

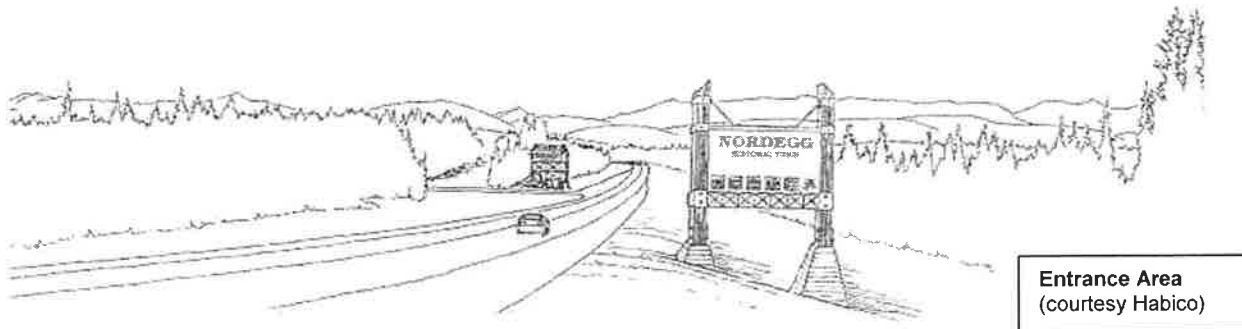
Section 5 – A Tour of Nordegg

1. Introduction

This section is presented in the form of a tour through a “future” Nordegg. It is meant to build a sense of the community being sought and the policies adopted to achieve it. The organization is based upon the elements that a visitor entering the area would eventually encounter during a casual visit to Nordegg. The tour proceeds through the various Planning Areas as illustrated on Map No. 6. It begins along Highway 11, continues initially into South Nordegg, and then crosses the highway to the north. The tour itself is not to be taken literally, but is merely used as preamble to the policies for illustrative purposes. It is only a concept; one vision of many that may develop.

Nordegg is truly a gateway along the David Thompson Corridor and must be sensitive to this. The introduction must not “turn off” these travelers, but should gently draw them in. Once introduced to the community, their curiosity should be sparked, drawing them further down Stuart Street and the dedicated historic trail, perhaps for a tour of the mine site before they leave town. After a quick break in the Welcome Area, brochures of Nordegg and the West Country in hand, the travelers head into Town.

During their tour they follow along the historic route to the mine, driving to the top of upper Centre Street and the railway station. They catch a glimpse of the impressive street dropping before them, framing Mount Baldy in the background. They see a real working main street that appears to have come out of the early 1900s.



2. An Overview of the Tour

Unlike the old town where all came by rail, the main conduit that now carries people to the community is Highway 11. In the hour preceding Nordegg from the east, travelers have exited the woodlands of Central Alberta. They are likely exhilarated by drawing closer to the once distant glimpses of the Canadian Rockies, and perhaps in need of a quick stop and some fuel prior to the journey deeper into the mountains. From the west, travelers have just toured through the world’s most extraordinary, yet quiet scenery of Banff and Jasper, then past the turquoise waters of Lake Abraham. Likely they are in need of one last break before heading back to the busy streets of urban Alberta.

Perhaps they will stop for a few minutes to walk the streets and experience what is best about Nordegg, its people. Neighbors are visiting across the picket fences. The travelers discover more of the amenities and decide to stay a bit longer. They continue to tour, and Nordegg continues to reveal itself.

A few of the key elements that make up this tour and the policies developed to achieve them are outlined in the following sections.

3. David Thompson Highway Corridor

The highway traveller approaching Nordegg along the scenic David Thompson Corridor, should not be faced with a long strip of highway commercial development in an endless chain of

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gas stations and convenience stores. Nordegg remains the sole community between Banff Park and Rocky Mountain House and does not need to over-emphasise the fact that it exists.

The intent of this Plan will be to keep the highway corridor “clean and green”. The entrance signage into the town site will be prominent though tasteful, accentuating the majestic mountain setting of Nordegg. Commercial advertising will be restricted. As the traveller comes upon Nordegg, the natural setting will remain a key first impression. Development will be set back from the highway and from sensitive features such as Shunda Creek, the wetland lakes, and the surrounding wetlands. Some limited view corridors may be developed to enhance specific features that promote the community. At such time as a resort golf course is developed, limited view corridors from the highway may be useful as a marketing tool while still enhancing the natural beauty of the area.



David Thompson Highway (11) viewing west toward the Rockies (courtesy Clearwater County)

In addition to the scenic natural features, highway travellers are provided with a variety of significant viewing opportunities and points of interest such as Baldy Mountain and Coliseum Mountain to the north, the Rockies to the west, and the historic mine buildings and historic town site core to the south. These viewing opportunities although often only brief glimpses, are significant in promoting the community and should be enhanced and protected wherever possible.

The existing approach north off of the highway will eventually be realigned to the west, adjacent

to the existing Stuart Street access. The only additional access points along the highway will be further to the east where there is provision for a future rural arterial road.

Policies:

1. No direct access from development onto Highway 11 will be allowed.
2. A minimum 60-metre wide development-free buffer zone will be implemented on both sides of the Highway 11 road allowance. This may be widened at the discretion of the County on a site-specific basis where required to limit visual impacts along the highway corridor.
3. Within this buffer zone, existing trees and natural features shall be retained except where trails, utility installation, specific view corridors, or tree clearing is deemed necessary by the County. No development will be allowed within this zone. Structures

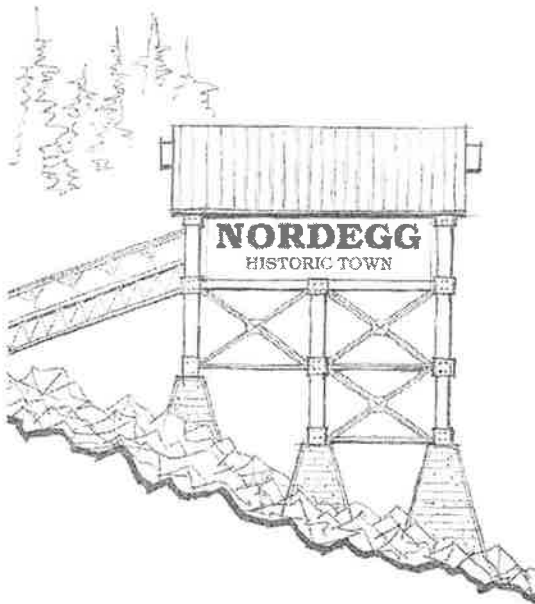
along the highway shall be screened from view, unless the structure is a required element of the entrance corridor enhancements as deemed by the County.

4. As regulated by Alberta Infrastructure, minimum setbacks from the highway right-of-way will be the greater of:

- 70 metres from highway centre-line,
 - 40 metres from the highway right-of-way boundary, or
 - wider in areas of proposed widening.
5. Alberta Infrastructure will be consulted regarding three major changes to the access along Highway 11:
 - The relocation to the east of the North Nordegg access, to be in line with the existing South Nordegg access.
 - The addition of adequate left and right turning lanes at the existing intersection to South Nordegg.

