BY-LAW NO: 2383

A BY-LAW OF THE CITY OF MEDICINE HAT to amend By-Law No. 1989 being the "City of Medicine Hat Land Use By-Law"; and to adopt the South Flats Area Redevelopment Plan.

WHEREAS the Planning Act, R.S.A. 1980 Chapter P-9, as amended, empowers a municipal council to designate an area of the municipality as a redevelopment area;

AND WHEREAS the Council of the City of Medicine Hat has previously divided the City into districts so as to regulate the use and development of land and buildings with the City through the City of Medicine Hat Land Use By-Law No. 1989;

AND WHEREAS the South Flats Area was designated as TM - Transitional Mixed Land Use District in By-Law No. 1989 as an interim measure until detailed land use planning was conducted in the area;

AND WHEREAS the detailed planning work for the South Flats area has now been completed resulting in the preparation of the South Flats Area Redevelopment Plan;

NOW THEREFORE THE MUNICIPAL COUNCIL OF THE CITY OF MEDICINE HAT IN COUNCIL ASSEMBLED ENACTS AS FOLLOWS:

1. This By-Law may be cited as the South Flats Area Redevelopment Plan By-Law.

2. The Part I of the South Flats Area Redevelopment Plan document attached hereto marked Schedule "A", forming a part of this By-Law, is hereby designated as a redevelopment area to be known as the South Flats Area Redevelopment Area pursuant to the Planning Act.
3. The South Flats Area Redevelopment Plan is hereby adopted.

4. A redevelopment levy shall be imposed and collected pursuant to the Planning Act as set out in Schedule "A".

5. The City of Medicine Hat Land Use By-Law No. 1989 is amended as follows:

   (1) Section 48(1) is amended to change the land use designation of the South Flats Area Redevelopment Plan from TM - Transitional Mixed Land Use District to those various uses as shown in the attached Map marked Schedule "B".

   (2) Section 39 on Non-Conforming Uses and Buildings is amended by adding at the end the following new clauses:

   "(8) The existing residential development pockets which are located in M1 and M2 - General and Special Light Industrial Districts in the South Flats Redevelopment Plan Area shall be allowed to continue as transitional development until such time as the redevelopment of these properties is proposed on a voluntary basis.

   (9) The Municipal Planning Commission may allow new residential development proposals within the existing residential pockets designated in the South Flats having due regard to the merits of a development application."

6. This By-Law shall take effect as of the date of the final reading thereof.
READ A FIRST TIME IN OPEN COUNCIL this 17 day of December A.D., 1984

MAYOR

CITY CLERK

READ A SECOND TIME IN OPEN COUNCIL this 12 day of August A.D., 1985.

MAYOR

CITY CLERK/ASSISTANT TO THE

READ A THIRD TIME AND FINALLY PASSED IN OPEN COUNCIL this 12 day of August A.D., 1985.

MAYOR

CITY CLERK/ASSISTANT TO THE
SOUTH FLATS
AREA REDEVELOPMENT PLAN BY-LAW

Prepared for the
CITY OF MEDICINE HAT

By the
Southeast Alberta Regional Planning Commission, August, 1985
BY-LAW NO.: 2383

A BY-LAW OF THE CITY OF MEDICINE HAT to amend By-law No. 1989 being the "City of Medicine Hat Land Use By-law"; and to adopt the South Flats Area Redevelopment Plan.

WHEREAS the Planning Act, R.S.A. 1980 Chapter P-9, as amended, empowers a municipal council to designate an area of the municipality as a redevelopment area;

AND WHEREAS the Council of the City of Medicine Hat has previously divided the City into districts so as to regulate the use and development of land and buildings with the City through the City of Medicine Hat Land Use By-law No. 1989;

AND WHEREAS the South Flats Area was designated as TM - Transitional Mixed Land Use District in By-law No. 1989 as an interim measure until detailed land use planning was conducted in the area;

AND WHEREAS the detailed planning work for the South Flats area has now been completed resulting in the preparation of the South Flats Area Redevelopment Plan;

NOW THEREFORE THE MUNICIPAL COUNCIL OF THE CITY OF MEDICINE HAT IN COUNCIL ASSEMBLED ENACTS AS FOLLOWS:

1. This By-law may be cited as the South Flats Area Redevelopment Plan By-law.

2. The Part I of the South Flats Area Redevelopment Plan document attached hereto marked Schedule "A", forming a part of this By-law, is hereby designated as a redevelopment area to be known as the South Flats Area Redevelopment Area pursuant to the Planning Act.

3. The South Flats Area Redevelopment Plan is hereby adopted.

4. A redevelopment levy shall be imposed and collected pursuant to the Planning Act as set out in Schedule "A".

5. The City of Medicine Hat Land Use By-law No. 1989 is amended as follows:

(1) Section 48(1) is amended to change the land use designation of the South Flats Area Redevelopment Plan from TM - Transitional Mixed Land Use District to those various uses as shown in the attached Map marked Schedule "B".

(2) Section 39 on Non-Conforming Uses and Buildings is amended by adding at the end of the following new clauses:

"(8) The existing residential development pockets which are located in M1 and M2 - General and Special Light Industrial Districts in the South Flats Redevelopment Plan Area shall be allowed to continue as transitional development until such time as the redevelopment of these properties is proposed on a voluntary basis.

(9) The Municipal Planning Commission may allow new residential development proposals within the existing residential pockets designated in the South Flats having due regard to the merits of a development application."

(3) Section 62.3 is amended by adding the following:

"(1) In the South Flats Area Redevelopment Plan Area, the Discretionary Uses category includes retail and service commercial establishments and greenhouses."

6. This By-law shall take effect as of the date of the final reading thereof.
BY-LAW NO.: 2427

A BY-LAW OF THE CITY OF MEDICINE HAT to amend By-law No. 1989 being the City of Medicine Hat Land Use By-law; and By-law No. 2382 being the South Flats Area Redevelopment Plan By-law.

WHEREAS the use and development of all lands and buildings situate within the boundary of the City of Medicine Hat are subject to the provisions of By-law No. 1989;

AND WHEREAS the South Flats Area Redevelopment Plan as adopted by By-law No. 2383 amended By-law No. 1989;

AND WHEREAS at the Public Hearing held prior to the second reading of By-law No. 2383 a number of amendments to the South Flats Area Redevelopment Plan By-law were considered and approved by Council;

AND WHEREAS through error and misadventure two of the approved amendments were not read into By-law No. 2383 prior to its third reading;

AND WHEREAS Council of the City of Medicine Hat wishes to correct this oversight;

NOW THEREFORE THE MUNICIPAL CORPORATION OF THE CITY OF MEDICINE HAT IN COUNCIL ASSEMBLED ENACTS AS FOLLOWS:

1. By-law No. 1989 and By-law No. 2383 are both amended by this By-law.

2. Schedule "A" of By-law No. 2383, being the South Flats Area Redevelopment Plan By-law, is amended as follows:
(a) by adding as a Residential Policy Statement after Policy A.2 on page 4 the following:

"A.3 Within these residential pockets the City of Medicine Hat may allow one residential unit and one business operation in the same residential building having due regard to the merits of a development proposal."

(b) by adding to the Land Use Classification as shown on page 4 the following:

"Lots 7-12 inclusive and that portion of the Westerly 72 feet in perpendicular width throughout Lot "A" which lies to the south of the northerly 130 feet throughout the said Lot "A" all in Block 14 Plan 483M be changed from R-2 Low Density Residential District to C-4 General Commercial District."

3. By-law No. 1989 is amended by By-law No. 2383 is further amended by this By-law.

4. This By-law shall take effect as of the final reading thereof.
READ A FIRST TIME in Open Council this 16th day of September A.D., 1985.

MAYOR [Signature]

CITY CLERK [Signature]

READ A SECOND TIME in Open Council this 21st day of October A.D., 1985.

MAYOR [Signature]

CITY CLERK [Signature]

READ A THIRD AND FINAL TIME this 21st day of October A.D., 1985.

MAYOR [Signature]

CITY CLERK [Signature]
BYLAW NO. 2951

A BYLAW OF THE CITY OF MEDICINE HAT to amend Bylaw No. 2823, the City of Medicine Hat Land Use Bylaw.

