

BYLAW NO. 3815

A BYLAW OF THE CITY OF MEDICINE HAT to adopt the Southlands Phase 6 Conceptual Scheme and amend Bylaw No. 3181, the City of Medicine Hat Land Use Bylaw.

WHEREAS a Conceptual Scheme has been prepared for a portion of the Southlands area described as Phase 6, to provide a framework for future subdivision and development;

AND WHEREAS an application has been made to adopt the Southlands Phase 6 Conceptual Scheme, attached as Schedule "A" to this Bylaw;

AND WHEREAS the existing Land Use District in Southlands Phase 6 is DC Direct Control District and Appendix "A" of the Conceptual Scheme proposes re-designations to R-1 Single Family Residential District, R-2 Low Density Residential District, R-3 Medium Density Residential District, P-1 Park and Recreation District and TU Transportation and Utilities District thereby necessitating amendments to the Land Use Bylaw;

AND WHEREAS Appendix "B" of the Conceptual Scheme proposes an amendment to Schedule "E" of the Land Use Bylaw establishing a R-2 District Overlay for a portion of the Phase 6 Area;

AND WHEREAS Appendix "C" of the Conceptual Scheme proposes an amendment to Schedule "E" of the Land Use Bylaw by establishing a Pedestrian Corridor District Overlay for a portion of the Phase 6 Area;

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 1 October 2007 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 Phase 6 Conceptual Scheme, attached as Schedule "A" to this Bylaw, is hereby adopted.
2. Bylaw No. 3181, the City of Medicine Hat Land Use Bylaw, is hereby amended by re-designating the lands in the Conceptual Scheme area from DC Direct Control District to R-1 Single Family Residential District, R-2 Low Density Residential District, R-3 Medium Density Residential District, P-1 Park and Recreation District and TU Transportation and Utilities District, as shown in Appendix "A" in the Southlands Phase 6 Conceptual Scheme attached as Schedule "A" to this Bylaw.
3. Bylaw No. 3181, the City of Medicine Hat Land Use Bylaw, is hereby amended by adding to Schedule "E" the "R-2 District Overlay Southlands Phase 6 Accessory Dwelling Units", as shown in Appendix "B" in the Southlands Phase 6 Conceptual Scheme attached as Schedule "A" to this Bylaw.

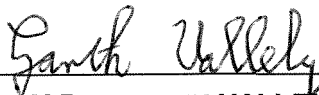
4. Bylaw No. 3181, the City of Medicine Hat Land Use Bylaw, is hereby amended by adding to Schedule "E" the "Pedestrian Corridor District Overlay Southlands Phase 6" as shown in Appendix "C" in the Southlands Phase 6 Conceptual Scheme attached as Schedule "A" to this Bylaw.
5. This Bylaw comes into force at the beginning of the day that it is passed.


READ A FIRST TIME in open Council on September 4, 2007

READ A SECOND TIME in open Council on October 1, 2007

READ A THIRD TIME in open Council on October 1, 2007

SIGNED AND PASSED on October 1, 2007


MAYOR – GARTH VALLEYLY




CITY CLERK - LARRY P. GODIN

Southlands Phase 6

Conceptual Scheme

Land & Properties Department
City of Medicine Hat

August 2007

TABLE OF CONTENTS

1	INTRODUCTION	1
1.1	Purpose of Plan	1
1.2	Goals	1
2	POLICY CONTEXT	3
3	INFLUENCING FACTORS	4
3.1	Plan Boundary	4
3.2	Ownership	4
3.3	Land Use	4
3.4	Environmental Constraints	4
3.5	Man Made Constraints	5
4	COMMUNITY CHARACTER	8
5	URBAN ECOLOGY	9
5.1	Xeriscaping Principles	9
5.2	Green Building	9
5.3	Green Design	9
6	DEVELOPMENT CONCEPT	10
6.1	Open Space	10
6.2	Residential	11
6.3	Public Utility Lot	13
6.4	Pedestrian Corridors	13
6.5	Land Use Distribution	14
6.6	Lot Distribution	16
6.7	Municipal Reserve	16
7	TRANSPORTATION NETWORK	20
7.1	South Boundary Road & Black and White Trail	20
7.2	Southlands Drive	20
7.3	Local Roads and Lanes	21
7.4	Trail System	21
8	SERVICING	24
8.1	Water	24
8.2	Sanitary	24
8.3	Stormwater Management	24
8.4	Shallow Utilities	25
8.5	Accessory Suites	25
9	DEVELOPMENT SEQUENCE	29