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- The addition of a secondary access intersection approximately 500 metres east of the existing access.
- 6. Along Highway 11, the secondary access will be less emphasised to avoid diminishing the importance of the main access into Nordegg on Stuart Street.



Feature Sign (courtesy Habico)

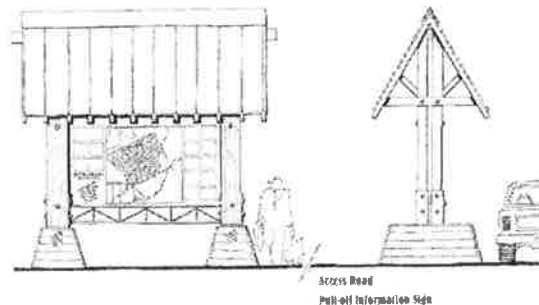
- 7. Co-operation with Alberta Infrastructure to develop mutually beneficial policies regarding highway access and signage should be encouraged.
- 8. Signage along Highway 11 will be kept to a minimum and limited to community directional signs indicating availability of services as illustrated in the Design Guidelines. Signs advertising individual businesses, groups, or individuals will not be permitted.
- 9. Appropriate entrance signs will be erected on the east and west entry points into Nordegg. A main Nordegg feature sign/monument will be erected on the south side of the highway at the Stuart Street entrance adjacent to the Welcome Area.

4. Stuart Street Entrance and Welcome Area

When turning south off of the Highway and onto Stuart Street, the sense of “green” should continue. For the most part, a no-development zone will be maintained up to the Quarry Road on the east side of Stuart Street and up to the Community Centre on the west side of Stuart Street. The only exception to the initial no-development zone would be a Welcome Area located on the west side of Stuart Street just off of the highway. A rest area would be provided for the travelling public, allowing visitors to venture further into Nordegg. Directional signage along Stuart Street would be as illustrated in the Design Guidelines.

The Welcome Area is to be a multi-purpose site. A tourist information booth would be seasonally staffed. An information kiosk could facilitate off-hours and off-season visitors. A small parking area and day-use picnic site would be established. The proposed main Nordegg feature sign/monument will have a historic mining motif and may be a hands-on facility with the possibility of being used as a viewpoint and photo opportunity area. The Welcome Area can promote walking tours of the Nordegg looped trail system, providing access to the trails and a trail map in the kiosk.

A feature lake for storm water management just west of the Welcome Area would be integrated into the trail / park / day-use system, especially along its eastern shore adjacent to the Community Centre. Appropriately scaled advertising would be allowed within the



Information Signs (courtesy Habico)

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information kiosk. The area would be designed for safe access off Stuart Street with facilities set back from the road so as to not detract from the natural setting.

Policies:

1. A Welcome Area will be established on the west side of the Stuart Street access to Highway 11.
2. The Welcome Area will provide appropriate information services to promote Nordegg.
3. A day-use picnic area will be established within the Welcome Area.
4. Residential and Commercial land uses will not be allowed along Stuart Street from Highway 11 to the Quarry Road.
5. Development setbacks from the Stuart Street road allowance will be 15 meters. Within this zone, existing trees and natural features should be maintained. Additional planting should be encouraged to promote screening of structures and buildings where appropriate.

5. Community Centre and Community Use Area

The existing community centre site will be maintained at its current location to make use of the existing facilities. Although not located near the centre of the historic core area, it remains geographically central to the wider Nordegg community, including North Nordegg. The area offers some significant view corridors to the south and west, enhancing the opportunity for local uses. The height of land on the south-west portion of the site provides an opportunity for a viewing area, amphitheatre, or similar facility. This area is an important link in the trails system. It will also be located adjacent to the feature storm water lake immediately to the west, providing added recreational opportunities.

Policies:

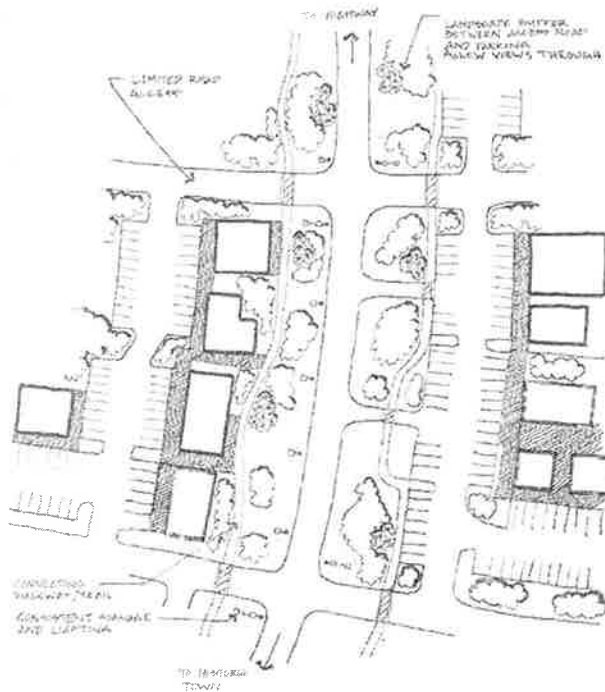
1. The Community Centre site will remain north of the Quarry Road.
2. The site will be developed as a multi-use recreational site.
3. The land immediately surrounding the community centre should be utilised for a variety of community and recreational uses. Some uses that may be considered appropriate would be a skating rink, tennis courts, day-use area (picnic area), playground, sports fields, horseshoe pits, and/or bocci courts.
4. The existing Community Centre facility will be maintained and upgraded in the future.
5. A new curling rink may be constructed in the future.
6. Camping will not be allowed.
7. Adequate parking will be developed.
8. A minimum 15 metre wide natural buffer should be maintained between the subject lands and Stuart Street.
9. The land immediately to the north of the Community Centre represents a drainage route leading to Shunda Creek. Much of the area is low lying. A majority of the area will be developed as part of the storm water lake facility.
10. The Community Centre should be developed as a major link in the trail system. It should be connected to paths and trails leading to other residential areas and the Town Centre. The area should be developed as a staging area for walking, cycling or cross-country skiing on the trails.
11. A portion of adjoining lands to the east, lying just north of the Quarry Road, have potential for sports fields or public utility sites. However, any such facility must not adversely affect the function of the wetland adjacent to Shunda Creek.

6. Lower Stuart Street Arterial Commercial Area

The primary focus of this development area will be to introduce Nordegg to the travelling public and provide essential highway services specific

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to their needs. The “green” theme introduced in the entrance area will be extended along Stuart Street by a wide landscaped buffer running along both sides of the street. Trees are to be planted in loose clusters to maintain a natural feel, while allowing a view to the businesses along the street. Paths connecting to the trail system would run within the buffer to promote walking and bicycling. A mix of smaller scale parking areas would be encouraged near the sides and rear of buildings, with some limited parking on the fronts of the buildings. On each site, wooden boardwalks around the buildings would lead from the parking area.



Arterial Service Commercial Area Concept (courtesy Habico)

Along the street the weary traveller could access gas/service stations, convenience stores, restaurants, and hotel accommodations. Front-lit signage in front of each building would be limited in size and unobtrusive, comfortably leading the traveller rather than flashing brightly at them. Directional signs will point the way to additional services, while markers and signs will direct the traveller to the historic Town Centre and the Mine Site beyond.

