

Oxford Neighbourhood Structure Plan

Office Consolidation June 2021

Prepared by:

*Development Services
Urban Planning and Economy
City of Edmonton*

Bylaw 7963, was adopted by Council in September 1985. In June 2021, this document was consolidated by virtue of the incorporation of the following bylaws:

- Bylaw 7963* Approved September 10, 1985 (to adopt the Oxford Neighbourhood Structure Plan)
- Bylaw 9230* Approved March 14, 1990 (to delete an area in the southwest corner of the neighbourhood proposed for low rise apartments, a neighbourhood convenience commercial centre and semi-detached residential uses and substitute single detached residential and row housing uses)
- Bylaw 9818* Approved June 25, 1991 (to adjust the neighbourhood boundary in the northwest and to reconfigure the Stormwater Lake, the roadway network, the school/park site, and residential uses)
- Bylaw 12000* Approved April 26, 1999 (to replace the land use and population statistics to reflect amendments made to the Palisades Area Structure Plan)
- Bylaw 12211* Approved February 8, 2000 (to bring the Oxford NSP into conformance with the Palisades Asp by adding a 32 hectare area of land to the northern portion of the neighbourhood)
- Bylaw 15454* Approved June 7, 2010 (to relocate the School/Park site; eliminate a neighbourhood commercial site; reconfigure the proposed Stormwater Lake; relocate the row housing site and add a low rise apartment site to the northern portion of the neighbourhood)
- Bylaw 19725* Approved June 8, 2021 (PLAN REPEALED)

Editor's Note:

This is an office consolidation edition of the Oxford Neighbourhood Structure Plan, Bylaw, as approved by City Council on September 10, 1985. This Plan is an amendment to the Palisades Area Structure Plan, Bylaw 7464 as approved by City Council on April 24, 1984. This edition contains all amendments and additions to Bylaw 7963.

For the sake of clarity, new maps and a standardized format were utilized in this Plan. All names of City departments have been standardized to reflect their present titles. Private owners' names have been removed in accordance with the Freedom of Information and Protection of Privacy Act. Furthermore, all reasonable attempts were made to accurately reflect the original Bylaws. All text changes are noted in the right margin and are italicized where applicable.

This office consolidation is intended for convenience only. In case of uncertainty, the reader is advised to consult the original Bylaws, available at the office of the City Clerk.

City of Edmonton
Urban Planning and Economy

The Palisades

**Oxford Neighbourhood 3
neighbourhood Structure Plan**

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Chapter 1

Introduction

This report proposes a development concept that will serve to guide the subsequent subdivision and ultimate development of *113.80 hectares (281.21 ac.)* of land in the northwest sector of the City of Edmonton.

Bylaw 12211
February 8, 2000

Location

The area for which this concept is proposed is defined as neighbourhood 3 of The Palisades residential *zone*, or, the Oxford Neighbourhood. Oxford is generally situated west of 127 Street to *the eastern edge of the Carlton Neighbourhood* and north of the proposed alignment of 153 Avenue to *167 Avenue* (Figure 1 - Location). The area encompassed by this neighbourhood Structure Plan is legally described as portions of the SE ¼ and NE ¼ Section 38 situated within Township 53, Range 25 lying west of the 4th Meridian *and the North ½ NE 36-35-25-W4M*. *This Plan represents the second of five neighbourhoods Structure Plans required to effect the subdivision and development of The Palisades.*

Amended by Editor

Bylaw 9818
June 25, 1991

Bylaw 12211
February 8, 2000

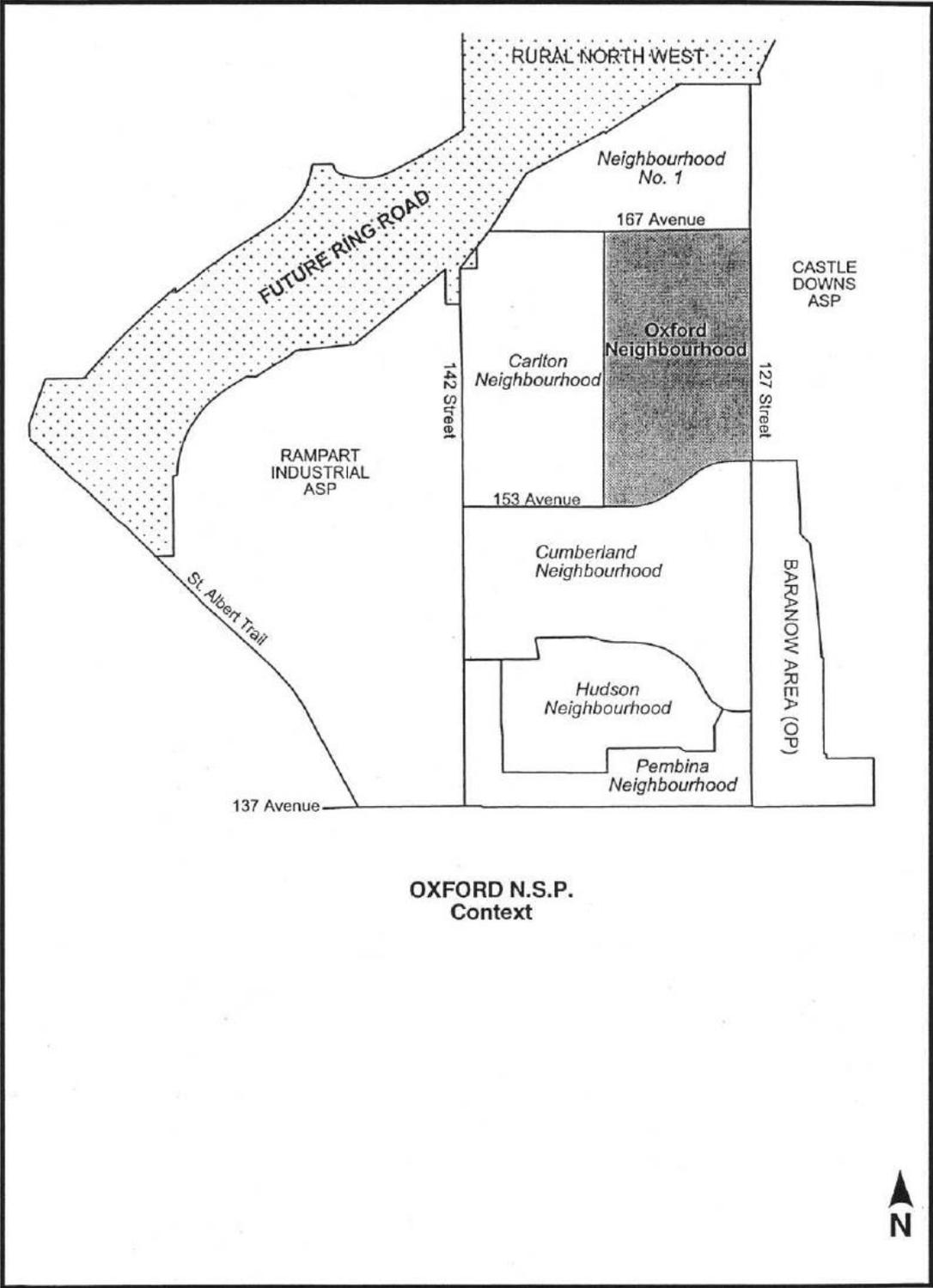
Conformance to Statutory Plans

This Neighbourhood Structure Plan is based on, and conforms to, The Palisades Area Structure Plan as approved by Bylaw 7484 which was granted third reading by the Edmonton Municipal Council on April 24, 1984. The area encompassed by this neighbourhood Structure Plan has been designated by the City of Edmonton's 'Urban Growth Strategy' as part of a residential development sector. This Strategy was formally incorporated into the Edmonton General Municipal Plan by bylaw on November 23, 1982. The Edmonton Metropolitan Regional Plan also recognizes The Palisades as a future residential growth area within the City of Edmonton.

Although the area of The Palisades was annexed to the City of Edmonton on January 1, 1982, the City's *Zoning* Bylaw has not yet been amended to include the land within Oxford. In the interim, the Municipal District of Sturgeon's Land Use Bylaw 388/81 remains in effect and continues to regulate development within this portion of The Palisades. This Bylaw designates the land within Oxford as 'AG - Agricultural'. Prior to development occurring within Oxford as envisioned by this neighbourhood Structure Plan, however, the Edmonton *Zoning Bylaw* must be amended to include this portion of The Palisades.

Amended by Editor

Figure 1: Neighbourhood Location (Bylaw 12211, February 8, 2000)



The Plan Proponents

The Oxford Neighbourhood Structure Plan has been prepared by Mackenzie Spencer Associates Ltd. for *a private corporation*. *This private corporation* owns in excess of 80% of the area encompassed by the Oxford neighbourhood. Two other owners – *two private corporations* - hold title to the balance of the area. Appendix A details the ownership within the Oxford neighbourhood. Engineering information utilized in the preparation of this report was the responsibility of Stanley Associates Engineering Ltd. and Huber Engineering Inc.

Amended by Editor

Chapter 2

Development Objectives

The primary objective of the development concept proposed to apply within this residential neighbourhood of The Palisades is to serve as a guide for the subsequent subdivision and ultimate development of Oxford Neighbourhood 3. Specifically, the objectives of this plan are:

1. to provide a land use framework for the development of Oxford that will, first, form an integral component of The Palisades overall land use structure, and second, provide an internal organization of land uses that promotes community identity through the definition and integration of distinct sub-neighbourhood, development units;
2. to anticipate the demand of the marketplace by placing the emphasis on the single-family house as opposed to the multiple-family project development and to provide that housing within the economic reach of that segment of the general population projected to ultimately reside in the northwest sector of the City of Edmonton;
3. to provide a land use framework within Oxford through which may be provided a basic level of services required to meet and sustain the resident population's day-to-day needs; and,
4. to ensure that the design of Oxford is sensitive to existing boundary conditions' of the area (i.e., the 127 Street truck route and the proposed Business Commercial area situated to the south of the Neighbourhood).

While these objectives form the basic design approach utilized in the formulation of the Neighbourhood Structure Plan for Oxford, the opportunities and constraints imposed by the man-made and natural environments within the area, to a large extent, predominate in shaping the future urban form of this proposed residential development area. Those environmental factors are the subject of the following Chapter.

Chapter 3

Environmental Assessment

A number of man-made factors, both existing and proposed, and natural features define potential constraints and/or opportunities that should be ameliorated or exploited, respectively, by the development concept proposed for the Oxford neighbourhood. Among those factors are the existing land use, soils, vegetation and topography in the neighbourhood, the proposed truck route which forms the east boundary of the area, the Business Commercial area which is situated immediately south of Oxford and is planned to serve as a secondary commercial node within The Palisades, and, the future residential neighbourhoods which form the west and north limits of the neighbourhood.