WHEREAS the land shown on Schedule "A" to this Bylaw and legally described as Lot 21, Block 12, Plan 483M, (hereinafter referred to as the "subject land") is presently designated as R-2 (Low Density Residential District) under the City of Medicine Hat Land Use Bylaw;

AND WHEREAS an application has been made to redesignate the subject land as C-4 (General Commercial District) under the City of Medicine Hat Land Use Bylaw;

AND WHEREAS an area redevelopment plan has been adopted with respect to the subject land pursuant to Bylaw No. 2383, the South Flats Area Redevelopment Plan Bylaw;

AND WHEREAS the requirements of the Planning Act R.S.A. 1980, Chapter P-9 regarding the giving of notice of this Bylaw have been complied with;

AND WHEREAS copies of this Bylaw and related documents were made available for inspection by the public at the office of the City Clerk as required by the Planning Act R.S.A. 1980, Chapter P-9;

AND WHEREAS a public hearing with respect to this Bylaw was held in the Council Chambers at City Hall on the 23rd day of January, A.D. 1995 at 6:30 p.m.;

NOW THEREFORE THE MUNICIPAL CORPORATION OF THE CITY OF MEDICINE HAT, IN COUNCIL ASSEMBLED, ENACTS AS FOLLOWS:

1. This Bylaw may be cited as the City of Medicine Hat Land Use Bylaw Amending Bylaw No. 2951.
2. Bylaw No. 2823, being the City of Medicine Hat Land Use Bylaw, is hereby amended by redesignating the subject land as C-4 (General Commercial District).

3. Bylaw No. 2383, being the South Flats Area Redevelopment Plan Bylaw, is amended with respect to land use designation and other matters as required to accommodate the revised land use designations referred to in Section 2 of this Bylaw.

READ A FIRST TIME in open Council on December 5, 1994.


SIGNED AND PASSED on January 25, 1995 by:

MAYOR - TED J. GRIMM

CITY CLERK - L.P. GODIN
LEGAL DESCRIPTION:
852 11 STREET S.E.
LOT 21, BLOCK 12, PLAN 483 M

PROPERTY SUBJECT TO PROPOSED CHANGE OF
LAND USE FROM R-2 (LOW DENSITY RESIDENTIAL
DISTRICT) TO C-4 (GENERAL COMMERCIAL DISTRICT)
BYLAW NO. 2999

A BYLAW OF THE CITY OF MEDICINE HAT to amend Bylaw No. 2823, the City of Medicine Hat Land Use Bylaw.

WHEREAS it is considered advisable to make provision for the installation of mobile homes, as defined in Bylaw No. 2823, in the North and South Flats Areas, as described in Bylaw No. 2223, the North Flats Area Redevelopment Plan Bylaw and Bylaw No. 2383, the South Flats Area Redevelopment Plan Bylaw, respectively;

AND WHEREAS the requirements of the Planning Act R.S.A. 1980, Chapter P-9, regarding the giving of notice of this Bylaw have been complied with;

AND WHEREAS copies of this Bylaw and related documents were made available for inspection by the public at the office of the City Clerk as required by the Planning Act R.S.A. 1980, Chapter P-9;

AND WHEREAS a public hearing with respect to this Bylaw was held in the Council Chambers at City Hall on the 21st day of August A.D., 1995 at 6:30 p.m.;

NOW THEREFORE THE MUNICIPAL CORPORATION OF THE CITY OF MEDICINE HAT, IN COUNCIL ASSEMBLED, ENACTS AS FOLLOWS:
1. This Bylaw may be cited as Land Use Amending Bylaw No. 2999.

2. Bylaw No. 2823 is amended by adding the following section immediately after Section 9:

"9.1 MOBILE HOMES IN NORTH AND SOUTH FLATS AREAS

Notwithstanding the provisions of Part VIII of this Bylaw, a mobile home shall be a discretionary use on any site within

(a) the North Flats Area, as described in Bylaw No. 2223, the North Flats Area Redevelopment Plan Bylaw or

(b) the South Flats Area, as described in Bylaw No. 2383, the South Flats Area Redevelopment Plan Bylaw."

READ A FIRST TIME in open Council on _______July 31_________ 1995

READ A SECOND TIME in open Council on _______August 21_________ 1995

READ A THIRD TIME in open Council on _______August 21_________ 1995

SIGNED AND PASSED on _______August 23_________ 1995 by:

MAYOR - TED J. GRIMM

CITY CLERK - L.P. GODIN
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INTRODUCTION

To meet the needs of the expanding economic base of Medicine Hat, there must be land available to satisfy the demand for commercial and industrial sites. Currently there is an adequate supply of vacant sites on the periphery of the City, although there is significant potential for additional commercial and industrial facilities in the central area also.

Commercial and industrial sites in the central area of Medicine Hat, however, must be more than just land zoned for such uses. It is important that the older areas be properly planned and serviced with roads and utilities to accommodate additional development. Planning in the central area must be sensitive to the large residential areas in close proximity and the importance of cross-town traffic routes which bisect the area. Within the central area of Medicine Hat, commercial, industrial and residential land uses all have a historic claim to the area. Unfortunately past history has left an often incompatible mixture of land uses.

It is in this context that the South Flats Area Redevelopment Plan has been prepared. The Plan area contains a number of attributes which offer the opportunity to create an attractive and efficient industrial environment. Furthermore, the area is situated adjacent to and includes residential districts, which although offering many advantages, necessitates that the pattern and distribution of future development be carefully studied.

The success of the Plan will ultimately be based on the willingness of all parties involved in the development process - the City, landowners, developers, businessmen and residents - to accept the redevelopment concept and basic planning principles which form the background of the Plan.

APPROVAL OF THIS PLAN BY COUNCIL IS NOT INTENDED AND SHOULD NOT BE INTERPRETED TO IMPLY THAT THE CITY IS ANXIOUS FOR EITHER THE EXISTING RESIDENTS OR BUSINESS OPERATIONS TO REDEVELOP OR RELOCATE. RATHER, WITH THE EXCEPTION OF THE CITY'S INVOLVEMENT IN ROAD AND UTILITY UPGRADING, IT WILL BE ENTIRELY THE DECISION OF LAND OWNERS IF, OR HOW RAPIDLY REDEVELOPMENT TAKES PLACE.

I. PLAN BOUNDARIES

The boundaries of the South Flats Area Redevelopment Plan are mainly determined by Seven Persons Creek, Ross Creek and the River valley walls on three sides and by the North Flats Residential Plan and Downtown on the fourth side. These boundaries are shown in Figure 1 and may be described as follows:

North and West - Northern escarpment of Seven Persons Creek and Bridge Street
South - Southern escarpment of Seven Persons Creek and Ross Creek
East - Eastern escarpment of Ross Creek and the easterly City limits

For the purposes of this Plan the Area Redevelopment Plan is divided into 4 sub-areas (Figure 1), as follows:

A. Kipling Street Sub-Area
B. Kingsway Sub-Area
C. Factory Street Sub-Area
D. Industrial Avenue Sub-Area

II. GOAL OF THE PLAN

The goal of the South Flats Area Redevelopment Plan is to formulate land use policies to encourage and direct commercial, industrial and residential development within the South Flats.

III. OBJECTIVES OF THE PLAN

1. To utilize the existing utility infrastructure of the South Flats to its maximum potential by increasing intensity of development in the area.

2. To conserve the existing positive attributes of the area and especially maintain the natural environment of the area demonstrated by the Creeks and River and their valley walls.

3. To encourage private and public land development to avail the maximum potential of land in the South Flats.
4. To reduce, as much as practical, incompatibility of land uses in the South Flats.
5. To establish an optimum land use classification scheme for the area by taking into account special characteristics of the area such as the natural values of the area, the existence of incompatible land uses, and the excellent exposure to a number of arterial roads.
6. To establish necessary provisions to implement relevant provisions of the River Valley Development Plan including open space policy requirements.
7. To create a road system consistent with City-wide and local needs.
8. To create a stable environment to encourage the investment of private and public capital in the area.

IV. POLICIES RELEVANT TO THE WHOLE SOUTH FLATS

A. RESIDENTIAL

There are some residential development pockets located in predominantly light industrial areas in the South Flats which require statutory protection as transitional land use under this plan. Over time, these residential properties will be encouraged to be redeveloped for light industrial use.

Policies

1. The existing residential land use pockets which are located in the General and Special Light Industrial (M1 and M2) Districts in the South Flats shall be allowed to continue as transitional development until such time as the redevelopment of these properties is proposed on a voluntary basis.
2. The City of Medicine Hat may allow new residential development proposals within these residential pockets having due regard to the merits of a development proposal.
3. Within these residential pockets, the City of Medicine Hat may allow one residential unit and one business operation in the same residential building having due regard to the merits of a development proposal.

B. TRANSPORTATION

The basic transportation network to service the existing and potential developments in the South Flats is in place. However, some adjustments to the road system in the form of realignments, upgrading and new facilities will be required. The transportation policy recommendations as outlined below will be considered for implementation by the City when it is deemed practical to do so.

