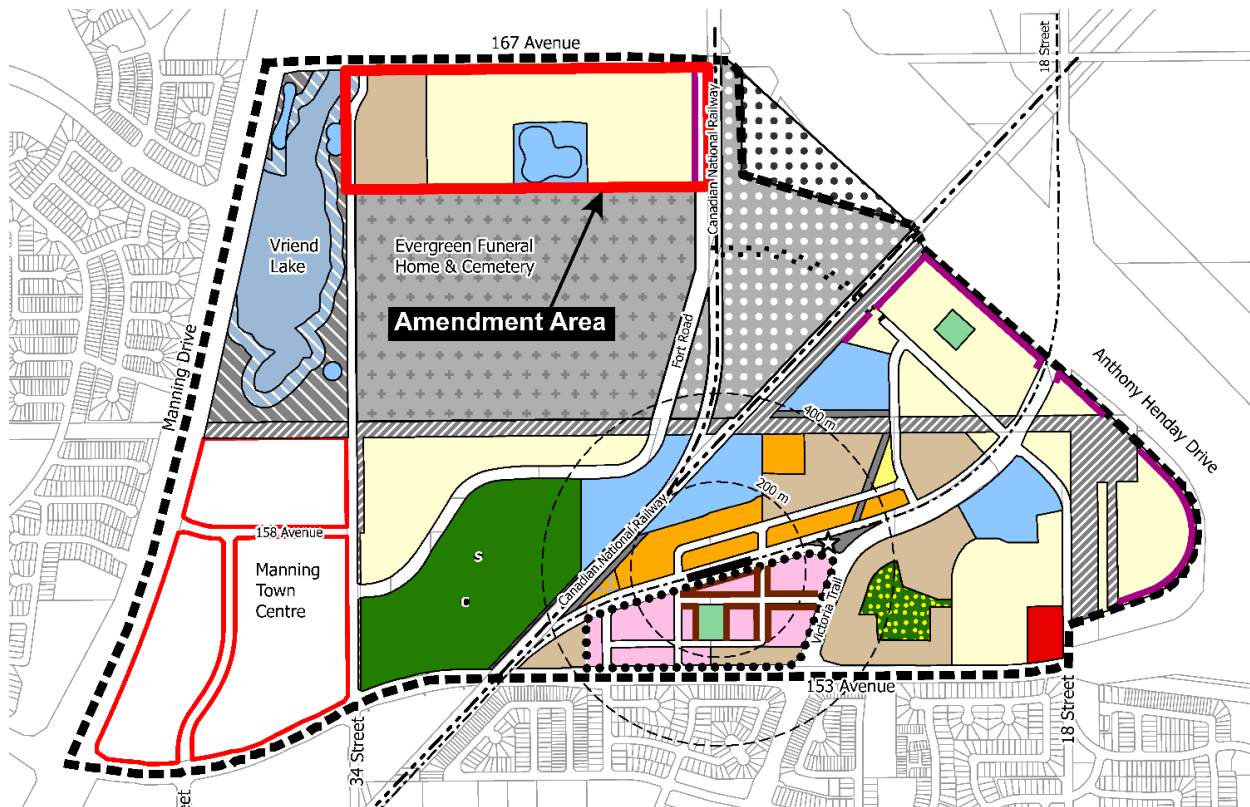


South of 167 Avenue and west of Fort Road NW

Position of Administration: Non Support



Summary

This application is composed of three components and proposes to amend the Northeast District Plan, Pilot Sound Area Structure Plan (ASP) and Gorman Neighbourhood Structure Plan (NSP) to allow for residential land uses.

Charter Bylaw 21055 proposes an amendment to a portion of the Northeast District Plan to redesignate and relocate land uses from Commercial / Industrial Employment and Urban Service to Urban Mix and Open Space.

Bylaw 21056 proposes to amend a portion of the Pilot ASP to adjust the neighbourhood boundary, relocate a Stormwater Management Facility and redesignate land to allow for Residential uses.

Bylaw 21057 proposes to amend a portion of the Gorman NSP to redesignate land uses from Business Industrial and Private Recreation Facility to Low Density Residential, Medium Density Residential and Natural Area (ER) land uses. The amendment also proposes to relocate a Stormwater Management Facility and add a Potential Noise Barrier along a portion of 26 Street NW / Fort Road NW.

As part of this application, Administrative amendments are proposed for portions of the Northeast District Plan, Pilot Sound ASP and Gorman NSP. These Administrative amendments propose to correct minor text errors in the Northeast District Plan, correct minor errors in the Pilot Sound ASP boundary and update statutory planning policy references in the Gorman NSP..

Public engagement for this application included a mailed notice and information on the City's webpage. Administration heard from two people, with one in support and one in opposition. Concerns were related to the anticipated impact on a plan to construct a crematorium on the funeral home site to the south and the proximity of residential uses to planned industrial uses. Administration does not support this application because it:

- Does not align with The City Plan, District Policy and Industrial Investment Action Plan's key intentions and directions for Industrial Land retention and intensification
- Does not support The City Plan's Big City Move - Catalyze and Converge, which targets 70% of total regional employment in Edmonton
- Reduces planned Industrial Land in the Gorman neighbourhood by 36%
- Does not support The City Plan's Big City Move - Community of Communities

Application Details

This application was submitted by Invistec Consulting Ltd. on behalf of Irwin Creek Developments.

Northeast District Plan Amendment

Charter Bylaw 21055 proposes to amend a portion of the Northeast District Plan within the Gorman NSP area and proposes to:

- Redesignate land uses from Commercial / Industrial Employment to Urban Mix uses (Map 4: Land Use Concept to 1.25 Million).
- Relocate and reconfigure a site identified for Urban Service land uses (Map 4).
- Expand the size of an identified Open Space (Vriend Lake) (changes proposed in Maps 1-7).