Existing Land Use

Development of the Oxford Neighbourhood began in the late 1980's and progressed from the area immediately west of 127 Street and 158 Avenue to the west, south and north. As of December 1999, nearly all of the land in the southern two thirds of the neighbourhood has been developed.

Bylaw 12211
February 8, 2000

The majority of the southern two thirds of the neighbourhood has been developed with single detached housing. Only a single row house complex has been developed in the southwest corner of Oxford. Other land uses in this portion of the neighbourhood include an undeveloped neighbourhood park site, which includes a building envelope for a public elementary school, and a completed stormwater management facility (lake).

The 32 hecatres of land being added to the Oxford NSP is located immediately north of the neighbourhood boundary as defined under Bylaw No. 9818. Of this area, approximately the western half has been under recent cultivation, while the eastern half is the remnant of a drained wetland that is seasonally wet. The Province of Alberta has claimed ownership of the wetland in this area under the Public Lands Act. As landowner, the Province must be consulted and approve of any development which directly impacts the wetlands. The Province has also indicated that compensation must be provided for any net loss of wetland and associated wildlife habitat through urban development of this area. Any compensation owing for lost wetland and associated wildlife habitat will be determined with the consultation and approval of the Province of Alberta.

Soils

The Alberta Soil Survey classifies the soils within the Oxford Neighbourhood as Malmo Silty Clay Loam (70%), Wetaskiwin Silty Clay Loam (20%), and Prestville Silty Clay Loam

(10%). These soils form part of the Chernozemic, Solonetzic, and Gleysolic Soil Orders respectively. The former two Orders may be described as soils which have a black surface of varying thickness over a light brown sub-surface. The sub-soil in these two Orders varies from hard to fairly friable. The characteristics of the Chernozemic and Solonetzic soils (i.e., permeability, water storage, natural drainage, salinity, and surface pattern) generally do not encumber ultimate utilization of the lands within Oxford for urban, residential development. The presence of Gleysolic Soils, however, may require the application of special engineering techniques inasmuch as these soils are characterized by an upper layer of peat, and, low permeability.

The Canada Land Inventory rates the soils within the Neighbourhood as predominantly Class 2s. This Class of soils has moderate limitations that restrict the range of crops or may require moderate conservation practices. In addition, these soils have certain limitations which reduce their agricultural productivity - undesirable structure, low permeability, low natural fertility, and/or salinity.

Vegetation

Past agricultural practices have virtually eliminated most of the mature vegetation within the neighbourhood boundaries. As a consequence, the existing vegetation is composed primarily of cropped open field or grassland and wetland shrubs/grasses. The wetland shrubs and grasses are found in the vicinity of a localized topographical low area situated within the northwest sector of Oxford.

The exception to this general description of the vegetation within Oxford is the tree mass located in the southwest corner of the proposed development area. This group of trees, composed primarily of balsam and aspen poplar, is a mature stand. Given the adverse regional climate, including the prevailing winds and the exposed nature of the site every effort should be made to retain and incorporate this tree mass into the design and development of the Oxford neighbourhood.

Topography

The topography of the lands within the neighbourhood is relatively flat with no significant aesthetic views. The Oxford lands generally lower toward the west and north from 153 Avenue and 127 Street through a grade change approximating 1.5 m [5 ft.].

A portion of a fairly large slough extends into Oxford approximately at the mid-point of the neighbourhood's westerly boundary. The existence of this seasonally wet depressional area does not serve as an obstacle to urban development. Rather, this natural feature presents an

opportunity in the design of the storm water management system, required as part of the municipal servicing within Oxford, to locate a retention pond in this low area. This opportunity, if exploited, could significantly reduce the cost of servicing this portion of The Palisades with a storm water management system.

Noise Intrusion

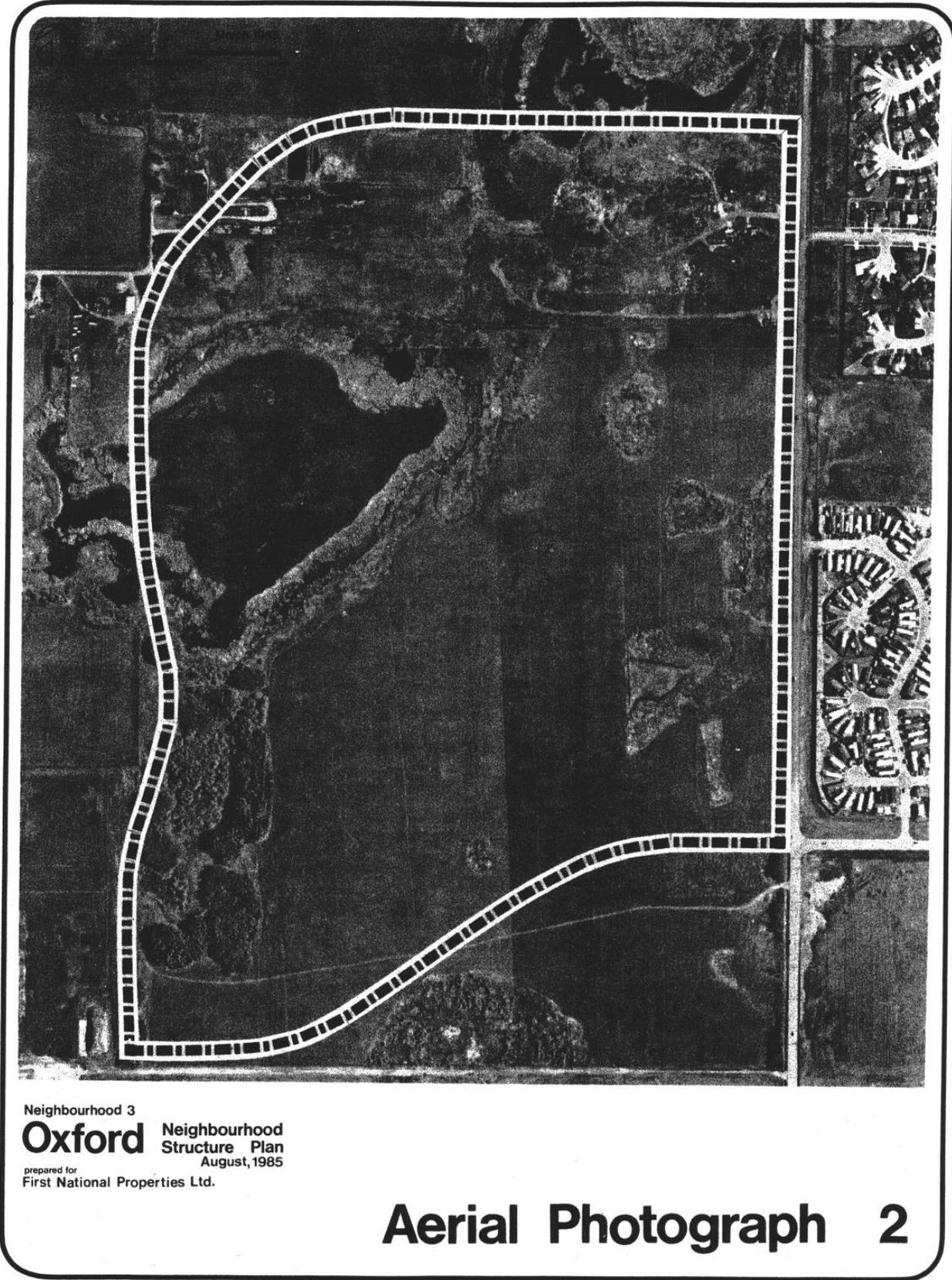
A potential 24 hour truck route defines the east boundary (i.e., 127 Street) of the Oxford neighbourhood. The potential noise intrusion into the neighbourhood as a result of the existence of this truck route should be minimized. Attenuation measures sufficient to reduce the potential noise within Oxford to a maximum 60 Ldn dbA from the adjacent truck route, therefore, should be provided to effect an 'acceptable level' of noise within the urban, residential environment of this neighbourhood.

Adjacent Land Uses

A 8.7 hectare 'Business/Commercial' area is proposed for ultimate development immediately south of Oxford adjacent the 153 Avenue - 127 Street intersection. This potential use, while not proposed to encompass 'traditional' industrial enterprises, could generate a relatively significant amount of traffic originating in locations external to The Palisades. This traffic should be encouraged to use the arterial road network in the northwest sector of the City rather than the internal collector roads planned to serve The Palisades neighbourhoods. The impact of this Business/Commercial area on the residential environment within Oxford, therefore, should be minimized, or potentially eliminated, through the separation of vehicular movements generated by the Business/Commercial area and the residential sectors within the Oxford neighbourhood.

To the west, northwest and north of the Oxford neighbourhood, The Palisades Area Structure Plan proposes three potential residential development areas. Each of these neighbourhoods are planned to be developed with an internal land use structure similar to that proposed within Oxford. The primary concern with these potential residential development areas in the design of the Oxford neighbourhood is to ensure that the collector road system is planned to ensure this portion of The Palisades is adequately served with an efficient public transportation system and internal vehicular circulation network.

Figure 2: Aerial Photography (Bylaw 7963, September 10, 1985)



Conclusion

The development concept proposed for Oxford must recognize various environmental limitations in the design of the neighbourhood. The natural and man-made environments, however, provide certain opportunities which can be exploited to the long-term benefit of the urban environment in this residential neighbourhood of The Palisades. The manner in which these limitations are recognized and the opportunities exploited are detailed in the following Chapter which outlines the development concept proposed for the Oxford neighbourhood.

Chapter 4

The Development Concept

General Land Use Structure

The development concept proposed to guide the future subdivision and ultimate development of The Palisades, Oxford neighbourhood is outlined on Figure 3 - Development Concept. This concept provides for the creation of a number of sub-neighbourhood development units (i.e., bays, loops and cul-de-sacs] many of which are intended to be developed with a distinct and identifiable physical character. Each of these sub-units is oriented either toward the vehicular circulation system defined by the neighbourhood collector road within Oxford or the pedestrian circulation/open space system, the major elements of which are the storm water retention pond, Neighbourhood Park, and Public Elementary School. *The land added to Oxford is incorporated into the neighbourhood as per the amendment to The Palisades ASP adopted under Bylaw No. 12000. A detailed development concept for the add-on area is illustrated in Figure 3b – North Oxford Development Concept.*

Bylaw 12211
February 8, 2000

Urban Design

The design of Oxford was influenced in large measure by the development area's relatively flat terrain and energy conservation factors.

