

Ozerna Neighbourhood Structure Plan Neighbourhood 6 of the Edmonton North Area Structure Plan

Office Consolidation June 2021

Prepared by:

*Development Services
Urban Planning and Economy
City of Edmonton*

Bylaw 6385 (as amended) was adopted by Council in March 1981. In June 2021, this document was consolidated by virtue of the incorporation of the following bylaws which were amendments to the original Bylaw 6385.

Bylaw 6385	Approved March 24, 1981
Bylaw 10258	Approved November 16, 1992
Bylaw 10785	Approved July 18, 1994
Bylaw 11513	Approved December 9, 1997
Bylaw 11825	Approved July 27, 1998
Bylaw 19725	Approved June 8, 2021 (PLAN REPEALED)

Editor's Note:

This is an office consolidation edition of the Ozerna Neighbourhood (Neighbourhood 6 of the Edmonton North Area Structure Plan), Bylaw 6385, as approved by City Council on March 24, 1981. This Plan is an amendment to the Edmonton North Area Structure Plan, Bylaw 5739, as approved by City Council on August 15, 1979.

This edition contains all subsequent amendments and additions to Bylaw 6385. For the sake of clarity, new maps and a standardised format were utilised in this Plan. All names of City departments have been standardised to reflect their present titles. Private owner's 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 italicised 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

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Section 1

INTRODUCTION

This Neighbourhood Structure Plan *was* prepared on behalf of *six private land owners* which *represented* the majority of owners in the east half of Section 34-53-24-W4M.

