



Oxford LANDING

Where life takes flight.

OUTLINE PLAN

Melcor Developments Ltd.
Town of Penhold

Approved June 2012
Amended March 2016
Amended March 2019
Amended May 2026



TABLE OF CONTENTS

TABLE OF CONTENTS.....	I
PREFACE.....	1
1.0 PLAN AREA	1
1.1 POLICIES & RELEVANT PLANNING DOCUMENTS	1
1.2 PROCESS.....	2
1.2.1 AMENDMENT – 2016	2
1.2.2 AMENDMENT - 2019.....	2
1.2.3 AMENDMENT – 2026	2
1.2.4 Existing Construction.....	2
2.0 SITE CONTEXT AND DEVELOPMENT CONSIDERATIONS	4
2.1 EXISTING & NATURAL FEATURES	4
2.2 TOPOGRAPHY & SOILS	4
2.3 ADJACENT LANDS & SURROUNDING DEVELOPMENT	4
2.4 CURRENT LAND OWNERSHIP.....	5
2.5 ENVIRONMENTAL SITE ASSESSMENT.....	5
2.6 EXISTING UTILITIES	5
2.6.1 Gas Lines.....	5
3.0 PLANNING OBJECTIVES	7
3.1 OVERVIEW.....	7
3.2 RESIDENTIAL POLICIES.....	7
3.3 PARKS & OPEN SPACE POLICIES.....	8
3.4 TRANSPORTATION POLICIES	8
3.5 ECOLOGICAL STEWARDSHIP POLICIES.....	9
3.6 COMMERCIAL POLICIES.....	9
4.0 PLANNING CONCEPT	10
4.1 OVERALL CONCEPT	10
4.2 RESIDENTIAL.....	10
4.2.1 Low Density Residential (R1)	12
4.2.2 Low Density Narrow Lot Residential (R1-N)	12
4.2.3 General Residential (R2).....	13
4.2.4 Multiple Unit Residential (R3).....	13
4.3 COMMERCIAL	13
4.3.1 Industrial/Business Service (IB).....	13
4.3.2 Highway Commercial (C-H).....	14
4.4 PARKS AND OPEN SPACE.....	15
4.4.1 Active Recreation Park Site.....	15
4.4.2 Passive Recreation Park Sites	15
4.4.3 Pedestrian Network.....	15

4.4.4	Streetscapes	16
4.5	STORMWATER MANAGEMENT FACILITY (SWMF).....	16
5.0	TRANSPORTATION	19
5.1	EXISTING TRANSPORTATION NETWORK.....	19
5.2	HIGHWAY 2A.....	19
5.3	HIGHWAY 42	19
5.4	WASKASOO AVENUE EXTENSION.....	19
5.5	COLLECTOR ROADWAYS.....	20
5.6	LOCAL ROADWAYS.....	20
5.7	LANEWAYS	20
6.0	SERVICING AND UTILITIES	23
6.1	SANITARY SEWER SYSTEM.....	23
6.2	STORM SEWER SYSTEM.....	23
6.3	WATER DISTRIBUTION SYSTEM.....	23
6.4	SHALLOW UTILITIES	23
7.0	PHASING DEVELOPMENT	28
7.1	REDISTRICTING AND SUBDIVISION	28
7.2	ENERGY UTILITIES BOARD CONSIDERATIONS	28

LIST OF TABLES

Table 1	Land Use Summary	11
Table 2	Density Summary.....	11

LIST OF FIGURES

Figure 1	- Location Plan.....	3
Figure 2	- Existing Conditions	6
Figure 3	- Concept Plan.....	17
Figure 4	- Open Space and Trails	18
Figure 5	- Transportation Network.....	21
Figure 6	- Transportation Details.....	22
Figure 7	- Sanitary Network	25
Figure 8	- Stormwater Network	26
Figure 9	- Water Network.....	27
Figure 10	- Phasing	31

PREFACE

The Town of Penhold offers attractive neighbourhoods surrounded by economic, recreational, and social amenities. Due to these characteristics, its location within the Highway 2A Corridor, and proximity to surrounding communities; the Town provides an excellent opportunity for new residential and commercial development.

The purpose of the Oxford Landing Outline Plan is to describe the land use framework and development objectives for the parcel of land generally described as the SE ¼ of Section 01-37-28-W4M. This Outline Plan describes the overall vision for the development by identifying recreational amenities, the variety of housing options, land uses, servicing, and staging for Oxford Landing.

Oxford Landing is in the northern portion of the Town of Penhold on the east side of Highway 2A. The development encompasses an area of approximately 51.3 hectares (126.7 acres).

Stantec Consulting Ltd. has developed this Outline Plan on behalf of Melcor Developments Ltd, hereafter referred to as the Developer. As described in the remainder of this Plan, Oxford Landing will become a neighbourhood with complementary residential, commercial, and business land uses integrated with recreational opportunities such as interconnected parks, trails, and open spaces. As a result of its high-quality design, Oxford Landing will be a very desirable neighbourhood within the Town of Penhold.

1.0 PLAN AREA

As shown in **Figure 1 - Location Plan**, Oxford Landing is in the north portion of the Town of Penhold. The Plan Area encompasses 51.3 hectares (126.7 acres) with Highway 2A along its west boundary, Highway 42 along its south boundary, and the Penhold Regional Multiplex to the southeast. The following boundaries define the Plan Area:

- North Boundary:** Undeveloped agricultural farm land
- West Boundary:** Highway 2A
- South Boundary:** Highway 42, Hawkridge Estates
- East Boundary:** Waskasoo Avenue (Range Rd 280)

The Oxford Landing Outline Plan constitutes a logical planning unit with respect to identifiable Plan boundaries and servicing considerations.

1.1 POLICIES & RELEVANT PLANNING DOCUMENTS

The following relevant documents have been reviewed and referenced in preparation of this Outline Plan:

- The Town of Penhold Municipal Development Plan (MDP) (2025)
- The Town of Penhold Land Use Bylaw (LUB) (837/2025)
- Town of Penhold Streetscape Design Guidelines (2008)
- Parkland Geotechnical Ltd. – Phase One Environmental Site Assessment (2007)
- Parkland Geotechnical Ltd. – Phase Two Environmental Site Assessment (2007)

An Outline Plan facilitates the orderly development of an area in terms of proposed land uses, density of development, and location of the transportation network by describing the land use pattern and development objectives for the Plan Area by identifying the following:

- the size and location of various land uses,
- the alignment of roadways and lanes,
- the open space system,
- the proposed development density,
- servicing concepts for deep utility servicing, and
- the development staging sequence.

It is the intention of the Oxford Landing Outline Plan to be consistent with the guidelines and intentions of all existing Town of Penhold planning documents. The Outline Plan is envisioned to be a complementary document to be used in association with existing Town of Penhold planning documents. While the Plan has not been prepared as a statutory document, it follows the guidelines and policies set forth by the Town of Penhold for the development of new areas such as the Town of Penhold Municipal Development Plan.

Penhold's MDP outlines broad policies for guiding growth and changes within the Town. Among many other things, the MDP sets out the following policies regarding neighbourhood design:

- Residential density in new neighbourhoods should average between 12.5 to 15 dwelling units per gross developable hectare.
- The Town shall continue to require a mix of housing types and forms in all residential neighbourhoods.
- Buffers shall be provided between varying land uses (ie: highways and residential or commercial developments).

- The Town shall strive to achieve a 30:70 ratio of non-residential to residential assessment by encouraging appropriate economic development.

1.2 PROCESS

The Developer worked with the Town of Penhold during the initial design process of Oxford Landing (2012) to ensure the needs of the Town were met. The Oxford Landing Outline Plan was submitted to the Town of Penhold for review by the Developer to gain feedback. After the review, the Town provided comments and suggestions regarding the design, layout, and Outline Plan document. Subsequent to revisions, the Plan was resubmitted for final review and circulation by the Town to stakeholders such as the local school divisions and health district.