Given that the land within Oxford experiences a maximum change in elevation of approximately 1.5 in from its north through to its south limit, the natural drainage of storm water runoff and the meandering route that runoff takes within the Neighbourhood, essentially established the alignment of the neighbourhood collector road. This factor, because the land is so flat, increased in relative significance to other design determinants. Local roads, the majority taking the form of short cul-de-sacs, extend out from this collector route to define distinct clusters of housing, or, 'sub-neighbourhood units'. With the collector road system following natural drainage patterns and the majority of the local roads extending out directly from this collector route, an efficient base for municipal servicing systems has been defined as well as a logical vehicular circulation system for the Neighbourhood. In addition, the majority of the residential environment within Oxford has been separated from direct exposure to the routes on which there will be a concentrated flow of traffic and, as a result, its associated noise. This has been accomplished primarily through the utilization of the cul-de-sac as a major design element which provides the opportunity to minimize the amount of housing fronting onto the collector road.

Figure 3: Development Concept (Bylaw 15454, June 7, 2010)

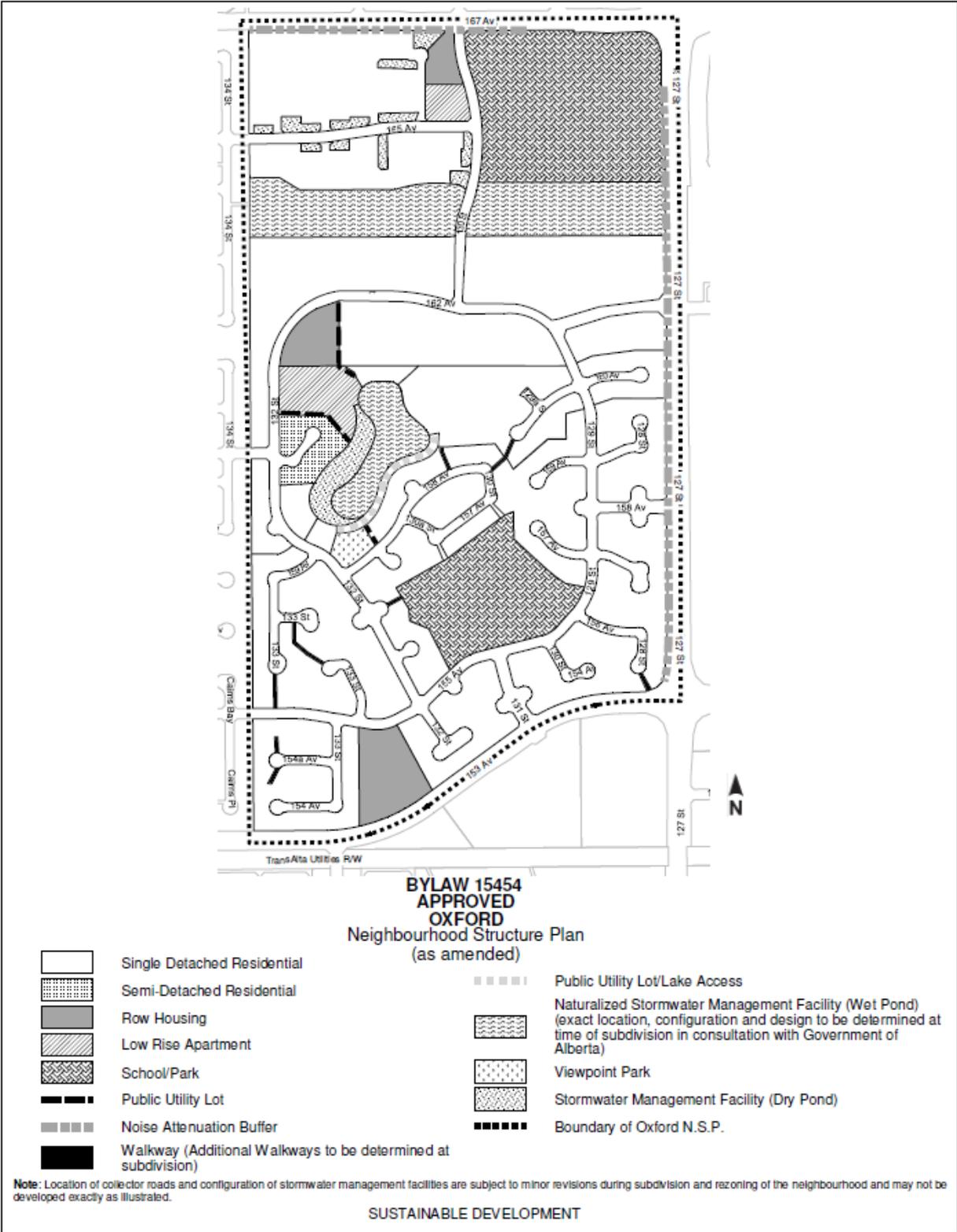
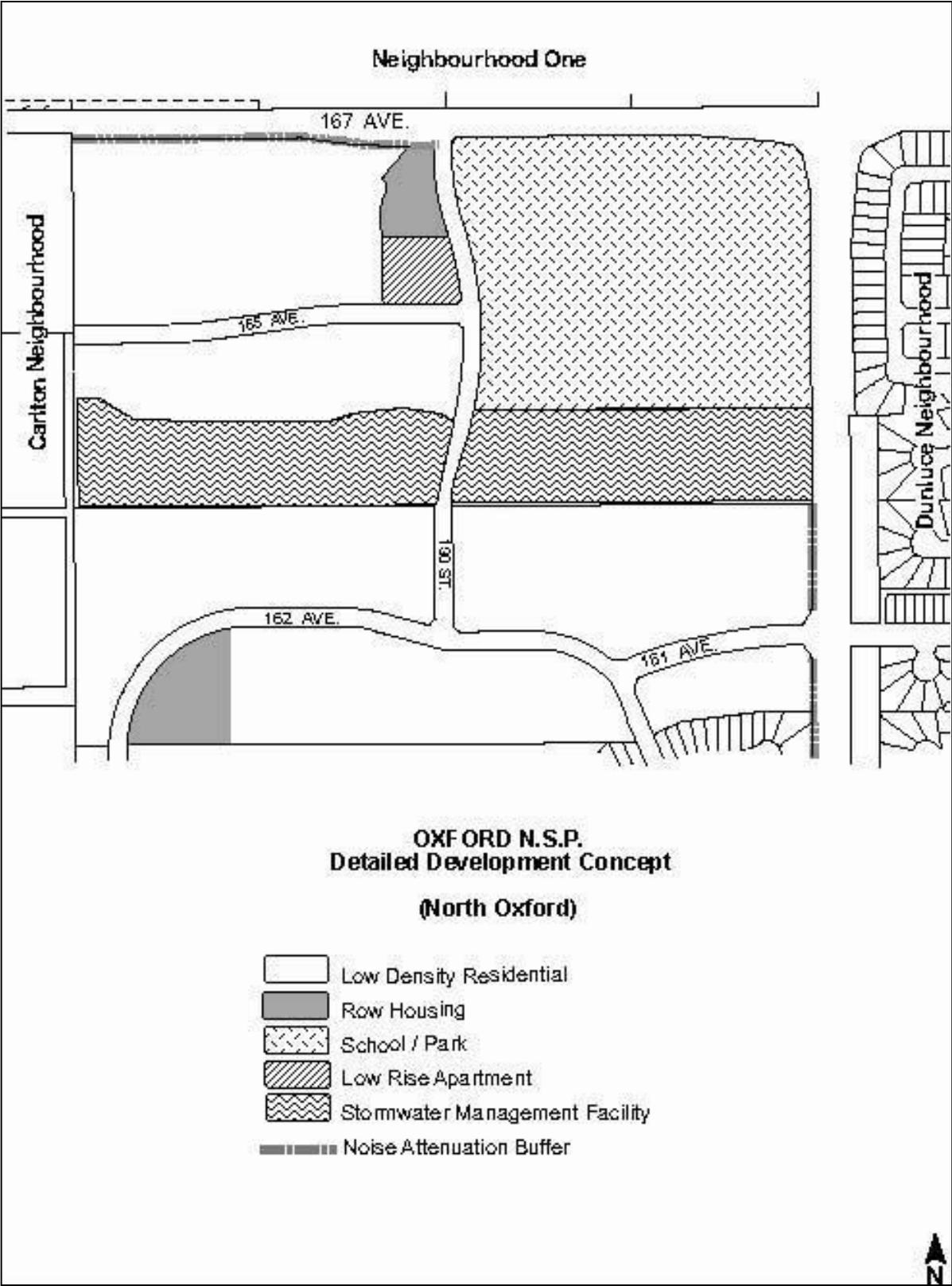


Figure 3b: North Oxford Development Concept (Bylaw 15454, June 7, 2010)



Energy conservation factors were the second set of design determinants that dominated in the formulation of the Oxford neighbourhood's internal land use structure. Where possible local roads were aligned east-west to minimize shadow encroachments on adjacent lots and thereby enhance the potential for each dwelling unit to capture the maximum amount of radiant energy. This fairly simple technique increases significantly the potential to apply the principles of solar space heating to the majority of dwellings within the Oxford neighbourhood. Where it was not possible to align local roads east-west due to an overriding design constraint (eg., the alignment of the neighbourhood collector road) every attempt was made to orient cul-de-sac heads toward the south. This orientation ensures, as a minimum, that the housing at the head of the cul-de-sac is capable of capturing an equivalent amount of radiant energy to those located on a street aligned east-west.

Housing Profile

The housing proposed to be emphasized in Oxford is the single-family dwelling unit. Rather than developing the single-family unit at a uniform density throughout the neighbourhood, however, it is proposed to utilize varying densities of this housing form in selected sectors of Oxford. Optimum utilization of the RF1 category of the *Zoning Bylaw*, therefore, is contemplated in order to achieve this objective.

Amended by Editor

Within the southeast sector of the neighbourhood, (i.e., the Phase I development area) it is anticipated that the lots subdivided for the purposes of accommodating single-family housing will range between 15.2 m and 16.7 m in width (50-55 ft). Lot depths within this sector of the neighbourhood will approximate 33.5 in (110 ft). Within that area generally framing the storm water lake and the school/park, it is anticipated that single-family lots will be subdivided and developed within a range of widths approximating 15.2 in to 18.3 in (50-60 ft). Lot depths within this single-family development sector of Oxford will approximate 36.5 in (120 ft). Smaller single-family lots are contemplated within the north, northeast and southwest sectors of the neighbourhood. Within these areas it is anticipated that lot widths will range between 13.7 m and 15.2 (45-50 ft). Lot depths will approximate 30.5 m (100 ft).

With this gradation in the density of development of single-family accommodation and the emphasis being placed on this housing form, the demand of the marketplace is being realistically anticipated. Also, housing will be provided that is within the economic reach of that segment of the general population projected to ultimately reside in the northwest sector of the City of Edmonton.