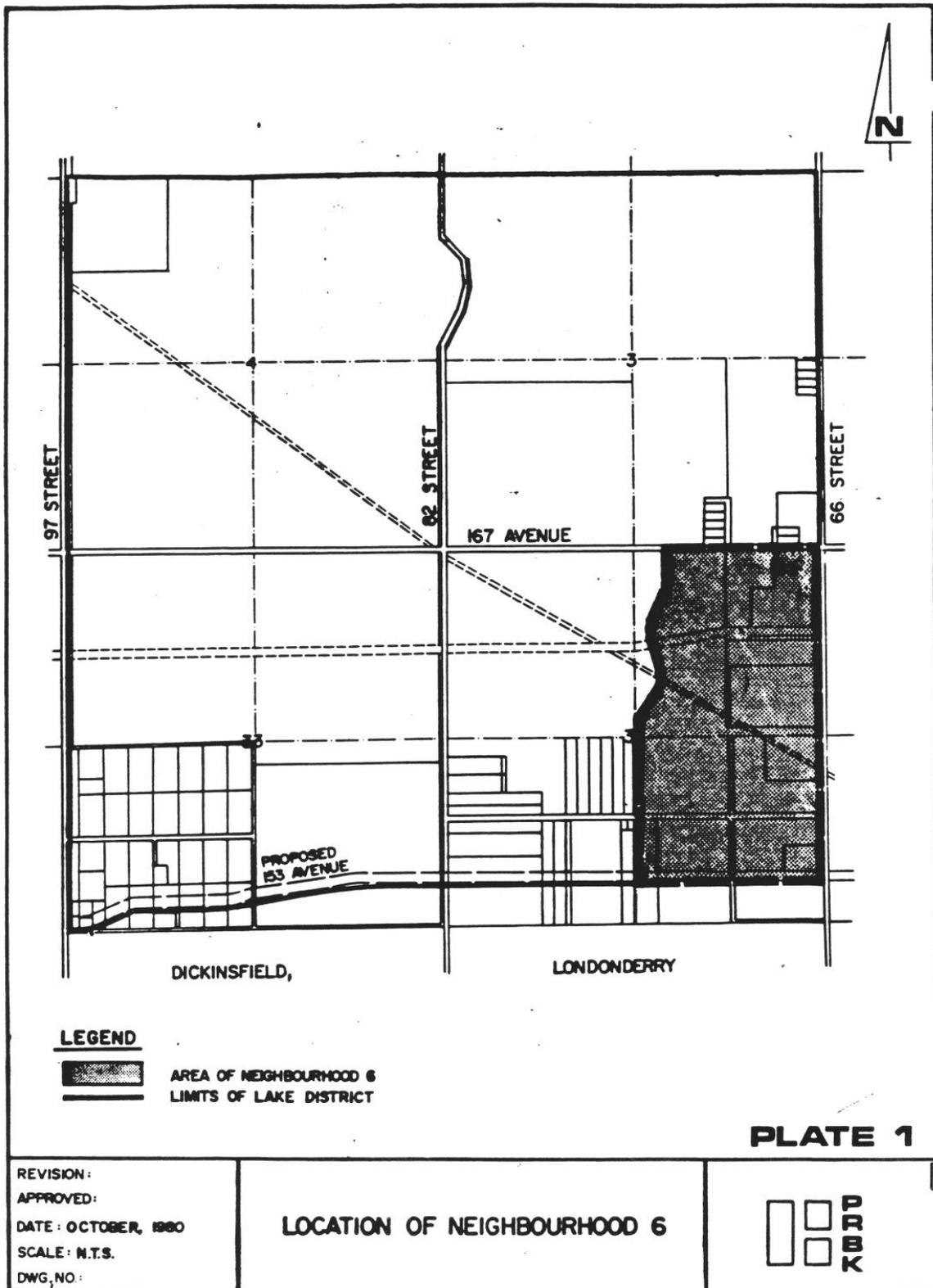
Amended by
Editor

The purpose of the Neighbourhood Structure Plan is to provide the overall framework for the orderly subdivision and development of Neighbourhood 6 in general conformity with the *Edmonton North* Area Structure Plan approved by City Council August 15, 1979.

Amended by
Editor

The plan indicates the distribution and phasing of the proposed land uses in accordance with the stated development concept and objectives. The plan discusses transportation, utilities, schools and parks, and how they will provide for the efficient and economical development of the neighbourhood.

PLATE 1* Location of Neighbourhood 6



* Bylaw 6385, March 1981

Section 2

EXISTING CONDITIONS

2.1 Location and Boundaries

Neighbourhood 6 is located due north of *the Kilkenny Neighbourhood* in the City of Edmonton. It is the southeasterly neighbourhood of the *Edmonton North Area Structure Plan*.

Amended by
Editor

The neighbourhood is bounded by *66 Street to the east, Mayliewan Neighbourhood to the west, 153 Avenue to the south, and 167 Avenue to the north.*

Bylaw 11825
July 27, 1998

The gross plan area is *109.1 hectares (269.6 acres).*

Bylaw 11825
July 27, 1998

2.2 Land Ownership

There are some 14 registered parcels of land (excluding roads and rights-of-way) partially or wholly contained in Neighbourhood 6. Several parcels are under the same ownership, resulting in some 11 private owners in Neighbourhood 6.

Amended by
Editor

2.3 Present Zoning

The City of Edmonton's zoning bylaw indicates that the Ozerna Neighbourhood is currently zoned – AGU (Urban Reserve), CNC (Neighbourhood Convenience), DC2 (Site Specific Development Control Provision), PU (Public Utility), Commercial, RA7 (Low Rise Apartment), RF1 (Single Detached Residential), RF4 (Semi-Detached), RF5 (Row Housing). Appropriate redistricting (rezoning) will take place at the time of submission of tentative plans of the subdivision.

Amended by
Editor to reflect
current zoning –
June 2003

2.4 Existing Land Use

A 36.5 m (120 ft.) *power* right-of-way and a 15.2 m (50 ft.) high pressure gas pipeline easement in favour of Norcen Energy Resources Ltd. traverse the site in an east/west and northwest/southeast direction, respectively. There *was* a salvage yard in the southeast portion of the plan area. *This area is now developed. The entire eastern half of the plan has been developed except in the extreme north portion. The western portion of the plan is developed to 158 Avenue.*

Amended by
Editor

Amended by
Editor

2.5 Site Characteristics

Topography

The site falls from north to south and east to west. There is very little grade difference between the northern and southern limits of the site (± 1 metre). East to west there is a crossfall of some 7 to 10 metres.

Drainage

Due to the flat grades, several areas are subject to ponding during the spring run-off.

Soils

The plan area has predominately cohesive clay and clay till subsoil composition. The water table is below elevation 693 metres.

