

Bylaw 21057

A Bylaw to amend Bylaw 6288, as amended,  
being the Pilot Sound Area Structure Plan through an  
amendment to the Gorman Neighbourhood Structure Plan

WHEREAS pursuant to the authority granted to it by the Planning Act on June 24, 1981, the Municipal Council of the City of Edmonton passed Bylaw 6288, as amended, being the Pilot Sound Area Structure Plan; and

WHEREAS Council found it desirable from time to time to amend Bylaw 6288, as amended, being the Pilot Sound Area Structure Plan by adding new neighbourhoods; and

WHEREAS on November 16, 2020 Council adopted, as part of the Pilot Sound Area Structure Plan, Bylaw 19338, the Gorman Neighbourhood Structure Plan; and

WHEREAS an application was received by administration to further amend the Gorman Neighbourhood Structure Plan;

WHEREAS Council considers it desirable to amend the Gorman Neighbourhood Structure Plan; and

NOW THEREFORE after due compliance with the relevant provisions of the Municipal Government Act RSA 2000, ch. M-26, as amended, the Municipal Council of the City of Edmonton duly assembled enacts as follows:

1. The Gorman Neighbourhood Structure Plan, being Appendix “F” to Bylaw 6288, as amended, the Pilot Sound Area Structure Plan is hereby amended by:
  - a. In Section 2.1 entitled “General Plan Context,” deleting paragraph one in its entirety and replacing it with the following: “Located in northeast Edmonton, Gorman is one of six neighbourhoods contained within the original Pilot Sound Area Structure Plan (ASP). The Gorman NSP area is designated as a residential area in the City of Edmonton’s Municipal Development Plan, The City Plan. The City’s long-term LRT Network Plan calls for the extension of the existing northeast LRT line, the Capital Line, through Gorman. The Capital Line may ultimately terminate north of Anthony Henday Drive. The

future Gorman LRT station will be located within the NSP area, west of the planned alignment of Victoria Trail NW.”;

- b. In Section 2.1 entitled “General Plan Context”, under the subsection entitled “Pipelines, Wells and Utility Corridors” deleting sentences two and three of paragraph one in its entirety and replacing it with the following: “ However, at the time of writing, there were a number of operational pipelines within the NSP area or in the vicinity which were considered potential hazards. The table below, Table 1 Pipeline Corridors, identifies the high pressure pipeline corridors that were operational at the time of adoption of the Gorman NSP in 2020.”;
- c. In Section 2.2 entitled “Neighbourhood Vision and Development Concept,” under the subsection entitled “Development Concept Overview” deleting the second sentence of paragraph one in its entirety and replacing it with the following: “The concept encourages a transit supportive public realm, a fine grained mix of retail shops, and a range of housing options at densities that are higher than the typical greenfield development.”;
- d. In Section 2.2 entitled “Neighbourhood Vision and Development Concept,” under the subsection entitled “Development Concept Overview” deleting sentence five of paragraph four in its entirety and replacing it with the following: “Business industrial areas are located east of an existing cemetery.”;
- e. In Section 3 entitled “Land Use,” deleting the third sentence of the first paragraph in its entirety and replacing it with the following: “The Town Centre is the heart of the neighbourhood and will be developed in accordance with the City of Edmonton’s District Policy.”;
- f. In Section 3.1 entitled “Residential,” deleting the second paragraph in its entirety and replacing it with the following: “Low density residential is located east of Victoria Trail, north of the public utility corridor (powerline/ pipeline) and the existing cemetery, and within proximity of the Gorman / Clareview extension school park site to take advantage of access to parks, open spaces and amenities including the shared use path network. Medium and high density residential sites are located closest to the LRT Station and Town Centre on the east side of the private corporation rail line and may be located within the Manning Town Centre commercial area as prescribed by the site-specific

(DC1) zone. The residential areas across the NSP area are linked together by a network of streets and multi-modal connections.”;

- g. In Section 3.1 entitled “Residential,” under the subsection entitled “Implementation” deleting the second sentence of the second bulleted item and replacing it with the following: “ The density targets meet the objectives of the Edmonton Metropolitan Region Growth Plan.”;
- h. In Section 3.2 entitled “Mixed Use Town Centre,” deleting the first bullet below the first paragraph in its entirety and replacing it with the following: “Mixed Use Town Centre - street-oriented medium to high-rise apartment housing, commercial buildings and mixed-use buildings. Generally six or more storeys.”;
- i. In Section 3.2 entitled “Mixed Use Town Centre,” under the subsection “Policy - General” deleting the first two numbered items and replacing them as follows: “1. Mixed Use Town Centre development shall be located within the Town Centre, as identified in Figure 6 Gorman Development Concept. Development shall include a combination of residential and commercial uses.  
  
2. Mixed Use Town Centre development shall integrate vertically (combining different uses within the same building) or horizontally (combining complementary single-use buildings side-by-side).”;
- j. In Section 3.2 entitled “Mixed Use Town Centre,” under the subsection “Implementation” deleting the second sentence of the third bulleted item and replacing it with the following: “Edmonton Transit Service and developers should work collaboratively together to confirm requirements of the easement prior to the start of development of the south parcel.”
- k. In Section 3.3 entitled “Business and Industrial Employment,” deleting the third sentence within the first paragraph and replacing it as follows: “Primary access is anticipated from 34 Street and Fort Road (26 Street).”;
- l. In Section 3.3 entitled “Business and Industrial Employment,” deleting the second paragraph in its entirety and replacing it with the following: “Development will be of high-quality design and sites will sensitively integrate with the surrounding area to minimize negative impacts on nearby existing uses including the cemetery. Business

Industrial uses are generally separated from residential areas by the private corporation rail lines.”;

