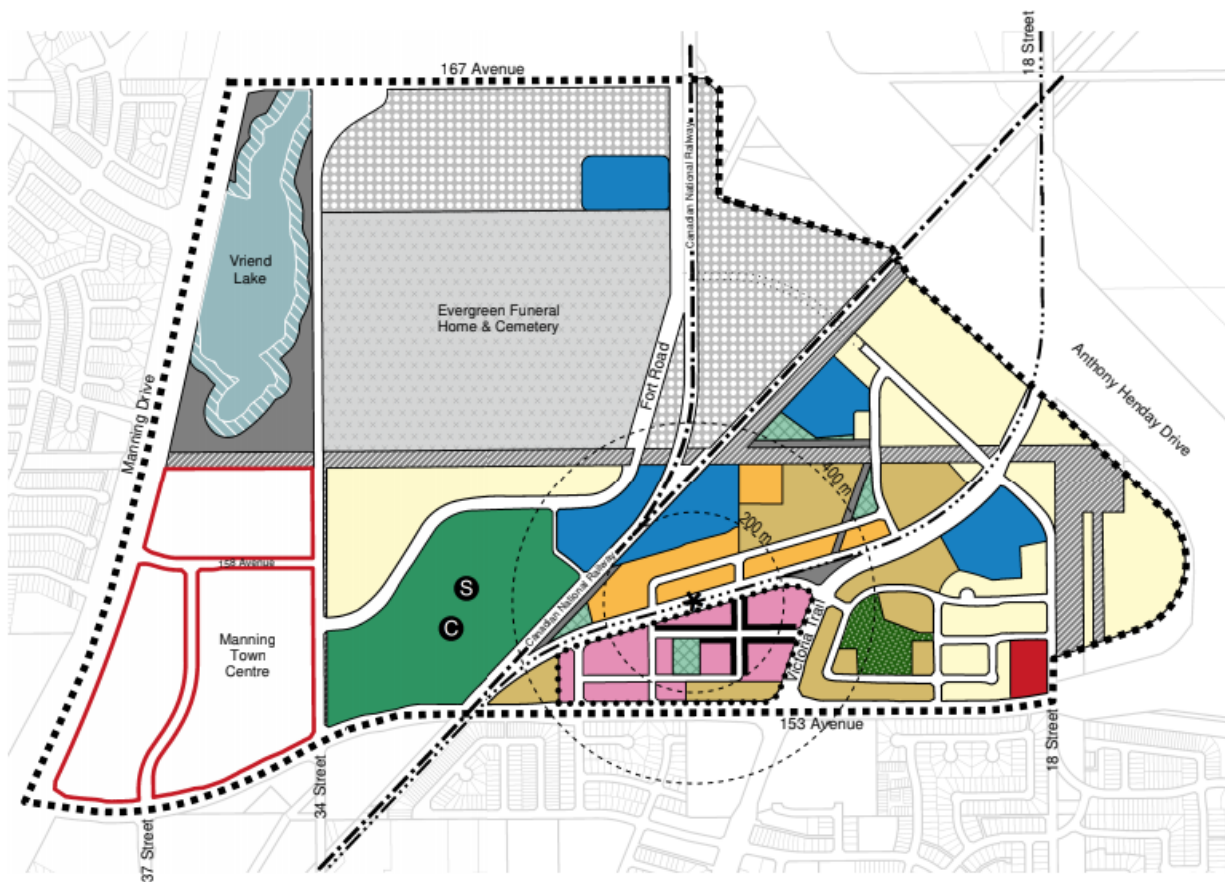




CITY PLANNING REPORT PLAN AMENDMENT AND NEW NEIGHBOURHOOD PLAN GORMAN

North of 153 Avenue NW, South of 167 Avenue NW, West of Anthony Henday Drive NW, and East of Manning Drive NW.

To allow for the adoption of the Gorman Neighbourhood Structure Plan and the development of a new neighbourhood in northeastern Edmonton.



RECOMMENDATION AND JUSTIFICATION

City Planning is in **SUPPORT** of this application because it:

- will establish a land use framework for a range of residential, commercial and parkland uses that can facilitate future neighbourhood development in the Gorman area;
- will allow for transit oriented development around the planned Gorman LRT station;
- will facilitate the development of a new neighbourhood, planned to accommodate about 8000 future residents in northeast Edmonton;
- establishes a comprehensive framework for contiguous land use planning and the orderly extension of infrastructure servicing; and
- conforms with the Pilot Sound Area Structure Plan and allows for the final neighbourhood in the ASP to develop.

THE APPLICATION

1. **BYLAW 19337** to amend the Pilot Sound Area Structure Plan (ASP) will update maps, text and statistics in order to align the Gorman Neighbourhood Structure Plan (NSP) with the higher level statutory plan.
2. **CHARTER BYLAW 19338** to adopt the Gorman Neighbourhood Structure Plan (NSP) will provide a land use framework and policy direction for future development in the neighbourhood. The plan details proposed land use and population statistics, figures, and policy text on the following major land uses:
 - Maintaining a commercial focal point in the southwest of the neighbourhood;
 - A mix of low, medium, and high density residential land uses with an overall NSP planned density of 105 units per net residential hectare (upnrh);
 - A road network and utility infrastructure that can support the orderly development of the neighbourhood; and
 - An open space system that includes a school, existing natural areas, a preserved tree stand, stormwater management facilities, greenways, and pocket parks.

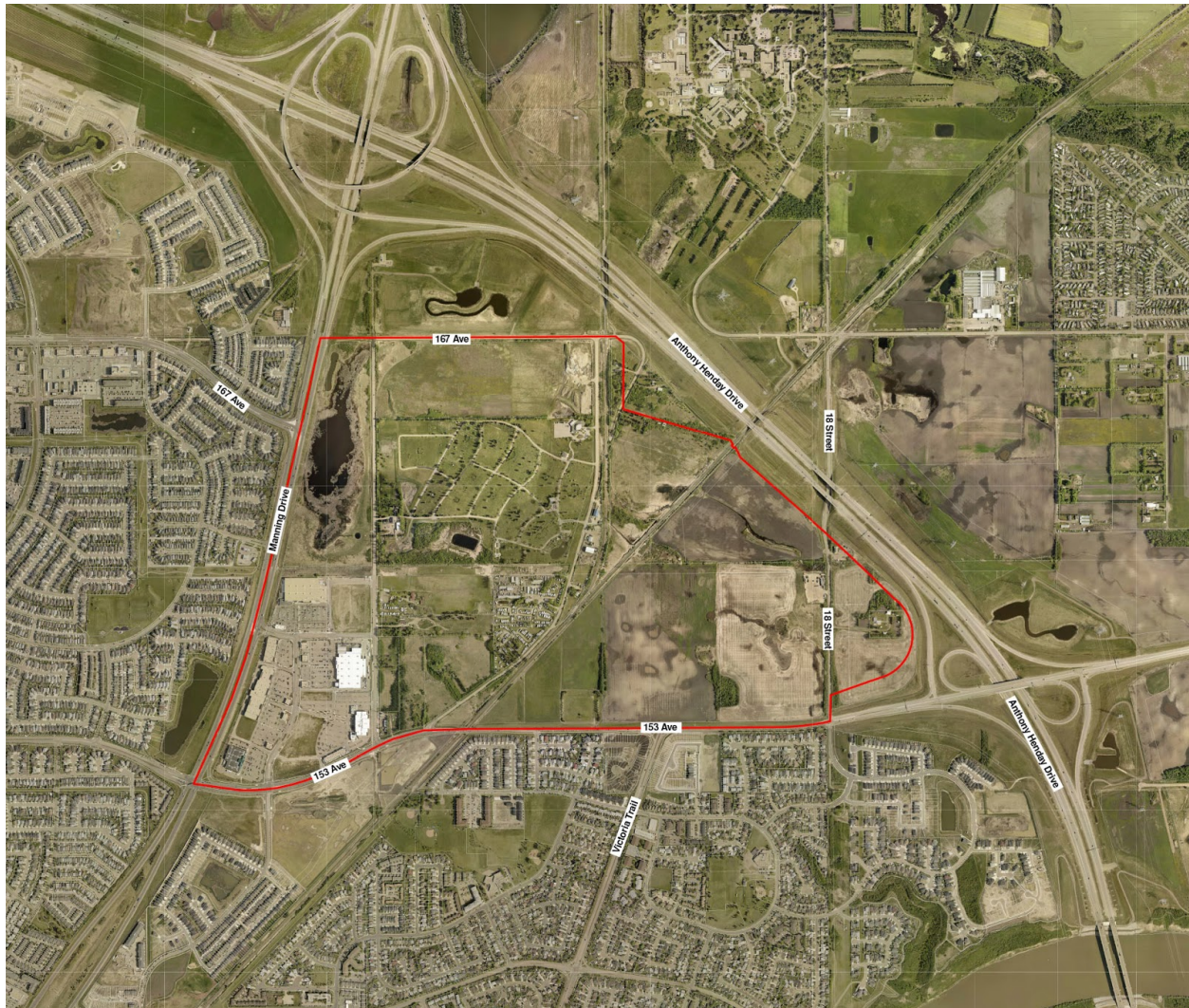
SITE AND SURROUNDING AREA

The Gorman Neighbourhood Structure Plan (NSP) area currently consists primarily of vacant and undeveloped agricultural land. Other existing land uses include the large commercial development, Manning Town Centre, in the southwest of the plan area and the Evergreen Funeral Home and Cemetery in the centre of the plan area.

