

BYLAW NO. 3564

A BYLAW OF THE CITY OF MEDICINE HAT to adopt the revised Southlands Area Structure Plan and Phase 2 Conceptual Scheme.

WHEREAS a revised Area Structure Plan and Phase 2 Conceptual Scheme have been prepared for the Southlands area, to provide a framework for future subdivision and development;

AND WHEREAS an application has been made to adopt the revised Southlands Area Structure Plan and Phase 2 Conceptual Scheme, attached as Schedule "A" to this Bylaw;

AND WHEREAS it is deemed appropriate to amend the Southlands Area Structure Plan by replacing the existing Southlands Area Structure Plan with the revised plan and conceptual scheme;

AND WHEREAS the requirements of the **Municipal Government Act** RSA 2000, Chapter M-26 regarding the advertising 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 **Municipal Government Act** RSA 2000, Chapter M-26;

AND WHEREAS a public hearing with respect to this Bylaw was held in the Council Chambers at City Hall on June 7, 2004 at 6:30 p.m.;

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

1. The Southlands Area Structure Plan Amendment and Phase 2 Conceptual Scheme, attached as Schedule "A" to this Bylaw, is hereby adopted.
2. Bylaw No. 3010, cited as the "Southlands Area Structure Plan Bylaw", and all amending bylaws, are repealed.
3. This Bylaw shall come into force at the beginning of the day that it is passed.

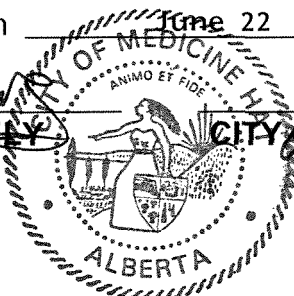
READ A FIRST TIME in open Council on May 17, 2004

READ A SECOND TIME in open Council on June 7, 2004

READ A THIRD TIME in open Council on June 7, 2004

SIGNED AND PASSED on June 22, 2004

[Signature]
MAYOR – GARTH VALLEY



[Signature]
CITY CLERK – LARRY P. GODIN

SOUTHLANDS AREA STRUCTURE PLAN AMENDMENT & PHASE 2 CONCEPTUAL SCHEME

May 2004



Scheffer Andrew Ltd.
Planners & Engineers

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APPENDIX A: PHASE 2 CONCEPTUAL SCHEME

1 INTRODUCTION

This review of the 1995 Southlands ASP responds to the recent demand for additional commercial parcels within the City.

This amendment is intended to completely replace the 1995 Southlands Area Structure Plan (ASP). The provisions of this amendment are conceptual and are intended to provide general guidance for development in the plan area. The provisions of the Southlands ASP as amended are subject to minor variation without a formal amendment to the plan if the development concepts described are not materially affected.

A Conceptual Scheme for Phase 2 is included as Appendix A. This conceptual scheme is to be approved as a part of the Southlands ASP. As development proceeds, other conceptual schemes will be prepared for future phases.

2 PLAN AREA

Southlands is located in the southeast sector of the City, in Section 17-12-5-W4 and a portion of NW 16-12-5-W4, as shown in Figure 1, with a total area of 262 hectares. It is generally bounded by:

- the Trans Canada Highway on the north;
- 13th Avenue on the west;
- Trans Canada Highway and Bullshead Creek on the east; and
- on the south by Cypress County.

This amendment includes lands east of Black and White Trail, and a small area in the northwest corner that were not contained in the previous ASP.

3 FACTORS INFLUENCING DEVELOPMENT

3.1 Policy Context

3.1.1 Municipal Development Plan

This Area Structure Plan will be consistent with the updated Municipal Development Plan (MDP), which was originally approved October 7, 1998 (Bylaw No. 3184).

3.1.2 Southlands Area Structure Plan

In December of 1995, Council adopted the Southlands Area Structure Plan as Bylaw #3010. The development of Phase 1 of the Southlands ASP is nearing buildout.

3.1.3 *Land Use Bylaw*

The Land Use Bylaw # 3181, adopted August 25, 1998, presently districts the plan area as Direct Control (DC) District, Public Service (PS) District, Manufactured Home Community Residential District (R5P), and General Commercial (C3) District.

Some of the land use designations proposed in this area structure plan amendment do not correspond directly with the districts of the City's Land Use Bylaw. Existing districts can though, accommodate the proposed land use designations.

Ownership

The majority of the plan area is owned by the City of Medicine Hat. There are a number of privately owned parcels within the plan area. The larger private land owners include the Stober family, L. Yanke, V. Bechtold; Hillcrest Church; Meadowlands Development Corp.; and 558697 Alberta Ltd. (Kershaw). The ownership is displayed in the table below and on Figure 2.



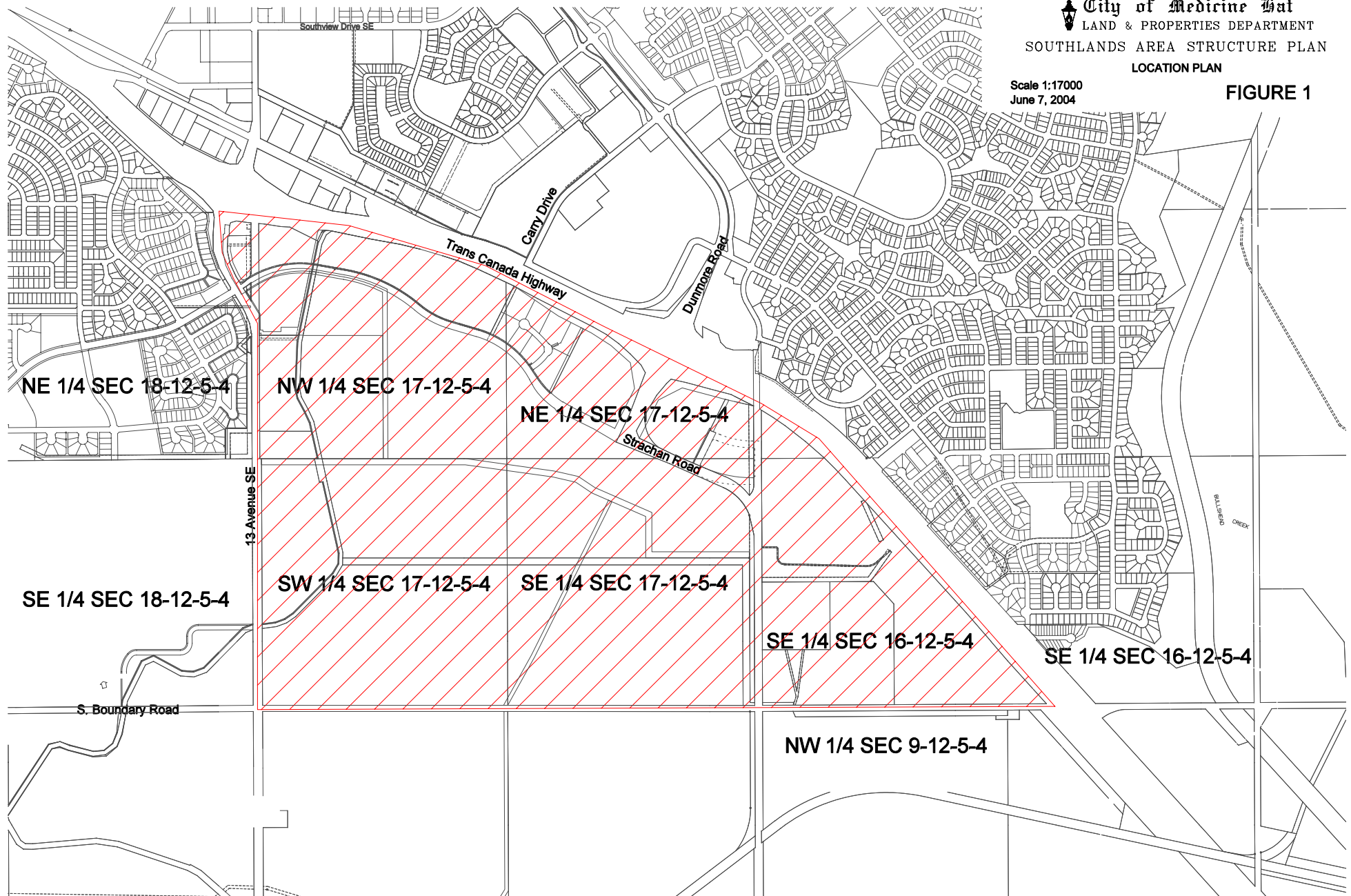
City of Medicine Hat
LAND & PROPERTIES DEPARTMENT