An Open House was held on February 9, 2012, to present the Oxford Landing development to the community at the request of the Town of Penhold. During this time, residents of the Town were given the opportunity to view the concept plan and illustrations of the neighbourhood to gain a greater understanding of the development.

The Plan was then presented to Council by administration with the Developer present to field questions from Council and the public. Following the presentation, Council endorsed the Outline Plan on June 11, 2012.

1.2.1 AMENDMENT – 2016

To support the development of the manufactured home park, an amendment was completed to provide additional details and requirements. Several minor text amendments were also completed.

1.2.2 AMENDMENT - 2019

Since the Outline Plan's approval in 2012, the market demands in Central Alberta have changed; with housing preferences shifting towards higher

density housing options. To reflect current housing preferences, Oxford Landing concept created additional multi-family housing options which increase the overall affordability of the neighbourhood.

The amendment also includes continuous Municipal Reserve dedication along the east and south boundaries of the Plan Area and a rezoning of the southeast commercial site from C1 General Commercial use to C2 Highway Commercial.

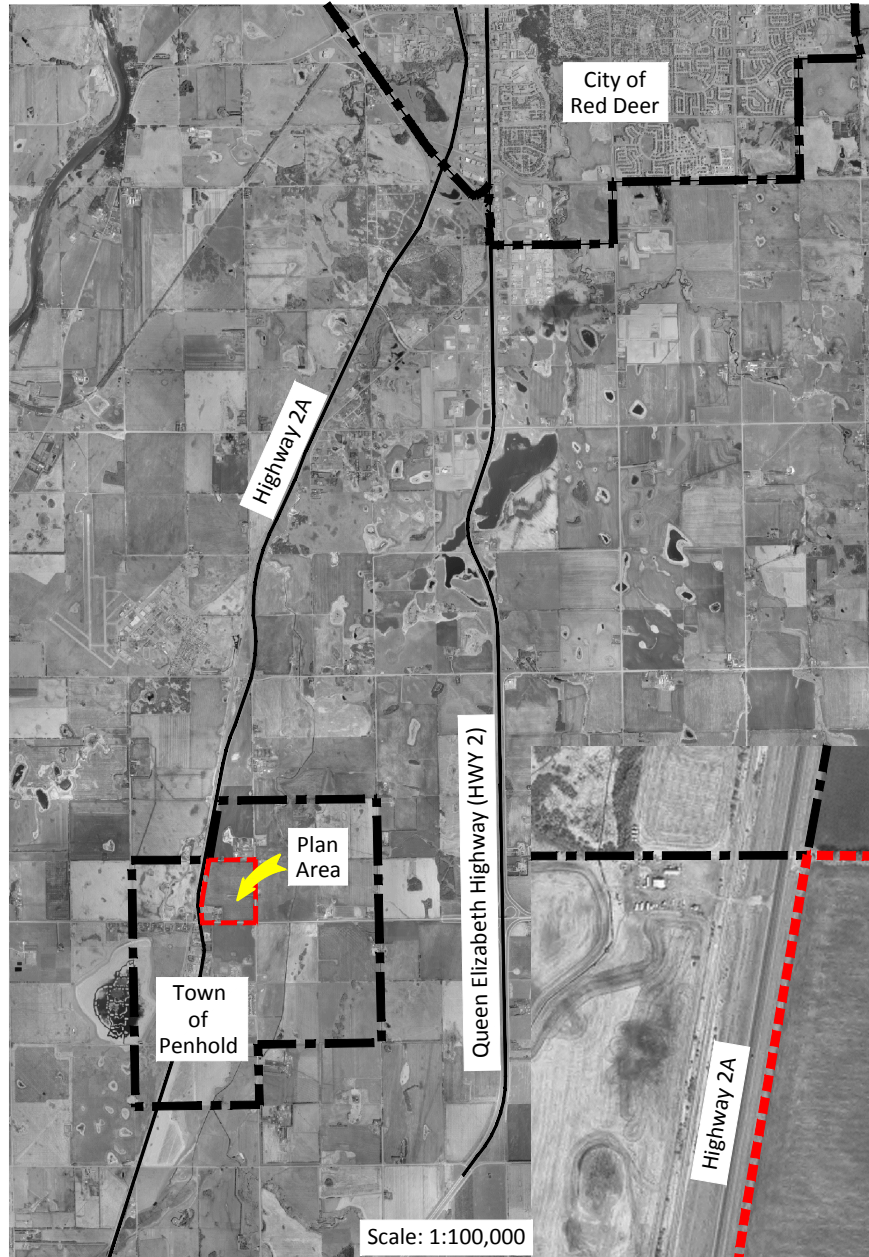
1.2.3 AMENDMENT – 2026

To support the continued growth of the neighbourhood, a 2026 amendment was completed to address several changes:

- A manufactured home park parcel was removed and converted to more traditional residential land uses. The Oxford Landing Outline Plan presents a balance of single family, townhome, duplex, and multifamily products.
- The Town of Penhold Land Use Bylaw was updated in July 2025. The Outline Plan has been updated to be consistent with the Land Use Bylaw.
- Through continued discussion with the pipeline operator, the operation of the pipeline and the need for the lease site will remain. As such, the Concept Plan has been revised to facilitate the continued operation of the centrally located wellsite. Once decommissioned and remediated, the well site will be utilized as a municipal reserve.

1.2.4 Existing Construction

At the time of the 2026 Amendment, Phase 1A, and 1C have been constructed, which consist of over 100 residential lots as well as a commercial property. Areas of existing construction have been shown on **Figure 2 - Existing Conditions**.





- LEGEND**
-  Municipal Boundary
 -  Outline Plan Boundary

Figure 1.0
 Location Plan
 Oxford Landing Outline Plan

Prepared for:
 Melcor Developments
 Red Deer, Alberta



DRAWN BY: SAS
 CHECKED BY: GCL
 SCALE: NTS
 PROJECT #: 112849204

October 2025

2.0 SITE CONTEXT AND DEVELOPMENT CONSIDERATIONS

2.1 EXISTING & NATURAL FEATURES

Much of the land located within the Oxford Landing Plan Area is undeveloped agricultural farm land with the exception of a farmhouse settlement and an active oil well site.

A small grouping of mature trees, utilized as a windbreak, is present on the residential property while the remaining vegetation in the Plan Area consists of agricultural crops. All natural and manmade features are shown on **Figure 2 - Existing Conditions**.

2.2 TOPOGRAPHY & SOILS

The topography of the Plan Area is relatively flat with the east portion of the property sloping towards the Waskasoo Creek, located approximately 500.0m east. The highest point on the site is in the southwest along Highway 2A at approximately 902.0m; the lowest point is located

in the northeast at approximately 896.0m for a total relief of 6.0m.

Based on the Phase 1 & 2 Environmental Site Assessment conducted by Parkland Geotechnical Ltd. in 2007, the Plan Area's soil profile consists of fill materials overlying deposits of silty clay followed by sand at approximately 4.0m deep. The groundwater flow direction in this area is east toward the Waskasoo Creek.

2.3 ADJACENT LANDS & SURROUNDING DEVELOPMENT

Lands west, north, and east of Oxford Landing are undeveloped agricultural farm lands. The residential neighbourhood Hawkridge Estates is located south of Oxford Landing, across Highway 42. Hawkridge Estates has commercial development along Highway 2A which includes a variety of commercial uses.



The Penhold Regional Multiplex is located kitty-corner to the southeast of the Plan Area across Highway 42/Waskasoo Avenue intersection. This facility provides the Town and surrounding communities with meeting rooms, a library, and administration offices. The Penhold Multiplex site also accommodates two public schools: Penhold Crossing Secondary School, (grades 7 to 12) and the Penhold Waskasoo Middle School (grades 4-8).

2.4 CURRENT LAND OWNERSHIP

Most of Oxford Landing is owned by Melcor Developments Ltd; areas that have been developed are owned by builders or personal homeowners.

2.5 ENVIRONMENTAL SITE ASSESSMENT

Parkland Geotechnical Ltd. completed a Phase 1 and 2 Environmental Site Assessment (ESA) for the Plan Area in March of 2007. The report showed that the Plan Area contained three water wells, three above ground storage tanks, and formerly had two underground storage tanks. The underground storage tanks were used for fuel and waste oil.