- m. In Section 3.3 entitled “Business and Industrial Employment,” deleting the fifth paragraph in its entirety;
- n. In Section 3.3 entitled “Business and Industrial Employment,” deleting the new fifth paragraph in its entirety and replacing it with the following: “Surplus road right of way may be available for closure at the intersection of 167 Avenue and 34 Street. Additional land may be required for an ecological reserve (ER) buffer from Vriend Lake, with further investigation needed with a future road closure application. Except for this additional ER land, the closure area shall adopt the same land use designation as the abutting lots. A minor plan amendment may be required to facilitate the road closure.”
- o. In Section 3.5 entitled “Potential Developable Area,” deleting the first paragraph in its entirety and replacing it with the following: “As shown in Figure 7 Gorman Development Concept, a portion of land adjacent to Vriend Lake along 34 Street has been designated as a ‘potential development area.’ Currently, the Lake and surrounding lands are privately owned. This land does not meet the requirements to be dedicated as Environmental Reserve and is not planned to be taken as Municipal Reserve. Additional studies to demonstrate the feasibility of developing this land are required. These studies would also help determine the appropriate land uses and appropriate setbacks to preserve this ecologically significant site. A Plan amendment will be required prior to any further development.”
- p. In Section 4.1 entitled “Streetscapes and Built Form,” under the subsection “Implementation” deleting the first bullet in its entirety and replacing it with the following: “Streetscape design, site planning and building design shall be reviewed by City Administration at the rezoning, subdivision, development, and building permit stage to ensure alignment with the Zoning Bylaw and the incorporation of design elements and safety considerations, with consideration for the City of Edmonton’s District Policy, Complete Streets Design and Construction Standards, and the Winter City Design Guidelines.”;
- q. In Section 4.2 entitled “Landscape,” under the subsection “Implementation” deleting the first bullet in its entirety and replacing it with the following: “Design of the public realm



shall be implemented at the subdivision and detailed design stage of development, incorporating approaches outlined in the City of Edmonton's policies and guidelines including, but not limited to the Urban Parks Management Plan, Breathe: Edmonton's Green Network Strategy, Complete Streets Design and Construction Standards, Design Guide for a Safer City, Winter City Design Guidelines, and District Policy where applicable.”;

- r. In Section 5.2 entitled “Parks and Open Space,” under the subsection “Pocket Parks” deleting the third paragraph in its entirety and replacing it with the following: “The design of the urban plaza will follow the recommendations of the City of Edmonton’s District Policy.”;
- s. In Section 6.1 entitled “Active Transportation,” under the subsection “Implementation” deleting the second numbered item and replacing it with the following: “Design of the active transportation network in Gorman shall be in accordance with, but not limited to, the Complete Streets Design and Construction Standards and District Policy.”
- t. In Section 6.2 entitled “Transit,” under the subsection “Implementation” deleted the third numbered item in its entirety and replacing it with the following: “Potential transit priority measures and locations will be determined as transit routes within Gorman are confirmed by Edmonton Transit Service.”;
- u. In Section 6.3 entitled “Road Network,” under the subsection “Implementation” deleting the fourth sentence of the first bulleted item and replacing it with the following: “The Subdivision Authority should have regard for the design of roads that shall be implemented at the subdivision and detailed design stage of development and will incorporate approaches outlined in the City of Edmonton Complete Streets Design and Construction Standards, and District Policy.”;
- v. In Section 6.4 entitled “Transportation and Land Use Integration,” deleting the second and third sentences of the second paragraph in their entirety and replacing it with the following: “Parking requirements should align with recommendations for transit oriented development as outlined in the City of Edmonton’s District Policy and Zoning Bylaw.”
- w. In Section 6.4 entitled “Transportation and Land Use Integration,” under the subsection “Policy” deleting the fourth numbered item in the list and renumbering the list accordingly;

- x. In Section 6.4 entitled “Transportation and Land Use Integration,” under the subsection “Implementation” deleting the first numbered item in the list and replacing it with the following: “Routing and service type (i.e. On Demand, Fixed Route) for public transit within Gorman shall be determined by Edmonton Transit Service.”;
- y. In Section 6.4 entitled “Transportation and Land Use Integration,” under the subsection “Implementation” deleting the fourth numbered item in the list and renumbering the list accordingly;
- z. In Section 7.4 entitled “Development Staging,” deleting the second and third sentences of the first paragraph in their entirety and replacing them with the following: “Limited development is also expected to begin in the short term near Vriend Lake and the Cemetery, north of Manning Town Centre. The remaining areas of the neighbourhood are expected to be developed in the mid to long term. It is generally anticipated that areas closer to existing services will proceed prior to areas further from services.”;
- aa. deleting the map entitled “Bylaw 19799 Gorman Neighbourhood Structure Plan” and replacing it with the map entitled “Bylaw 21057 Amendment to Gorman Neighbourhood Structure Plan”, attached hereto as Schedule “A” and deleting the “amendment area” indicator, and forming part of this bylaw;
- bb. deleting “Table 2 Gorman Land Use Concept and Population Statistics” and replacing it with “Table 2 Gorman Land Use and Population Statistics - Bylaw 21057”, attached hereto as Schedule “B”, and forming part of this bylaw;
- cc. deleting “Figure 2 Gorman NSP Area and Context within the Pilot Sound ASP” and replacing it with “Figure 2 Gorman NSP Area and Context within the Pilot Sound ASP”, attached hereto as Schedule “C”, and forming part of this bylaw;
- dd. deleting “Figure 7 - Gorman Development Concept” and replacing it with “Figure 7 - Gorman Development Concept”, attached hereto as Schedule “D”, and forming part of this bylaw;
- ee. deleting “Figure 10 - Ecological Network” and replacing it with “Figure 10 - Ecological Network”, attached hereto as Schedule “E”, and forming part of this bylaw;
- ff. deleting “Figure 11 - Parks, Open Spaces, and Amenities” and replacing it with “Figure 11 - Parks, Open Spaces, and Amenities”, attached hereto as Schedule “F”, and forming part of this bylaw;

- gg. deleting “Figure 13 - Transportation Network and Modal Priorities” and replacing it with “Figure 13 - Transportation Network and Modal Priorities”, attached hereto as Schedule “G”, and forming part of this bylaw;
- hh. deleting “Figure 17 - Infrastructure and Servicing” and replacing it with “Figure 17 - Infrastructure and Servicing”, attached hereto as Schedule “H”, and forming part of this bylaw; and
- ii. deleting “Figure 18 - Development Staging” and replacing it with “Figure 18 - Development Staging”, attached hereto as Schedule “I”, and forming part of this bylaw.

