

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."
 - (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.

READ A FIRST TIME IN OPEN COUNCIL this 17 day of *December* A.D., 1984

Ted G. Gorman
MAYOR

Shodin
CITY CLERK

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

Ted G. Gorman
MAYOR

Mrs. L. Lammie
CITY CLERK/ASSISTANT TO THE

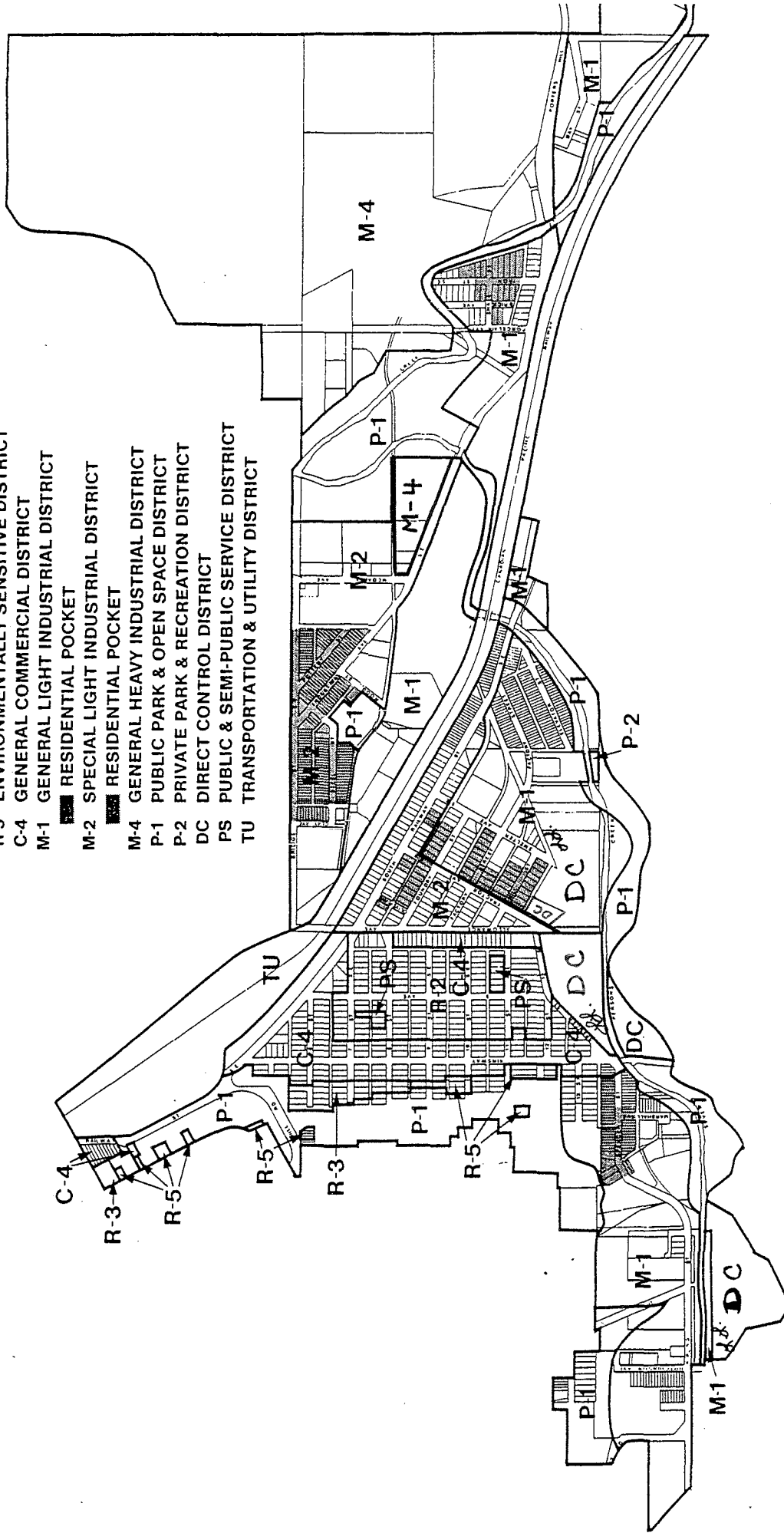
READ A THIRD TIME AND FINALLY PASSED IN OPEN COUNCIL this 12 day
of *August* A.D., 1985.

Ted G. Gorman
MAYOR

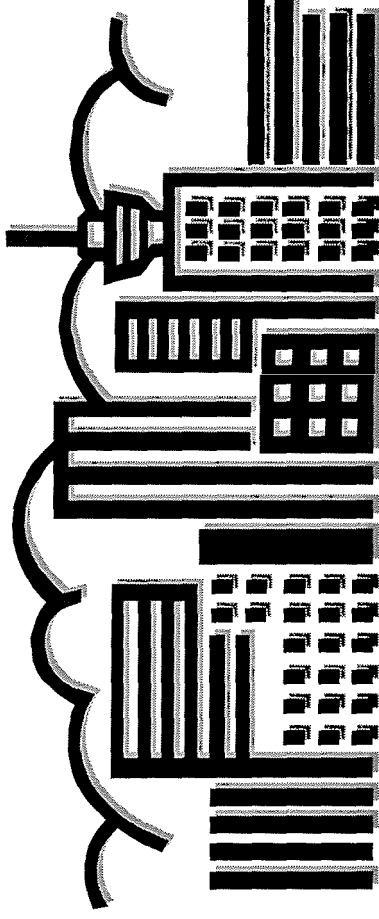
Mrs. L. Lammie
CITY CLERK/ASSISTANT TO THE

SCHEDULE "B"

- | | |
|-----|---------------------------------------|
| R-2 | LOW DENSITY RESIDENTIAL DISTRICT |
| R-3 | MEDIUM DENSITY RESIDENTIAL DISTRICT |
| R-5 | ENVIRONMENTALLY SENSITIVE DISTRICT |
| C-4 | GENERAL COMMERCIAL DISTRICT |
| M-1 | GENERAL LIGHT INDUSTRIAL DISTRICT |
| | RESIDENTIAL POCKET |
| M-2 | SPECIAL LIGHT INDUSTRIAL DISTRICT |
| | RESIDENTIAL POCKET |
| M-4 | GENERAL HEAVY INDUSTRIAL DISTRICT |
| P-1 | PUBLIC PARK & OPEN SPACE DISTRICT |
| P-2 | PRIVATE PARK & RECREATION DISTRICT |
| DC | DIRECT CONTROL DISTRICT |
| PS | PUBLIC & SEMI-PUBLIC SERVICE DISTRICT |
| TU | TRANSPORTATION & UTILITY DISTRICT |



SOUTH FLATS AREA REDEVELOPMENT PLAN BY-LAW



**Prepared for the
CITY OF MEDICINE HAT**

**By the
Southeast Alberta Regional Planning Commission, August, 1985**

**SOUTH FLATS
AREA REDEVELOPMENT PLAN**

Prepared by
Staff
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.

READ A FIRST TIME IN OPEN COUNCIL this 17 day of December
A.D., 1984.

Jeff Hummer
MAYOR

John
CITY CLERK

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

Jeff Hummer
MAYOR

Mrs. S. Darnieale
ASSISTANT TO THE CITY CLERK

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

Jeff Hummer
MAYOR

Mrs. S. Darnieale
ASSISTANT TO THE CITY CLERK

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 Ted G. Grinn

CITY CLERK H. H. H. H.

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

MAYOR Ted G. Grinn

CITY CLERK H. H. H. H.

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

MAYOR Ted G. Grinn

CITY CLERK H. H. H. H.

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.

READ A SECOND TIME in open Council on January 23, 1995.

READ A THIRD TIME in open Council on January 23, 1995.

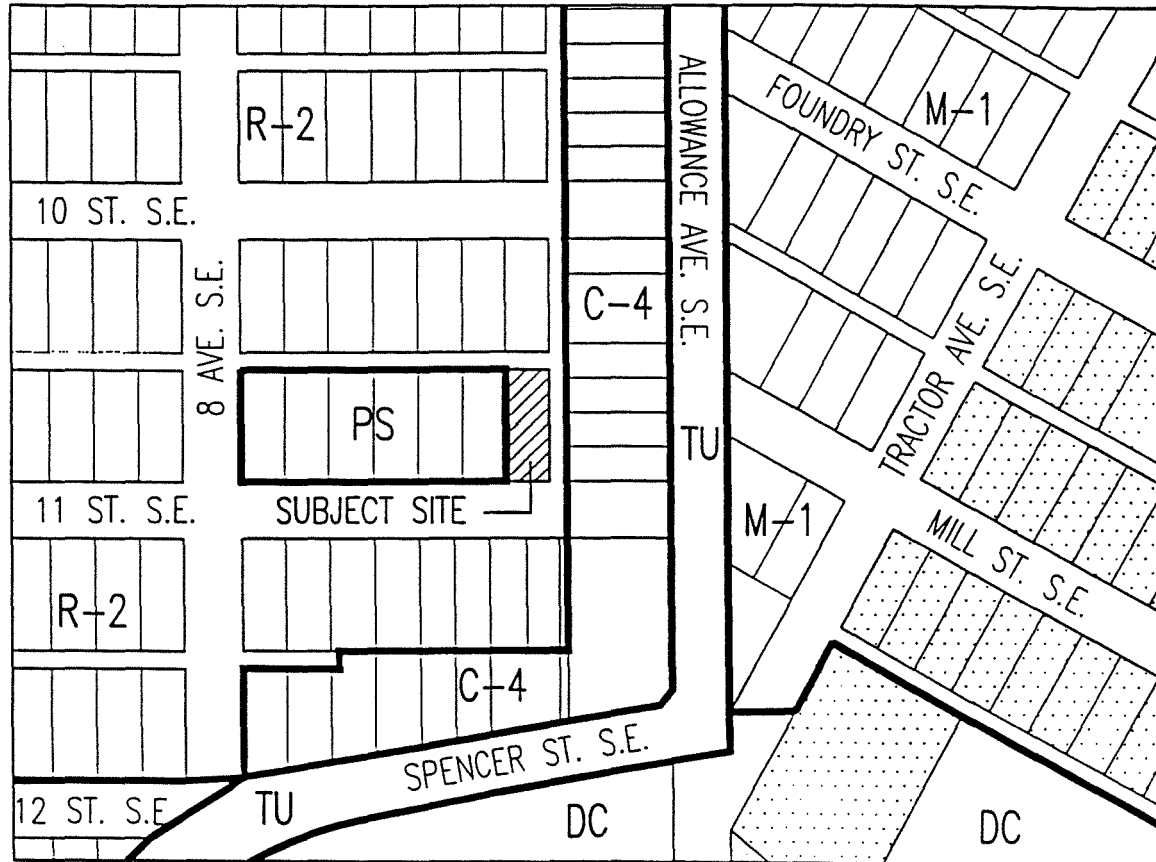
SIGNED AND PASSED on January 25, 1995 by:


MAYOR - TED J. GRIMM




CITY CLERK - L.P. GODIN

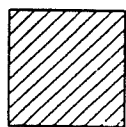
SCHEDULE "A"



LEGAL DESCRIPTION:
852 11 STREET S.E.
LOT 21, BLOCK 12, PLAN 483 M



N.T.S.