The proposed Administrative amendments are as follows:

- Adjust the Pilot Sound ASP 'Plans in Effect' boundary on Map 4 to align with the Gorman NSP.
- Correct text errors in Table 2: Area-Specific Policy Table.

Pilot Sound Area Structure Plan (ASP)

Bylaw 21056 proposes to amend a portion of the Pilot Sound ASP to allow for residential land uses and proposes to:

- Redesignate land from Industrial uses to Residential Neighbourhood uses.
- Relocate and reconfigure a planned Stormwater Management Facility (shown as a Storm Retention Pond).
- Revise the ASP policy text to align with the proposed land use changes.

The proposed Administrative amendments are as follows:

- Correct boundary error in the Pilot Sound ASP to align with the Gorman NSP (Figure 7).
- Remove obsolete text references to two statistics tables that are no longer in the ASP.
- Replace text references to the former Restricted Development Area with the Anthony Henday Drive Transportation Utility Corridor (TUC).
- Correct numbering of chapters and subsections to reflect past ASP consolidations.

Gorman Neighbourhood Structure Plan (NSP)

Bylaw 21057 proposes to amend the northern portion of the Gorman NSP to allow for the development of residential housing and a stormwater management facility and proposes to:

- Redesignate land from Business Industrial and Private Recreation Facility uses to Low Density Residential and Medium Density Residential uses.
- Identify a Potential Noise Barrier along the west side of 26 Street NW to mitigate nuisance from the nearby rail lines east of 26 Street NW.
- Expand a Natural Area (ER) and shift the planned alignment of 34 Street NW, to accommodate a 30 metre pollution buffer around a Crown Claimed Wetland (Vriend Lake).
- Relocate and reconfigure a Stormwater Management Facility.

The proposed amendment will also add text and update the figures and land use population statistics. The proposed Administrative amendments are as follows:

- Update the NSP text to refer to align language directing future Transit Oriented Development near Gorman LRT Station with the District Policy and The City Plan.

Surrounding Area

The subject area is located in the northwestern portion of the Gorman neighbourhood which is in the early stages of development. The current extent of urban development in the neighbourhood is to the south of the site. This development includes Manning Town Centre, pockets of low density residential development near 18 Street NW and a small commercial centre along 153 Avenue NW.

The undeveloped site is approximately 21 hectares in size and is surrounded on three sides by rural roadways, and is unserviced. The Evergreen Funeral Home & Cemetery is south of the site,

and there are two rail lines to the east and south. Vriend Lake (a provincially claimed wetland) and planned Ecological Reserve lands are located to the west. North of the site is a stormwater management facility for the Anthony Henday Transportation Utility Corridor (TUC), which is owned and operated by the Province of Alberta.



View of the north-west corner of the rezoning site from 167 Avenue NW and 34 Street NW



View of the north-east corner of the rezoning site from 167 Avenue NW and 28 Street NW

Site History

The site was previously rezoned on September 8, 2021 under Charter Bylaw 19800 to allow for the development of a stormwater management facility (SWMF), industrial business uses, and a private recreation facility (the A1 Soccer Facility). This private recreation facility would have allowed for associated complementary commercial uses and covered recreation domes for a height of 28 m (about 8 storeys). In addition, Bylaw 19799 amended a portion of the Gorman NSP to align with the proposed rezoning. Due to a variety of factors, the site was not developed for these uses.

In April 2024, the subject area was rezoned again under Charter Bylaw 20787 to the Future Urban Development Zone (FD) to protect land for future urban development and to allow more flexibility for a future land developer to determine the best uses for the site.

In July 2024 and August 2025, City Administration held two Pre-Application Meetings with this application's proponents to discuss amending the Gorman NSP to allow the for residential uses. Administration expressed concern regarding the loss of industrial land, high servicing costs (roads, sewers, water) and recommended not proceeding with the amendment. The applicant proceeded with this application and Administration reviewed the proposal between September 2024 and January 2025.

Community Insights

This application was brought forward to the public using a broadened approach. This approach was selected because three statutory plans are proposed to be amended and because of advanced feedback from an adjacent landowner with concerns about the proposal. The broadened approach included:

Mailed Notice, September 24, 2024

- Notification radius: all properties in Gorman west of the west-most CN Rail Line
- Recipients: 131
- 2 Responses, one in support and one in opposition

Webpage, September 24, 2024

- edmonton.ca/rezoningapplications

Notified Community Organizations

- Horse Hill Community League
- Clareview and District Area Council
- Hairsine Community League
- South Clareview Community League

Comments heard:

- The property is a great location for residential uses.
- The proposed land uses will put additional pressure on the neighbourhood's infrastructure (i.e. roads, pipes) and City services.
- The proposed residential land uses are not compatible for the proposed location and are not compatible with the adjacent cemetery.
- The proposed residential uses will impede plans to construct a crematorium on the funeral home site to the south.
- No guarantee mature trees along the cemetery's northern boundary will be protected, which may impact the natural aesthetic and park-like setting of the cemetery.

Application Analysis



Map of Site's Context and Surrounding Area

The City Plan

The City Plan identifies the site within a residential land use area, and states 'To build complete communities, districts will provide the framework for local services, amenities, land use and infrastructure planning at the local level.' However, the City Plan also provides guidance for consulting lower-level plans for detailed planning direction. This planning direction includes the Northeast District Plan, Pilot Sound ASP and Gorman NSP which all consistently identify this site for commercial/industrial land uses (notwithstanding the strategic direction of The City Plan). The applicable policy framework within these plans suggests that maintaining this area's commercial/industrial designation is appropriate while residential is not.

The application does not support the Big City Move 'A Community of Communities'. 'A Community of Communities' anticipates a population increase in areas within reasonable distances to services and within a 15-minute district target that allows people to easily complete their daily needs. The proposed residential site does not have meaningful connections or integration with surrounding land uses that support residential development, such as transit service, schools, nearby commercial and other uses. While there are planned amenities near the site, including Manning Town Centre and a planned school site, none of these are meaningfully connected to the proposed residential uses in a way that would support this concept.