SOUTHLANDS AREA STRUCTURE PLAN

LOCATION PLAN

Scale 1:17000
June 7, 2004

FIGURE 1



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Scale 1:7500
June 7, 2004

FIGURE 2

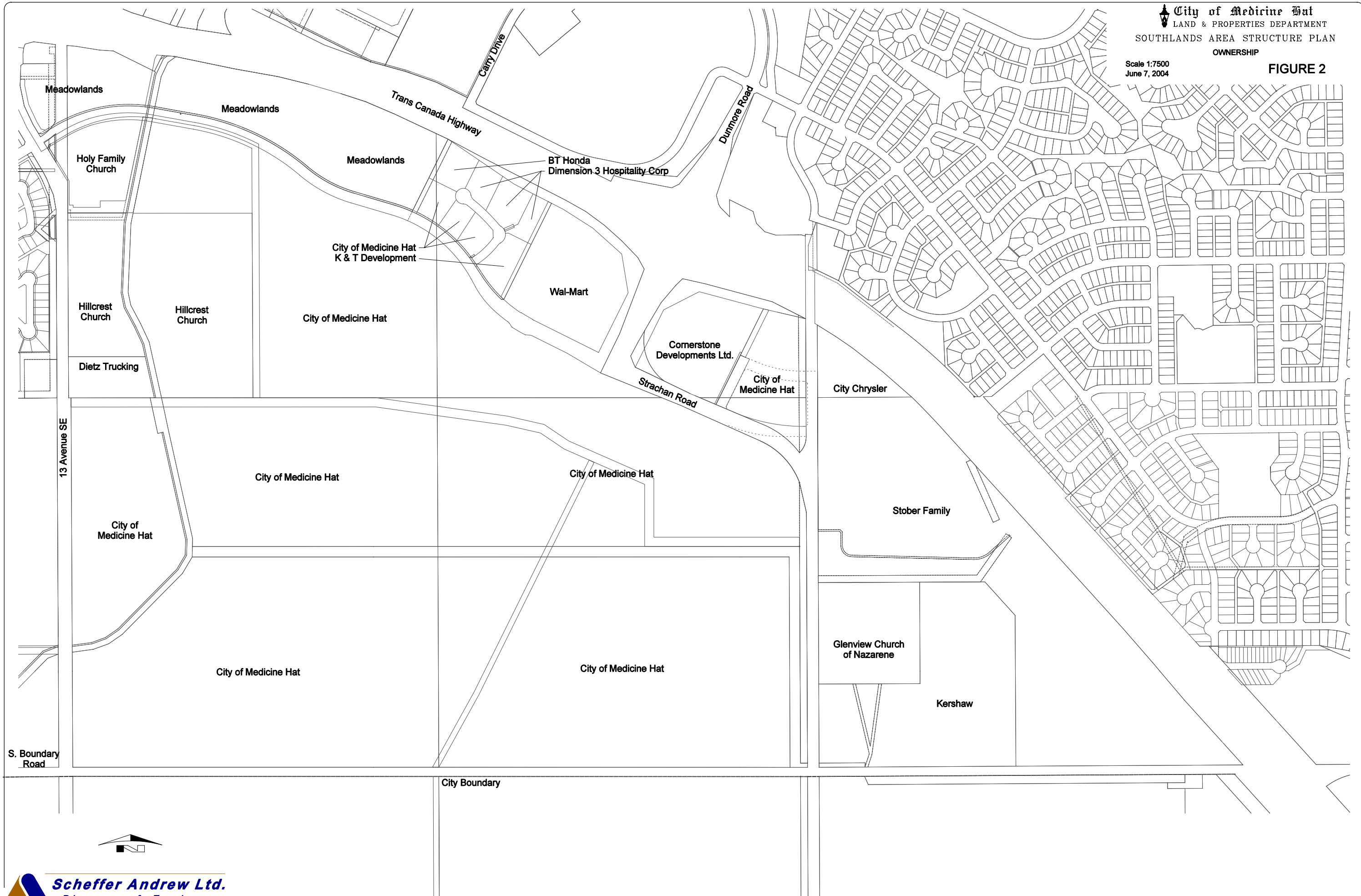


TABLE 1 Land Ownership

Land Owners	Area (ha)	%
City of Medicine Hat	169.4	64.6%
Doug Stober, Randahl Stober, Rodney Stober, Lois Yanke, Valerie Bechtold	28.8	11.0%
Hillcrest Church	14.0	5.3%
Meadowlands Development Corp.& Revcorp Developments Ltd.	13.8	5.3%
558697 Alberta Inc. (Kershaw)	12.0	4.6%
Walmart Canada Inc.	5.2	2.0%
Glenview Church of Nazarene	4.9	1.9%
Cornerstone Developments Inc.	4.0	1.5%
Holy Family Church	3.5	1.3%
City Chrysler	1.7	0.6%
Dimension 3 Hospitality Corp.	1.7	0.6%
Dietz Construction	1.6	0.6%
K & T Developments	0.9	0.3%
BT Honda	0.7	0.3%
Total	262.2	100.0%

3.3 Existing Land Use

The majority of the plan area is currently leased and used for crop production and grazing land, and is districted Direct Control (DC) District.

Phase 1 of development between the Trans Canada Highway and Strachan Road, contains General Commercial (C3) and a Manufactured Home Community (R5P). Much of this land is already developed.

East of the Black and White Trail, the land is predominately undeveloped with the exception of Glenview Church of the Nazarene. A car dealership has been approved adjacent to the Trans Canada Highway. Also, a single detached dwelling exists southeast of Glenview Church. These lands are districted Direct Control (DC) District.

Hillcrest Church is adjacent to 13th Avenue. Hillcrest Church lands are districted as Public Service (PS) District and Direct Control (DC) District. Dietz Construction is located immediately south of Hillcrest Church. The Dietz site is districted as Direct Control (DC) District. Holy Family Catholic Church owns the vacant parcel at the southeast corner of 13th Avenue and Strachan Road, which is districted as Public Service (PS) District.

There are two surface irrigation canals that traverse the plan area, both located in canal rights-of-way registered in favour of the St. Mary River Irrigation District (SMRID). In the next several years, the SMRID will abandon their surface canals for underground pipelines. In the east, a pipe replacing the SMRID canal will enter the plan area from the south to Glenview Church along the Black and White Trail road right-of-way. On the west side, a second pipe will follow 13th Avenue on the east side to Hillcrest Church. It will then proceed east and north through Hillcrest Church lands and connect to the existing pipe near Strachan Road.

There are two transmission power lines located in the South Boundary Road right-of-way running along the entire length of the plan area. Aquila owns a small transmission line that is located on the northern boundary of the road right-of-way. The City of Medicine Hat has a substantial transmission line located on the southern boundary of the road right-of-way.

The existing land use is illustrated on Figure 3.

3.4 Resource Extraction

There is one abandoned gas well in the northwest portion of the plan. This well is not a constraint, and development is occurring in this area.

There are four active gas wells within the plan area. Two wells are located in the northeast corner of the plan area. One well is located approximately in the centre of the plan area. Another gas well is located in the extreme northwest corner.

The City of Medicine Hat has plans to drill two new wells in 2004. The planned location of these wells can be seen on Figure 3. They are located 300 m north of the City's boundary as stipulated by Alberta Energy and Utilities Board requirements.

Alberta Subdivision and Development regulations require a 100 m setback from the surface location of non-sour gas wells. The City of Medicine Hat has had recent success in relaxing the setback to 50 m. This plan anticipates that the setback will be relaxed to 50 m. If the setback cannot be reduced, and therefore a minor land use change is necessary, no formal amendment to this plan is required. The design can be altered at the time of the conceptual scheme to accommodate the required setback.

There are three production gas lines that connect the gas wells. Additional gas lines will be constructed to serve the new wells. These gas pipelines can be relocated at minimal cost due to the fact they are small in diameter and buried shallow. Therefore these lines are not a fixed constraint to development. The developer will pay for the cost of relocating these lines.

There are no petroleum batteries located within the plan area.

Information received in March 2003 from the Alberta Energy Utilities Board indicates that there are no sour gas facilities in the vicinity of the proposed development.

The location of the gas wells and pipelines are illustrated in Figure 3.

3.5 Adjacent Land Use

Lands generally to the west of 13th Avenue include a predominately single detached low density residential development (South Ridge), the South Ridge Estates mobile home park, and the City of Medicine Hat's South Ridge electric power substation. The vacant lands south of the mobile home park will include a future residential expansion.

Lands to the south of the plan area are located in Cypress County. These lands are expected to remain rural and agricultural in character.

Land to the east includes the communities of Ross Glen and Taylor, which are separated from Southlands by the Trans Canada Highway.

Land uses immediately north of Southlands across the Trans Canada Highway include; the Medicine Hat Mall, the Medicine Hat Lodge, Real Canadian Superstore, and other commercial uses fronting onto Trans Canada Way. The commercial area on the north side of the Trans Canada Highway has become the major suburban commercial centre in the City.

3.6 Natural Features

The terrain within the study area is a gently undulating plain, with most slopes being less than 3%. Elevation varies from 700 m to 723 m. The highest areas are located in the northeast (722.5 m) and southeast (723.1 m) corners. A third rise occurs on the western boundary (723.2 m). The lowest portion occurs in the extreme southeast adjacent to Bullshead Creek (700 m). The wetland area in the west-central portion of the study area (714.8 m) is also a low point. The western portion is generally a flat plain. The eastern portion of the plan area gently slopes to Bullshead Creek. There are moderate elevation changes near the creek.

Topography and natural features are illustrated in Figure 3.

3.6.1 Vegetation

The ASP study area is within the Dry Mixed Grass Ecoregion of Alberta (Strong 1992). Needle and grama grasses occur where agriculture has not cleared the land. Other common native plants include pasture sagewort, moss phlox and thread-leaved sedge. Nearly all of the study area has been cultivated or grazed, with the dominant crops being

alfalfa and corn. The majority of the area is currently under cultivation or is being used as pasture.

Only one small area (2.5 hectares) of unbroken land exists adjacent to Black & White Trail. Small patches of prairie sagewort (*Artemisia ludoviciana*) interspersed with stipa and grama grasses exist in this area. However, it has been heavily impacted by grazing.

Few trees are found in the plan area. Most occur as single, isolated trees, such as those along the northern edge near the Trans Canada Highway. The irrigation canals support narrow strips of aquatic and semi-aquatic plants including bulrushes and willows. A low-lying area (4.2 hectares) in the west-central portion of the ASP area supports wetland vegetation species such as sedges (*Carex* spp.) and grasses.