Interspersed throughout Oxford are various multiple-family project development sites. Definition of these sites will ensure a full complement of housing types is provided in the neighbourhood. The multiple-family project development sites have been placed adjacent or proximate to major open space features in the neighbourhood and/or the neighbourhood collector road. The rationale for the placement of these multiple-family project developments is to provide ease of access for residents of this form of accommodation to public open space, commercial facilities and schools internal and external to the neighbourhood. The placement of these sites in this manner, therefore, encourages the use of the public transit system by project residents, provides access to public open space where minimal private open space is potentially available, and creates within the Neighbourhood the potential for significant, visual urban focal points.

Housing developed within the provisions of the *Zoning Bylaw* categories of RF4 and RF5 (lineal as opposed to project developments) provide infill to this general framework. These *Zoning Bylaw* categories provide for the development of single-family housing of various forms and densities somewhat greater than that permitted under the RF1 category. The development concept contemplates full utilization of these provisions of the *Zoning Bylaw*. It is not contemplated that the RPL category of the *Zoning Bylaw* will be utilized in the development of Oxford Neighbourhood. A full complement of housing forms and a broad range of lot sizes can be provided using those provisions of the *Zoning Bylaw* previously noted. The allocation of a specific area to a proposed housing form as indicated by the development concept complies with the City of Edmonton's neighbourhood design guidelines, specifically, the provision of transitional uses, and ensures that any one form of family-oriented housing does not predominate in the Neighbourhood.

Amended by Editor

Approximately 10 hectares (30%) of the lands in the add-on area will be developed with residential land uses. Of the total residential lands in the add-on area, approximately 87% will be developed with low density housing forms (single and semi-detached houses) and the remainder (13%) will be developed with medium density housing forms (row housing). The low density housing forms will be concentrated in two locations; west of 131 Street and south of 167 Avenue, and east of 131 Street and north of approximately 163 Avenue. A medium density housing site is located at the southeast corner of the intersection of 131 Street and 167 Avenue.

Bylaw 12211
February 8, 2000

The residential component of the add-on area is expected to yield approximately 150 low density dwelling units and approximately 55 medium density dwelling units. The low density dwellings in the add-on area are expected to accommodate 524 persons and medium density dwellings area expected to accommodate 174 persons.

Bylaw 12211
February 8, 2000

Statistical Summary

The allocation of the land area within Oxford neighbourhood to various uses is defined by Table 1. The number of housing units by type, total population, density of development and school generation within the Neighbourhood is summarized by Table 2.

Circulation System

The circulation system proposed to serve the neighbourhood is comprised of three key elements - the road network, the public transit system, and the pedestrian circulation system.

The Road Network

Oxford is bounded on the south by 153 Avenue, on the east by 127 Street, and 167 Avenue on the north, all of which are part of the City's arterial road network. Although both are arterial roads which will be developed to a four lane divided standard, only 127 Street is planned as a 24 hour truck route. A noise attenuation measure, as a consequence, will be developed along this route to minimize the potential noise intrusion into the Neighbourhood. The Transportation Department has determined the extent of noise attenuation required. The device that will provide the required attenuation is to be 3.5 m in height and may be a berm or noise attenuation wall, or, a combination of the two systems. The placement of this noise attenuation device will be such that the 'internal' side of the device, if a berm or a berm/wall combination, will be within the rear lot of adjacent properties thereby increasing the lot depth by one-half the width of the base dimension of the berm which, in turn, minimizes the long-term maintenance responsibility of this system by the City of Edmonton.

Bylaw 12211
February 8, 2000

A collector roadway will connect the Oxford and Carlton Neighbourhoods in an east-west orientation at approximately 155 Avenue.

Bylaw 9818
June 25 1991

The internal road network focuses on the neighbourhood collector roadway which links the residential component of Oxford to 155 Avenue which in turn provides linkages external to The Palisades through connections to the City's arterial road network at 153 Avenue, 127 Street and 167 Avenue. The balance of the internal road network is a series of local and sub-collector streets which define, in effect, sub-neighbourhood development units.

Bylaw 9818
June 25, 1991

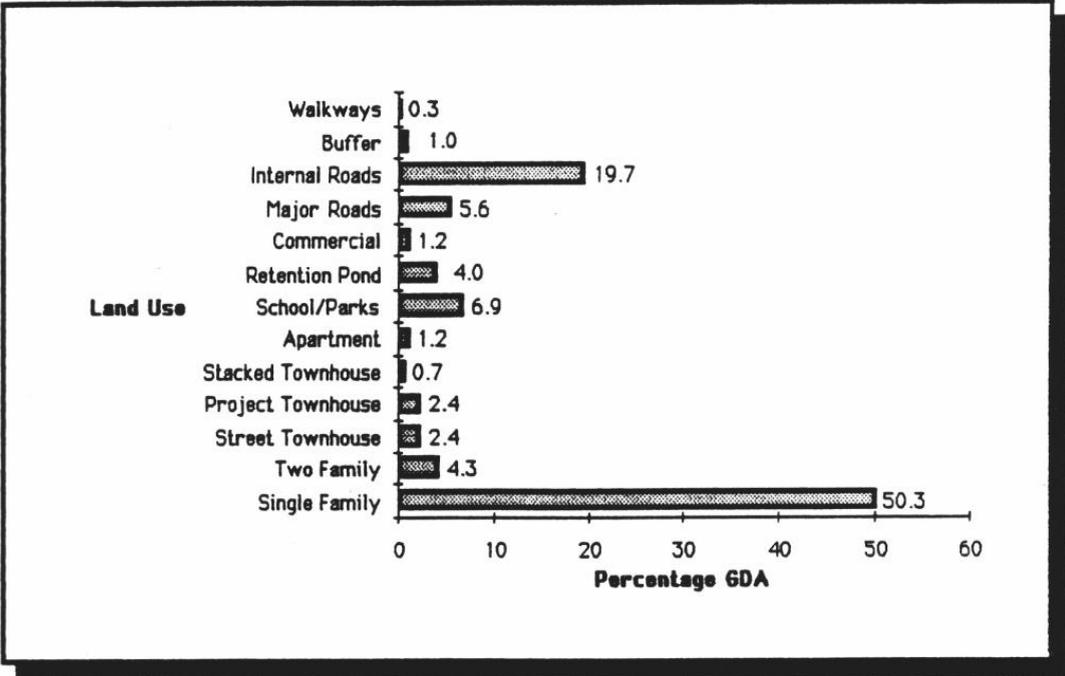
Bylaw 12211
February 8, 2000

TABLE 1
GENERAL LAND USE ALLOCATION

The Palisades, Oxford Neighbourhood
 (Bylaw 15454, June 7, 2010)

GROSS DEVELOPABLE AREA:			113.80 ha	100.0
RESIDENTIAL LAND USES			59.40 ha	52.20%
Low Density Residential	52.9 ha	74.1%		
Medium Density Residential (RF5)	5.9 ha	19.9%		
Medium Density Residential (RA7)	0.6 ha	6.0%		
OPEN SPACE/INSTITUTIONAL			30.50 ha	26.80%
Combined South School/Park Site	5.41 ha	4.8%		
Combined North School/Park Site	11.03 ha	9.7%		
Neighbourhood Park	2.63 ha	2.3%		
Viewpoint Park	0.42 ha	0.4%		
Stormwater Management Facilities	11.01ha	9.7%		
CIRCULATION			23.90 ha	21.00%

Illustration 1: Oxford Land Use Profile (Bylaw 7963, September 10, 1985)



Oxford Land Use Profile

TABLE 2
POPULATION HOUSING UNITS & SCHOOL GENERATION

The Palisades, Oxford Neighbourhood
 (Bylaw 15454 Approved June 7, 2010))

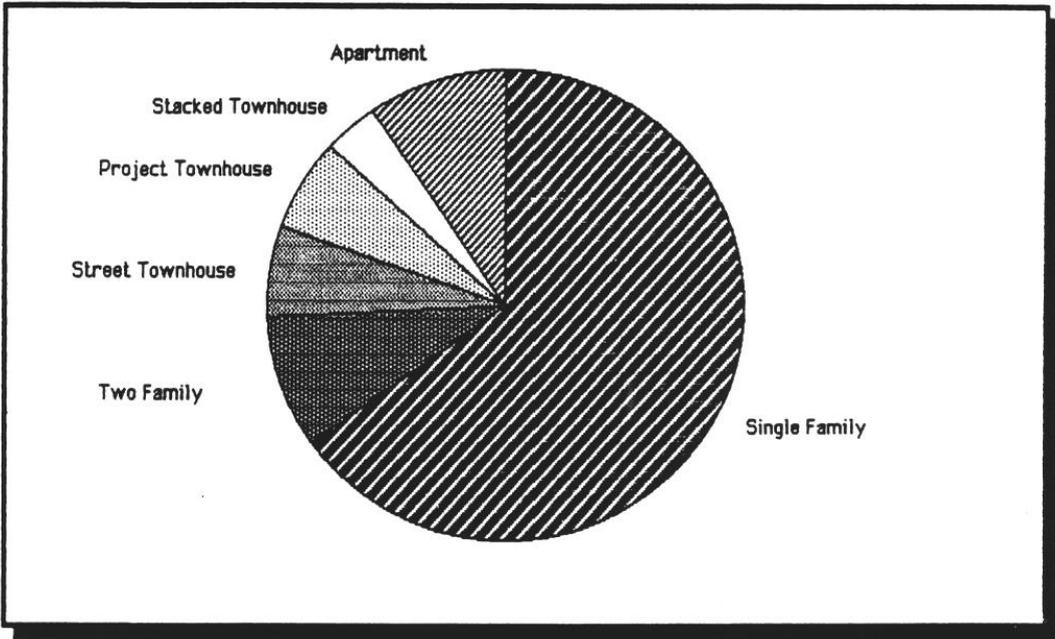
	Area (ha)	% of GDA
Gross Area	113.80	
Gross Developable Area	113.80	100.0
Combined South (existing) School/Park Site	5.41	4.8
Combined North School/Park Site	11.03	9.7
Neighbourhood Park	2.63	2.3
Viewpoint Park	0.42	0.4
Stormwater Management Facility	11.01	9.7
Circulation	23.90	21.0
Net Residential Area	59.40	52.2

Residential Land Use	Area (ha)	Dwelling Units	% of Total Units	Population
Low Density Residential	52.9	927	74.1	3,198
Medium Density Residential Row Housing (RF5)	5.9	249	19.9	777
Medium Density Residential (RA7)	0.6	75	6.0	150
Total Residential	59.4	1,251	100.0	4,125

Density: 36.0 persons per gross developable hectare

Student Generation	Elementary	Junior High	Senior High
Public	226	113	113
Catholic	181	83	47

Illustration 2: Oxford Housing Profile (Bylaw 7963, September 10, 1985)



Oxford Housing Profile

Public Transportation

The neighbourhood collector road will form integral component of the ultimate public transportation system proposed to serve Oxford. As a consequence of being less than 400 m maximum walking distance from a planned transit route, the residential population within this Neighbourhood will be well served by public transportation facilities. The actual alignment of these transit routes and the number of routes required to ultimately serve The Palisades has been determined by the City of Edmonton's Transportation Department. One element of this system of transit routes planned for The Palisades is a transit turn-around to be located in the Business Commercial area located immediately south of Oxford.