Vegetation

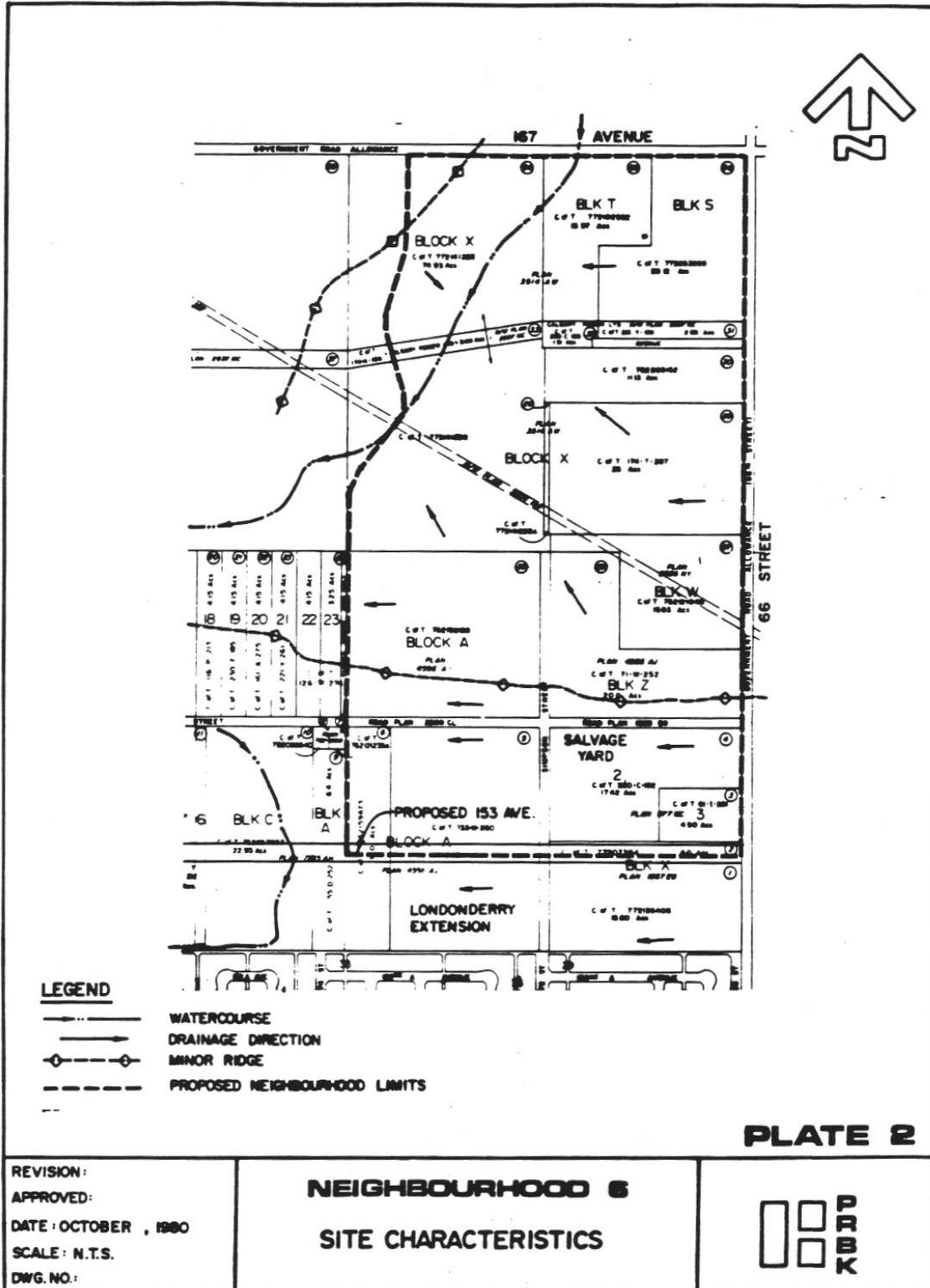
The only stand of trees in the plan area abuts 66 Street *north of 158 Avenue*. Attempts to preserve as many trees as feasible will be carried out in the detailed development plans for the Area.

Bylaw 10258
November 16,
1992

This area has since been developed and the stand of trees was not maintained.

Amended by
Editor

Plate 2* Site Characteristics



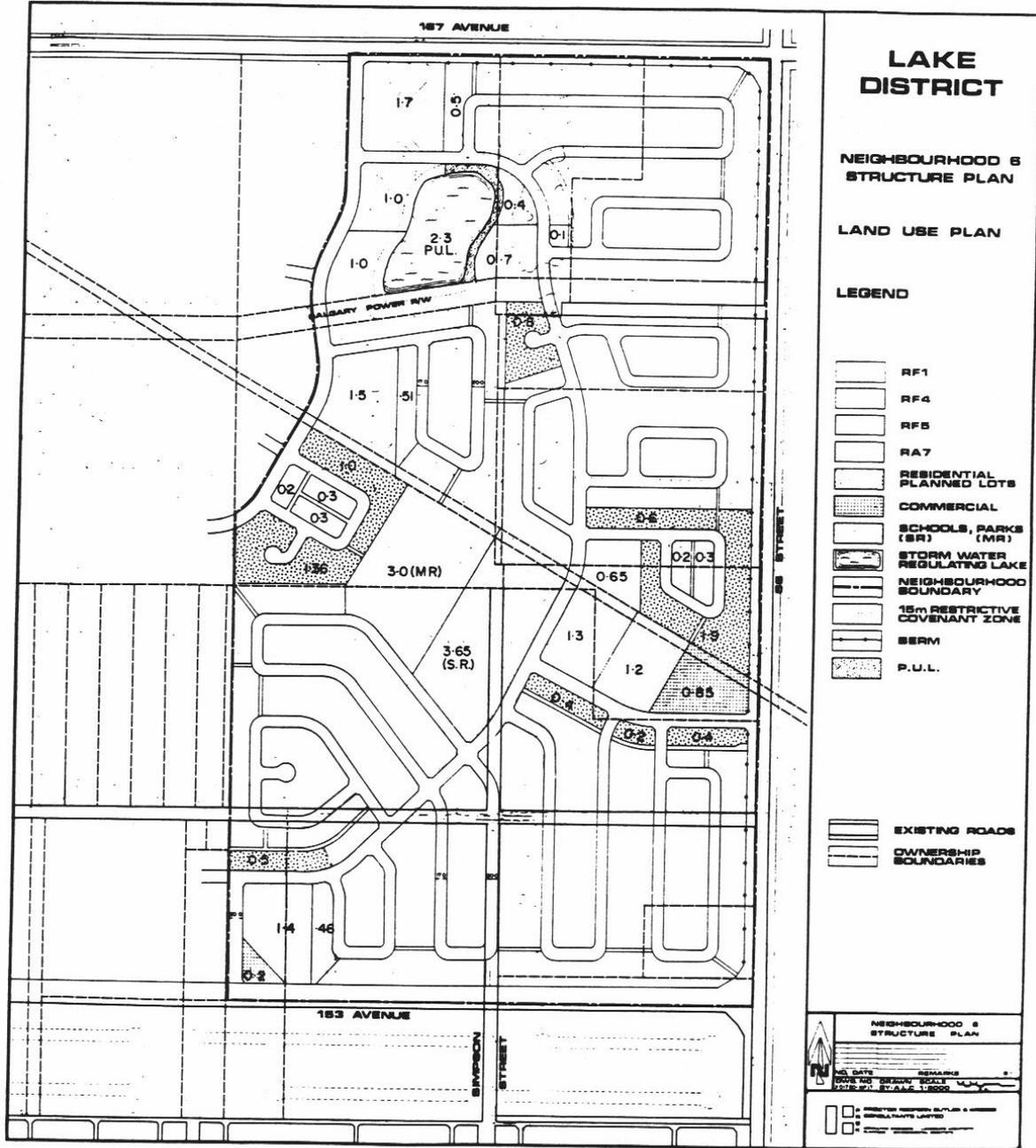
REVISION:
 APPROVED:
 DATE: OCTOBER, 1980
 SCALE: N.T.S.
 DWG. NO.:

