

# *Hermitage General Outline Plan*

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Office Consolidation October 2022

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*Prepared by:  
Development Services  
Urban Planning & Economy  
City of Edmonton*

**The Hermitage General Outline Plan was approved by resolution by Council in May 1970. In October 2022, this document was consolidated by virtue of the incorporation of the following amendments:**

May 11, 1970	Hermitage General Outline Plan approved by resolution.
June 15, 1998	Amendment approved by resolution (to redesignate an area in the north central portion of the Overlander Neighbourhood from Town Housing to Single Family Residential)
March 12, 2002	Amendment approved by resolution (to redesignate 2.44 ha of land over two sites from Town Housing to Single Family on the northeast corner of Hermitage Road and Hooke Road in the Canon Ridge Neighbourhood)
March 19, 2003	Amendment approved by resolution (to redesignate a parcel of land in the south area of Canon Ridge from town housing to single family residential with circulation space in order to accommodate 44 single family residential lots)
November 13, 2012	Amendment approved by resolution (to redesignate a parcel of land Hermitage Road and Hooke Road from school/park uses to Town House uses to recognize the development of the existing Town House uses on the surplus school building envelope site in Canon Ridge)
September 16, 2013	Amendment approved by resolution (to redesignate a former industrial site, located north of Yellowhead Trail and east of 50 Street, for primarily residential uses, two park spaces, a stormwater management facility and a berm to buffer residential uses from the railway line)
October 18, 2022	Amendment approved by resolution (to redesignate a site located on the northeast corner of Hermitage Road and Victoria Trail from "Commercial (DC2)" to Mixed Use)

**Editor's Note:**

This is an office consolidation edition of the Hermitage General Outline as approved by resolution by City Council on May 18, 1972. This edition contains all amendments and additions to the Outline Plan.

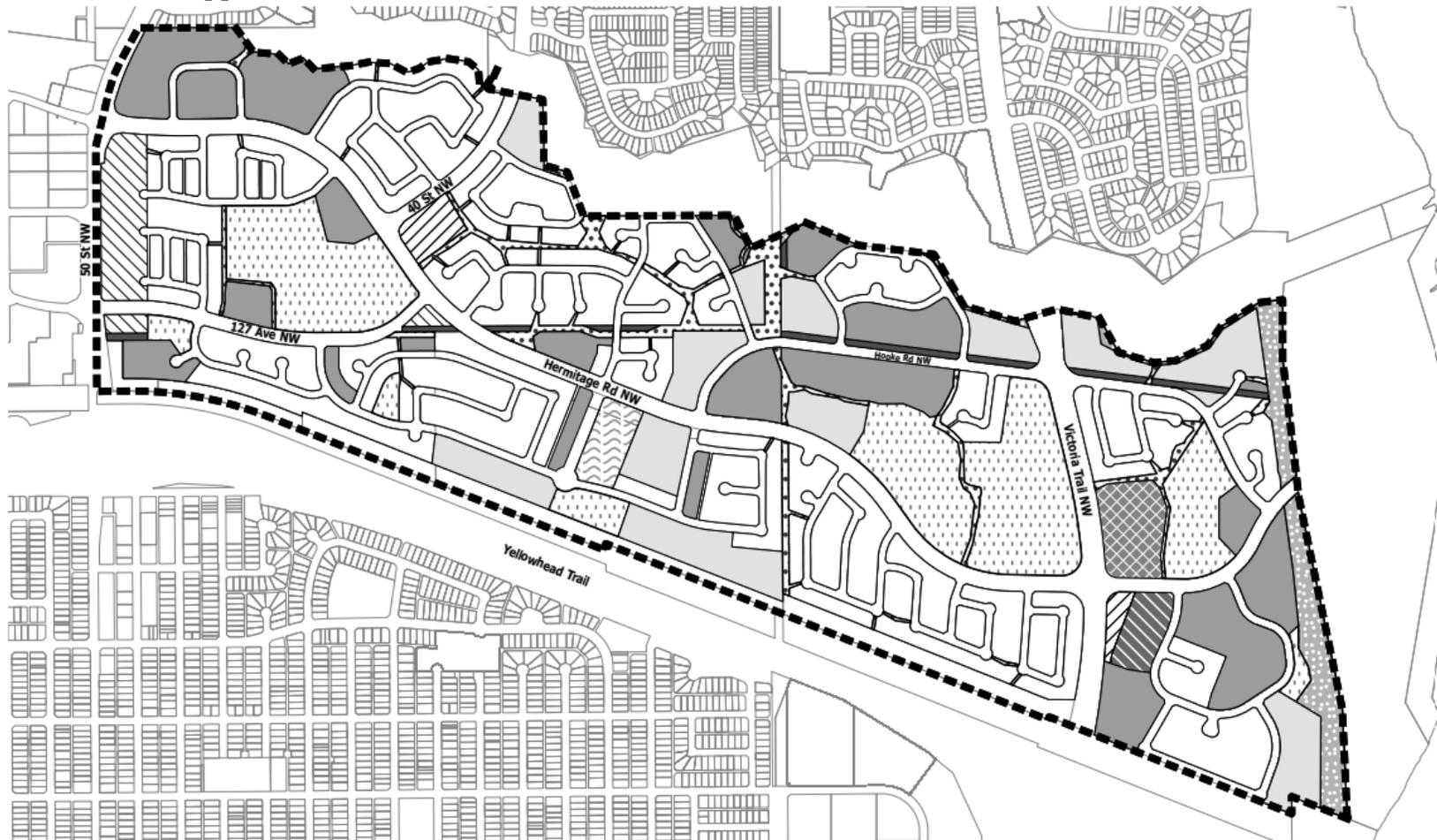
For the sake of clarity, new maps and a standardized format were utilized in this Plan. All names of City departments have been standardized to reflect their present titles. Private owners' names have been removed in accordance with the Freedom of Information and Protection of Privacy Act. Furthermore, all