Development of the plan area is limited by a number of physical constraints including the planned extension of the Capital LRT Line to the city's northeast with a planned station in Gorman, and the planned Victoria Trail alignment. The plan area is also transected by a rail line. Other infrastructure that currently exists in the plan area includes: water lines, a high pressure oil transmission line, high pressure natural gas transmission lines, and private power transmission lines. The Gorman NSP area is also located approximately seven kilometres from the Edmonton Garrison (Canadian Forces Base Edmonton), which limits certain uses and

building heights in close proximity through the Edmonton Garrison Heliport Zoning Regulation (EGHZR). Any proposed rezoning application within lands covered by the EGHZR will be required to be circulated to the Department of National Defence for review.

Existing neighbourhoods adjacent to the plan area include Cy Becker and Brintnell to the west, and Fraser, Kirkness, and Ebbers to the south. Anthony Henday Drive NW forms the eastern and northern boundary of the plan area.



AERIAL VIEW OF APPLICATION AREA

	EXISTING ZONING	CURRENT USE
SUBJECT SITE	<ul style="list-style-type: none"> • (AG) Agricultural Zone • (AGI) Industrial Reserve Zone • (IB) Industrial Business Zone • (DC1) Direct Development Control Provision 	<ul style="list-style-type: none"> • Undeveloped land and farmland • Temporary Storage • General Industrial • Recycling Depot • Commercial Uses

		<ul style="list-style-type: none"> • Cemetery
CONTEXT		
North	<ul style="list-style-type: none"> • Anthony Henday Drive NW 	
East	<ul style="list-style-type: none"> • Anthony Henday Drive NW 	
South	<ul style="list-style-type: none"> • (RMD) Residential Mixed Dwelling Zone • (RF1) Single Detached Residential Zone • (RF4) Semi-detached Residential Zone 	<ul style="list-style-type: none"> • Fraser, Kirkness, and Ebbers neighbourhoods • Single detached housing • Semi-detached housing
West	<ul style="list-style-type: none"> • (RSL) Residential Small Lot Zone • (PU) Single Detached Residential Zone • (RF4) Semi-detached Residential Zone 	<ul style="list-style-type: none"> • Cy Becker and Brintnell neighbourhoods • Single detached housing • Semi-detached housing • Convenience retail • Gas bar • Garden centre • Brintnell Stormwater Lake

PLANNING ANALYSIS

PILOT SOUND ASP AMENDMENT

The Pilot Sound Area Structure Plan (ASP) establishes the high level land use planning and policy framework that guides future neighbourhood development for the plan area. The proposed ASP amendment brings the proposed Gorman NSP into alignment with the intent of the ASP.

Required changes to the Pilot Sound ASP include a slight increase in estimated population within the ASP area from 40,000 to between 40,000 and 45,000, a reduction in employment estimates for light industrial area from 1000 to 700 people, and the addition of one neighbourhood convenience commercial centre. The table below shows the land use changes proposed for the developable area of the Gorman neighbourhood.

Land Use	ASP Approved	ASP Proposed	Difference
Mixed Use Town Centre	16.6 ha	3.1 ha	-13.5 ha
Commercial	0 ha	31.5 ha	+31.5 ha

Industrial	41 ha	32.7 ha	-8.3 ha
Residential	39 ha	42.3 ha	+3.3 ha
School/Park	11 ha	3.4 ha	-7.6 ha
District Park	10 ha	14.5 ha	+4.5 ha
Institutional	10 ha	0 ha	-10 ha
Cemetery	0 ha	0 ha	0 ha
Natural Area NE 8091	0 ha	0 ha	0 ha
Stormwater Management	10.2 ha	15.2 ha	+5 ha
Circulation & LRT	30.9 ha	29.2 ha	-1.7 ha
Public Utility	0 ha	1.4 ha	+1.4 ha
Population	8048	8077	+29
Density (ppgdha)	50.7	46.6	-4.1

GORMAN NSP

The proposed Gorman NSP was prepared in accordance with the City's terms of reference for preparing NSPs in urban growth areas and proposes to create a sustainable, transit-oriented complete community by:

- generally conforming with the intent and policies of the existing Pilot Sound ASP;
- balancing the provision for a range of housing types, employment opportunities, and open space areas that support a mix of households, businesses, and services that meet community needs;
- creating a safe circulation system supporting active transportation linking all modes of travel and neighbourhood level transit accessibility; and
- outlining efficient infrastructure and servicing schemes that will meet the neighbourhoods long term needs.

The majority of lands within the NSP area are owned by non-participating landowners. Submission of new or revised technical documents may be required if non-participating landowners subsequently participate, prior to rezoning and subdivision approvals for the non-participating landowner lands.

TRANSIT-ORIENTED TOWN CENTRE

The Gorman neighbourhood is planned to be transit-oriented and centred around the planned Gorman LRT station. The centre of the transit-oriented community is a mixed use town centre in close proximity to the LRT station between the LRT line, 153 Avenue NW, and Victoria Trail NW. The town centre will consist of medium to high density residential buildings with

an average density of 345 du/ha and commercial uses on the ground floor, and street-oriented commercial buildings.

The town centre will support walkability with ground floor residential units facing the street or courtyards, parking in underground structures or in above grade structures wrapped in active uses, limited surface parking at the rear of buildings and not visible from the public realm, and active at-grade commercial uses. The plan proposes an urban plaza/pocket park as the focal point of the town centre. The town centre has been planned in accordance with the City of Edmonton's Transit Oriented Development (TOD) Guidelines.

RESIDENTIAL USES

The NSP encourages a wide variety of residential housing forms and densities, with the most intense development occurring in and around the proposed town centre, with a transition to lower density housing toward the edges of the NSP area. Within the town centre, the plan proposes high density mixed use buildings of six or more storeys. Other high density residential buildings of six or more storeys are proposed to be generally located north of the town centre, adjacent to the LRT station. Medium density stacked row, row and apartment development of six storeys or less are proposed to be located around the town centre and high density area, while low density development of single-detached, semi-detached, and limited row housing is located east of Victoria Trail, north of the public utility corridor and west of the school park site. Residential areas are linked through a street network and multi-modal connections and are within walking distance on parks and open spaces.

COMMERCIAL AND BUSINESS INDUSTRIAL USES

In addition to the opportunity for commercial uses in the mixed use town centre there are two planned commercial areas in the Gorman neighbourhood. The first is the existing Manning Town Centre which is a large format, regional commercial development in the southwest of the plan area. The other is a neighbourhood commercial site in the southeast portion of the plan area intended for small-scale convenience commercial serving the low density residential area.

Industrial areas in the neighbourhood are intended for business-oriented industrial uses with higher quality design than typical industrial development, and minimal impacts on surrounding uses. Proposed industrial areas are separated from residential areas by the rail line and power line corridor.

OPEN SPACES NATURAL AREAS, AND SCHOOL USES

The Gorman NSP proposes an ecological network of connected green linkages, parks and open spaces. The Vriend Lake natural area which is subject to a claim by the Province is to be retained. Future development around this natural area will be required to incorporate recommendations from the Natural Area Management Plan, and buffers around the wetland will be retained and taken as Environmental Reserve. An existing wetland to the northeast is

proposed to be removed to accommodate the alignment of Victoria Trail. A stormwater management facility, that will be a constructed wetland, is proposed near this existing wetland.

Other open spaces in the Gorman NSP include the Gorman/Clareview extension school park site, which is sized to accommodate both a separate high school, a future community league building, and associated sports fields, and four neighbourhood scale Pocket Parks. The proposed pocket parks are:

- a central urban plaza in the Gorman Town Centre;
- a natural area east of Victoria Trail;
- an area south of the public utility corridor serving surrounding residential area; and
- an area in the residential area north of the public utility corridor

The plan proposes that every resident residing within the Gorman NSP area will be located within a walkable distance from a park or open space. Connections between open spaces will be established through an extensive shared use path network that links the residential and commercial areas of the community.

INFRASTRUCTURE AND SERVICING

The NSP proposes the logical extension of infrastructure including drainage, water, power and other utility services. The staging of development is expected to start along 153 Avenue and move north towards the utility line right of way. Infrastructure will be designed to meet municipal standards and will be re-examined at subsequent rezoning and subdivision planning stages. All streets and sidewalks will be required to contribute to the transportation network and provide connection to transit facilities. Transit services will be extended into the NSP area in accordance with the City of Edmonton Transit Guidelines. Additional servicing and infrastructure management information that supports the proposed new NSP is provided under the Technical Review section of this report.

TRANSIT ORIENTED DEVELOPMENT GUIDELINES

Edmonton's Transit Oriented Development (TOD) Guidelines identify the Gorman LRT Station as an "Enhanced Neighbourhood Type Station" which is characterized by:

- higher density residential;
- neighbourhood-serving street-oriented retail shops—grocery and drug stores and other anchor retail;
- neighbourhood employment—professional offices and services;
- neighbourhood urban parks;
- a street grid throughout; and
- improved pedestrian and bicycle connectivity through existing and surrounding neighbourhoods.

The Guidelines identify the residential density ranging from 63 - 225 du/ha depending on proximity to the station, size of site and type of development. The plan is in conformance with

the guidelines, with the overall density anticipated in the range of 105 du/nrha and the highest planned density in the neighbourhood being 345 du/ha occurring adjacent to Gorman Station.

REGIONAL CONSIDERATIONS

EDMONTON METROPOLITAN REGION BOARD (EMRB) GROWTH PLAN

Gorman is located within the Metropolitan Area of the EMRB Growth Plan which provides direction for the growth of these areas. The proposed NSP meets the following Growth Plan directions:

- Plan and develop greenfield areas that are compact and contiguous, with a diverse and compatible mix of land uses including a range of housing and employment types.
- Plan and build transit oriented development (TOD) with higher densities and foster active transportation opportunities.
- Support the development of market affordable and non-market housing and supporting services.