NEIGHBOURHOOD 6
SITE CHARACTERISTICS



* Bylaw 6385 March 24, 1981

Plate 3* Land Use Plan



* Bylaw 6385 March 24, 1981

Section 3

PROPOSED LAND USE

3.1 Development Concept

The design of the neighbourhood provides a park system where most of the inhabitants in the area have convenient access to the school, the neighbourhood park or the north small park associated with the lake. There are two objectives in the design principle. One principle is to enable every child to find recreational opportunities within a reasonable walking distance from home. Another is to encourage the use of pedestrian ways and public transit on a year round basis. Studies have shown that pedestrian routes are not used unless they are attractive, safe and comfortable, and that the provision of attractive pedestrian routes encourages people to use them and the public transit system. However, care must be taken to ensure that the system itself does not adversely infringe on the residential amenity of the area. The means of achieving these objectives is illustrated in Figure 1.

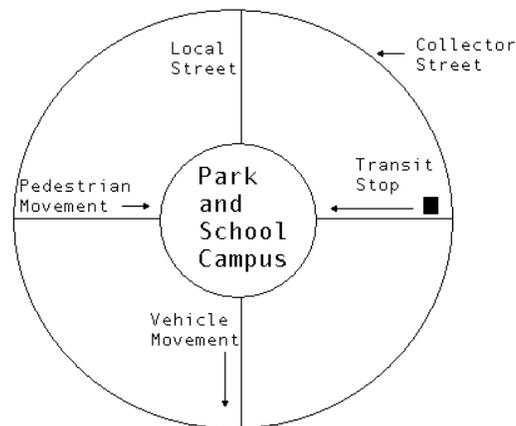


Figure 1: Design Concept

The park and school campus is centrally located within the neighbourhood. Thus the neighbourhood collector road network carries traffic out of the neighbourhood to the boundary arterials.

In Neighbourhood 6, the open space potential of the *power* right-of-way and pipeline easement as well as the park-stormwater lake potential has been utilised to supplement and enhance the open area provided by the school and park campus.

Amended by
Editor

It is proposed that the park link be located on the roadway boulevard linking the lake and neighbourhood park. This would consist of such measures as:

- A different type and level of street lighting
- A special cement scoring pattern on the sidewalk

- The careful locating of the sidewalk
- Landscaping and planting
- Offsetting the road pavement within the right-of-way to create a slightly wider boulevard
- The careful siting of houses to provide a pleasant “street scene”.

All these help to emphasise the park link and differentiate it from a standard sidewalk.

The park-link, *power* right-of-way, and pipeline easement are utilised to provide a continuous pedestrian system between both Neighbourhood 6 and 7. This facilitates a minimum of pedestrian vehicular interaction and thus a safer walking journey for the students to the public elementary schools and the separate elementary school.

Amended by
Editor

Thus, the park system of Neighbourhood 6 provides a discreet component of a comprehensive park system for the community formed by Neighbourhood 6 and 7.