The area will provide the first impressions of Nordegg's built environment and must properly introduce the identity of Nordegg. Architecture and massing of the area buildings would be controlled to promote view corridors. Smaller scale cluster-type development will be encouraged rather than tall, massive, linear buildings that block views. Buildings are to be typically one or two storey.

In the initial stages of development within South Nordegg, much of the commercial development would be directed to the historic Town Centre to establish it as the main commercial area. Many of the commercial uses now located along the arterial service area will be relocated to the Town Centre. These could include the post office, the liquor outlet, and the office facility.

Policies:

1. Architectural controls shall be established in the Design Guidelines for all new buildings in the area.
2. Owners of existing facilities and businesses will be encouraged to upgrade their buildings within an appropriate time frame, in keeping with the Design Guidelines for the area.
3. Until the historic Town Centre becomes established, further development in this area will be limited.
4. Additional temporary buildings will not be permitted.
5. Existing residential uses will be considered non-conforming and should be relocated in the future.
6. Existing commercial uses deemed appropriate for the future Town Centre must be relocated within an appropriate time frame.
7. Large parking areas on the front of the properties will be discouraged.
8. The number of direct accesses onto Stuart Street should be minimised. Access from adjacent streets will be promoted.
9. Uses on leased land that become non-conforming will have to be phased out over time based upon the terms of the lease.

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10. Numerous existing miscellaneous buildings will be moved or relocated over time.
11. Camping and recreation vehicle use on any property will not be permitted.
12. A wide landscaped boulevard will be established along Stuart Street. Additional road allowance will be obtained to accommodate this.
13. Approaches to individual sites will be improved, both from an aesthetic and safety perspective. The wide undefined approach at the existing gas station will be improved.
14. A service road along Stuart Street will not be developed.
15. Each new business must develop adequate parking and turnaround areas. Allowances shall be made for large units such as motor homes, trailers, and heavy truck traffic where appropriate.
16. Provisions for on-site or off-site staff accommodations and/or second floor residential suites should be incorporated into each business proposal.
17. Outside storage must be controlled or properly screened from view. In some cases businesses may want to consider the purchase of a parcel in the light industrial area in order to handle outside storage. (Example: If a service station / towing service is established in the arterial commercial node as part of a gas station, vehicles in need of repair as well as towing equipment would be better stored out of sight in the nearby light industrial area.)
18. Development will be carried out so as to not



Signage (courtesy Habico)

- be an eye-sore or unsightly. The appearance at the rear of all properties, especially those located on the west side of Stuart Street, is very important as a future golf course and resort development will likely be located immediately west of this area.
19. Signing and street lighting shall comply with the Design Guidelines.

7. Golf Course Resort Area

To complement the goal of creating a viable four-season community, a number of tourism and recreational facilities will be developed. West of the Lower Stuart Street Arterial Area up to the eastern edge of the Long Lake wetland lies the existing community golf course. The course occupies approximately 13 hectares (32 acres) of the flattest, most developable land in the community. It is an executive length nine hole course, 2,034 yards in length, and is maintained and operated by the Nordegg Golf Association, a non-profit community group. The course served Nordegg in its heyday and is of historical significance to the community.

The existing golf course is quite adequate for the amount of play it currently receives. However, as the community grows and demand increases for a higher calibre course, the existing course will no longer be viable.

The existing land base within Nordegg cannot accommodate an 18-hole regulation course. Some holes could be located within the town site, but the course would have to extend onto Crown land immediately west of the town site boundary to be feasible. This land is within the Nordegg Development Node, which has been designated to accommodate future expansion of the town site.

Approximately 1.5 kilometres west of the town site boundary up to the forestry trunk road, a significant area with good potential has been identified. It represents a gross area of approximately 170 hectares (420 acres). It is bounded on the south by the abandoned mine site rail line and on the north by an unnamed creek / wetland area and Highway 11. The land falls from south to the north via a number of forested terraces. The most westerly 300 metres of the site up to the forestry trunk road is underlain by the old underground mine, containing numerous sink holes and remnants of timber access shafts. The most northerly 400 metres are wet and low-lying. These constraints likely reduce the actual developable area in half, but should still provide the 60 to 70 hectares (150 to 170 acres) typically required by an 18

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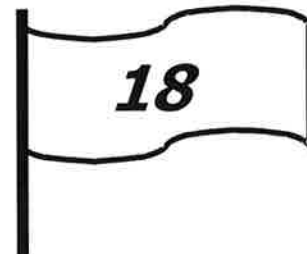
hole regulation course. Given the sloping terrain, up to 80 hectares (200 acres) may be required to properly integrate the course into the site. To make the course economically viable, development of residential/resort units along the course layout will likely be required.

Within the town site, Martin Creek will be diverted from ditches along Stuart Street into a dedicated stream channel running north across the golf course area to a proposed storm water lake. These water features could be beneficial and can be integrated into the golf course design.

With one or two fairways visible from Highway 11, a traveller might stop through Nordegg just to see what is available. From the Welcome Area, a short path would lead to the feature storm water lake and a view of one of the holes from the historic Nordegg course. Intrigued by the course and its scenic qualities, a round of golf might be hard to resist.

Policies:

1. Development of a regulation 18-hole resort/residential golf course should be promoted.
2. Any new golf course development should incorporate historic portions of the existing golf course. This could be through inclusion of specific holes in the new course or by integrating parts into an open space system.
3. Prior to the development of a new golf course, a complete site analysis must be performed and environmental issues identified. A new golf course must not compromise the quality of Shunda Creek or the effectiveness of the associated lakes and wetlands.
4. Based upon the site analysis, the boundaries of a potential resort/residential golf course must be established and negotiated with the Province and the County.
5. The County will undertake future negotiations with the Province to acquire land within the Nordegg Development Node.
6. Any new golf course must mitigate impacts on the surrounding environment and should not negatively impact the visual qualities of the area.
7. Consideration should be given in the town site plan to establish a future golf course corridor between the existing golf course and the western town site boundary.
8. An allowance should be made to accommodate a reasonable land base for residential/resort development within and/or adjacent to the course.
9. The golf course should include facilities such as a practice teaching facility, a practice green, a clubhouse/proshop, and adequate parking. These should be located within the Nordegg town site.
10. The golf course should include facilities such as a maintenance yard and maintenance building. Given the limited land base in Nordegg, consideration should be given to siting these outside of the town site.
11. Consideration should be given to appropriately incorporating the reclaimed land fill site just north of Centre Street into a new golf course development. Adequate setbacks from residential uses should be established.
12. Public trails should be incorporated in and around the golf course wherever possible. The new golf course development should allow a continuous public pathway link from the historic Town Centre to the wetlands and lakes.
13. Use of the golf course in the winter for cross-country skiing will be encouraged.
14. A new course layout should locate the clubhouse and related facilities in close proximity to the historic core. This would encourage easy access by local golfers and allow integration of lounge/hospitality facilities. There may be a suitable location for these facilities west of Centre Street, just beyond Martha Avenue.



