtable sessions facilitated by County staff were held throughout the evening. The smaller group setting encouraged open dialogue among the attendees and provided them the opportunity to ask questions about the proposed amendments.

### **3.3 Feedback Forms**

The Open House was complemented by a feedback form with the same discussion questions for those who were not able to participate in the roundtable sessions. The form was available at the Open House and online in order to provide a diverse range of opportunities for feedback. The questions aimed to gain perspective on what people liked and disliked about the proposed land use scenarios. A total of 30 feedback forms were completed.

### **3.4 Online Survey**

An online survey accessed through the project webpage was available from February 14, 2020 to March 6, 2020, for a total of 3 weeks. The survey included eight questions that asked respondents to provide insight on the proposed land use scenarios, lot sizes, housing types, utility servicing, and traffic management for the Hamlet Expansion Area. A total of 52 respondents completed the survey.

### **3.5 Individual Meetings**

Communicated through an update email and the project webpage, the County provided the opportunity for individuals to schedule one-on-one meetings with the project team between February 14 to March 6. No meetings were requested.

## **4 Open House and Feedback Forms Summary**

### **4.1 Density**

When posed with two land use scenarios, the majority of participants preferred Scenario 1 – Hamlet Residential Density. Many believed that this scenario would retain the character of the hamlet. However, many residents would have preferred to see an overall lower density with lot sizes no larger than ½ acre,

which they felt was more in keeping with the existing hamlet. Some mentioned that they would even like to see a modified Scenario 1 with a lower density transitional buffer from the hamlet.

Regarding Scenario 2 – Hybrid Density, some participants expressed that 0.10 acre lots would add too many residences to Bragg Creek, which already has a surplus of vacant real estate. Many felt that this level of density would add to the existing strain on infrastructure and limited services. Discussions also included concerns that this scenario would divide Bragg Creek into two separate communities.

Regardless of their density preference, many participants emphasized that it was important to retain the small community feel and unique character of Bragg Creek, either through implementation of design guidelines, preservation of greenspace, or restriction of multi-unit housing types. Concerns about the need to preserve wildlife were also voiced, and others requested additional clarity about how environmental protection would be addressed.

Other discussion around density included:

- The need for more multi-unit dwellings and townhouses to improve housing affordability, help transition the aging population, and diversify the demographic of Bragg Creek.
- Integrating the new development with the existing hamlet in order to prevent the separation of Bragg Creek into “old” versus “new”.
- Encouraging a variety of housing types, styles, and lot sizes would help retain the Bragg Creek character.
- Some believed that new development would attract more people to the community, which would add vitality to the hamlet and bring in more services.
- Some suggested placing infill/apartments in the existing hamlet core.

#### 4.2 Traffic

Participants voiced a desire for improved traffic flow management, specifically noting the Highway 22 traffic circle upgrade, increased pathway connections, and independent access into the Hamlet Expansion Area.

- **Highway 22:** Most participants agreed that the Highway 22 / White Avenue intersection needs the traffic circle upgrade as this would help manage traffic flows for the entire hamlet. Some participants expressed that their support of new development would be contingent on this upgrade.
- **Pathways:** Many were in support of developing the pathway system in order to improve connectivity for Bragg Creek as a whole.
- **Access Roads:** The majority of participants disagreed with using Park Place or Burney Road as potential access roads, stating that the increase in traffic within the hamlet would be unacceptable. Others felt that using these roads would impact wildlife corridors. Many expressed safety being a concern if Burney Road were used; some referenced the daycares in the area while others stated that the road itself is too narrow and steep. There was some support for using East Park Place as many believed the new subdivision should have access to the highway independent of the hamlet.

#### 4.3 Servicing

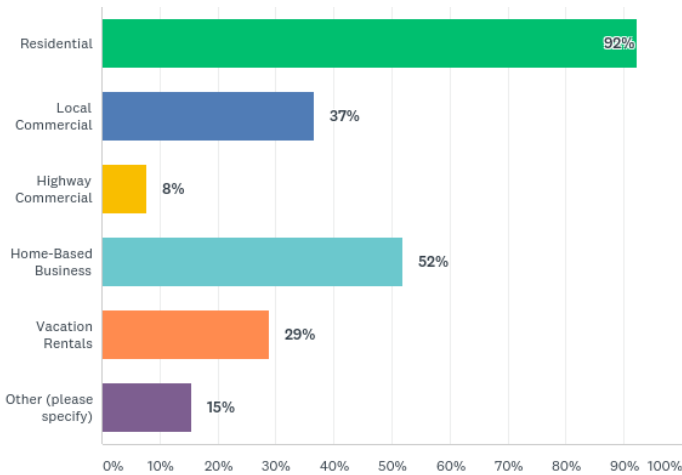
Many participants expressed that the existing servicing infrastructure needs to be improved before even considering expansion for future development. Questions arose over whether the existing wastewater treatment plant could handle the increased demand, while others were concerned about further expansion of the plant. Some participants wondered whether the current water supply and waste transfer site could handle the increased capacity. Another mentioned the importance of protecting existing aquifers and the wells that they support. Some participants wondered whether existing residents adjacent

to the expansion lands, but not part of the existing water/wastewater network, would be required to tie-in if the line is to be extended to the south.