The EMRB Growth Plan target density for this neighbourhood is 45 dwelling units per net residential hectare (du/nrha). The development concept for the neighbourhood proposes a density of 105 du/nrha.

REGIONAL EVALUATION FRAMEWORK (REF)

The Gorman NSP and associated amendment to the Pilot Sound ASP are required to be referred to the EMRB in accordance with the Regional Evaluation Framework (REF) as it meets the following submission criteria under Section 4.2 of the REF:

- f. The boundaries of the proposed amendment to the statutory plan are within 0.8 km of a pipeline corridor as depicted on Schedule 8B: Energy Corridors in the Edmonton Metropolitan Region Growth Plan;
- j. The boundaries of the proposed amendment to the statutory plan includes a Park and Ride or Planned LRT line or the boundaries of the proposed amendment to the statutory plan are within 0.8 km of a Park and Ride or Planned LRT line as identified on Schedule 10B: Transportation Systems - Regional Transit and Trails to 2044 in the Edmonton Metropolitan Region Growth Plan.
- k. The boundaries of the proposed statutory plan amendment are within 1.6 km of the boundaries of the Edmonton International Airport or the Alberta's Industrial Heartland Area Structure Plans in Sturgeon County, Lamont County, Strathcona County, Fort Saskatchewan, and the Edmonton Energy and Technology Park in Edmonton.

Additionally, the Pilot Sound ASP, which was approved in 1981, uses different parameters to calculate density than the proposed Gorman NSP. The ASP refers to “people per gross developable hectare” while the Gorman NSP refers to “population per net residential hectare.”

TECHNICAL REVIEW

A number of technical reports were submitted in support of the new NSP and the associated proposed ASP amendment. The following reports were reviewed to the City’s and its utility partners’ satisfaction:

- Commercial/Retail Market Needs Assessment
- Community Knowledge Needs Assessment (CKNA)
- Phase II Ecological Network Report (ENR)
- Environmental Overview Report
- Geotechnical Report
- Hydraulic Network Analysis (HNA)
- Neighbourhood Design Report (NDR)
- Noise Assessment
- Parkland Impact Assessment (PIA)
- Risk Assessment
- Transportation Impact Assessment (TIA)
- Waterbody Delineation and Legal Survey

Submission of new or revised technical documents may be required if non-participating landowners subsequently participate, prior to rezoning and subdivision approvals for the non-participating landowner lands.

NEIGHBOURHOOD DESIGN REPORT (NDR)

The Neighbourhood Design Report provides a plan for sanitary and stormwater servicing as development proceeds in the Gorman neighbourhood. The NDR identifies infrastructure requirements, cost-sharing mechanisms (Permanent Area Contributions), and staging information to facilitate orderly development through future rezoning and subdivision approvals.

Sanitary servicing for the Gorman neighbourhood is divided into two basins; east and west, bisected by the existing rail line. Developments in the west basin will connect to an existing trunk sewer located within 34 Street, north of 153 Avenue. Developments in the east basin will require the construction of an offsite sanitary trunk sewer running east along 153 Avenue, connecting to the existing Clareview Sanitary Trunk within the Transportation Utility Corridor.

The Gorman neighbourhood is within the area discussed in the Edmonton Garrison Heliport Zoning Regulation (EGHZR). The EGHZR provides guidelines and limitations on the design, construction, operation, and maintenance of open water infrastructure to limit the attractiveness to birds. As such, the SWMFs in the Gorman neighbourhood will be subject to the review of the Department of National Defense. This will be done at the time of future rezoning

or subdivision application, and can include DND review of detailed engineering drawings, Bird Mitigation Reports, and other relevant technical documents.

As part of the amendment to the Pilot Sound ASP, an amendment to the Pilot Sound Drainage Area Master Plan was reviewed and accepted. This AMP amendment took the previously larger SWMF that was adjacent to the Gorman LRT Station and split it into two separate, smaller facilities. This was done to allow for higher density uses adjacent to the LRT station, in accordance with the TOD Guidelines. The Gorman NDR provides special considerations to these two smaller SWMFs, as smaller facilities can be more susceptible to operational and maintenance issues.

Storm servicing for the Gorman neighbourhood is provided through the use of five Stormwater Management Facilities (SWMFs). These SWMFs are designed to store the run-off from major rainfall events. Stormwater flows are then discharged to designated manholes in the existing storm system within 153 Avenue at acceptable, pre-development rates.

TRANSPORTATION

A Transportation Impact Assessment (TIA) was completed to support Gorman NSP and to update the Pilot Sound ASP TIA (2013). The assessment was based on the updated land use densities, re-aligned Victoria Trail north of 153 Avenue, and changes to neighbourhood details for the area located east of the CN Rail tracks, west of 18 Street, north of 153 Avenue, and south of the powerline corridor. The remaining NSP area was analysed using land use assumptions from the 2013 ASP TIA. Additional assessments may be required with land use changes proposed in future.

A longer term horizon was analyzed representing the full build-out of NSP and the extension of Capital Line LRT. The TIA also included two interim horizons (without Capital Line LRT extension) to review the level of development that can be supported with the existing road network and the upgrades associated with over 65% buildout.

ALTERNATE MODES ASSESSMENT

Currently ETS is running service along 153 Avenue adjacent to the Gorman Neighbourhood. With the implementation of the Bus Network Redesign, transit service is being re-routed to nearby built out residential areas. As development occurs, with demand and available funding, bus service may be available to the Gorman Neighbourhood. The Gorman LRT Station will act as a temporary terminus station for the northeast extension of the Capital Line LRT, with future extension proposed into the Horse Hill neighbourhood. A collector adjacent to the Gorman LRT station is planned for an on-street transit facility. Depending on which phase of the future LRT extension is constructed, the transit facility will be phased accordingly. Should the development precede LRT/transit facility, the collector connection could serve vehicular traffic in the interim. Design of the collector will incorporate enhanced public realm and future transit use.

Gorman NSP will provide an integrated transportation network through sidewalks, shared use paths, key pedestrian crossings, walkways, and bicycle facilities that will link pedestrians and cyclists to parks, open spaces, schools, the Town Centre, the LRT station, and residential and commercial areas. The future LRT tracks will run parallel to the existing CN rail line that crosses at 153 Avenue. No grade separation is anticipated for this crossing, and it would operate in conjunction with the LRT crossing. 153 Avenue crossing will provide connectivity between developments to the west of the rail lines and Gorman Town Centre and LRT station to the east. Crosswalks will be provided on each roadway approach at all intersections, and may be considered at mid-block locations particularly within the town centre or on long blocks where additional crossings will enhance pedestrian safety and experience.

TRAFFIC ASSESSMENT

Given that Manning Drive and 153 Avenue serve as major roadway connections for the existing and future developments in the northeast quadrant, the intersection of Manning Drive and 153 Avenue is expected to operate under congested conditions at the full build-out horizon, even with the ultimate configuration of Manning Drive to a 6-lane divided arterial. Volumes on Victoria Trail and 153 Avenue east of CN rail crossing are within typical volume thresholds.

Concept plans for 153 Avenue and Victoria are being updated to align with the NSP and recommendations from the TIA. The TIA recommends to consider Transit Priority Measures (TPM) along 153 Avenue and Victoria Trail corridors to support reliable and efficient transit service with LRT extension and a planned transit facility. The concept plans will highlight a need to explore TPM with future transit service identified for the area.

Alberta Transportation has reviewed the TIA and has raised some concerns regarding the operations at the 153 Avenue / Anthony Henday Drive interchange and the 18 Street intersection. In response to their concerns, the TIA was updated to provide additional clarification and confirmed that the findings generally align with the service levels estimated in the Northeast Edmonton Ring Road Advanced Functional Planning Study.

PUBLIC ENGAGEMENT

PRE-APPLICATION ENGAGEMENT SESSIONS (Applicant)

June 10-11, 2015
Summer, 2015
May, 2016

Desired outcomes included:

- Potential locations for rail crossings for vehicles and pedestrians
- Green space network and park location, typologies, and configurations
- Block layout patterns
- Realignment of arterial roads
- Realignment of collector roads
- Mix of uses
- Location of commercial sites,
- Town Centre layout
- Connections to transit

	<ul style="list-style-type: none"> • Neighbourhood amenities and destinations • Stormwater management facility location and integration
ADVANCE NOTICE November 21, 2016	<ul style="list-style-type: none"> • Number of recipients: 786
PUBLIC MEETING December 6, 2016	<ul style="list-style-type: none"> • Number of attendees: 16 • Number of forms with comments: 7 • Comments included: <ul style="list-style-type: none"> ○ Concerns and suggestions for alternative land uses for certain properties, concerns about over-utilization of the pocket parks, and support for higher density around the LRT. ○ Concern about the road layout on the west side of the neighbourhood, and concern about the timing of 153 Avenue upgrades to support additional development. ○ Concern about the potential for risk/noise/vibration associated with the rail and LRT, and the potential for 153 Ave traffic to be blocked. ○ Positive comments that the Plan was moving ahead, and suggestions regarding small typos and points of clarification on the maps.
PUBLIC MEETING May 1, 2019	<ul style="list-style-type: none"> • Number of attendees: 18 • Number of forms with comments: 3 • Comments included: <ul style="list-style-type: none"> ○ Questions about what the proposed land uses meant (eg. Mixed Use and neighbourhood commercial), how tall the buildings would be, and what the neighbourhood would feel like when built-out. ○ Concern about existing road conditions (153 Avenue, 18 Street and Victoria Trail), the timing and type of upgrades to support additional development, noise and vibration attenuation along the rail line and Victoria Trail, and the timing of the LRT line.
WEBPAGE	<ul style="list-style-type: none"> • https://www.edmonton.ca/residential_neighbourhoods/neighbourhoods/gorman-plan-ning-applications.aspx

CONCLUSION

City Planning recommends that City Council **APPROVE** this application for 1st and 2nd reading only. Administration will refer the ASP amendment with supporting NSP and to the EMRB, for endorsement.