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8. Long Lake and Stuart Street Resort Commercial Areas

Along Stuart Street just past the Community Centre, the traveller may spot a sign pointing west to the Long Lake Resort area. Located just north-east of the golf course on a ridge, it is heavily treed and surrounded by water. To the west is Long Lake, and to the east is the future storm water lake. It is an ideal getaway spot tucked away in the woods.

Continuing south along Stuart Street, the traveller passes the renovated Nordegg Resort Lodge and a mixed use site with a country inn nestled in the trees just north of the duplex area. Individual one, two, and three unit cabin facilities are just behind, hidden in the trees. The area is to be clean and welcoming, with clusters of spruce softening the view to the buildings. Rustic signs indicate parking around the back of the building. While pleasant and busy with tourist traffic, it is apparent that this area is not the feature “downtown” area. Signs indicate the historic Town Centre remains further ahead along Stuart Street.

Although there is land immediately available in this area to develop resort commercial facilities, development should be restricted until such time as the historic Town Centre becomes established. Initially there will be a demand for this type of development, and likely pressure to develop this area first. However, it is crucial that this type of development be initially directed to the historic core. The need to establish the Town Centre as a living, vibrant community, and not just a museum, is of utmost importance. The long-term viability of the historic core must be first priority.

Policies:

1. Small to medium sized fixed roof resort accommodations such as motor inns or clusters of cabins will be promoted in these areas.
2. The development of these areas for resort/commercial is seen as long-term.

Unless it can be demonstrated that a proposed new development would not be suitable in the historic core and would not interfere with the viability and promotion of the historic core, it should not be permitted until such time as the historic Town Centre is well established. Consideration may be given to allowing development proposals in these areas provided the proposals also include a significant component located within the historic Town Centre.

3. Any future pockets of resort/commercial development immediately west of the arterial service commercial node will be integrated into the design of a future golf course development.
4. All proposed development shall be subject to architectural controls outlined in the Design Guidelines.
5. Buildings will be limited to a maximum of two and a half storeys in height.
6. These areas will be linked to the pathway system and should have easy access to trails leading to the historic Town Centre, the lakes and wetland area, the community centre and recreation area, as well as the Martin Creek open space area.

9. School and Play-Field Area

An allowance has been made in the land use plan for a future school site located at the south end of the existing golf course. With Martin Creek to be relocated through the eastern edge of this area, proper consideration must be given to safety. Although the flows along Martin Creek are typically very small, during storm events the channel flow will increase.

Policies:

1. Allowance in the land use plan will be made for a possible elementary school in the southern most portion of the existing golf course.
2. Playgrounds and play-fields will be incorporated into the school site.
3. When a new golf course is constructed, the school site would be made available as part

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of the open space system. A playground or play-field would be established until it was required for school use.

4. With the close proximity of the golf course, the design of the golf course shall take into account the safety of the school site and any play-field.
5. The existing playground facility will remain in place for the short-term.
6. Walkway links to the trail and open space system will be established.
7. Allowance in the land use plan should be made for a small park with a ball diamond between the school site and the new Martin Creek alignment.
8. An adequate buffer to Martin Creek will be maintained for safety.
9. Fencing may be required around the school site and park area.

10. Central Stuart Street Area

Continuing south along Stuart Street, a traveller catches glimpses of the duplexes just behind the tree-lined boulevard on the east side of the street. On the other side of the street, the old school has been transformed into a community service building. Perhaps a new church will be built close to the mine disaster cemetery. Behind the old school, one can just see townhouses and small apartment buildings in the historic motif. Signs indicate the historic Town Centre is just ahead.

This area currently contains the museum and the mine disaster cemetery on the west side of Stuart Street, twelve existing duplex parcels on the east side of Stuart Street, as well as a number of existing mobile homes. Individuals lease the existing mobile home lots on a month to month basis from the County. Some of the units are located west of the museum and others are located south of the duplexes. The site for a permanent mobile home subdivision is presently being investigated south-east of the existing duplexes. The site required should be capable of providing 15 to 20 lots, allowing for both single-wide and double-wide units, and should be relatively close to the existing services in

Nordegg. Lots would be offered for sale to the existing mobile home residents.

The existing mobile home area south of the duplexes and the undeveloped area east of the duplexes are appropriate for future high density residential use, both being located within a short walk of the historic Town Centre and the arterial commercial area. This could include duplex or fourplex units as well as rowhouses or townhouses. Due to its nature and location, the area could cater to the staff housing market. Parking would be screened off-street.

The existing mobile home area west of the museum as well as some land further to the west and south (where the two Vancouver houses formerly sat) would also be appropriate for higher density residential use. This area is in close proximity to both the historic Town Centre and the arterial commercial area. Housing will be in the form of one, two, and three bedroom walk up apartments, rowhouses, or townhouses. Screened off street parking will be required.

Policies:

1. The existing museum building as well as land immediately adjacent to it will be designated for future community services such as a fire hall, police station, health unit, municipal offices, a church or similar use.
2. The existing mobile homes are not in keeping with the vision for the main access to the historic Town Centre. They will be relocated over a period of time as directed by Council. Timely relocation will help promote the area for tourism and attract development.
3. The potential mobile home subdivision will be located so to be self-contained and screened from view. A municipal reserve or buffer should be established around the perimeter of the new mobile home development and should also be linked to the walkway system.
4. The total number of permanent mobile home lots within South Nordegg should be limited to 25 or less.

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5. Siting and landscaping within the mobile home subdivision should be attractive and should utilise existing trees and vegetation.
6. Immediately south and east of the existing duplexes, the area will be designated for high-density residential use.
7. Immediately west of the museum, the area will be designated for high-density residential use.
8. Building heights should not exceed two and one half storeys
9. Adequate parking will be required and architectural controls will be as outlined in the Design Guidelines.
10. The Telus facility located north of the museum should be relocated.

the Lakeview Hotel is like a walk through time. Looking down Elizabeth Avenue toward the west, just beyond the small stream, one can see a couple of hanging wood signs advertising bed & breakfasts. The road gradually curves out of sight. To the east are more shops, with people talking in the street enjoying the warm sunny day.

Houses in the area are two-story and bungalows similar to the pictures of old Nordegg in the brochures. White picket fences line the streets, with treed boulevards. The houses are comfortably close to the street, and kids can be heard playing close by. Cars are parked in the street, but there are no front garages. The small front gardens are in bloom.