3.2 Development Objectives

The development objectives for the neighbourhood can be stated as follows:

- Provision of *primarily single detached housing*.
- Development of a clear roadway network hierarchy, which minimises through vehicle movement and maximises the use of adjacent arterial roads.
- Development of a neighbourhood park and open space park walkway system incorporating the pipeline easement, and *power* right-of-way
- Maximum accessibility of residential units to park, school, and lake feature
- Define a logical staging for development
- Achieve an overall density for the neighbourhood of 45.8 persons per gross developable hectare (18.5 persons per gross developable acre)
- Achieve maximum utilisation of stormwater management principles for utility regulation and amenity value
- Integration of significant stands of vegetation and incorporate relief wherever feasible in the neighbourhood design.

Bylaw 10785
July 18, 1994

Amended by
Editor

Bylaw 11825
July 27, 1998

3.3 Conformity of Neighbourhood 6 Structure Plan to the Edmonton North Area Structure Plan

This Plan generally conforms with the *Edmonton North Area Structure Plan* in the following areas:

- The Neighbourhood Plan conforms to the Area Structure Plan’s statement of objectives, especially Number 4 where the design has provided for a linked open space park walkway system where feasible for the recreational use of the residents
- The public elementary school is centrally located in the neighbourhood
- Commercial sites have been provided for in general

Amended by
Editor

conformity with the relative location indicated in the *Edmonton North Area Structure Plan*

Amended by
Editor

d) The proposed staging of the Neighbourhood Plan is in general agreement with the overall concept embodied in the Area Structure Plan

e) *The transportation network* linking the neighbourhoods to the north and west is provided for in accordance with the Area Structure Plan.

Amended by
Editor

A stormwater lake study prepared by PRBK Consultants and approved by Water and Sanitation, accepts a three lake system for NSP 6 and 7. The number of lakes has been reduced from three to one in Neighbourhood 6 (*Ozerna*) based upon an analysis of the findings of the Master Drainage Study prepared by Stanley Associated Ltd. and the additional SWMM modelling undertaken in the Lake Optimisation Study approved for Neighbourhoods 6 and 7.

Amended by
Editor

The southern part of the neighbourhood will be tributary to the southern most lake adjacent to 153 Avenue in Neighbourhood 7 and part of the central area will be tributary to the northern lake in Neighbourhood 7.

3.4 Residential

This Neighbourhood Structure Plan has taken into account the Land Use Bylaw and associated density figures in arriving at the population for the neighbourhood.

The Neighbourhood Structure Plan consists primarily of residential land use with a density of 45.8 people per gross developable hectare (18.5 people per gross developable acre) housing about 4, 860 people. (*Refer to Appendix 'B' in original Bylaw 6385 for original statistics for Neighbourhood 6.*)

Bylaw 11825
July 27, 1998

Amended by
Editor

Single family housing is the major form of residential development in the neighbourhood. Its proximity to the lake, park, and school enhances its desirability.

Bylaw 11513
December 9,
1997
(Editor)

Park, school, and roadway elements in the plan have been utilised to provide buffer areas between single family dwellings and higher density residential parcels on the east, west, and south of the borders of the higher density area.

Bylaw 11825
July 27, 1998

Row housing development is associated with the area east of the neighbourhood park and school.

Bylaw 11513
December 9,
1997

The higher density multiple family sites are located in accordance with the guidelines for the distribution and design of neighbourhood density and to take advantage of arterial and collector roads, public transit and proximity to amenities such as parks and lakes.

3.5 Commercial

Two commercial sites are proposed in Neighbourhood 6, *one on 167 Avenue west of 66 Street*, and another at the intersection of 153 Avenue and the south minor neighbourhood collector.

Bylaw 11825
July 27, 1998

The combination of a small neighbourhood commercial site with a very viable gas station location provides a high level of convenience. The spatial distribution of smaller convenience sites has been carefully considered to ensure market viability.

3.6 Open Space and Park Walkway System

A 3.0 hectare neighbourhood park has been provided in the central area of the neighbourhood adjacent to the public elementary school site. Walkway links are provided along the *power* right-of-way, pipeline easement, and the north/south road along the central P loop.

Amended by
Editor

Section 4

TRANSPORTATION AND UTILITIES

4.1 Transportation Systems

General

Access to the area will be provided by extension of the existing major arterial road network and public transit system. (Refer to Plate 4)

Neighbourhood 6 will be bounded on the east by 66 Street, 153 Avenue to the south, on the west by the loop collector road and the quarter section line, and on the north by the existing 167 Avenue road allowance.

Boundary Roads

66 Street will be a major arterial road and a potential truck route. 167 Avenue will be a minor arterial. 153 Avenue will be a minor arterial but not a truck route. Where necessary, additional lot depth and berming will be provided for noise attenuation and screening.

Amended by
Editor

System Objectives

The objective of the road system is to provide good vehicular access while maintaining a defined community structure with minimum detrimental vehicular impact. This is achieved by a deliberate hierarchy and clear road function to minimise potential through traffic movements.