reasonable attempts were made to accurately reflect the original Outline Plan. All text changes are noted in the right margin and are italicized where applicable.

This office consolidation is intended for convenience only. In case of uncertainty, the reader is advised to consult the original plan, available at the office of the City Clerk.

City of Edmonton  
Urban Planning & Economy

**Approved Hermitage General Outline Plan Map**  
 (Resolution, approved on October 18, 2022)



**HERMITAGE**  
 General Outline Plan  
 (as amended)  
 (October 18, 2022)

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

- |                                   |                                  |
|-----------------------------------|----------------------------------|
| Single Family                     | Pipeline                         |
| Low-Rise / Medium Density Housing | Ravine Lands                     |
| Row Housing                       | School / Park                    |
| Duplex                            | Storm Facility                   |
| Commercial (DC2)                  | Walkway                          |
| Commercial (CNC)                  | Boundary of General Outline Plan |
| Mixed Use                         |                                  |



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**GENERAL OUTLINE PLAN  
THE HERMITAGE**

**Revised to February 20, 1970**

**INTRODUCTION**

*The Hermitage General Outline Plan, which includes the neighbourhoods of Homesteader, Overlander and Canon Ridge, has been designed to provide an attractive and balanced living environment for approximately 11,000 persons in Northeast Edmonton. The Plan has been conceived within the context of proposed development for the entire Northeast area and the Hermitage is expected to become an integral and stable element in the area as a whole. The Plan has been formulated in accordance with:*

Resolution  
September 16, 2013

- (1) The principles and objectives described in the City of Edmonton Northeast Edmonton Outline Plan Study.
- (2) Public School Board Standards
- (3) Roadway design plans of the City Engineers, and
- (4) The Plan of Clareview being prepared by *a private consulting firm.*

Amended by Editor

**1. THE REGIONAL CONTEXT**

*(Sentence deleted).* This area, largely agricultural at present, is being planned as a regional unit with a circulation and land use pattern focusing on a regional centre located in Clareview which will be linked by freeway and rapid transit to the City Centre. Residents of the Hermitage will therefore be served by a number of facilities located to the north of the Clareview subdivision and the Outline Plan has been designed with this factor in mind, particularly in relation to the circulation pattern. Within this regional context, however, an attempt has been made to create in the Hermitage subdivision itself a sense of community, an identification on the part of the residents with the neighbourhood in which they live.

Resolution  
September 16, 2013

The attainment of this socially desirable objective is assisted by the physical nature of the site, for the geographic features which define the Hermitage so sharply serve to reinforce this sense of community identity.

## 2. THE SITE

The Hermitage is an area distinctly defined by physical features. Bordered on the north by Kennedale Ravine and on the east by the North Saskatchewan River, the Hermitage is endowed with natural open space on two complete sides. The site is further defined by a *private corporation* railway line on the south and by 50th Street, a proposed arterial road, on the west. The lineal nature of the site imposes no major design constraints and actually contributes to the advanced design concept which has been applied to the Hermitage.

Amended by Editor

## 3. THE CONCEPT

The Hermitage will feature Edmonton's first comprehensive system of walkways, a network of pedestrian circulation focusing on centrally located community facilities and services. The lineal nature of the site permits the entire subdivision to be served by a single major walkway spine. A number of tributary walkways extend the pedestrian environment from the central spine into every section of the subdivision and vehicular circulation is separated from pedestrian traffic to the greatest possible extent. All major community facilities such as schools, parks, commercial and public transit are located along the central walkway spine. Vehicular traffic is accommodated on an elongated collector loop road which entirely encircles the central walkway and the community facilities adjacent thereto. The highly desirable objective of separating vehicular from pedestrian circulation is therefore attained, while both forms of traffic are provided with direct access to all community facilities.

## 4. THE LAND USE PATTERN

The walkway network is the dominant feature in the land use pattern. It will allow for the unimpeded flow of pedestrian traffic from every residential section of the Hermitage to all community facilities. These facilities, located along the central spine, will be equally accessible to all residents and their use will therefore be maximized. (*Sentence deleted*).