The proposed amendments will also measurably reduce employment opportunities and the City's industrial land supply. Collectively, these amendments do not support the Big City Move 'Catalyze and Converge', which sets a target for Edmonton to be home to 70% of the total employment in the Edmonton Region. The amendments will also detract from other strategic measures outlined under 'Catalyze and Converge', which include the City's long term fiscal sustainability, Industrial Permitting and the City's Industrial Land Supply.

Further to this, The City Plan contains six guiding values which identify how Edmontonians want to experience their future City and inform the way the City grows. "Thrive" is one of those values, containing specific intentions and directions towards the treatment of industrial land and industrial development in the City. Under Thrive, Direction 3.3.2.1 states that the City should "maintain land supply necessary to support continued industrial growth". The proposed plan amendments do not align with Thrive's value direction of maintaining the City's industrial land supply.

Northeast District Plan & District Policy

The Northeast District Plan identifies the subject area within the developing area, and is designated as predominantly Commercial / Industrial Employment and Urban Services land uses. The District Plan also directs further planning direction to the Pilot Sound Area Structure Plan and Gorman Neighbourhood Structure Plan. The lower level plans, as noted earlier, designate the site for industrial and storm retention pond land uses, private recreation facilities, industrial business uses, and a stormwater management facility.

The District Policy states that Commercial/Industrial Employment areas preserve dedicated space for employment uses, along with the infrastructure and amenities required to support these uses. In addition, policy section 2.5.3.2 discourages residential uses in Commercial/Industrial Employment areas, except within a Node or Corridor area where local planning provides further guidance. This site is not along a Corridor, nor can the proposed land uses be characterized as a 'local node'. As a result, the proposed amendment does not align with the District Policy to preserve employment uses and to discourage residential development at this location.

Pilot Sound Area Structure Plan (ASP)

The Pilot Sound ASP identifies the subject area for Industrial and Storm Retention Pond land uses. The ASP also provides policy direction for employment opportunities and states the following:

“To create a diversified and balanced industrial mix, compatible with adjacent land uses, within the area to the north and northwest of the existing power line right-of-ways; thereby providing for a variety of employment opportunities for current and future residents within the northeast of the City of Edmonton.”

Further, the ASP proposes the following vision for the area:

“... to integrate living and working environments in a geographically distinct area of the City and to encourage a positive interaction between these two environments.”

The planned mixture of housing and industrial land will assist in allowing Edmontonians to work and live locally. By removing this planned industrial land, it will be far more challenging to achieve this mixture of residential lands and employment lands within the Plan area.

Gorman Neighbourhood Structure Plan (NSP)

The Gorman NSP identifies the subject area for a Private Recreation Facility, Business Industrial uses and a Stormwater Management Facility. The proposed amendments would substantially reduce the amount of Employment Lands within the Plan area. In their place, the proposed amendments would increase the low and medium density residential land uses within the Gorman NSP. This would increase the net residential area, and as a result, decrease the overall density in the area. Due to the small area and relatively high density land uses surrounding the LRT station, the density of the overall NSP remains quite high at 86 units per hectare, well above regional targets set forth in the Edmonton Metropolitan Region Board’s Growth Plan. Changes to the NSP’s Land Use and Population Statistics are summarised in the table below.

Land Use and Population Statistics	Current	Proposed	Difference
Employment Lands (Business Industrial in land use concept)	24.1 ha	15.5 ha	- 8.6 ha (36% decrease)
Private Recreation Facility	8.6 ha	0 ha	- 8.6 ha (100% decrease)
Natural Area - ER (around wetland)	3.8 ha	4.0 ha	+ 0.2 ha
Low Density Residential	22.3 ha (558 units)	36.3 ha (908 units)	+ 14.0 ha (+ 350 units)
Medium Density Residential	11.6 ha (1044 units)	15.8 ha (1422 units)	+ 4.2 ha (+ 378 units)
Net Residential Area	44.7 ha	62.9 ha	+ 18.2 ha
Dwelling Units per Net Residential Hectare	105 du/ha	86 du/ha	- 19 du/ha
Total Residential Units in Gorman	4693	5421	+ 728 units
Total Population of Gorman	8077 people	9737 people	+ 1660 people

The Gorman NSP notes the importance of staging infrastructure and neighbourhood construction in a logical and contiguous manner. At the time of the creation of the NSP, it was envisioned that the subject site would be developed in the long-term horizon, which would allow for urban stages of development further south (near Manning Town Centre) to develop first. The proposed application proceeds counter to this vision, extending services far to the north of the neighbourhood, without consideration for the timing of the rest of the neighbourhood. It also proceeds without clarity around a 'potential collector road' that is identified to cross the CN Rail tracks between the west and east parts of the Gorman neighbourhood.

The proposed changes to the Gorman NSP would see a 36% reduction of Business Industrial lands (from 24.1 ha to 15.5 ha). This would be in addition to a previous reduction in Business Industrial lands when Bylaw 19799 was approved in 2021, to allow for a private recreation facility. When viewed together, these two applications will reduce planned Business Industrial uses by more than 50% in the span of 5-years (reduction from 32.7 to 15.5 hectares).

Industrial Investment Action Plan (IIAP)

In June 2024, the Industrial Investment Action Plan (IIAP) was received for information by City Council. The IIAP acknowledges and plans to preserve and enhance shovel-ready industrial lands, in an attempt to ensure the long term fiscal sustainability of the City of Edmonton in alignment with The City Plan. The City's share of the region's non-residential assessment has declined from 72 per cent in 2008 to 60 per cent in 2022. With receipt of the IIAP and direction from City Council, Administration is now taking a more active role in discouraging the redesignation of industrial land for non-industrial uses.

