

# West Bragg Creek PRA Redevelopment - Final Concept -



## Planning Phase

### Final Concept for Detailed Design

This document outlines a final concept for the redevelopment of West Bragg Creek PRA.

Input from Kananaskis Region staff as well as extensive feedback from key stakeholders has been incorporated.

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# West Bragg Creek PRA Redevelopment Final Concept

## Introduction

West Bragg Creek Provincial Recreation Area (PRA) is a trailhead staging area that provides access to an expansive network of high quality, multi-use, all season trails in Kananaskis Country. A variety of trail-based recreation is supported including cross-country skiing, mountain biking, fat biking, snowshoeing, trail riding (equestrian), hiking, dog walking, and trail-based events, races, and activity instruction. The PRA is easily accessible to a large growing population being located only 30 minutes from Calgary and 9km west of Bragg Creek (see Regional Context, Appendix A).

Alberta Parks recognizes the need to expand the parking lot and enhance amenities at West Bragg Creek PRA in order to address site capacity issues, the evolving nature of the site, and to ensure the PRA meets the needs of the trail users today and into the future.

With input from staff and key stakeholders, Alberta Parks has approved and is moving forward with the following Concept.

## Purpose of Concept

This Concept sets the stage for moving forward on the West Bragg Creek PRA Redevelopment project. It provides clear direction that takes into account input from staff and key stakeholders, incorporates issues and needs, and reflects a long-term vision for the site. This direction will guide the development of detailed design for construction. In summary, the below key decisions were made:

1. Expand and pave the parking lot to a target of 500 with separate areas for equestrian and public use
2. Incorporate trail centre into detailed design options
3. Develop a small maintenance area to support storage and equipment servicing
4. Formalize an instruction area for skills training and small-scale event staging
5. Add electrical power to the PRA to support the maintenance area
6. Do not fence the PRA or parking lot
7. Enhance trail staging amenities including washrooms, signage, benches, and trailheads

## Objectives

The key objectives of this Concept include the following:

- Focus redevelopment on primary intent of West Bragg Creek
- Consider proposals for a trail centre, concession, heritage marker, and others as identified
- Expand existing parking lot to meet demands, address flow of traffic, and differentiate different types of parking areas (equestrian, bus, general public)
- Define and consider solutions for key issues and conflicts
- Involve key stakeholders throughout the planning process
- Allocate funds for planning and construction and develop a phased approach

## Background

### Current Situation: What is happening today?

**Popular trail staging area under significant pressure:** West Bragg Creek PRA has seen unprecedented visitor growth<sup>1</sup> (see Traffic Counter Summary, Appendix B). In January 2016, the traffic counter indicated a monthly total of 10,465 vehicles – the largest recorded to date. It is increasingly popular for trail staging, events, and instructional activities. The site has been operating beyond its current capacity due to the increasing volume of users, the evolving nature of the site, and the multitude of different types of users each with their own set of unique needs and expectations. On any given day, the parking lot is overflowing and congested causing traffic jams, emergency access issues, and making traffic direction difficult. The washrooms and garbage bins are often at or exceeding capacity. There are also safety and security issues (e.g., vandalism), maintenance issues, conflict between users, and new requests for different types of events, facilities, and emerging recreation. All of this indicates significant pressure.

**Greater Bragg Creek Trails Association (GBCTA):** The GBCTA has recently completed trail recommendations presented under the '*All Season Trails Plan*'<sup>2</sup>. This redevelopment project is an effort to realize the other recommendations presented under the plan including refurbishing facilities (e.g., washrooms) and expanding parking capacity.

**Building off of the '*West Bragg Creek Day Use Area Refurbishment Concept Plan*':** Alberta Parks commissioned IBI Group to develop four conceptual designs for parking lot refurbishment, trail head consolidation, day-use amenities (i.e., washrooms etc.) in addition to a cross-country instruction area and optional horse trailer parking. Upon review, it was made clear that further direction was needed. Alberta Parks will build off the work completed and feedback provided to date.

### Management Plan, Site Significance, and Strategic Connections

**Management Plan:** The Kananaskis Country PRA and Bragg Creek PP Management Plan (2012) provides the overall direction for West Bragg Creek PRA. This Concept aligns with the following key objectives:

- To provide high quality, safe, and enjoyable recreation experiences for visitors in well designed and maintained facilities, as well as acting as staging areas to recreation opportunities on adjacent Crown land
- To support the development of healthy, sustainable tourism activities that complement park features and facilities, as well as nearby community initiatives

**Site Significance:** This Concept maintains the significance of West Bragg Creek PRA for it's:

- Role in management of adjacent Crown land by localizing impact of facility development and serving as a trailhead area to a network of designated recreation trails

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<sup>1</sup> Traffic counter data indicates that over a period of eight years traffic has more than tripled at West Bragg Creek (365% increase from 2007-2015 using average daily traffic over 365 days).