## 5 Online Survey Summary

### 5.1 Types of Development

What types of development would you like to see in the Hamlet Expansion Area? Select all that apply:

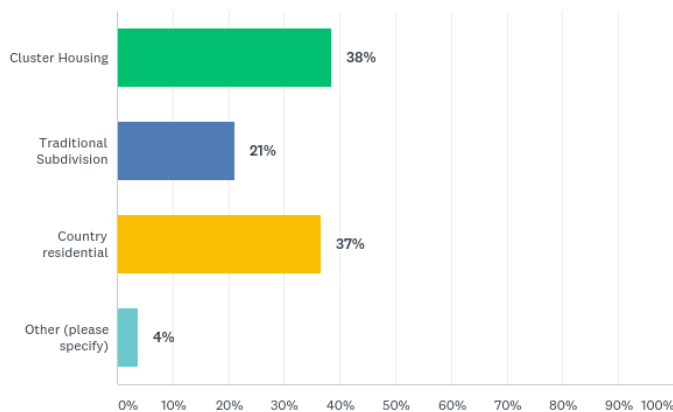


Total Respondents: 52

Participants preferred the Hamlet Expansion Area to remain residential in nature, with 92% of survey respondents voting this way. 52% of respondents also voted in favor of “Home-Based Businesses.” Some respondents clarified that their support of residential development did not mean they were in favor of high density.

### 5.2 Community Design

Community design is an important consideration when creating policies that guide development. Which type of development would be the most appropriate for the Hamlet Expansion Area?

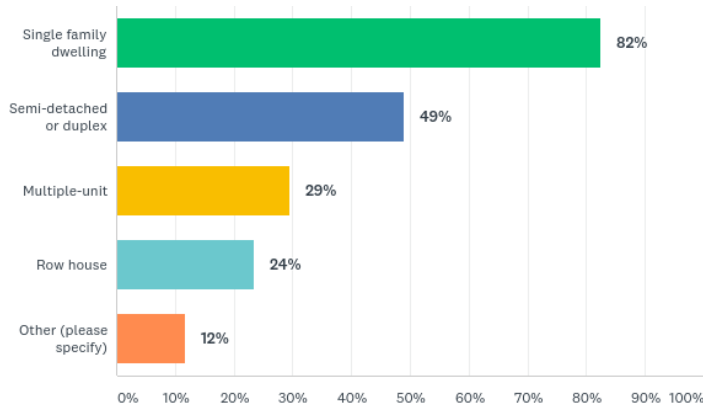


Total Respondents: 52

The survey responses were almost evenly split between “Cluster housing” at 38% and “Country residential” at 37%.

### 5.3 Housing Types

What housing types would you like to see in the Hamlet Expansion Area? Select all that apply:



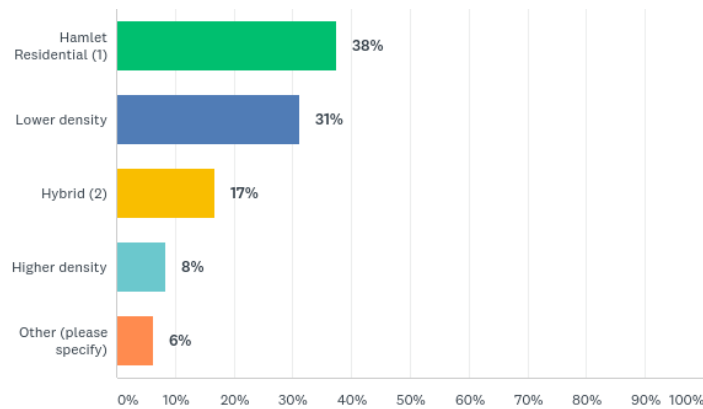
Total Respondents: 51

The majority (82%) of Phase 3 survey respondents indicated their support for single family dwelling types. Many respondents (49%) voted for semi-detached or duplex dwelling types.

Some participants suggested that a mix of housing types would be desirable in order to accommodate a more diverse demographic. Other participants felt that Bragg Creek does not have the infrastructure to support higher density housing types.

### 5.4 Land Use Scenarios

What would be the most appropriate land use scenario for the Hamlet Expansion Area?



Total Respondents: 48

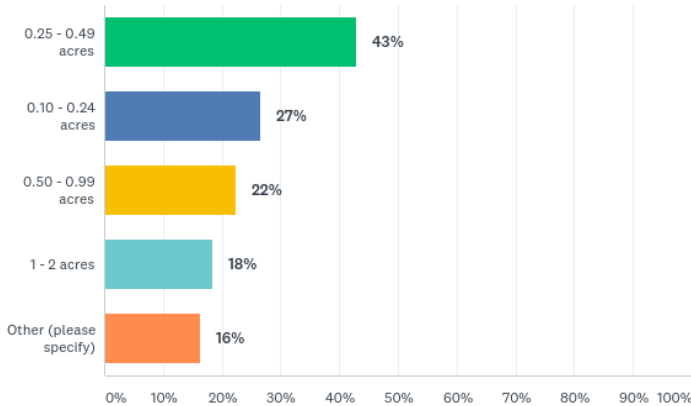
Overall, Phase 3 respondents tended to prefer Scenario 1 – Hamlet Residential Density, with 38% of survey participants indicating this preference. “Lower density” received the second highest proportion of the vote with 31%.



One participant expressed a desire to maintain the current form and lot sizes seen within the hamlet, which are not to be less than ½ acre. Another indicated that there was no need for expanding residential growth as there is already enough real estate sitting dormant in the hamlet. One participant thought that Scenario 2 should be modified so that ¼ acre lots would replace the 2 acre lots in the northern buffer.