READ a first time this	day of	, A. D. 2025;
READ a second time this	day of	, A. D. 2025;
READ a third time this	day of	, A. D. 2025;
SIGNED and PASSED this	day of	, A. D. 2025.

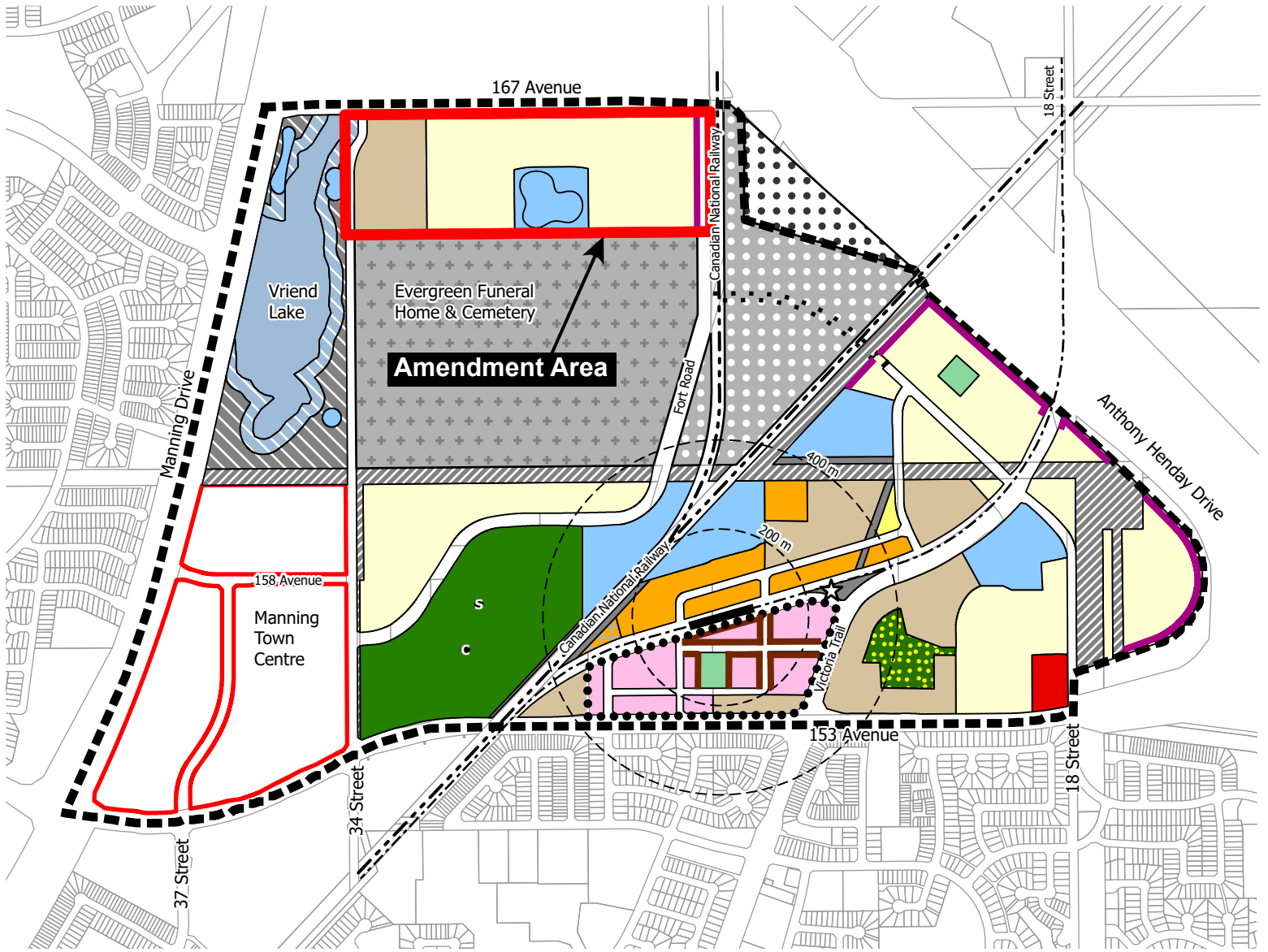
THE CITY OF EDMONTON

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MAYOR

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CITY CLERK



**BYLAW 21057  
AMENDMENT TO  
GORMAN**  
Neighbourhood Structure Plan  
(as amended)



- |                                                  |                                               |                                                   |
|--------------------------------------------------|-----------------------------------------------|---------------------------------------------------|
| Low density residential                          | Institutional (existing cemetery)             | Active at-grade Uses                              |
| Medium density residential                       | Stormwater management facility                | LRT Line                                          |
| High density residential                         | Crown Claimed Wetland                         | LRT Station                                       |
| Neighbourhood commercial                         | Natural Area (ER)                             | NSP Boundary                                      |
| Existing major commercial                        | Potential Development Area                    | Rail line                                         |
| Business Industrial                              | Powerline/pipeline corridor                   | Town Centre Boundary                              |
| Mixed use                                        | Potential TUC surplus land                    | Community League                                  |
| Gorman/Clareview extension school park site (MR) | Public utility                                | LRT Utility Complex and Development Entry Feature |
| Pocket park (MR)                                 | Required Land for Potential Pedestrian Bridge | Separate High School                              |
| Pocket park (Non- Credit MR)                     | Private Recreation Facility                   | Amendment Area                                    |
| Natural area (MR)                                | Potential Noise Barrier                       |                                                   |

**Note:** Location of collector roads and configuration of stormwater management facilities are subject to minor revisions during subdivision and rezoning of the neighbourhood and may not be developed exactly as illustrated.