<sup>2</sup> The All Season Trails Plan is jointly sponsored by the GBCTA and Alberta Parks through a co-operating agreement.

- Local significance to Bragg Creek for the high-quality trail-based outdoor recreation and economic-spin off opportunities it provides to residents and businesses
- Regional significance to communities in the Calgary region for the close proximity high-quality trail-based recreation opportunities it provides to residents and visitors

**Strategic Connections:** This Concept aligns with the Plan for Parks (2009) and the SSRP (2014).

**Plan for Parks:** The West Bragg Creek redevelopment project supports:

- Strategy #2: Upgrade, restore, and expand park facilities and;
- Strategy #3: Identify and develop opportunities for recreation | Encourage interest and opportunity in parks

**South Saskatchewan Regional Plan:** The redevelopment connects to Outcome 6 of SSRP: *‘The quality of life of residents is enhanced through increased opportunities for outdoor recreation and the preservation and promotion of the region’s unique cultural and historical heritage’*. The SSRP also sets out a small expansion of West Bragg Creek as part of its addition to Elbow Valley Provincial Park. Direction under the SSRP for this expansion is to ensure minimal impact to current use patterns. The Plan states that investments will occur over the next several decades as demand grows. It also stipulates that development will keep in mind the need to conserve the aesthetics of the area and to provide quality recreation and tourism experiences. The SSRP also commits that the government will work together with the grazing allotment permit holders when planning facility development to understand and minimize impacts to grazing operations.

## Decision Making

**Initial Concept:** The initial Concept was presented to the GBCTA and the Kananaskis Leadership Team. It was also shared with parks and public lands staff and key stakeholders for targeted input<sup>3</sup>.

**Review of Input:** Input on the initial Concept was reviewed and discussed at a meeting with trail maintenance, conservation officer, area manager, infrastructure, ecology, and planning staff. Options were discussed and those agreed upon were carried forward to the final Concept<sup>4</sup>.

**Approval:** Options requiring continued discussion were provided further analysis and taken for manager level decision<sup>5</sup>. The final Concept was approved by the Kananaskis West Area Manager June, 2016<sup>6</sup>.

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<sup>3</sup> See “What We Heard” for a summary of stakeholder input

<sup>4</sup> For internal reference see “Combined Staff and Stakeholder Input Summary and Review”

<sup>5</sup> For internal reference see “Options for Final Decision”

<sup>6</sup> For internal reference see “Project Sign-off” for signatures

## Final Direction

### 1. Ecological Considerations

Preliminary ecological review indicated the following direction:

- a. **Environmental Review:** An environmental review will be completed for the redevelopment area including the parking lot expansion, maintenance area, and instruction area. A separate environmental review will be conducted for the proposed trail centre location.
- b. **Wildlife Habitat:** The area is in prime wildlife habitat. Data from a 2014 camera site about 2 km away collected images of cougars, wolves, ungulates and cattle. Messaging that reflects the potential for human wildlife conflicts will be considered for kiosks and/or signage.
- c. **Parking Lot:** The parking lot expansion should occur in the current location close to the road. There were suggestions to move the parking area away from the road, but a satellite parking lot would fragment the current available habitat. In addition, no or minimal tree islands should be incorporated into the parking area. If required for dust, a tree buffer along the road is acceptable.
- d. **Fencing:** Fencing is a serious hazard for wildlife movement. At this time, the PRA and parking lot will not be fenced.
- e. **Migratory Bird Act:** The migratory bird act limits the cutting of trees and disturbance of nesting areas in the summer months. Any tree cutting will be done before or after May-August.

### 2. Historic Resource Considerations

A preliminary informal review of the area by Alberta Culture indicated the following:

- a. **Archaeology:** Areas to the immediate west of the development area exhibit a fairly high number of archaeological sites on the flood plain. A number of these sites exhibit potential for earlier components. Thus, there is a high potential for impacting intact, significant historic resources on the flood plain of the development area. An HRIA may be required if these lands are to be developed.
- b. **Aboriginal Heritage:** The proposed footprint will not impact known traditional use sites in the area. There is an Unknown First Nation site located outside of the development area away from the proposed parking lot and therefore do not suspect any impact.
- c. **Paleontological:** The likelihood of any concerns with paleontological resources or above-ground historical structures is low.