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

TABLE OF CONTENTS

PART I - SOUTH FLATS AREA REDEVELOPMENT PLAN

	Page
INTRODUCTION	1
I. PLAN BOUNDARIES	1
II. GOAL OF THE PLAN	1
III. OBJECTIVES OF THE PLAN	1
IV. POLICIES RELEVANT TO THE WHOLE PLAN	3
A. Residential	3
B. Transportation	3
C. Parks, Open Space, Environmentally Sensitive Land and Historical Resources	3
D. Utilities and Agriculture	4
E. Redevelopment Levy	4
F. Implementation	9
V. POLICIES RELEVANT TO INDIVIDUAL SUB-AREA	
A. Kipling Street Sub-Area	9
B. Kingsway Sub-Area	9
C. Factory Street Sub-Area	9
D. Industrial Avenue Sub-Area	10
 FIGURE 1 Sub Areas	 2
FIGURE 2 Transportation	5
FIGURE 3 Parks, Open Space, Environmentally Sensitive Land and Historic Resources	7
FIGURE 4 Land Use Classification	11

PART II - BACKGROUND REPORT

	Page
I. LEGAL FRAMEWORK	1
II. STUDY AREA	1
III. TOPOGRAPHY	1
IV. LAND USE CONTROL	3
V. DEMOGRAPHIC FEATURES	3
VI. GENERAL USE OF THE PLAN AREA	4
A. Industrial Land Use	7
B. Residential Land Use	12
C. Commercial Land Use	13
D. Greenhouse and Agriculture	15
E. Institutional Land Use	15
F. Parks and Open Space	16
G. Utilities	16
H. Vacant Land	16
VII. LAND OWNERSHIP	19
VIII. COMMUNITY SERVICES	19
IX. TRANSPORTATION & UTILITIES	19
X. PALEONTOLOGY, ARCHAEOLOGY AND HISTORY	26
 FIGURE 1 Sub Area	 2
FIGURE 2 Structural Hazards	5
FIGURE 3 Age Distribution - 1980	8
FIGURE 4 Age Distribution - 1981	8
FIGURE 5 Existing Land Use	9
FIGURE 6 Open Space Areas	17
FIGURE 7 Land Ownership	21
FIGURE 8 Transportation Facilities	23
FIGURE 9 Bus Routes	24
FIGURE 10 Water Distribution	27
FIGURE 11 Gas Distribution	29

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

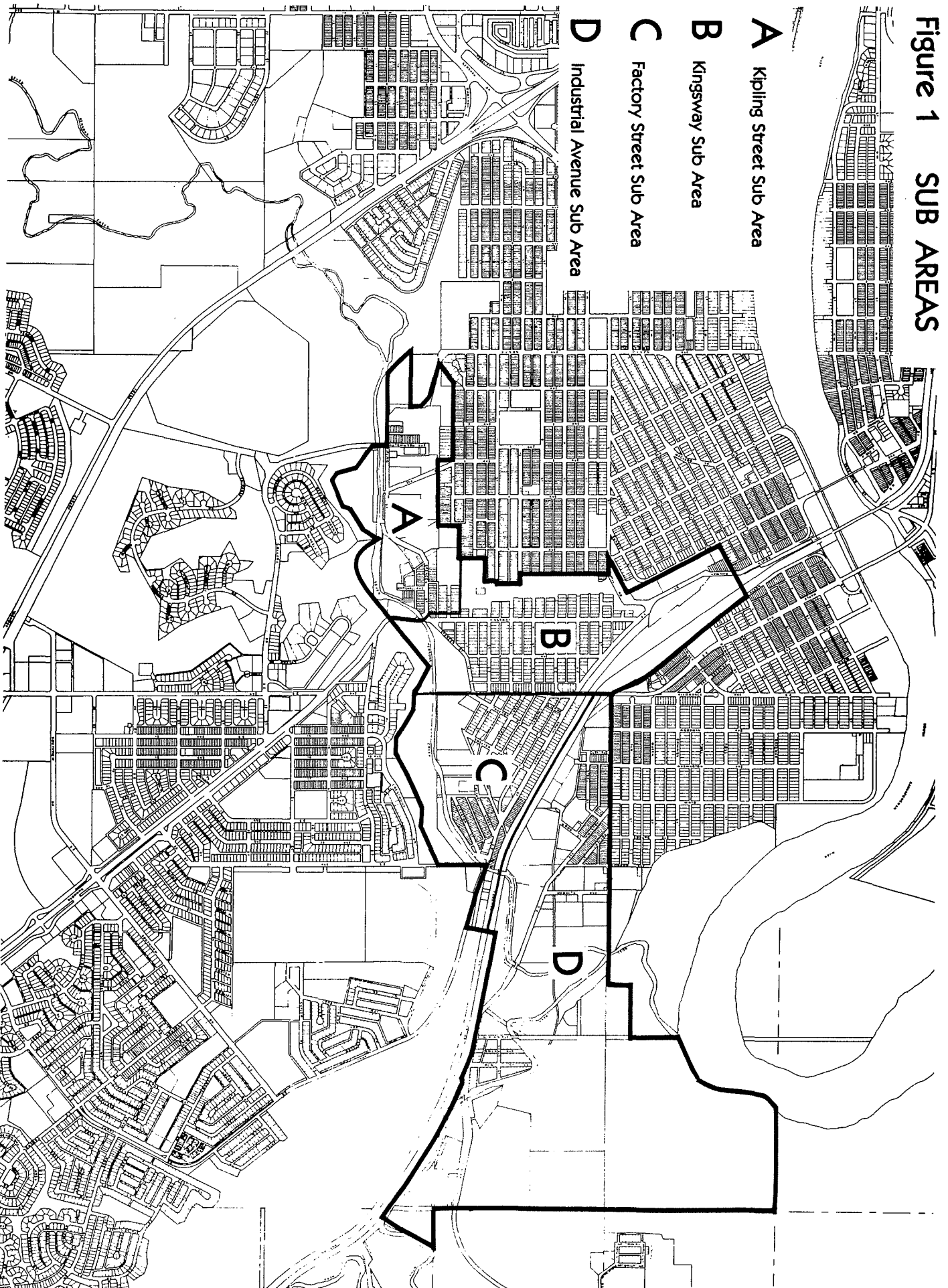
II. GOAL OF THE PLAN

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.

Figure 1 SUB AREAS



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'd 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

River Valley Development Scheme, including the open space policy, relevant to the South Flats. In addition, there is a need to protect buildings and structures in the South Flats which are of substantial historical significance.

Policies

1. The Allowance Avenue Park will be eliminated when it is practical to do so and the site will be redeveloped for light industrial/commercial use.
2. In conjunction with the elimination of the Allowance Avenue park the City will endeavour to provide an amenity park within the residential area between Kingsway and Allowance Avenues.
3. The existing small park west of Kingsway will be phased out in conjunction with redevelopment of the residential properties for commercial/light industrial use in the area.
4. The River valley walls, steep slopes, toes of slopes and the 1:100 year floodplain of Seven Persons Creek shall be given due consideration in dealing with any development proposals related to these physical characteristics of the area.
5. The City of Medicine Hat will work with Alberta Environment to establish the 1:100 year floodplain of Seven Persons Creek and Ross Creek and develop appropriate flood management policies.
6. Any unavoidable development must:
 - (a) minimize cutting, filling or earth work;
 - (b) keep vegetation clearing and destruction to a minimum;
 - (c) protect exposed soil to the same degree as natural plant cover.
7. The City will apply appropriate development controls to ensure the protection of natural features of the South Flats related to the River valley walls, Seven Persons Creek and Ross Creek.
8. The City of Medicine Hat in dealing with a development proposal in the General Heavy Industrial (M4) District in the South Flats shall give due consideration to the environmentally sensitive nature of the site and the area and may apply particular development requirements.

9. Any developments which presently exist on the escarpments in the South Flats will be encouraged to be eliminated on a voluntary basis.

10. The City of Medicine Hat will work with appropriate agencies, departments and individuals to encourage the preservation of historic resources in the South Flats.

D. UTILITIES

The City of Medicine Hat will provide services in the South Flats as necessary with appropriate development and service agreements with developers.

E. REDEVELOPMENT LEVY

A redevelopment levy shall be imposed for the purpose of acquisition of land for recreation facilities, parks and school facilities in the South Flats.

Policies

1. A redevelopment levy in the sum of \$250.00 per dwelling unit shall be imposed on each successful application for a development permit in respect of any residential development in the redevelopment area if the building contains more than four dwelling units.
2. A redevelopment levy of \$2.50 per square metre of gross floor space shall be imposed on each successful application for a development permit in respect of all non-residential buildings.
3. Notwithstanding the above, all non-profit housing and institutional buildings shall be exempt from the levy.
4. Funds collected through the redevelopment levy shall be distributed in accordance with the reserve allocation agreement made between the City of Medicine Hat, Medicine Hat School District No. 76 and the Medicine Hat Roman Catholic Separate School District No. 21, dated April 2, 1980 and as amended from time to time.
5. The applicant for a development permit shall pay the levy to the City of Medicine Hat at the time the development permit is issued.
6. The redevelopment levy paid to the City shall be refunded in full to the developer if he decides not to proceed with the development.