The following concerns were identified during the Phase 1 ESA as posing potential environmental risk to the Plan Area. A Phase 2 ESA was completed to assess the soil and ground water quality in the areas of the removed tanks.

In the area of the former underground fuel tank, a soil sample was taken with results showing that the soil was over the Alberta Tier 1 Assessment Criteria for petroleum hydrocarbon vapors. The ESA recommended removing the impacted soil from the subject property. The contamination around the underground fuel tank appeared to be stable as the groundwater table below the affected soil had not been significantly impacted above criteria.

In the area of the above ground oil storage tank, the soil sample taken was also over the criteria for petroleum hydrocarbon vapors. The ESA recommended removing the impacted soil from the subject property for landfill disposal.

The Phase 1 and 2 ESAs rated the subject property low for the potential of environmental risk, provided development setbacks near pipelines and facilities are met. All recommendations for the localized petroleum hydrocarbon vapors contamination issues were addressed and remediated.

Prior to the Development Agreement stage, written confirmation will be provided that the findings of the ESAs are still relevant and whether the potable groundwater table has been impacted by the soil conditions as noted above. Written confirmation will be provided by a geotechnical engineer or other qualified professional. If the findings and recommendations of the ESA are no longer relevant, the written documentation will identify any changes and recommend mitigation measures that will be reflected in the Development Agreement.

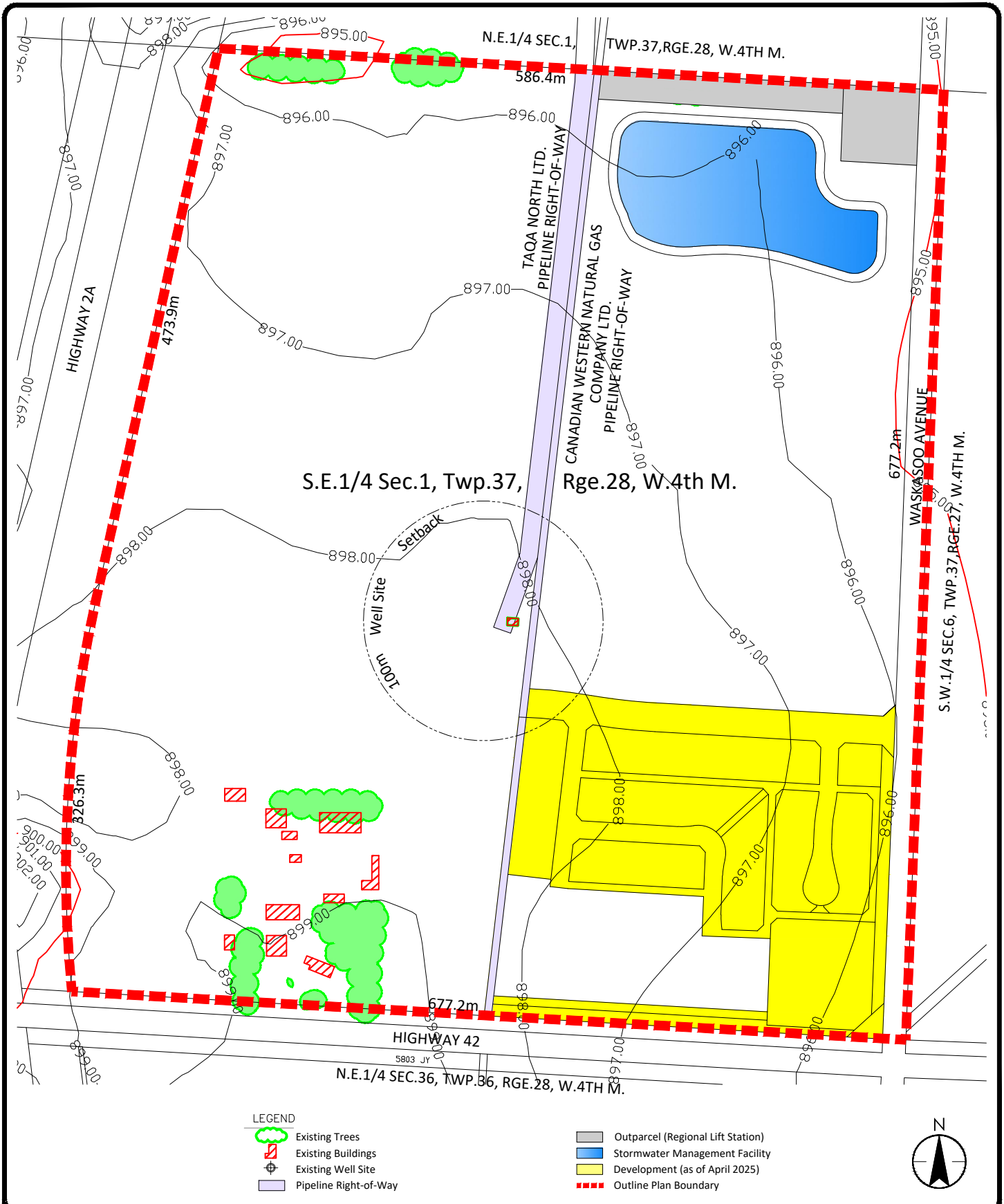
2.6 EXISTING UTILITIES

There are two gas line rights-of-way, both running from north to south, and an active well located in the Plan Area, as shown in **Figure 2 - Existing Conditions**.

2.6.1 Gas Lines

The western-most gas line runs through the northern portion of the Plan Area and stops near the center of the Plan Area at a well head. This pipeline is owned by TAQA North Ltd.

The eastern-most gas line runs parallel alongside the TAQA line from the quarter section to the north of the Plan Area, through the site, and into the quarter section to the south. This pipeline is owned by Canadian Western Natural Gas Company Ltd.



- LEGEND**
- Existing Trees
 - Existing Buildings
 - Existing Well Site
 - Pipeline Right-of-Way

- Outparcel (Regional Lift Station)
- Stormwater Management Facility
- Development (as of April 2025)
- Outline Plan Boundary



Figure 2.0
Existing Conditions
Oxford Landing Outline Plan

Prepared for:
 Melcor Developments
 Red Deer, Alberta



DRAWN BY: SAS
 CHECKED BY: GCL
 SCALE: NTS
 PROJECT #: 112849204

October 2025

3.0 PLANNING OBJECTIVES

3.1 OVERVIEW

The Oxford Landing Outline Plan has been prepared for a comprehensively planned neighbourhood which takes advantage of its location along Highway 2A and proximity to surrounding areas and amenities.

The main objectives of this Outline Plan are:

- Develop a Plan consistent with the general intent and purpose of The Town of Penhold Municipal Development Plan (MDP).
- Provide a framework to deliver a high-quality, comprehensively planned neighbourhood by defining the general pattern and composition of land uses, transportation and pedestrian linkages, servicing, and development staging.
- Provide the Town of Penhold with a clear and accurate vision of the Plan Area once developed.

- Protect and enhance Penhold’s gateway to the Multiplex and the overall impression of the Town to visitors by requiring a high level of design standards.
- Identify how to implement the Plan in an orderly, phased manner.

3.2 RESIDENTIAL POLICIES

- Encourage a variety of single and multi-family housing types by recognizing consumer preferences while still conforming to standards and policies set forth by The Town of Penhold.
- Design pedestrian-friendly streetscapes.
- Provide direct and safe pedestrian links to the community nodes and adjacent areas.
- Locate residential development to take advantage of open space features such as parks, trails, and the stormwater management facility.





- Orientate larger parcels of medium or high density residential development adjacent to the collector roadways to ensure accessibility and, where appropriate, to provide a transitional land use between adjacent single family development and commercial developments or major roadways.
- Average 12.5 to 15 dwelling units per gross developable hectare (5-6 du/acre).
- Ensure single detached dwellings do not exceed 70% of the total housing stock.