Policies

1. The road link between Division Avenue and College Drive will be realigned and upgraded.
2. Kingsway and Allowance Avenue will be upgraded to four-lane facilities.
3. The intersection of Kingsway and South Railway will be upgraded to allow for safe and efficient movement of traffic.
4. The intersection of Hill Road with South Railway will be redesigned to improve grades, sight lines and traffic channelization.
5. Internal residential roads between Kingsway and Allowance Avenues will be cul-de-sac in order to:
   (a) discourage short-cutting of non-local traffic;
   (b) reduce the number of unnecessary access points to cross-town arterials.
6. Provisions will be made, as far as practical, to accommodate bicycle and pedestrian traffic when the cross-town arterials are upgraded in the South Flats.

C. PARKS, OPEN SPACE, ENVIRONMENTALLY SENSITIVE LANDS AND HISTORICAL RESOURCES

The only major residential area in the South Flats is located between Kingsway and Allowance Avenues. In the remaining South Flats except a few isolated small residential pockets, commercial and light industrial are the main land uses of the area. Therefore, there is no significant requirement for public parks for the existing and potential residential developments in the area. Nevertheless, there is a need to protect the aesthetic values of the area and accommodate the provisions of the
the developer if the area not to be developed with the development.

6. The redevelopment ley shall be paid to the City at the time the development proposal is issued.

5. The developer for a development permit shall pay the City, in accordance with the Development Agreement, a permit fee in respect of any residential development or a development permitted, on each successful application for a special permit in respect of all non-residential buildings.

4. A development permit may be imposed on each successful application for a non-residential building.

3. The City may refuse to issue a development permit in respect of all non-residential buildings.

2. Any non-residential development shall not exceed the 1:100 year floodplain of Seven Persons Creek.

1. In conjunction with the elimination of the Allowance Avenue, the City of Medicine Hat will work with the Department of Housing to reduce floodplains and development areas.

E. REDEVELOPMENT LEY

with developer

A redevelopment ley shall be imposed for the purpose of acquisition.

D. UTILITIES

Historic resources in the South Hills.

10. The City of Medicine Hat will work with appropriate agencies to recognize the preservation of historic resources in the South Hills.

9. Any developments that will provide services in the South Hills as part of the city's development will be encouraged to be eliminated on voluntary basis.

8. The City of Medicine Hat will work with the Department of Housing to reduce floodplains and development areas.

7. The City of Medicine Hat will work with the Department of Housing to reduce floodplains and development areas.

6. The City of Medicine Hat will work with the Department of Housing to reduce floodplains and development areas.

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2. Any non-residential development shall not exceed the 1:100 year floodplain of Seven Persons Creek.

1. In conjunction with the elimination of the Allowance Avenue, the City of Medicine Hat will work with the Department of Housing to reduce floodplains and development areas.

C. Cover

These physical characteristics of the area:

Commercial/light industrial use in the area.

Residential area between Kingsway and Allowance Avenue.

1. The Allowance Avenue Park will be eliminated when it is practical.

2. The existing small park west of Kingsway will be provided at the rear of the site.

3. The existing small park west of Kingsway will be provided at the rear of the site.

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40. The existing small park west of Kingsway will be provided at the rear of the site.
F. IMPLEMENTATION

To implement the proposed policies of the South Flats Area Redevelopment Plan, certain amendments will be required to the Medicine Hat Land Use By-law.

Most of the changes will take the form of amendments to the Land Use Classification Map as shown in Figure 4. A few substantial changes are required to the text of the Land Use By-law.

Since this Redevelopment Plan proposes a mixture of commercial and light industrial uses on an area basis, the M-2 Special Light Industrial District will have to be amended appropriately to include a retail and service commercial as a discretionary use pertaining to the South Flats area.

The pockets of residential use in the predominantly light industrial areas of the South Flats will require appropriate changes to the M1 and M2 Districts of the By-law to provide necessary protection to the residential use in isolated locations.

V. POLICIES RELEVANT TO INDIVIDUAL SUB-AREA

A. KIPLING STREET SUB-AREA

This area has the potential to develop as an attractive and viable light industrial area with a minimum amount of conflict with adjacent residential area.

Substantial capital has been spent in recent years by the City of Medicine Hat to construct major buildings in this Sub-Area to house various field operations of the City.

Both private and public investment of light industrial nature should be encouraged in this Sub-Area.

Policies

1. Light industrial use will be considered the optimum land use for this Sub-Area and will be encouraged.

2. The existing residential use will be considered as non-conforming use and will be encouraged to be redeveloped as compatible use on a voluntary basis.

B. KINGSWAY SUB-AREA

The excellent exposure to South Railway Street, Allowance Avenue and Kingsway, main routes to the Downtown, makes a large portion of this Sub-Area suitable for commercial development. However, commercial development in the area must be controlled in such a fashion that it does not undermine the residential component.

The residential portion of this Sub-Area is a viable residential development due to its central location and affordable housing.

Policies

1. Commercial development will be allowed along Kingsway, South Railway Street and Allowance Avenues.

2. Low density residential development will be considered the optimum land use on interior sites between Kingsway and Allowance Avenues.

3. With the exception of the internal residential area, the redevelopment of residential properties with non-residential development shall be encouraged on a voluntary basis.

4. All new developments on Kingsway and Allowance Avenues will be encouraged to provide access onto the side streets in order to lessen the number of access points onto the arterials.

C. FACTORY STREET SUB-AREA

This Sub-Area has little potential for residential redevelopment or maintenance of the existing housing stock. The area is better suited as light industrial area. The central location and road and rail facilities makes the area suitable for industrial redevelopment. Some undeveloped/under-developed sites in this Sub-Area have potential of being resubdivided for additional industrial sites.

Policies

1. Light industrial and commercial land uses are considered the optimum land uses for the area.

2. Land which fronts onto major roadways such as Allowance Avenue and South Railway Street will be encouraged to be developed with either light industrial or commercial land uses.
1. Commercial and industrial uses are considered the optimum

Policies

value of strattona Park and the River Bluffs.

1. In the area of Highway 41A will be allowed to be developed
north will be encroached by the City.

does not create conflict with the residential area directly to the
basis

development with commercial/industrial land use on a voluntary

2. The City will encourage redevelopment of the existing residential

devonments for the sub-area.

3. In the bridge street area, light industrial land use of a type which

4. Sites in the area of Highway 41A will be allowed to be developed

6. The remaining lands east of Ross Creek will not be permitted to be

doped. The natural environment of the area

5. The City will encourage the overuse of the existing heavy industrial

D. Industrial Avenue Sub-Area

By the City:

dvelopment proposal to achieve this potential will be encouraged
may be developed/developed at a much higher density. Any

east of Ross Creek and north of Highway 41A to encourage
operation west of Ross Creek and south of Factory Street

4. Industrial sites in this sub-area will be permitted to be developed

base

area with light industrial/commercial developments on a voluntary
Figure 4  LAND USE CLASSIFICATION

- R-2 Low Density Residential
- R-3 Medium Density Residential
- R-5 Environmentally Sensitive
- C-4 General Commercial
- M-1 General Light Industrial
- M-2 Special Light Industrial
- M-3 Residential Pocket
- M-4 General Heavy Industrial
- P-1 Public Park & Open Space
- P-2 Private Park & Recreation
- DC Direct Control
- PS Public & Semi-Public Service
- TU Transportation & Utility
PART II

BACKGROUND REPORT
August, 1981

This background report was completed in 1981 based on the information available at the time. It is likely that some of the information included in this report may have changed since then. However, these changes do not impact the recommendations made in the redevelopment plan.
I. LEGAL FRAMEWORK

This paper was prepared as background information for an Area Redevelopment Plan for the South Flats pursuant to the Planning Act. An Area Redevelopment Plan is a statutory plan adopted by By-law by Council. The Planning Act specifies the purposes for which an Area Redevelopment Plan can be prepared and the required content.

An Area Redevelopment Plan may be prepared for the following purposes:
1. preserving or improving land and buildings in the area, or
2. rehabilitating buildings in the area, or
3. removing buildings from the area, or
4. constructing or replacing buildings in the area, or
5. establishing, improving or relocating public roadways, public utilities or other services in the area, or
6. any other development in the area.

An Area Redevelopment Plan is required to describe:
1. the objectives of the plan and how they are proposed.
2. the proposed land uses for the redevelopment area.
3. the proposed public roadways, public utilities and other services.
4. the location of reserve land.
5. the recreational and school facilities likely to be required.

In addition a redevelopment plan may provide for the imposition and collection of a redevelopment levy. In such a case, the plan then must also:
1. state the one or more purposes for which it is imposed.
2. specify the proportion of the levy collected that will be paid to a school authority, if any.