Resolution  
June 15, 1998

In addition to the schools, parks and shopping facilities clustered along the walkway spine, *multiple-unit* housing is placed adjacent to the central walkway. The largest number of people will therefore live near the various public facilities, thereby insuring the full utilization of these facilities and minimizing the number of people who will be required to cross the main collector road on their way to schools, shopping or public transit.

Resolution  
September 16, 2013

Exceptions to the policy of placing higher residential densities adjacent to the central walkway have been made in *some* instances. A number of smaller parcels which face the Kennedale Ravine have been designated multiple-unit areas in order to place a larger number of people near this attractive natural amenity. Secondly, most easterly sections of the subdivision, immediately adjacent to the proposed *49.4 hectare (122 acre)* regional park, have also been designated as multiple-unit areas. In both cases larger segments of the population are able to live near the natural open spaces which define the Hermitage, and in both cases the multiple housing is developed on sites featuring rolling topography lending itself to architecturally advanced cluster housing designs.

Resolution  
September 16, 2013

Amended by Editor

## **5. THE CIRCULATION PATTERN**

The principal feature of the circulation pattern is the attempt to provide to the greatest possible extent two independent systems of circulation, one for the automobile and one for the pedestrian. Access to all community facilities is provided for each mode of movement and the points at which the two systems cross one another are minimized. *The principal feature of the circulation pattern is the attempt to provide to the greatest possible extent two independent systems of circulation, one for the automobile and one for the pedestrian. Access to all community facilities is provided for each mode of movement and the points at which the two systems cross one another are minimized. Care has been taken to design the walkways in a manner which allows for maximum visibility where pedestrians must cross a roadway, where marked cross-walks would add to the safety of the pedestrian traffic.*

Resolution  
September 16, 2013

### **A. The Walkways**

The walkway network is designed to permit residents of every section of the Hermitage to walk to schools, parks, churches, public transit and shopping facilities, should they choose to do so. The major system of walkways is that shown on the Outline Plan which serves every major section of the planning area. This system will be complimented by a system of minor walkways within both single family and multiple-unit residential areas, and every resident will enjoy direct access by either sidewalks or minor walkways to the major walkway network.

The major walkway network is designed to become a truly pedestrian environment (*sentence deleted*). To the extent that public transit may be considered a mechanical extension of the pedestrian environment, its presence in the walkway system can be justified. The major walkways will vary considerably from point to point. This

Resolution  
June 15, 1998

variation in width will allow for the imaginative integration of relatively narrow stretches which will open into larger spaces at key points, creating an interesting and rhythmic variation in the environment of the pedestrian as he passes through the subdivision. In addition to the wider nodes into which the walkways flow, provision has been made for up to ten one-acre parcels located evenly throughout the system. These parcels are designed to serve as "tot-lots", semi-enclosed playgrounds in which younger children play away from the larger recreational areas. These children will therefore not have to walk too far from their homes and will be provided with facilities more appropriate in scale to their recreational needs.

*(Paragraph deleted).*

Resolution  
September 16, 2013

B. Vehicular Circulation

The roadway network is designed to provide an integrated system of specific purpose roads which will allow for the efficient flow of traffic and will blend into, rather than dominate, the land-use pattern. The only instance in which a roadway became a land-use determinant was the case of the *Victoria Trail* (or Belmont Road) arterial, the location of which was fixed in relation to City Engineering plans for the major interchange proposed south of the *railway* trackage. *(Rest of paragraph deleted).*

Resolution  
September 16, 2013

The actual roadway network is structured on the principle that each road should serve only one major function. Local roads will therefore serve small pockets of residential development and will connect only with the next highest standard of roadway, a collector road. The collector road, taking the form of an elongated loop, serves all sections of the subdivision and gives access to all community facilities and to the City's arterial network. This collector loop is modified in the provision of three transverse connector roads which will allow local traffic to move about the subdivision without having to travel on an arterial road. These connectors also contribute a degree of flexibility to the staging of development, providing local access prior to the completion of the full roadway network.

Amended by Editor

All intersections on the collector system with the arterial network, being four in number, will be controlled by traffic lights and will be designed to allow the arterial roadways to perform their through-traffic function by accommodating Hermitage-bound traffic on recessed turning lanes. No local roads are proposed to connect directly with arterial roads and the arterial roads are not designed to serve traffic with point so an origin and destination within the Hermitage area.

The only roadway connections with Clareview to the *south* are by means of arterial roads at 50th Street and *Victoria Trail and a collector road at 40th Street*, the latter by means of a bridge which maintains the continuity of the Kennedale Ravine, a natural open space. *(Sentence deleted.)*

Resolution  
September 16, 2013  
Amended by Editor

*(Sentence deleted).* The *crossing at 40<sup>th</sup> Street accommodates* the through-ravine pedestrian traffic *with an under-pass, thus maintaining the continuity of the pedestrian environment.* *(Sentences deleted.)*

Resolution  
September 16, 2013  
Amended by Editor

### C. Roadway Standards

(i) Local Roads - These will be variable in width, depending upon the number of homes they serve and the access to walkways which the homes may enjoy. Should a street serve a low number of homes which have a walkway running behind them, a narrow roadway would be adequate.