APPENDICES

- 1 Approved ASP Land Use and Population Statistics - Bylaw 17491
- 2 Proposed ASP Land Use and Population Statistics - Bylaw 19337
- 3 Proposed NSP Land Use and Population Statistics - Charter Bylaw 19338
- 4 Map - Approved ASP - Bylaw 17491
- 5 Map - Proposed ASP - Bylaw 19337
- 6 Map - Proposed NSP - Charter Bylaw 19338
- 7 "What We Heard" Public Engagement Report - December 6, 2016
- 8 "What We Heard" Public Engagement Report - May 1, 2019
- 9 Application Summary

**Table I – Pilot Sound Area Structure Plan
Land Use and Population Statistics
(Bylaw 17491, January 25, 2016)**

**TABLE I
PILOT SOUND AREA STRUCTURE PLAN
LAND USE AND POPULATION STATISTICS**

	1	2	3	4	5	6	
	Brintnell	Hollick-Kenyon	Matt Berry	McConachie	Cy Becker	Gorman	Totals
Gross Area	125.3	157.4	113.3	255.9	99.5	246.1	872.2
Powerline	6.0	5.8	0.0	0.0	0.0	10.7	22.25
Major Arterials	0.0	0.0	0.0	7.6	3.7	3.4	14.7
Pipeline Corridor	0.0	0.0	4.2	1.7	0.0	0	5.9
Cemetery (Memorial Gardens)						36.2	36.2
Natural Areas (NE 8096 & NE 8097)						27.8	27.8
Rail Line						9.3	9.3
Transportation Utility Corridor (TUC)	0.0	0.0	0.0	0.0	0.0	0	0.0
Gross Developable Area	119.3	151.6	109.4	246.6	95.9	158.7	881.1
Mixed Use Town Centre						16.6	16.6
Commercial	6.7	7.4	1.4	3.48	4.1	0	23.08
Industrial						41.0	41.0
Residential	70.6	87.5	72.2	139.6	58.2	39.0	467.1
School/Park	5.2	10.2	9.6	5.7	7.6	11.0	49.3
District Park	0.0	0.0	0.0	22.6	0.0	10.0	32.6
Institutional	0.0	0.0	0.0	1.3	0.0	10.0	1.3
Cemetery	0.0	2.8	0.0	0.0	0.0	0.0	2.8
Natural Area NE 8091& Buffer	0.0	0.0	0.0	15.5	0.0	0.0	15.5
Storm Water Management	8.1	10.4	0.0	6.1	6.8	10.2	41.6
Circulation	28.7	33.3	25.6	51.8	19.2	27.0	185.6
LRT R.O.W.						3.9	3.9
Population Generation							
Population	5,534	6,266	5,014	10,354	4,924	8,048	40,140
Density (ppgdha)	46.4	39.8	46.0	41.99	51.0	50.7	45.56

**Table II – Summary of Municipal/School Reserve
Pilot Sound Area Structure Plan
(Bylaw 16585, September 16, 2013)**

<u>RESIDENTIAL DEVELOPMENT SECTOR</u>		
	Hectares	Hectares
Gross Developable Area		881.1
Municipal/School Reserve Dedication		88.0
Brintnell (Neighbourhood 1): 119.3 gross developable hectares		
Public Elementary School	3.6	
Community Park/League	2.6	
Subtotal		6.2
Municipal/School Reserve		11.9
Balance		+5.7
Hollick Kenyon (Neighbourhood 2): 151.6 gross developable hectares		
Public Elementary/Junior High School/Park	9.3	
Neighbourhood Parks	0.9	
Subtotal		10.2
Municipal/School Reserve		15.2
Balance		+4.9
Matt Berry (Neighbourhood 3): 109.3 gross developable hectares		
Public Elementary School/ Separate Elementary/Junior High School	9.2	
Neighbourhood Parks	0.4	
Subtotal		9.6
Municipal/School Reserve		10.9
Balance		+1.3
McConachie (Neighbourhood 4): 246.6 gross developable hectares		
Public & Separate Junior High School/Separate Elementary District Park	22.6	
Public Elementary School/Neighbourhood Park	5.7	
Subtotal		28.2
Municipal/School Reserve		24.7
Balance		-3.58

Cy Becker (Neighbourhood 5): 95.8 gross developable hectares		
Urban Village & Pocket Parks/Natural Area	7.6	
Subtotal		7.6
Municipal/School Reserve		9.6
Balance		-1.96
Gorman (Neighbourhood 6): 158.7 gross developable hectares		
Separate High School	6.5	
District Park	10.0	
Urban Village Park	3.0	
Urban Plaza/Pocket Parks	1.5	
Subtotal		21.0
Municipal/School Reserve		15.9
Balance		+5.1
Total Designated School/Parks Lands		81.9
Municipal/School Reserve Dedication		88.2
Total Balance – Residential Development Sector		+6.3

**Table III – Municipal Reserve Balance
(Bylaw 16372, June 5, 2013)**

	1	2	3	4	5	6	
	Brintnell	Hollick-Kenyon	Matt Berry	McConachie	Cy Becker	Gorman	Totals
Gross Area	125.3	157.4	113.3	255.9	99.5	246.1	872.2
Less:							
Powerline	6.0	5.8	0.0	0.0	0.0	10.7	22.5
Land not Subject to Reserve Dedication	0.0	0.0	3.2	7.6	3.7	45.5	60.0
Retained Government Road Allowance	0.0	1.0	1.0	1.7	0.0	3.4	7.1
Environment Reserve	0.0	0.0	0.0	0.0	0.0	27.8	27.8
Land Subject to Reserve Dedication	119.3	150.6	109.1	246.6	95.8	158.7	880.1
10% equals Municipal Reserve Generation	11.9	15.1	10.9	24.7	9.6	15.9	88.0
Municipal Reserve Requirements	5.2	10.2	9.6	5.7	7.6	11.0	49.3
District Park Site	0.0	0.0	0.0	22.6	0.0	10.0	32.6
Total Municipal Reserve Requirement							81.8

Note:

Neighbourhood Statistics for Neighbourhoods 1-4 have been updated based on approved/consolidated NSP's

Natural Area and Natural Area Buffers are not included, excluding Cy Becker

Major Arterials / Road ROW area is included within "Land not Subject to Reserve Dedication"

Pipeline / Utility Corridor (TUC) area is included within "Retained Government Road Allowance"

**Table I – Pilot Sound Area Structure Plan
Land Use and Population Statistics
(Bylaw 19337, July 7, 2020)**

**TABLE I
PILOT SOUND AREA STRUCTURE PLAN
LAND USE AND POPULATION STATISTICS**

	1	2	3	4	5	6	
	Brintnell	Hollick-Kenyon	Matt Berry	McConachie	Cy Becker	Gorman	Totals
Gross Area	125.3	157.4	113.3	255.9	99.5	255.0	1006.4
Powerline	6.0	5.8	0.0	0.0	0.0	12.5	24.3
Major Arterials	0.0	0.0	0.0	7.6	3.7	4.0	15.3
Pipeline Corridor	0.0	0.0	4.2	1.7	0.0	0	5.9
Cemetery (Memorial Gardens)						39.2	39.2
Natural Areas (NE 8096 & NE 8097)						13.0	13.0
Rail Line						7.0	7.0
Potential Development Area						4.9	4.9
Transportation Utility Corridor (TUC)	0.0	0.0	0.0	0.0	0.0	0	0.0
Gross Developable Area	119.3	151.6	109.4	246.6	95.9	173.2	896.0
Mixed Use Town Centre						3.1	3.1
Commercial	6.7	7.4	1.4	3.48	4.1	31.5	54.58
Industrial						32.7	32.7
Residential	70.6	87.5	72.2	139.6	58.2	42.3	470.4
School/Park	5.2	10.2	9.6	5.7	7.6	3.4	41.7
District Park	0.0	0.0	0.0	22.6	0.0	14.5	37.1
Institutional	0.0	0.0	0.0	1.3	0.0	0.0	1.3
Cemetery	0.0	2.8	0.0	0.0	0.0	0.0	2.8
Natural Area NE 8091& Buffer	0.0	0.0	0.0	15.5	0.0	0.0	15.5
Storm Water Management	8.1	10.4	0.0	6.1	6.8	15.2	46.6
Circulation & LRT	28.7	33.3	25.6	51.8	19.2	29.2	187.8
Public Utility						1.4	1.4
Population Generation							
Population	5,534	6,266	5,014	10,354	4,924	8,077	40,169
Density (ppgdha)	46.4	39.8	46.0	41.99	51.0	46.6	44.85