3.3 PARKS & OPEN SPACE POLICIES

- Through the dedication of Municipal Reserves, locate and provide open space to service the passive and active recreation needs of Oxford Landing and adjacent neighbourhoods' residents.
- Where possible, economically viable, and sustainable; utilize ROW, stormwater management facilities, and public utility lots to provide pedestrian linkages and open space recreational opportunities.

- Locate open spaces based on anticipated function and need of the surrounding area.

3.4 TRANSPORTATION POLICIES

- Provide a safe and efficient transportation system within the Plan Area to address the vehicular and non-vehicular transportation needs of residents moving to, from, and within Oxford Landing.
- Provide non-vehicular circulation options throughout Oxford Landing with special attention to linkages to the commercial sites, multi-family housing, and open spaces.
- Minimize walking distances by creating an interconnected network of trails and sidewalks.
- Develop streetscapes that minimize vehicular dependence and engage pedestrians.
- Design the transportation network to limit direct access into the neighbourhood from Highway 2A.
- Connect the primary collector roadway to Highway 42 to facilitate access to the Penhold Regional Multiplex, the high school, middle school and the rest of the Town of Penhold.

- Provide alternative transportation options by way of pedestrian amenities such as linked open space and trails.

3.5 ECOLOGICAL STEWARDSHIP POLICIES

- Develop land in an efficient manner and encourage urban development through a variety of housing options.
- Encourage naturalized landscaping on public and private lands to a level acceptable to the Town of Penhold to minimize environmental and economic costs associated with their maintenance.
- Promote the development of interconnected open spaces and walkway links between adjacent neighbourhoods and Oxford Landing for pedestrians, bicycles, and other non-vehicular modes of travel.
- Encourage energy efficient construction and other innovative building and infrastructure techniques.
- Highlight the small-town character of Penhold, and rural Alberta, using open space within the development.

3.6 COMMERCIAL POLICIES

- Provide a location for commercial development which is a walkable destination for residents.
- Locate the commercial sites along Highway 2A to provide convenient access to and from the site for the travelling public.
- Ensure commercial areas are located to minimize any potential negative impacts on the residential areas of Oxford Landing and surrounding neighbourhoods.
- Provide a mix of commercial and business tenants to provide service/ shopping/ employment opportunities for residents and surrounding neighbourhoods.
- Encourage the development of commercial-office/ business park by identifying appropriate locations.
- Locate and provide opportunities for commercial development that will be supportive of, and mutually beneficial with the Multiplex.

4.0 PLANNING CONCEPT

4.1 OVERALL CONCEPT

Oxford Landing respects a logical extension of growth within the Town of Penhold. Recreational opportunities within the neighbourhood will be realized through open spaces, trails, and parks. The proximity of the Plan Area to the Penhold Regional Multiplex will also increase the recreational opportunities available to residents.

The future density of Oxford Landing is estimated at 14.7 units per developable hectare. With a total area for residential development at 25.2 hectares; Oxford Landing is envisioned to include approximately 703 dwelling units.

4.2 RESIDENTIAL

As shown on **Figure 3 - Concept Plan**, the Oxford Landing neighbourhood is envisioned as a combination of residential and commercial or office properties, integrated with a system of open spaces and trails. A mix of low and medium density residential dwelling units is prescribed based upon the Town of Penhold Land Use Bylaw, and will be implemented based on market conditions and consumer preferences at the time of development.

Land use statistics, number of residential units, and density are represented in **Table 1 Land Use Summary** and **Table 2 Density Summary**.



Table 1 Land Use Summary

	Hectares	Acres	% of NDA	% of Housing Stock
Gross Area	51.3	126.7		
Residential	25.2	62.4	49.2%	100.0%
R1 Low Density Residential	0.8	2.0	1.6%	2.6%
R1-N Low Density Narrow Lot Residential	16.4	40.7	32.0%	58.7%
R2 General Residential	3.1	7.6	6.0%	13.3%
R3 Multiple Unit Residential	4.9	12.1	9.6%	25.4%
Commercial	3.8	9.4	7.4%	
C2 Highway Commercial	0.8	2.0	1.6%	
IB Industrial/Business Service	3.0	7.4	5.8%	
Open Space	10.3	25.5	20.0%	
Municipal Reserve	5.4	13.3	10.5%	
Public Utility Lot	3.0	7.5	5.8%	
Public Utility Lot - Stormwater Management Facility	1.9	4.7	3.7%	
Transportation Network	12.0	29.6	23.4%	
Roadway and Lanes	12.0	29.6	23.4%	
Total	51.3	126.7	100.0%	

Table 2 Density Summary

Residential Land Use	Hectares	Units	Persons/Unit*	Population
R1 Low Density Residential	0.8	18	2.6	36
R1-N Low Density Narrow Lot Residential	16.4	413	2.6	1,074
R2 General Residential	3.1	93	2.6	242
R3 Multiple Unit Residential	4.9	179	2.8	475
R5 Manufactured Home Residential	9.9	149	2.0	298
Total	25.2	703		1,827
Density: 14.7 du/ha (703 Dwelling Units / 47.5 Developable Hectares (Gross Area – Commercial))				

Low Density (R1) House Examples



4.2.1 Low Density Residential (R1)

The Low Density Residential District provides land to be used for single-family detached housing with front attached garages. As identified in the Town of Penhold LUB, the minimum area for these lots is 445.0m², with a minimum width of 12.2m. The R1 District provides the largest lots within Oxford Landing.

A variety of lot configurations and home sizes will be present within the Low Density District to provide various housing options. The R1 District will make up 2.6% of the total housing stock within Oxford Landing

4.2.2 Low Density Narrow Lot Residential (R1-N)

The purpose of the R1 district is to provide low density narrow residential lots while allowing for a mix of housing styles, with or without a front driveway/garage. As identified in the Town of

Penhold LUB, R1 lots have a minimum area of 300.0m² with a minimum width of 9.2m.

The R1 District is the most versatile district and will make up 58.7% of the total housing stock within the Oxford Landing.

Low Density Narrow Lot (R1-N) House Examples





4.2.3 General Residential (R2)

The General Residential District has been incorporated into Oxford Landing to provide for semi-detached dwelling types. The minimum area for these lots is 400.0m² per unit. Semi-detached dwellings are an increasingly popular type of housing as they provide all the conveniences of a detached home: large square footage, private outdoor amenity space, and often an attached garage.

The R2 district has been distributed throughout the neighbourhood making up 13.2% of the total housing stock within the Oxford Landing.

4.2.4 Multiple Unit Residential (R3)

To accommodate the continued need and demand for multi-family housing options, several areas within the Oxford Landing neighbourhood have been identified for R3 uses.

In accordance with the Town of Penhold's LUB, the following housing styles may be permitted in these areas: fourplexes, row housing, or apartment buildings. As shown in **Figure 3 - Concept Plan**, the majority of R3 areas in Oxford Landing have been identified for the construction of townhouses with the north R3 site to be constructed based on market demand at the time of its development.

Similar to semi-detached housing, row housing is an increasingly popular housing style due to the range of amenities provided: enhanced privacy in comparison to apartment style buildings, private outdoor amenity space, relatively large square footage, and often an attached or detached garage.

The Multiple Unit Residential District makes up 25.4% of the total housing stock within the Oxford Landing.

4.3 COMMERCIAL

As shown on **Figure 3 - Concept Plan**, two commercial districts have been identified within the Plan Area. The northwest commercial area is identified for Industrial/Business Service use and is located to take advantage of the Highway 2A corridor. A second commercial area is identified in the southeast corner of the Plan Area and is identified for neighbourhood scale commercial use.

4.3.1 Industrial/Business Service (IB)

The intent of the Industrial/Business Service district is to provide for a range of light business industrial support services and compatible uses that require limited outdoor storage. This area is envisioned to combine commercial goods and service type businesses with offices to create a business park. The Industrial/Business District will provide local commercial services to the neighbourhood and increase opportunities for local employment.