(ii) Connector Roads - A central connector road 24.4 m (80') in width is designed to take local traffic with origins and destinations within the Hermitage plan area. One additional connector to the south is designed to relieve 50th Street of any local traffic which might wish to traverse the subdivision, together with a second connector which parallels 50th Street. These are not expected to bear as much traffic as the central connector roadway. Additional minor connector roadways will provide adequate service to the northerly and southerly extent of the neighbourhood, while connecting both to the main central connector roadway. They are designed to take local traffic with origins and destinations within the Hermitage. The connector which parallels 50th Street on the west is only 20 m (66') in width and is designed to relieve 50th Street of any local traffic which might wish to traverse the subdivision. It is not expected to bear as much traffic as the two more central connectors.

Resolution  
September 16, 2013  
Amended by Editor

Amended by Editor

The connectors will all be wide two-lane facilities, with parking on both sides where required. Although they will not primarily serve as local roads, it will be possible for these roads to serve a limited number of homes on either side. Each is slightly curved to reduce speed and to close the vista. In the case of the 34th Street connector, the curve at its north end is provided to by-pass a utility shed located in the right-of-way and to provide a right-angle intersection with the collector loop.

(iii) The Collector Loop - The collector road will be a four-lane, divided facility, onto which local roads will open. No single-family housing will front directly

onto the collector road and the flow of traffic will not therefore be hindered by vehicles parked along or backing onto the collector road.

The basic width of the collector right-of-way is 33.5 m (110') as recommended by *Transportation Services*, and this widens to 37.2 m (122') where the collector straddles the major utility easements. Curves in the collector road have been designed to maximize safety while at the same time preserving the variety which a curvilinear alignment provides. The curves in the collector road are designed to close off vistas, discourage excessive speeds, and alleviate the monotony which can characterize perfectly straight roadways.

- (iv) Arterial Roads - Provision has been made for the projected arterial roadway requirements of the City in the Hermitage area. These requirements include the 53 m (174') right-of-way provided in the area of Victoria Trail which will connect the Clover Bar interchange with the Clareview Town Centre, and a strip 24.4 m (80') in width which is required for widening the right-of-way along 50th Street. The four points at which these arterials are intersected by the collector will be controlled by traffic lights, and it is assumed that small cuts may be required at the corners of these intersections when detailed roadway plans are prepared in the future.

Amended by Editor

#### D. Public Transit

The Outline Plan has adopted a flexible approach to the provision of public transit facilities. The walkway system has been designed to accommodate the "bus-way" concept which has been considered by the City Transportation Committee should the development of such a facility prove to be economically viable. The mini-bus route is designed to cross only collector and connector roads, doing so at only three points, and will run beneath the Victoria Trail arterial by means of an under-pass. The route enters the subdivision from Clareview by means of a walkway at the west end of the Hermitage and joins the collector loop road at the east end of the subdivision. From this point the route is flexible and may follow the collector and arterial road-ways north into Clareview where it can re-enter the walkway network, or it may make a side-trip into the regional park in the River Valley lowland. The location of the bus route ensures that no resident will need to walk more than 396.2 m (1,300') to public transportation, and that he will be able to do so by way of a pedestrian oriented facility.

Amended by Editor

The decision regarding the implementation of the bus-way concept will have to be made by the developer on the basis of the degree to which this facility enhances his subdivision.