**Table 2 Gorman Land Use and Population Statistics - Bylaw 21057**

	Area (ha)	% Area
<b>GROSS AREA</b>	<b>255.0</b>	<b>100%</b>
Natural Area - Crown Claimed Wetland	9.2	4%
Natural Area - ER (around wetland)	4.0	2%
Utility ROW (power, gas, oil)	13.7	5%
Potential Development Area <sub>1</sub>	4.9	2%
Arterial ROW	4.0	2%
Private Rail ROW	7.0	3%
<b>GROSS DEVELOPABLE AREA</b>	<b>212.2</b>	<b>100%</b>
Institutional (Cemetery) <sub>2</sub>	39.2	18%
Major Commercial (Manning Town Centre) <sub>3</sub>	30.5	14%
Employment Lands (Industrial)	15.5	7%
Neighbourhood Commercial	1.0	<1%
Mixed Use Town Centre - Commercial	0.6	<1%
Parks	17.9	8%
<i>Gorman/Clareview Extension School Park Site (MR)</i>	14.5	
<i>Pocket Park (MR)</i>	1.3	
<i>Natural Area (MR)</i>	1.9	
<i>Pocket Park - (Non-Credit MR)</i>	0.2	
Public Utility	1.4	1%
Transportation	28.0	13%
<i>Collector / Local Road ROW</i>	25.3	
<i>LRT ROW</i>	2.5	
<i>On-Street Transit Facility (Bus Layby Lanes) <sub>4</sub></i>	0.1	
<i>Greenway</i>	0.1	
Infrastructure Servicing	15.2	7%
<i>Stormwater Management Facilities <sub>5</sub></i>	15.2	
<b>Total Non-Residential</b>	<b>149.3</b>	<b>70.4%</b>
<b>Net Residential Area (NRA)</b>	<b>62.9</b>	<b>29.6%</b>

## NOTES:

1. A portion of land has been designated as a "potential development area". If the land is deemed feasible for the development, it shall be included in the development area for the Gorman NSP through a plan amendment. MR will be owing if this land is developed.
2. MR has not been provided for the cemetery.
3. MR has been provided for Manning Town Centre. The area was subdivided prior to plan adoption.
4. Assumes that the road will function as a typical collector road upon completion of the anticipated mass transit extension into the Horse Hill District.
5. Stormwater Management Facilities land near Vriend Lake is an estimate and the exact size will be determined at the rezoning and subdivision stage.

**RESIDENTIAL LAND USE AREA, UNIT AND POPULATION ESTIMATES**

<b>Land Use</b>	<b>Area (ha)</b>	<b>Units/ha</b>	<b>Units</b>	<b>PPL/Unit</b>	<b>Population</b>	<b>%NRA</b>
Low Density Residential	36.3	25	908	2.8	2542	57.7%
Medium Density Residential	15.8	90	1422	1.8	2560	25.2%
High Density Residential	5.3	225	1193	1.5	1789	8.4%
Mixed Use Town Centre - Residential	5.5	345	1898	1.5	2846	8.7%
<b>Total Residential</b>	<b>62.9</b>		<b>5421</b>		<b>9737</b>	<b>100%</b>

**SUSTAINABILITY MEASURES**

Population per Net Residential Hectare (upnrha)	155
Units per Net Residential Hectare (upnrha)	86
[Single/Semi] / [Row Housing, Low Rise / Medium Density, Medium to High Rise] Unit Ratio	17% / 83%
Population (%) within 500m of Parkland	88%
Population (%) within 400m of Transit Service	100%
Population (%) within 600m of Commercial Service	96%

**Presence / Loss of Natural Area Features (ha)**

Protected Environmental Reserve	4.0
Conserved as Naturalized Municipal Reserve (Natural Area)	2.0
Protected through other means	0.0
Potential Loss to Development (Existing Tree Stands and Wetlands - Class III/IV/V)	22.7

**STUDENT GENERATION COUNT <sup>6</sup>**

<b>Public School Board</b>		<b>Separate School Board</b>	
Elementary School	324	Elementary School	163
Junior/Senior High School	324	Junior/Senior High School	163
<b>Total Student Population</b>			<b>974</b>

## NOTES:

6. The Conseil Scolaire Centre-Nord (Francophone school board) was consulted during school generation counts but doesn't employ neighbourhood level student generation calculations.