The plan must also:
1. describe proposals for the acquisition of land for any public municipal use, school facilities, parks and recreation facilities or such other purposes as the council considers necessary.
2. contain such other proposals as the council considers necessary.

II. STUDY AREA

The South Flats Area Redevelopment Plan, for the purposes of this study, contains the following lands:

A. KIPLING STREET SUB-AREA - the residential/industrial area in the vicinity of Kipling Street, from Kin Coulee Park to Kingsway.
B. KINGSWAY SUB-AREA - the commercial/residential area between Allowance Avenue and the escarpment on the west side of Kingsway.
C. FACTORY STREET SUB-AREA - the residential/industrial area on the east side of Allowance Avenue, south of the C.P.R. mainline.
D. INDUSTRIAL AVENUE SUB-AREA - the residential/industrial area located between Bridge Street and the C.P.R. mainline.

Though each of the four sub-areas above are located in the South Flats, unique characteristics in terms of land use, transportation, and development potential demands that each sub-area be studied separately.

III. TOPOGRAPHY

The topography of the South Flats is characterized by an erosional floodplain bounded by steep river and creek valley walls. Since the last ice-age, the South Saskatchewan River, Seven Persons Creek and Ross Creek have scoured the prairie table-lands and deposited alluvial silts in the South Flats area. Today, this alluvium varies in depth from one metre to as much as 9 metres and has provided a relatively level site on which to locate urban development.

Slope Stability

River and creek erosion has created visually impressive valley walls, rising as much as 90 metres above the valley floor. The valley walls generally consist of glacial till, which is a relatively loose aggregate of sand and gravel deposited by glaciers.

The stronger tills have caused vertical walls to be formed with column-like appearance while other less strong tills have created less stable slopes.
Following the retreat of the last ice-age and during the formation of the present river valley, the South Saskatchewan River was a wide, shallow and slow moving river. Consequently, the river deposited a thin layer of silt and clay over much of the Medicine Hat area. This layer, while only 3.5 metres thick, is highly impermeable and acts much like a layer of plastic, prohibiting water from precipitation and lawn watering from percolating down to deeper ground water.

As this layer today is found only under the upland areas of the City, large volumes of water can accumulate within 10 metres of the surface rather than percolating down to the main body of ground water. This is known as a perched water table. The perched water is forced to escape by moving laterally and seeps out along the walls of the river valley and coulees, thus causing instability and erosion of valley walls.

Not only does the above natural phenomenon contribute to slope instability, but human activities such as excavation at the toe of slopes, removal of vegetation from slopes and lawn watering greatly increases the probability of slope failure.

The potential effects of a perched water table and slope instability which has been witnessed in the Medicine Hat river valley include the slipping of buildings at the top of slopes, special foundations and drainage systems for buildings on slopes, removal of buildings at the base of unstable slopes and the steady slippage of some roads which traverse slopes. Figure 2 identifies known problem areas.

Flooding

The South Saskatchewan River is characterized by extreme variations in flow. Heavy flows caused by melting snow in the Rocky Mountains coupled with the risk of ice jams during “break-up time” significantly increases the risk of flooding.

Although flooding of the South Saskatchewan River, Ross Creek and Seven Persons Creek is not well documented, in 1951 an ice jam on the River did cause extensive flooding in the South Flats via Seven Persons Creek.

There is potential of flooding from the failure of the valley wall adjacent Seven Persons Creek, however the probability of such an occurrence is unknown.

IV. LAND USE CONTROLS

Currently, the South Flats is designated as Transitional Mixed in the City of Medicine Hat Land Use By-law. This designation is intended as an interim measure until the adoption of the South Flats Area Redevelopment Plan.

Under the existing By-law there are no permitted uses for the lands east of Allowance Avenue. Discretionary uses range from car washes, wholesaling and bottle depots to auto body shops. The area on the west side of Allowance Avenue has permitted uses which include private garages, carponts and swimming pools. Discretionary uses range from duplexes and apartments to light industrial and commercial development.

Although the Land Use By-law allows for consideration of a wide range of uses, there is a definite distinction concerning the role of residential development on the east side of Allowance Avenue.

V. DEMOGRAPHIC FEATURES

Before describing the demographic features of this neighbourhood, some clarification of methodology would be helpful. Little information on the area can be gleaned from the Federal Census because enumeration areas include adjacent neighbourhoods. However Enumeration Areas from the City Census correspond closely with the study area. Only small residential areas along Spencer Street are not included because these areas were covered by other enumeration areas.

Population trends in the area are similar to other older urban neighbourhoods in small cities. The area population has dropped from 1,282 in 1976 to 1,017 in 1980, about 5% per year.

The composition of this decreasing population in respect to age has changed considerably. The two significant features of the neighbourhood age composition is a large drop in proportion for the 0-14 age group and a large proportional increase in the over 65 age group.
VI. GENERAL LAND USE IN THE PLAN AREA

Commercial development along Kingsway and South Railway continues to dominate the area, with a significant decrease in the number of dwellings in the area between 1977 and 1979. The reduced number of dwellings is due to the changing employment of households in the area, with a reduction in the average age of the population. The average age of the population decreases and the average age of the area increases, reflecting the decrease in the number of households and the increase in the number of older persons in the area.

Persons under age 14 and the increase in those over 65 years.

Another significant trend is the decrease in the number of persons under age 14 and the increase in those over 65 years. Persons under age 14 and the increase in those over 65 years.

Kingsway Sub-Area

Table 1

<table>
<thead>
<tr>
<th>Year</th>
<th>Average Household Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>1969</td>
<td>3.08</td>
</tr>
<tr>
<td>1971</td>
<td>3.17</td>
</tr>
<tr>
<td>1976</td>
<td>3.08</td>
</tr>
</tbody>
</table>

Kingsway Sub-Area: An Analysis of the Age Structure of the Kingsway Sub-Area

The age distribution of the sub-area is also analyzed, with a comparison to the age distribution of the city.

Table 2

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Sub-Area</th>
<th>City</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-14</td>
<td>9.6%</td>
<td>11.4%</td>
</tr>
<tr>
<td>15-64</td>
<td>58.3%</td>
<td>55.6%</td>
</tr>
<tr>
<td>65+</td>
<td>32.1%</td>
<td>33.0%</td>
</tr>
</tbody>
</table>

The age distribution of the Kingsway Sub-Area is also compared to the age distribution of the city.

Table 3

<table>
<thead>
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Table 4

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<td>15-64</td>
<td>58.3%</td>
<td>55.6%</td>
</tr>
<tr>
<td>65+</td>
<td>32.1%</td>
<td>33.0%</td>
</tr>
</tbody>
</table>
A. INDUSTRIAL LAND USE

Industrial land use comprises 208.41 acres which represents 26.1% of land in the study area. Industry is scattered throughout the study area so that no single family residence is more than two blocks from an industry.

The Industrial Avenue sub-area has the largest amount of industrial land at 112.76 acres. Many of the large industries or extensive land users are located in this sub-area. The five major land users are IXL Industries Ltd. (68.06 acres), Hycroft China Ltd. (10.5 acres), Medalta Industrial Park (7.00 acres), the Alpha Dairy Plant (6.76 acres) and Home & Pitfield Foods Ltd. (3.46 acres).

LAND USE - SOUTH FLATS

<table>
<thead>
<tr>
<th>Land Use Type</th>
<th>Acres</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Industrial</td>
<td>208.41</td>
<td>26.1</td>
</tr>
<tr>
<td>Heavy Industry</td>
<td>145.06</td>
<td>18.1</td>
</tr>
<tr>
<td>Light Industry</td>
<td>51.47</td>
<td>6.4</td>
</tr>
<tr>
<td>Vacant Industrial Buildings</td>
<td>11.88</td>
<td>1.6</td>
</tr>
<tr>
<td>Residential</td>
<td>56.86</td>
<td>7.1</td>
</tr>
<tr>
<td>Commercial</td>
<td>19.28</td>
<td>2.4</td>
</tr>
<tr>
<td>Horticultural &amp; Agricultural</td>
<td>25.76</td>
<td>3.2</td>
</tr>
<tr>
<td>Agricultural</td>
<td>22.32</td>
<td>2.8</td>
</tr>
<tr>
<td>Institutional</td>
<td>9.81</td>
<td>1.2</td>
</tr>
<tr>
<td>Parks &amp; Open Space</td>
<td>312.34</td>
<td>39.0</td>
</tr>
<tr>
<td>Parks</td>
<td>5.34</td>
<td>.7</td>
</tr>
<tr>
<td>Open Space</td>
<td>307.00</td>
<td>38.3</td>
</tr>
<tr>
<td>Utilities</td>
<td>.84</td>
<td>.1</td>
</tr>
<tr>
<td>Vacant</td>
<td>58.82</td>
<td>7.4</td>
</tr>
<tr>
<td>Streets &amp; Lanes</td>
<td>108.00</td>
<td>13.5</td>
</tr>
<tr>
<td>TOTAL</td>
<td>800.00</td>
<td>100.0</td>
</tr>
</tbody>
</table>