3.6.2 Wildlife and Wildlife Habitat

Common wildlife species in this ecoregion include the mule deer, Nuttall's cottontail, Richardson's ground squirrel, vesper sparrow and ferruginous hawk. A previous draft land use plan prepared for this area by Diver (n.d.) indicates summer observations of mallards, killdeer, mourning doves and painted turtles close to the canal systems. In the grasslands, kestrels, red-tailed hawks, Swainson's hawks, meadowlarks and vesper sparrows were seen.

3.7 Natural Areas

The majority of the plan area has been heavily cultivated. It contains no land or natural features that can be considered rare or sensitive natural vegetation or wildlife habitat. Most habitat has been created by man-made features, such as the canals.

The Grasslands Naturalists group has identified the significance of an important wetland area that exists just outside the City at the southwest corner of the Southlands ASP area. The wetland is an important local staging and nesting area for a number of bird species including waterfowl, tundra swans, shorebirds, and others such as herons, passerines, and blackbirds. Protection for this wetland area should be considered in planning for development near the south boundary of the Southlands area.

3.8 Geotechnical

Based on the results of soil testing undertaken in support of the 1995 ASP and 2003 ASP Amendment, geotechnical conditions in the plan area are generally favourable for development. Competent bearing strata for foundation support are expected to be encountered at relatively shallow depths. The following key findings and recommendations should be taken into account at the time of development.

- Sand deposits can be expected to underlie the topsoil throughout much of the site.
- The west side of the site may require special consideration with respect to foundation construction due to the presence of soft clays and silts at the basement foundation level.
- There are areas of existing high groundwater that could impact the development of basements, trenching and excavations. In these areas a conventional weeping tile installation may not control long term water and infiltration into basements. Therefore, lot grades should be raised.

3.9 Phase 1 Environmental Site Assessment

The City of Medicine Hat has indicated that Phase 1 Environmental Site Assessments will be required before development commences. The Phase 1 Environmental Site Assessments will occur at the subdivision stage.

3.10 Historical/Cultural Resources

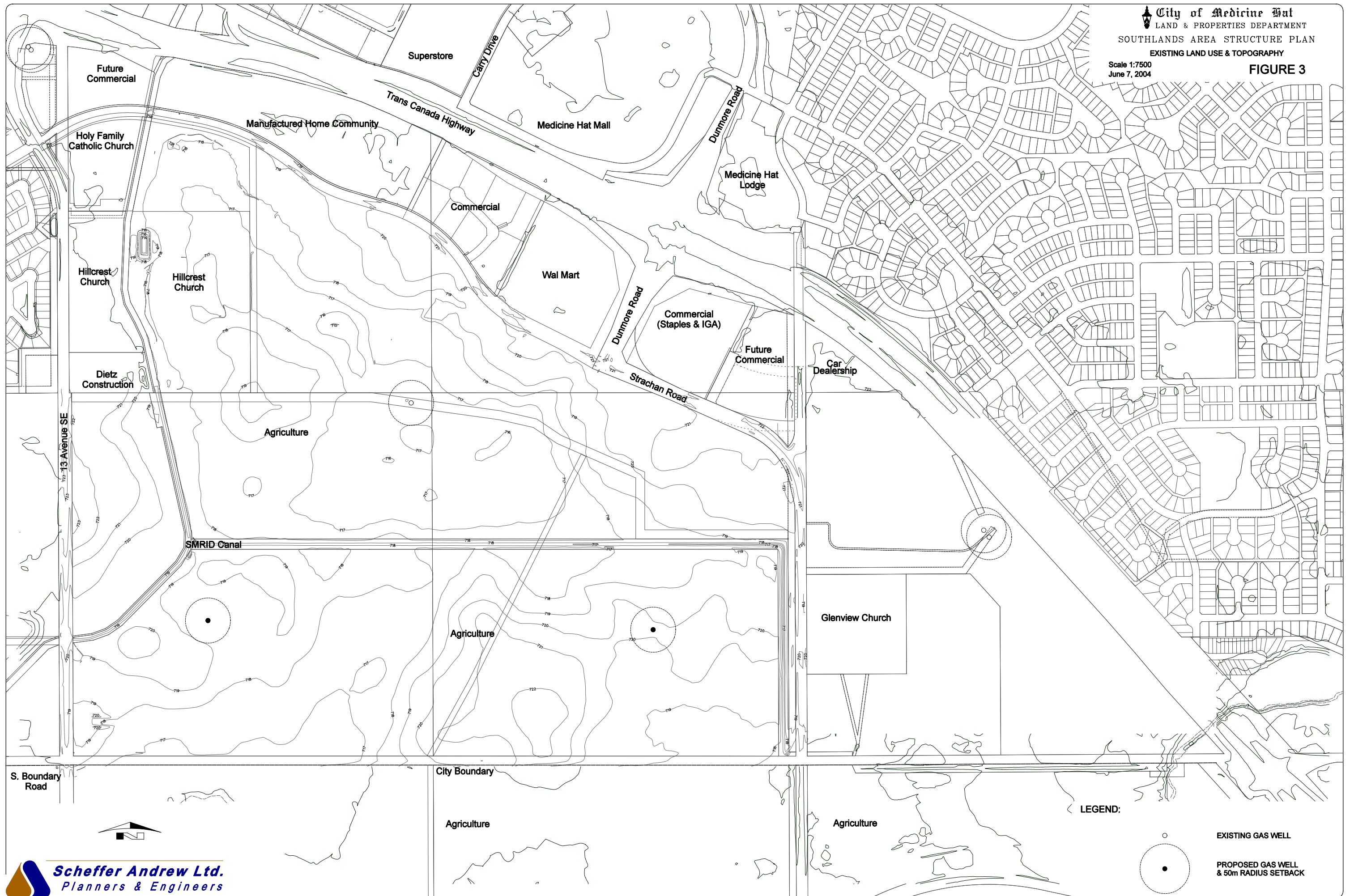
A site file search at the Cultural Facilities and Historical Resources Division of Alberta Community Development in Edmonton revealed that one previously recorded archaeological site, EaOp 39, was located in the immediate vicinity of study area. Site EaOp 39 is a small lithic scatter (fragments of stone implements). Several archaeological sites have been recorded to the northeast of the study area, particularly in conjunction with the ravine drainages. One of these sites, the Ross Site, is of considerable significance. The Ross Site consisted of teepee rings located both on the surface and buried below the plow zone. Five additional sites have been recorded east of the study area.

A field reconnaissance, conducted for the 1995 Southlands ASP, resulted in limited cultural or archaeological material being observed. Near where EaOp 39 was initially recorded, a quartzite multidirectional cobble core (stone carried or used by pre-historic people) was found on the surface. A quartzite multi-directional core was also observed in the southeast quarter and has been recorded as DIOP 24. An amber bottle base fragment was also observed in this quarter. The unevenness of the glass and thickness of the base suggest an approximate age of pre-1930. No additional remains were recovered.

Based on the reconnaissance, it is unlikely that significant archaeological sites will be found near the surface of the plan area or below the plow zone. The terrain in the plan area does not exhibit the same potential for historical resources as the Ross Glen area

to the east where archaeological sites have been recorded. Alberta Community Development has reviewed the results of the field reconnaissance for Southlands and has advised that a formal Historical Resources Impact Assessment will not be required. However, should any historical resources be encountered during construction activities, pursuant to Section 27 of the Historical Resources Act, these findings must be reported immediately to Alberta Community Development.

FIGURE 3



4 DEVELOPMENT OBJECTIVES

The Southlands Area Structure Plan should establish a future land use and utility servicing framework for the planning area while allowing development of a commercial land use component to proceed prior to development of the ultimate low density residential land uses. The ASP should also address the following community development objectives:

- to develop a general land use pattern for the entire Southlands plan area;
- to consider the implications of development in the Southlands for the future development of land outside of the plan area;
- to develop an efficient road (arterial and collector) pattern/hierarchy;
- to plan an appropriate interface between commercial and residential land uses;
- to provide a plan that encourages affordable residential housing;
- to facilitate the use of public transportation;
- to provide parks, recreation and school sites, and offer opportunities for joint use, which meet the needs of residents;
- to develop a continuous linkage of parks, boulevards, trails and public open spaces contributing to and connecting with the City trail system;
- to ensure that utility infrastructure is designed to serve the area in an economical and efficient manner.

Appendix A is a conceptual scheme for Phase 2. This conceptual scheme provides a block layout for Phase 2 development featuring large parcel commercial uses adjacent to Strachan Road and South Boundary Road, and residential south of Strachan Road.

5 TRANSPORTATION

5.1 Introduction

The Southlands Area Structure Plan has been prepared in conformity with the following non-statutory plans:

- Transportation Study (1994);
- South Boundary Road Functional Planning Study (1995);
- Traffic Impact/Parking Study, South Ridge Schools/Recreation Centre (2003);

- Draft 13th Avenue Functional Planning Study (2003).

5.2 Trans Canada Highway

The Trans Canada Highway through the City is intended to be at a freeway standard in the future, resulting in limited access. A grade separated interchange is planned for the intersection of the Trans Canada Highway and 13th Avenue. In addition, a grade separated interchange will in the future be constructed at the intersection of the Trans Canada Highway and Dunmore Road.

5.3 South Boundary Road

South Boundary Road will be an important arterial for the City's future growth in the south sector, because it will connect Highway 3 and the Trans Canada Highway. South Boundary Road links the Trans Canada Highway to 13th Avenue through the centre of Southlands. Within the plan area, South Boundary Road is to be a four lane divided arterial with limited access. South Boundary Road will feature earth berms to provide for sound attenuation, which will protect the future adjacent residential areas from noise associated with traffic. For those areas where earth berms do not provide adequate sound attenuation other site specific designs need to be examined.