Figure 2 Gorman NSP Area and Context within the Pilot Sound ASP

- City of Edmonton boundary
- - - Amended Pilot Sound Area Structure Plan boundary
- Gorman Neighbourhood Structure Plan area
- Neighbourhood boundary
- Anthony Henday Drive transportation utility corridor
- Major transportation routes

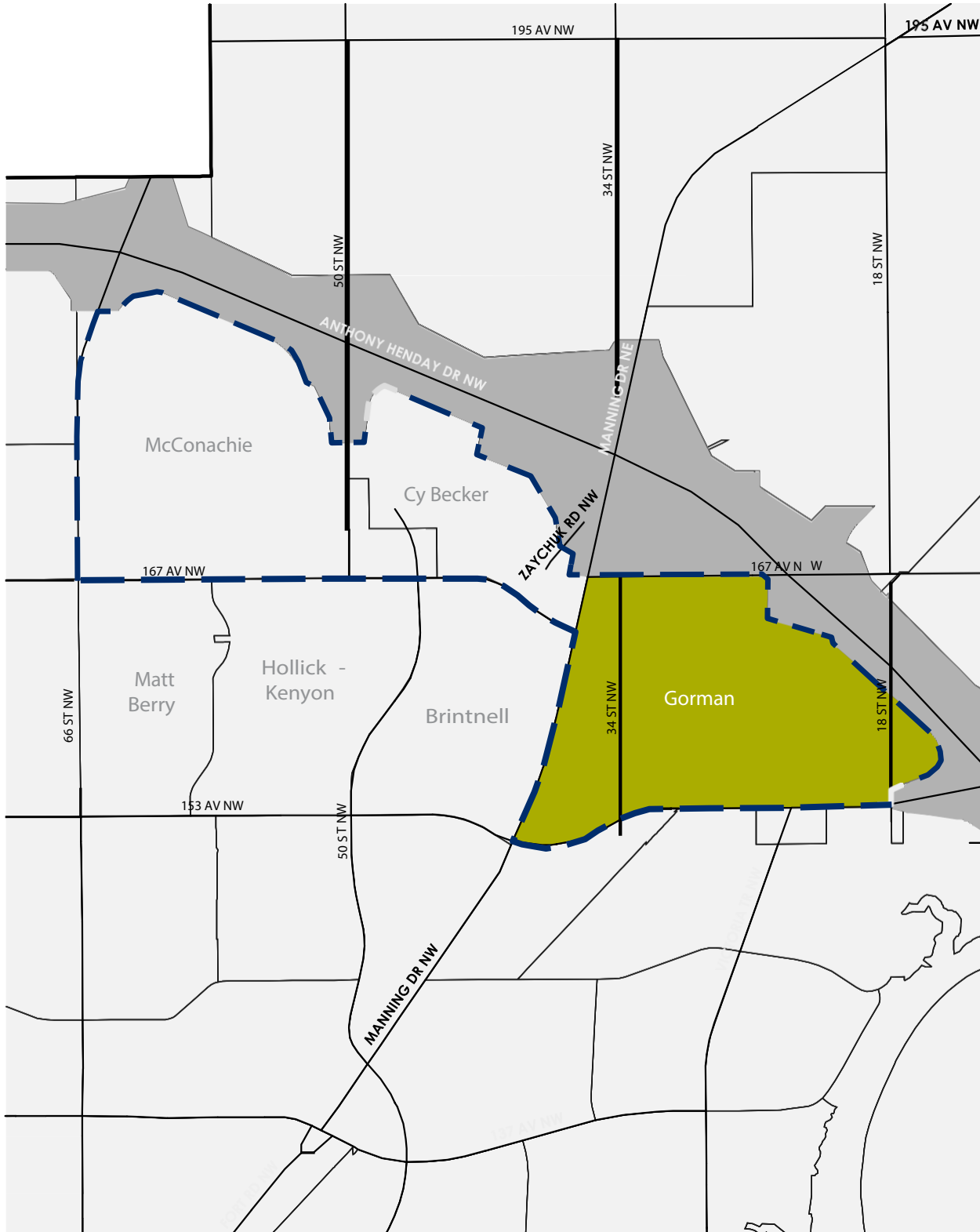




Figure 7 Gorman Development Concept