* Approximate

Characteristics of Industry by Sub-Area

<table>
<thead>
<tr>
<th>Sub-Area</th>
<th>Acres of Industrial Land</th>
<th>%</th>
<th>No. of Industries</th>
<th>Average Parcel Size</th>
<th>% Site Coverage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Industrial Avenue</td>
<td>112.76</td>
<td>54.1</td>
<td>16</td>
<td>7.05</td>
<td>8.60</td>
</tr>
<tr>
<td>Kipling Street</td>
<td>39.90</td>
<td>19.1</td>
<td>10</td>
<td>3.99</td>
<td>8.43</td>
</tr>
<tr>
<td>Factory Street</td>
<td>37.63</td>
<td>18.1</td>
<td>27</td>
<td>1.39</td>
<td>15.77</td>
</tr>
<tr>
<td>Kingsway</td>
<td>18.12</td>
<td>8.7</td>
<td>18</td>
<td>1.01</td>
<td>17.04</td>
</tr>
<tr>
<td>TOTAL</td>
<td>208.41</td>
<td>100.0</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The Kipling Street sub-area has 39.90 acres of industrial land. The City service yards occupy 24.54 acres or 61.5% of this land and Maple Leaf Flour Mills occupies another 12.2 acres or 28.5%. Sizes of the various City service yards are shown below.

Land Utilized by City Departments in The Kipling Street Sub-Area

<table>
<thead>
<tr>
<th>Department</th>
<th>Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Works</td>
<td>9.95</td>
</tr>
<tr>
<td>Electric Department</td>
<td>6.50</td>
</tr>
<tr>
<td>Transit Department</td>
<td>3.97</td>
</tr>
<tr>
<td>Community Services</td>
<td>2.46</td>
</tr>
<tr>
<td>Gas Department</td>
<td>1.66</td>
</tr>
<tr>
<td>TOTAL</td>
<td>24.54</td>
</tr>
</tbody>
</table>

The Factory Street sub-area has 37.63 acres of industrial land. Most of the smaller land users are located along South Railway Street while larger land users are located east of Smelter Avenue with the exception of the Alberta Linseed Oil Company. Industries located in the residential areas are the Alberta Linseed Oil Company, Hypoint Feeds, and a small gas service yard owned by the City. The five major land users are the Medicine Hat Feeding Company (13.70 acres), Alberta Linseed Oil Company (3.25 acres), Crane Canada Ltd. (3.08 acres), the Incinerator Building (2.06 acres) and A & B Steel (1.40 acres).
Figure 3

AGE DISTRIBUTION - 1980

Figure 4

AGE DISTRIBUTION - 1981
The Kingsway sub-area has the smallest amount of industrial land at 18.12 acres. Industry is concentrated at both the north and south extremes of the sub-area along railway lines. The four major land users are Ogilvie Flour Mills (7.19 acres), the Esso Bulk Fuel Station (5.11 acres), the Medalta Transport Limited Garage (1.87 acres) and the former Beaver Lumber site (1.04 acres).

**Major Land Users**

Land use characteristics of the 15 major industrial sites in the South Flats are studied below. These 15 industries occupy about 20% of the land in the South Flats.

**Major Industries**

<table>
<thead>
<tr>
<th>Industries</th>
<th>Acres</th>
<th>Building (ft²)</th>
<th>% Site Coverage</th>
</tr>
</thead>
<tbody>
<tr>
<td>IXL Industries</td>
<td>68.06</td>
<td>110,416</td>
<td>3.72</td>
</tr>
<tr>
<td>Medicine Hat Feeding Co.</td>
<td>13.70</td>
<td>16,267</td>
<td>2.72</td>
</tr>
<tr>
<td>Maple Leaf Mills Ltd.</td>
<td>12.90</td>
<td>35,726</td>
<td>6.72</td>
</tr>
<tr>
<td>Hyacroft China Ltd.</td>
<td>10.50</td>
<td>63,824</td>
<td>13.89</td>
</tr>
<tr>
<td>Public Works Garage</td>
<td>9.95</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Ogilvie Mills Ltd.</td>
<td>7.19</td>
<td>34,075</td>
<td>10.88</td>
</tr>
<tr>
<td>Medalta Industrial Park</td>
<td>7.00</td>
<td>92,695</td>
<td>30.40</td>
</tr>
<tr>
<td>Alpha Dairy Plant</td>
<td>6.76</td>
<td>23,854</td>
<td>8.10</td>
</tr>
<tr>
<td>Electrical Department</td>
<td>6.50</td>
<td>19,264</td>
<td>6.80</td>
</tr>
<tr>
<td>Esso Bulk Fuel</td>
<td>5.11</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Transit Department</td>
<td>3.79</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Crane Canada Ltd.</td>
<td>3.76</td>
<td>38,722</td>
<td>23.67</td>
</tr>
<tr>
<td>Home Pitfield Foods</td>
<td>3.46</td>
<td>45,000</td>
<td>29.88</td>
</tr>
<tr>
<td>Alberta Linseed Oil Co.</td>
<td>3.95</td>
<td>21,356</td>
<td>15.09</td>
</tr>
<tr>
<td>Alberta Clay Products</td>
<td>3.07</td>
<td>6,663</td>
<td>4.98</td>
</tr>
</tbody>
</table>

N/A - Not Available

**Types of Industry**

Heavy industry uses 68.6% of industrial land in the study area and the bulk of heavy industrial activity is directly related to processing clay, gravel or agricultural products. Industries directly related to clay and gravel are all located north of the C.P.R. main line and include brick manufacturing, cement batch plants and clay products. This type of industry has the highest average parcel size. Industry directly related to agricultural is located primarily south of the C.P.R. main line and includes flour milling, a feedlot, oil seed processing and packing plants. Smaller amounts of land are also used for bulk fuel stations, salvage yards and metal fabrication.

**Area by Industrial Land Use - 1981**

<table>
<thead>
<tr>
<th>Industry Type</th>
<th>No.</th>
<th>Acres</th>
<th>Average Parcel Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heavy Industry</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Clay Related</td>
<td>4</td>
<td>84.48</td>
<td>21.12</td>
</tr>
<tr>
<td>Agricultural Processing &amp; Storage</td>
<td>10</td>
<td>25.08</td>
<td>2.51</td>
</tr>
<tr>
<td>Auction Market</td>
<td>1</td>
<td>13.70</td>
<td>13.70</td>
</tr>
<tr>
<td>Bulk Fuel Stations</td>
<td>6</td>
<td>9.22</td>
<td>1.54</td>
</tr>
<tr>
<td>Cement Plants</td>
<td>2</td>
<td>4.42</td>
<td>2.91</td>
</tr>
<tr>
<td>Metal Fabrication</td>
<td>2</td>
<td>3.92</td>
<td>1.61</td>
</tr>
<tr>
<td>Salvage Yards</td>
<td>3</td>
<td>2.93</td>
<td>.98</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>28</td>
<td>143.05</td>
<td>5.11</td>
</tr>
<tr>
<td>Light Industry</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>City Service Yards</td>
<td>7</td>
<td>27.05</td>
<td>3.86</td>
</tr>
<tr>
<td>Warehousing</td>
<td>9</td>
<td>15.71</td>
<td>1.75</td>
</tr>
<tr>
<td>Transportation</td>
<td>3</td>
<td>3.52</td>
<td>1.17</td>
</tr>
<tr>
<td>Communication</td>
<td>1</td>
<td>.45</td>
<td>.45</td>
</tr>
<tr>
<td>Building Contractors</td>
<td>17</td>
<td>6.75</td>
<td>.40</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>37</td>
<td>53.48</td>
<td>1.45</td>
</tr>
<tr>
<td>Vacant Buildings</td>
<td>6</td>
<td>11.88</td>
<td>1.98</td>
</tr>
<tr>
<td><strong>GRAND TOTAL</strong></td>
<td>71</td>
<td>208.41</td>
<td>2.93</td>
</tr>
</tbody>
</table>

Light Industry uses 25.7% of industrial land and the City service yards and warehousing use the bulk of this land. City service yards, with the exception of the gas shop on Foundary Street and the incinerator on South Railway Avenue, are located in the Kipling Street sub-area and warehousing is scattered throughout the study area. There are 13 building contractors, 3 trucking firms and 1 communications firm in the study area.
### B. RESIDENTIAL LAND USE