### 5.5 Lot Sizes

**What lot size(s) would be the most appropriate for the Hamlet Expansion Area? Select all that apply:**



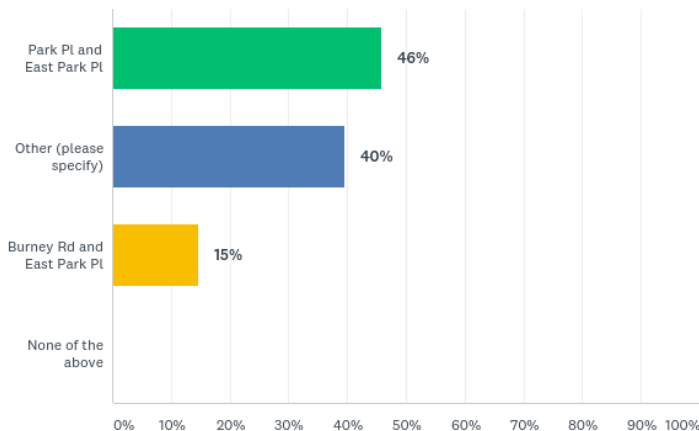
Total Participants: 49

The response with the highest proportion of the votes at 43% was “0.25 - 0.49 acres”.

Some participants who selected “other” commented that their preferred size would be 2 acres or higher. Others indicated that smaller lot sizes with a cluster design would be desirable since it would retain greenspace, create connectivity, and protect wildlife.

### 5.6 Traffic

**Which access point into the Hamlet Expansion Area makes the most sense?**



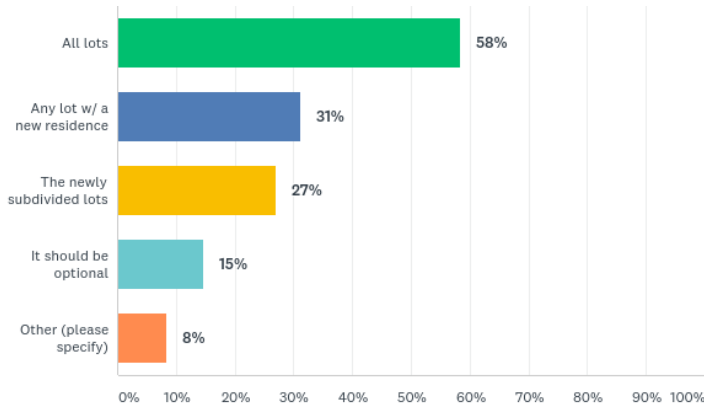
Total Participants: 48

The response with the highest proportion of the votes at 46% was “Park Place and East Park Place”. However, it is worth noting that 40% of respondents selected “other” and included a wide variety of comments. The majority of these comments state that none of the access roads within the hamlet should

be used (Burney Road and Park Place) and that Highway 22 should be upgraded prior to any new development taking place. Some respondents also indicated that only East Park Place should be used for access.

### 5.7 Servicing Tie-ins

**In the instance that piped services become available, who should be required to tie-in to the system? Select all that apply:**

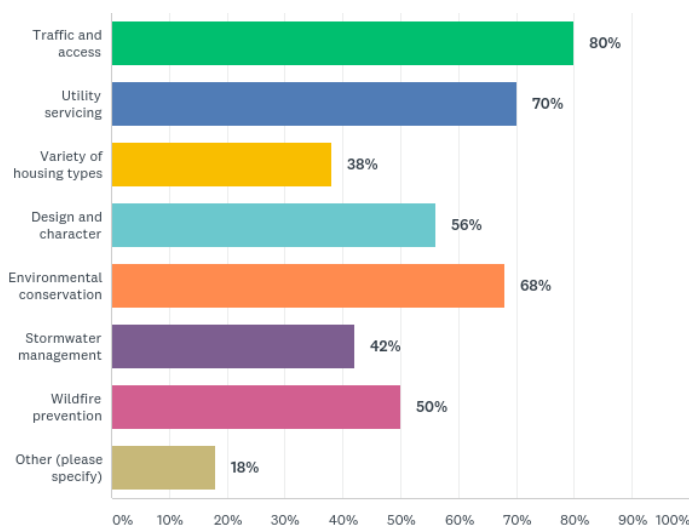


Total Participants: 48

The majority of respondents (58%) voted that “all lots” should be required to tie-in to the system. A few respondents commented that tie-in must be mandatory in order to prevent the current situation within the hamlet from happening again. It was also mentioned that the developer should take on the responsibility and cost of implementing a new system. Another stated that tie-in should not be mandatory at subdivision, but rather at the building permit stage.

### 5.8 Priorities

**In your opinion, what elements do you think should be the highest priority for the Hamlet Expansion Area? Select all that apply:**



Total Participants: 50

Five of the responses received a majority of votes: “Traffic and access” (80%), “Utility servicing” (70%), “Environmental conservation” (68%), “Design and character” (56%), and “Wildfire prevention” (50%). A few respondents included additional comments referencing improvements to internet and cell service.

## **5.9 Additional Comments**

The final survey question provided respondents the opportunity to provide additional comments. Common themes in the comments include support for managing traffic flow to ensure safety of residents, emphasis that hamlet roads should not be used for access, and concern that increased density would negatively impact the character of Bragg Creek.

## **6 Conclusion and Next Steps**

Phase 3 of the Bragg Creek Hamlet Expansion Strategy public engagement is now complete. The feedback collected during this phase will help finalize the policy direction and land use scenario presented in the final draft. The project team will be finalizing a land use scenario, the guiding principles, and the associated Greater Bragg Creek Area Structure Plan amendments to be presented to Council at a Public Hearing for Council’s consideration.