**Table II – Summary of Municipal/School Reserve
Pilot Sound Area Structure Plan
(Bylaw 19337, July 7, 2020)**

<u>RESIDENTIAL DEVELOPMENT SECTOR</u>		
	Hectares	Hectares
Gross Developable Area		881.1
Municipal/School Reserve Dedication		88.0
Brintnell (Neighbourhood 1): 119.3 gross developable hectares		
Public Elementary School	3.6	
Community Park/League	2.6	
Subtotal		6.2
Municipal/School Reserve		11.9
Balance		+5.7
Hollick Kenyon (Neighbourhood 2): 151.6 gross developable hectares		
Public Elementary/Junior High School/Park	9.3	
Neighbourhood Parks	0.9	
Subtotal		10.2
Municipal/School Reserve		15.2
Balance		+4.9
Matt Berry (Neighbourhood 3): 109.3 gross developable hectares		
Public Elementary School/ Separate Elementary/Junior High School	9.2	
Neighbourhood Parks	0.4	
Subtotal		9.6
Municipal/School Reserve		10.9
Balance		+1.3
McConachie (Neighbourhood 4): 246.6 gross developable hectares		
Public & Separate Junior High School/Separate Elementary District Park	22.6	
Public Elementary School/Neighbourhood Park	5.7	
Subtotal		28.2
Municipal/School Reserve		24.7
Balance		-3.58

Cy Becker (Neighbourhood 5): 95.8 gross developable hectares			
Urban Village & Pocket Parks/Natural Area	7.6		
Subtotal			7.6
Municipal/School Reserve			9.6
Balance			-1.96
 Gorman (Neighbourhood 6): 142.7 Effective developable hectares			
Separate High School/District Park	14.5		
Non-Credit Park			
Pocket Parks & Natural Area	0.2		
Subtotal	3.2		17.9
Municipal/School Reserve			17.7
Balance			-3.4
Total	Designated	School/Parks	79.7
Municipal/School		Reserve	90.0
Total Balance – Residential Development Sector		Lands Dedication	+2.96

**Table III – Municipal Reserve
Balance (Bylaw 19337, July 7, 2020)**

	1	2	3	4	5	6	
	Brintnell	Hollick-Kenyon	Matt Berry	McConachie	Cy Becker	Gorman	Totals
Gross Area	125.3	157.4	113.3	255.9	99.5	255.0	1006.4
Less:							
Powerline	6.0	5.8	0.0	0.0	0.0	20.7	32.5
Land not Subject to Reserve Dedication	0.0	0.0	3.2	7.6	3.7	74.6	89.1
Retained Government Road Allowance	0.0	1.0	1.0	1.7	0.0	4.0	7.7
Environment Reserve	0.0	0.0	0.0	0.0	0.0	13.0	13.0
Land Subject to Reserve Dedication	119.3	150.6	109.1	246.6	95.8	142.7	864.1
10% equals Municipal Reserve Generation	11.9	15.1	10.9	24.7	9.6	14.3	86.5
Municipal Reserve Requirements	5.2	10.2	9.6	5.7	7.6	17.7	56.0
District Park Site	0.0	0.0	0.0	22.6	0.0	14.5	37.1
Total Municipal Reserve Requirement							93.1

Note:

Neighbourhood Statistics for Neighbourhoods 1-4 have been updated based on approved/consolidated NSP's
 Natural Area and Natural Area Buffers are not included, excluding Cy Becker
 Major Arterials / Road ROW area is included within "Land not Subject to Reserve Dedication"
 Pipeline / Utility Corridor (TUC) area is included within "Retained Government Road Allowance"

Table 2 Gorman Land Use Concept and Population Statistics

Bylaw 19338, July 7, 2020

	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 Road ROW	4.0	2%
Private Rail ROW	7.0	3%
GROSS DEVELOPABLE	212.4	
Existing Land Uses²	69.7	
Institutional (Cemetery)	39.2	18%
Major Commercial (Manning Town Centre)	30.5	14%
EFFECTIVE DEVELOPMENT AREA	142.7	
Employment Lands (Industrial)	32.7	23%
Neighbourhood Commercial	1.0	1%
Mixed Use Commercial	0.6	0.4%
Parks	17.9	13%
<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	20%
<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	11%
<i>Stormwater Management Facilities⁴</i>	15.2	
Total Non-Residential	98.0	69%
Net Residential Area (NRA)	44.7	31%

Notes:

¹ A portion of land has been designated as a "potential development area". If the land is deemed feasible for development, it shall be included in the effective development area for the Gorman NSP through a plan amendment. Municipal Reserves will be owing if this land is developed.

² Municipal Reserves (MR) have not been provided for the cemetery. If this use were to redevelop, MR would be calculated and provided at that stage. MR has been provided at subdivision for Manning Town Centre.

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.

⁵ The Conseil scolaire Centre-Nord (Francophone school board) was consulted regarding school generation counts but does not employ neighbourhood level student generation calculations.

RESIDENTIAL LAND USE AREA, UNIT AND POPULATION ESTIMATES

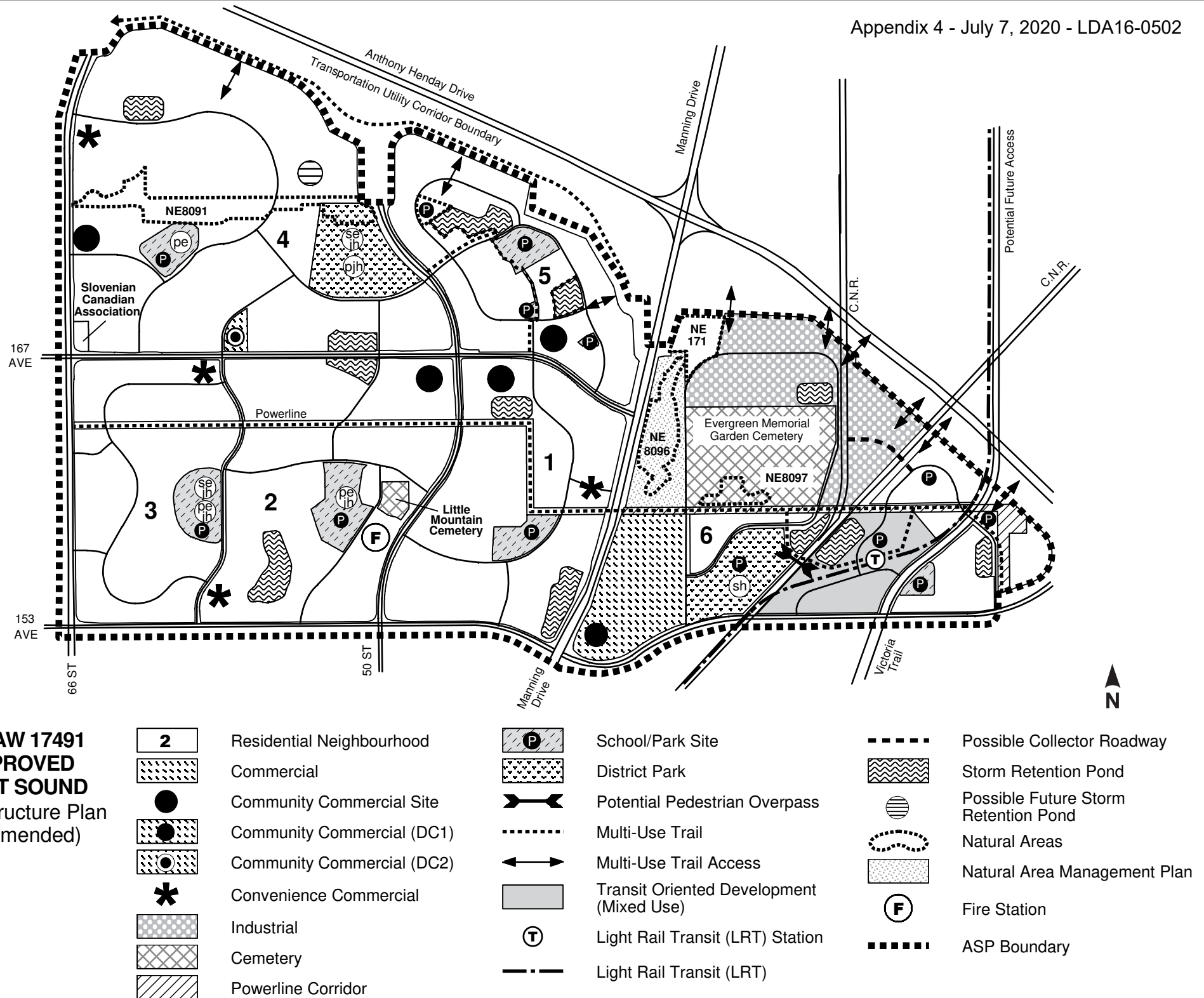
Land Use	Area (ha)	Units/HA	Units	PPL/Unit	Population	% NRA
Low Density Residential	22.3	25	558	2.8	1562	50%
Medium Density Residential	11.6	90	1044	1.8	1879	26%
High Density Residential	5.3	225	1193	1.5	1789	12%
Mixed Use Residential	5.5	345	1898	1.5	2847	12%
Total Residential	44.7		4693		8077	100%