Figure 2 TRANSPORTATION

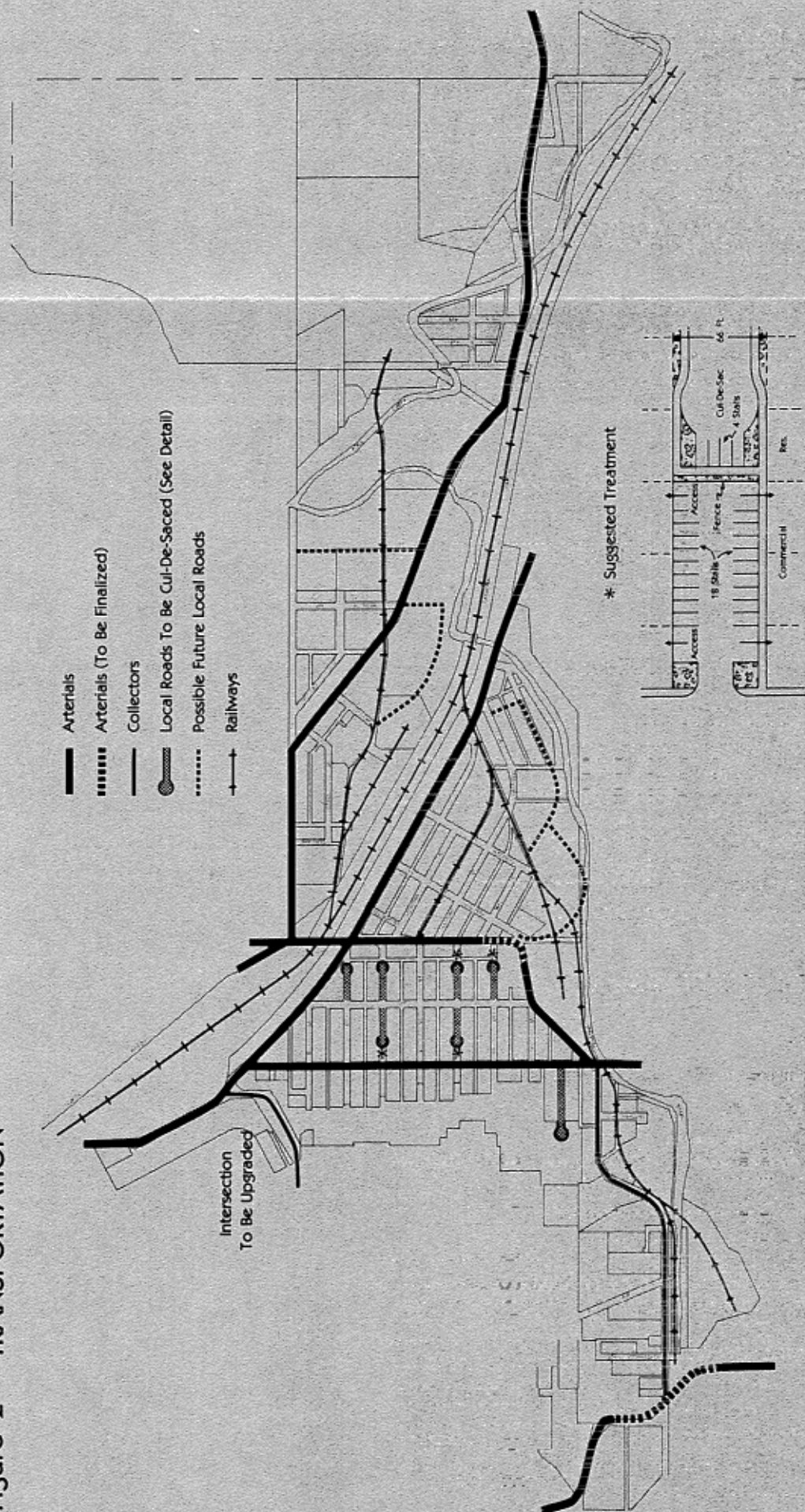
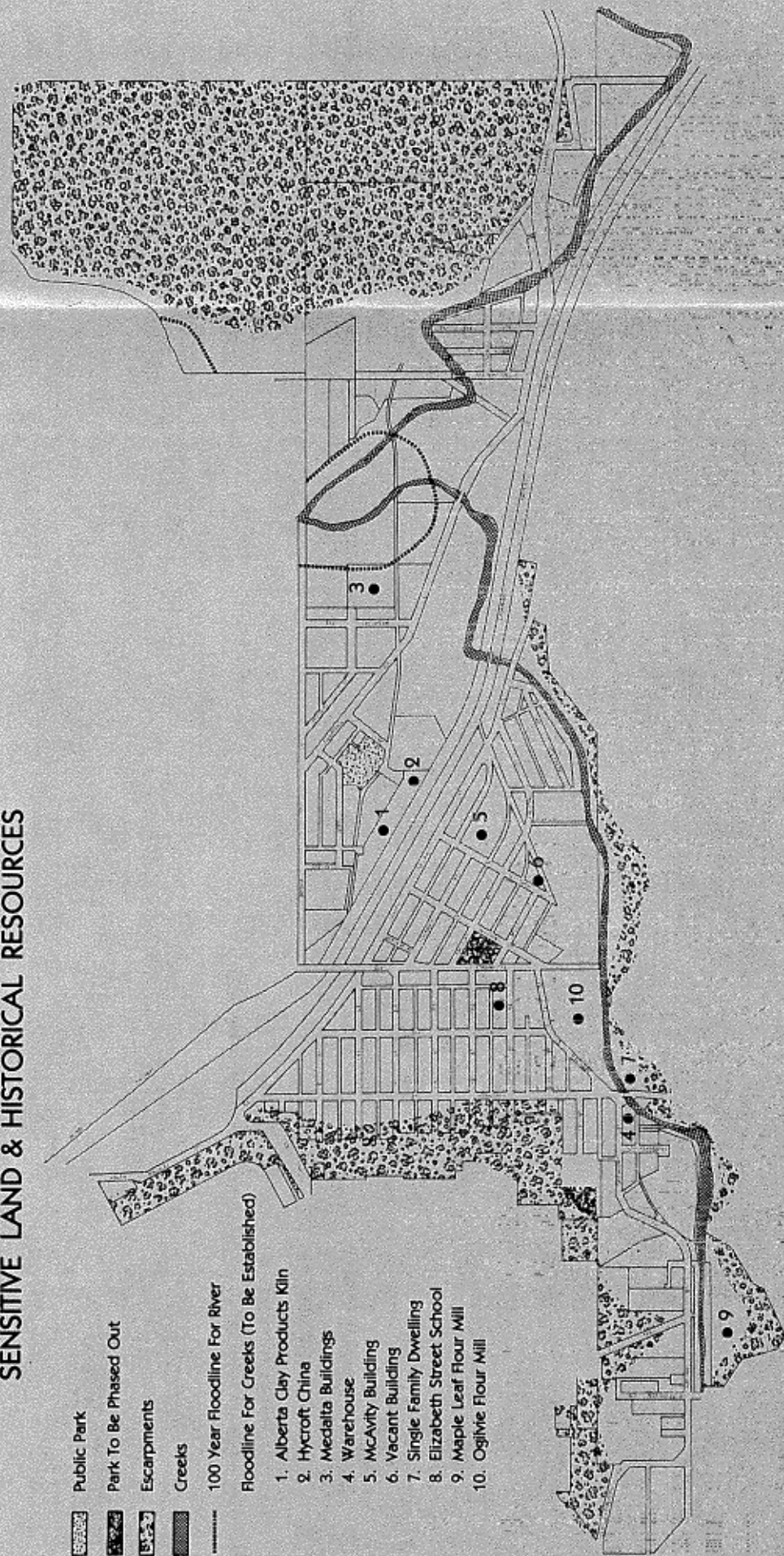


Figure 3 PARKS, OPEN SPACE, ENVIRONMENTALLY SENSITIVE LAND & HISTORICAL RESOURCES



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.

3. The City will encourage the redevelopment of residential sites in the area with light industrial/commercial developments on a voluntary basis.
4. Interior sites in this Sub-Area will be permitted to be developed with light industrial uses.
5. Large parcels of land south of Mill Street and south of Factory Street may be developed/redeveloped at a much higher density. Any development proposal to achieve this potential will be encouraged by the City.

D. INDUSTRIAL AVENUE SUB-AREA

This Sub-Area like the Factory Street area has limited potential for the existing residential land use. The relatively isolated location of this area also limits to some extent potential for industrial and commercial development. However, there is potential for a light warehousing or similar type of industrial uses which do not depend upon large numbers of drive-in customers. The success of any industrial or commercial venture which relies upon drive-in traffic would require an improved transportation network to provide a catalyst.

The existing heavy industrial operation east of Ross Creek is located in an environmentally sensitive area and any large scale expansion of the site which is not handled properly will seriously affect the aesthetic value of Strathcona Park and the River bluffs.

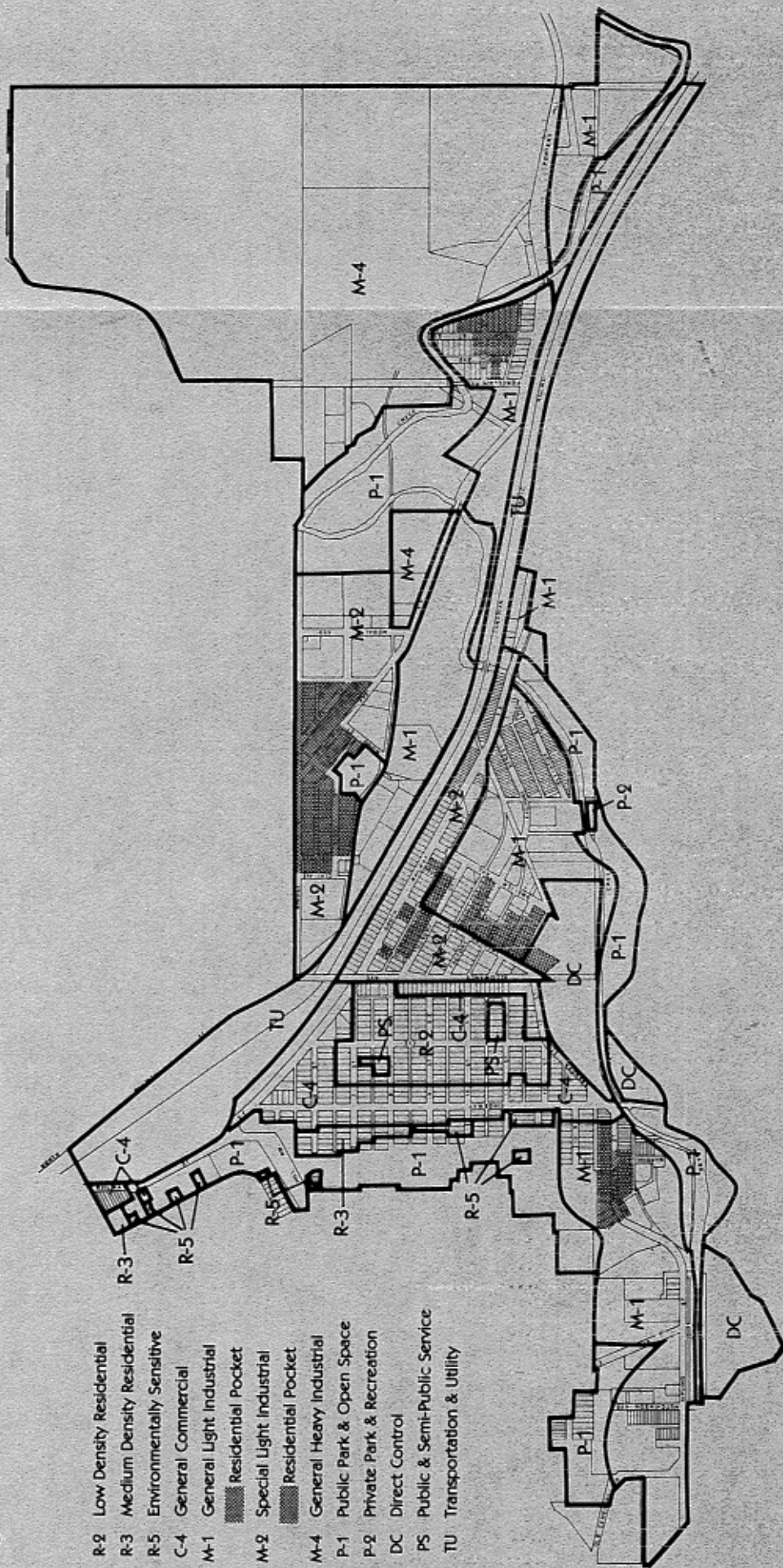
Policies

1. Commercial and industrial uses are considered the optimum developments for the Sub-Area.
2. The City will encourage redevelopment of the existing residential development with commercial/industrial land use on a voluntary basis.
3. In the Bridge Street area, light industrial land use of a type which does not create conflict with the residential area directly to the north will be encouraged by the City.
4. Sites in the area of Highway 41A will be allowed to be developed either light industrial or commercial land use.