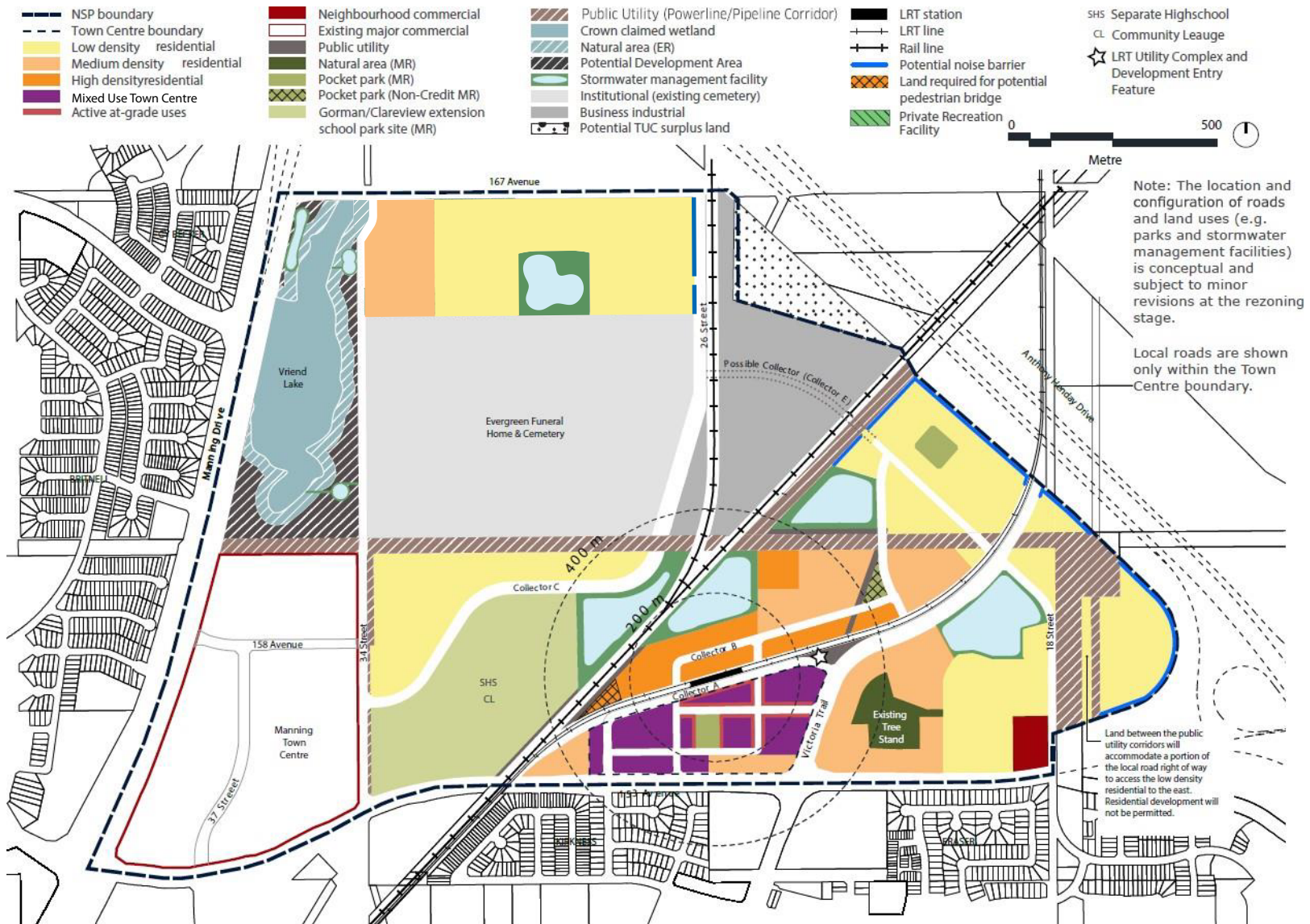




Figure 10 Ecological Network

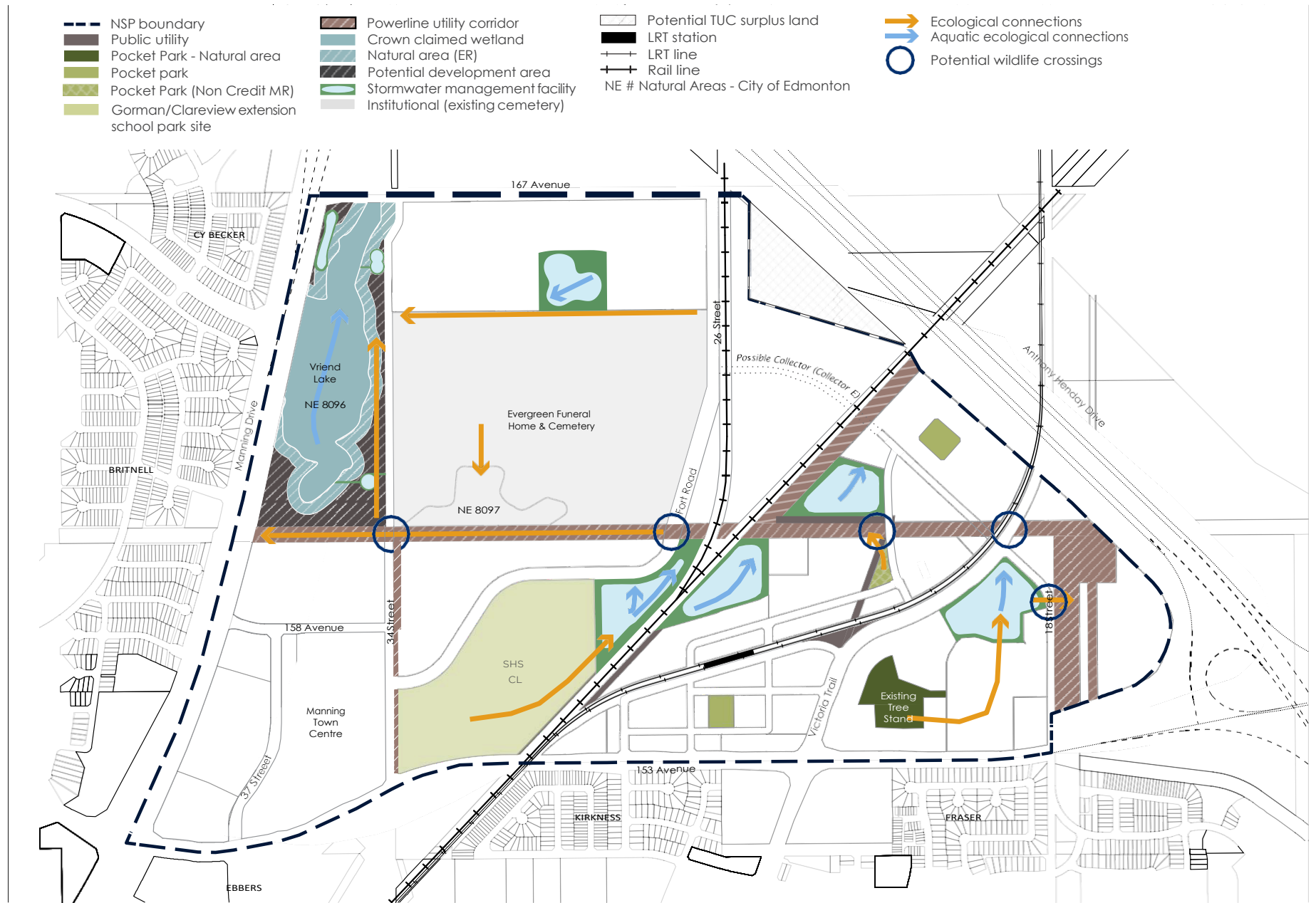


Figure 11 Parks, Open Spaces and Amenities

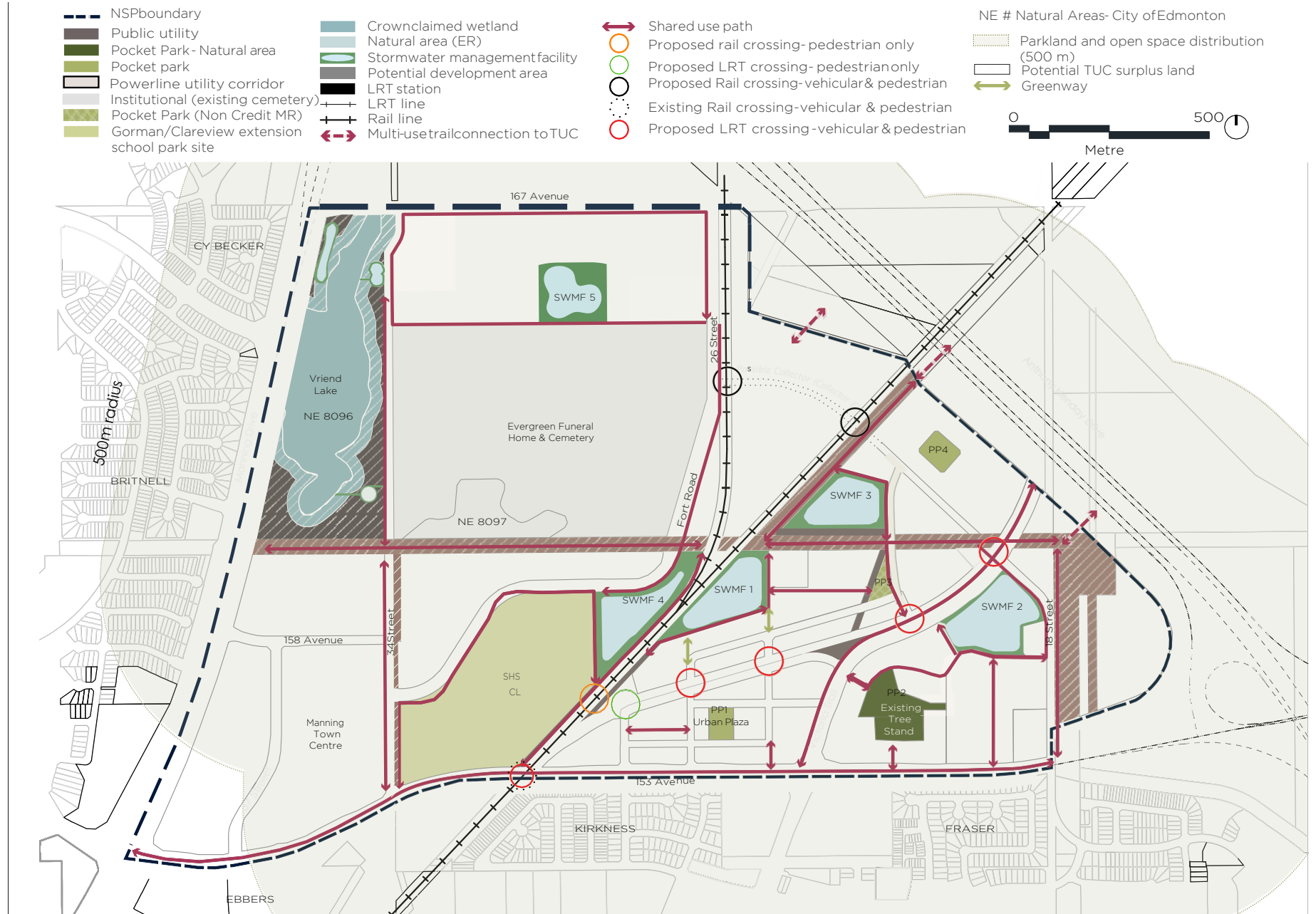