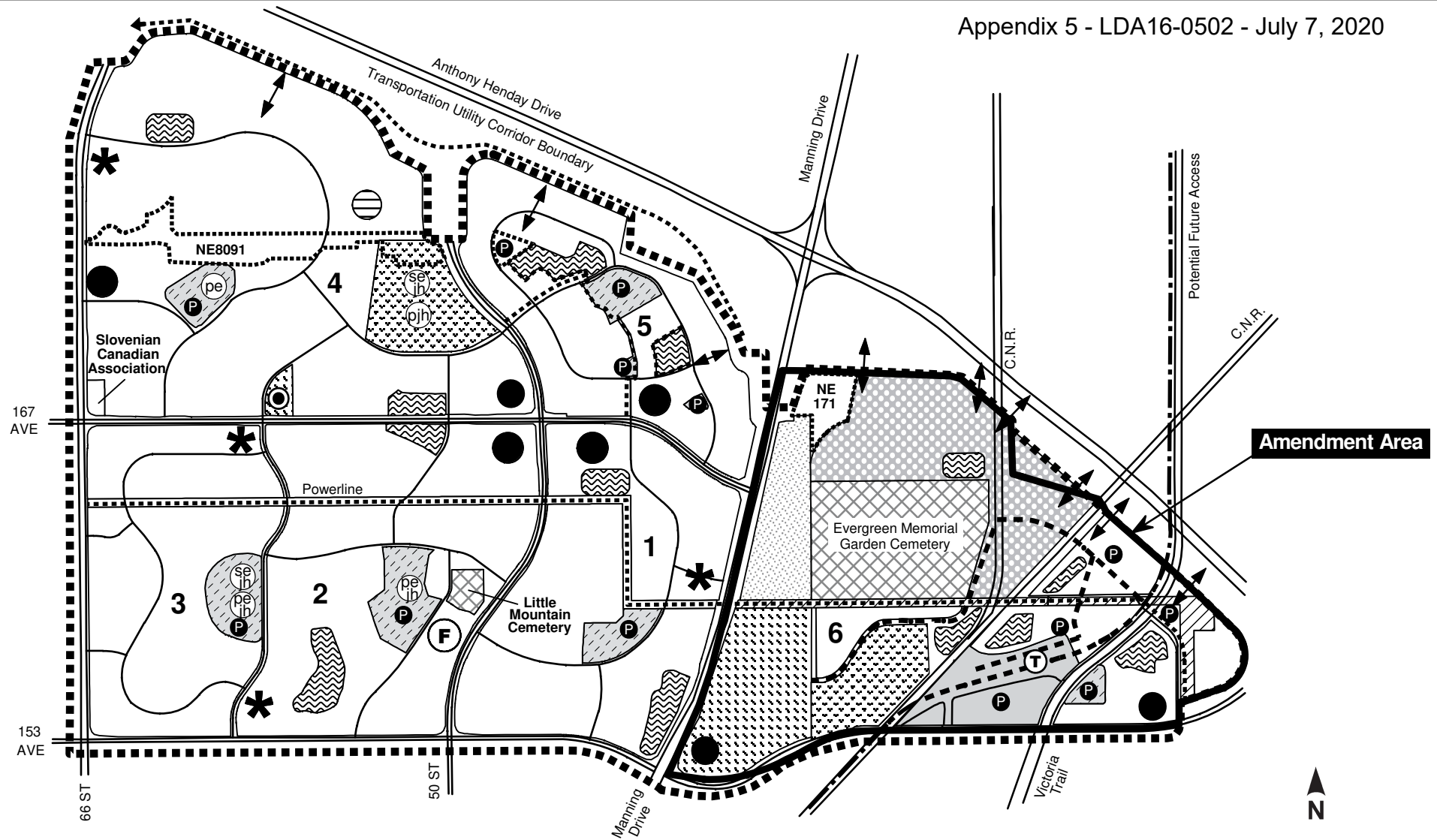
SUSTAINABILITY MEASURES

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
Protected through other means	0
Potential Loss to Development (Existing Tree Stands & Wetlands - Class III/IV/V)	22.7

**STUDENT GENERATION
COUNT^a**

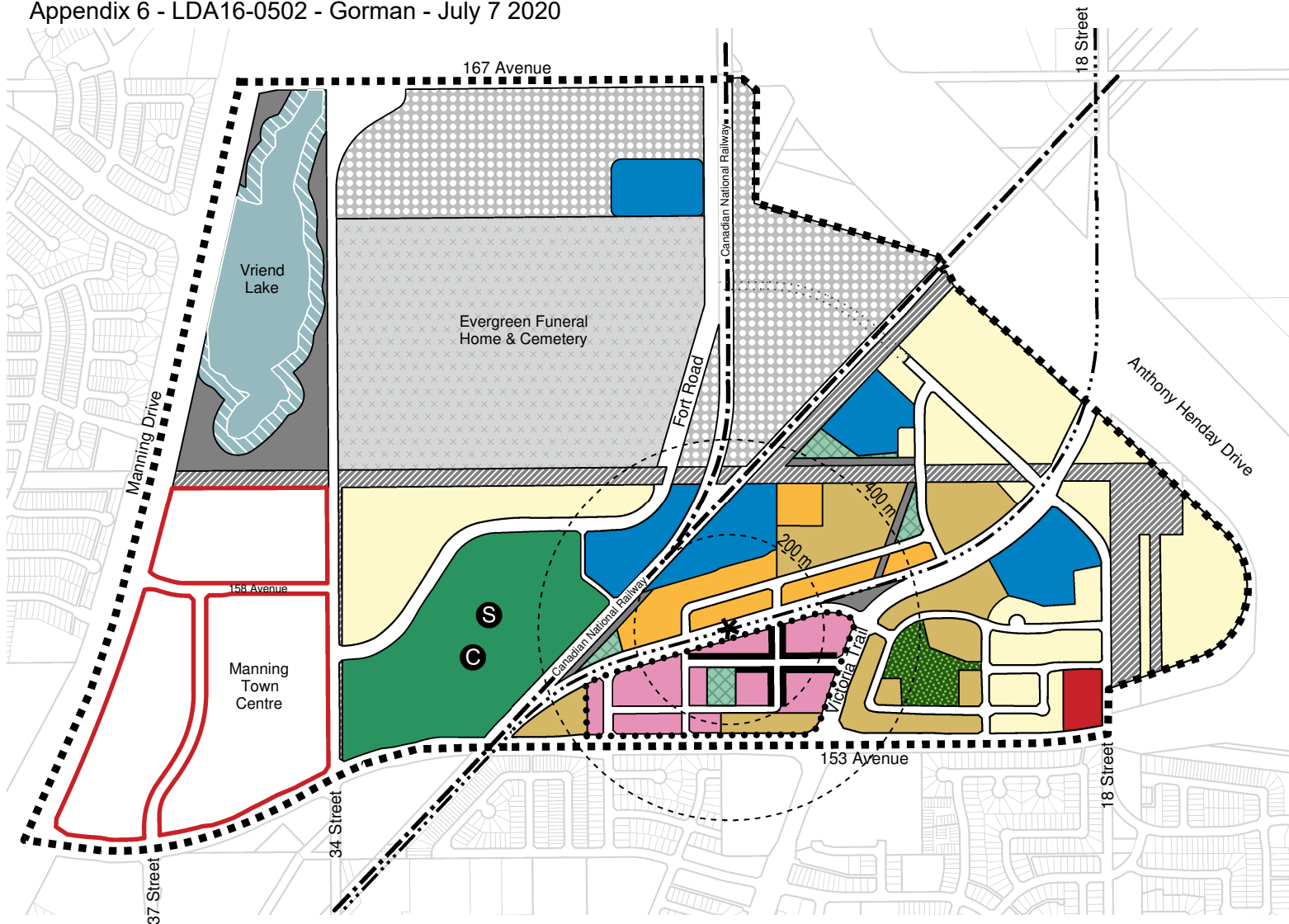
Public School Board		Separate School Board	
Elementary School	285	Elementary School	143
Junior / Senior High School	285	Junior / Senior High School	143
Total Student Population		856	





























BYLAW 19337 AMENDMENT TO PILOT SOUND Area Structure Plan (as amended)

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



CHARTER BYLAW 19338 **GORMAN** **Neighbourhood Structure Plan (NSP)**



	Low Density Residential		Pocket Park (MR)		Active at-grade Uses
	Medium Density Residential		Pocket Park - Natural Area (MR)		Proposed High School
	High Density Residential		Institutional (Existing Cemetery)		Community League
	Neighbourhood Commercial		Stormwater Management Facility		LRT Station
	Existing Major Commercial		Crown Claimed Wetland		LRT line
	Business Industrial		Natural Area (ER)		Rail line
	Mixed Use		Public Utility		Town Centre Boundary
	Gorman/Clareview Extension School Park Site (MR)		Powerline/Pipeline Corridor		NSP Boundary

Note: Location of local and 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.

WHAT WE HEARD REPORT

New Neighbourhood Structure Plan - Gorman (LDA16-0502)

PROJECT ADDRESS: North of 153 Avenue NW and east of Manning Drive

PROJECT DESCRIPTION:

- Amendment to the Pilot Sound Area Structure Plan
- New Gorman Neighbourhood Structure Plan

TYPE OF ENGAGEMENT	DATE	RESPONSES/ # OF ATTENDEES
Advance Notification & Open House Invitation	Mailed on November 21, 2016	786 recipients
Open House	December 6, 2016	16 people Media - Global news
Other Feedback	Ongoing	2 calls

ABOUT THIS REPORT

The information in this report includes responses to the application notification and feedback gathered during and after the December 6th, 2016 open house. This report is shared with everyone who has emailed the file planner (Sarah Ramey) directly, and all attendees who provided their email address during the event on December 6th, 2016. This summary will also be shared with the applicant and the Ward Councillor. If/when the proposed NSP advances to Public Hearing this report will be included in the information provided to City Council.

MEETING FORMAT

The meeting format was a station-based open house where attendees were able to view display boards with project information and ask questions of City Staff (Planning Coordination and Transportation Planning and Engineering) and the Applicant. The meeting also included a brief presentation on the planning process by Sustainable Development and an overview of the NSP vision by the Applicant. Participants were invited to share their general feedback on comment forms and through a "Graffiti wall" which featured three questions:

- What features of the NSP do you like?
- Are there other features that should be included in this NSP?
- What are your main concerns about the NSP?