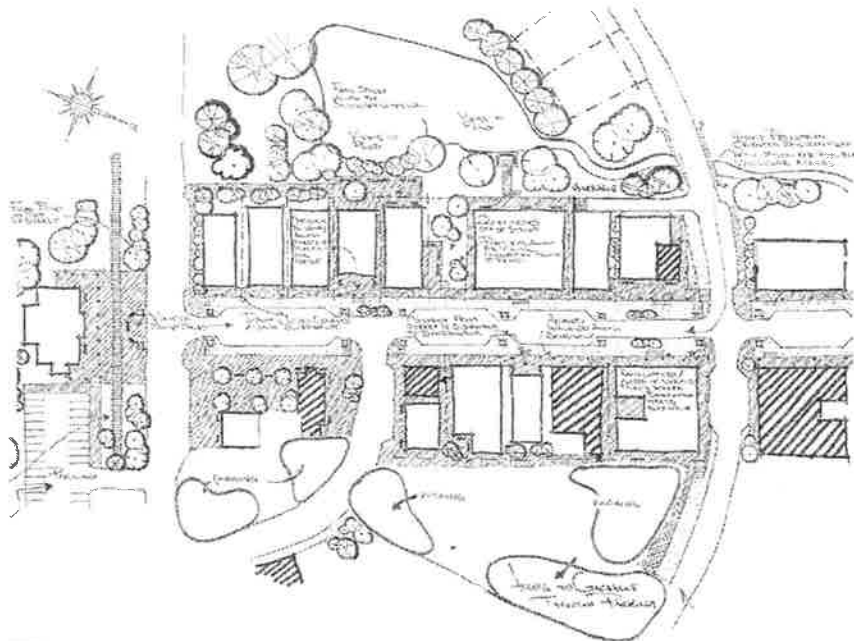
11. Historic Town Centre

The road starts to climb as a traveler to Nordegg enters the historic Town Centre along upper Stuart Street. To the left are some original houses from Nordegg, renovated as part of a larger resort development. To the right one passes some townhouses in the historic motif, and sees a teahouse café on the old United Church hill. The large sign at the intersection with Elizabeth Avenue indicates the historic mine trail and upper Centre Street are to the left, with the Elizabeth Avenue shops and services to the right.

The historic mine trail climbs along East Elizabeth Avenue and onto Cherie Avenue toward the railway station. From the station, buildings run down upper Centre Street and frame a spectacular view of Baldy Mountain. After parking beside the railway station, it is a short walk down along upper Centre Street. The smell of fresh bread emanates from the bakery. Walking under the covered boardwalk past the Bighorn Store and across to

Policies:

1. The semi-circular street pattern originally developed by Martin Nordegg will be re-established.
2. Upper Centre Street north of Elizabeth Avenue will be the focal point of the Town Centre.
3. A railway station similar to the old town



Upper Centre Street Concept (courtesy Habico)

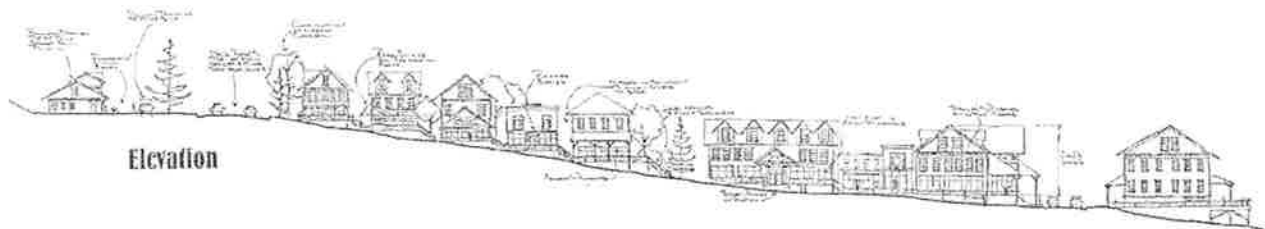
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station will be developed at the top end of Centre Street, just south of the existing railway tracks. This will act as a focal point and landmark on the top end of upper Centre Street.

4. Upper Centre Street will be designed to accommodate on-street parking and vehicular traffic. On occasion the street may be closed to traffic to accommodate street festivals or other pedestrian oriented events.
5. Within the historic Town Centre a mix of commercial and residential uses will be promoted, both in support of the local residents and the tourism industry.

required along upper Centre Street where practical, as outlined in the Design Guidelines.

11. Where rear access is available, parking will be required on the rear of buildings.
 - a. Boardwalk paths will be established at critical locations to provide access to the street from the rear of buildings.
 - b. Owners of adjacent properties will be required to co-operate in the development of shared “node” parking areas behind their buildings.
12. The existing mill pond west of upper Centre Street will be maintained and will be



Upper Centre Street Concept (courtesy Habico)

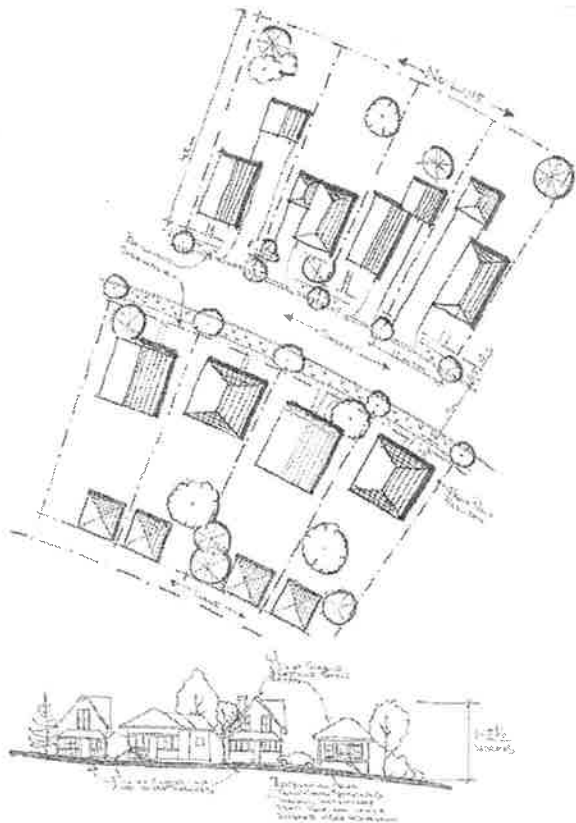
6. To provide affordable housing in the Town Centre, alternative-housing concepts will be adopted.
 - a. Residential suites will be promoted in the upper floors of the commercial area,
 - b. “Granny suites” above rear detached garages or in a separate building will be promoted in the residential and mixed use / resort commercial area.
7. Tourist accommodation facilities such as hotels will be encouraged to develop on the sites of the former boarding houses and the Lakeview Hotel.
8. The existing Boarding House and Bighorn Store will be renovated as part of any development proposal for these sites.
9. The Butcher Shop building is in need of a new foundation and will be relocated within the Town Centre.
10. Within the historic commercial core area along upper Centre Street and along Elizabeth Avenue east of Centre Street, a sidewalk system complemented by a boardwalk on the fronts of buildings will be developed. A covered boardwalk will be

surrounded by a downtown park.

- a. A creek feature may be developed from the pond south across Elizabeth Avenue.
 - b. The creek crossing should be carried out to represent the former bridge across Elizabeth Avenue.
13. Commercial lots on the west side of upper Centre Street will have no rear lane access, but will overlook the mill pond and park.
 - a. Development of verandas and patios that face the park will be encouraged.
 - b. Ancillary buildings in the rear yard will be set back a sufficient distance to minimise visual impact along the pond.
 - c. Rear and side yard fences will be low in height, open in design, and consistent in style across all lots backing onto the park area.
 - d. Parking for these lots will be provided through on-street parking and the development of a parking area adjacent to the railway station at the south end of Centre Street. A small parking lot may be considered mid-block along the west side of upper Centre Street, provided it

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- can be properly screened and landscaped.
- e. Special screening of garbage receptacles and the use of movable receptacles will be required.
14. Residential or mixed use lots along Elizabeth Avenue which back onto the mill pond and park will have similar development restrictions.
- Development of verandas and patios that face the park will be encouraged.
 - Ancillary buildings and garages will have sufficient rear yard setbacks to minimise visual impact along the pond.
 - Rear and side yard fences will be low in height, open in design, and consistent in style across all lots backing onto the park area. The County will construct a common fence on the rear of the lots.