Given the size of the subject area (approximately 18-20 hectares), Administration believes that this site provides an excellent opportunity to retain and attract industrial investment within an area with approved Statutory Planning and completed Servicing Studies (i.e. Transportation Impact Assessment, Neighbourhood Design Report for drainage). Action 8 calls Administration to identify and target specific industrial sectors, which may find strategic benefit in locating business operations in specific industrial areas.

Based on City Administration's references, there are several strategic advantages for this site to be developed as an industrial site. Within the City's "heat map" site selector for industrial development, the site is rated as follows for three target sectors identified in the City's Industrial Investment Action Plan:

- Food and Beverage: 81/100
- Manufacturing: 80/100
- Transportation and Logistics: 72/100

Taking this information into consideration, Administration believes that the proposed land use changes do not support the IIAP and broader goals relating to Industrial Land retention.

Land Use Trade-Offs

While City policy is not in support of this amendment, Administration acknowledges that there are trade offs that need to be considered. In particular, relating to the Industrial Land uses identified for the site, the opportunity to add residential units during a Housing Crisis and development challenges that have occurred on the site within the past 5-10 years.

(1) Industrial Loss

- This specific site is considered highly valuable as industrial land for a variety of reasons including:
 - The Parcel's relatively large size and contiguous nature.
 - Sites this large are uncommon within the City of Edmonton's redeveloping area (within the Anthony Henday Drive, as identified in Map 9 in The City Plan).
 - Its location next to other planned Industrial parcels.
 - Its location away from commercial and residential zoning
 - This limits off site impacts and nuisances.
 - Proximity of existing freight rail (CN rail lines) to the site.
- In addition, a shift in this site increases the potential erosion of other Business Industrial uses and opportunities in the plan area.
- This site, as well as other industrial land use sites in this plan area, are the only remaining industrial parcels in the north east portion of the City that are in close proximity to infrastructure servicing. While there are large portions of land in the Edmonton Energy and Technology Park (EETP) across the Anthony Henday for the purposes of industrial development, there are a number of servicing challenges which are delaying the advancement of the industrial park.

(2) Residential Increase during a Housing Crisis

- The application proposes:
 - To introduce over 700 units.
 - A mixture of low density residential and medium density residential which includes a variety of housing forms.
- The proposed site, if developed for residential uses:
 - Would be within 2.5 kilometres of a planned LRT Mass Transit Station in Gorman (subject to future roads and walkway connections), with access needed across two freight rail lines.
 - Would be within 650-900 metres of, though not meaningfully connected to, Manning Town Centre.

(3) Challenges with the site

- The parcel has significant challenges for development such as being:
 - Separated from other developable land in the Gorman neighbourhood.

- Bounded on all sides by undevelopable land
 - Large cemetery to the South
 - Transportation Utility Corridor to the North
 - Wetland to the west
 - CN rail lines to the east
- There are no existing connections for electrical, water, sewers or internet service which add significant costs to servicing the land.
- There is no urban transportation infrastructure, including transit service and bike facilities up to the site. The nearest urban infrastructure (roads and sidewalks) is over 500 metres away.

Taken as a whole, Administration recognizes that this is a challenging site to develop, no matter the proposed land uses. Further, Administration recognizes the need for the City of Edmonton to balance residential land uses and industrial land uses to ensure the long term fiscal sustainability of the City of Edmonton in alignment with The City Plan. The general erosion of industrial land is actively discouraged as a land use strategy.

Administration also notes the pressures that the City is facing for accommodating a quickly growing population, while also maintaining our land base for a mixture of uses, including industrial lands; both are important considerations for land use planning in Gorman and other parts of the City.

Mobility

The subject site has limited connectivity and transportation infrastructure to facilitate all modes of travel for the proposed residential rezoning. Vehicular access to the subject lands will be via the 34 Street, 26 Street, and 167 Avenue collector roadways. Local roadway alignment will be determined at the subdivision stage.

The nearest district connector bike routes are along 153 Avenue and Victoria Trail. Shared pathways will be constructed along the collector roadways, along the north boundary of the cemetery, and along the proposed stormwater management facility as identified in the NSP amendment.

Significant upgrades to the area roadway and active modes network will be required to serve future residents of the rezoning area, including 34 Street, 167 Avenue, and 26 Street. The 167 Avenue collector will continue to provide access to the Transportation Utility Corridor (TUC) pond and other critical infrastructure. Gorman NSP identifies "Possible Collector (Collector E)" crossing two rail lines; the viability of this roadway connection is dependent on Canadian National Railway approval with future subdivisions and/or development of adjacent lands.

The rezoning and plan amendment proposes the subject lands to be primarily residential; however, the land provides excellent opportunities for industrial and business employment land uses with its convenient access to nearby highways (Manning Drive and Anthony Henday Drive), arterial roadways and two Canadian National Rail lines to facilitate goods movement.

ETS anticipates transit service for this area will not meet the ETS Service Standards. These standards provide criteria for the introduction and operation of transit service; however, due to the locational constraints of the proposed rezoning lands and lack of connection to other

residential or employment areas, it will be difficult to expand service to this area. As such, residents in the proposed rezoning area will be required to walk in excess of 1.5 km to access current/future conventional transit routing on 37 Street/158 Avenue. The future Gorman LRT Station is located east of the rail line to support mixed-use and high-density development planned for the east portion of the NSP. The rezoning area is located at a walk distance of over 2 km from the future LRT Station, this walk distance is subject to the future pedestrian rail crossing and the future road rail crossing. Without the rail crossing, the walk distance is approximately 2.5km.