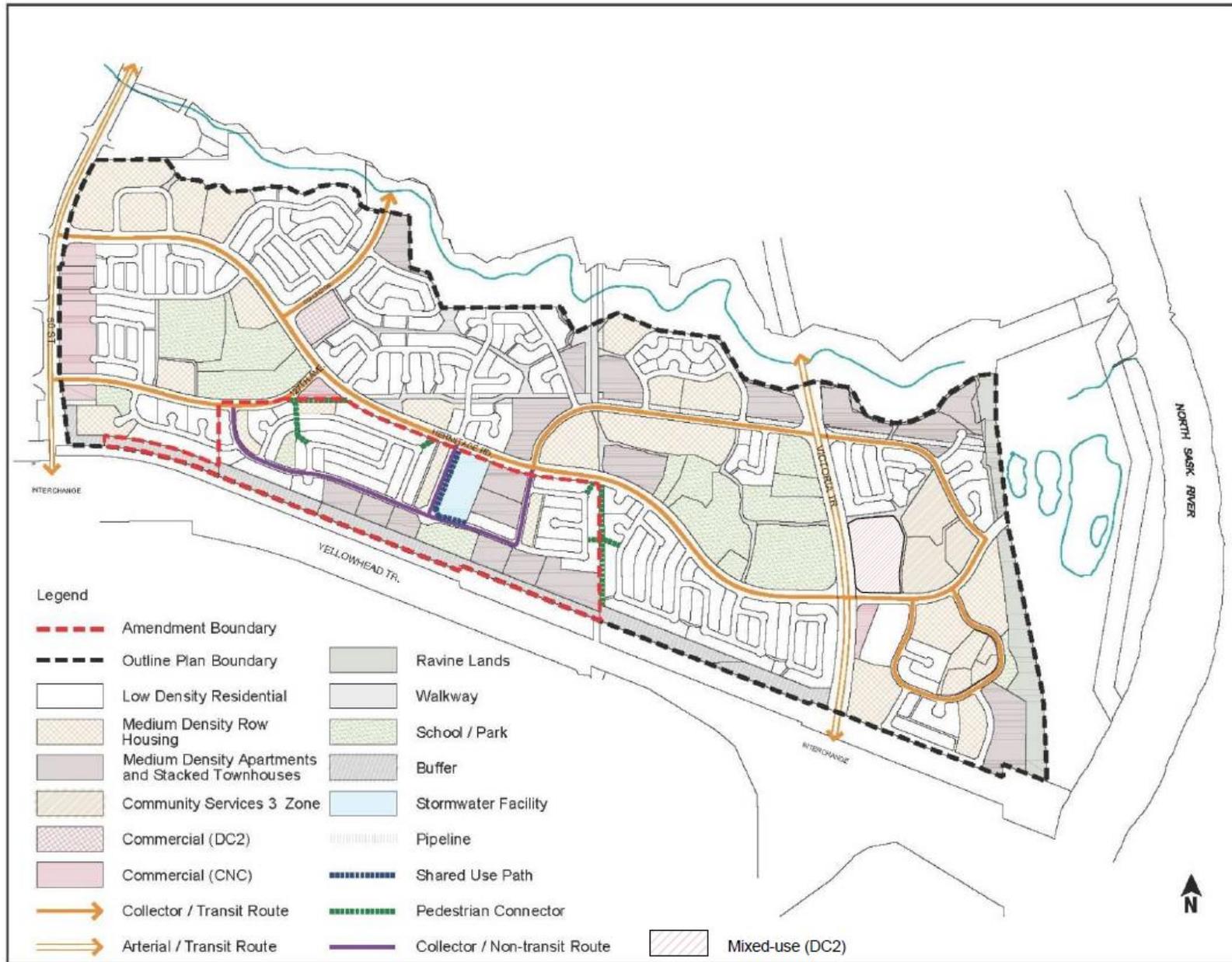
*All homes within the plan area shall have convenient pedestrian access within 400 m walking distance to a transit route.*

*Refer to the Transportation Network Map on the following page.*

Resolution  
September 16, 2013

Amended by Editor

*Transportation Network Map (Resolution, October 18, 2022)*



## 6. RESIDENTIAL USES

Residential land uses have been determined according to two main principles. There has been an attempt to locate higher densities of housing near the centrally located community facilities and secondly, a large amount of multiple housing has been placed near the major natural open spaces which surround the Hermitage. Single family housing lies principally upon flat sections of the planning area, while rolling portions of the Hermitage have been designated as multiple housing unit sites.

The areas shown on the Outline Plan are gross acreages and include land which will be required for local roads and walkways when detailed subdivision planning is carried out. These roads and walkways will be integrated with the large scale circulation pattern as shown on this Plan.

- A. Single Family Housing - Homes in these areas will be served by a local road and the number of houses served by each local road will be minimized in order that smaller street right-of-ways may be employed. This will contribute to the privacy of single-family housing areas and reduce the amount of traffic in such areas to a minimum. Single-family housing will not front onto any arterial roads, nor should it front onto the main collector road unless design constraints so dictate. In cases where single family housing backs onto major roadways, consideration should be given to utilizing backfill from basement excavations to create landscaped buffers between the main road and the housing. Such a technique might also be applied to the creation of a buffer between the *private* Railway line and housing which backs on to this facility. This would provide additional insulation to the relatively deep lots which will back onto the railway.

Amended by Editor

The single-family areas are expected to yield approximately *12 lots per hectare (5 lots per acre)*, and a population of *50 persons per hectare (20 persons per acre)*. The zoning category which would apply to these areas would be R-1.

Amended by Editor

- B. Multiple Housing - Multiple housing areas on the Hermitage have been indicated, according to the requirements of the City of Edmonton Outline Plan Study without specification as to type of multiple housing. It is proposed that these multiple housing sites will be divided evenly into cluster or terrace-type housing sites endowed with rolling topography which lie

along Kennedale Ravine and the River Valley. The application of a high standard of architecture and building grouping should result in superior high-density housing areas. Apartment areas will be those multiple areas which are located near the central community facilities, reinforcing the higher density of activity which is desirable to maintain in the vicinity of the walkway spine.

The zoning categories which will apply to these multiple housing areas will probably include:

(i) Cluster, terrace and town housing, R-2 and R-2A which allow a density of 35 units per hectare (14 units per acre).

Amended by Editor

(ii) Apartment housing - most sites lend themselves to the development of the R-3 variety, with a density of approximately 69 units per hectare (28 units per acre). Those sites, however, in the immediate vicinity of the Hermitage shopping and community centre should be designated R-5. The higher density will support the community centre and contribute, with high-rise buildings, to the visual identity of the centre.