Historic Core Residential Concept (courtesy Habico)

15. New commercial buildings will be required to be at least two-storey and provide residential suites above the main business.

16. Commercial buildings will generally not have basements.
17. Maximum building height and architectural controls will be governed by the Design Guidelines.
18. A mixed land use zone will be established along west Elizabeth Avenue as well as Lily and Marthe Avenues one block on either side of Centre Street.
- Within this area, a mix of single family detached, two-suite units, and condominium/resort units will be permitted on residential sized lots in keeping with the character of old Nordegg.
 - All the buildings will be in the style and size of single family homes as outlined in the Design Guidelines.
19. Between Lily and Marthe Avenues in the north-west quadrant of the historic Town Centre, the steep slopes may preclude typical single family development.
- Prior to development, adequate slope stability analysis must be carried out by a qualified geotechnical engineer.
 - Alternative multi-family housing concepts in keeping with the scale and intent of the area may be considered.
20. From Cherie Avenue to approximately half way to Centre Street, a single-family residential area will be designated along Elizabeth, Lily, and Marthe Avenues.
21. In the residential and mixed-use areas, lot lines will be offset to minimise blocking of views from individual lots.
22. Parking in the residential and mixed-use areas will be from the rear where lanes are provided. Where lanes are not provided, side yard or rear yard parking will be required.
23. Streetscape elements such as narrow street widths, treed boulevards, picket fences, thematic light standards will be incorporated to enhance the identity of the Town Centre residential areas. These elements will be as outlined in the Design Guidelines.
24. A storm water pond will be developed into a water feature and park facility between Lily and Marthe Avenues, just east of Centre Street.

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25. Some medium density multi-family development will be promoted in the Town Centre as illustrated on the Land Use Concept Map No. 8.
26. On the existing cabin site at the intersection of Stuart Street and Elizabeth Avenue, the existing buildings fronting on Stuart Street are original homes in Nordegg and will be incorporated in place as part of a larger resort commercial development for the site. Easements for deep utility services will be obtained across the site to allow for adequate servicing of sites further south along Elizabeth Avenue.
27. Along Marcelle Avenue larger estate lots will be developed similar in size to that of the old town.
28. At the old hospital site, a mixed-use site will be permitted.
 - a. The site should be developed with a building similar to that of the old hospital.
 - b. A commercial use such as a medical clinic, professional office, country inn, or elderly-care facility would be appropriate and may incorporate residential suites in the upper storey.



Old Hospital (courtesy Frank Chevalier)

29. A connector road will be developed along Cherie Avenue from upper Centre Street to Elizabeth Avenue. This will form part of the historic mine trail.

12. Peripheral Residential Areas

The traveller who drives off the historic mine trail and into the peripheral development areas will find continuity in the signage, street lighting, and landmarks. These areas will have a character of their own, with architectural diversity often dictated by the terrain upon which they lie. Still, they will remain tied in with the rest of the town site by common elements.

A number of areas are included in the peripheral residential areas such as:

- a) the east peripheral area,
- b) the Martin Creek reservoir area,
- c) the south Martin Creek area,
- d) the switchback area along upper Marcelle Avenue,
- e) the Miners Creek area both north and south of the railway tracks, and the golf course residential/resort west peripheral area.

Policies:

1. The development pattern and road alignment will be dictated by the topography of each area.
2. Development of clusters or multi-family units in selected areas may be required to accommodate the challenging topography, to provide cost-efficiency in servicing, and to maintain target development densities.
3. Alternative housing concepts will be promoted. Second suites and “granny suites” above rear detached garages or in separate buildings will be promoted.
4. Tourist accommodation facilities such as bed & breakfasts will be permitted.
5. The use of natural landscaping and minimal fencing should accompany these development areas.
6. Maintaining trees on lots will be promoted.
7. Development will follow the Design Guidelines but generally be less architecturally restrictive than those areas in the historic Town Centre.

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8. Development in these areas will be carried out only after the Town Centre has been established.
9. Within the west boundary area, resort/residential development will be promoted and will likely be carried out with development of a golf course facility extending west of the town site

13. Light Industrial Area

A light industrial area will be established on the eastern town site boundary, just south of the Quarry Road. The area is approximately 8 hectares (20 acres) in size and is bounded on the north by the Quarry Road, on the east by the town site boundary and on the west by the future secondary access road. The area contains the Nordegg Resort Lodge lagoon and the Baldy Mountain Trail Rides operation. Both are on leased land.

Policies:

1. An area will be designated for light industrial uses in the land use concept plan. Uses will be restricted to those that directly support tourism and community services within Nordegg.
2. Access to the light industrial subdivision will be restricted to two approaches from the Quarry Road.
3. A municipal reserve buffer strip will be established around the perimeter of the subdivision with the exception of the east side.
4. Space is limited, therefore, the proposed parcels will be relatively small in size to maximise the number of lots. Lots could range in size from 0.5 to 1.0 acres with the average size being approximately 0.6 acres. This would yield approximately 20 to 24 parcels.
5. Consolidation of lots into larger parcels will be prohibited.
6. This subdivision is not intended to accommodate heavy industrial uses. Such uses will be prohibited.
7. Uses which create a nuisance by way of noise, dust, odour, smoke or any other objectionable offence will not be permitted.
8. The subdivision will be self-contained and well screened from view.
9. Architectural guidelines which maintain elements of the historic mine site buildings will be promoted as outlined in the Design Guidelines.
10. Second floor suites and other accommodation will not be a requirement in this area. A security or surveillance suite may be considered appropriate.
11. Any new development carried out while the existing lagoon is in operation will require a setback relaxation waiver if deemed necessary by Alberta Environment.
12. The existing sewage lagoon currently serving the Nordegg Resort Lodge will be reclaimed at such time as municipal services are provided. Upon reclamation, the old lagoon may be used for light industrial uses. Structures to be located on the former lagoon site will require a geotechnical investigation to confirm adequate foundation requirements.
13. The County may consider creating and leasing industrial parcels on a temporary basis prior to the availability of municipal water and sewer facilities.
14. The timing for development of the entire subdivision must respect the terms of the lease related to both the Nordegg Resort Lodge lagoon and the Baldy Mountain Trail Rides.
15. The Baldy Mountain Trail Rides may be considered a non-conforming use until such time as the lease expires. Renewal of the lease will be at the discretion of the County.

14. East Access Road Commercial Area

East of the Nordegg Resort Lodge, a secondary access road will be constructed. This road will continue south into the town site. The East Access Road Commercial Area is situated immediately east of the Nordegg Resort Lodge.

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The large flat area just north of the Quarry Road may accommodate a parking area for large trucks.