5. The City will encourage the owner of the existing heavy industrial operation east of Ross Creek and north of Highway 41A to ensure that the current operation or any expansion of it does not adversely affect the natural environment of the area.
6. The remaining lands east of Ross Creek will not be permitted to be developed intensively due to the steep unstable slopes and Ross Creek.

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 Residential Pocket
- M-2 Special Light Industrial
- M-4 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

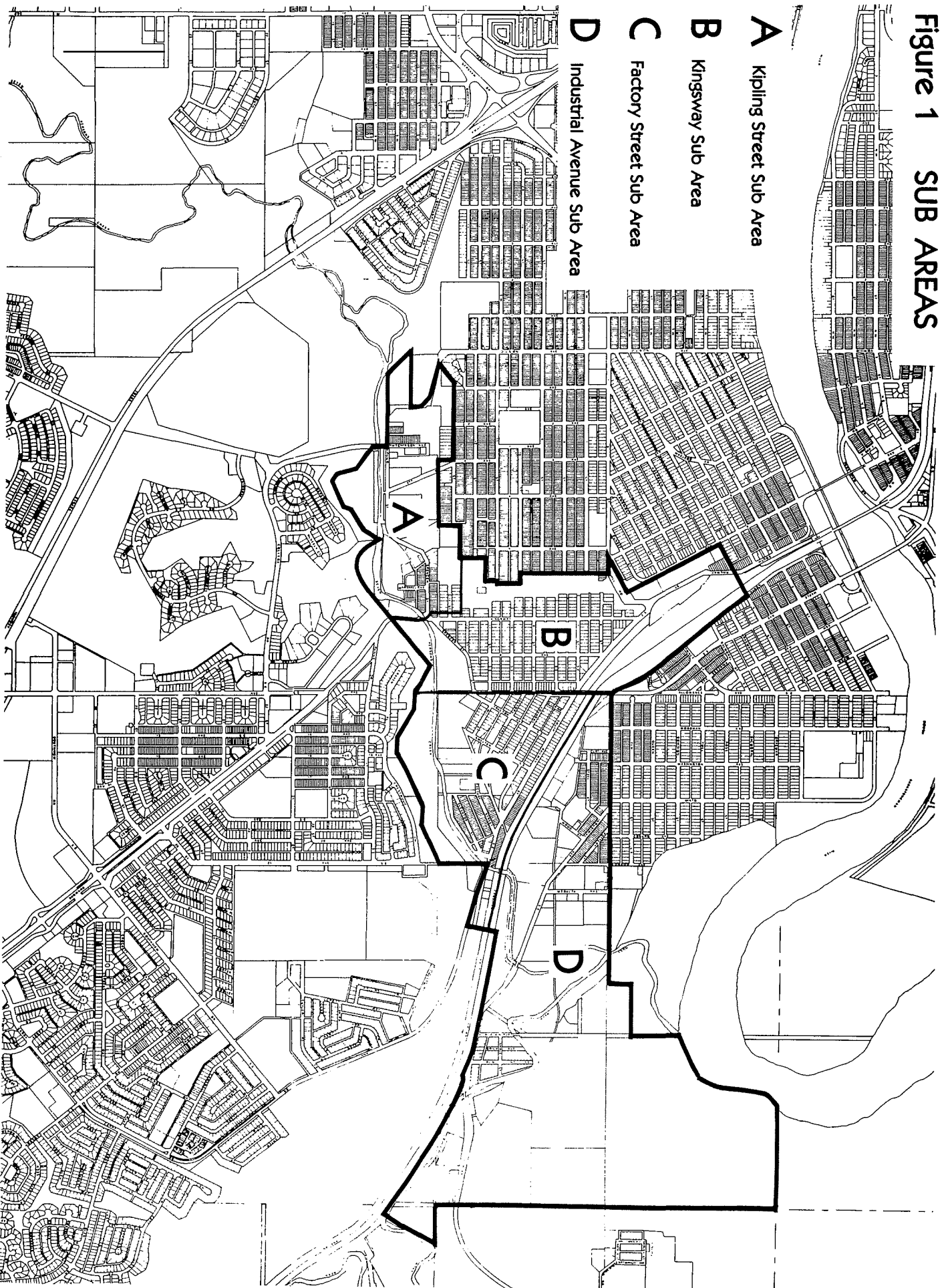
The topography of the South Flats is characterized by an erosional floodplain bounded by steep river and creek valley walls. Since the last ice-age, the South Saskatchewan River, Seven Persons Creek and Ross Creek have scoured the prairie table-lands and deposited alluvial silts in the South Flats area. 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.

Figure 1 SUB AREAS



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, carports 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.

Age Composition of Neighbourhood

	1976 %	1979 %	1980 %
0-14	24.1	19.4	16.9
15-34	33.2	33.9	35.8
35-64	28.3	28.1	28.1
65+	14.4	18.6	19.2

The age distribution of the neighbourhood is also compared to the age distribution for the City and the North Flats in Figure 3.

Kingsway Sub-Area Demographic Features

The Kingsway Sub-Area contains the most significant residential development in the South Flats. Since 1976, the earliest figures which are available for the area, the population has dropped from 973 persons in 1976 to 678 in 1983. This represents an annual decline of 5.5% during a period of time in which the City grew by 3.5% annually.

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

Age	Kingsway Sub-Area % of Population		Change
	1976	1981	
0-4	7.0	5.2	-1.8
5-14	17.0	10.8	-6.2
15-24	23.3	24.2	+0.9
25-34	10.0	12.9	+2.9
35-44	8.8	8.2	-0.6
45-54	10.0	10.0	0.0
55-64	9.0	10.0	+1.0
65+	14.9	18.7	+3.8

Figure 4 provides a comparison of the age structure of the Kingsway Sub-Area and the total City. It can be observed that the sub-area has considerably less persons under the age of 14 than the City. Similarly, the 25-34 age group which may represent the parents of the under 14 category is also low. However, the 15-24 and 65+ groups are considerably larger than the total City.

It is not surprising to discover that the average household size in this sub-area is also smaller than the rest of the City.

Average Household Size

	1976	1979
Kingsway Sub-Area	2.59	2.17
City	3.02	2.78

Speculation can be made as to the causes of the above population trends. The decreasing school age population may be partially the result of no schools or parks within the neighbourhood boundaries, which makes the area undesirable for families with young children.

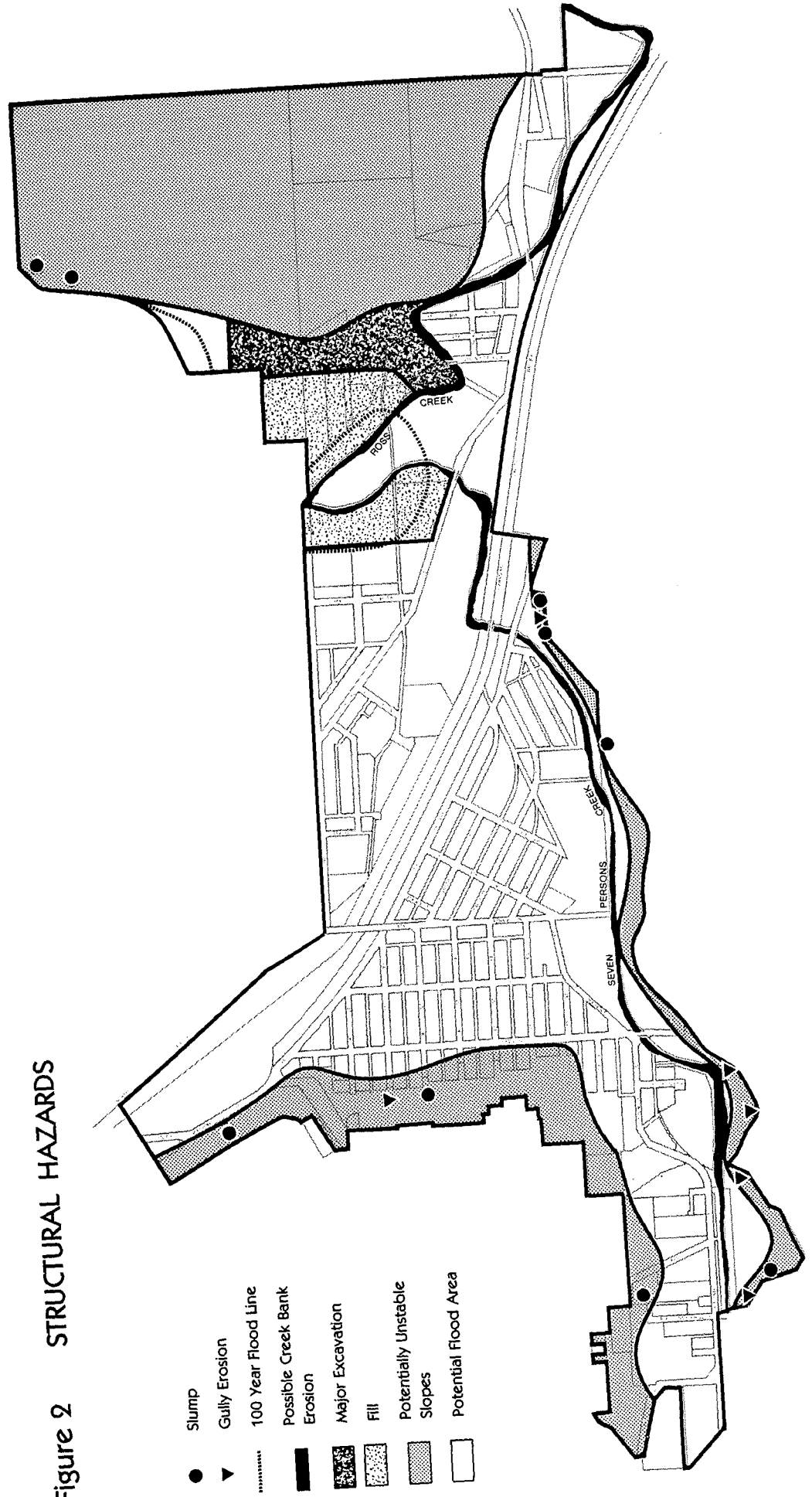
The relatively large number of older age persons in this area is consistent with trends in other older neighbourhoods in which children have left the nest while the parents remain. Consequently, the population of the neighbourhood decreases, the average size of the households decreases and the average age of the population increases.