This parcel will be accessible via the main north-south collector within Oxford Landing. A shadow plan has been created for this area to be implemented if the district is not sold for its intended purpose. As shown, the shadow plan identifies a potential residential layout.

4.3.2 Highway Commercial (C-H)

The Highway Commercial District is intended to provide a range of commercial uses accessible by vehicular traffic and pedestrians that are complementary to the Multiplex. This area, located at the corner of Highway 42 and Waskasoo Avenue, will allow the area to take advantage of traffic visiting the Multiplex, as well as residents of the Oxford Landing neighbourhood and of the Town. Some uses that may be found within this district include: retail stores, service facilities, restaurants, and convenience stores.

To limit use of the lanes bordering the commercial site to residential access only, a fence may be required by the Town as part of the Development Agreement process. As the commercial site is developed, additional screening may be required based on site design.

The Oxford Landing Highway Commercial parcel will be accessible via Waskasoo Avenue. As shown in **Figure 3 - Concept Plan**, access will run through a 10.0m wide Municipal Reserve. This Municipal Reserve is required to accommodate the Waskasoo Ave multi-use trail; however, to accommodate a commercial access in this location, an access agreement will be registered along the entire Municipal Reserve. At the time of commercial site design, the access agreement will be discharged, and access right-of-way will be registered to identify the exact location of the access.

The commercial site access has been circulated to Alberta Transportation who confirmed a full TIA would not be required for their approval; however, a technical memo will need to be submitted at the time of commercial site subdivision to confirm the access does not impact Highway 42.



4.4 PARKS AND OPEN SPACE

Oxford Landing will be developed with a mixture of active and passive recreational elements that will appeal to residents of all ages. As described in detail below, by connecting various open spaces throughout the development, a connected pedestrian network will be created to aid in shortcutting for non-vehicular modes of transportation.

To prevent vehicle traffic from accessing these parks, as well as any of the public utility lots, bollards will be installed.

4.4.1 Active Recreation Park Site

Three active park sites have been proposed within the neighbourhood; in the center of the Plan Area, within the northeast portion connected to the storm pond, and a pocket park in the southwest. These locations are conveniently within a short walking distance of all residential areas. Higher-density districts are located within proximity to these parks to encourage use while supporting higher-density land use within the Town.

4.4.2 Passive Recreation Park Sites

Green spaces have been placed throughout to serve as passive recreation park sites. Passive recreation is unstructured and does not require formal park equipment such as goal posts or playground structures. Examples of passive recreation include playing catch, having a picnic, jogging, etc.

4.4.3 Pedestrian Network

By linking Municipal Reserve sites, public utility lots, and any other open spaces within the Plan Area, a linear park system will be created throughout the development. This park system will act as a pedestrian network to connect all the areas of Oxford Landing together while creating shortcuts for non-vehicular modes of transportation. The linear park system will lead pedestrians to community nodes such as the active recreation park site, SWMF, and commercial district, as well as to the surrounding neighbourhoods and Penhold's larger trail system.

Additional trails will be developed in the south and west portions of the Plan Area. A smaller open space will be in the west. A proposed trail connection has been identified along the south boundary of the Plan Area to provide an east-west

pedestrian connection, per the Town of Penhold's Master Trail System.

The pedestrian network is shown in **Figure 4 - Open Space and Trails**.

4.4.4 Streetscapes

The Town requested that the development of the neighbourhood incorporate innovative and pedestrian-friendly streetscapes encourage pedestrianism and enhance the pedestrian experience.

Streetscapes within the neighbourhood have been developed to reflect the Town of Penhold's Streetscape Design Guidelines and accommodate pedestrians by including wider sidewalks on one side of the roadway, particular attention to linkages with popular pedestrian nodes such as park sites and the Multiplex, and accented materials within the sidewalks and roadways.

While the Plan is developed with the current standards, the Developer will continue to work with the Town to create and identify the locations for modified streetscapes. Through initial discussions, some of the ideas include wider sidewalks, separated local roadways, single sided sidewalks, meandering sidewalks, etc.

4.5 STORMWATER MANAGEMENT FACILITY (SWMF)

One stormwater management facility has been proposed for the development to control major stormwater events. The facility will be constructed as a wet pond that will conform to the requirements set out by Alberta Environment and Water. This pond will be in the northeast corner of the Plan Area and be dedicated as a Public Utility Lot up to the high-water line.

Stormwater management facilities are functional but also add to the aesthetics and recreational opportunities of neighbourhood development. Wet ponds, like the one proposed in Oxford Landing, provide an additional area for passive recreation within the neighbourhood by creating a scenic area for open space and trails.



LEGEND

- | | | |
|--|--|-----------------------------------|
| Low Density Residential District - R1 | Industrial/Business Service District - I-B | Wellsite Lease / 100m Setback |
| Low Density Narrow Lot Residential District - R1-N | Municipal Reserve | Entry Feature |
| General Residential District - R2 Duplex | Lift Station/Water Reservoir | Commercial Access |
| Multiple Unit Residential District - R3 | Roadway/Lane | Potential Residential Development |
| Multiple Unit Residential District - R3 Townhomes | Public Utility Lot | Outline Plan Boundary |
| Commercial Highway District - C-H | | |

Figure 3.0
 Concept Plan
 Oxford Landing Outline Plan

Prepared for:
 Melcor Developments
 Red Deer, Alberta



DRAWN BY: SAS
 CHECKED BY: GCL
 SCALE: NTS
 PROJECT #: 112849204

March, 2026



Figure 4.0
 Open Space and Trails
 Oxford Landing Outline Plan

Prepared for:
 Melcor Developments
 Red Deer, Alberta



DRAWN BY: SAS
 CHECKED BY: GCL
 SCALE: NTS
 PROJECT #: 112849204

March, 2026

5.0 TRANSPORTATION

The proposed system of roads for Oxford Landing is shown in **Figure 5 - Transportation Network**. This layout will provide residents, and the surrounding traveling public, with safe access to the area and to the rest of Penhold.

5.1 EXISTING TRANSPORTATION NETWORK

Oxford Landing is bound on three sides by existing roadways: Highway 2A, Highway 42, and Waskasoo Avenue. The northern boundary of Oxford Landing does not include a roadway.

A Traffic Impact Assessment and Highway Intersection Improvements Report has been prepared for Oxford Landing. Identified improvements will be implemented throughout the course of build out.

5.2 HIGHWAY 2A

Highway 2A functions as the primary highway connection in and out of the Town of Penhold. Within the Town, much of the light industrial and commercial development has been located along this highway. The Town of Penhold's Municipal Development Plan expresses the importance of continuing to have future commercial and industrial development concentrated around Highway 2A; this objective has been reflected within this Plan.

A land dedication has been identified along the west boundary of the Plan Area to accommodate a buffer from Highway 2A. As shown, this buffer does not extend along the Industrial/Business Service District; however, if the area is developed for residential purposes, a buffer will be constructed. This buffer will take the form of a berm and landscaping.

5.3 HIGHWAY 42

Highway 42 is the primary connection between Penhold's access roadway of Highway 2A and the Penhold Regional Multiplex. This roadway also provides a direct connection to Highway 2; as such, Highway 42 represents a primary gateway within the Town highlighting the community to visitors.

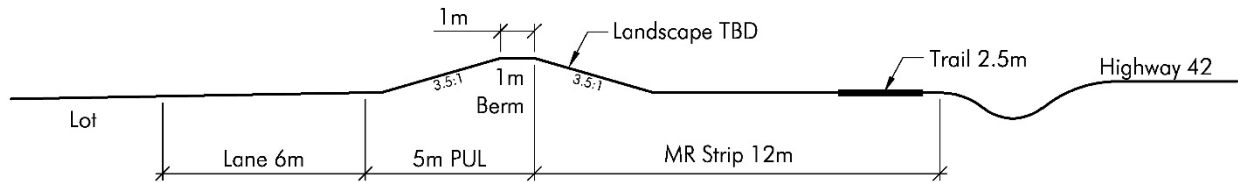
To ensure this roadway is aesthetically pleasing, a berm and pedestrian trail will be constructed within the Plan Area along Highway 42 as shown on the following page. As shown within the Concept Plan, an open space parcel will be reserved along the south boundary to accommodate a trail, berm, and landscape features.