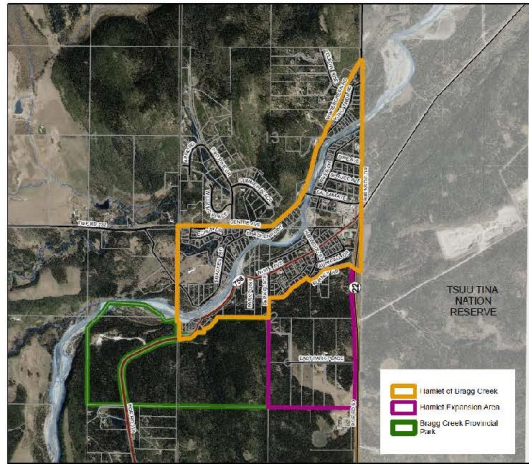
Please contact Johnson Kwan at [jkwan@rockyview.ca](mailto:jkwan@rockyview.ca) or 403-230-1401 for questions, updates, or further information. You can also fill out the form on the project website in order to receive regular email updates about the Bragg Creek Hamlet Expansion Project:

<https://www.rockyview.ca/BuildingPlanning/PlansUnderReview/BraggCreekHamletExpansionStrategy.asp>  
[X](#)

Thank you to everyone who participated in Phase 3 of the Bragg Creek Hamlet Expansion Strategy.

## 7 Appendix A – Open House Panels

# The Hamlet Expansion Area



This map is conceptual in nature. No measurements or area calculations should be taken from this map.

The Greater Bragg Creek Area Structure Plan identifies the area south of the hamlet between Highway 22 and Bragg Creek Provincial Park as 'hamlet expansion area'.

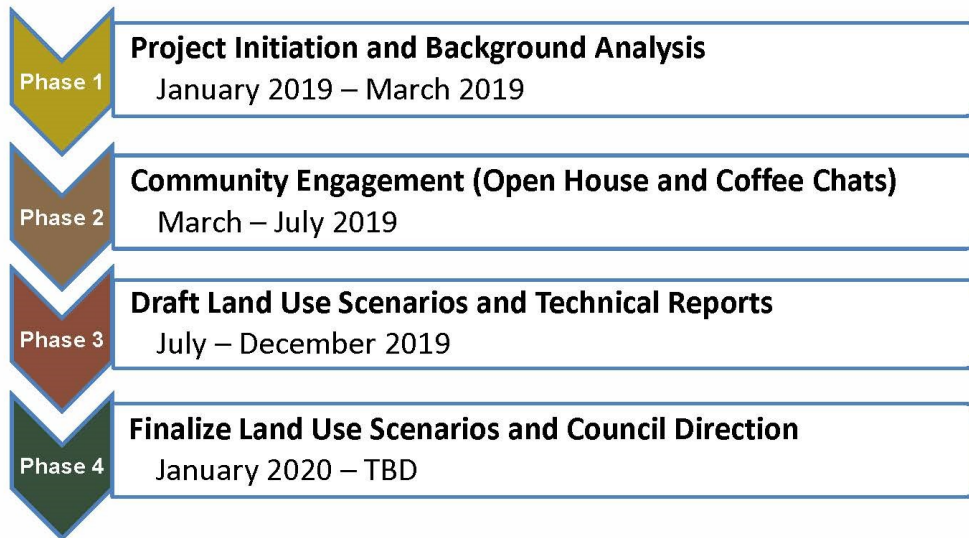
The hamlet expansion area includes 20 parcels and is ± 214 acres in size.



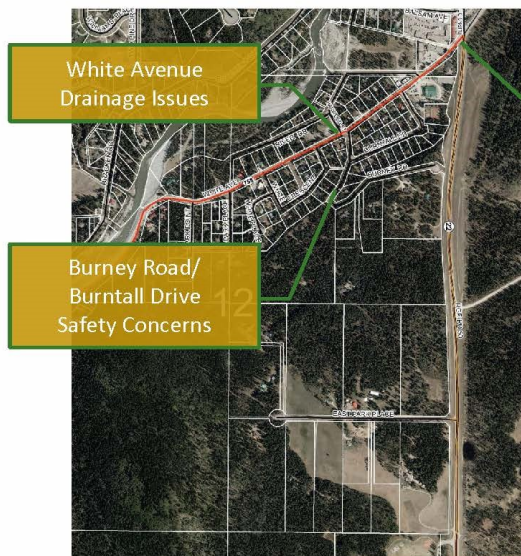
## Planning Hierarchy



## Project Timeline



## What We've Heard - Traffic



### Solutions:

- Require Traffic Impact Assessments and road upgrades as a condition of future subdivision and/or development as per County Servicing Standards.
- Continue discussion with Alberta Transportation with regards to Highway improvements (Hwy 22 and Hwy 758 – White Ave).



# Potential Access & Network Analysis



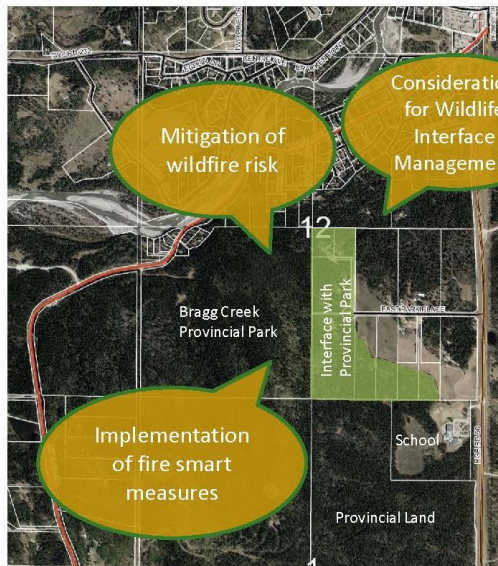
Access to White Avenue via Burney Road and Park Place were analyzed.