Bylaw 9818
June 25 1991

Pedestrian Circulation

The pedestrian circulation system envisioned for the neighbourhood focuses on two key elements - the Public Elementary School located central to the neighbourhood, and the storm water retention lake. Pedestrian linkages between these two major elements of the open space and the residential clusters will be provided by minor walkway connections in various sectors of the Neighbourhood and through the development of a sidewalk system to be located adjacent the neighbourhood collector roadway and subcollector streets.

Community Services and Facilities

The community services and facilities ultimately required to serve the resident population of the Oxford neighbourhood consists primarily of schools, neighbourhood parks, retail commercial services, churches, and police, fire, health and library services.

Schools

Within Oxford *two school sites have been provided as defined by the approved Palisades Area Structure Plan. A Public Elementary School site will be located approximately central to Oxford, the catchment area for which is Oxford Neighbourhood 3.*

Bylaw 12211
February 8, 2000
Amended by Editor

A combined school/park site is located east of 130 Street and south of 167 Avenue. The site has been sized to accommodate a public junior high school, a Catholic kindergarten to grade nine school, a community league site and associated open spaces and playing fields. The public junior high school is intended to accommodate students from the north half of The Palisades Plan area. The Catholic kindergarten to grade nine school will also serve students within the north half of The Palisades plus students from a portion of the future Rapperswill Neighbourhood located east of 127 Street and north of 167

Amended by Editor

Bylaw 12211
February 8, 2000

Avenue. The community league site will accommodate community facilities necessary for the three neighbourhoods in The Palisades north of 153 Avenue. The largest portion of this combined site will be utilized for open space uses (eg, playing fields, sliding hill, playgrounds, etc.) If one or both of the schools is not required in the future, the lands associated with the school building envelopes will be made available for another land use that is compatible with the site and the surrounding land uses. The determination of an alternate land use for these lands will be as per a Council approved process to surplus school building lands that includes consultation with residents of the surrounding community and a reconciliation of any debt owing against the site as a result of utility servicing.

Bylaw 12211
February 8, 2000

*** Editor's note: with the approval of Bylaw 15454 the combined school/park site is relocated to east of 130 Street and south of 167 Avenue.**

Senior High School students residing in Oxford will be accommodated by a facility proposed for development in Castle Downs.

Parks and Open Space

Two parks are proposed for ultimate development in Neighbourhood 3. First, a Neighbourhood Park is located adjacent the Public Elementary School. The community league that will serve the residents of Oxford as well as *the Carlton Neighbourhood* is planned within the westerly neighbourhood adjacent 135 Street. Second, an approximately 0.42 hectare local park is proposed adjacent the storm water retention lake. In addition to these two parks the retention lake is also accessible by the public along the length of its east perimeter.

Amended by Editor

Bylaw 12211
February 8, 2000

Retail Commercial Services *

(Deleted)

Bylaw 15454
June 7, 2010

Churches

Churches within The Palisades Area Structure Plan were generally located adjacent proposed commercial facilities in the residential area so as to ensure adequate parking for these religious institutions and allow for the potential of joint development of these sites.

One such church site is proposed within *the Carlton Neighbourhood immediately west of the neighbourhood.*

Bylaw 9818
June 25 1991
Amended by Editor

Protective Services

Police services will be provided to the future Oxford residents from the detachment located in Londonderry at approximately 65 Street and 137 Avenue until such time as a determination has been made by the Police Department of the location for a new detachment in the northwest sector of the City of Edmonton. Fire protection services for The Palisades will be the responsibility of the Castle Downs station located north of 153 Avenue on Castle Downs Road.

Health/Library Services

Health services will be provided to the residents of Oxford from a facility located in the Castle Downs Town Square. Library services will be available from a facility also located within the Castle Downs Town Square. Each of these facilities will serve The Palisades until such time as a determination has been made as to whether or not new facilities will be required west of 127 Street. Should these services ultimately locate within The Palisades, the area best situated to accommodate these services is the Business Commercial Area within neighbourhood 6 adjacent 153 Avenue and 127 Street. Similarly, this area is that which is best suited to locate either or both a fire hall or police station within The Palisades.

Special Land Uses

Public and Manufactured Housing

No specific provision has been made by the Neighbourhood Structure Plan for either public and/or manufactured housing. If the City of Edmonton wishes to develop a public housing site within the neighbourhood, then, the City could acquire a designated multiple-family project site, or sites, and have that site(s) rezoned to provide for the development of public housing, such housing being sufficient to accommodate five percent of the neighbourhood population.

Amended by Editor

Development Guidelines (Section Deleted)

Bylaw 9230
March 14, 1990

Utility Infrastructure

Water supply and distribution, sanitary sewage collection and disposal, and stormwater drainage form the three major components of the servicing system which must be provided to allow development of Oxford.

Water Supply and Distribution,

Water will be supplied from the existing 450 mm diameter main located north and northeast of Oxford which links St. Albert with the Castle Downs Reservoir, and, the existing north-south 300 mm diameter main on 127 Street located on the east boundary of the neighbourhood. The possibility exists to upgrade these connections when the City of Edmonton completes construction of the proposed 1050 mm feeder main connection linking the E. L. Smith Water Treatment Plant to the Castle Downs Reservoir.

Internal water distribution will be provided by a major looped 300 mm and 250 mm main, with local distribution by 200 mm and 150 mm mains from this facility. (Figure 4 - Water Supply & Distribution.)

Municipal water for the add-on area is expected to be supplied from a point approximately at 131 Street and 163 Avenue, and from a 450mm main at 131 Street and 167 Avenue (see Figure 4b). A hydraulic network analysis confirming a design for water supply must be approved prior to the first rezoning for any land in the add-on area being advanced for Council's consideration.

Bylaw 12211
February 8, 2000

Figure 4: Water Distribution System (Bylaw 7963, September 10, 1985)

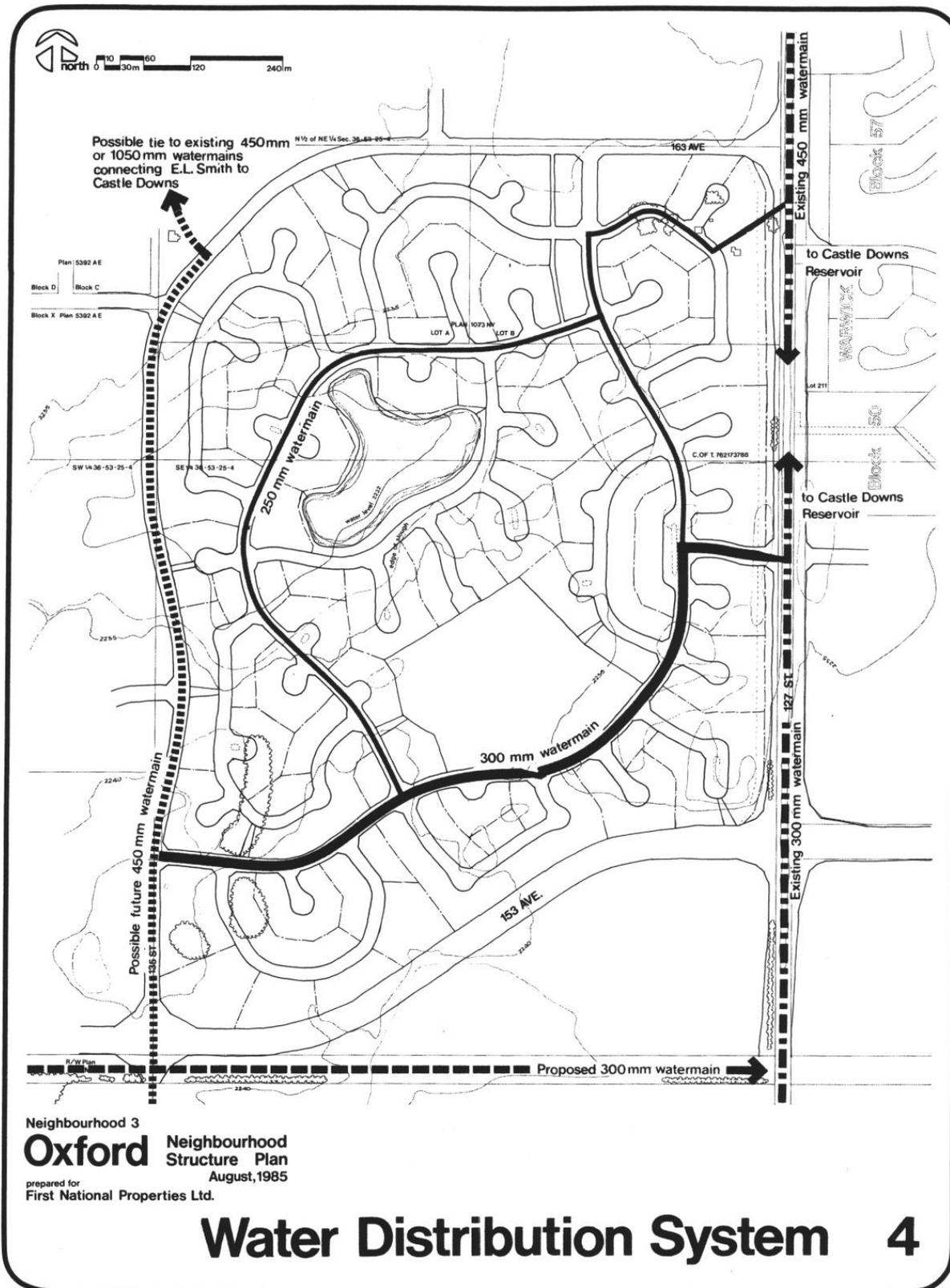
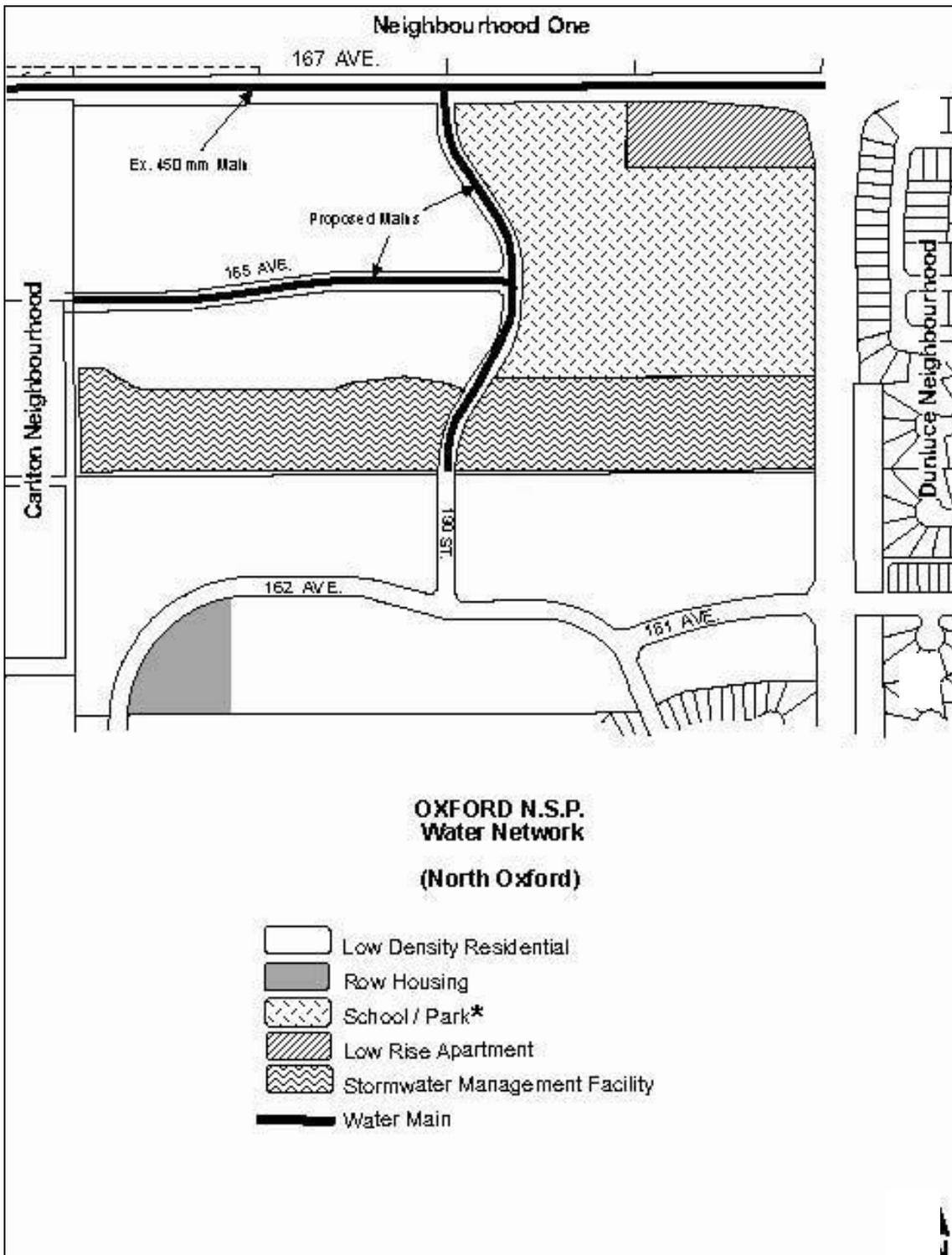