5.4 13th Avenue

13th Avenue within the plan area will be at an arterial standard. The future plan for this arterial includes it becoming a divided four lane roadway, with limited access.

5.5 Black & White Trail

Black and White Trail will be a four lane divided arterial roadway. This arterial will serve the eastern portion of the plan, and remain as a link to Cypress County.

5.6 Strachan Road

Strachan Road will serve most of the commercial sites within Southlands. Strachan Road will be a four lane divided arterial. Appropriate right-turn and left-turn channelization will also be provided as required at each commercial access driveway.

5.7 Proposed Internal Circulation

The main access points to Southlands are from 13th Avenue, South Boundary Road, Strachan Road, and Black and White Trail.

The west collector is aligned north-south. This two lane minor collector intersects with Strachan Road in the north and South Boundary Road in the southeast. It will provide an alternate access to Hillcrest Church lands and the school/park site, and furthermore

serve the residential area. There is a two lane minor collector, south of the joint use site, which links the west collector to 13th Avenue.

There are two east collector loops. The northern loop will service the commercial lands. The southern loop will service the southeast residential cell.

The east central two lane minor collector links South Boundary Road and Black and White Trail. This collector's primary purpose is to serve the surrounding residential area and the school/park site. The intersection at Black & White Trail is staggered with the east collector intersection. This is designed to discourage traffic from utilizing the east minor collector to access the commercial area.

Southlands will adhere to City policies concerning the provision of lanes. Lanes in medium density residential and commercial areas will be paved.

5.8 Trail System

The neighbourhood is linked to the City's trail system. The external links include a connection to South Ridge, and the commercial area north of the Trans Canada Highway. Also, there is the potential for a connection to the existing trails in Ross Glen/Taylor. The feasibility of this connection will be examined at the conceptual scheme level.

Internally, the trails connect the residential areas to the park/school sites, institutional sites, commercial sites, and the pocket wetlands. The trail system is primarily designed to provide passive recreational opportunities.

The trail system at times acts as a buffer between commercial and residential uses. In addition, the trail utilizes a portion of the existing gas pipeline right-of-way, the future SMRID canal pipeline locations, and road right-of-way.

The trail corridors will be approximately 15 m wide, which provides enough room to accommodate the standard City trail and open space on either side. At times the trail corridor also incorporates a utility lane. This will limit the landscaping of these specific corridors.

To ensure the safety of trail users, trails have been designed to cross arterial roadways at intersections.

A detailed examination of the trail system is provided in the *Southlands Functional Servicing Report*.

All of the roads and trails will be constructed to City of Medicine Hat standards.

The transportation system is illustrated in Figure 4.

6 LAND USE

6.1 Introduction

Table 2 illustrates the land use statistics and Figure 5 illustrates the various land uses for the Southlands plan area. Each of these components is briefly discussed in the following.

6.2 Residential

The plan provides for a variety of housing densities, which offer a variety of housing opportunities. This plan provides the potential for a number of affordable housing opportunities.

The plan includes 53.6 ha of low density residential. The low density residential is primarily located in the south portion of the plan and west of the existing alignment of the Black and White Trail. There is a small pocket of low density residential east of the Black and White Trail.

The plan includes 13.5 ha of medium density residential in seven strategic locations. They are located on collectors and near arterials to provide these potential high traffic uses with good access. Placing medium density residential sites at these locations minimizes traffic in low density residential areas. In addition, the medium density sites are located adjacent or near parks and recreational facilities.

There are 33.9 ha of small lot/modular homes within the plan area. There is a node of small lot/modular residential in the vicinity of the intersection of the west collector and Strachan Road, and a pocket in the southeast.

6.3 Schools & Parks

Within the eastern portion of the plan, adjacent to the east collector, there is a 4.3 ha site that can accommodate a public elementary school and open space/recreational facilities.

A large 9.2 ha joint use site is located between 13th Avenue and the west collector. This site will accommodate a public junior/high school on the west side adjacent to the arterial, and a Catholic separate elementary school on the east side adjacent to the west collector. The site can also accommodate open space and recreational facilities.

There are two small dispersed parks, which are intended to provide green space and recreational opportunities for the surrounding residents. One of these parks, containing 0.9 ha, is located in the southwest portion of the plan. This park accommodates a City

gas well. The required setback (assumed to be 50 m) from such gas wells is incorporated into the park.

The second park, containing 0.8 ha, is located centrally. This park is at the intersection of two trails, and will serve as a central node. A City gas well is located in this park. The required setback (assumed to be 50 m) from such gas wells is incorporated into the park.

A 0.6 ha open space site is located in the extreme southeast of the plan. This area will be further examined when a conceptual scheme is completed for phase 3.

Playgrounds should be located no more than 600 m from the furthest residence.

All parks and open spaces will be constructed to the City of Medicine Hat standards.

6.4 Public Utility

A public utility lot (PUL) will be located within the current road right-of-way located at the southern boundary of Southlands. This PUL will be 20 m wide and will accommodate two electrical transmission lines, and in portions the South Sector storm trunk. To accommodate the PUL a portion of the road right-of-way will be closed in the future. The road right-of-way east of the planned South Boundary Road to the Trans Canada Highway will be closed. The closure will occur at the time of subdivision.

A small PUL adjacent to the intersection of South Boundary Road and 13th Avenue will accommodate a planned City gas regulator station.

6.5 Storm Water Management Facilities

Storm water management is to be provided by pocket wetlands, containing a total of 8.8 ha. The largest wetland containing 3.0 ha is located between the west collector and South Boundary Road.

The pocket wetlands will be constructed and landscaped such that they may be utilized as a passive recreation and amenity area. The construction and landscaping standards of the ponds are outlined in the *Southlands Functional Servicing Report*.

6.6 Retail Commercial

The plan accommodates an extension of the Trans Canada Highway/Strachan Road/South Boundary Road commercial centre. Retail commercial is designated along Strachan Road adjacent to the existing commercial uses. These areas are designated as retail commercial because they are located in high traffic areas, which have high visibility, and excellent access. The retail commercial development proposed is

consistent with the City's General Commercial (C3) District. The total area of designated retail commercial is 43.2 ha.

6.7 Destination Commercial

The term 'destination commercial' is used to describe a land use that is different from retail commercial in several respects. Destination commercial requires a site that has good visibility, but may not necessarily need excellent access like retail commercial sites. Destination commercial customers will make a specific effort to find a route to these sites, because they offer targeted and specialized goods/services. Destination commercial is generally more land intensive than retail commercial. Examples of destination commercial uses include car dealerships and hotels. However, the designation could also include low rise office industrial or business park uses.

The destination commercial designated within the Southlands plan area, totalling 15.3 ha, is located in the eastern portion of the plan area adjacent to the Trans Canada Highway, and at the southeast corner of the intersection of 13th Avenue and the Trans Canada Highway.

The City's General Commercial (C3) District could accommodate this designation, although a new land use bylaw district could be established for the purpose. At the minimum this designation should serve as a guide to encourage destination commercial uses to locate in appropriate areas.

6.8 Neighbourhood Commercial

A small convenience commercial site, containing approximately 0.4 ha, has been provided at the intersection of the collector and South Boundary Road. This site is intended to serve the local community.

Access to the site will be from the adjacent collector, and not South Boundary Road, because it is designed as an arterial with limited access.

TABLE 2 Land Use Statistics

	Area (ha)	% GDA
Gross Area	262.2	100.0%
Reserve Credit		
<i>Dispersed Parks</i>	1.7	0.6%
<i>Schools/Parks</i>	13.5	5.1%
<i>Buffers/Walkways</i>	2.1	0.8%
<i>Pocket Wetlands</i>	8.8	3.4%
Total	26.1	10.0%
Public Dedication		
<i>Arterials</i>	20.2	7.7%
<i>Collectors</i>	14.3	5.5%
<i>Locals/Lanes</i>	15.9	6.1%
<i>PUL</i>	4.3	1.6%
Total	54.7	20.9%
Residential		
<i>Low Density</i>	53.6	20.4%
<i>Small Lot/Modular</i>	33.9	12.9%
<i>Medium Density</i>	13.5	5.1%
Total	101.0	38.5%
Institutional	21.5	8.2%
Commercial		
<i>Retail</i>	43.2	16.5%
<i>Destination</i>	15.3	5.8%
<i>Neighbourhood</i>	0.4	0.2%
Total	58.9	22.5%
Total Developable Area	262.2	100.0%

Table 3 Population and Density

	Area (ha)	# of Units	Population
Low Density Residential	53.6	965	2,508
Small Lot/Modular	33.9	610	1,587
Medium Density Residential	13.5	675	1,215
Total	101	2,250	5,310

(Low Density Residential - 18 units/ha - 2.6 people/unit)

(Small Lot/Modular - 18 units/ha - 2.6 people/unit)

(Medium Density Residential - 50 units/ha - 1.8 people/unit)

6.9 Institutional

There are three church sites located in Southlands. The three church sites compose 20.8 ha of the plan area.

Holy Family Catholic Church is building a new facility at the intersection of 13th Avenue and Strachan Road.

South of this site adjacent to 13th Avenue is the Hillcrest Church site. The Church has plans to utilize the entire site for facility and parking expansion, and recreational facilities. There may be opportunities in the future for the church to share recreational and/or parking facilities with the school/park joint use site to the south. This could result in a reduction in the total area of land required for these two uses. If such a reduction occurs, replacement of the institutional and/or school/park designations with additional low density residential development can be implemented without a formal amendment to this plan.

Glenview Church of the Nazarene is located on the east side of Black and White Trail. The Church's access will continue to be from Black and White Trail.

Any future significant changes to the use of the institutional sites, that is not represented in this plan, will require an amendment to the Southlands ASP and Land Use Bylaw.