Amended by Editor

Through all multiple housing areas will run local roads and walkways which will tie into the major circulation pattern.

C. *Redevelopment of the Former Domtar Site*

Resolution  
September 16, 2013  
Amended by Editor

*This area had traditionally been used by Domtar to offload wood products, chemically treat them, and then reload the treated products onto railcars for transport out of the area. The facility is now closed and the site is undergoing remediation. This proposed amendment will facilitate the complete redevelopment of the plan area to residential land uses.*

*The remediation will meet Alberta Environment's strict guidelines for residential development and, when complete, will adequately house almost 1,200 new dwelling units and approximately 2,600 new residents. Dwellings will range in type from ground-oriented single detached homes to semi-detached, duplex townhouses and walk-up apartment units to meet the future needs of this growing community.*

## 7. SCHOOLS

The schools in the Hermitage are located along the walkway spine. Each school is therefore equally accessible to all students and is served directly by both automobile and public transit. A minimum number of children are required to cross the collector road to reach an elementary school.

The school facilities provided include the following:

### Public Schools:

Elementary	3 schools
Junior High	1 school

Resolution  
November 13, 2012

### Separate Schools:

Elementary	1 school
Elementary-Junior High	1 school

The catchment areas which these schools are expected to serve are shown on a copy of the Outline Plan specially prepared for School Board examination.

All schools have been located at the most central point which the design concept permits. Students from the Hermitage attending High Schools will be required to travel to the Clareview Town Centre where Technical and High School facilities will be located.

The acreages of school sites as shown are from the west to the east on the Outline Plan.

- A. *7.5 hectares (18.5 acres)* including:
  - i) *2.0 hectares (5.00 acres)* for a Separate Elementary School
  - ii) *5.5 hectares (13.50 acres)* for a Public Elementary School and Park
- B. *5.5 hectares (13.5 acres)* for a Public Elementary School and Park.
- C. *15.5 hectares (38.40) acres* including:
  - i) *3.6 hectares (9.0 acres)* for a Public Elementary School
  - ii) *4.0 hectares (10.0 acres)* for a combined Separate Elementary and Junior High School

Amended by Editor

- iii) 4.9 hectares (12.0 acres) for a Public Junior High School
- iv) 3.0 hectares (7.4 acres) for a Central Community Park

Resolution  
November 13, 2012

*The Outline Plan permits the delineation of three distinct Elementary School areas. The uncertainty as to the date at which the private corporation site will be developed is accommodated by the fact that one elementary site is located largely upon that site, thus ensuring that the provision of school facilities may occur in conjunction with residential development.*

Amended by Editor

## **8. PARKS AND OPEN SPACE**

A general policy regarding open and recreational space has pervaded the overall design concept which has been applied to the Hermitage. This policy is the use of attractively designed public walkways serving to draw pedestrian traffic through the community. These walkways are an attempt to create a continuous open space throughout the Hermitage serving both circulation needs and recreational and aesthetic purposes.

The walkway network combines with schools and neighbourhood parks and includes a number of tot-lots for younger children. In addition, the walkways provide access to the larger recreational amenities of the Hermitage, the Kennedale Ravine and the North Saskatchewan River Valley.

The Kennedale Ravine will become a natural walkway leading to the River Valley. The use of bridges at whatever points it is crossed by vehicular traffic will maintain the continuity of this natural walkway. A minimum amount of improvement will be necessary in the Ravine since its principle value lies in its present natural state. Pedestrian pathways would probably be the only real improvements required, which might be located near the bottom of the Ravine or along the top of the bank. Pathways in both locations might prove desirable should the *Parks Planning Section* so decide.

Amended by Editor

The River Valley lowland is destined to become a major regional recreational area. Access has been provided for vehicular, public transit and pedestrian traffic which would support its use as such a facility. The range of recreational needs which this park will serve will be comparable to a facility of the nature and magnitude of Mayfair Park in Edmonton's west end. The gravel quarry excavations which presently exist on the site lend themselves to development into artificial lakes which will serve as recreational nuclei on a year round basis.

## **9. SOIL BERM ADJACENT TO RAIL LINE IN HOMESTEADER**

Resolution  
September 16, 2013  
Amended by Editor

*The former Domtar site located adjacent to the rail line, north of Yellowhead Trail and east of 50 Street in the Homesteader neighbourhood, has been sitting vacant for over 20 years. Between 1924 and 1987, the site was used as the Domtar Edmonton Wood Preservation Plant. The former industrial use of the site resulted in contamination from creosote (and other materials), which affected the soil and groundwater. Remediation of several areas affected by the contamination was undertaken by Domtar in the 1990s, however, contamination remains. The subject site consists of several parcels, totalling approximately 41 ha in size.*