<table>
<thead>
<tr>
<th>Type</th>
<th>1900</th>
<th>1950</th>
<th>1970</th>
<th>1980</th>
<th>1990</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rooming Houses</td>
<td>34</td>
<td>38</td>
<td>37</td>
<td>179</td>
<td>4</td>
<td>247</td>
</tr>
<tr>
<td>Mobile Houses</td>
<td>3</td>
<td>8</td>
<td>3</td>
<td>0</td>
<td>0</td>
<td>23</td>
</tr>
<tr>
<td>Apartment Units</td>
<td>37</td>
<td>8</td>
<td>4</td>
<td>179</td>
<td>0</td>
<td>330</td>
</tr>
<tr>
<td>Condominiums</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0</td>
</tr>
<tr>
<td>Duplexes</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0</td>
</tr>
<tr>
<td>Townhouses</td>
<td>4</td>
<td>2</td>
<td>0</td>
<td>8</td>
<td>0</td>
<td>14</td>
</tr>
<tr>
<td>Single Family</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Houses</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>16</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>400</td>
<td>410</td>
<td>410</td>
<td>410</td>
<td>410</td>
<td>1660</td>
</tr>
</tbody>
</table>

Age of Existing Residential Buildings

<table>
<thead>
<tr>
<th>South Falls, Railway Street</th>
<th>100</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.0-10</td>
<td>91</td>
</tr>
<tr>
<td>10.1-20</td>
<td>66</td>
</tr>
<tr>
<td>20.1-30</td>
<td>98</td>
</tr>
<tr>
<td>30.1-40</td>
<td>103</td>
</tr>
<tr>
<td>40.1-50</td>
<td>95</td>
</tr>
<tr>
<td>50.1-60</td>
<td>8</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>410</td>
</tr>
</tbody>
</table>

*The South Falls community contains a high proportion of older homes.*

**Railway Street**

Located along Spadina Street, south of the railroad, and along South of Bridge Street, the area is characterized by older residential and commercial buildings.

**Environmental Considerations**

- Several environmental issues exist in the South Falls and these include:
  - Noise and dust problems
  - Potential problems with infiltration, runoff, and erosion
  - Potential for soil erosion

**Proximity to Waterways**

South Falls and the railroad are located near several of the industrial processes, including:

- Noise and dust problems
- Potential for soil erosion
- Potential problems with infiltration, runoff, and erosion

**Proximity to Waterfronts**

South Falls and the railroad are located near several of the industrial processes, including:

- Noise and dust problems
- Potential for soil erosion
- Potential problems with infiltration, runoff, and erosion

**Proximity to Industrial Areas**

South Falls and the railroad are located near several of the industrial processes, including:

- Noise and dust problems
- Potential for soil erosion
- Potential problems with infiltration, runoff, and erosion

**Proximity to Residential Areas**

South Falls and the railroad are located near several of the industrial processes, including:

- Noise and dust problems
- Potential for soil erosion
- Potential problems with infiltration, runoff, and erosion

**Proximity to Parks and Open Spaces**

South Falls and the railroad are located near several of the industrial processes, including:

- Noise and dust problems
- Potential for soil erosion
- Potential problems with infiltration, runoff, and erosion

**Proximity to Schools and Daycare Centers**

South Falls and the railroad are located near several of the industrial processes, including:

- Noise and dust problems
- Potential for soil erosion
- Potential problems with infiltration, runoff, and erosion

**Proximity to Railroads and Train Tracks**

South Falls and the railroad are located near several of the industrial processes, including:

- Noise and dust problems
- Potential for soil erosion
- Potential problems with infiltration, runoff, and erosion

**Proximity to Highways**

South Falls and the railroad are located near several of the industrial processes, including:

- Noise and dust problems
- Potential for soil erosion
- Potential problems with infiltration, runoff, and erosion

**Proximity to Airports**

South Falls and the railroad are located near several of the industrial processes, including:

- Noise and dust problems
- Potential for soil erosion
- Potential problems with infiltration, runoff, and erosion

**Proximity to Other Industrial Areas**

South Falls and the railroad are located near several of the industrial processes, including:

- Noise and dust problems
- Potential for soil erosion
- Potential problems with infiltration, runoff, and erosion

**Proximity to Other Residential Areas**

South Falls and the railroad are located near several of the industrial processes, including:

- Noise and dust problems
- Potential for soil erosion
- Potential problems with infiltration, runoff, and erosion

**Proximity to Commercial Areas**

South Falls and the railroad are located near several of the industrial processes, including:

- Noise and dust problems
- Potential for soil erosion
- Potential problems with infiltration, runoff, and erosion

**Proximity to Public Spaces**

South Falls and the railroad are located near several of the industrial processes, including:

- Noise and dust problems
- Potential for soil erosion
- Potential problems with infiltration, runoff, and erosion

**Proximity to Recreation Areas**

South Falls and the railroad are located near several of the industrial processes, including:

- Noise and dust problems
- Potential for soil erosion
- Potential problems with infiltration, runoff, and erosion

**Proximity to Other Natural Areas**

South Falls and the railroad are located near several of the industrial processes, including:

- Noise and dust problems
- Potential for soil erosion
- Potential problems with infiltration, runoff, and erosion
The quality of housing stock in the South Flats is generally poor to fair\(^1\). A breakdown of neighbourhood shows quality is highest in the Factory Street sub-area where 64.7% of housing is good or fair while 35.3% is poor. The Kingsway sub-area which includes some housing from the Spencer Street sub-area has only 60.2% of housing in fair to good condition while 39.8% is poor. The Industrial Avenue sub-area has the poorest housing with only 39.6% in fair to good condition and 60.4% is poor.

### Quality of Residential Dwellings by Sub-Area

<table>
<thead>
<tr>
<th></th>
<th>Poor</th>
<th>%</th>
<th>Fair</th>
<th>%</th>
<th>Good</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Industrial Avenue</td>
<td>58</td>
<td>60.4</td>
<td>28</td>
<td>29.2</td>
<td>10</td>
<td>10.4</td>
</tr>
<tr>
<td>Factory Street</td>
<td>18</td>
<td>35.3</td>
<td>28</td>
<td>54.9</td>
<td>5</td>
<td>9.8</td>
</tr>
<tr>
<td>Kingsway</td>
<td>103</td>
<td>39.8</td>
<td>118</td>
<td>45.5</td>
<td>38</td>
<td>13.1</td>
</tr>
<tr>
<td>TOTAL</td>
<td>179</td>
<td>44.1</td>
<td>174</td>
<td>42.8</td>
<td>53</td>
<td>13.1</td>
</tr>
</tbody>
</table>

### Kingsway Sub-Area

#### Housing

Most of the housing in the Kingsway-Allowance Avenue sub-area was constructed during 1930-1950. In 1979, the distribution of housing units was as follows.

### Dwelling Units

<table>
<thead>
<tr>
<th></th>
<th>No.</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Family</td>
<td>286</td>
<td>82.7</td>
</tr>
<tr>
<td>Duplex</td>
<td>4</td>
<td>1.2</td>
</tr>
<tr>
<td>Apartment</td>
<td>13</td>
<td>3.8</td>
</tr>
<tr>
<td>Basement Suites</td>
<td>6</td>
<td>1.7</td>
</tr>
<tr>
<td>Mobile Homes</td>
<td>32</td>
<td>9.2</td>
</tr>
<tr>
<td>Rooming Houses</td>
<td>5</td>
<td>1.4</td>
</tr>
<tr>
<td>TOTAL</td>
<td>346</td>
<td>100.0</td>
</tr>
</tbody>
</table>

Between 1967 and 1980 there was some redevelopment in this area, with the construction of 6 homes, 2 duplexes, a fourplex and an apartment with 6 units.

A review of City of Medicine Hat assessment records shows that 51% of the residential buildings in the sub-area are 55 years or older, while 72% are at least 35 years old.

### C. COMMERCIAL LAND USE

Commercial establishments utilize 19.28 acres of land or about 2.4% of land in the study area. Concentrations of commercial development occur in the two areas: first, along Kingsway and second, along South Railway Street. The remaining commercial is scattered throughout the South Flats, usually near arterials.

#### Kingsway Commercial Strip

The Kingsway commercial strip is located between South Railway Street and Spencer Street and is slightly over ½ mile long. Since Kingsway is one of the busiest arterials in Medicine Hat\(^2\), many of the commercial activities cater to the automobile shopper and do business on a city-wide scale. Prior to 1950 very few commercial buildings existed along Kingsway and the road was flanked by residential areas. However, with development beginning to occur on top of Dunmore Hill, commercial activity began to be attracted to Kingsway. Kingsway is at present one of only four roads connecting the south part of the City to the central area.