7 MUNICIPAL RESERVE DEDICATION

The pocket wetlands will be accessible for passive recreational use when they are not actively retaining storm water. The wetlands will be a significant feature within Southlands, and the design will allow for passive recreation around the perimeter. The pocket wetlands will receive municipal reserve credit for 35% of their total area, but the March 2004 Municipal Reserve Credit Policy states that the credit cannot account for more than 12.5% of the total municipal reserve dedication.

A large portion of the municipal reserve that is to be dedicated is composed of school/park sites. These sites in total contain 13.5 ha.

Those trail corridors which function as open space and buffers between uses will receive municipal reserve credit, which is consistent with the March 2004 Municipal Reserve Credit Policy.

The trail corridor in the southeast public utility lot will not receive municipal reserve credit, because its primary purpose is a utility corridor.

During the first phase of development in Southlands, in the area north of Strachan Road, municipal reserve was either deferred to the remnant lands to the south or money in place of reserve was paid. Table 4 addresses the municipal reserve that was deferred and the municipal reserve dedication requirements for the undeveloped lands. There are properties within the plan area that will not be subdivided as per this plan, or have already satisfied the dedication requirements. Thus these lands are not included in Table 4. Therefore the total remaining lands from which municipal reserve is likely to be dedicated is 210.2 ha. This ASP dedicates 20.4 ha, which is 10% of the area subject to reserve dedication.

At the time of subdivision, up to 10% of the gross developable area will be dedicated as municipal reserve. Those land owners who are under-dedicated will pay money in place of reserve. The land owners east of Black & White Trail are under dedicated and will pay money in the place of reserve at the time of subdivision.

The municipal reserve allocation is illustrated in Table 2.

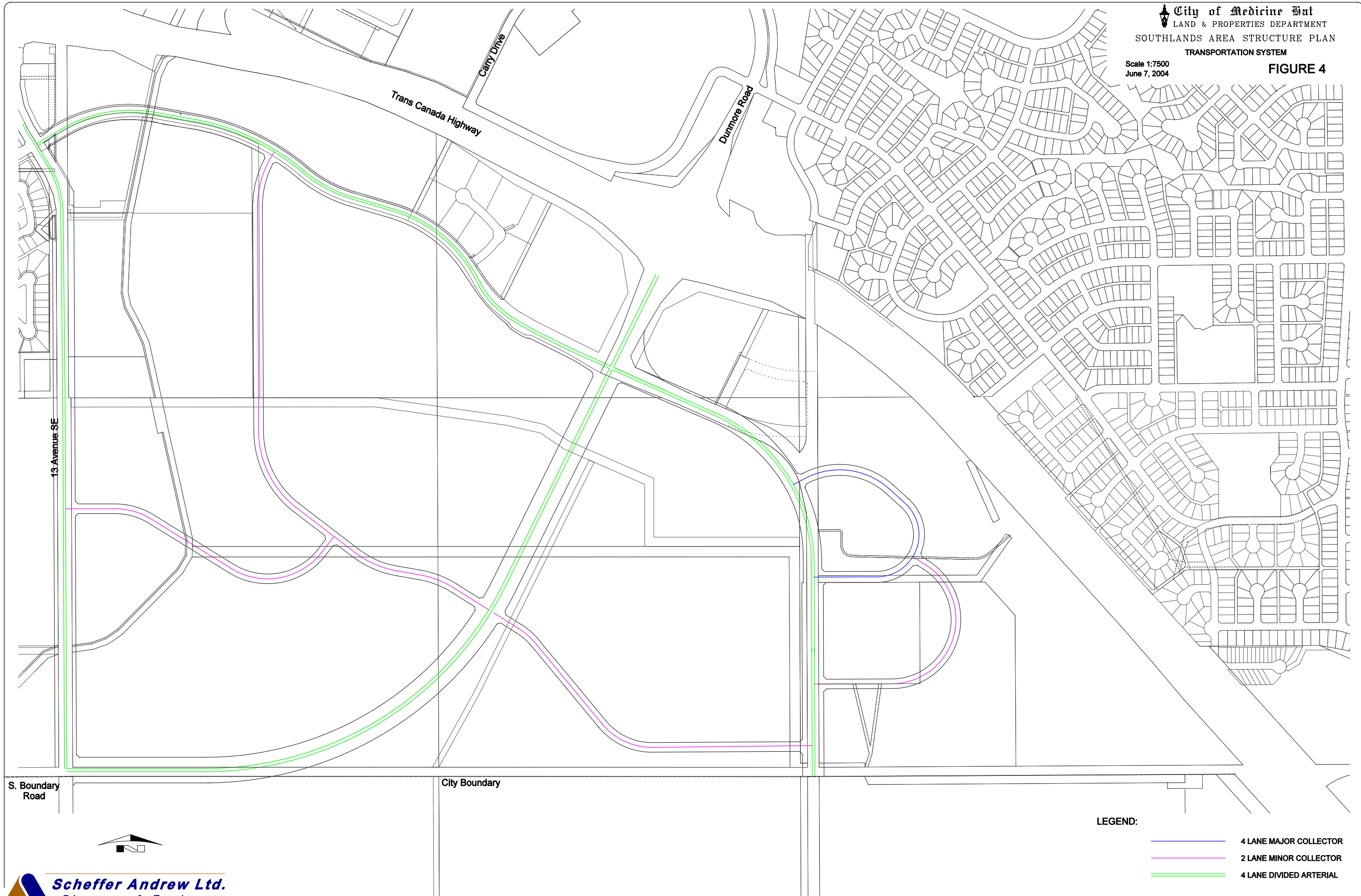
The municipal reserve balance by land owner is illustrated in Table 4.

TABLE 4 Municipal Reserve Balance by Land Owner

Land Owner	GDA	MR Generation		MR Required	MR Balance
		10%	DRC		
<i>City of Medicine Hat</i>	169.4	2.2	14.9	19.0	-1.9
<i>Stober Family</i>	28.8	2.9	0.0	1.1	1.8
<i>558697 Alberta Inc. (Kershaw)</i>	12.0	0.0	1.7	0.3	1.4
Total	210.2	5.1	16.6	20.4	1.3

Note: Table is approximate and will be refined at the time of subdivision.

Deferred reserve caveat (DRC) includes the required 10%.



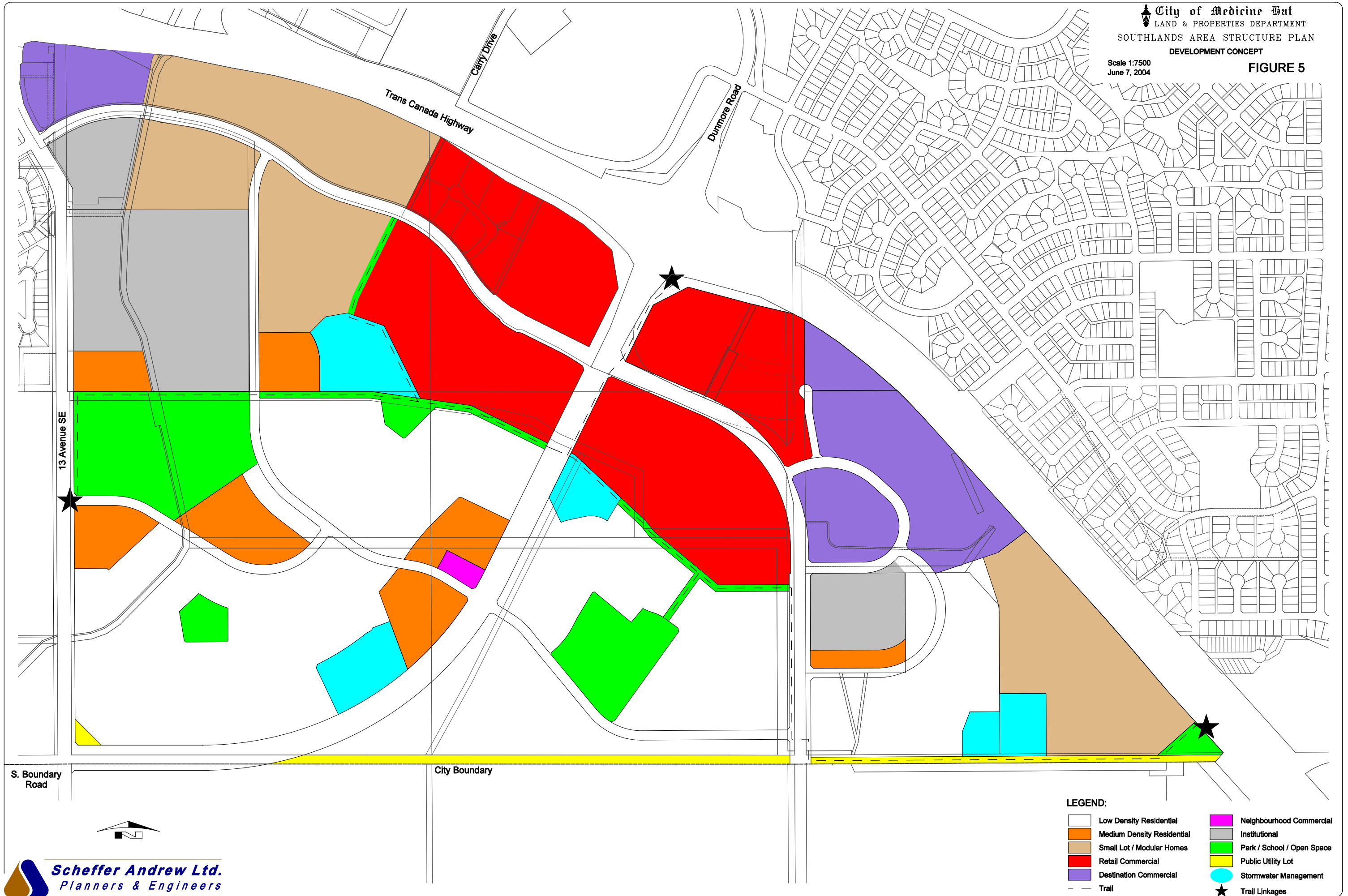
S. Boundary
Road

City Boundary



Scale 1:7500
June 7, 2004

FIGURE 5



8 UTILITY SERVICING

The utilities are designed only to service those lands currently within the City's boundaries, specifically Southlands. There are no provisions within this ASP to extend the utilities to lands outside of the current City limits.