### 3. Public Participation and Consultation Considerations

Targeted stakeholder input was initiated in November 2015 and completed April 2016.<sup>7</sup> As key stakeholders were involved extensively in the planning process, broader public participation at the *inform* level is being recommended for the final Concept and Detailed Design. First Nations consultation is currently being assessed and if required, will be conducted upon completion of the detailed design.

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<sup>7</sup> See “What We Heard” for a summary of stakeholder feedback

#### 4. Operational Considerations

The following operational considerations were identified during the planning process:

- a. **Crime:** Crime prevention principles will be applied in detailed design where possible to address potential vandalism and security issues. This may include approaches such as graffiti removable materials, security lighting, open sight lines, and secure locking mechanisms for facilities.
- b. **Public Safety:** Emergency access was identified as a key operational issue. Public safety will be re-enforced through an emergency access lane designated in the parking lot and no parking signs on the north side of the access road in the PRA.
- c. **Resources:** It is anticipated that during the immediate time period after construction an increased presence of public engagement and conservation officer staff will be needed to re-enforce new user patterns for the area. The enhanced facilities will also require additional operational dollars to support maintenance and servicing (e.g., snow plowing) as well as electricity costs.

#### 5. Primary Intent

The primary intent of West Bragg Creek is to facilitate recreational trail use by serving as a key area for trailhead access to an expansive, high quality network on adjacent Crown land. The redevelopment reflects this intent by focusing on enhancements to the trail staging experience and by addressing operational needs of the GBCTA and Parks staff.

#### 6. Redevelopment Area

The redevelopment area will be located entirely within the legal boundaries of the PRA. Development will not extend into the SSRP expansions lands located to the east of the PRA. This direction concentrates the facility footprint into an area with existing disturbance and by doing so helps to maintain the ecological and aesthetic value of the surrounding area.

The Concept Map (see Appendix C) highlights potential expansion areas within the PRA including for the proposed trail centre and formalized instruction area. Expansion is constrained by the steep topography to the west and north of the PRA as well as wet areas and creeks located through-out the PRA.

#### 7. Parking Lot Expansion

To enhance safety and functioning for trail users the parking lot will be expanded, paved, and areas designated separately for general public, equestrian, and bus/RV parking. All aspects of the redevelopment design will be thought through in relation to the parking lot expansion including trailhead consolidation, flow of traffic and access, differentiation of parking areas, placement of amenities, and locations of the proposed trail centre, instructional area, and maintenance area.

- a. **Location:** Please see Concept Map (Appendix C) for potential expansion areas. Parking lot expansion will be concentrated along the road to reduce habitat fragmentation.
- b. **Surface:** The parking lot will be paved to encourage efficient use and maximize space. If current funding does not support this direction, in the short-term, the parking lot will be expanded using gravel. Grading, drainage, and snow removal will be considered in the detailed design.

- c. **Capacity:** The expansion will increase the parking lot from a current capacity of approx. 160 to 180 to reach a desired capacity of 360 to 500 (with approx. 3m wide spaces) using the most efficient options to maximize space. This includes equestrian and bus/RV parking.
- d. **Designated parking areas:** Parking areas will be designated and designed to accommodate the needs of different user groups and ease parking lot congestion including the following:
  - o General public parking that intuitively directs flow of traffic from entry to exit and utilizes the centre of the parking lot for more efficient parking. A logical location to accommodate two 10ft x 10ft tents for occasional small-scale events will be identified and will not impede flow of traffic.
  - o 2-3 Bus/RV pull-through parking stalls to serve RV commuters, school buses, special event transportation, trail groups, senior groups, and future potential regional busing/transit. When not in use, this parking area may also be used for ski club trailer parking during the winter snow months, overflow parking on peak days, or small-scale event staging. This area may potentially be located south of the road from the main parking area.
  - o 5 Horse trailer pull-through parking stalls with ample turn-around radius for off-loading/loading located physically separate from the general public parking area and north of the road to help discourage general public use. Three hitching posts will be provided. Educational signage for manure removal by users will be placed. One of the washrooms will be situated within proximity to the equestrian parking lot. In collaboration with the GBCTA, a logical and safe trail re-route/equestrian fairway will be developed to funnel users to primary equestrian use trails. This will help to reduce conflict with bikers near the parking lot. When not in use, this parking area may be used during the winter snow months for overflow parking.
- e. **Entry and exit points:** Single and dual access options will be considered in the detailed design. Dual access is preferred to support greater flow of traffic by reducing congestion typical of a single access point. Dual access also supports emergency access.
- f. **Marked parking stalls:** Parking stalls will be identified/marked using a method such as bollards, recycled rubber parking curbs, boulders, or other options as identified and presented by a consultant. This will help to maximize space, and give adequate direction for efficient parking and snow plowing. When paved, painted lines will also be used.
- g. **Signage:** Signage to direct flow of traffic (e.g., one way signage, entrance/exit), how to park for maximum efficiency (if required), and signage indicating 'parking areas' (e.g., equestrian parking, general public parking, bus/RV parking) will be designed and installed. Signed group meeting locations will also be situated around the public parking lot (e.g., meeting location A, B). Digital parking lot signage to communicate when parking lot is full/number of stalls left may be considered in the future.
- h. **Emergency Access:** Along the access road within the PRA, no parking signs will be placed along the north side to facilitate emergency access and ease flow of traffic. In addition, an emergency access lane for quick evacuation purposes will be designed into the public parking lot. No parking will be permitted along this lane.