Much of the conversion from residential to commercial has occurred in the last decade. The table below shows that 78,511 square feet or 62.6% of existing commercial floor space was built in the last 10 years and that development was most intense in the last 5 years. This last decade saw much of the office space, retail space, restaurants and convenience stores being built.

---

\(^1\) Quality was based on age, size, depreciation, structural quality and RRAP Improvements.

\(^2\) AADT volume estimates for 1980 was 9,922 vehicles per day.
3 Traffic volumes in June 1979 were 7,510 vehicles per day.

Below is a diagram showing the flow of traffic at the major intersections along South Railway Street. The diagram illustrates the flow of traffic at the intersections and the number of vehicles passing through each intersection.

South Railway Street is a major route between the Ross Creek and Crestwood areas. It is one of the few roads linking the two areas.

South Railway Commercial Strip

The area is used for parking, and also contains a commercial development on the eastern end of the road. The commercial area is located in the east end of the town and includes a number of buildings, including the Crestwood Hotel, which provides lodging and dining facilities for the area. The commercial area is not the major land use in the South Railway Street area.

Along South Railway Street

Development of Commercial Floor Space

The area is used for commercial, industrial, and residential purposes. The commercial area is located in the east end of the town and includes a number of buildings, including the Crestwood Hotel, which provides lodging and dining facilities for the area. The commercial area is not the major land use in the South Railway Street area.

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Land Uses Fronting on South Railway Street

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Acres</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Industrial</td>
<td>17.16</td>
<td>53.9</td>
</tr>
<tr>
<td>Developed Property</td>
<td>4.94</td>
<td>15.5</td>
</tr>
<tr>
<td>Bulk Fuel Stations</td>
<td>5.40</td>
<td>17.0</td>
</tr>
<tr>
<td>Storage</td>
<td>6.82</td>
<td>21.4</td>
</tr>
<tr>
<td>Commercial</td>
<td>6.36</td>
<td>20.0</td>
</tr>
<tr>
<td>Residential</td>
<td>1.35</td>
<td>4.2</td>
</tr>
<tr>
<td>Utilities</td>
<td>2.06</td>
<td>6.5</td>
</tr>
<tr>
<td>Vacant</td>
<td>4.88</td>
<td>15.4</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>31.81</strong></td>
<td><strong>100.0</strong></td>
</tr>
</tbody>
</table>

Along the north side of South Railway Street, there are no curbs or sidewalks. Consequently, much of the parking is being done at 90° to the roadway. This creates a dangerous conflict when autos leaving the parking stalls back into the roadway. In fact, in some cases the rear of the parked cars extend into the road right-of-way.

Other Commercial Land

The remaining commercial land which utilizes about 5 acres forms no apparent strip or cluster pattern although 68.2% is located along major arterials. The two corner stores along Bridge Street are the only true local commercial establishments in the entire South Flats and remaining businesses cater to the automobile shopper on a City-wide basis.

D. GREENHOUSE AND AGRICULTURE

There are eight greenhouse and agricultural sites in the South Flats which together utilize 25.76 acres. Three of these sites are occupied by greenhouses. Two privately owned greenhouses are located near the corner of Bridge Street and Medalta Avenue and a City owned greenhouse is located near Kipling Street west of the old cemetery hill. There are six parcels used for agricultural and related purposes in the South Flats. Largest among these is an 8.88 acre parcel just east of the Oglivie Flour Mill. Four other sites are located in the extreme east of the study area near Ross Creek.

E. INSTITUTIONAL LAND USE

Institutional land uses occupy 9.51 acres in the study area and consists of the following:

<table>
<thead>
<tr>
<th>Institutional Land Use</th>
<th>Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>Medicine Hat College</td>
<td>5.52</td>
</tr>
<tr>
<td>City Dog Pound</td>
<td>.81</td>
</tr>
<tr>
<td>Medicine Hat Rehabilitation Society</td>
<td>.77</td>
</tr>
<tr>
<td>Churches (9)</td>
<td>.67</td>
</tr>
<tr>
<td>Elizabeth Street School</td>
<td>.90</td>
</tr>
<tr>
<td>Medicine Hat Woman’s Shelter Society</td>
<td>.15</td>
</tr>
<tr>
<td>Medicine Hat &amp; Saamis Rotary Club</td>
<td>.10</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>9.51</strong></td>
</tr>
</tbody>
</table>

Medicine Hat College (Kipling Campus)

Located on Kipling Street, this facility is used for training tradesmen. Most of the classroom instruction is done at the main campus and remaining classroom instruction done at the Kipling Campus is being phased out. Practical training, however, will continue at the Kipling Campus in the foreseeable future. Two separate parcels make up the campus and buildings on the west parcel were built in 1910 and buildings on the east parcel were built in 1947.

Elizabeth Street School

Located on 11th Street between 8th Avenue and Allowance Avenue the school served the entire City with day-care services, until April 1981. The facility, built in 1915 as a public school, does not meet present building codes and cannot serve as a day-care centre without major renovations. The Medicine Hat Day Care Centre Study was done to identify the areas of the Elizabeth Street School that do not comply with current building standards and to provide cost estimates to upgrade the building. Included also were cost estimates to improve functional working of the building as a day-care centre. No final decision has been made on the fate of the building.
and Ross Creek north of industrial Avenue is included in open space.

The 46.25 acres of land located in the vicinity of seven points near.

<table>
<thead>
<tr>
<th>No. of Parcels</th>
<th>Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOTAL</td>
<td>99</td>
</tr>
<tr>
<td>36.7</td>
<td>57.5</td>
</tr>
<tr>
<td>7.4</td>
<td>3</td>
</tr>
<tr>
<td>8.9</td>
<td>9</td>
</tr>
<tr>
<td>60.9</td>
<td>1.1</td>
</tr>
<tr>
<td>85.9</td>
<td>3</td>
</tr>
<tr>
<td>94.4</td>
<td>9</td>
</tr>
<tr>
<td>88.0</td>
<td>1.0</td>
</tr>
</tbody>
</table>

**H. VACANT LAND**

These sites are all less than ½ of an acre in size.

There are eight sites in the study area which are used for light-of-way.

**G. UTIMES**

Persons Creek Open Space areas are shown on Figure 6.

Some structures are located in these open space areas along seven rail lines. Some structures are located in these open space areas along seven rail lines. These areas are located at open space areas in the south islands. These areas are also restricted by the railway's numerous bridges and industrial areas.

Receipts and denominations elsewhere is shown on Figure 5. Access to the former parcel is located in the vicinity of seven points near.

<table>
<thead>
<tr>
<th>No. of Parcels</th>
<th>Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOTAL</td>
<td>89</td>
</tr>
<tr>
<td>36.7</td>
<td>57.5</td>
</tr>
<tr>
<td>7.4</td>
<td>3</td>
</tr>
<tr>
<td>8.9</td>
<td>9</td>
</tr>
<tr>
<td>60.9</td>
<td>1.1</td>
</tr>
<tr>
<td>85.9</td>
<td>3</td>
</tr>
<tr>
<td>94.4</td>
<td>9</td>
</tr>
<tr>
<td>88.0</td>
<td>1.0</td>
</tr>
</tbody>
</table>

**F. PARKS AND OPEN SPACE**

Koyla Club building

Included is a tennis court and a recreation center. A women's shelter which uses a 1.0-acre parcel and a

**Other Institutional Uses**

Built in 1975.

The site is adjacent to an arterial road and all population areas.

The vacant land is located adjacent to an arterial road and all population areas.

**Alimentaire Avenue Park**

Alimentaire Avenue Park is located adjacent to an arterial road and all population areas.

The vacant land is located adjacent to a neighborhood park.

**The Spencer Street Area**

Also an arterial road and function primarily as a neighborhood park.

The vacant land is located adjacent to an arterial road and all population areas.

**Steel Street Baseball Diamond**

Located in the Industrial Avenue subarea on Steel Street it is 3.4 acres in size and located in the study area.

**The Parks and Open Space**

Alimentaire Avenue Park

Occupies 1.2 acres of land on Alimentaire Avenue and offers a park.

**City Dog Pound**

Occupies 0.8 acres of land on South Railway Street. The facility was

**Alimentaire Avenue Park**

Occupies 1.7 acres of land on Alimentaire Avenue and offers a park.

**City Dog Pound**

Occupies 0.8 acres of land on South Railway Street. The facility was
Figure 6  OPEN SPACE AREAS

A 185 Acres
B 46 Acres
C 50 Acres
D 26 Acres
VII. LAND OWNERSHIP

Only a small number of individuals and companies own a large proportion of land in the flats. The 15 largest landowners own 679.63 acres or 85% of land.