5.4 WASKASOO AVENUE EXTENSION

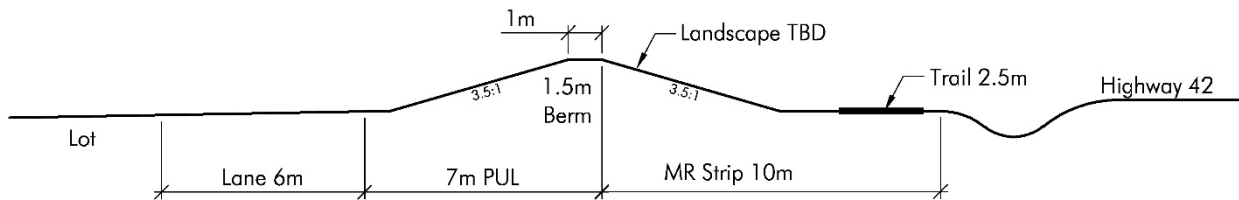
Waskasoo Avenue forms the east boundary of the Plan Area; this area is owned by the Town of Penhold. The Town of Penhold had identified Waskasoo Avenue as a collector roadway to provide better access to the Penhold Regional Multiplex and Oxford Landing.

The Waskasoo Avenue extension has been designed in accordance with the Waskasoo Avenue Design Guidelines which includes a 2.5m wide meandering paved trail on the west side of the roadway, located in a Municipal Reserve.

Highway 42 Berm Cross-Section



East: Typical Cross-Section Highway Same Elevation



West: Typical Cross-Section Highway 1m Higher

5.5 COLLECTOR ROADWAYS

This Plan identifies collector roadways that link the local roads to the rest of the Town. The collector roadways in Oxford Landing will be designed to provide connectivity from north to south, as well as west to east in the most efficient manner.

Collector roadway standards in the neighbourhood are shown in **Figure 6 - Transportation Details**. All roadways within Oxford Landing will be constructed to the standards set forth by the Town of Penhold.

5.6 LOCAL ROADWAYS

The system of local roads within the neighbourhood will be developed in a modified grid pattern to provide convenient vehicular and pedestrian access throughout the neighbourhood while discouraging outside traffic from shortcutting along local roadways.

Local roadways within the Oxford Landing neighbourhood are shown in more detail in **Figure 6 - Transportation Details**. All roadways will be

constructed to the standards set forth by the Town of Penhold.

5.7 LANEWAYS

Lanes have been located throughout Oxford Landing to provide access to lots that front onto collector roadways except for those lots backing onto green space. By providing rear lanes, traffic and parking will be minimized along the busier streets.

The proposed location of these lanes is shown in **Figure 5 - Transportation Network**. All laneways will be designed to the Town of Penhold standards. Any lanes adjacent to Municipal Reserves or public utility lots will have bollards installed to prevent shortcutting.

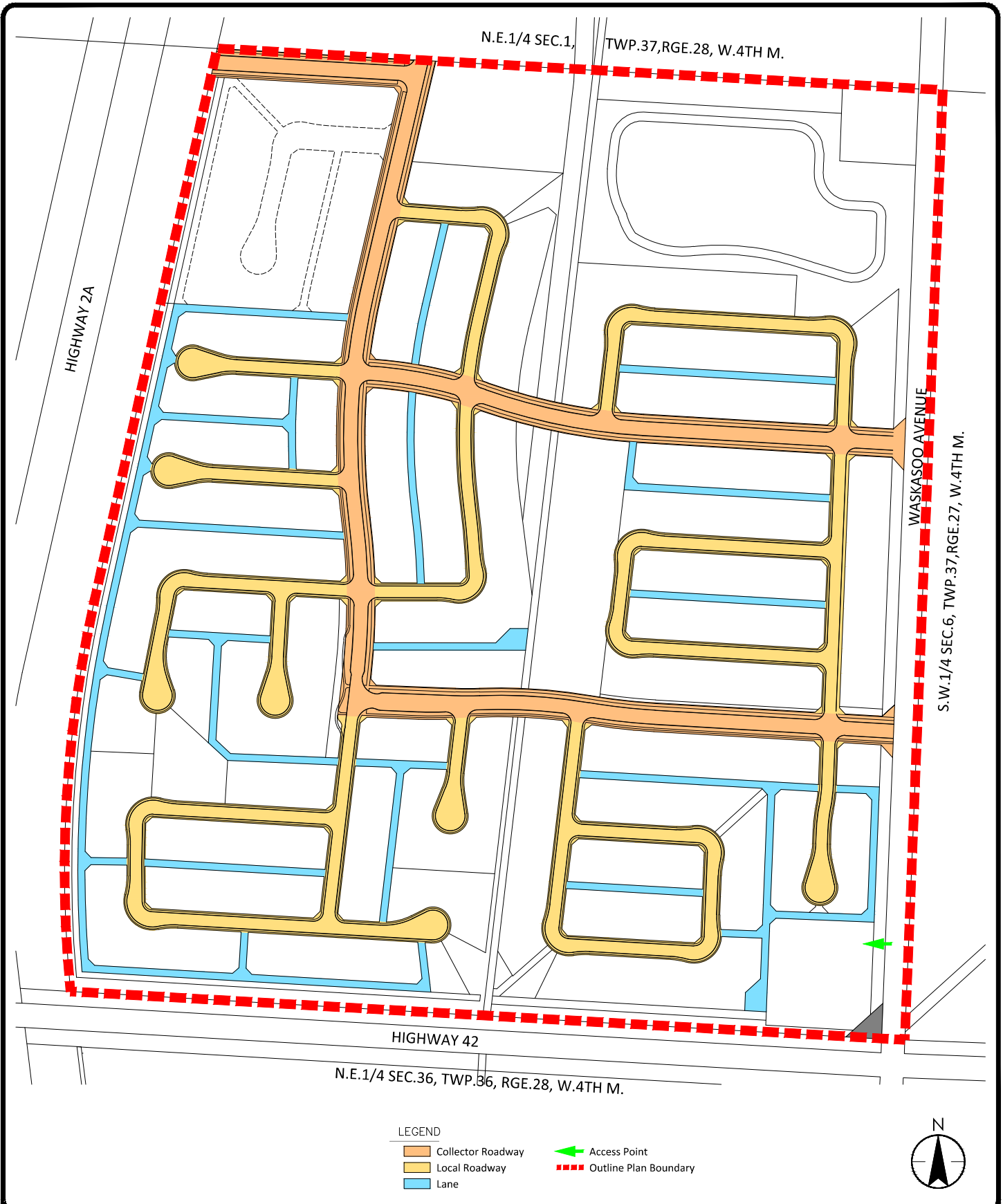


Figure 5.0
 Transportation Network
 Oxford Landing Outline Plan

Prepared for:
 Melcor Developments
 Red Deer, Alberta



DRAWN BY: SAS
 CHECKED BY: GCL
 SCALE: NTS
 PROJECT #: 112849204

March, 2026



24.0m Collector Roadway



15.0m Local Roadway



6.0m Lane

Figure 6.0
 Transportation Details
 Oxford Landing Outline Plan

Prepared for:
 Melcor Developments
 Red Deer, Alberta



SCALE: NTS
 PROJECT #: 112849204

October 2025

6.0 SERVICING AND UTILITIES

To further detail the topics discussed within this section, a Servicing Study has been submitted to the Town under separate cover.

6.1 SANITARY SEWER SYSTEM

Oxford Landing will be serviced via the regional wastewater sewer line constructed in the Waskasoo Avenue right-of-way. All sewage from the development will be routed by gravity mains to a lift station constructed in the northeast corner of the development and then pumped into the existing regional line.

The overall conceptual sanitary sewer system for the Penhold Plan Area is shown on **Figure 7 - Sanitary Network**.