We received a total of 7 forms, and 4 of these forms had additional comments on the application. The comments and questions we received are summarized by main themes below.

FEEDBACK SUMMARY

The most common comments included:

- **Land Use Designations:** Concerns and suggestions for alternative land uses for certain properties, concerns about over-utilization of the pocket parks, and support for higher density around the LRT.
 - **Road Layout:** Concern about the road layout on the west side of the neighbourhood, and concern about the timing of 153 Avenue upgrades to support additional development.
 - **Transportation:** Concern about the potential for risk/noise/vibration associated with the rail and LRT, and the potential for 153 Ave traffic to be blocked.
 - **Other:** Positive comments that the Plan was moving ahead, and suggestions regarding small typos and points of clarification on the maps.
-

WHAT WE HEARD

Land Use designations:

- Big guys sticking it to the little guys, the City needs to protect the rights of the small investors also.
- The Industrial Business designation for the parcel north of the cemetery is no longer appropriate, as direct access to Manning Drive has been removed since the ASP was approved. furthermore, the proximity to the LRT makes residential the more appropriate choice for this area as it could be connected by pathways and walkways.
- The parcel on the southeast could be appropriate as a crematorium, as there is community demand. It should be shown as commercial (or a different zoning) to allow for this.
- A lot of people walk along the tracks from AB Hospital - can we have a path please?
- Pocket parks may be overcrowded if isolated, this is happening in McConachie.
- Encourage/incentivize development of high rise apartments/condos adjacent to the Gorman LRT station, there is little high-rise development adjacent to the existing LRT stations.

Road Layout:

- A few roads need to change.
- Why erase Fort Road - it is a nice icon.
- The road configuration by Fort Road and the rail make it difficult to develop the property.
- Need to protect residential area between 34 Street and railroad from industrial traffic - industrial traffic should go north to 167 Avenue then back south on the former Fort Road
- Traffic in area has increased dramatically since the Henday opening. Street lights and widening of 153 Avenue need to happen before further development.

Rail/LRT:

- Concerns regarding the impact of the LRT line along CN line with respect to noise and traffic congestion. Currently back onto the CN line and am disturbed by the noise and vibrations - adding an LRT line with increased frequency without a full sound barrier wall will increase the noise and decrease re-sale value.
- Concern about noise, vibrations, the risk of derailment.
- Ensure planning is in place in conjunction with the railway and federal government to develop a 153 Avenue and 144 Avenue underpass/overpass so first responders are not blocked by traffic.

Postive comments:

- I like the extension of the LRT
- I like that the NSP is finally moving along.

Clarifications/Typos/Map Updates:

- Would like the LRT line and rail line shown as separate symbols on the map.
 - Cemetery is misspelled on the map.
 - The road connection from Manning Drive, north of Vriend Lake, does not exist and should not be shown.
 - Include future LRT Station on map.
 - Have a map showing land ownership/parcels overlayed with the proposed land uses.
-

ANSWERS TO QUESTIONS

Land Use Questions:

- How can I change the land designation/road layout for my property? What is the process for amending the proposed land uses? What technical studies would be required?

The land use designations and roads are generally consistent with the approved Pilot Sound Area Structure Plan, which means that they are consistent with the supporting engineering work and planning considerations that went into the ASP. Changes are possible, but would require further planning review and the submission of supporting engineering studies (transportation, drainage, potentially water).

Changes could be proposed at this point, if the proper studies were prepared. Changes can also be made to an approved NSP, by making an application to amend the Plan.

Note that the City has prepared Guidelines for Transportation Impact Assessments. The TIA Guidelines, along with Access Management Guidelines, can be found online at edmonton.ca/transportationguidelines

- Why are industrial uses proposed surrounding the existing cemetery?
Some land in the north part of the neighbourhood is designated for Business Industrial uses. This type of land use designation is intended for low-intensity industrial uses, that are generally compatible with non-industrial uses. This land use designation is consistent with the land uses in the approved Pilot Sound Area Structure Plan.

As well, the draft NSP notes the the Business Industrial lands north of the cemetery could also be appropriate for additional funeral/cemetery uses or religious assembly uses, depending on the interests of the owner, to provide further flexibility.
- When will this be brought to City Council?
At this point, the Plan is still under review. Full review of the technical studies is expected to start in the new year. At the earliest, we'd anticipate a late spring Council date, but it could take longer.

Once a Council date is set, landowners who received the postcard notification advising of the meeting will receive either a letter or postcard advising of the Public Hearing date, with information to speak, if they'd like to.
- Could a funeral home and crematorium be built in this area? What zoning would it require?
A funeral home and crematorium would be considered a "Funeral, Cremation and Internment Services" Use. This use is permitted in the CB2 commercial zone, and discretionary in the CB1 Low Intensity Business Zone, the IB Industrial Business Zone, and the IL Light Industrial Zone. Generally, this type of land use could be built in the Gorman area, but would be most appropriate in the the north.

Transportation Questions:

- How will noise/vibration/risk from rail and LRT be mitigated in Gorman?
A Risk Assessment was submitted with the NSP application, and will recommend compatible land uses beside the rail, as well as any required buffers (berms, fences, separation distance etc.) to ensure safety.

Noise mitigation measures will be applied in accordance with the City Noise policy, generally at the subdivision stage. As well, land uses were planned to maximize separation distance between residential uses and the rail and LRT corridors. The north side (closest to rail) is generally bordered by park space and business industrial uses, and the south side includes a stormpond and park space between the LRT and most of the residential uses.

LRT noise attenuation will also be reviewed in conjunction with the detailed design/construction, once the extension is funded.

- Noise attenuation adjacent to existing heavy rail in Kirkness (south of 153 Avenue) - are there plans for anything additional?

Noise attenuation was constructed with the original subdivision, and included a berm and noise attenuation fence. No additional noise attenuation is planned at this stage for the heavy rail.

Additional noise attenuation for LRT operations will be examined with detailed design/construction, however, there is no guarantee that anything additional will be constructed with future LRT.

- Will the 153 Avenue/CN/Future LRT crossing be grade separated? The existing crossing already backs up past Victoria Trail and to Manning Drive when a train comes through. *Currently, there are no plans for grade separation of the CN rail or future LRT at this location. Railway grade separation prioritization to date has not identified the need to grade separate this crossing. This may change in the future based on traffic growth.*

Congestion implications due to LRT and rail crossing will be furthered reviewed through the Transportation Impact Assessment.

- Will there be upgrades to 153 Avenue/Victoria Trail intersection? When will this intersection be signalized? When will 153 Avenue be widened? *Signalization is planned for next year (2017). Subject to funding, turn bays may also be constructed next year along with signals (the funding needs to be approved by City Council).*

Full widening to a four lane divided arterial requires additional funding from City Council. This has been identified by Administration as well as the Ward councillor, however, it has not been funded to date.

- Will LRT be grade separated at Anthony Henday Drive? *Yes. The Anthony Henday Drive crossing at 18 Street has been constructed to accommodate future LRT, as well as the additional widening of 18 Street to a four lane divided arterial standard.*

- Why were signals installed at 153 Avenue and Meridian Street? Whose jurisdiction do they fall under? They seem pointless.

The signals were installed as part of Northeast Anthony Henday Drive work by Alberta Transportation and the P3 contractor based on their contract. Ownership of the signals was transferred to the City with the opening of the Northeast Anthony Henday Drive this fall.

- What is the reason for realigning Fort Road and removing the Fort Road/153 Avenue intersection? Can the alignment of the replacement road be changed?

The existing intersection of Fort Road and 153 Avenue is too close to the CN rail crossing, and the 34 Street crossing. With future traffic growth projected along 153 Avenue, this intersection will become more unsafe and will require removal. As the road to the north cannot dead-end, it must be connected back to 34 Street, north of 153 Avenue. This connection must respect the City's Access Management Guidelines.

The alignment for the Fort Road replacement road shown matches the approved alignment in the Pilot Sound ASP. Transportation Planning and Engineering would be open to alternative alignments as long as they meet the design standards for curve radii and access management guidelines for intersection spacing.

- How will access be provided to existing properties east of 18 Street?

Access to existing properties will be maintained with future development. Any changes to property access will need to be discussed between the developers and non-participating property owners before a proposal is brought to the City.

- The speed limit along Manning Drive, north of 167 Avenue is 70 km/h, however, north of Anthony Henday Drive it is 100 km/h. There are no signs between the two advising of the increase in speed limit, resulting in potentially dangerous speed differentials with traffic merging from Anthony Henday Drive.

Any issues related to speed limits in the TUC/along Anthony Henday Drive should be directed to Alberta Transportation, Stony Plain Operations.

If you have questions about this application please contact:

Sarah Ramey, Planner

780-496-6214

sarah.ramey@edmonton.ca

See also: www.edmonton.ca/gormanneighbourhoodplan

WHAT WE HEARD REPORT

New Neighbourhood Structure Plan - Gorman (LDA16-0502)

PROJECT ADDRESS: North of 153 Avenue NW and east of Manning Drive

PROJECT DESCRIPTION:

- Amendment to the Pilot Sound Area Structure Plan
- New Gorman Neighbourhood Structure Plan

TYPE OF ENGAGEMENT	DATE	RESPONSES/ # OF ATTENDEES
Pre-application Open House (Applicant)	June 10, 2015	Landowners within 100 m of Gorman were notified by mail, as well as the associated community leagues and area councils. The applicant reported approximately 10 attendees.
Advance Notification and Public Engagement Session Invitation	Mailed on November 21, 2016	786 recipients
Public Engagement Session (City)	December 6, 2016	16 residents/landowners Media - Global news
Public Engagement Session Invitation	Mailed on April 16, 2019	406 recipients
Public Engagement Session (City)	May 1, 2019	18 residents/landowners
Other Feedback	Ongoing	4 calls
Website	Online in late November, 2016	N/A

ABOUT THIS REPORT

The information in this report includes responses to the application notification and feedback gathered during the May 1, 2019 public engagement session. This report is shared with everyone who has emailed the file planner (Sarah Ramey) directly, and all attendees who provided their email address during the event on May 1, 2019. This summary will also be shared with the Applicant and the Ward Councillor and posted online. When the proposed NSP advances to Public Hearing, this report will be included in the information provided to City Council.