Open Space Parks and Ecology

This rezoning application includes a realignment of 34 Street NW that will provide a full 30 metre protective wetland buffer for Vriend Lake. This change supports Policy c531 and the overall ecological protection of Vriend Lake. Due to the original industrial land use designation for this location, there are no planned parks within 500 m. To address this deficiency, the applicant has proposed a full looping trail around the stormwater management facility (SWMF) that can be used recreationally by residents. As well, the proposed shared pathways throughout the development will provide access to the more distant, planned parks in the Gorman neighbourhood. These parks include a larger District Park, and smaller pocket parks near the future LRT station.

Utilities

As part of the application, an amendment to the Gorman Neighbourhood Design Report (NDR) was prepared. This NDR establishes sanitary and stormwater servicing plans for the development in the proposed plan amendment area. In order to provide service to this part of the Gorman neighbourhood, significant infrastructure improvements will be required, to connect to the existing drainage networks. For the stormwater network, the existing connection point is located within 34th Street. For the sanitary network, sewer extensions will be required to the existing connection point located roughly at the intersection of 34th Street and 158 Avenue, approximately 1 kilometre to the south.

Similarly, significant infrastructure improvements will be required to the water main network, to ensure sufficient water service and fire protection to the proposed plan amendment area.

Specific infrastructure requirements will be determined at the time of future subdivision and/or development permit application. The applicant will be responsible for all costs associated with providing sanitary, stormwater, and water service to the proposed plan amendment area.

Appendices

1. Northeast District Plan Land Use Concept Map Comparison
2. Pilot Sound ASP Land Use Concept Map Comparison
3. Gorman NSP Land Use Concept Map Comparison
4. Current Gorman NSP Land Use and Population Statistics
5. Proposed Gorman NSP Land Use and Population Statistics