The total population decrease in this neighbourhood, however, cannot be attributed to family life cycles only. In 1976 there were 374 dwelling units in the area while in 1979 there were 346. The reduced number of dwelling units is due to continuing encroachment of commercial development along Kingsway and South Railway.

VI. GENERAL LAND USE IN THE PLAN AREA

The South Flats has a mixture of land uses that makes the area unique from other neighbourhoods in the City. While industry is the dominant land use, there are several residential, commercial and agricultural areas. Two other features of the area are large amounts of vacant land and open space. Land use location is shown on Figure 5.

Figure 2 STRUCTURAL HAZARDS



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 Horne & Pitfield Foods Ltd. (3.46 acres).

LAND USE - SOUTH FLATS

Land Use Type	Acres	%
Industrial	208.41	26.1
Heavy Industry	145.06	18.1
Light Industry	51.47	6.4
Vacant Industrial Buildings	11.88	1.6
Residential	56.86	7.1
Commercial	19.28	2.4
Horticultural & Agricultural	25.76	3.2
Horticultural	3.44	.4
Agricultural	22.32	2.8
Institutional	9.81	1.2
Parks & Open Space	312.34	39.0
Parks	5.34	.7
Open Space	307.00*	38.3
Utilities	.84	.1
Vacant	58.82	7.4
Streets & Lanes	108.00*	13.5
TOTAL	800.00*	100.00

* Approximate

Characteristics of Industry by Sub-Area

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

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

Department	Acres
Public Works	9.95
Electric Department	6.50
Transit Department	3.97
Community Services	2.46
Gas Department	1.66
TOTAL	24.54

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

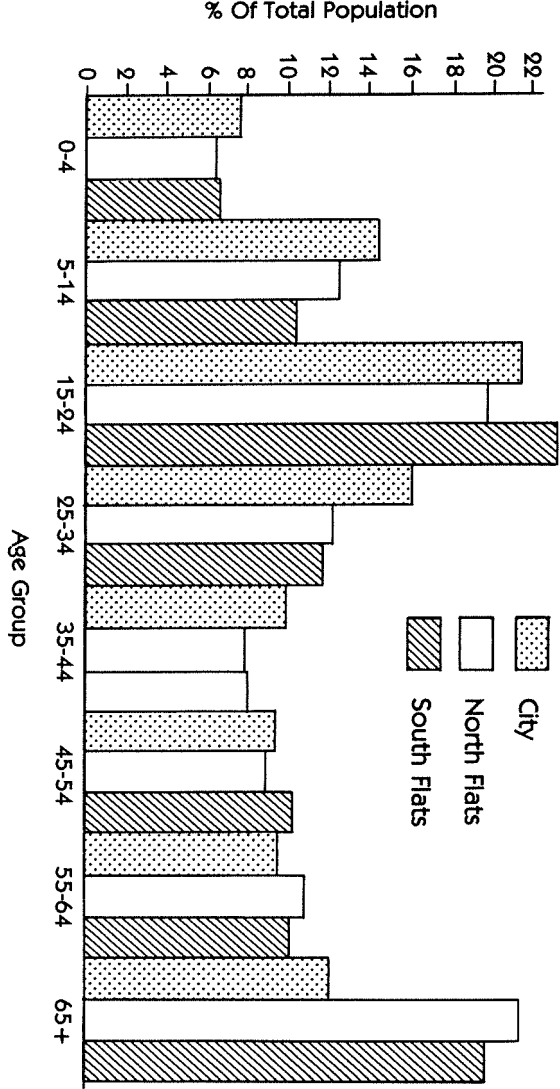


Figure 4

AGE DISTRIBUTION - 1981

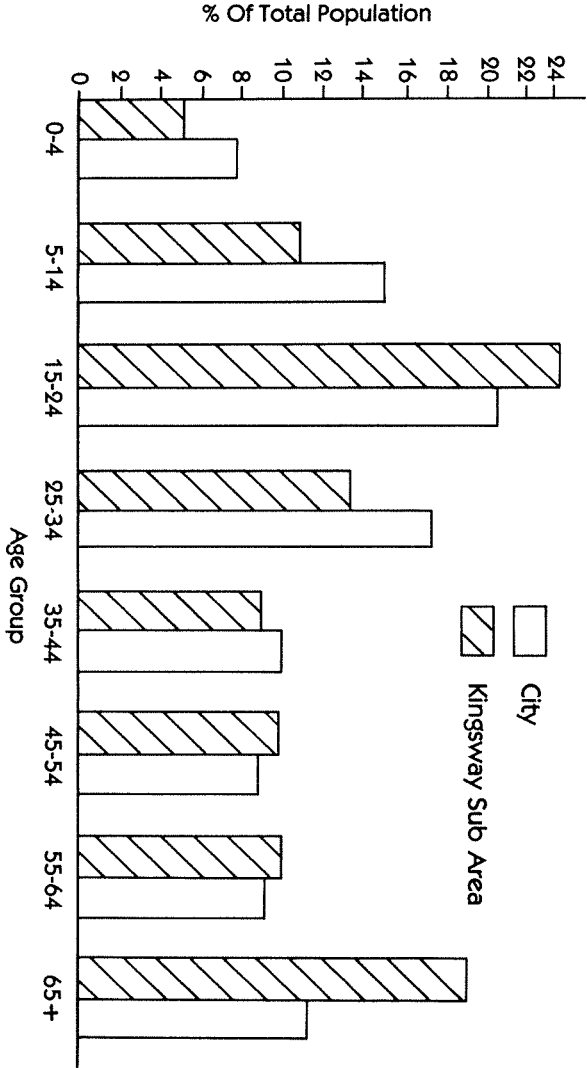
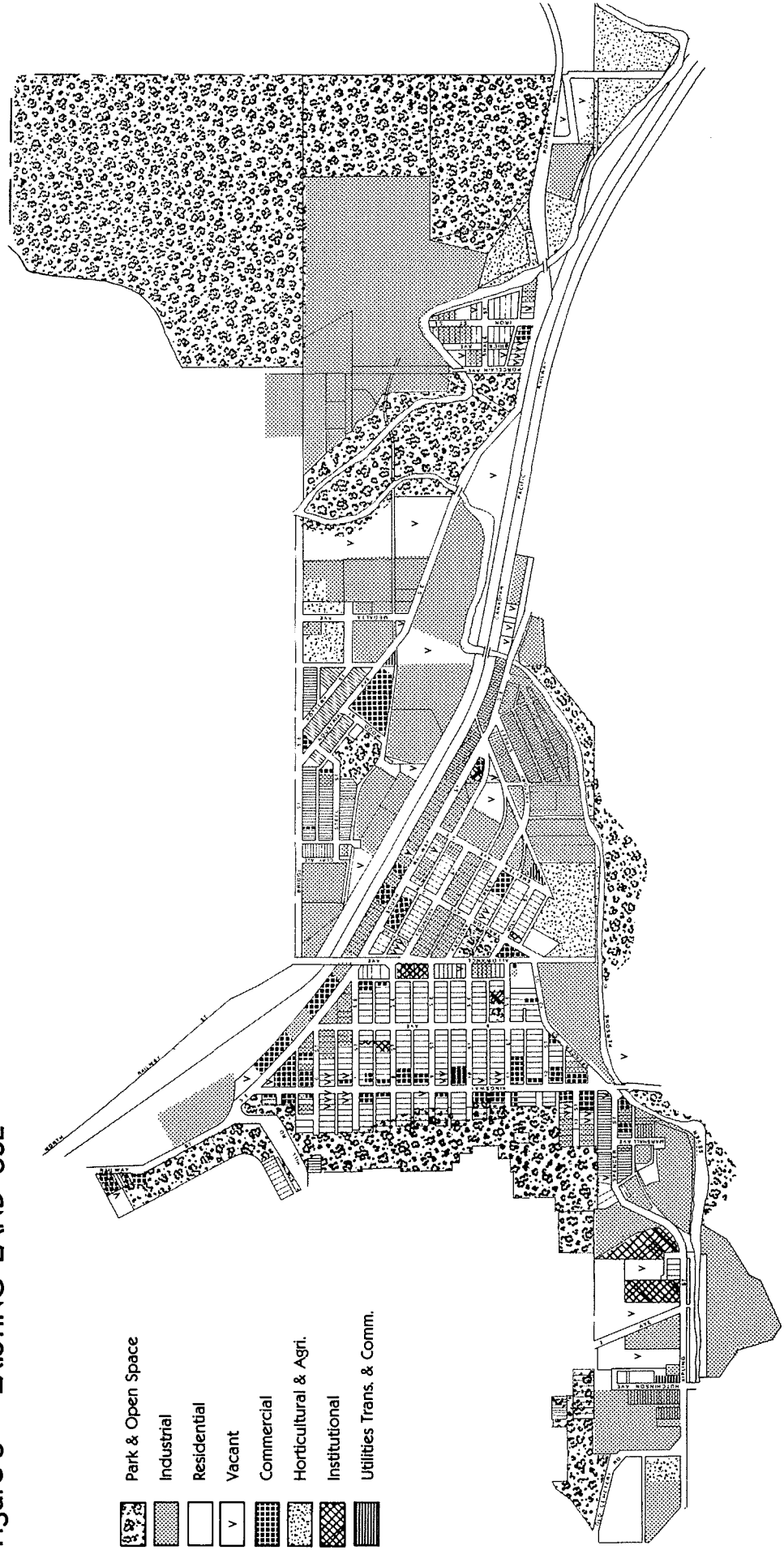


Figure 5 EXISTING LAND USE



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

Industries	Acres	Building (Ft. ²)	% Site Coverage
IXL Industries	68.06	110,416	3.72
Medicine Hat Feeding Co.	13.70	16,267	2.72
Maple Leaf Mills Ltd.	12.20	35,726	6.72
Hycroft China Ltd.	10.50	63,824	13.89
Public Works Garage	9.95	N/A	N/A
Ogilvie Mills Ltd.	7.19	34,075	10.88
Medalta Industrial Park	7.00	92,695	30.40
Alpha Dairy Plant	6.76	23,854	8.10
Electrical Department	6.50	19,264	6.80
Esso Bulk Fuel	5.11	N/A	N/A
Transit Department	3.79	N/A	N/A
Crane Canada Ltd.	3.76	38,722	23.67
Horne Pitfield Foods	3.46	45,000	29.88
Alberta Linseed Oil Co.	3.25	21,356	15.09
Alberta Clay Products	3.07	6,663	4.98

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

Industry Type	No.	Acres	Average Parcel Size
Heavy Industry			
Clay Related	4	84.48	21.12
Agricultural Processing & Storage	10	25.08	2.51
Auction Market	1	13.70	13.70
Bulk Fuel Stations	6	9.22	1.54
Cement Plants	2	4.42	2.21
Metal Fabrication	2	3.22	1.61
Salvage Yards	3	2.93	.98
Total	28	143.05	5.11
Light Industry			
City Service Yards	7	27.05	3.86
Warehousing	9	15.71	1.75
Transportation	3	3.52	1.17
Communication	1	.45	.45
Building Contractors	17	6.75	.40
Total	37	53.48	1.45
Vacant Buildings	6	11.88	1.98
GRAND TOTAL	71	208.41	2.93

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.