Internal System

Access from the arterial roads *to the collector roads in the neighbourhood is provided by 167 avenue* from the north, a gateway from 153 Avenue to the south, and from 66 Street *to the east*. The minor residential collector road serves both an access and circulation function to the neighbourhood facilities and has appropriate operational characteristics to encourage safe travel speeds.

Bylaw 10785
July 18, 1994
(Editor)

Where practical, pedestrian and vehicular conflicts should be separated. The pedestrian circulation system radial to the central neighbourhood loop linking the school, park, and utility corridors as a continuous system for bicycle traffic and safe recreational activities.

Transit

The internal loop road (*Ozerna Road*) will be fed by a bus service from a transit terminal in the *Edmonton North Area*. (Refer to Plate 4)

Amended by
Editor

4.2 Servicing

Water Supply and Distribution

Water supply to this neighbourhood is available from the 900 mm transmission main installed along the power right-of-way. The required looping can be provided with the system to the south which is already developed.

Bylaw 10785
July 18, 1994

Storm Drainage

Stormwater management shall be implemented for the area in accordance with the principles approved in the 1978 Feasibility Study, the 1979 Master Drainage Study *and new City standards.*

Bylaw 10785
July 18, 1994
Amended by
Editor

A detailed SWMM analysis of the east watershed (66 street to 82 street) and Section 34 has been undertaken and it is proposed that two (2) lakes of approximately four acres and one (1) lake of five acres be provided. *The lake area in Ozerna has been increased to satisfy City of Edmonton Standards for stormwater management lake design. The lake has been redesigned from the original shape to increase the perimeter, allowing more lots to back onto this amenity.*

Bylaw 10785
July 18, 1994

Bylaw 11825
July 27, 1998

As storage for the 100 year design storm is provided for each lake sub-basin, it is proposed that no major overland drainage system be provided. An emergency routing for the storm drainage surplus to the sewer system will utilise open spaces and the proposed utility corridors and walkways for additional temporary local storage where feasible.

Amended by
Editor

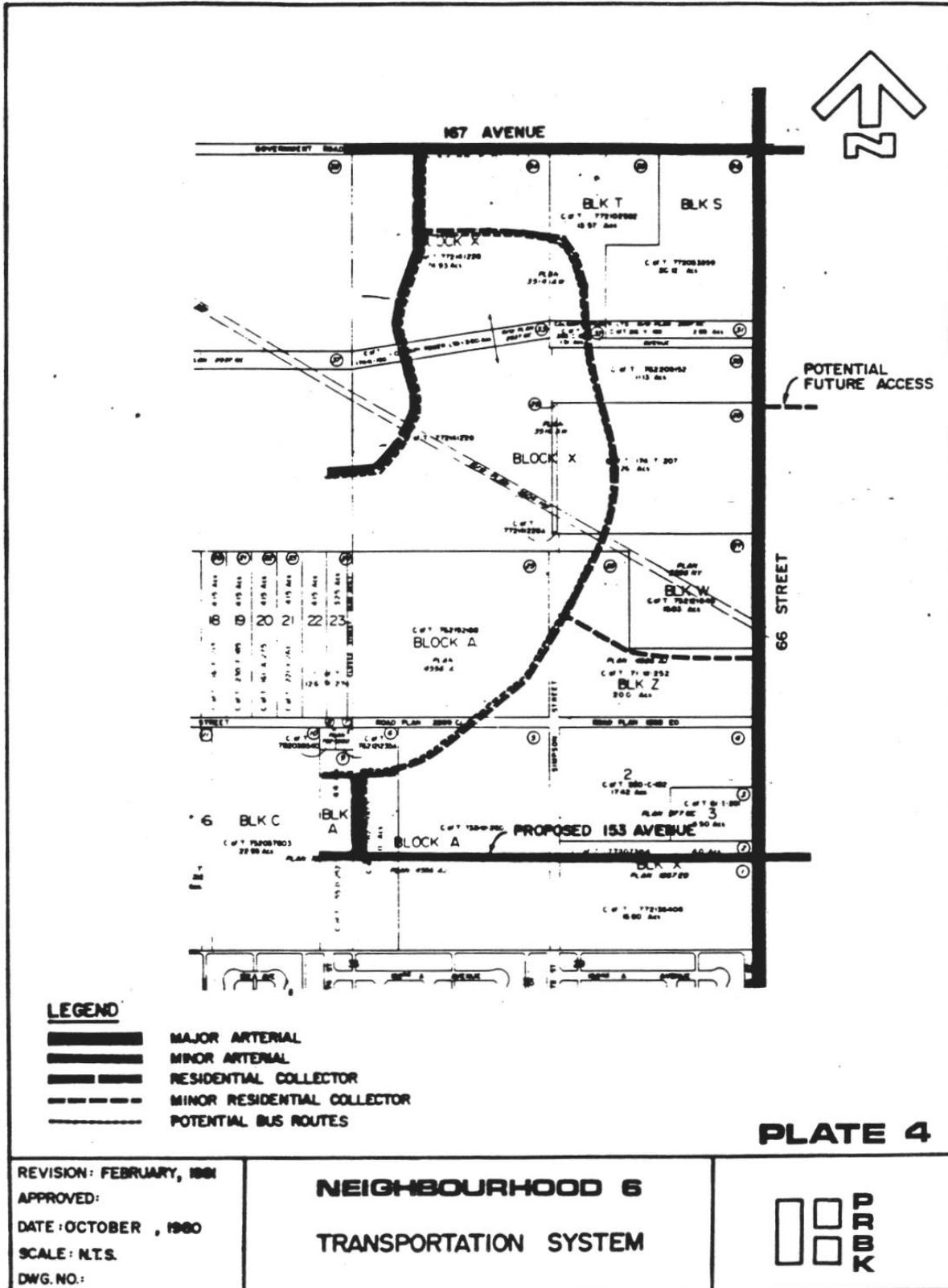
Each basin will be the subject of SWMM modelling in conjunction with the detailed design of the neighbourhood sewer system to optimise lake stormwater management.