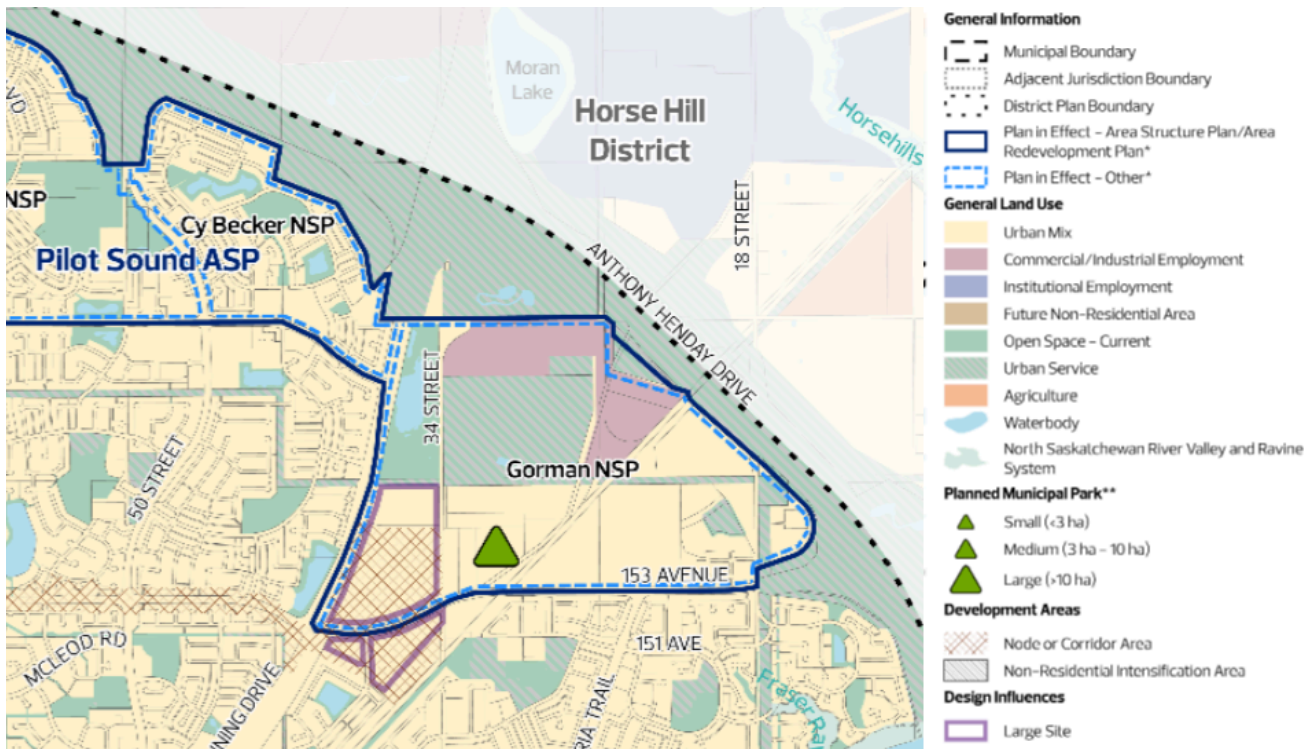
Written By: Liam Kachkar

Approved By: Tim Ford

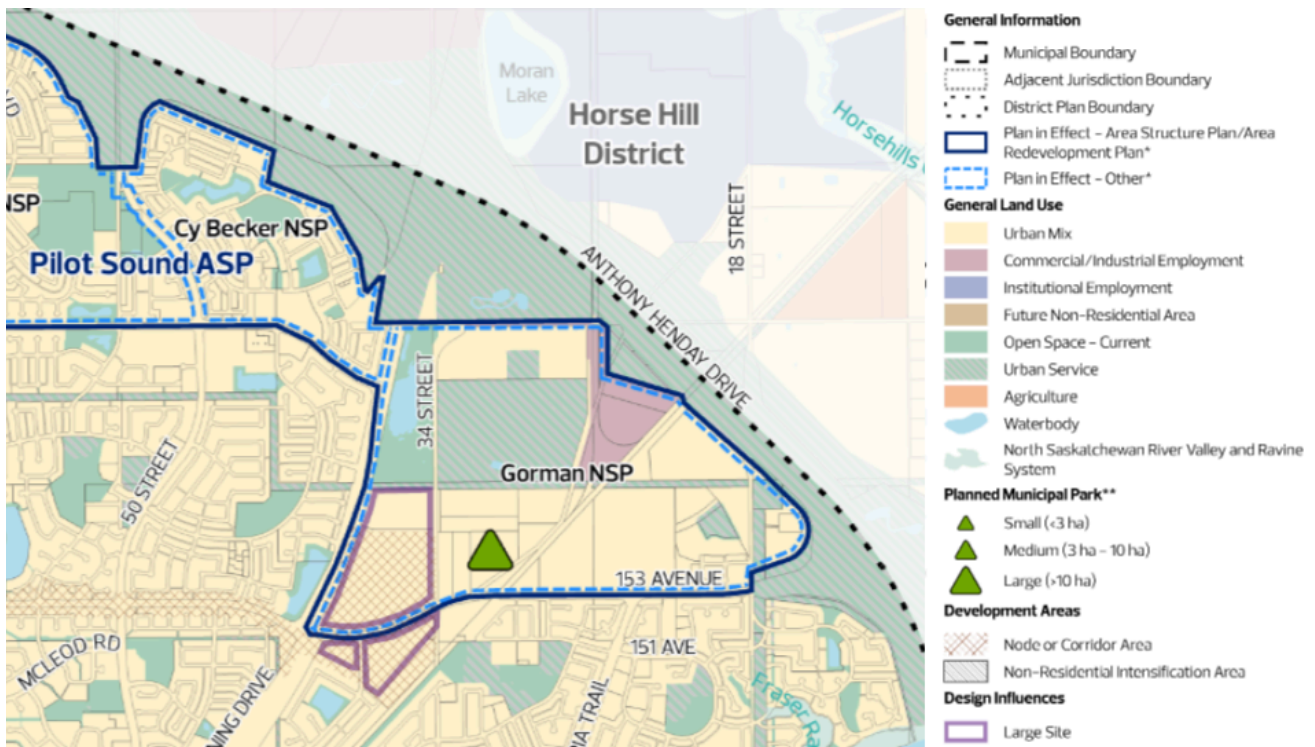
Branch: Development Services

Section: Planning Coordination

Northeast District Plan, Current vs Proposed (Land Use Concept)



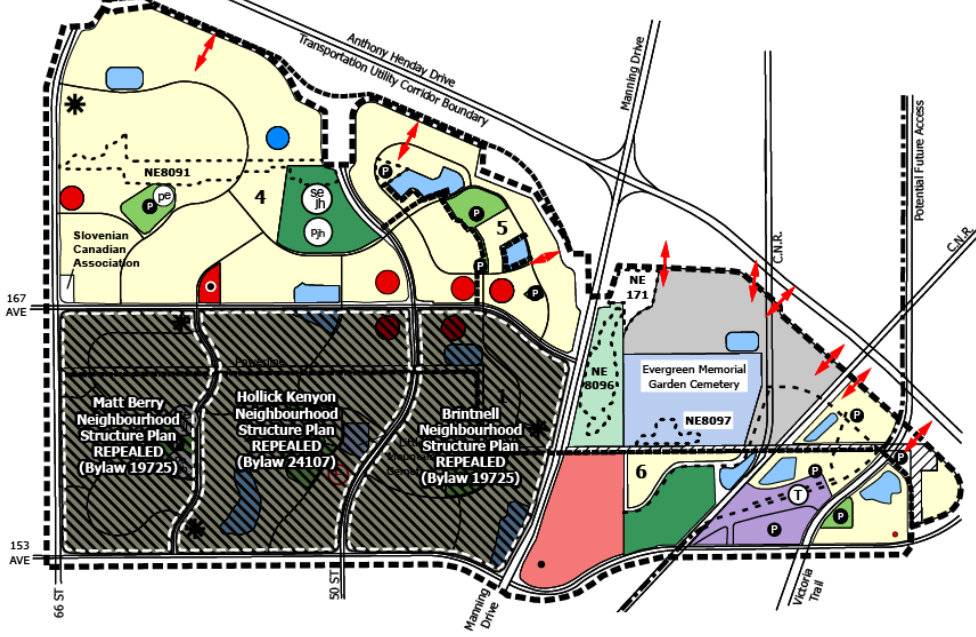
Current Map 4: Land Use Concept to 1.25 Million (approved Charter Bylaw 24007)



Proposed Map 4: Land Use Concept to 1.25 Million (proposed Charter Bylaw 21055)

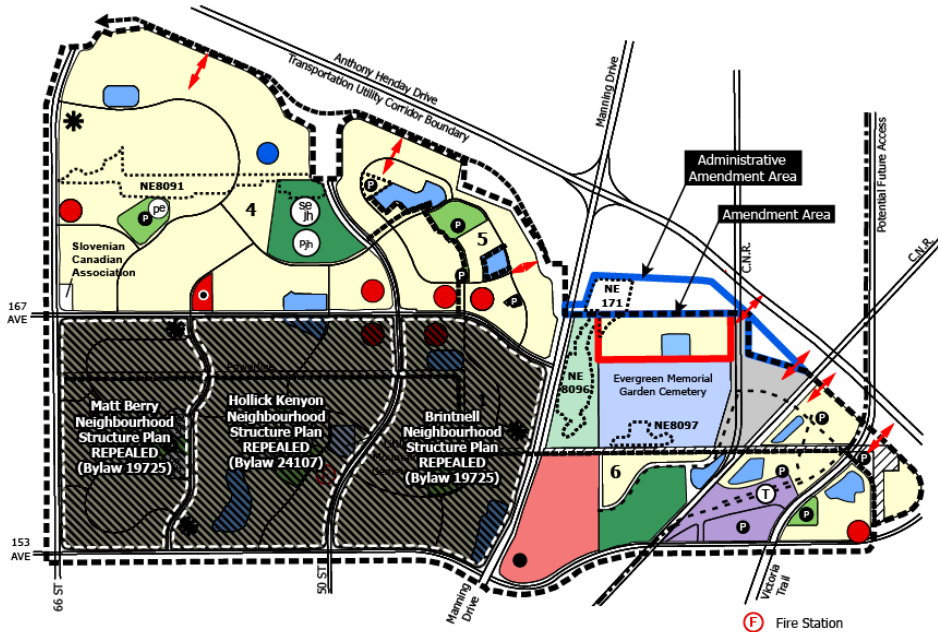
Pilot Sound ASP Land Use Concept - Current vs Proposed