Most of the sanitary pipes will be 200.0mm in diameter. All sanitary sewer facilities will be designed in accordance with the Town of Penhold guidelines and will be turned over the Town after a two-year maintenance period.

6.2 STORM SEWER SYSTEM

One stormwater management facility (SWMF) is proposed for the Plan Area to properly manage and control major storm events. This facility will be dedicated as a Public Utility Lot (PUL) up to the water line and located in the northeast corner and will provide stormwater storage for the entire Plan Area. This SWMF has been designed to accommodate 1:100 year stormwater flows and restrict flows to predevelopment rates from this site.

An underground storm pipe system has been designed to convey up to 1 in 5 year minor storm events from the Plan Area. This system will then discharge into the SWMF. A new storm outfall will need to be constructed from the SWMF to Waskasoo Creek.

The storm system is shown on **Figure 8 - Stormwater Network**.

6.3 WATER DISTRIBUTION SYSTEM

The Plan Area will mainly be serviced from the water reservoir along the north boundary as well as through two water connections from the residential development located to the south. One connection will be near the center of the quarter section, the other at the east end along the commercial site. They will cross Highway 42, from Hawkridge Estates and provide a looped system, a connection has been extended across Highway 42 to Hawkridge Estates.

All other main water facilities will be designed in accordance with the Town of Penhold guidelines and will be turned over to the Town after a two-year maintenance period.

The overall water distribution system is shown on **Figure 9 - Water Network**.

6.4 SHALLOW UTILITIES

There are no major servicing concerns regarding shallow utilities (gas, power, telephone, fiber optics and cable). All shallow utilities will be extensions of those already in place in adjacent developments to the south and follow typical Town of Penhold standards.

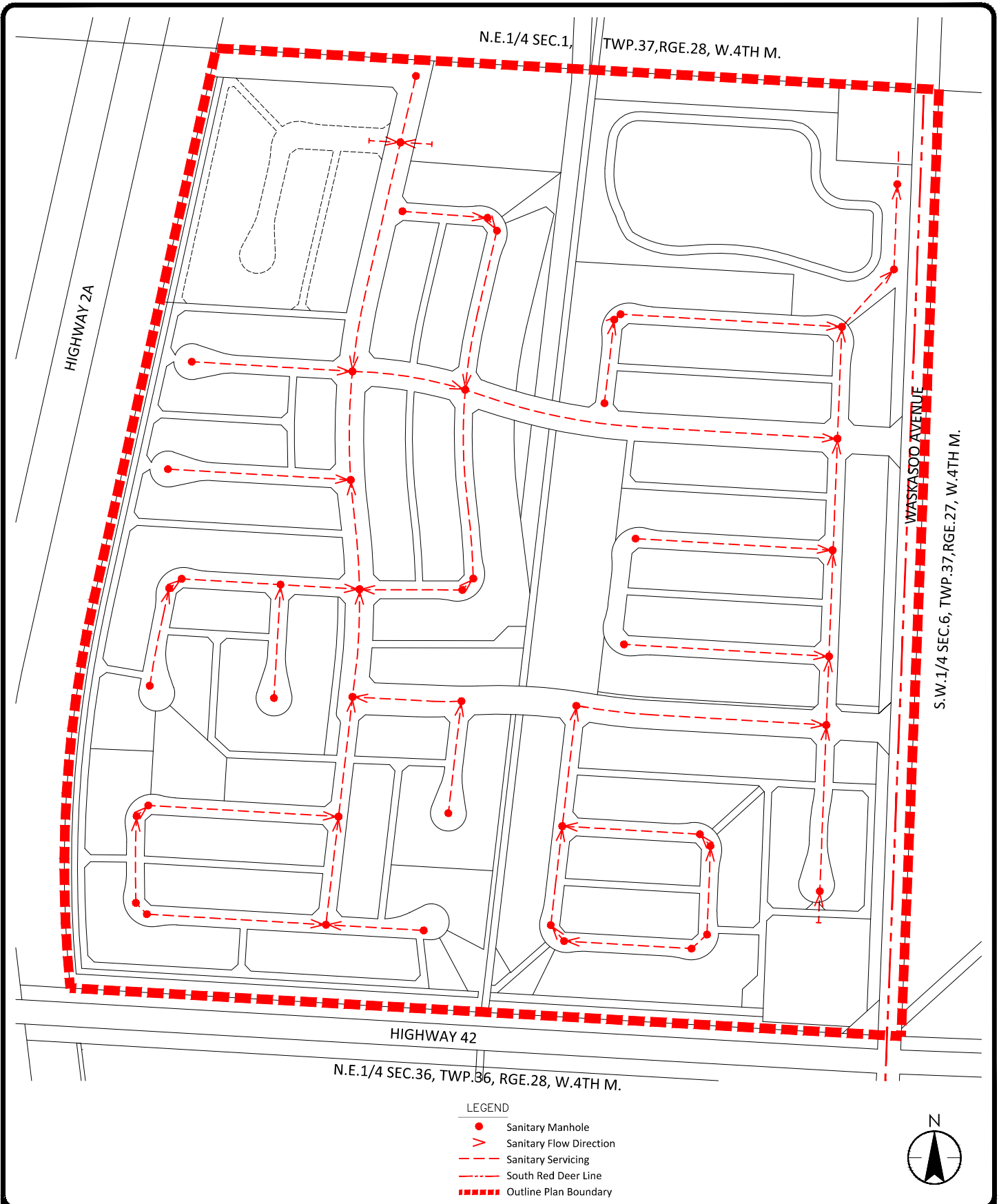


Figure 7.0
 Sanitary Network
 Oxford Landing Outline Plan

Prepared for:
 Melcor Developments
 Red Deer, Alberta



#1100, 4900-50th Street, Red Deer, AB T4N1X7
 Ph: (403) 341-3320 Fax: (403) 342-0969

DRAWN BY: SAS
 CHECKED BY: GCL
 SCALE: NTS
 PROJECT #: 112849204

March, 2026



LEGEND

- Storm Manhole
- Storm Flow Direction
- Storm Outlet/Inlet
- Storm Servicing
- Major Overland Drainage
- Stormwater Management Facility
- - - - Outline Plan Boundary