Policies:

1. Development of this area will be limited to public utility, parking, automotive service stations, equipment rental and other commercial uses that support the travelling public and typically require storage space for equipment, supplies, and/or vehicles. The storage of such materials would be facilitated by the adjacent industrial park.
 2. Craft or cottage industry type commercial uses with a retail component may also be considered appropriate if characteristics of the specific operation preclude it from being located in the historic Town Centre.
 3. The water treatment plant for the future Well No. 4 may be located within this area.
 4. Development timing in this area will depend upon the specific land use demands. Uses that are considered appropriate for the historic Town Centre will be directed there instead.
- e. a main town sewage lift station near the proposed Welcome Area.
 - f. a sewage force main running parallel to Highway 11 toward the Forestry Trunk Road.
 - g. a raw water supply main running east of town toward the raw water springs.
 - h. a truckfill station and sani-dump, possibly near the light industrial area.
 - i. a public works/maintenance yard likely in the light industrial area.
2. Contact should be made with other utility companies to determine the requirements of each for facility siting, including Telus, Trans Alta, the Rocky Gas Co-op, and a local cable TV company.
 3. The existing Telus building on Stuart Street will have to be relocated in the future.

15. Utilities and Infrastructure

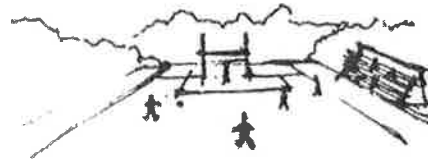
Adequate land area must be made available to accommodate roads, utility plant, storm water facilities, and maintenance facilities. Restricted access to some of the sites may be required.

Policies:

1. Adequate siting for the following public facilities must be made available:
 - a. Possible additional raw water well(s) in the south town site near Martin Creek.
 - b. Expansion of the treated water reservoir on its current site.
 - c. Storm water retention facilities as outlined in the Nordegg Storm Water Plan.
 - d. a water treatment plant for the future Well No. 4 north-east of the Nordegg Resort Lodge.

16. Parks, Trails, and Open Space

There are a number of natural areas within Nordegg that present opportunity for passive or low intensity park development that can be connected by a trail system (see Map No. 12). The amount of flat, developable land within Nordegg is very limited. Siting of active parks, which include active use fields for soccer, football, baseball, and other sports, will be a challenge given competing interests for the land base. Still, such facilities should remain a priority to make the community more liveable.



The subdivisions in North Nordegg have been designed to allow for a majority of the lots to be directly connected to a walkway system. This system was developed with the intent of becoming an integral part of the overall trail and pathway system, providing links to major trails both inside and outside of the town site.

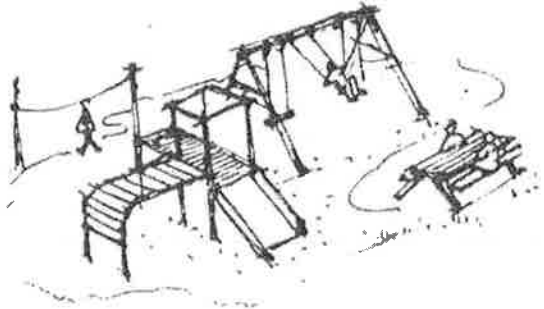
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A popular staging area for the Coliseum Mountain trail is located in the central portion of the main North Nordegg bench land. It is used by visitors who are walking or horseback riding up to Coliseum Mountain and consists of a gravel parking area with signage. This is an important amenity and non-motorized vehicle access point.

Within South Nordegg a number of trails and cut-lines are used by a variety of users, including hikers, mountain bikers, horseback riders, as well as snowmobile and all-terrain-vehicle enthusiasts. Some historic trails that existed when the town site flourished have grown over and may be worth restoring.

The ultimate goal will be to develop and sustain a comprehensive trail and open space system throughout the town site to benefit both residents and visitors alike. A traveller should be able to walk or bicycle along designated trails in the summer, and snowshoe or cross-country ski in the winter. Trails would lead to major amenities within the community, and link to other trails leading out of the community. Strategically placed staging areas on the edge of the town site could facilitate restricted uses by providing access to trails outside the community. Policies will be developed to assist in achieving these goals.

Policies:

1. The scenic forested mountain setting of Nordegg will be complemented by the dedication and provision of a variety of open spaces, including the major environmental open spaces shown on the Land Use Concept (Map No. 7) and other spaces provided as parks and playgrounds in detailed subdivision designs.
 2. Recreation opportunities in the key environmental areas will be provided in a manner in keeping with the nature and sensitivity of these areas.
 3. A more detailed park, open space, path, and trail plan should be developed. The system should promote continuity among open spaces, residential neighbourhoods, activity centres and the forested public lands beyond the community boundaries, by the provision of:
 - a. open space corridors, including both natural features or cultured park links, and
 - b. a walkway and bikeway path system.
 4. As part of more detailed plans, an integrated hierarchy of active and passive parks and recreational facilities should be developed.
 5. Community involvement from individuals and user groups should be promoted in the development of future park and trail plans.
- 
6. A park and trail system should be developed:
 - a. to connect major nodes as illustrated on the Conceptual Open Space and Trail Plan (Map No. 12),
 - b. to include a hierarchical system of paths and trails ranging from paved, hard-surfaced paths that are wheel chair accessible, to gravel paths and natural trails,
 - c. to include portions of the historic and existing trail system throughout the town site where appropriate,
 - d. to determine the nature and extent of motorised vehicle access on the various trails,
 - e. to locate staging areas, likely on the fringe of the town site, which connect to existing trails in the West Country,
 - f. to limit motorised vehicle staging areas to North Nordegg,
 - g. to determine surfacing, signage, lighting and furniture requirements,

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- h. to develop a system for maintaining and upgrading the trails, including provisions for financing through user-fees if appropriate.
7. Motorised vehicles will be restricted on the trails within the town site.
8. The three existing railway trestles are in relatively good shape and will play a key role in the open space system as major features. The trestles will be upgraded with decking and railings to improve safety prior to allowing public access. The use of the trestles will initially be pedestrian in nature. Consideration will be given to re-establishing rail service on the trestles at some time in the future.
9. The rail bed to the east should be utilised as a major trail. The potential to create a continuous trail link all the way to Rocky Mountain House should be investigated.
10. The central portion of the railway bed within the historic Town Centre will be utilised as a multi-use area. The development of a replica railway station and a substantial amount of parking in close proximity of the historic core will be important uses for the area.
11. The rail bed should be used as a major trail in both directions as many other trails will feed into it.
12. At least one set of rails should be preserved between the eastern boundary of the town site to the mine, leaving open the opportunity to someday develop an operating rail line.
13. The opportunity exists to use the existing rail bed as a route for a natural gas line into the town site from the east and will be investigated further.
14. Both Martin Creek and Miners Creek presently contain a lot of debris and cleanup will be required.
15. A buffer will be taken along both sides of the major named creeks with a continuous trail running along side.
16. The areas and features that should be considered as nodes in any future park and open space plan include:
 - a. Martin Creek and Miners Creek (linear parks and trails),
 - b. the rail bed and trestles (linear park and trails),
 - c. the restricted development areas including Shunda Creek and the wetlands, upper Martin Creek (including the pumpman's house and historic water tank), and the steep slope areas,
 - d. the Martin Creek reservoir and dam,
 - e. the two eastern-most trestles and the surrounding Martin Creek valley,
 - f. the cemeteries,
 - g. the museum,
 - h. Upper Centre Street including the existing mill pond just west of upper Centre Street and the future railway station,
 - i. the future storm water ponds within the historic Town Centre and east of Long Lake,
 - j. the Welcome Area,
 - k. the Community Centre,
 - l. the Arterial Commercial area on Stuart Street,
 - m. the future school site and play field,
 - n. a future golf course clubhouse,
 - o. the residential areas,
 - p. the Coliseum Mountain staging area and trail,
 - q. any other significant staging areas or trails leading to attractions or facilities outside the town site boundaries (including the Mine Site, the Upper Shunda Creek Campground, the Youth Hostel, and the cross-country ski trail).
17. Trail links will be provided to connect the major nodes. Consideration will be given to linking the nodes via dedicated paths and trails or via roadways.
18. A number of significant trails and links should be considered:
 - a. a trail link across Highway 11 from South Nordegg to North Nordegg,