Planning Coordination
CITY PLANNING



MEETING FORMAT

The public engagement session was held as an open house where attendees were able to view display boards with project information and ask questions of City Staff (Planning Coordination) and the Applicant. Feedback forms were provided for attendees to fill out.

We received a total of 3 feedback forms. The comments and questions we received are summarized by main themes below.

FEEDBACK SUMMARY

The most common comments included:

- **Land Use Designations:** Questions about what the proposed land uses meant (eg. Mixed Use and neighbourhood commercial), how tall the buildings would be, and what the neighbourhood would feel like when built-out.
 - **Transportation:** Concern about existing road conditions (153 Avenue, 18 Street and Victoria Trail), the timing and type of upgrades to support additional development, noise and vibration attenuation along the rail line and Victoria Trail, and the timing of the LRT line.
 - **Other:** Notices were sent out too late, questions about certain labels on the maps, looking forward to road upgrades, and a shame that prime farmland will be lost.
-

WHAT WE HEARD

Land Use designations:

- How tall will the buildings be next to the LRT station? Don't like the idea of having tall buildings near my house (I live south of 153 Avenue).
- What type of development will the neighbourhood commercial site along 18 Street allow?
- What will the neighbourhood around the LRT station feel/look like?

Transportation:

- Why is Fort Road being realigned?
- What does the "possible collector road" label between the rail lines mean?
- Traffic in the area has increased dramatically since the Henday opening. Street lights and widening of 153 Avenue need to happen before further development.
- When will the 18th Street/153 Avenue intersection be upgraded? It is a very dangerous intersection at the moment.

- Concern about increased traffic along Victoria Trail. Can noise attenuation options for existing developments be explored?
- Will the 153 Avenue/CN/Future LRT crossing be grade separated?

Rail/LRT:

- Concerns regarding the impact of the LRT line along CN line with respect to noise and vibrations.
- Will people park at Gorman to use the LRT instead of at Clareview?
- When will the LRT be built?
- How can the LRT be built sooner?

Other:

- Water pressure is low in my area. How will the development impact water pressures?
- Shame to lose prime farmland.
- Did not receive a notice until the day of the event. Will another engagement session be happening?
- Where will the community league building go?
- Which part of the neighbourhood will be developed first?
- Please provide copies of the boards from tonight's open house to the public.

ANSWERS TO QUESTIONS

Land Use Questions:

- How tall will the buildings be next to the LRT station?
The land use designations around the LRT Station are for Mixed Use development (minimum of 6 storeys) and High Density Residential Development (minimum 6 storeys). The plan does not provide a height limit, however, development will need to conform with the Edmonton Garrison Heliport Zoning Regulations to ensure building heights do not interfere with flight paths. In general, the plan supports higher densities around the LRT station with a gradual tapering of height and density toward the edges of the neighbourhood.
- What type of development will the neighbourhood commercial site along 18 Street allow?
The commercial site located west of 18 Street is designated for small-scale neighbourhood commercial uses intended to serve the local area.
- What will the neighbourhood around the LRT station feel and look like?

The look and feel of the mixed use town centre around the LRT station is intended to feel urban with a combination of medium and high rise residential/commercial developments. Shops and restaurants located on the ground floor of buildings will line the streets and parking will be located at the rear of buildings, in parkades or underground. An urban plaza will provide a destination for residents and visitors.

Transportation Questions:

- Why is Fort Road being realigned?
The existing intersection of Fort Road and 153 Avenue is too close to the CN rail crossing, and the 34 Street crossing. With future traffic growth projected along 153 Avenue, this intersection will become more unsafe and will require removal. The proposed alignment for Fort Road matches the approved alignment in the Pilot Sound ASP.
- What does the “possible collector road” label between the rail lines mean?
The NSP indicates that a possible collector road may span across the two rail lines. This is subject to further review by the private rail companies and the City of Edmonton. Currently, the private rail companies only allow a new at-grade rail crossing if another existing rail crossing is removed.
- When will the 18th Street/153 Avenue intersection be upgraded? It is a very dangerous intersection at the moment.
Upgrades to the 18th Street/153 Avenue intersection will be required with subdivision and development of the southeast corner of the Gorman plan area. The Gorman NSP labels this area as “short term development area” which means it’s intended to be be one of the first areas of the plan to develop.
- When will 153 Avenue be widened?
The requirement of widening the 153 Avenue to the ultimate four-lane arterial will be triggered by development in the Gorman plan area. Full widening to a four lane divided arterial requires additional funding from City Council. This has been identified by Administration, however, it has not been funded to date
- Can noise attenuation options for existing development along Victoria Trail be explored? Who do we direct inquiries about this?
Noise mitigation measures are applied in accordance with the City Noise policy at the subdivision stage. For existing developments, if the area is experiencing traffic noise issues,

the noise problem can be reported to the City so that the City can investigate and identify if any noise attenuation is warranted.

Additional information on noise and controlling noise is available here:

https://www.edmonton.ca/transportation/on_your_streets/traffic-noise.aspx

Rail/LRT Questions:

- When will the LRT be built and how can it be built sooner?

Preliminary engineering was completed for the Capital Line extension from Clareview to Gorman in 2010. The City will move forward to design and construction once funding becomes available. Funding is allocated by City Council, based on the priority order of the different lines. At this time, only the top two priorities have been identified (West LRT and expanding the Metro Line onto Blatchford).

More information on the Gorman extension is available here:

https://www.edmonton.ca/projects_plans/transit/north-lrt-study.aspx

- Are there plans for any additional noise attenuation south of 153 Avenue adjacent to the railway when the LRT is developed?

Noise attenuation was constructed with the original subdivision, and included a berm and noise attenuation fence. No additional noise attenuation is planned at this stage for the heavy rail. Additional noise attenuation for LRT operations will be examined with detailed design/construction, and may or may not be required based on the studies at that time.

- Will the 153 Avenue/CN/Future LRT crossing be grade separated?

Currently, there are no plans for grade separation of the CN rail or future LRT at this location. Railway grade separation prioritization to date has not identified the need to grade separate this crossing. This may change in the future based on traffic growth.

- Will people park at Gorman to use the LRT instead of at Clareview?

A permanent park and ride facility around the Gorman LRT station is not being developed. Permanent park and ride facilities will be provided at the end of the line in the Horse Hill neighbourhood (north of the Henday) once the North East portion of the Capital Line LRT line is completed.

Other:

- Water pressure is low in my area. How will the development impact water pressures?
A Hydraulic Network Analysis was conducted in support of the proposed NSP and was reviewed and approved by EPCOR Water. The analysis was conducted to ensure that sufficient water servicing is provided to the proposed new development without negatively impacting existing development.
 - We did not receive a notice until the day of the event. Will another engagement session be happening?
We anticipate that this will be the final public engagement event for the Gorman NSP. Residents may continue to track the progress of the application through the website. When the application is ready to proceed to Council Public Hearing, surrounding landowners will be notified of the date and time and how to register to speak. Residents may also contact the file planner (Sarah Ramey) at any time to receive an update or provide comments.
<https://www.edmonton.ca/gormanneighbourhoodplan>
 - Where will the community league building go?
The Gorman NSP provides the opportunity for a future community league building on the large school/park site located west of the rail line and north of 153 Avenue.
 - Which part of the neighbourhood will be developed first?
Land located north of 153 Avenue, east of the rail line and south of the future LRT extension is marked as “short term development area” in the NSP. This portion of the plan is intended to develop first with the northern portions of the plan developing later as servicing extends north.
 - Can copies of the boards from the public meeting be provided to the public?
Copies of the public engagement boards are available online at edmonton.ca/gormanneighbourhoodplan and are also attached to this email.
-

If you have questions about this application please contact:

Sarah Ramey, Planner

780-496-6214

sarah.ramey@edmonton.ca

See also: www.edmonton.ca/gormanneighbourhoodplan

Planning Coordination
CITY PLANNING



APPLICATION SUMMARY

INFORMATION

Application Type:	New NSP and Plan Amendment
Bylaw:	Bylaw 19337
Charter Bylaw:	Bylaw 19338
Location:	Area east of Manning Drive and north of 153 Avenue NW
Addresses:	n/a
Legal Descriptions:	n/a
Site Area:	255 ha (GDA)
Neighbourhood:	Gorman
Notified Community Organizations:	Fraser, Hairsine, Homesteader and McLeod Community Leagues Horse Hill Community League Association Area Council No.17 Area Council Clareview and District Area Council Area Council
Applicant:	Dialog

PLANNING FRAMEWORK

Current Zones and Overlays:	n/a
Proposed Zones and Overlays:	n/a
Plan in Effect:	Pilot Sound ASP
Historic Status:	None

Written By:	Jeff Booth
Approved By:	Tim Ford
Branch:	City Planning
Section:	Planning Coordination