Sanitary Drainage

Sanitary sewage will flow from Neighbourhood 6 through Neighbourhood 7 to 82 Street near 160 Avenue, through the Belle Rive Trunk which is to be jointly funded by Edmonton North owners. The Belle Rive Trunk will flow into the sewer trunk running east along 153 Avenue know as the North Edmonton Sanitary Trunk (NEST). NEST began staged construction in late 1994. Sanitary servicing for the north half of Neighbourhood 6 required the interim use of in pipe storage and temporary connections to existing sewers. These connections will be abandoned when the NEST ultimately connects to the Regional treatment plan between approximately 2005-2010.

Bylaw 10785
July 18, 1994

PLATE 4* Transportation System



* Bylaw 6385, March 1981

Section 5

DEVELOPMENT SUB AREAS

As servicing is principally dependent upon the extension of existing utilities from the south, the phasing of development will be generally from south to north. The early installation of the trunk storm sewer, sanitary sewer, and watermains would permit the separate drainage basins to develop on an as-required basis.

Area A Tributary to Lake A
Area B Tributary to Lake B
Area C Tributary to Lake C

Section 6

ENVIRONMENTAL IMPACT STATEMENT

An archaeological study was carried out by Genstar as part of their preparation of the *Edmonton North Area Structure Plan*. The study identified no sites of significance in Neighbourhood 6.

Amended by
Editor

In 1994, the City of Edmonton identified a wetland complex located in Neighbourhoods 5, 6, and 7 as an environmentally sensitive area according to the criteria outlined in Inventory of Environmentally Sensitive and Significant Natural Areas (Geowest, 1994). This natural area is approximately 50 hectares in size, 20% of which is within Neighbourhood 6. An evaluation of this wetland complex was undertaken as required under the amended Edmonton North Area Structure Plan to determine the overall value of the wetland complex and to assess the viability of this natural area in the suburban landscape. The results of this evaluation suggested that the overall key wetland benefits are low. The possibility of retaining the wetland complex was considered in the natural area evaluation. However, there is little likelihood that the hydrological conditions necessary to sustain the wetland will be maintained after urban development, and this plan does not provide for the retention of this feature.

Bylaw 10785
July 18, 1994

There is one remnant forest patch outside of NE 8095 in Neighbourhood 6. This patch is approximately 1.25 ha in area located in the northeast corner of the neighbourhood. It consists of healthy poplar and aspen trees with heavy undergrowth. Any site modification, such as adding fill around the trees to raise the ground surface for improved surface runoff or the installation of an on-site drainage system, is inappropriate. Either of these actions would negatively effect the long term ecology of the feature. This remnant forest patch would not be viable in a suburban setting without a great deal of effort. In addition, the feature is located at the periphery of the neighbourhood, and so cannot be preserved as part of the central school/park site. Every effort should be made, consistent with drainage requirements, to incorporate these trees within residential lots where practical.

Bylaw 10785
July 18, 1994

The provision of stormwater management lakes adds to the amenity of the neighbourhood and improves the present drainage in the plan area.

Development of the neighbourhood will be carried out to minimise the impact on the environment within the plan area and on adjacent neighbourhoods.