- i. **Future:** If and when Alberta Transportation considers widening the road, overflow parking along the shoulders and emergency access will be discussed as part of the road widening plans.

## 8. Trailhead Consolidation

In collaboration with the GBCTA, the redevelopment will incorporate trailhead consolidation to help direct people to the right trailheads and reduce way-finding issues. The locations for trailhead consolidation will be determined with the GBCTA. Options to reduce the number of trailheads to three main trailheads will be explored in relationship to the detailed design for the expanded parking lot area. A separate trailhead for equestrian users to reduce conflict with bikes and cross-country ski trails near the parking lot will also be addressed.

## 9. Information Kiosks

The current information kiosk will be re-located and enhanced with new messaging to target trail etiquette and other user conflict issues such as dogs-off leash. The expanded parking lot will be supported by additional kiosks where needed. The kiosk will incorporate a dedicated space for special event notifications and provide information on the topics of human-wildlife conflict and the grazing in the area.

- a. **Locations:** The location of the main kiosk will be central to the key consolidated trailheads where the majority of visitor traffic will occur. Smaller support kiosks will be placed at key points adjacent to the parking lot as needed. Final locations will be determined in discussion with the GBCTA.
- b. **Donation boxes:** The main kiosk will continue to support the donation box. Additional donation boxes may be added as proposed by the GBCTA.

## 10. Day-use Amenities

Day-use amenities that directly support trailhead staging and functioning of the parking lot will be provided. Amenities that promote day-use for picnicking or group gatherings will not be provided.

- a. **Benches:** Benches will be placed around the parking lot to provide convenient seating for visitors as they gear up or down for their activity, take a snack break, or wait for others at the meeting group locations. This will help prevent congestion in the parking lot and organize users.
- b. **Group shelters, picnic tables, and fire pits:** These amenities will not be provided at West Bragg Creek. Existing picnic tables will be removed to discourage additional day-use.
- c. **Garbage bins:** Convenient access to garbage bins is important for encouraging positive behavior, such as properly disposing of dog bags instead of leaving them near trailhead signs. Receptacles will be placed near the washrooms, but also added near the main kiosk.
- d. **Bike tool stand and ski racks:** A bike tool stand and ski racks will be considered at part of the proposed trail centre.

## 11. Washroom Facilities

The number of washroom facilities will be doubled from the existing 4 units to 8 units. Two separate vault toilets each with 4 units will be constructed. The existing washroom facility will most likely need to be moved depending on detailed design. A location within proximity of the equestrian parking for the second washroom will need to be determined. Placement will consider proximity to trailheads and parking lot traffic flow to help prevent traffic congestion issues.

## 12. Power

The addition of electricity is a priority and will be added as funding becomes available. Alternative power sources such as solar and propane will be utilized until that time. Adding power will meet the operational and safety needs of the maintenance area for servicing of track-setting/grooming equipment, snowmobiles, and other trail operations equipment.

## 13. Fencing

Fencing to reduce conflict between cattle and trail users and prevent damage to facilities was recommended in the initial Concept. Upon review of staff and stakeholder input, it was decided that fencing will not be placed around the parking lot or PRA at this time. Fencing may be re-assessed in the future should grazing conflict become a more severely acute and defining issue for trail use and safety. Alberta Parks will monitor the situation and will incorporate potential future fencing around the parking lot as an option in the detailed design.