Access to Hwy 22 via East Park Place was analyzed.

Roads providing access to expansion lands will require upgrading to paved standard.



## What We've Heard - Environment

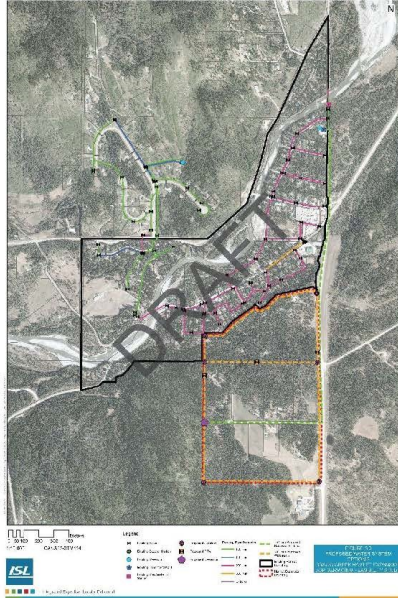


### Solutions:

- Include policies for environmental protection and wildlife interface management.
- Include policies to encourage fire smart practices.
- Ongoing discussions with provincial agencies with regards to the provincial park interface and fire smart practices.



## What We Heard – Water Servicing

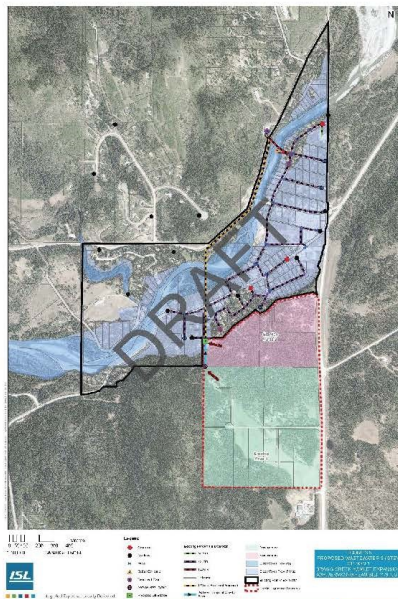


### Solutions:

- Preliminary water servicing extension costs: \$15M to \$16.82M.
- Existing ASP Policies require future multi-lot subdivisions (less than 4 acres) to connect to municipal wastewater treatment systems.
- Council to decide if servicing expansion costs are to be fronted by the developer or by the County.
- Developers can utilize cost recovery agreements.
- Landowners responsible for construction of service connections within their property.



## What We Heard – Wastewater Servicing



### Solutions:

- Preliminary wastewater servicing extension costs: \$14.48M to \$18.25M.
- Existing ASP Policies require future multi-lot subdivisions (less than 4 acres) to connect to municipal wastewater treatment systems.
- Council to decide if servicing expansion costs are to be fronted by the developer or by the County.
- Developers can utilize cost recovery agreements.
- Developers would be responsible for construction of service connections.
- Connection to wastewater servicing will not require installation of independent lift stations within the expansion lands.



# Proposed Land Use Scenario 1



## Hamlet Residential Density

- 1/4 acre lots ( $\pm$  4 units per acre).
- Same as existing hamlet.
- Approximately 288 new lots.

## Housing types

- Potential to include detached or semi-detached dwellings plus an accessory dwelling unit, provided that there is adequate servicing.



# Proposed Land Use Scenario 2



## Hybrid Density

- Approximately 16 new country residential lots in the transition area.
- Approximately 408 new lots in the southern portion.

## Housing Types

- Potential to include detached or semi-detached dwellings plus an accessory dwelling unit, provided that there is adequate servicing.
- Also allow townhouses or multiple unit dwellings (i.e. four-plexes) provided that there is adequate servicing.





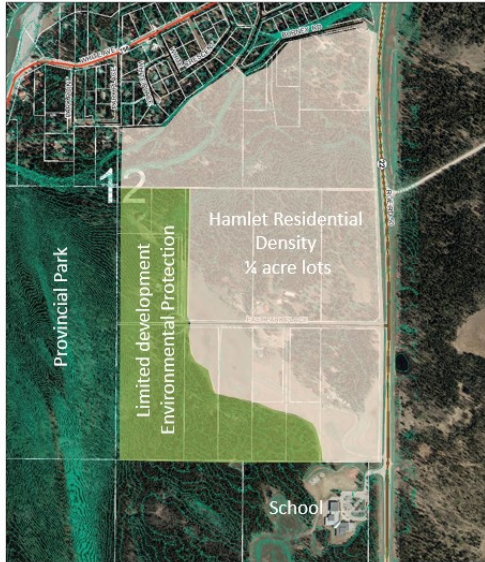
## Who Is Responsible For What?

Developer	County	Landowner
<ul style="list-style-type: none"><li>• Propose development.</li><li>• Prove suitability of land for servicing.</li><li>• Conduct transportation, stormwater, and environmental analyses.</li><li>• Participate in public engagement.</li><li>• Pay for/upgrade infrastructure for development (e.g. servicing, roads, stormwater).</li></ul>	<ul style="list-style-type: none"><li>• Prepare Statutory Plans to establish a policy framework for development.</li><li>• Engage the community.</li><li>• Evaluate applications in accordance with Council adopted policies.</li></ul>	<ul style="list-style-type: none"><li>• Participate in the public engagement process.</li><li>• Provide input on development proposals.</li><li>• Provide input to Council at Public Hearings.</li></ul>



## 8 Appendix B – Open House Feedback Forms

# Proposed Land Use Scenario 1



### Hamlet Residential Density

- 1/4 acre lots ( $\pm$  4 units per acre).
- Same as existing hamlet.
- Approximately 288 new lots.