There are also 6 vacant buildings occupying 5.7% of industrial land. Portions of the old C.D.M. Plant and the Roller Dome buildings are the two largest sites. A summary of industrial land use by type is shown in the previous table.

Environmental Considerations

Several environmental issues exist in the South Flats and these include:

(i) Noise, Odor and Dust Problems

Field observations show several of the industrial processes, especially that of agricultural processing, emit odors and create noise and dust problems. Land uses creating these types of problems include: grain handling industries, oil seed processing plants, feed lots and packing plants.

(ii) Proximity to Water Ways

When natural ground cover is removed and replaced with paved and gravelled surfaces, permeability is reduced and run-off increases dramatically. Not only does the amount of run-off increase but the rate of flow increases as flow restrictions are removed.

Storm run-off can also carry large amounts of sediment and pollutants, especially in industrial areas. Many of the larger industries are located adjacent to the area creeks. The proximity of these uses raises the potential of storm run-off carrying sediment to the creeks.

(iii) Aesthetics

Industries adjacent to residential areas unfortunately can be unsightly in respect to screening of storage areas, design of structures, and landscaping at street level.

(iv) Major Excavations

The Medicine Hat River Valley Study identifies the eastern bluffs as a major visual focus of open space. IXL Industries is located at the base of this bluff near the south end and was involved in major excavation on the bluffs. The excavated area is now used to stockpile clay and thus remains in a disturbed state.

B. RESIDENTIAL LAND USE

Unlike other older areas of the City, the South Flats has a low 7.1% of land devoted to residential use. Residential land is scattered throughout the study area, however, the majority is located in the Kingsway sub-area. Residential land also exist in the Factory Street sub-area and south of Bridge Street. Other small pockets of residential land are also located along Spencer Street, south of IXL Industries and along South Railway Street.

The South Flats community contains a high proportion of older homes. City assessment records indicate 51% of residential buildings are at least 55 years old and 72% of buildings are at least 35 years old. Since 51% of residences are more than 55 years old, they predate modern building standards.

South Flats Age of Existing Residential Buildings*		
Age	No.	%
Pre 1904	8	2.0
1905 - 1924	201	49.0
1925 - 1944	86	21.0
1945 - 1964	99	24.0
1965+	16	4.0
TOTAL	410	100.0

* Mobile Homes have been excluded.

South Flats Dwelling Units by Type		
	No. of Units	%
Single Family Houses	315	52.9
Four-Plex (Woman's Shelter)	4	.7
Duplex	8	1.3
Converted Dwellings	179	30.1
Apartments	37	6.2
Mobile Homes	32	5.4
Rooming Houses	20	3.4
TOTAL	595	100.0

The quality of housing stock in the South Flats is generally poor to fair¹. 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

	Poor	%	Fair	%	Good	%
Industrial Avenue	58	60.4	28	29.2	10	10.4
Factory Street	18	35.3	28	54.9	5	9.8
Kingsway	103	39.8	118	45.5	38	13.1
TOTAL	179	44.1	174	42.8	53	13.1

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

	No.	%
Single Family	286	82.7
Duplex	4	1.2
Apartment	13	3.8
Basement Suites	6	1.7
Mobile Homes	32	9.2
Rooming Houses	5	1.4
TOTAL	346	100.0

¹ Quality was based on age, size, depreciation, structural quality and RRAP Improvements.

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 1/4 mile long. Since Kingsway is one of the busiest arterials in Medicine Hat², 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.

² AADT volume estimates for 1980 was 9,922 vehicles per day.

Development of Commercial Floor Space Along Kingsway

Period	Commercial Floor Space Built (Sq. Ft.)	%
1971 - 1980	79,987	62.6
1961 - 1970	17,546	13.7
1951 - 1960	17,847	14.2
1941 - 1950	7,728	6.1
Pre 1941	4,252	3.4

Commercial activity now utilizes 7.5 acres along Kingsway or about 41% of commercial land in the study area.

There is evidence the process of conversion from residential to commercial is continuing. There are now 17 lots, previously occupied by single family homes which are vacant leaving 1.98 acres of land available for commercial development. There are now only 17 homes standing within 100 feet of Kingsway and many of those immediately adjacent to vacant parcels for sale.

Pressure is also being brought to bear on the internal residential lots. Many of the established businesses have purchased lots behind their businesses for parking or future development and slowly commercial activity is penetrating into the residential areas. In the case of the Court House for example the site extends 250 feet into the residential neighbourhood or halfway down one residential block. Since the residential area to the east is only two blocks wide this is a significant penetration. Much of the commercial property closest to the residential area is used for parking which also creates congestion on residential roads especially during rush hour.

South Railway Commercial Strip

South Railway Street is a major route between the Ross Glen and Crestwood Areas. It is one of four roads linking the newer residential areas to the south with central areas of the City. Industry mixed with some residential has been the predominant land use along the street historically because of proximity to the railway, but recently some

commercial development has begun to occur. Increased traffic³, which occurred with new residential development south of Sholten Hill, is an important factor in this recent change. As was the case with Kingsway, most businesses cater to the automobile shopper and do business on a City-wide scale.

Again, commercial development was most intense in the last decade when 61% of new commercial floor space was built. Some of the older industrial buildings have also been converted from industrial to commercial use in the last decade. Most notable is the Silver Buckle Inn which was a flour mill.

Development of Commercial Floor Space Along South Railway Street

Period	Commercial Floor Space Built (Sq. Ft.)	%
1971 - 1980	70,812	61.0
	22,800*	19.7
1961 - 1970	0	0.0
1951 - 1960	8,650	7.5
1941 - 1950	1,766	1.5
Pre 1920	11,470	9.9
TOTAL	115,504	100.0

* Silver Buckle Inn

Commercial use is not the major land use fronting South Railway Street. Much of the roadway particularly to the east is dominated by land uses that typically have few if any permanent buildings, provide no landscaping and do not make intensive use of the land. These uses include a number of bulk fuel stations, industrial storage areas and vacant lots. There is also a mix of poor to good industrial buildings and residences along the road. This mixture of land does little to make South Railway Street a visually attractive thoroughfare. The table below gives information on major land use along South Railway Street.

3 Traffic volumes in June 1979 were 7,510 vehicles per day.

Land Uses Fronting on South Railway Street

Land Use	Acres	%
Industrial	17.16	53.9
Developed Property	4.94	15.5
Bulk Fuel Stations	5.40	17.0
Storage	6.82	21.4
Commercial	6.36	20.0
Residential	1.35	4.2
Utilities	2.06	6.5
Vacant	4.88	15.4
TOTAL	31.81	100.0

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 Ogilvie 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:

Institutional Land Use	
Land Use	Acres
Medicine Hat College	5.52
City Dog Pound	.81
Medicine Hat Rehabilitation Society	.77
Churches (2)	.67
Elizabeth Street School	.90
Medicine Hat Woman's Shelter Society	.15
Medicine Hat & Saamis Rotary Club	.10
TOTAL	9.51

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.

City Dog Pound

Occupies .81 acres of land on South Railway Street. The facility was built in 1952.

Medicine Hat Rehabilitation Society

Occupies .77 acres of land on Allowance Avenue and offers vocational rehabilitation services. Currently the society has to expand its facilities onto an adjacent parcel to the west. The original building was built in 1975.

Other Institutional Uses

Includes 2 churches, a Woman's Shelter which uses a fourplex, and a Rotary Club building.

F. PARKS AND OPEN SPACE

The Parks and Open Space category is the dominant land use in the South Flats comprising 312.34 acres or 39% of the study area. Only a small proportion of this land is developed park space as the majority of the land is undevelopable escarpment and creek bed. There are four parks located in the study area which cover 5.34 acres of land.

Steel Street Baseball Diamond

Is located in the Industrial Avenue sub-area on Steel Street. It is 3.14 acres in size and is used primarily for baseball.

Allowance Avenue Park

Is located east of Allowance Avenue and south of Factory Street. It is 1.77 acres in size and functions primarily as a neighbourhood park but also as an ornamental park.

The Spencer Street Area Park

Is located to the north of Spencer Street. It is .43 acres in size and functions as a neighbourhood park.

While the quantity of various types of parks is adequate for the small population, two problems do exist. The first is a matter of quality. The Allowance Avenue Park is located adjacent to an arterial road and all

the parks are adjacent to industry. Site inspection shows these industries create noise, dust and odor problems as well as increased local truck traffic, all of which have a deleterious effect on park space. Location is the second problem. The bulk of the population is located in the Kingsway sub-area but the parks are located in other sub-areas. Access to the Allowance Avenue Park from the main residential area requires crossing Allowance Avenue. Access to the larger City parks is also restricted by the railway, numerous arterials and industrial areas.

There are four major open space areas in the South Flats. These areas are typically steeply sloped and/or covered with trees and shrubs. Some squatters are located in these open space areas along Seven Persons Creek. Open space areas are shown on Figure 6.

G. UTILITIES

There are eight sites in the study area which are used for rights-of-way, gas wells or electric sub-stations. These sites are all less than ¼ of an acre in size.

H. VACANT LAND

Vacant parcels in the South Flats total 58.82 acres or 7.4% of land in the study area. Most of the vacant land is located in the Industrial Avenue sub-area. The Industrial Avenue sub-area contains 39.56 acres or 67.96% of vacant land while the Kingsway area has only 3.63 acres or 6.17%. The Kipling Street sub-area has 3.66 acres or 6.92% and the Factory Street sub-area has 11.9 acres or 20.35%.

Ownership of Vacant Land		
	No. of Parcels	Acres
City of Medicine Hat	28	28.01*
Medicine Hat Wholesale Foods	2	14.43
IXL Industries	3	8.55
Queen	1	2.59
Beny's Medicine Hat Ltd.	2	.83
91211 Holdings	5	.74
17 other owners	25	3.67
TOTAL	66	58.82

* The 46.92 acres of land located in the vicinity of Seven Persons Creek and Ross Creek north of Industrial Avenue is included in open space.

A 185 Acres
B 46 Acres
C 50 Acres
D 26 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.

Land Ownership (Acres)

	Developed	Vacant	Open Space	Farm	Total
(1) City	139.79*	34.55	176.40	6.62	357.36
(2) IXL Industries	74.35	8.55	130.60	-	213.50
(3) Ogilvie Flour Mills Ltd.	7.82	-	-	8.58	16.40
(4) Medicine Hat Wholesale	1.35	14.43	-	-	15.78
(5) Maple Leaf Flour Mill Ltd.	12.28	-	-	-	12.28
(6) Hycroft China Ltd.	10.50	-	-	-	10.50
(7) Provincial Government	6.69	2.59	-	-	9.28
(8) Earthex	8.00	-	-	-	8.00
(9) H. Jones	-	-	-	7.18	7.18
(10) H. Shannon et al	7.00	-	-	-	7.00
(11) H. Traichel & D. Days	6.79	-	-	-	6.79
(12) Marathon	5.63	-	-	-	5.63
(13) Horne & Pitfield	3.46	-	-	-	3.46
(14) Alberta Linseed Oil Ltd.	3.40	-	-	-	3.40
(15) Medicine Hat Feeding Co. Ltd.	3.00	-	-	-	3.00
TOTAL					679.63

* Included Streets and Lanes.