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- b. the trails behind the lots in the country residential subdivision of North Nordegg,
 - c. a natural boundary trail around the entire town site using the existing cut line,
 - d. re-establishing the old Indian Trail and wooden steps from the railway station to Marcelle Avenue up to the old hospital site,
 - e. a seasonal trail or a boardwalk linking the natural area between Long and Carp Lakes to the historic Town Centre.
 - f. a rail bed trail,
 - g. trails along the named creeks.
- 19. Relocation of the Coliseum Mountain staging area will be considered in future planning.
 - 20. Where a road allowance is not adjacent to the back of lots, a minimum 6 meter wide buffer strip between the edge of the property line and the town site boundary will be maintained to facilitate a boundary path.
 - 21. Appropriate signage, landmarks, and interpretative plaques will be installed along designated trails.
 - 22. Commemorative plaques will be installed in appropriate places to strengthen the connection between the past and present.
 - 23. On designated trail routes where a dedicated bicycle path is not adjacent to a roadway, a bicycle lane may be incorporated into the roadway where deemed necessary.
 - 24. Consideration will be given to developing specific pathways or loops that can be negotiated by wheelchairs.
 - 25. Along designated trails, shallower grades and frequent resting places will be provided for the physically challenged.
 - 26. Parks, open space and trails will be designed to accommodate four-season use. For instance, in the winter, the trails and the golf course should accommodate cross-country skiing activities.
 - 27. Open space improvements such as park benches, lighting and signage may be appropriate in more urbanised areas.
 - 28. Some limited commercial uses may be permitted within or immediately adjacent to more urbanised park areas, such as on the west side of the Martin Creek reservoir park.

Uses will complement the park or directly support the activity in the park, and could include small restaurants or cafés.

- 29. Dedication of an historic mine site trail from the Highway 11 Welcome Area, along Stuart Street, Elizabeth Avenue, Cherie Avenue, and Kate Drive up to the mine site will be considered. Street lighting should be designed to accommodate banners delineating the route.

17. North Nordegg General

Turning north from Highway 11 onto the Shunda Creek Road, the traveller will encounter a lower density rural type development. Behind a wide tree buffer from the highway, full-service lodge and cabin facilities are encountered. The architecture complements the mountain setting, with large logs and local limestone forming the main structure. Heading north, the traveller crosses over Shunda Creek, noting a directional sign in the same motif as in South Nordegg. To the left is a country residential subdivision, further ahead are accommodations and a dog-sled operation. A turn into the residential subdivision reveals roads flanked by large spruce on both sides, framing vistas of Baldy Mountain and Coliseum Mountains to the north. Buildings and houses are set back from the road, often barely visible in the trees. The road turns back south to a second resort commercial area, before completing the loop back onto Highway 11.

Some of the preceding tour is current reality. Both tourism commercial and country residential lots have already been established by the County. Future development will continue in a similar fashion, conforming to the adopted land use districts, while incorporating some design guidelines outlined in this plan to provide overall continuity throughout Nordegg.

Policies:

- 1. The general policies identified in the Community Outline Plan will be adhered to.
- 2. The land use districts developed for North Nordegg will be adhered to.

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3. To maintain continuity throughout the town site, elements of the Design Guidelines will be adhered to, specifically those related to Landmarks. These include elements of the trail system, road layout, road design, parking design, landscaping, public amenities, signage, lighting, and site furnishings.



Coliseum Mountain from North Subdivision Entrance in 1999 (courtesy Clearwater County)

18. North Nordegg Residential

It is envisioned that future country residential development will continue in a similar fashion as currently exists. Some variations in the development may be allowed, with the intention of providing a variety of housing forms given the local topography, while maintaining a rural density in the overall area.

Policies:

1. Rural residential development will continue east on the developable bench lands as the market demands. Subdivision design shall continue to:
 - a. locate roads to utilise as best as possible the contours of the landscape,
 - b. minimise erosion, in part by dedicating major run-off channels and steep slopes as open space,
 - c. set aside key vistas as public areas,

- d. provide for pathway systems to link with areas south of the highway and with features outside the town site, and
 - e. address fire safety issues within the wildland urban interface.
2. Future phases of rural residential development in this area will continue to provide for conventional residences.

3. Where opportunities exist, small development cells along the collector road should be established to provide for a variation of housing types while still maintaining an overall low density and rural servicing standard.

19. North Nordegg Resort Commercial

Resort and tourism commercial development is envisioned to continue within North Nordegg. A treed buffer along the Highway 11 corridor will be maintained, precluding any highway commercial uses to the north. Ample camping opportunities are available in the area surrounding Nordegg, and given the limited land base within the town site, should continue to be promoted outside of Nordegg.

There are a couple of active camping sites just outside the western border of the north town site. The Upper Shunda Creek Campground is relatively busy during summer months and has recently been turned over to a private operator by the Alberta Forest Service. The Shunda Creek Hostel offers accommodation to travellers in the area.

Policies:

1. A portion of developable land located north of the highway on the extreme south-east portion of the bench land area will be used for small resort development. This area will be accessed from the rural arterial road and not directly from the highway. Any

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development in this area will be low density and of a scale so as to not dominate the landscape. Small lodges or cabins blending in with the surroundings would be appropriate.

2. A portion of developable land along Shunda Creek Road, located north of the highway buffer zone and south of Shunda Creek, will be used for small resort development. Any development in this area will be low density and of a scale so as to not dominate the landscape. Small lodges or cabins blending in with the surroundings would be appropriate. A portion of the existing access road to the north will be realigned with the

existing access road to the south of the highway.

3. In the extreme north-west corner of the town site, a staging and storage area for limited motorised vehicle storage may be considered, ideally as part of a lodge or rental cabin development.
4. No new campground facilities will be permitted in the north town site area and developers will be encouraged to locate such facilities in the nearby development nodes.
5. The Nordegg Recreation Association (Old-timers) Campground will remain a non-conforming use until such time as the lease expires. Renewal of the lease will be at the discretion of the County.