Figure 8.0

Stormwater Network
Oxford Landing Outline Plan

Prepared for:
Melcor Developments
Red Deer, Alberta



DRAWN BY: SAS
CHECKED BY: GCL
SCALE: NTS
PROJECT #: 112849204

March, 2026

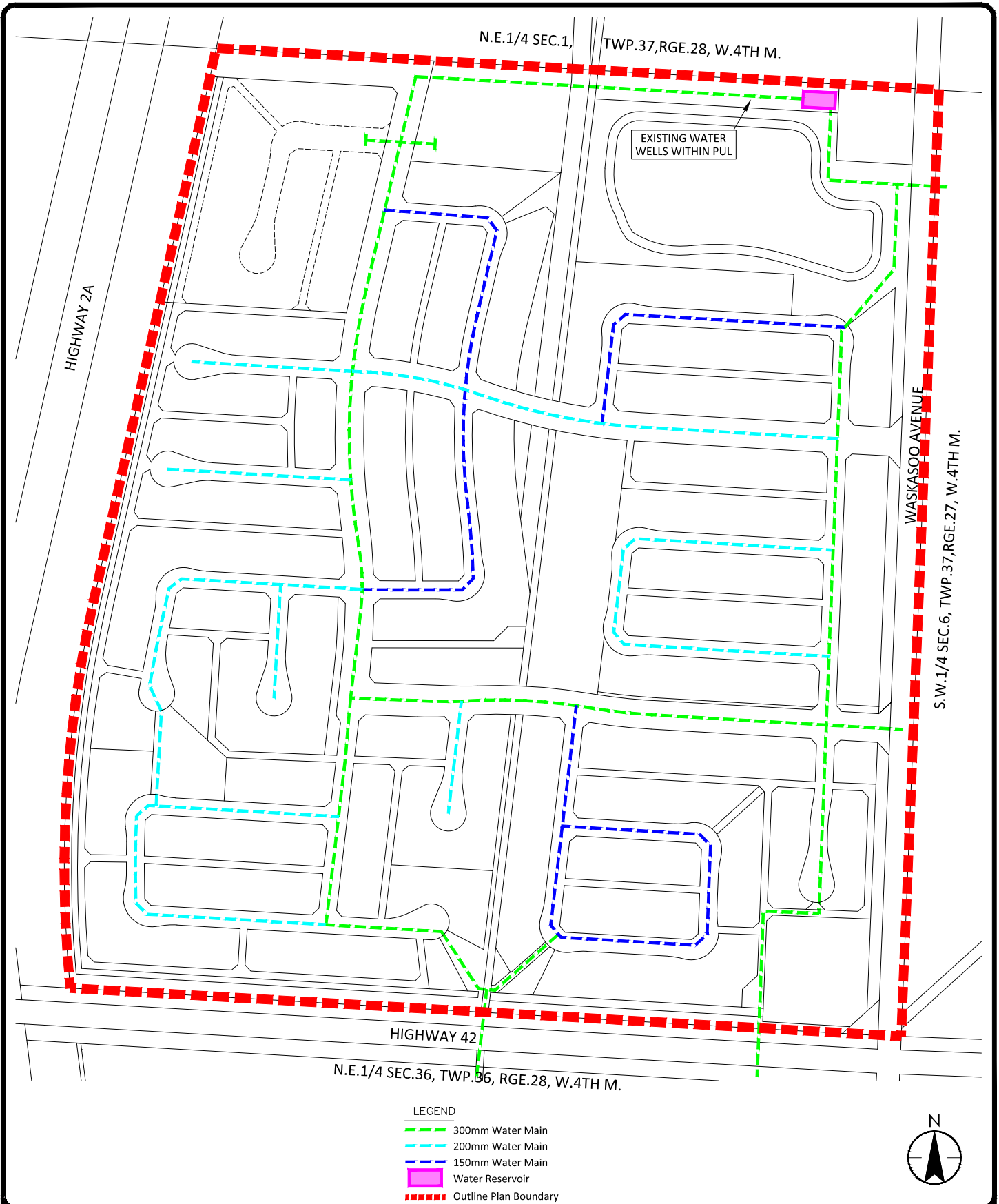


Figure 9.0
 Water Network
 Oxford Landing Outline Plan

Prepared for:
 Melcor Developments
 Red Deer, Alberta



DRAWN BY: SAS
 CHECKED BY: GCL
 SCALE: NTS
 PROJECT #: 112849204

March, 2026

7.0 PHASING DEVELOPMENT

Infrastructure to service Oxford Landing will be extended from the quarter section to the south. As shown on **Figure 10 - Phasing**, development of Oxford Landing will begin in the southeast corner of the Plan Area with each successive phase developed with the logical and economical extension of municipal services. To provide stormwater management services to the development, the storm pond has been partially constructed as part of Phase 1.

The phasing boundaries are shown conceptually and may vary from those shown when redistricting and subdivision applications are made with the intent of meeting the needs of the regional and local housing market. Also, portions of separate phases may be developed concurrently if there is sufficient demand and/or if the municipal servicing is made more efficient as a result.

7.1 REDISTRICTING AND SUBDIVISION

To conform to the land use designations described within this Outline Plan, redistricting and subdivision applications will be undertaken as necessary. Redistricting and subdivisions will include the informational requirements necessary for each application, and will adhere to the Town of Penhold Land Use Bylaw.

7.2 ENERGY UTILITIES BOARD CONSIDERATIONS

As mentioned in **Section 2.6.2 – Existing Well Site**, there is an active well present in the center of the Plan Area. As previously described, no permanent structures will be constructed within 100m of the operating well; however, relaxation



will be applied for to reduce the setback. When the well is abandoned, proper techniques will be undertaken to ensure that it is safely remediated and reclaimed; after which, the setback will be reduced to a 5m radius.

Following decommissioning, the last stage of development may occur in accordance with ERCB criteria.

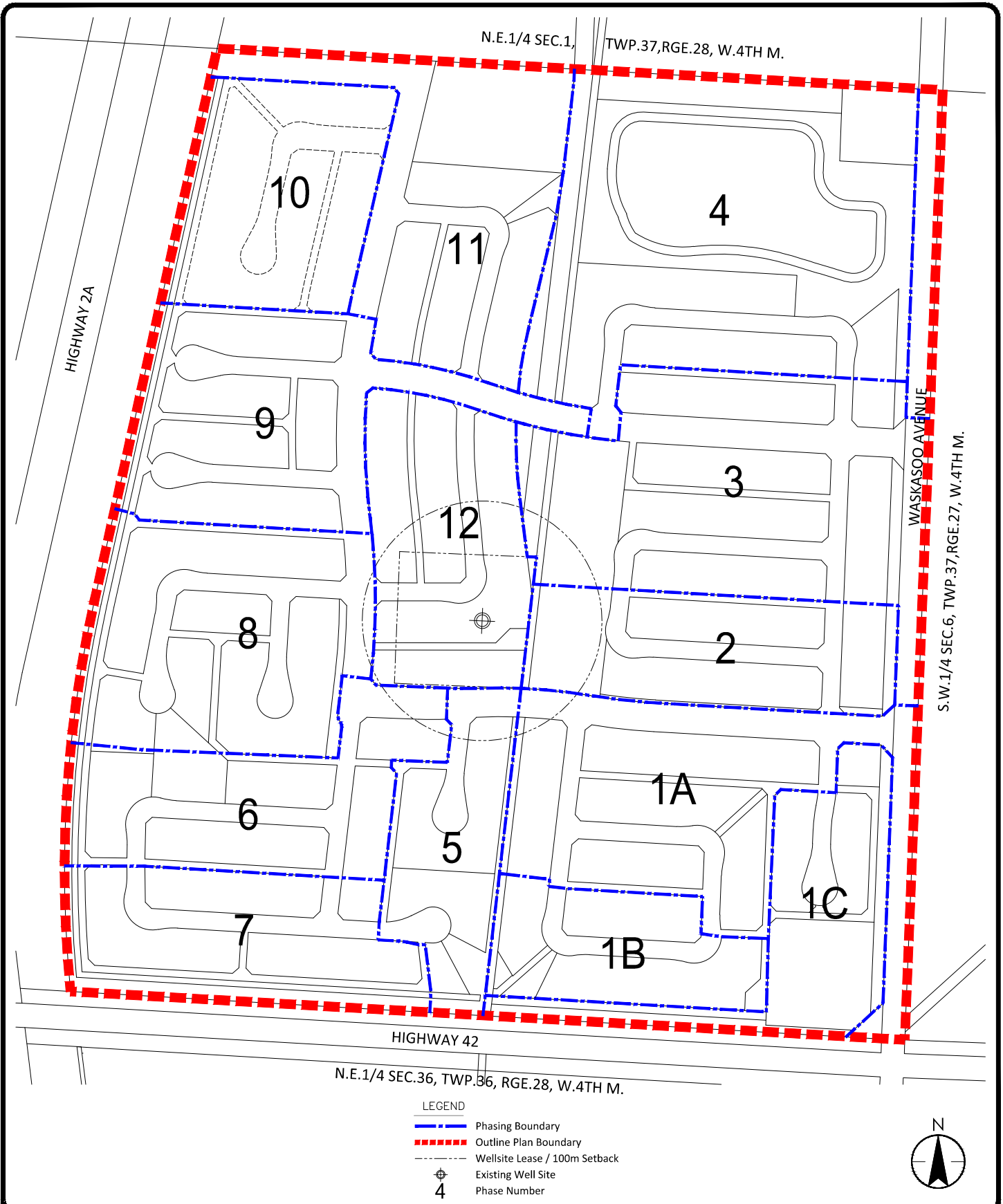


Figure 10.0
 Phasing Plan
 Oxford Landing Outline Plan

Prepared for:
 Melcor Developments
 Red Deer, Alberta



DRAWN BY: SAS
 CHECKED BY: GCL
 SCALE: NTS
 PROJECT #: 112849204

March, 2026