This decision considered that the placement of fencing would be a hazard to wildlife, would require ride-over cattle guards/gates for trails, could create unintended safety or trail use issues, would require annual maintenance and is considered aesthetically displeasing. The decision also considered the relatively short period cattle are actually within the area.

As an alternative approach, Alberta Parks is working in collaboration with Public Lands and the grazing allotment holders to consider relocating the existing corrals from the east of the PRA to the west of the PRA. This will reduce the need to move cattle through the PRA. In addition, scratching posts will be considered to help deter cattle from rubbing up against facilities.

## 14. Proposal for Trail Centre

Alberta Parks is considering the GBCTA's proposal for a trail centre. Detailed design options will incorporate the addition of a basic trail centre facility. After a separate environmental review and lease application, a final decision will be made and the appropriate design will be utilized for construction.

- a. **Location and size:** The location of the proposed trail centre is identified in the Concept Map (see Appendix C) across from the instruction area. Detailed design will determine the final location and will consider direct access from the expanded parking lot. Future expansion will not be considered. The footprint will remain small in size.
- b. **Scope:** The primary focus of the centre will be public access. The centre will provide trail information, serve as a warming hut, support GBCTA trail hosts/volunteers, attract seniors, families, and new Canadians, and provide limited support to occasional small-scale events.

Private commercial uses will not be considered, however not-for-profit sales that support the work of the GBCTA (e.g., trail maps) will be considered.

- c. **Operations:** The centre will be administered, operated, and financed by the GBCTA under a lease agreement. The centre will be supported by solar or propane for heating, security, and lighting. Waxing and other substantial activities requiring electricity are not supported at this time.

### **15. Maintenance Area**

A small area adjacent to the parking lot and ideally located with nearby access to the main cross-country ski trails south of the road will be set aside for storage of equipment and servicing. Security of the site will be considered through approaches such as gating the area, lighting, and a security camera. The maintenance area will be connected to the electrical grid to support equipment servicing. If alternative location options arise outside of the PRA, the maintenance area within the PRA will be used for storage and electricity will be brought to the alternative location.

### **16. Instruction Area**

The small flat area informally used for instruction (e.g., jackrabbits cross-country ski program) will be formalized and enhanced with upgrades to make it level with the exception of an area with a slope (amphitheatre style) for instruction on down and uphill techniques (see Concept Map, Appendix C). The instruction area will serve not only for instruction, but also as a stadium for staging occasional small-scale events. In the winter season the priority for this area will be cross-country ski instruction. In the summer, events such as bike demo days may be staged at the instruction area.

### **17. Special Events**

Consistent with the primary intent for the PRA, the redevelopment will not incorporate additional amenities to support frequent or medium to large scale events. Events staged at West Bragg Creek will continue to utilize existing amenities, remain small scale in size, and will continue to require an event permit. Locations for small event tents (i.e., two 10ft x 10ft tents) will be limited to the instruction area and a small portion of the parking lot as is currently permitted.

The rationale for this direction is based on the current high usage of the area which will potentially conflict with more frequent and larger events. It is also based on the principal of segregation of uses meaning not all recreation demands can be met at a single site. The intention is for these types of events to be staged and hosted out of Station Flats or the Canmore Nordic Centre Provincial Park.