### Housing types

- Potential to include detached or semi-detached dwellings plus an accessory dwelling unit, provided that there is adequate servicing.

# Proposed Land Use Scenario 2



### Hybrid Density

- Approximately 16 new country residential lots in the transition area.
- Approximately 408 new lots in the southern portion.

### Housing Types

- Potential to include detached or semi-detached dwellings plus an accessory dwelling unit, provided that there is adequate servicing.
- Also allow townhouses or multiple unit dwellings (i.e. four-plexes) provided that there is adequate servicing.

## FEEDBACK FORM 1

1. What elements do you like about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

We prefer ¼ acre lots – Land Use Scenario 1

½ acres would actually be a bit more in keeping with the existing community more like Redwood Meadows.

2. What elements do you dislike about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

We dislike Burney Road as the tributary off of Highway 22. We think this is unsafe and the additional traffic will be unsafe based on the treacherous road it will be a disruption to the community. If Burney Road is connected to the highway people will use this road to avoid the 4 way stop and cut through the community.

3. Is there anything else you would like to discuss/ address?

The new development should have a new road / entrance that is independent from Burney Road.

- Sidewalks can't handle the community now especially on White Avenue. They are poor.
- Traffic circle is a large issue.
- Can the current infrastructure support new and large numbers of people.
- We support new development provided it doesn't negatively impacting the existing community.
- Independent an access would not impact existing community.

## FEEDBACK FORM 2

1. What elements do you like about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

- Why are there only 2 scenarios?
- Why in scenario 2 is there low density close to town, then high density again?
- Don't like multi-family dwellings – very different from current character.

2. What elements do you dislike about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

- High density is not in keeping with Bragg Creek character. Can we have ½ acre or larger for 75% of lands?
- More like Redwood Meadows.

3. Is there anything else you would like to discuss/ address?

Please let us know the current capacity and usage loading of the freshwater system, the waste water system and the water transfer site.

- Can we keep the access to tally off Highway 22, rather than go through town? These plans affect a few roads a lot.
- Must manage drainage from new areas. Adding lots of cement etc., draining down toward town and river.
- Highway 22 / Balsam Avenue intersection is already bad – we need to guarantee these things are done.

### FEEDBACK FORM 3

1. What elements do you like about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

- Prefer scenario 1 with transition.
- Issue with cutting through Burney Road to avoid intersection – don't want to add traffic.
- Important for new services.

2. What elements do you dislike about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

Questions transition why isn't.

- Doesn't want Burney Road as access.
- Concerned about supporting pathways.
- Needs benefits to local community (pathways).

Is there anything else you would like to discuss/ address?

- Put restrictions on through traffic.
- Would like existing 0.5 acre lots. Doesn't like either scenario.
- Doesn't like the traffic associated with development.
- Supports subdivision but dependent on supporting infrastructure (school and 4-way).
- Pathways need to be in development.
- Local impacts on waste tip.
- Use public land for emergency access.
- Loop traffic in from east.

## FEEDBACK FORM 4

1. What elements do you like about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

The area chosen but not much else especially proposed density and disruption to wildlife and existing statue of living.

2. What elements do you dislike about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

The density is seriously intense so would not maintain the uniqueness of what Bragg Creek and area is all about. There is a need to preserve the uniqueness and not become an Okotoks, Airdrie or Cochrane style living. It's still is a Hamlet and that has been for all surrounding residents and definitely do not agree with multi-dwelling that is not country living!

Is there anything else you would like to discuss/ address?

Maybe a completely new approach smaller cabin style type homes instead of multi-dwellings or duplexes with larger lots. Would want to cap the number of new families moving into area. Maybe create something completely new like it hubs young family living country style on small acreages that are not available anywhere else.

These proposal seem to be very much the same as elsewhere with no new creative ideas for the next generation of Bragg Creek residents.

**FEEDBACK FORM 5**

1. What elements do you like about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

I don't want this to happen honestly, first take care of the town infrastructure, this development is not sustainable to what the town is offering, any upgrades, any developer promises will not cover what the town needs.

2. What elements do you dislike about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

The consequences of any of these increase in property tax, lack of infrastructure.

Is there anything else you would like to discuss/ address?

A new traffic assessment considering new traffic flow, new density, how west ring road will affect the town new developments on Highway 8 and 1, add what Tsuu-T'ina will do on their end.

## FEEDBACK FORM 6

1. What elements do you like about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

I can't imagine any scenarios working because of the traffic problem.

2. What elements do you dislike about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

Density of scenario 2.

3. Is there anything else you would like to discuss/ address?

- Traffic assessment studies have to be based on 2019 studies with future members (2020+) estimated.
- We have no police presence and lack of infrastructure within the Hamlet.



## FEEDBACK FORM 7

1. What elements do you like about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

The 0.1 acre lots too many homes for Bragg Creek environment.

I think that the Hamlet is already dense for the infrastructure, so it would be desirable to have a less dense transition area allowing for proper servicing to the higher density. Option 1 for servicing and transition is desired.

2. What elements do you dislike about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

Unfortunately, this amount of density would have an impact on the environment but with planning in advance, this could be taken into consideration. It would be nice to contain higher density as in Option 2.

Is there anything else you would like to discuss/ address?

It would be great if regardless of density if the look and feel was respected and architecture guidelines, paths, parks were developed appropriate to Bragg Creek similar to Rustic Canmore. What efforts are being taken to protect wild life?