8.1 Water

The proposed water supply trunk system, which will be constructed to serve the area, is shown schematically in Figure 6. Supply points currently exist at the west boundary of the development. A 600mm main exists just north of the Hillcrest Church Site, and a 300mm main exists north of the power sub-station west of 13th Avenue.

A water network analysis has been carried out which indicates that a 300mm/400mm loop will be required to serve the ASP area, as shown in Figure 6. The existing pressure zone north of Strachan Road will be incorporated into the new pressure zone, which will be fed from the existing 600mm watermain trunk at the Church Property east of 13th Avenue SE, so that the entire Southlands Area will be on one pressure zone.

The detailed Water Network Analysis and supporting documentation is provided in the *Southlands Functional Serving Report*.

8.2 Sanitary

The proposed sanitary trunk main system is shown schematically in Figure 7. The area will be served by the proposed 900mm/1050mm South sector trunk main which extends through the area and serves the entire south sector west to Highway 3. A sewage lift station and force main will be constructed within Southlands to complete the south sector sanitary trunk system.

Within the ASP area, laterals will be constructed to serve the areas north and east of the trunk, as indicated on Figure 7. A sewage lift station will be required to serve the eastern portion of the plan, which is low lying lands near Bullshead Creek. This area will pump to a proposed 200mm lateral in a proposed residential subdivision and eventually tie into the main lift station.

8.3 Storm

The minor and major systems have been designed to drain to four pocket wetlands.

The pocket wetlands have the effect of buffering the storm water flows so that the rate of discharge from the developed area will be similar to that which existed prior to development. The discharge will be directed to the South Sector Storm Trunk, which serves the South Sector west to Saamis Heights.

The pocket wetlands have been designed to receive water during a 1:2 year or higher storm event and will slowly release the water at predevelopment rates. Statistically, they will only be actively used by the storm system once every five years and the duration of this use should not exceed 24 hours after the precipitation ends.

The outflow from the pocket wetlands is carried by the proposed south sector storm trunk. The pocket wetlands will have a buffering effect so as to reduce the peak storm water discharge to that which existed at pre-development levels, and will provide some primary storm water treatment. The storm water quality will be improved by the pocket wetlands, which will provide at least 80% removal of suspended solids, and will conform to Alberta Environment standards for discharge into a receiving stream.

Details of the storm water management system, and supporting computations, are provided in the *Southlands Functional Servicing Report*.

The storm water management facilities are shown schematically in Figure 8.

8.4 Shallow Utilities

Shallow utilities include electric power, street lighting, telephone, cable television, and natural gas. It is proposed to have these services provided underground, whenever feasible.

Electrical services for Phase 1 will be extended into the plan area from the existing primary underground distribution located on the north side of Strachan Road and supplied by the Dunmore feeder out of the South Ridge substation. As Southlands develops, the rest of the community will be served by a new Southridge Feeder which will originate from the Southridge Substation.

In order to provide natural gas to the entire Southlands community a major transmission line will be constructed coming from the west along South Boundary Road in the next several years. Until that transmission line is operational, there is limited capacity for development in Southlands. In addition, the City is planning a gas regulator station at the corner of 13th Avenue and South Boundary Road. Once the station and transmission line to the west is complete, Southlands will be fully serviceable.

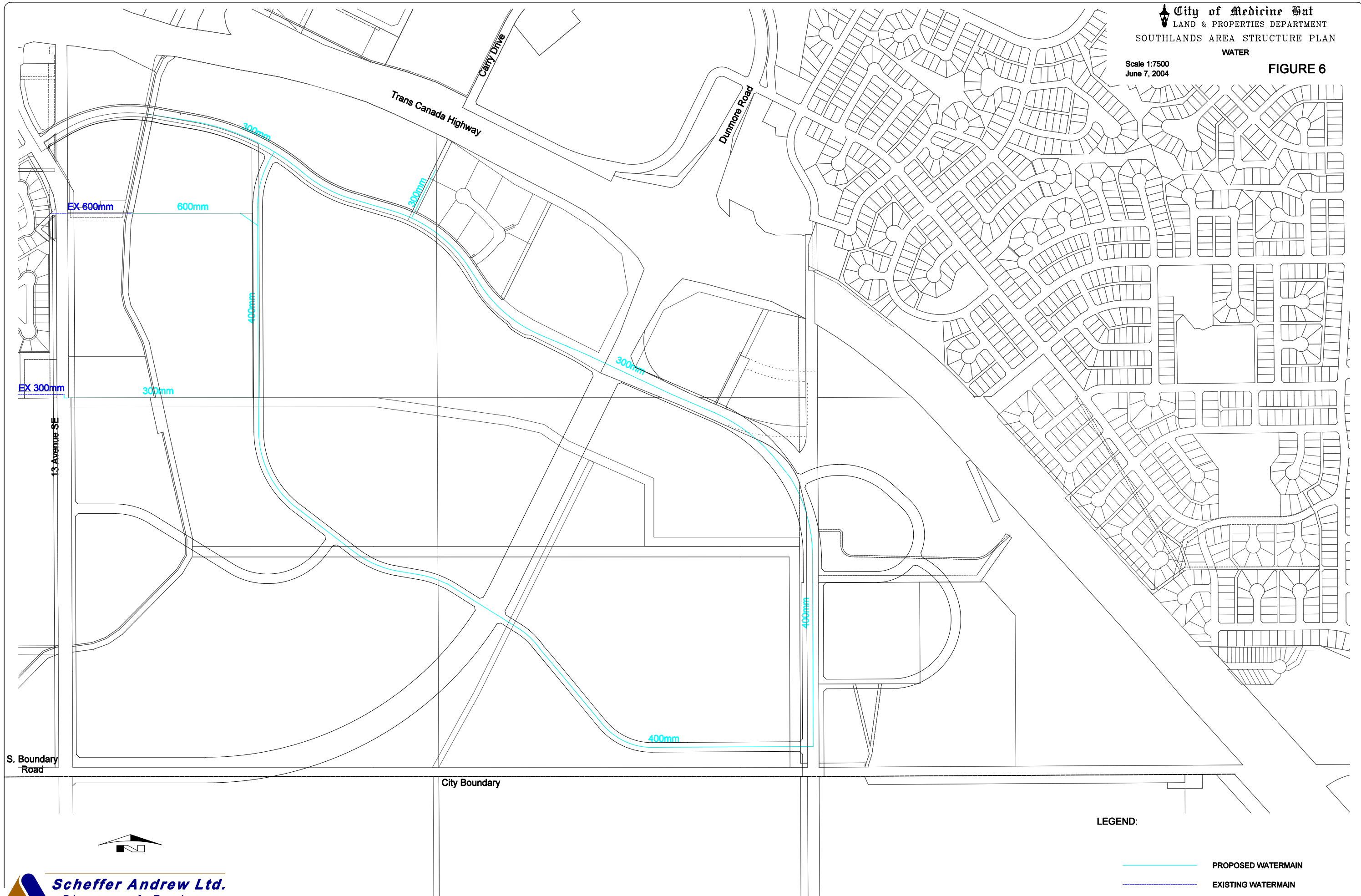
The cable services will be available for extension from the Monarch Cable conduit running along Strachan Road.

Telephone services will be available for extension from Telus, which has capacity to serve Southlands from 13th Avenue and the Dunmore Road/Strachan Road intersection.

The developer will provide all easements and/or rights-of-way as may be required.