*In order to remediate the site and buffer against the railway, a soil berm measuring approximately 1200 metres in length, 20 metres wide and ranging from 1-5 metres in height is proposed along the southern boundary of the site. The soil comprising the berm in Parcel C will meet Alberta Environment Soil Remediation Guidelines, whereas portions of the berm in Lot 1, Block 1, Plan 132 1679 will contain contaminated soil, which does not meet guidelines. A synthetic demarcation blanket will be placed over the contaminated soils and a 1 m layer of clean soil will be placed over the demarcation blanket. A similar cap will be placed over Parcel X. Contaminated portions of the berm must be zoned (DC1) Direct Control Development Provision.*

*An exposure control plan, including a long-term monitoring program, will be applied to the berm. Parcels C and Lot 1, Block 1 will be remediated to Alberta Tier 1 and Tier 2 guidelines. Parcel C was issued a Remediation Certificate by Alberta Sustainable Resources Environment and Sustainable Resources in July 2013. A Remediation Certification will be sought for Lot 1, Block 1 once the berm has been built. The contaminated portions of the berm must be zoned (DC1) Direct Control Development Provision. During the review of the plan amendment and rezoning applications associated with the redevelopment of the former Domtar site, technical studies were submitted and reviewed, including but not limited to a Risk Assessment for the berm along Parcels X and Lot 1, Block 1, and a Financial Risk Assessment detailing various risk-related scenarios and costs associated with each scenario.*

*These reports were submitted to the Province and City of Edmonton Sustainable Development Department for review and approval. Both documents were accepted in principle by these referral agencies. A subsequent Risk Management Plan, dealing in greater detail with the design, monitoring and maintenance of the proposed soil berm along Parcels X and Lot 1, Block 1, those portions of the berm containing contaminated soil, must be submitted and approved by Alberta Environment and Sustainable Resources and the City of Edmonton prior to any residential development on the site.*

*The proposed soil berm must for Parcels C and Lot 1, Block 1 and the soil cap for Parcel X must meet Provincial and City of Edmonton regulations prior to the transfer of ownership. Detailed engineering drawings for the berm will be reviewed at the development permit stage. Discussions are underway between the owner/developer and Sustainable Development regarding the exact details of the berm design (including drainage), long-term monitoring and maintenance, as well as future ownership of the berm.*

## **10. FACTORS IN DEVELOPMENT AND STAGING**

### **A. Land Ownership**

Land in the Hermitage planning area is owned largely by one developer. A private corporation owns 218.67 hectares (540.84 acres) of the total of 284.02 hectares (701.84 acres) in the developable upland portion of the Hermitage. The company owns a further 49.38 hectares (122.03 acres) of River Valley lowland which will become a regional park.

Amended by Editor

The remaining land is held by several owners, largest of which is approximately 80 acres controlled by another private corporation. Other owners possess small parcels adjacent to this private corporation's site and the fact that all land not owned by the other private corporation is a contiguous segment of the planning area allows for the orderly development of the subdivision by those owners who wish to participate.

### **B. Existing Uses**

That portion of the Hermitage owned by a private corporation is used agriculturally at present. The feed lot located at the west end of the subdivision will be removed by the developer long before the development in the vicinity is

Amended by Editor

commenced. We suggest that it is not too soon for the City to take steps to control the feed lot operation on the west side of 50th Street.

*A wood preserving creosoting coating plant was a former major land use in the plan area. The incorporation of this site into Hermitage has since occurred in the Outline Plan. The design of the Outline Plan had previously allowed for the indefinite operation of the plant while neighboring land developed residentially. Circulation and land-use patterns were designed to function with or without the development of the Domtar site, and the buffer strip, which the Provincial Planning Board recommended to separate existing industry from residential development, was incorporated into the plan.*

*This Domtar site had traditionally been used to offload wood products, chemically treat them, and then reload the treated products onto railcars for transport out of the area. The facility has now been closed and redevelopment of the plan area to residential land uses is occurring. The new neighborhood that will be developed here will be known henceforth as Renaissance Estates.*

Minor landowners within the planning area are either small holders or the City of Edmonton. These properties may be maintained or developed at the owners' discretion and their decisions on such matters will not affect the sequential development of the concept.

C. Public Dedication

The Hermitage has been designed to turn over to public uses, exclusive of arterial roadway requirements, approximately 40% of the planning area. The total dedication will be according to the following\*:

Resolution  
September 16, 2013

Amended by Editor

<u>Developable Area</u>		284.02 ha (701.84 acres)
Less: Arterial roads		7.51 ha (18.56 acres)
<u>Net Developable Area</u>		276.51 ha (683.27 acres)
Circulation:		
Collectors	21.63 ha (53.44 acres)	
Connectors	2.85 ha (7.04 acres)	
Local roads and walkways	21.04 ha (52.00 acres)	
Major walkways	22.321 ha (55.16 acres)	

	67.84 ha (167.64 acres)	24.53%
Parks and Schools:	34.20 ha (84.51 acres)	
Tot-lots in walkways	4.05 ha (10.00 acres)	
	38.10 ha (94.15 acres)	13.78%
TOTAL		38.31%

**\*EDITOR'S NOTE:** Table reflects original Hermitage General Outline Plan, as approved on May 11, 1970.

The amount of land dedicated to public uses on the lands owned by *the private corporation* is exactly 40%, and the City owns a further 6.07 hectares (15 acres) in the total of 284.02 ha (701.84 acres) which constitutes the Hermitage planning area.