A list of those 15 owners and the acreages they own is given below and location of these holdings is shown on Figure 7.

<table>
<thead>
<tr>
<th>Land Ownership (Acres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Developed</td>
</tr>
<tr>
<td>City</td>
</tr>
<tr>
<td>IXL Industries</td>
</tr>
<tr>
<td>Ogilvie Flour Mills Ltd.</td>
</tr>
<tr>
<td>Medicine Hat Wholesale</td>
</tr>
<tr>
<td>Maple Leaf Flour Mill Ltd.</td>
</tr>
<tr>
<td>Hycroft China Ltd.</td>
</tr>
<tr>
<td>Provincial Government</td>
</tr>
<tr>
<td>Earthex</td>
</tr>
<tr>
<td>H. Jones</td>
</tr>
<tr>
<td>H. Shannon et al</td>
</tr>
<tr>
<td>H. Traichel &amp; D. Days</td>
</tr>
<tr>
<td>Marathon</td>
</tr>
<tr>
<td>Horne &amp; Pitfield</td>
</tr>
<tr>
<td>Alberta Unseed Oil Ltd.</td>
</tr>
<tr>
<td>Medicine Hat Feeding Co. Ltd.</td>
</tr>
</tbody>
</table>

TOTAL 679.63

* Included Streets and Lanes.

Only 1.9% of potential senior members from the South Flats were actually members of the Veiner Centre while the North Flats rate was 7.3% and the city's rate was 6%. Home help services and meals on wheels services were also used less by South Flats residents than by North Flats and city residents.

2. Day Care Services - Day care services are provided through five facilities in the city. In 1976 these facilities provided care for 283 children, 10 of these coming from the South Flats. This represents 3.5% of day care users and the South Flats has 3.2% of potential users. One of these facilities, the Medicine Hat Day Care Centre, is located in the South Flats. This facility, however, did not meet provincial standards for such a centre so the building ceased function as a day care centre on April 1, 1981.

3. Youth Facilities - The City does not provide a facility for youth in the South Flats but there is a problem with youth in the South Flats. The Flats (entire Flats area) in 1976 had the highest incidence of juvenile offenders of any neighbourhood at 34 offenders/1,000 population. The next highest rate was 16/1,000 population for Crestwood and 12/1,000 was the city rate. A definite problem seems to exist in the Flats area among youth.

4. Recreation Program - There are no recreation programs in the study area and future programs and facilities depends on demographic trends.

5. Rehabilitation Centre - This centre provides vocational training for 57 to 62 mentally and/or physically handicapped people.

VIII. COMMUNITY SERVICES

A. SOCIAL SERVICES

1. Senior Citizen Facilities - Over 19% of the population in the South Flats are senior citizens and access to services is essential. The only measure of access available, however, is usage rates and this information is obtained from the Community Profile Series 1976.
Traffic Volumes

Road access is costly to provide. Road access makes the expanding boundaries of the South Flats area a real growth area. Access to residential areas and the North Flats is critical to maintaining business. The industrial zone is located between the industrial area and the residential area. The road network in the South Flats includes the industrial area and the residential area. The road network in the South Flats includes the industrial area and the residential area. The road network in the South Flats includes the industrial area and the residential area. The road network in the South Flats includes the industrial area and the residential area.

The industrial area is located on the main road and the industrial area is located on the main road. The road network in the South Flats includes the industrial area and the residential area. The road network in the South Flats includes the industrial area and the residential area. The road network in the South Flats includes the industrial area and the residential area. The road network in the South Flats includes the industrial area and the residential area.

A number of potential road areas were included in the study area. One Road is approaching capacity.

South Flats was designed to carry South Flats Street east of Kingsway and Dunmore.
not provided, ie. Sholten Hill, Dunmore Road. Two pedestrian stairways are also provided which allow for a more attractive and safe access. The one between South Railway Street and Belfast Street however is poorly located. The other one links 6th Street on the Flats with 6th Street on the Southeast Hill. Since the nearest schools are located outside of the study area and school buses are not provided, students and especially elementary school children are forced to use poor pedestrian facilities. Main arteries create a second type of barrier which does not restrict access but are dangerous.

**Rail** - There are two major spur lines in the South Flats. The southerly spur which serves the Kipling Street and Spencer Street areas terminates at the Maple Leaf Flour Mill. The northerly spur which serves the Industrial Avenue terminates at the IXL Brick Plant.

All road and spur line crossings are at-grade, therefore causing, although not serious, impediments to free traffic movement.

The C.P.R. mainline bisects the South Flats. This facility acts as a barrier to pedestrian and vehicular traffic.

**Sewer and Water** - Discussion with Public Works indicates three factors which determine the ability of water distribution to service the study area. The first factor is the size and condition of the lines. A second factor is heavy water users. Even one heavy water user in an area may use up all the capacity in that area. An excellent example of a heavy water user affecting an entire area was the old Canadian Dressed Meat Plant. According to a previous study, water supply would have been deficient by 1,000 gallons per minute for fighting a major fire (the assumption was made that 3,000 gallons per minute would be required to fight a fire) in the area east of Smelter Avenue and south of Bridge Street. A final factor is the effects other areas have on water supply as the system loops through the City. At present supply is adequate and the system has no major problems. However, the system cannot supply an increased number of heavy users. The distribution network for water supply is shown in Figure 10.

The storm sewer network in the study area consists of a series of pipes running perpendicular to Seven Persons Creek. There are ten release points within the study area and of these, nine drain directly into the creek. The final release point is a Coulee beginning in the Connaught area and terminating at Seven Persons Creek. Erosion is occurring in this coulee just north of College Persons. It should be noted that large areas of the City's storm sewer system drains into Seven Persons Creek.

The South Flats is near the beginning of the City's sanitary sewer system. One of the City's largest mains runs east through the study area and at Porcelain Avenue runs north to a sewer pump station in Strathcona Park. The system is adequate and has no problems.

**Gas** - There are two types of lines situated in the study area. The first are low pressure (12 oz. - 1 lb. per square inch) which are adequate for low density housing. They are an outmode means of distribution and renewel and conversion to medium pressure will occur when demand warrants. Renewal involves installation of regulators on the low pressure lines to accommodate medium pressure. The City has renewed a number of lines in the area and is involved in a three year program to upgrade all facilities in the Flats. Medium pressure lines (30 - 50 lb. per square inch) are required for commercial, industrial and higher density housing uses. Lines north of the C.P.R. tracks are capable of supplying more industrial development but there are a number of undersized mains south of the tracks and east of Smelter Avenue which cannot service more intensive industrial development.

There are also five active gas wells and one abandoned well in the study area. Two wells are owned by the City and the others are owned by local industries. The Maple Leaf Flour Mill has a well located across Kipling Street from their mill. Ogilvie Flour Mill Ltd., has two wells on their property and IXL Industries leases a well from the City just south of Porter's Hill. An abandoned well is located near the corner of Bridge Street and London Avenue. Locations of gas lines and gas wells are shown in Figure 11.

**Electric** - Most of the South Flats is served by the older four KV primary distribution system, however, the City has an ongoing program of replacing it with a 13.8 KV primary distribution system.
8. Elizabeth Street School - built originally in 1912 (849-11 Street).
6. Warehouse Buildings - city-owned two-story brick structures built in
    1916 (691 Spencer Avenue).
5. McAlary Building - industrial buildings of brick in 1910 (681
    Spencer Avenue).
4. Warehouse - three-story brick building of brick in 1910 (681
    designer, a Provincial Historic Site (713 Cavanaugh Avenue)
3. Medical Building - old pharmacy block in 1912 and partially
    1913 (710 Wood Street).
2. Alberta Day Products Kiln - built in 1912 and designed as a
    Provincial Historic Site (660 Cavanaugh Avenue).
1. Indian Burial Ground - industrial buildings constructed with brick in

Other buildings of some significance are listed below.

12. Possession Wood Site
10. 9th Avenue Flour Mill - six-story brick structure.

B. HISTORIC SITES

The incubator plant be present a second site is a Creve Indian burial ground located near
be present a second site is a Creve Indian burial ground located near
of the study area where large amounts of fossilized wood are known to
of the study area where large amounts of fossilized wood are known to
the southern part, the first site is located in the extreme northwest corner
the southern part, the first site is located in the extreme northwest corner

Palaeontological and archaeological sites since no comprehensive study
The remains of extinct heat are known to include several important

A. PALAEONTOLOGY AND ARCHAEOLOGY

X. PALAEONTOLOGY, ARCHAEOLOGY AND HISTORY