### **18. Commercial Facilities**

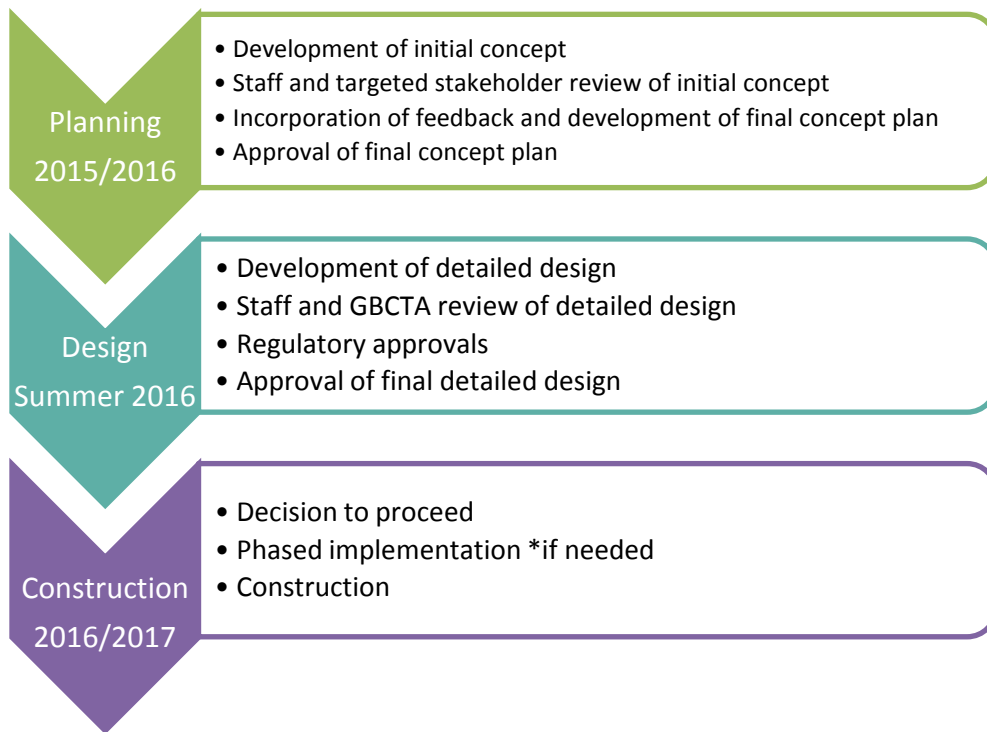
Commercial facilities such as a bike rental concession will not be part of the redevelopment. Commercial services will be directed to Bragg Creek to support the local economy. Basic instructional operations are permitted utilizing existing facilities and permitting processes.

## 19. Interpretive Signage

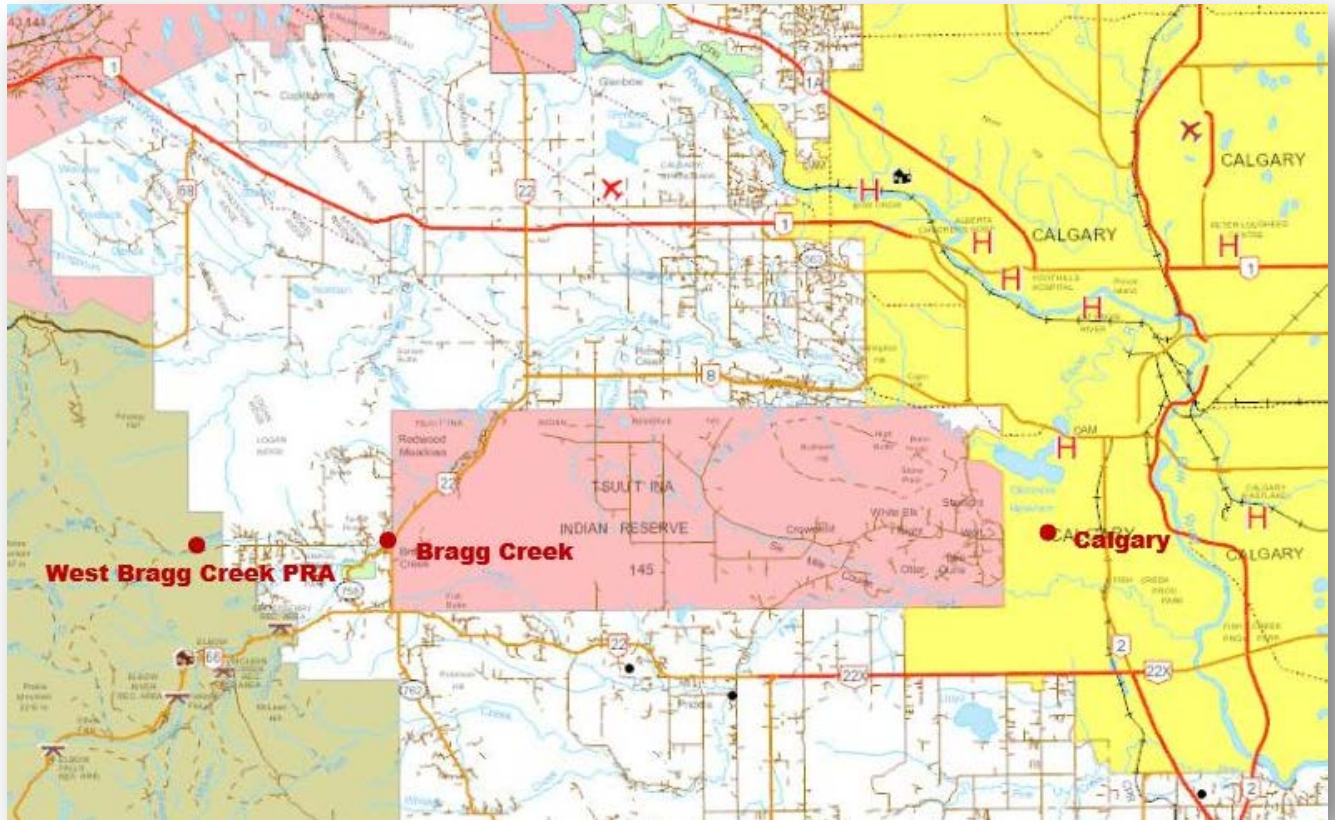
Alberta Parks has approved the placement of a heritage marker entitled 'The Canadian Hostelling Movement' to be placed near the trailhead of Hostel Loop on the other side of the fence. This marker is part of the Alberta Heritage Markers Program of the Alberta Historical Resources Foundation.