Figure 7.0 Development Concept



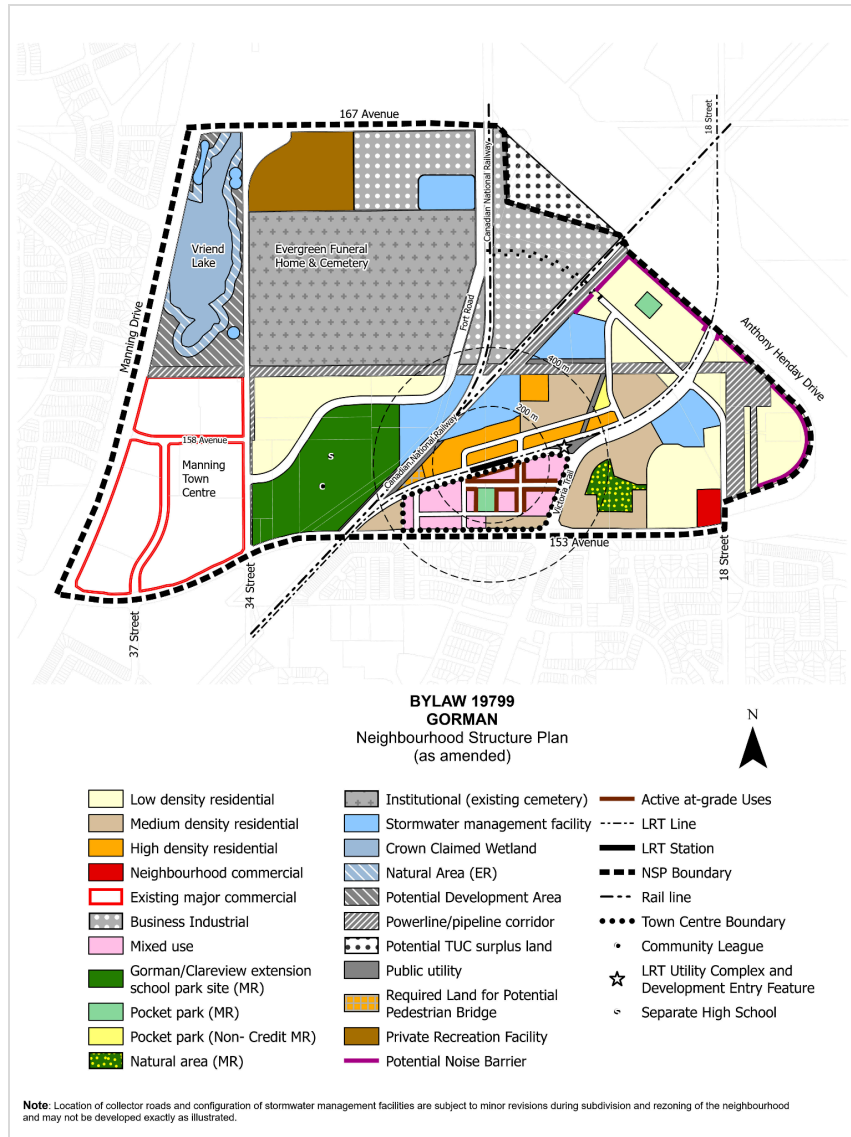
- 2 Residential Neighbourhood
- Community Commercial Site
- Community Commercial (DC1)
- Community Commercial (DC2)
- Industrial
- Cemetery
- ▨ Powerline Corridor
- P School/Park Site
- District Park
- Transit Oriented Development (Mixed Use)
- Storm Retention Pond
- Natural Areas
- Natural Area Management Plan
- Possible Future Storm Retention Pond
- Community Commercial
- * Convenience Commercial
- F Fire Station
- T Light Rail Transit (LRT) Station
- ↔ Multi-Use Trail Access
- Light Rail Transit
- Multi-Use Trail
- Possible Collector Roadway
- ASP Boundary
- Potential Pedestrian Overpass
- Amendment Area
- Administrative Amendment Area

Current Land Use Concept Map (Bylaw 20922)