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.

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.

IX. TRANSPORTATION AND UTILITIES

Industry in the South Flats is served by both rail and road transportation. These facilities are shown on Figure 8. Early industrial development depended upon the railroad as the main source of transportation and the location of the C.P.R. main line through the South Flats attracted most of the early industries to the South Flats. Two main spur lines now exist, one serving the Industrial Avenue sub-area and the other, serving the south part of the study area.

As with most industrial areas, truck transportation has become a prime means of moving goods and provision of road access to industrial areas has become an important planning consideration. Road access to the Industrial Avenue sub-area is indirect because of turning movements on and off of Allowance Avenue. Other sub-areas offer only marginally better access because of the barrier created by the C.P.R. mainline. Truck movements to and from the entire study area requires driving through residential and commercial areas sometimes on narrow arterial roads. The City's other industrial areas have the advantage of being located adjacent to major highways.

There are five arterial roads which bisect the area. They are Hutchinson Avenue, Kingsway, Allowance Avenue, South Railway and Industrial Avenue. These roads link the south part of the City with the central area. Other roads which provide access to the South Flats include the Third Avenue Hill in the Kipling Street sub-area and Hill Road from South Railway Street. Only one road, the Allowance Avenue Bridge, links the Industrial Avenue sub-area with the rest of the South Flats. Access from the South Flats include three roads to the Southeast Hill, three to the south community, one to the C.B.D. and one east on Highway 41A. No barriers exist between the Industrial Avenue residential area and the North Flats but natural and man-made barriers make up the remaining boundaries of the South Flats. As a result, good road access is costly to provide.

Traffic Volumes

Road	Location	Year	Count	Design Capacity
South Railway St.	South of 5th St.	Mar. 79	12,737	8,000
South Railway St.	Seven Persons Creek	June 79	7,510	8,000
College Drive	Seven Persons Creek	June 79	5,873	8,000
Kingsway	South of South Railway St.	1980	9,922	8,000
Dunmore Road	Seven Persons Creek	Nov. 79	18,749	20,000
Allowance Ave.	Overpass	July 79	15,080	8,000
Industrial Ave.	Seven Persons Creek	July 79	3,170	8,000

Analysis of traffic volumes, which are available from the City engineering department, show that South Railway Street south of 5th Street, Kingsway and Allowance Avenue all carry more traffic than they were

designed to carry. South Railway Street east of Kingsway and Dunmore Road are approaching capacity.

A number of traffic problems were identified in the study area. One was short-cutting from Allowance Avenue onto 8th Street and then using back alleys and local roads for access onto South Railway Street and Kingsway. A number of vehicles including heavy trucks were observed short-cutting down 8th Street during a 15 minute period. While no other observations were made, it is probable many other east-west roads are used for short-cutting. Another problem is poor intersection alignment. Dangerous approaches create poor intersections at Hill Road and South Railway, Kingsway and South Railway Street, and Allowance Avenue and Spencer Street.

According to the Engineering Department both Kingsway and Allowance Avenue will be upgraded to four lanes and if a divided roadway is necessary, property acquisition will be required. Property acquisition is also probable at a number of trouble spots including the Kingsway-South Railway intersection, the Allowance-Spencer Street curve and possible Allowance-South Railway access ramps. Major realignment will also occur at the Hutchinson-Cemetery Road arterial, possibly South Railway at Kingsway and Hill Road and at the Allowance-Spencer Street curve. The General Plan states Kingsway - South Railway Street be widened to four lanes before the population of Medicine Hat reaches 47,000. Upgrading of other facilities is suggested when population reaches 76,000. Twinning the Allowance Overpass is also inevitable and may occur within the next 10 years.

Transit - Two routes serve the area, both of which stop at the downtown terminal. One route also terminates at Southview Mall and the other terminates at the Medicine Hat Mall. Service is fairly good in this area. The routes are shown on Figure 9.

Pedestrian and Bicycle Access - The South Flats is surrounded and bisected by pedestrian barriers that severely limit access. Many of the access points provided are immediately adjacent to the carriageway of major arteries with high traffic volumes. These factors make most of these pedestrian walkways appear unattractive. Cross town bicycle traffic is discouraged in Medicine Hat because most routes require travel through the South Flats where adequate provision for bicycles is