It seems that there should be a third option without the high density or much smaller amount of higher density mixed with low density to have less effect on wild life look and feel for Bragg Creek. Agree that Bragg Creek Hamlet should be remediated / revitalized first before big development. Also consideration of Tsuu-T'ina land initiatives.

**FEEDBACK FORM 8**

1. What elements do you like about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

I like the ¼ acre lot proposal in Scenario 1. Don't like anything about Scenario 2.

2. What elements do you dislike about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

Is there anything else you would like to discuss/ address?

The scenarios presented are unacceptable and will alter the existing community such that it will lose the sense of a small unique community. Proposing that potentially over 1,000 additional people will be accessing our limited services i.e. waste station, doctors, grocery stores, etc., will put a real strain on the system. Are there any assurances that Tsuu-T'ina won't put up a development across from this proposal? We do not have adequate infrastructure in place. Rocky View can do better.

**FEEDBACK FORM 9**

1. What elements do you like about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

Scenario 1 – preserves character  
Scenario 2 – does not

2. What elements do you dislike about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

3. Is there anything else you would like to discuss/ address?

Any development needs to include pathway development.

## FEEDBACK FORM 10

1. What elements do you like about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

I like scenario 1 (1/4 acre), but I also feel there should be some townhouses and multi-unit dwellings to allow for Bragg Creek to be affordable for all. Allows for a more diverse population. We need diversity for a tax base.

2. What elements do you dislike about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

We should not use Burney Road, it is way too narrow and steep.

Please use East Park Place Road, want people driving through the Hamlet to use services.

3. Is there anything else you would like to discuss/ address?

I would like to see a hotel or people can stay and enjoy our community. Not just drive to Calgary. Also, use the community centre for more weddings and people stay at hotel (walk vs. drive) money for BCC Centre.

## FEEDBACK FORM 11

1. What elements do you like about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

Generally, I like Scenario 1 with ¼ acre lots throughout (like existing Hamlet or Redwood). But, I think the idea of townhouses or fourplexes would be great! We need some diversity. So, a combo of solution 1 and 2.

2. What elements do you dislike about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

Need diversity for a tax base and to keep the school full.

3. Is there anything else you would like to discuss/ address?

Access – Burney Road is too steep and curvy. Would be a nightmare to solve this. Park Place or East Park Place would be much more appropriate access.

Some sort of hotel would be great instead of driving from Calgary back and forth.

## FEEDBACK FORM 12

1. What elements do you like about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

I like the potential for increased density in Scenario 2. I'd rather see increased density in conjunction with larger green space / trails.

I like 1 for similar density throughout rather see that in 2 but combined with more green space.

2. What elements do you dislike about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

The potential impacts on transportation within the greater Bragg Creek area. I would hope to see a new condition from White Ave to Centre Ave to facilitate movement within the Hamlet without all traffic routed to 22 / 258 concerned on impacts on local school capacity.

3. Is there anything else you would like to discuss/ address?

Police and Fire coverage concerns.

I'd like to see a sustainability aspect baked in to the guidelines to minimize impacts on local existing services.

**FEEDBACK FORM 13**

1. What elements do you like about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

Bigger lots

1. Less traffic volume

2. What elements do you dislike about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

2. Residential transition

3. Is there anything else you would like to discuss/ address?

Wildlife corridors. Access paths. Combine 1 and 2 elements above (bigger lots and residential transition).

Bigger lots a transitional zone for a wildlife corridors to pass through the Hamlet a road through Burney or Park Place will cut through the wildlife corridors.

## FEEDBACK FORM 14

1. What elements do you like about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

Scenario 1 – Density, lot size, accessory building similar to current Hamlet.

Scenario 2 – possibility of different price points allowing multiple classes / types of families to live in area.

2. What elements do you dislike about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

Scenario 1 – nothing.

Scenario 2 – too dense, may look ugly – Calgary suburb.

3. Is there anything else you would like to discuss/ address?

How do we lobby government for upgrade to 4-way stop.

Let's get the berm / flood mitigation done, what we can do and who do we contact to ensure the funding becomes available and project completed.



### FEEDBACK FORM 15

1. What elements do you like about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

Scenario 1 – keeps the “feeling” of the Hamlet as is, provides more housing for the growth and prosperity of Bragg Creek.

Scenario 2 – makes a definite “separate” Bragg Creek with the smaller lots in the medium density section.

Both plans will allow Bragg Creek to grow and prosper, but perhaps integrating lot size / housing types through won’t cause “old / new” vibe.

2. What elements do you dislike about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

As above – Scenario 2 may cause a “new / old” vibe. Mixed housing types and lot sizes through may keep the feel of the current Bragg Creek.

Access to 22 really needs improving from East Park Place to White Ave to Balsam – dreadful and worrying for even more traffic.

3. Is there anything else you would like to discuss/ address?

Access road from White Ave via Park Place to the new subdivisions. Don’t really want to make it a “circle” to circumvent all of Hwy 22 and the 4-way stop.

**FEEDBACK FORM 16**

1. What elements do you like about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

Scenario 1 – has lower density.

2. What elements do you dislike about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

County not to any hwy cost.  
Developer needs to shoulder all cost.

3. Is there anything else you would like to discuss/ address?

Not for any of this. Should go to vote.

## FEEDBACK FORM 17

1. What elements do you like about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

Scenario 1

- Same as cresting hauler.
- Less dense.
- Consistent with Bragg Creek “look and feel”, we are not a suburb.
- Sensitive to existing homeowners.

2. What elements do you dislike about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

Scenario 2

- His / her density, fourplexes bring down the Bragg Creek appeal.
- Unattractive.