Alberta Parks will also be working with the Elbow River Watershed Partnership for the placement of educational signage to increase awareness and understanding of the Elbow watershed.

## Project Process and Timelines



## Appendix A - Regional Context



## Appendix B – Traffic Counter Summary

### Master Summary for 2016 to May 25, 2016

Year	Site	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	ADT <sup>f</sup>	ADT <sup>f</sup> x365	Days with data
2016	105 VEH W Bragg Ck <sup>D</sup>	10,465	3,078	3,165	5,845	7,356*								194.814	71,302	145

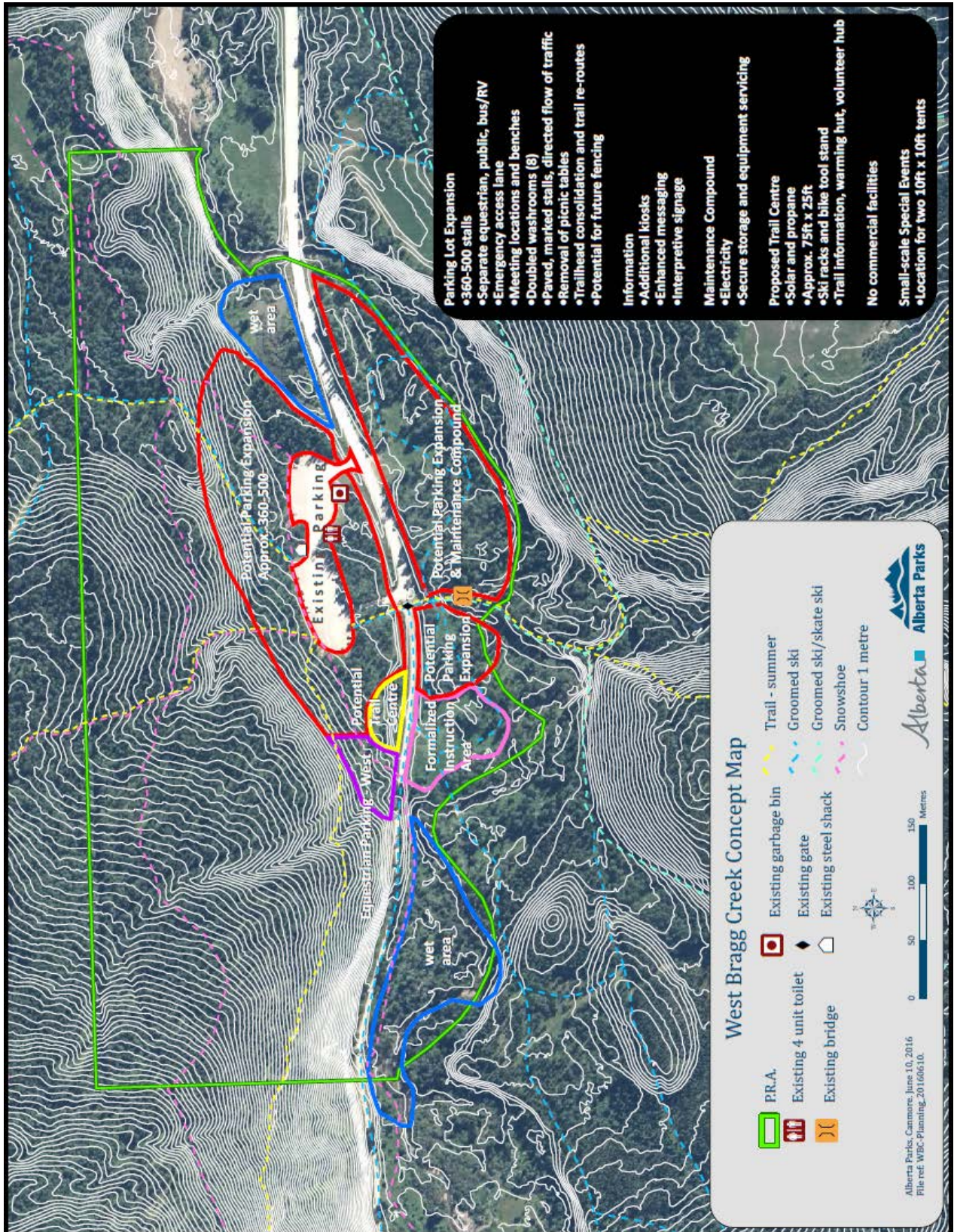
ADT<sup>f</sup> = Average Daily Traffic  
 \* = based upon that month's ADT  
<sup>A</sup> = adjustment applied, <sup>D</sup> = divide by 2 applied, <sup>F</sup> = filtering applied