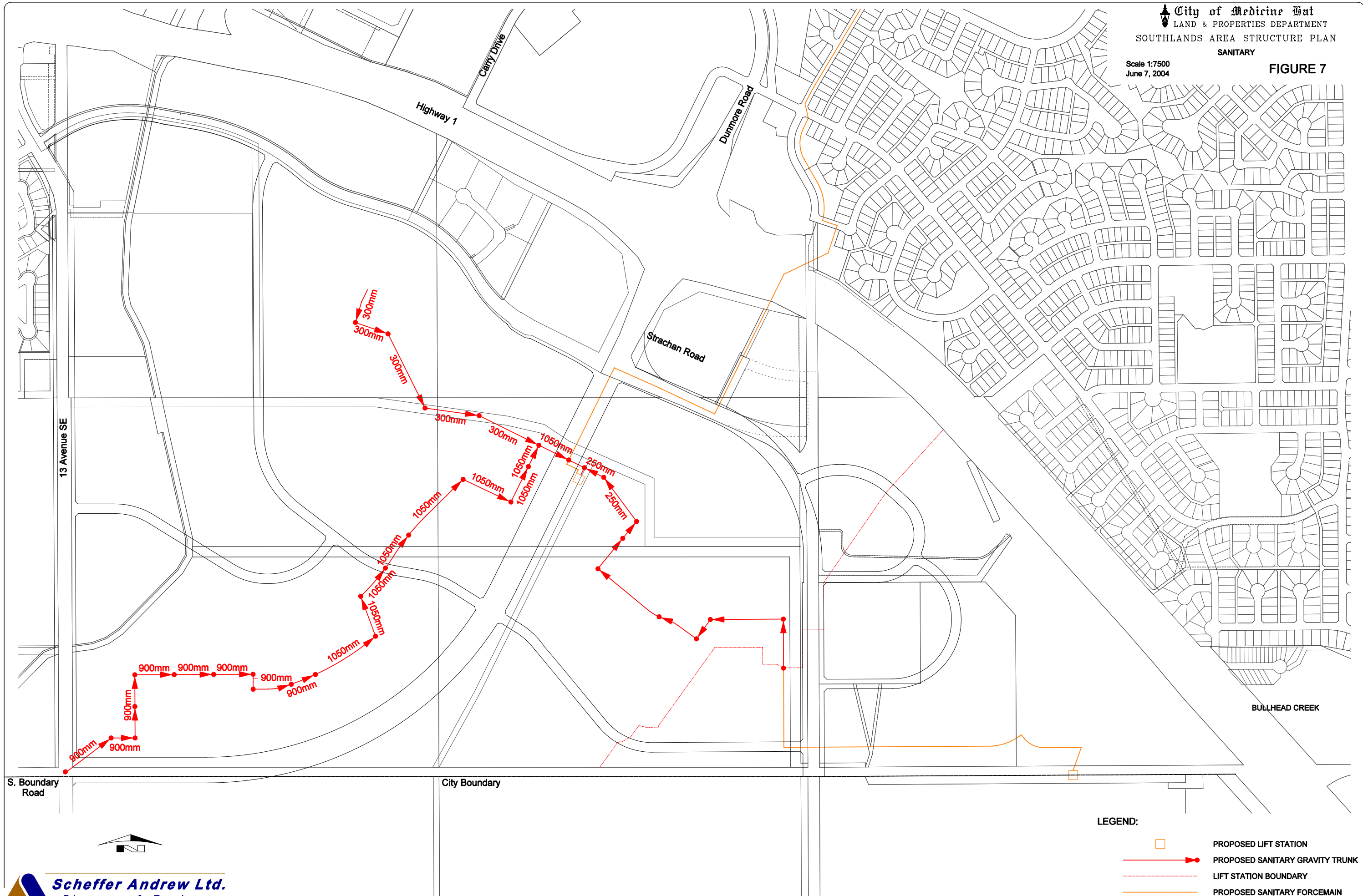
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FIGURE 6



LEGEND:

- PROPOSED WATERMAIN
- EXISTING WATERMAIN

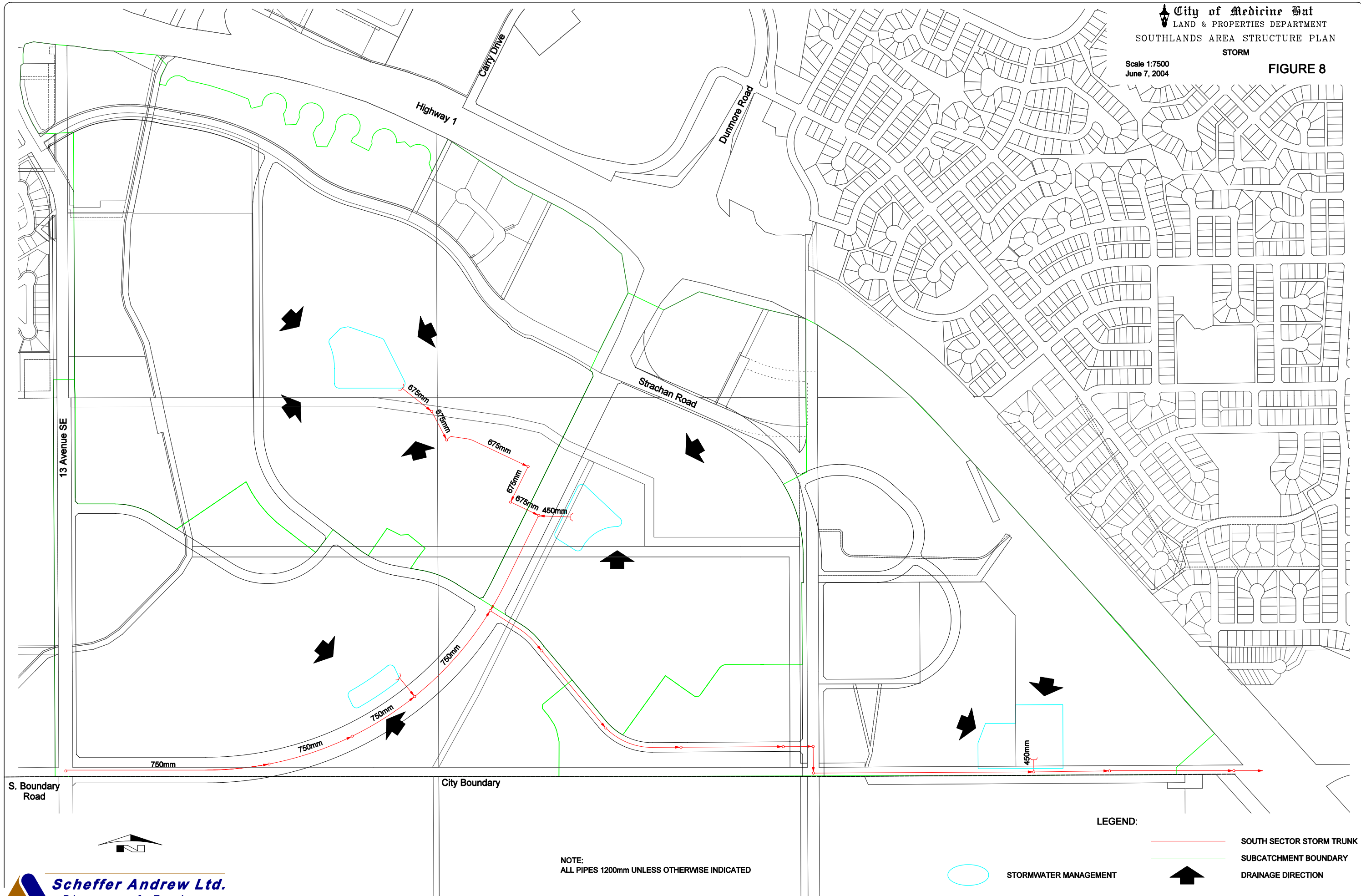


LEGEND:

- PROPOSED LIFT STATION
- PROPOSED SANITARY GRAVITY TRUNK
- LIFT STATION BOUNDARY
- PROPOSED SANITARY FORCEMAIN

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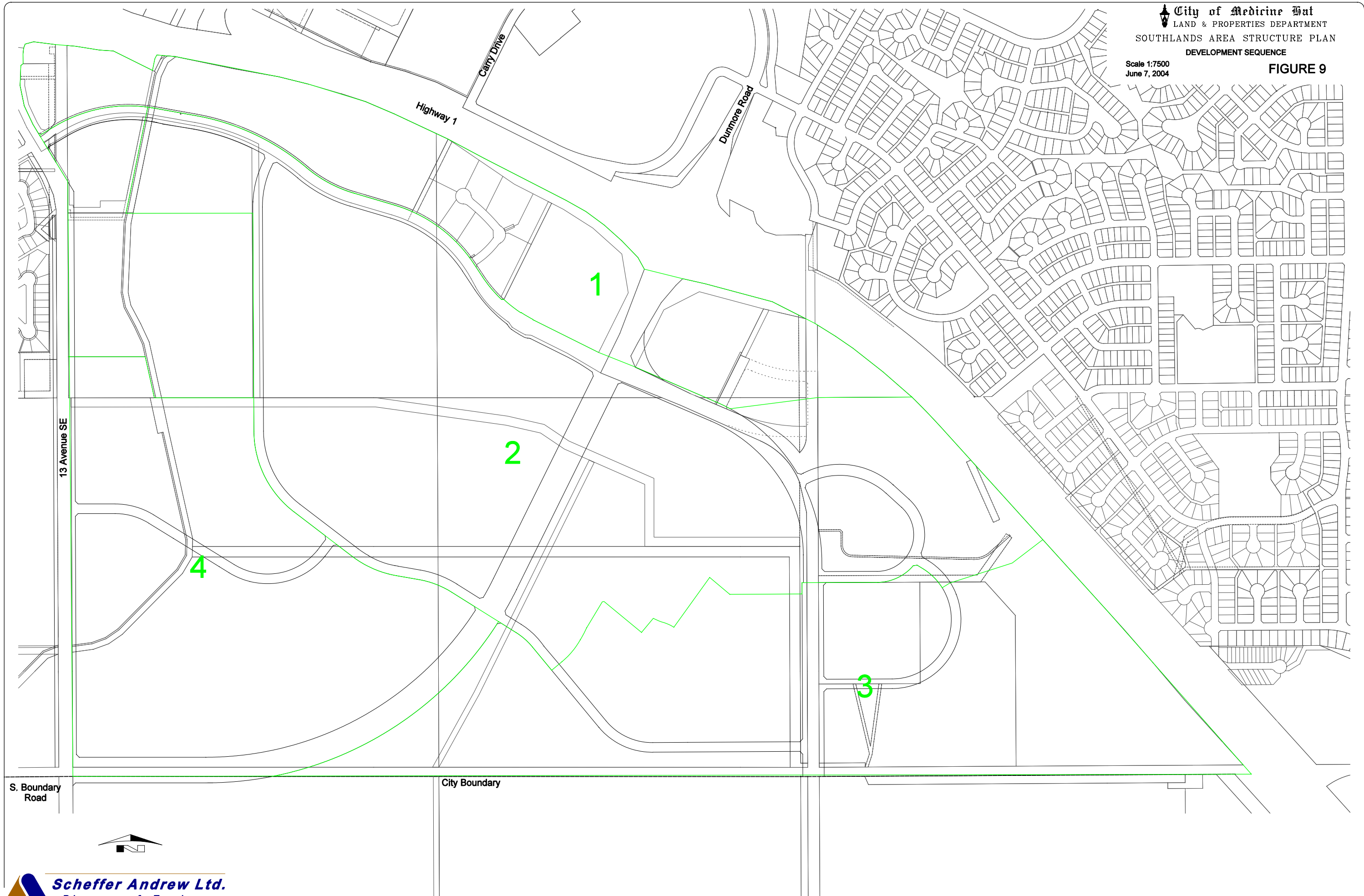
FIGURE 8



9 DEVELOPMENT SEQUENCE

It is anticipated that the area will develop in phases in the order shown in Figure 9. However, it is possible that market considerations will result in the phases be combined or broken into smaller areas.