Amended by Editor

D. Staging

The subdivision will be developed from the centre outwards, establishing the community centre at an early stage and expanding east and west over time. It would be desirable to construct the Victoria Trail Railway Underpass as soon as possible as the standard of access will have a direct effect upon the quality of development in the area. Public transit access could also be provided by this facility which could also be planned as the initial access route to Clareview.

E. Development Standards

A large portion of the Hermitage will be developed by *a private corporation*. It is the intention of *the private corporation* to maintain development control of all construction within the area owned by them whether developed by the company or sold to others, in order to maintain a consistent and compatible standard for the benefit of everyone.

Amended by Editor

**Hermitage General Outline Plan  
Land Use and Population Statistics  
(Resolution, October 18, 2022)**

	Area (ha)	%GDA
<b>Gross Area</b>	<b>269.65</b>	
Arterial Road Right-of-Way	5.80	--
Pipeline and Utility Right-of-Way	2.83	--
<b>Gross Developable Area</b>	<b>261.02</b>	<b>100.0</b>
Commercial	8.43	3.23
Ravine Lands	7.47	2.86
Parkland, Recreation, School (Municipal Reserve)	28.00	10.73
Walkways	7.42	2.84
Buffer	9.35	3.58
Infrastructure/Servicing (Stormwater Management Facilities)	2.05	0.79
Circulation	52.60	20.15
<b>Total Non-Residential Area</b>	<b>115.32</b>	<b>44.18</b>
<b>Net Residential Area (NRA)</b>	<b>145.70</b>	<b>55.82</b>

**RESIDENTIAL LAND USE AREA, UNIT & POPULATION COUNT  
HERMITAGE (EXISTING DEVELOPED NEIGHBORHOOD)**

Land Use	Area (ha)	Units/ha*	Units	People/Unit	Population	% of NRA
Low Density Residential <sup>1</sup>	63.63	16	1017	2.80	2847	43.67
Medium Density Residential – Row Housing <sup>2</sup>	40.36	42	1695	2.20	3729	27.70
Medium Density Residential - Apartment <sup>3</sup>	17.01	90	1531	1.30	1990	11.67
<b>Total Residential</b>	<b>121.00</b>	--	<b>4243</b>	--	<b>8566</b>	<b>83.05</b>

\*Notes:

1. Low Density Units are based on June 2009 City of Edmonton Statistics
2. MDR – 42 Units/ha based on unit counts as constructed
3. HDR – 90 Units/ha based on unit counts as constructed

Population Density (calculated without the Renaissance Estates Development): 32.82 ppgdha

Unit Density (calculated without the Renaissance Estates Development): 35.06 upnrha

LDR/MDR/HDR Ratio: 44/28/12 %

**RESIDENTIAL LAND USE AREA, UNIT & POPULATION COUNT  
RENAISSANCE ESTATES REDEVELOPMENT AREA**

Land Use <sup>1</sup>	Area (ha)	Units/ha*	Units	People/Unit	Population	% of NRA
Low Density Residential	14.37	25	359	2.80	1005	10.00
Medium Density Residential – Row Housing	2.27	45	102	2.80	286	1.58
Medium Density Residential – Apartment	8.06	90	725	1.80	1305	5.61
<b>Total Residential</b>	<b>24.70</b>	--	<b>1186</b>	--	<b>2596</b>	<b>17.19</b>

\*Notes:

1. Unit densities are based on City of Edmonton NSP Terms of Reference

**RESIDENTIAL LAND USE AREA, UNIT & POPULATION COUNT  
HERMITAGE - FUTURE**

Land Use	Area (ha)	Units/ha	Units*	People/Unit	Population	% of NRA
Low Density Residential	78.00		1376	--	3853	53.54
Medium Density Residential – Row Housing	42.63		1797	--	4015	29.26
Medium Density Residential - Apartment	25.07		2256	--	3296	17.21
<b>Total Residential</b>	<b>145.70</b>	<b>--</b>	<b>5429</b>	<b>--</b>	<b>11164</b>	<b>100.0</b>

\*Notes: Units/ha for the proposed Hermitage area after the addition of Renaissance Estates lands has been calculated by the addition of what is currently developed with what is forecasted to be developed in accordance with the City of Edmonton's NSP Terms of Reference guidelines for unit and population density.

Population Density: 42.77 ppgdha  
Unit Density: 37.27 upnrha  
LDR/MDR Ratio: 25/75%

**STUDENT GENERATION COUNT**

Public School Board		Separate School Board	
Elementary School	1407	Elementary School	432
Junior High School	594	Junior High School	216
Senior High School	702	Senior High School	108
<b>Total Student Population</b>	<b>3455</b>		

**Hermitage General Outline Plan Map**  
 (Resolution, approved October 18, 2022)