Figure 4: Water Distribution System (Bylaw 15454, Approved June 7, 2010)



Sanitary Sewerage Collection & Distribution

The Oxford neighbourhood sanitary sewer system will be composed of a series of gravity sewers ranging in size from 200 mm to 300 mm that will drain to a north-south trunk collector sanitary sewer to be located on 127 Street as proposed in The Palisades Area Structure Plan.

This proposed system is indicated on Figure 5 - Sanitary Sewerage System. The sanitary design flows and sewer sizes for the neighbourhood are to be finalized and approved by the City of Edmonton, Water and Sanitation Department.

The add-on area is located within a sanitary and storm drainage basin that is separate from the remainder of the Oxford Neighbourhood located south of 163 Avenue. As a consequence, sanitary and storm flows from the add-on area will not be directed south through the remainder of the Oxford Neighbourhood.

Bylaw 12211
February 8, 2000

In January 1994, the City of Edmonton Drainage Branch completed a study which indicated that sanitary flows within the add-on area would be directed by 200mm and 300mm gravity sewers to a future trunk located within 167 Avenue (See Figure 5b).

Figure 5: Sanitary Sewerage System (Bylaw 7963, September 10, 1985)

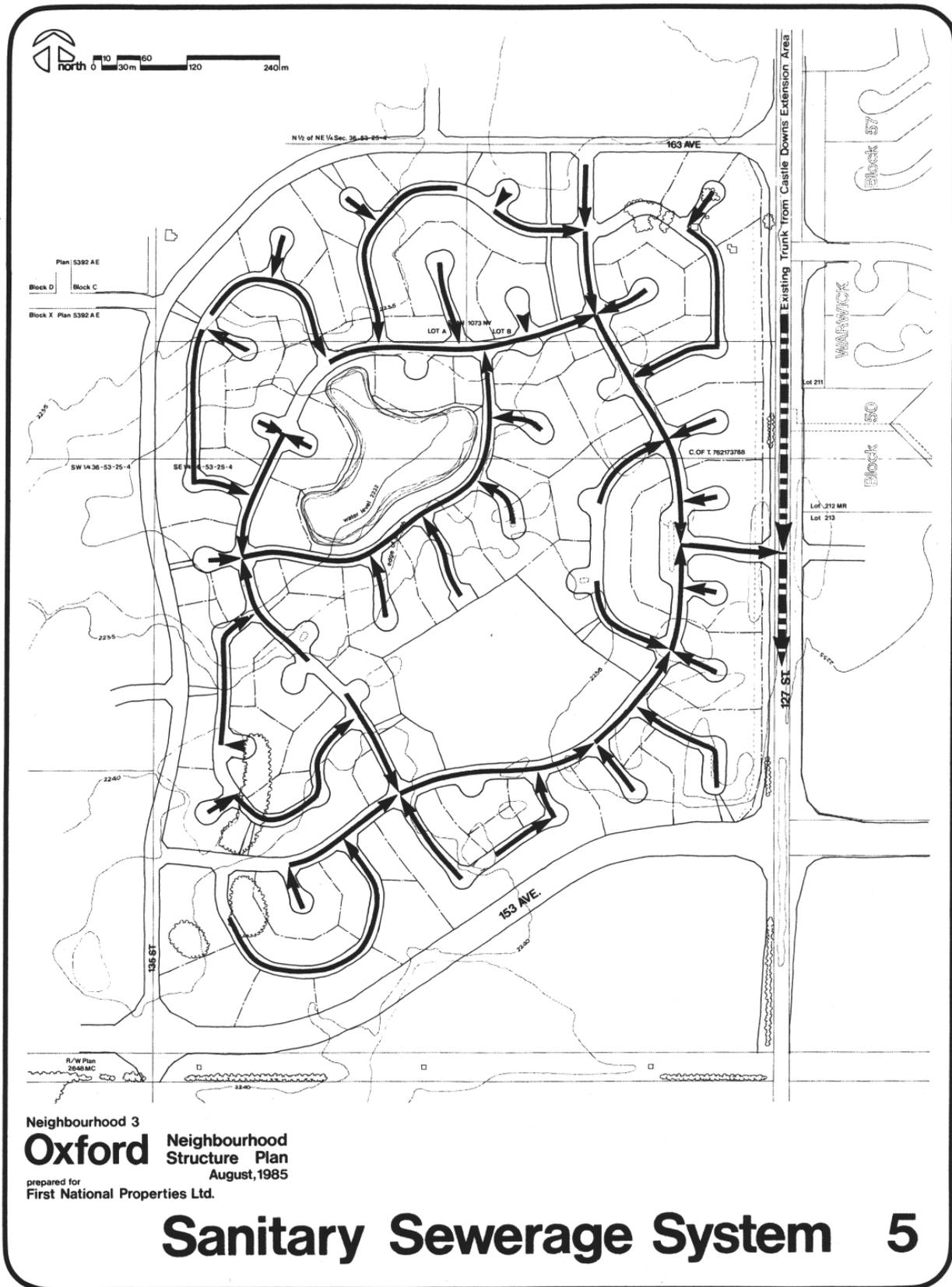
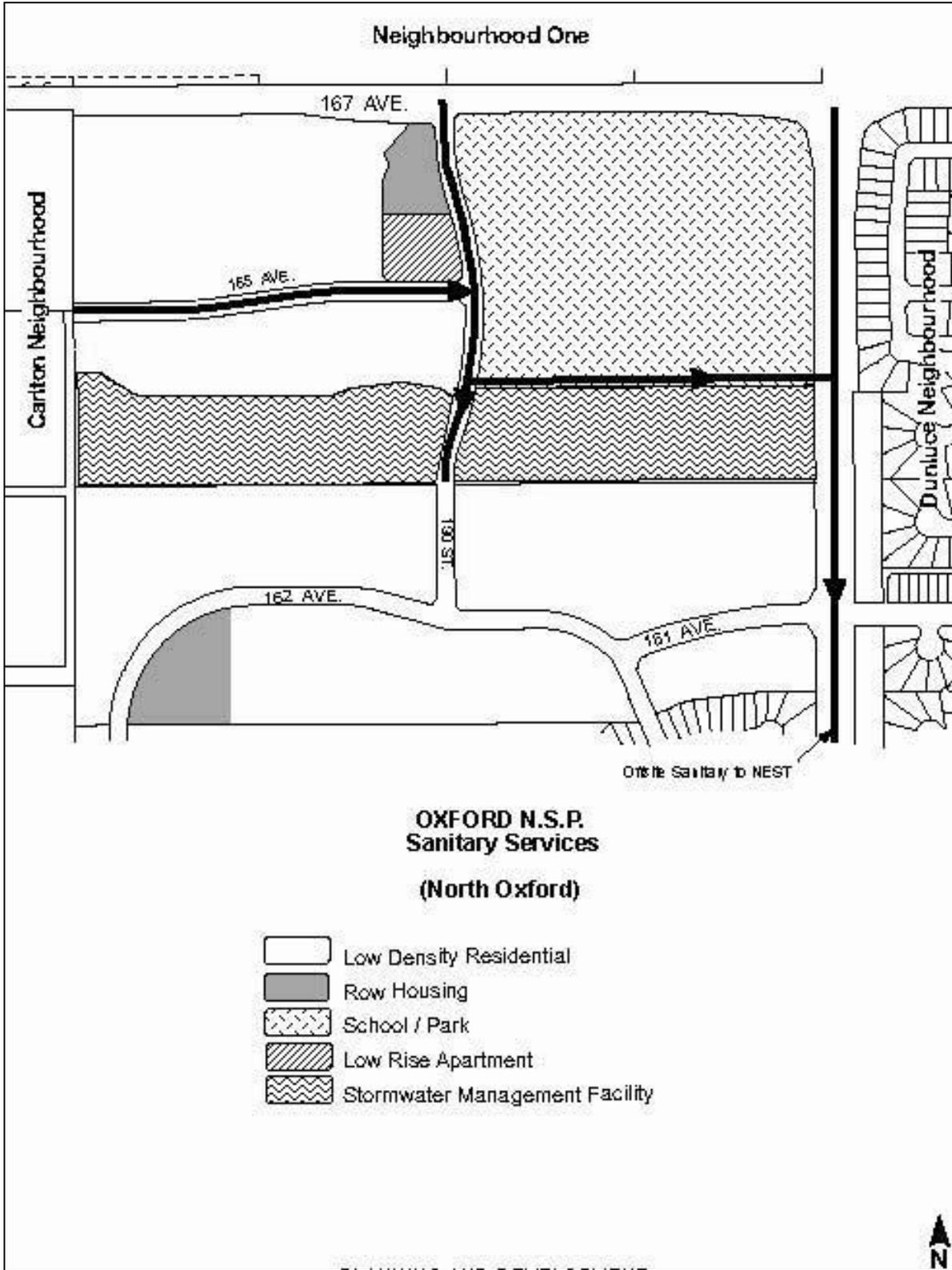