### Master Summary since 2007

Year	Site	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	ADT <sup>f</sup>	ADT <sup>f</sup> x365	Days with data
2007	105 VEH W Bragg Ck <sup>D</sup>							1,116*	1,544	1,766	1,358	850	1,269	44.305	16,171	154
2008	105 VEH W Bragg Ck <sup>D</sup>	1,455	1,820	1,262	988	701	707	695	1,241	1,688	1,477	1,202*		39.489	14,453	323
2009	105 VEH W Bragg Ck <sup>D</sup>	2,920*	1,846	2,009*		1,657*	1,668	1,774	1,928	1,874	953	1,109	1,739	56.797	20,731	296
2010	105 VEH W Bragg Ck <sup>D</sup>	2,549*												82.240	30,018	25
2011	105 VEH W Bragg Ck <sup>D</sup>	2,028*	3,209*							2,040*	1,848	1,072	2,134*	63.333	23,117	114
2012	105 VEH W Bragg Ck <sup>D</sup>												2,449*	79.000	28,914	24
2013	105 VEH W Bragg Ck <sup>D</sup>	3,767	2,629	3,276	1,350*	2,381	2,647	6,381	5,263	5,047	3,803	2,315	3,530	116.330	42,460	364
2014	105 VEH W Bragg Ck <sup>D</sup>	4,863*	3,867	3,699	2,037	2,969	6,471*			6,161*	6,623	2,277	4,301	131.625	48,043	259
2015	105 VEH W Bragg Ck <sup>D</sup>	5,268*	4,111	3,962	3,344	6,884	6,871	7,937	8,178	7,703*			11,273*	207.626	75,783	270
2016	105 VEH W Bragg Ck <sup>D</sup>	10,465	3,078	3,165	5,845	7,356*								194.814	71,302	145

ADT<sup>f</sup> = Average Daily Traffic  
 \* = based upon that month's ADT  
<sup>A</sup> = adjustment applied, <sup>D</sup> = divide by 2 applied, <sup>F</sup> = filtering applied

## Appendix C – Concept Map



## Appendix D – Guiding Documents and Policy

In addition to the Provincial Parks Act, the following policy and plans guide planning and decision-making at West Bragg Creek PRA.

- *Kananaskis Country Provincial Recreation Areas & Bragg Creek Provincial Park Management Plan, 2012*
- *Kananaskis Country Recreation Policy, 1999*
- *South Saskatchewan Regional Plan, 2014*
- *Alberta Plan for Parks, 2009*
- *Environment & Parks Business Plan, 2015-18*

## Appendix E – Planning References

- *Planning Presentations: Staff Workshop, GBCTA, Kananaskis Leadership Team,*
- *WBC PRA Redevelopment Pre-planning & Project Initiation, August 2015*
- *Draft WBC PRA Redevelopment Initial Concept, November 2015*
- *WBC PRA Redevelopment Combined Staff & Stakeholder Input: Summary & Review, February 2016*
- *Meeting Minutes: Grazing Allotment Holders, April 2016*
- *Options for Final Decision, May 2016*
- *Project Sign-off, June 2016*
- *Draft WBC PRA Redevelopment Concept: What We Heard, June 2016*