3. Is there anything else you would like to discuss/ address?

- Road access needs to be away from existing homes to maximum extent possible.
- Strain on existing services (Fire, Police).
- Garbage pickups.
- Impact on wildlife corridors.
- Larger Bragg Creek Development (current proposal) on one visual.
- Infrastructure is very deficient downtown Bragg Creek, will strain iconic infrastructure, needs to be reviewed.

**FEEDBACK FORM 18**

1. What elements do you like about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

Like Scenario 1 since we believe 2 acre lots are excessive.  
Has lower density overall.

2. What elements do you dislike about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

3. Is there anything else you would like to discuss/ address?

We believe that there could be a mix of ¼ acre and 10 acre plots mixed in with the south portion of Scenario 2.

**FEEDBACK FORM 19**

1. What elements do you like about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

Density is appropriate ¼ acre. Think townhouses are a good hybrid as well don't think we need country residential in the south that is in the west. Variety of styles.

2. What elements do you dislike about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

No need for 2 acre lots in this area.  
Prefer Scenario 2. Burney Road not good choice.

3. Is there anything else you would like to discuss/ address?

The Burney Road access to the South Bragg Creek is a poor choice. East Park Place using the MA right of way to gain the hill.

**FEEDBACK FORM 20**

1. What elements do you like about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

Scenario 2 – density hopefully will help revitalize Bragg Creek – stores, keep school going affordable housing.

2. What elements do you dislike about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

Traffic concerns on 22. Already concerns on summer, weekends, need to address intersections.

3. Is there anything else you would like to discuss/ address?

**FEEDBACK FORM 21**

1. What elements do you like about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

Density.

2. What elements do you dislike about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

Density.

3. Is there anything else you would like to discuss/ address?

## FEEDBACK FORM 22

1. What elements do you like about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

Both great ideas.

2. What elements do you dislike about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

Prefer a denser option with a variety of densities.

3. Is there anything else you would like to discuss/ address?

No.



**FEEDBACK FORM 23**

1. What elements do you like about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

Scenario 1 preferable. Doesn't overload the carrying capacity of the land as much as Scenario 2.

2. What elements do you dislike about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

Scenario 2 – too many people for carrying capacity of the land and the H2O. Increased traffic creates gridlock and blocks access to Highway 22.

3. Is there anything else you would like to discuss/ address?

Where are these access roads going to run?  
Through people's property who are next on board?  
Why are the community meetings without prior consultations with owners?  
Who gets stick with the surviving costs and the expenses if these lots don't sell?

## FEEDBACK FORM 24

1. What elements do you like about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

I don't like high density 288 is still too much. We are not the city we don't need multiple housing units.

2. What elements do you dislike about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

Why is the wastewater treatment plant to be used as it is outside the Hamlet but only used by the Hamlet it was already expanded and is twice.

3. Is there anything else you would like to discuss/ address?

As big as originally proposed this is not a fair situation for those who do not live in the Hamlet. The wastewater treatment plant cannot be expanded anymore in its existing location as to the instability of the old dump at that location – it's a landfill with lots of underground streams.

**FEEDBACK FORM 25**

1. What elements do you like about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

2. What elements do you dislike about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

3. Is there anything else you would like to discuss/ address?

Improvements to traffic flow need to be done before lot development. Area fire smarting is a must.

**FEEDBACK FORM 26**

1. What elements do you like about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

We would like to see development as per Scenario 2 more hybrid density and housing type. Affordable housing attract more mid income and young people. We need more people to sustain businesses at Bragg Creek, more people will bring more services like police, fire station, internet, etc. We need local police station.

2. What elements do you dislike about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

3. Is there anything else you would like to discuss/ address?

**FEEDBACK FORM 27**

1. What elements do you like about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

Scenario 1 – less new houses. Netter than Scenario 2, but not much better.

2. What elements do you dislike about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

3. Is there anything else you would like to discuss/ address?

This is not why people move to Bragg Creek. People who wish to live in this style development can live in Cochran, Okotoks, Chestermere, etc.

**FEEDBACK FORM 28**

1. What elements do you like about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

We would like to see development us per Scenario 2.

2. What elements do you dislike about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

3. Is there anything else you would like to discuss/ address?

## FEEDBACK FORM 29

1. What elements do you like about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

Scenario 1 – less lots (although still high density).

Implementing a well through fire smart plan is essential to the community. While we still have concerns about the interchange upgrade (believe there should be a South to North bypass), the fact that there is an upgrade plan is good to hear as this is clearly required even before the expansion.

2. What elements do you dislike about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

Scenario 2 – high density – way too many housing units.

For both scenarios, there is a not a concrete plan for upgraded / enlarging the school. Smaller houses / lots will likely bring for families and the school is already overcapacity. If no plan is in place beforehand and funding sought, the school will be playing catchup to the expansion at the expense of the children.

3. Is there anything else you would like to discuss/ address?

- The water / wastewater plan discusses 'extension' – unclear if this is just 'extension' of the lines? Can the existing treatment facility handle the increased demand?
- Also, can the transfer site accommodate the increased demand?
- Significantly upgraded internet servicing must also be considered.

**FEEDBACK FORM 30**

1. What elements do you like about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

I like Scenario 1 as it is consistent with existing Hamlet density. I like nothing about Scenario 2.

2. What elements do you dislike about Scenario 1? Scenario 2?  
(Density, Servicing, Transportation etc.)

Scenario 2 is unacceptable as it is less dense than the Hamlet and makes the Expansion Area uneconomic to develop, it will result in no development taking place.

3. Is there anything else you would like to discuss/ address?

No, thank you.