Figure 5b: Sanitary Sewerage System (Bylaw 15454, June 7, 2010)



Stormwater Drainage

Area stormwater management for the neighbourhood will be provided by an *two* on-site storm ponds located in the existing slough area in the northwest portion of Oxford *and in the southeast corner of the add-on area (North Oxford).*

Bylaw 12211
February 8, 2000

Due to a revision to the lake storage requirements in the 1990 Servicing Standards for the City of Edmonton, it was determined that the lake area south of 163 Avenue needs to be permanently enlarged. To make the lake area more attractive, it was proposed to have a dry pond immediately adjacent to the future wet lake. This dry pond would handle the extra storage needed for storms greater than the 1:2 year storm. For a 1:5 year storm, 1/3 of the dry pond will be wet and during a 1:10 year storm, 2/3 of the pond is wet. During dry weather conditions this area can be used for recreational purposes.

Bylaw 9818
June 25 1991

Internal storm sewers have been minimized by the major residential collector roadways following the natural terrain and the lower areas which allows the adjoining cul-de-sacs to surface drain to the collector roadway. Positive drainage has been maintained from all roadway locations to the proposed stormpond providing a complete continuous major storm system within the neighbourhood. *There will be one inlet from the north, two inlets from the south and the existing lake outlet will be maintained in place. Restricted outlet flows from the lake will prevent surcharging in the downstream system. All sewers will be designed to the requirements in the 1990 Servicing Standards for the City of Edmonton.*

Bylaw 9818
June 25 1991

The pond will outlet as proposed in the Palisades Area Structure Plan. The Oxford storm sewer system is outlined on Figure 6 - Stormwater Drainage System.

In the area north of 163 Avenue (the add-on area), a 3.9 hectare stormwater management facility in the form of a "wet pond" will be located in the southeast corner of the add-on area. While the exact location and configuration of the wet pond will be determined at the detailed subdivision stage, the facility will generally be located in the area of the existing wetland which is a naturally occurring collection point for stormwater flows (See Figure 6b). The wet pond will be located in compliance with the City's Master Drainage Plan, developed in accordance with civic standards and policy, and will be integrated with the surrounding low density development. The Province of Alberta must be consulted and approve of any development which directly impacts the wetlands. Compensation for the loss of natural wetland and associated wildlife habitat will be determined with the approval of the Province of Alberta.

Bylaw 12211
February 8, 2000

Figure 6: Storm Drainage System (Bylaw 7963, September 10, 1985)

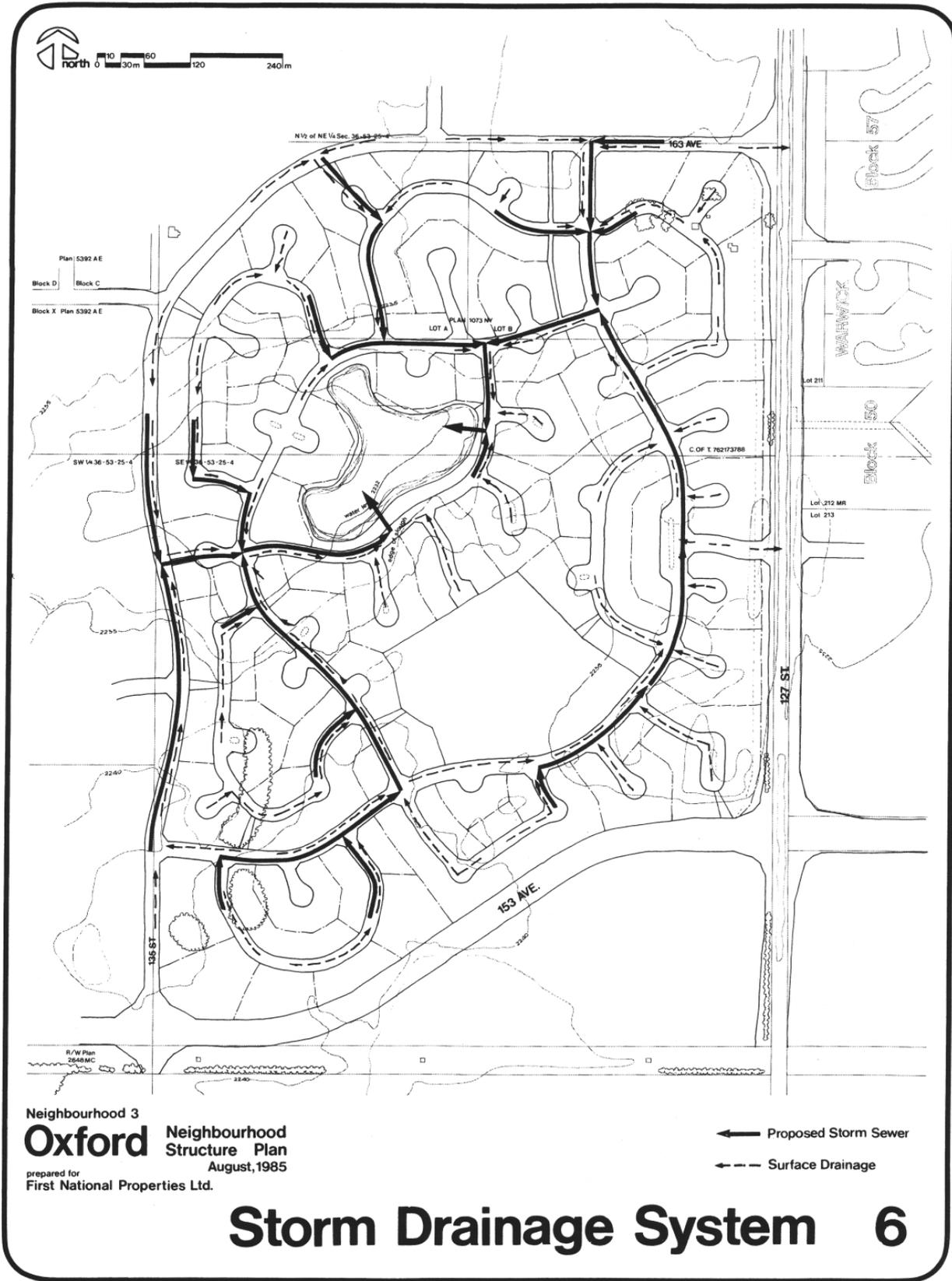
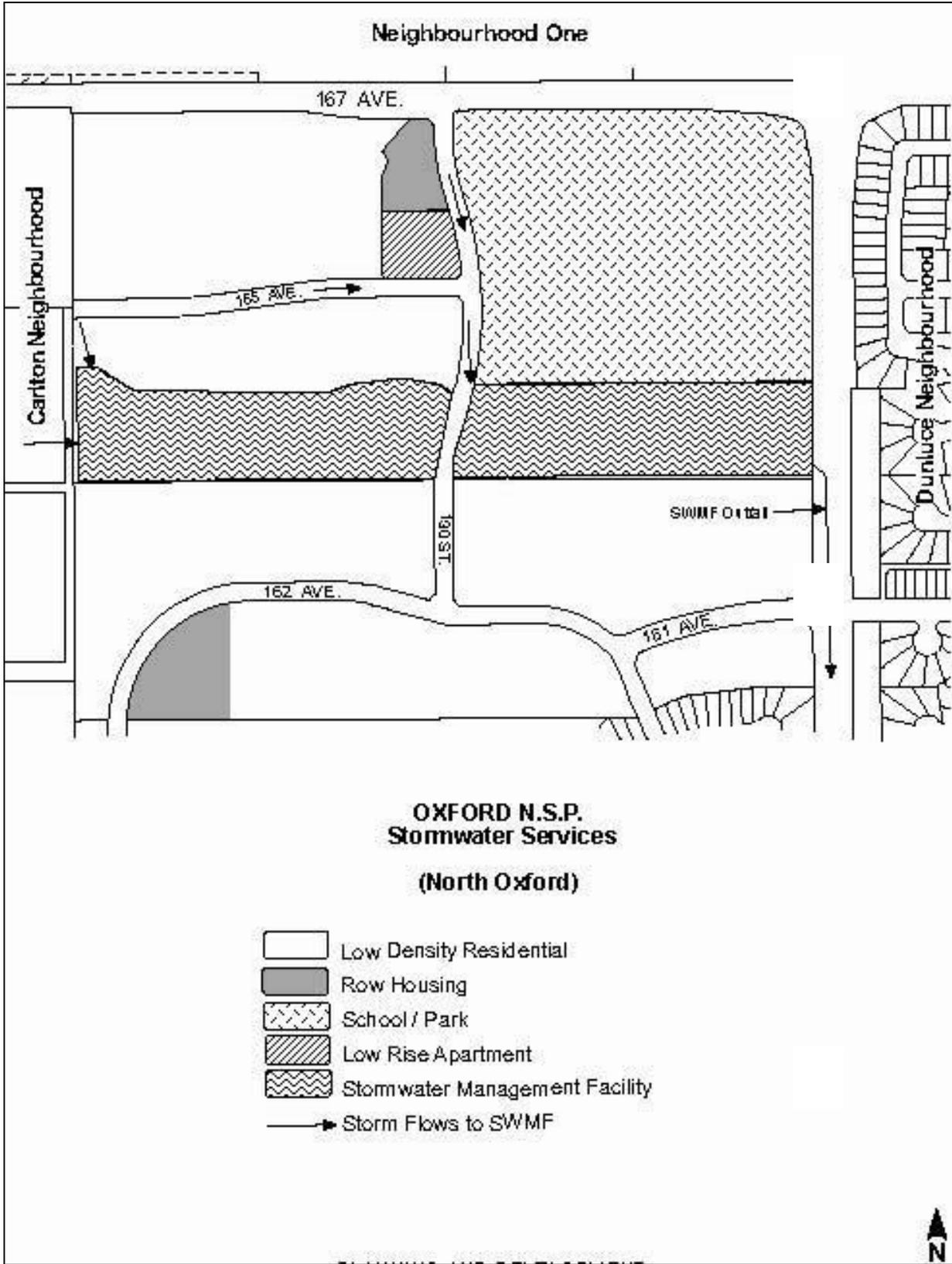


Figure 6b: Storm Drainage System (Bylaw 15454, June 7, 2010)



The Administration and School Boards are currently investigating the possibility of utilizing portions of school/park sites for temporary stormwater management. Under the "Dual Use" concept, a stormwater management facility and a school/park site are located adjacent (not contiguous) to one another as is the case in the add-on area. During significant storm events, stormwater in excess of the capacity of the stormwater management facility would be collected temporarily in the adjacent school/park site. The Dual Use facility would be designed such that flooding of the school/park site would be relatively infrequent and its duration relatively short. Under the design criteria developed for Dual Use facilities, the add-on area was determined to be unsuitable for the application of the concept. The capacity of the local minor (piped) drainage system in The Palisades and Castle Downs area is such that stormwater generated during specific storm events would be detained on the school/park site for periods longer than recommended under the Dual Use design criteria.