Figure 7 LAND OWNERSHIP

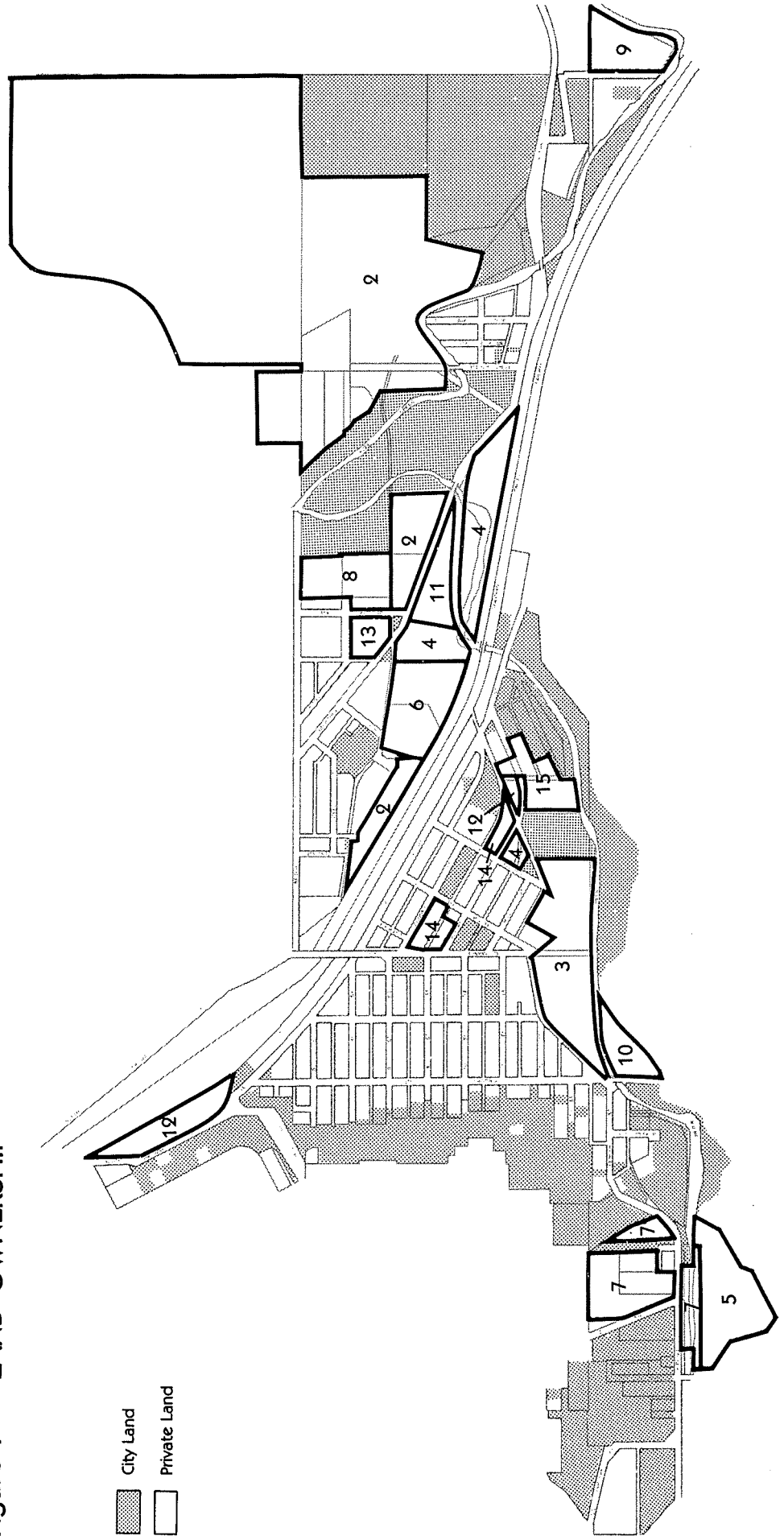


Figure 8 TRANSPORTATION FACILITIES

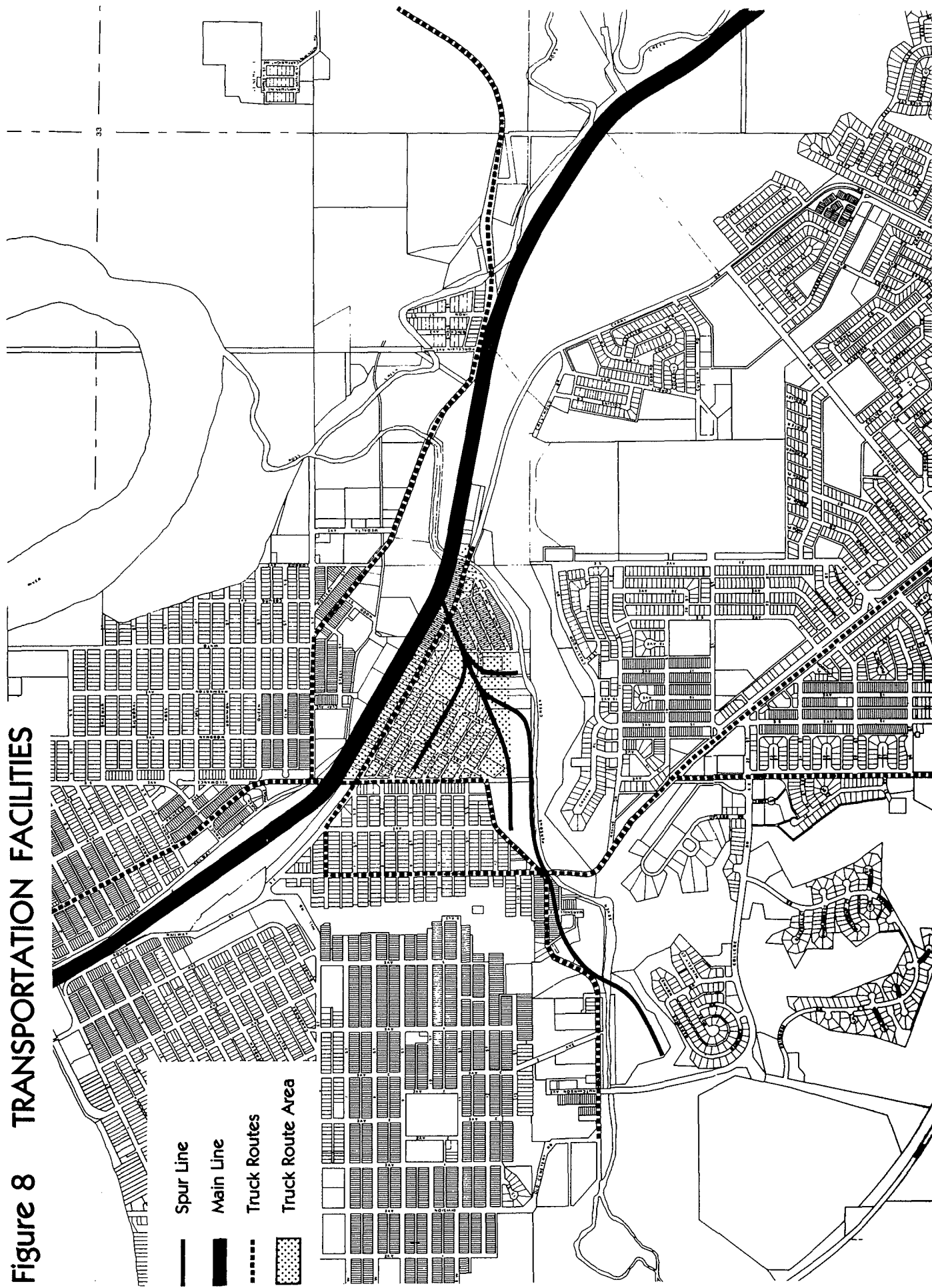
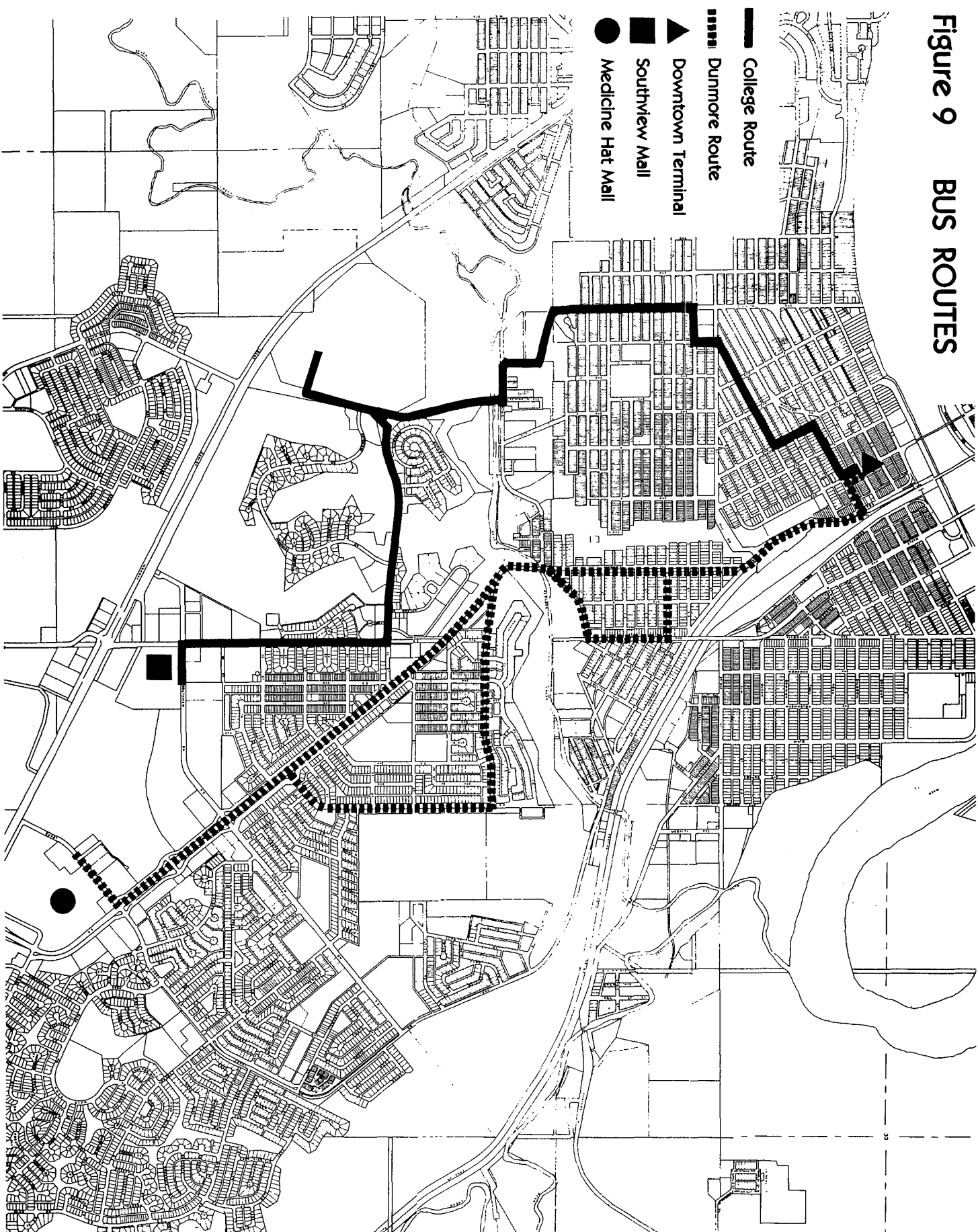


Figure 9 BUS ROUTES



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 Drive. 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 renewal 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.

X. PALEONTOLOGY, ARCHAEOLOGY AND HISTORY

A. PALEONTOLOGY AND ARCHAEOLOGY

The Environs of Medicine Hat are known to include several important paleontologic and archaeological sites. Since no comprehensive survey has been done many more sites may exist but two known sites exist in the South Flats. The first site is located in the extreme northeast corner of the study area where large amounts of fossilized wood are known to be present. A second site is a Cree Indian burial ground located near the incinerator plant.

9. **Maple Leaf Flour Mill** - six storey brick structure.
10. **Ogilvie Flour Mill** - six storey brick structure.
11. **Indian Burial Ground**
12. **Fossilized Wood Site**

B. HISTORIC SITES

The South Flats has a rich history which is partially preserved in some of the buildings in the area. Medicine Hat's early industries were almost all located in the South Flats and close study reveals the area is a textbook on early economic activity. The Alberta Government has recognized in part this resource and has designated part of the old Medalta Pottery and some of the Alberta Clay Product Kilns as Provincial Historic Sites. Other buildings of some significance are listed below.

1. **Alberta Clay Products Kilns** - built in 1912 and designed as a Provincial Historic Site (660 Clay Avenue).
2. **Hycroft China** - industrial buildings constructed with brick in 1913 (701 Wood Street).
3. **Medalta Buildings** - old pottery built in 1912 and partially designated a Provincial Historic Site (713 Medalta Avenue).
4. **Warehouse** - three storeys high built of brick in 1910 (621 Spencer Street).
5. **McAvity Building** - industrial buildings of brick in 1916 (801 Smelter Avenue).
6. **Vacant Building** - City owned two storey brick structures built in 1914 (947 Smelter Avenue).
7. **Single Family Dwelling** - three storey brick home of significant size built in 1906 (11 Dunmore Road).
8. **Elizabeth Street School** - built of brick in 1912 (824 - 11 Street).

Figure 10 WATER DISTRIBUTION

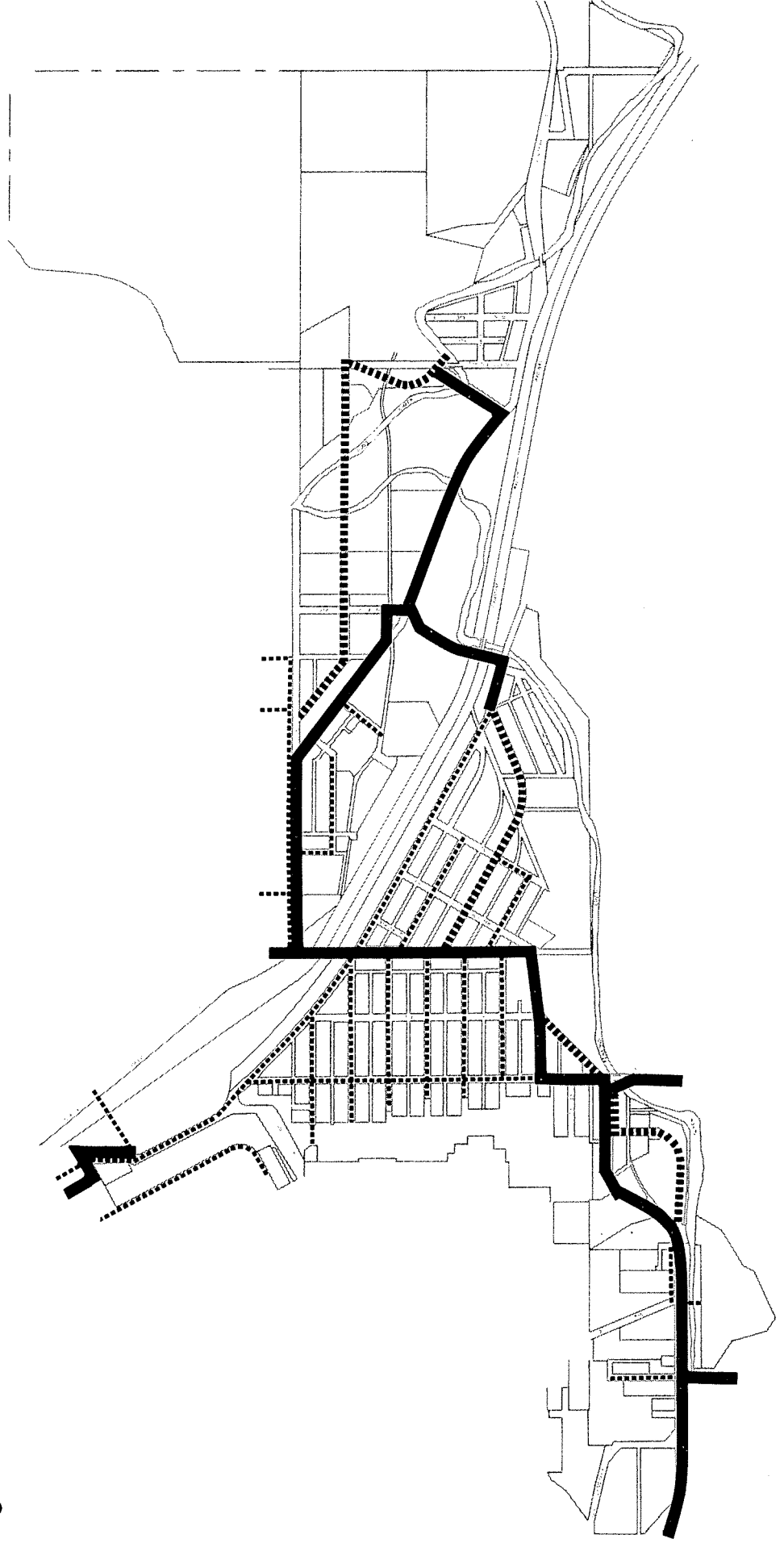


Figure 11 GAS DISTRIBUTION