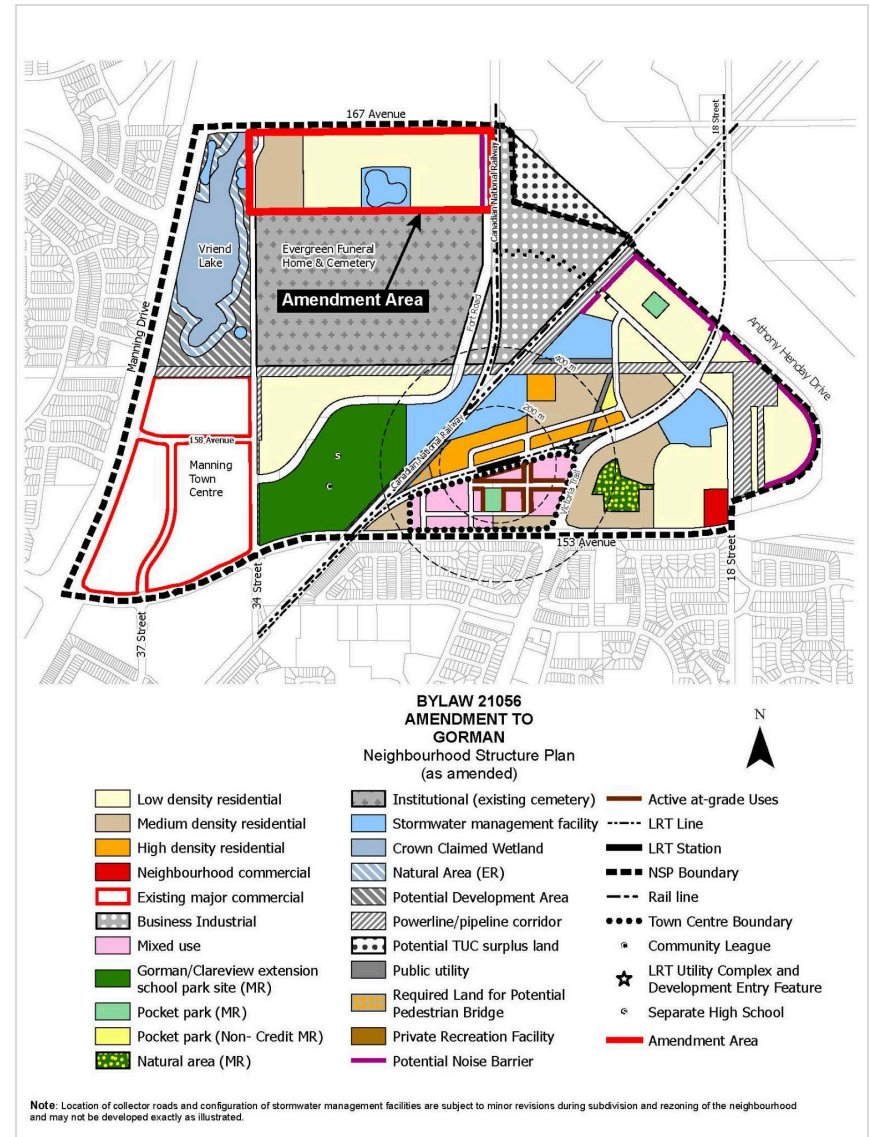


Proposed Land Use Concept Map (Bylaw 21056)

Gorman NSP Land Use Concept - Current vs Proposed



Current Land Use Concept Map (Bylaw 19799)



Proposed Land Use Concept Map (Bylaw 21056)

Current NSP Land Use and Population Statistics – Bylaw 19799

	Area (ha)	% Area
GROSS AREA	255.0	100%
Natural Area - Crown Claimed Wetland	9.2	4%
Natural Area - ER (around wetland)	3.8	1%
Utility ROW (power, gas, oil)	13.7	5%
Potential Development Area ₁	4.9	2%
Arterial ROW	4.0	2%
Private Rail ROW	7.0	3%
GROSS DEVELOPABLE AREA	212.4	100%
Institutional (Cemetery) ₂	39.2	18%
Major Commercial (Manning Town Centre)*	30.5	14%
Employment Lands (Industrial)	24.1	11%
Private Recreation Facility	8.6	4%
Neighbourhood Commercial	1.0	1%
Mixed Use 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	29.2	14%
<i>Collector / Local Road ROW</i>	26.5	
<i>LRT ROW</i>	2.5	
<i>On-Street Transit Facility (Bus Layby Lanes)₃</i>	0.1	
<i>Greenway</i>	0.1	
Infrastructure Servicing	15.2	7%
<i>Stormwater Management Facilities₄</i>	15.2	
Total Non-Residential	167.7	79%
Net Residential Area (NRA)	44.7	21%

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 woing if this land is developed.
2. MR has not been provided for the cemetery, * MR has been provided for Manning Town Centre (subdivided prior to plan adoption)
3. Assumes that the road will function as a typical collector road upon completion of the LRT extension to Horse Hill.
4. SWMF 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

Land Use	Area (ha)	Units/ha	Units	PPL/Unit	Population	%NRA
Low Density Residential	22.3	25	558	2.8	1562	50%
Medium Density	11.6	90	1044	1.8	1879	26%
High Density Residential	5.3	225	1193	1.5	1789	12%
Mixed use Residential	5.5	345	1898	1.5	2847	12%
Total Residential	44.7		4693		8077	100%

SUSTAINABILITY MEASURES

Population per Net Residential Hectare (ppnrha)	181
Units per Net Residential Hectare (upnrha)	105
[Single/Semi] / [Row Housing, Low Rise / Medium Density, Medium to High Rise] Unit Ratio	12% / 88%
Population (%) within 500m of Parkland	100%
Population (%) within 400m of Transit Service	100%
Population (%) within 600m of Commercial Service	96%
Presence / Loss of Natural Area Features (ha)	
Protected Environmental Reserve	4.2
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

Public School Board		Separate School Board	
Elementary School	285	Elementary School	143
Junior/Senior high School	285	Junior/Senior High School	143
Total Student Population			856

NOTES:

- 5. The Conseil scolaire Centre-Nord (Francophone school board) was consulted during school generation counts but doe employ neighbourhood level student generation calculations

Proposed NSP Land Use and Population Statistics – Bylaw 21057

	Area (ha)	% Area
GROSS AREA	255.0	100%
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 ¹	4.9	2%
Arterial ROW	4.0	2%
Private Rail ROW	7.0	3%
GROSS DEVELOPABLE AREA	212.2	100%
Institutional (Cemetery) ²	39.2	18%
Major Commercial (Manning Town Centre) ³	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) ⁴</i>	0.1	
<i>Greenway</i>	0.1	
Infrastructure Servicing	15.2	7%
<i>Stormwater Management Facilities ⁵</i>	15.2	
Total Non-Residential	149.3	70.4%
Net Residential Area (NRA)	62.9	29.6%

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

Land Use	Area (ha)	Units/ha	Units	PPL/Unit	Population	%NRA
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%
Total Residential	62.9		5421		9737	100%

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 ⁶

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

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.