Implementation

Vehicular access and the logical extension of municipal servicing systems to Oxford, and to a lesser extent ownership, determine the staging of development that could occur within this Neighbourhood. In summary, this sequence envisions up to ten phases of development commencing in the east sector of Oxford and progressing, first, southwest, and then north and northwest (Figure 7 - General Staging Sequence). These stages of development will require both plans of subdivision and/or replotting schemes. The first stage of development is anticipated to be subdivided, serviced and marketed during 1985-88. The timing of subsequent stages of development will depend on the general market that exists at the time within the Edmonton Metropolitan Area.

Based upon the available service connections described above, development in the add-on area will progress southward from the intersection of 131 Street and 167 Avenue in the sequence described in Figure 7b. The initial development phase in the add-on area will require that the first stage of the stormwater management facility be completed. The final stage of the wet pond's development will be completed with the last stage of development in the add-on area.

Figure 7: General Staging (Bylaw 7963, September 10, 1985)

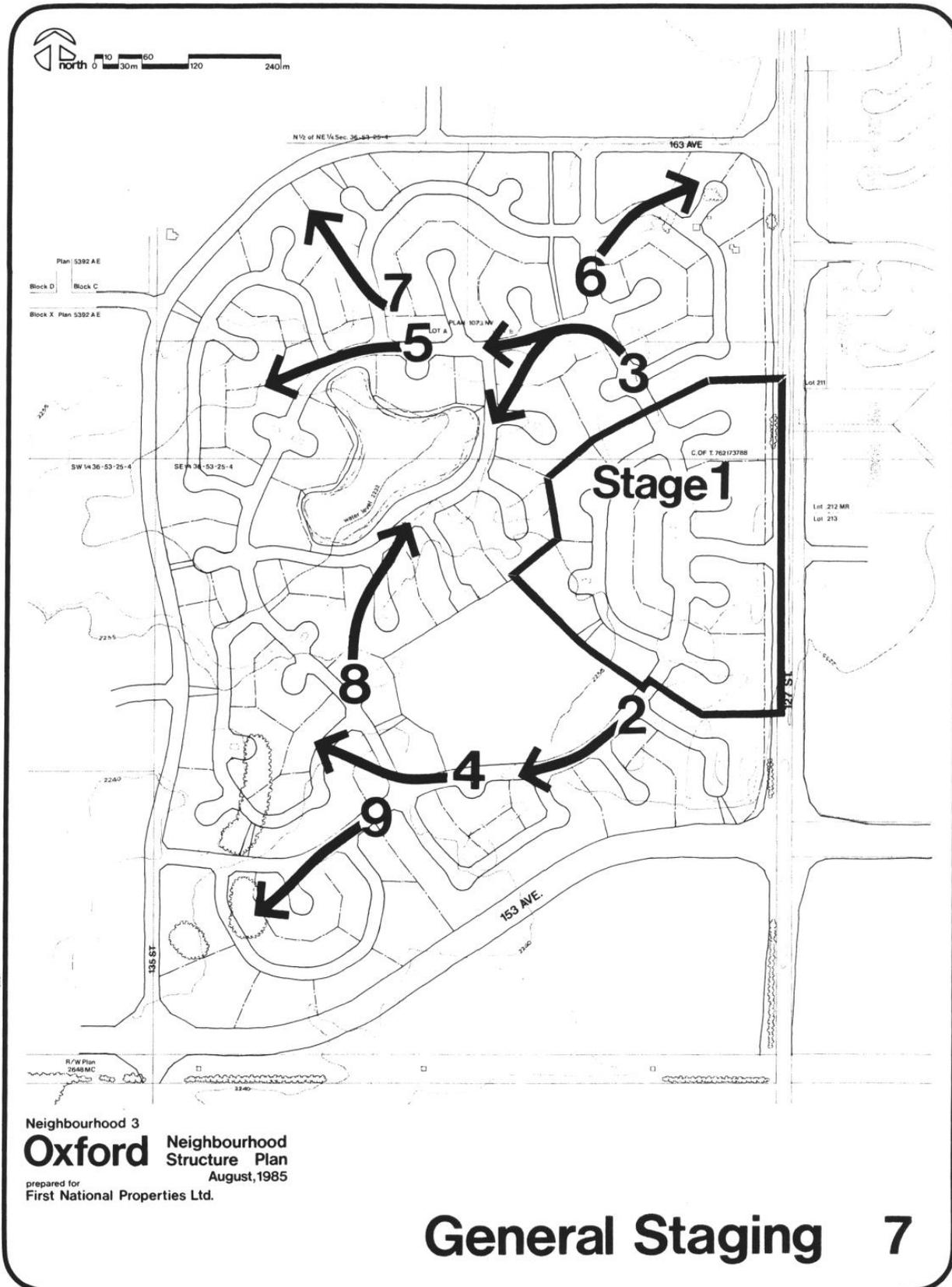
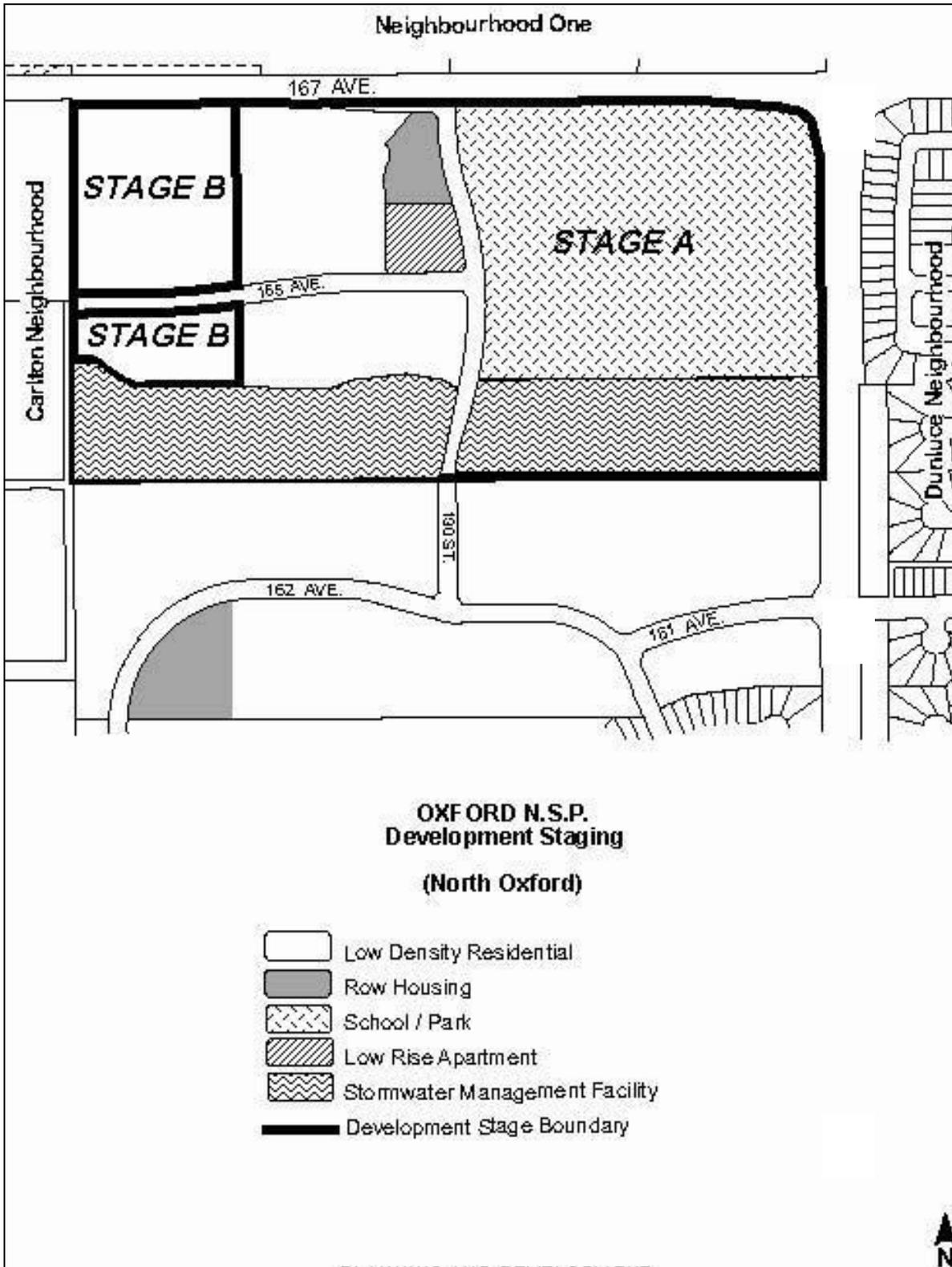


Figure 7b: General Staging (Bylaw 15454, June 7, 2010)



APPENDIX A
OWNERSHIP
(Amended by Editor)

The Palisades, Oxford Neighbourhood

Registered Owner	Legal Description	Purchaser/Beneficial Owner
<i>Private Corporation</i>	SE 1 /4 36-53-25-W4 (C of T 762 173 788)	<i>Private Corporation</i>
<i>Private Corporation</i>	Portion of NE 1 /4 36-53-25-W4 (C of T 762 173 788A)	<i>Private Corporation</i>
<i>Private Corporation</i>	Lot A, Plan 1037 N.Y. (C of T 792 243 688)	n/a
<i>Private Corporation</i>	Lot. B, Plan 1037 N.Y. (C of T 239-L-249)	n/a