Section 7
**SOCIAL IMPACT
STATEMENT**

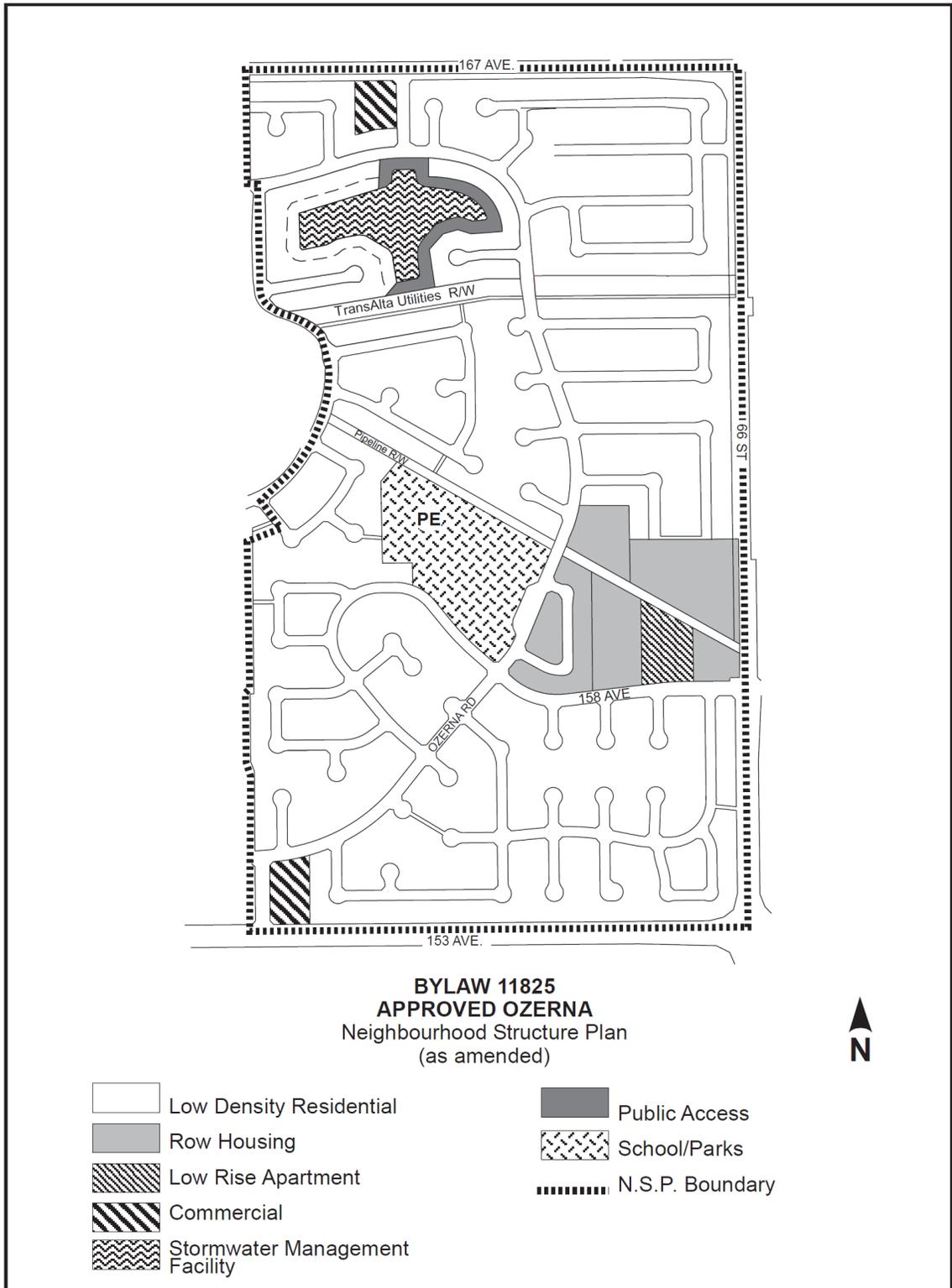
Given that 153 Avenue *is* an arterial roadway, it is important that the public elementary school be developed at an early stage to avoid excess bussing and travel for school children.

Amended by
Editor

Fire protection will be provided from the No. 14 Fire Station at 7312-144 Avenue and the No. 18 Fire Station at 138 Street and MacLeod Road.

Police Service will be provided from the Londonderry Station.

MAP 1* Ozerna Neighbourhood Structure Plan



*As Amended by Bylaw 11825 July, 1998

Table 1* Ozerna Neighbourhood Structure Plan – Land Use and Population Statistics

	Area (ha)	% of GDA		
Gross Area	109.10			
TransAlta Utilities Right-of-way	2.50			
Northwest Utility Right-of-way	0.60			
Gross Developable Area	106.00	100.00		
Net Developable Area	101.00	95.20		
Parks and Schools	5.00	5.048		
Commercial	1.37	1.3		
Stormwater Management Facilities	4.60	4.2		
Circulation	21.80	21.0		
Total Non-Residential	32.77	30.9		
	Area (ha)	Units	% of Total Units	Population
Low Density Residential	66.25	1193	81.3	4126
Medium Density Residential	3.90	144	9.8	429
Medium Density Residential DC5	2.18	48	3.2	143
Lowrise Apartment	1.00	83	5.7	162
Total	73.33	1468	100.0	4860
Density: 45.8 persons per gross developable hectare				

*As Amended by Bylaw 11825, July 1998