The development sequence is subject to the 2004 Municipal Development Plan review.



S. Boundary
Road

City Boundary

Appendix A

Phase 2 Conceptual Scheme

Conceptual Scheme

The Conceptual Scheme adds detail to the general land use distribution and major road network. It defines a system of local roads (subject to further refinement at the subdivision stage) to provide direct access to individual lots. Defining individual lots will be completed at the subdivision stage.

The Conceptual Scheme also establishes the land use districts.

Figure A illustrates the Conceptual Scheme.

Land Use

Phase 2 includes both residential and commercial uses. The remaining commercial in Southlands will be developed in Phase 2. As a result, a significant portion of the Conceptual Scheme is designated as commercial.

In addition to the commercial, the Conceptual Scheme includes low density residential, modular residential and multifamily residential sites. The residential portion in Southlands is south of the commercial sites.

Table A displays the breakdown of land uses within the Conceptual Scheme.

Land Use Districts

Figure A displays the City of Medicine Hat land use districts, which are applied to the Phase 2 Conceptual Scheme.

Table A

	Area (ha)	% GDA
Gross Area	97.8	100.0%
Reserve Credit		
<i>Dispersed Parks</i>	0.8	0.8%
<i>Schools/Parks</i>	0.0	0.0%
<i>Buffers/Walkways</i>	1.6	1.6%
<i>Ponds/Wetland (35%)</i>	1.5	1.5%
Total	3.9	4.0%
Public Dedication		
<i>Arterials</i>	7.1	7.3%
<i>Collectors</i>	4.0	4.1%
<i>Locals/Lanes</i>	10.0	10.2%
<i>PUL (Wetlands)</i>	2.9	3.0%
Total	24.0	24.5%
Residential		
<i>Low Density</i>	12.3	12.6%
<i>Modular</i>	12.0	12.3%
<i>Medium Density</i>	3.8	3.9%
Total	28.1	28.7%
Institutional	0.0	0.0%
Commercial		
<i>Retail</i>	24.1	24.6%
<i>Destination</i>	11.4	11.7%
<i>Neighbourhood</i>	0.4	0.4%
Total	35.9	36.7%
Total Developable Area	91.9	94.0%

Servicing

In order to service Phase 2 a sanitary lift station and forcemain will be required, along with a connection to the South Sector sanitary trunk.

Two stormwater management facilities are included in Phase 2. Until the new South Sector storm trunk line and outfall are built, excess storm water will be pumped from these wetlands into the abandoned SMRID canal.

All of the development within the Phase 2 Conceptual Scheme will be consistent with City of Medicine Hat Municipal Servicing Standards and the Medicine Hat Municipal Development Plan.

Transportation

The Phase 2 Conceptual Scheme involves the development of several arterial and collector roadways. In addition, local roads and lanes will be developed to access residential and commercial lands.

Strachan Road, portions of Black and White Trail, and a portion of South Boundary Road will be developed in Phase 2. In addition, the north-south collector and a portion of the south central and east collectors must be constructed.

The east collector will require careful design and traffic management measures to ensure that commercial traffic does not negatively impact the future southeast residential cell. The design for the east collector, within the southeast residential cell, will occur in the Phase 3 Conceptual Scheme.

All roads will be constructed to the City of Medicine Hat standards and design specifications.

Population Estimates

The Table B displays the estimated number of dwelling units and population for Phase 2.

Table B

	Area (ha)	# of Units	Population
Low Density Residential	12.3	221	576
Modular	12.0	216	562
Medium Density Residential	3.8	110	198
Total	28.1	548	1,336

(Low Density Residential - 18 units/ha - 2.6 people/unit)

(Small Lot/Modular - 18 units/ha - 2.6 people/unit)

(Medium Density Residential - 29 units/ha - 1.8 people/unit)

Commercial Estimates

The Southlands commercial node is a part of the southeast regional commercial centre within the City. The estimated square footage of commercial space available in Southlands Phase 2 is approximately 950,000 sq. ft. (based on 25% of gross commercial land).

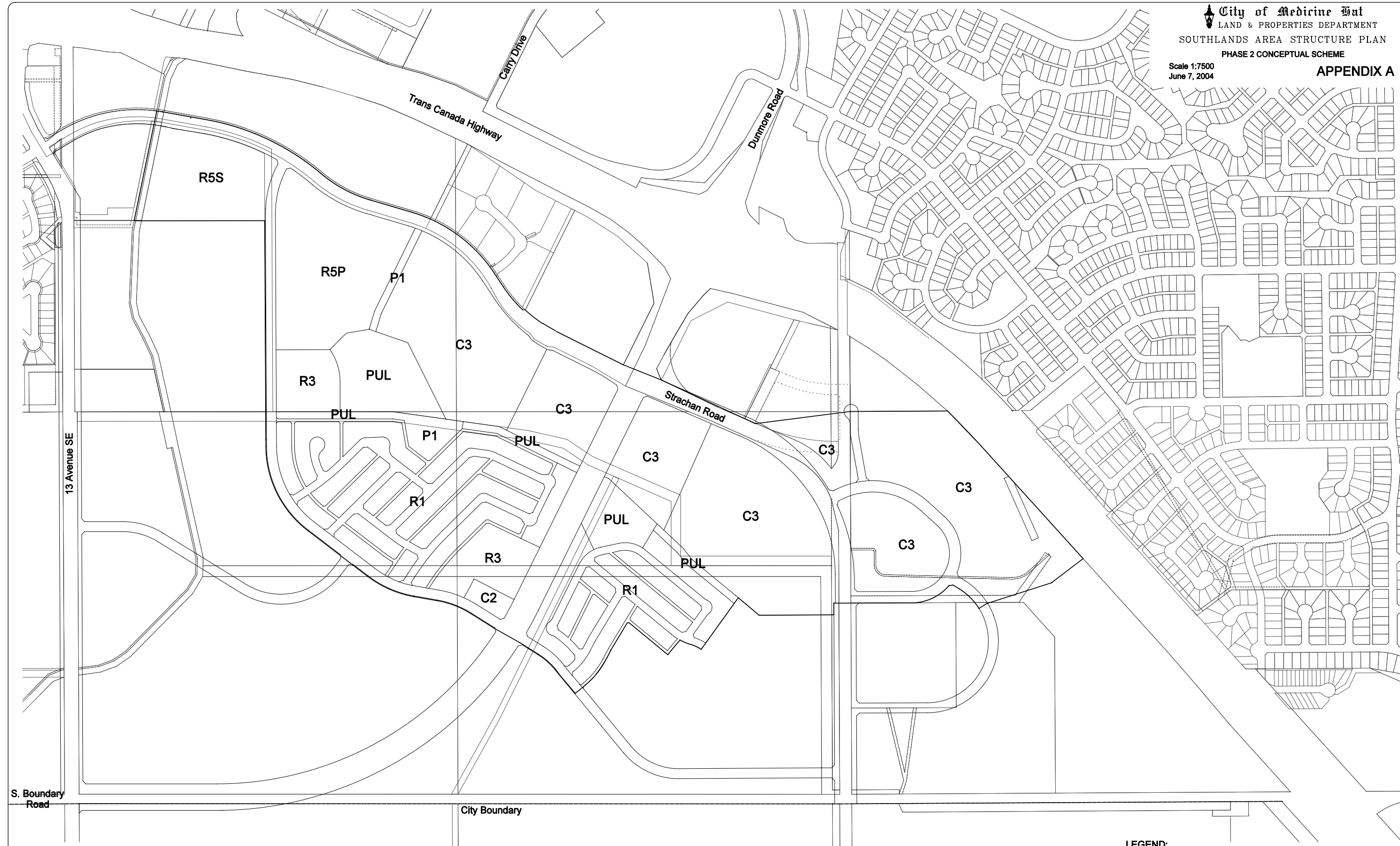
Table C

	Area (ha)	SQFT (based on 25% of total)
Phase 1	23.4	625,000
Phase 2	35.5	950,000
Total	58.9	1,575,000



Scale 1:7500
June 7, 2004

APPENDIX A



- LEGEND:
- R1 SINGLE FAMILY RESIDENTIAL DISTRICT
 - R3 MEDIUM DENSITY RESIDENTIAL DISTRICT
 - R5P MANUFACTURED HOME COMMUNITY RESIDENTIAL DISTRICT
 - P1 PARKS AND RECREATION DISTRICT
 - PUL PUBLIC UTILITY LOT
 - C3 GENERAL COMMERCIAL DISTRICT

NOTE:
WITHIN THE R1 DISTRICTS THERE WILL BE 20 R2 LOTS.
THE LOCATION OF THESE LOTS WILL BE DEFINED AT THE TIME OF SUBDIVISION