Figure 13 Transportation Network and Modal Priorities

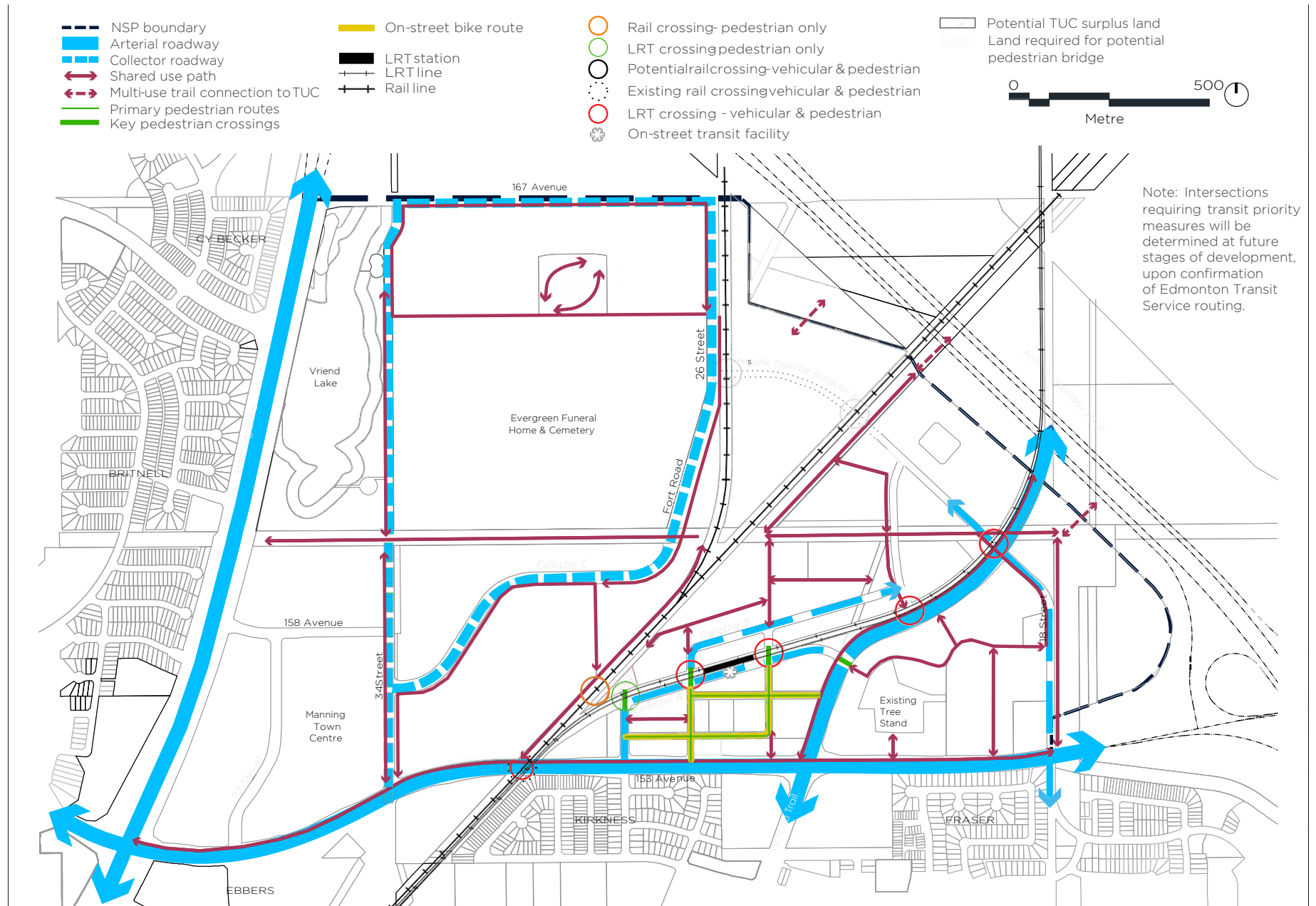


Figure 17 Infrastructure and Servicing

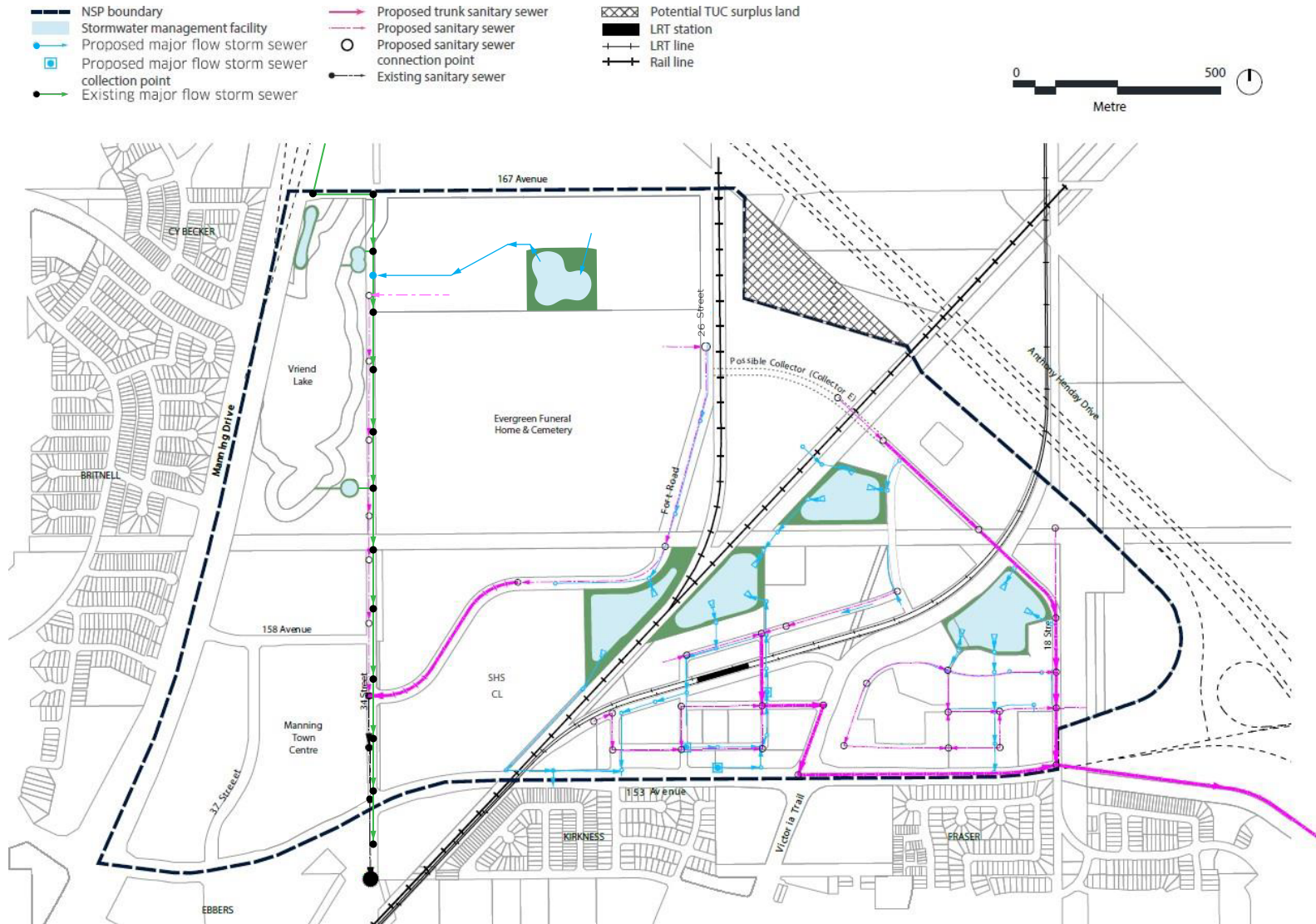




Figure 18 Development Staging