10	DESIGN GUIDELINES.....	31
10.1	Parks and Open Spaces	31
10.2	Environmental Considerations	31
10.3	Multifamily Residential	31
10.4	Pedestrian Corridors.....	32
10.5	Single Detached Dwellings with Accessory Suites.....	32

APPENDIX A – LAND USE BYLAW AMENDMENT

APPENDIX B – ACCESSORY DWELLING UNITS OVERLAY

APPENDIX C – PEDESTRIAN CORRIDOR OVERLAY

LIST OF FIGURES

FIGURE 1 PLAN BOUNDARY	6
FIGURE 2 MAN-MADE & ENVIRONMENTAL CONSTRAINTS.....	7
FIGURE 3 DEVELOPMENT CONCEPT.....	18
FIGURE 4 PEDESTRIAN CORRIDORS	19
FIGURE 5 BULB OUT CROSSINGS	22
FIGURE 6 LANE ACCESS AND RESTRICTIONS	23
FIGURE 7 WATER NETWORK.....	26
FIGURE 8 SANITARY NETWORK.....	27
FIGURE 9 STORMWATER MANAGEMENT SYSTEM	28
FIGURE 10 DEVELOPMENT SEQUENCE	30
APPENDIX A LAND USE BYLAW AMENDMENT	34
APPENDIX B ACCESSORY DWELLING UNITS OVERLAY	37
APPENDIX C PEDESTRIAN CORRIDOR OVERLAY	39

LIST OF TABLES

TABLE 1 LAND USE STATISTICS.....	15
TABLE 2 DWELLING UNIT/POPULATION PROJECTION.....	16
TABLE 3 MUNICIPAL RESERVE	17
TABLE 4 STAGING.....	29

1 INTRODUCTION

This conceptual scheme was prepared to allow for the development of Southlands Phase 6.

The plan area for the Phase 6 conceptual scheme is located within a portion of Phase 3 of the amended Southlands Area Structure Plan.

1.1 Purpose of Plan

A conceptual scheme adds detail to the area structure plan. The level of detail is conceptual and will be further refined during subdivision and detailed design. This conceptual scheme addresses:

- The distribution of land uses;
- road and trail layout (subject to further refinement at the subdivision stage);
- the distribution of open space and parks;
- the location of major servicing infrastructure; and
- design guidelines for the community.

1.2 Goals

This plan has the following goals:

- Provide a walkable community.
- Provide an aesthetically appealing streetscape.
- Provide an efficient use of the land.
- Provide an adequate site for an elementary school.
- Service the majority of lots with rear lanes.
- Provide appropriate sites for recreational opportunities.
- Provide a variety of housing opportunities.
- Provide links to the City trail system.
- Promote sustainable landscaping.
- Accommodate a variety of transportation modes.
- Establish a distinct sense of community.

- Provide safe environment for residents.
- Provide an efficient and economical servicing concept.

2 POLICY CONTEXT

2.1.1 Municipal Development Plan

This conceptual scheme is generally consistent with the Municipal Development Plan (Bylaw # 3565, 2004).

2.1.2 Southlands Area Structure Plan

This conceptual scheme is generally consistent with the Southlands Area Structure Plan (Bylaw #3564, 2004). No amendments are required to implement this conceptual scheme.

2.1.3 Land Use Bylaw

Implementing this conceptual scheme requires an amendment to the Land Use Bylaw (Bylaw #3181, 1998), to establish the appropriate districts.

2.1.4 Southlands Conceptual Schemes

This conceptual scheme is consistent with the previous conceptual schemes completed for past phases.

3 INFLUENCING FACTORS

3.1 Plan Boundary

The plan area encompasses approximately 36.9 ha. The plan area is bordered by:

- The Black and White Trail in the east;
- South Boundary Road in the west;
- the southern boundary for the City in the south; and
- a linear public utility lot in the north.

The plan area is located in portions of the SE ¼ Section 17-12-5-W4 and SW ¼ Section 17-12-5-W4.

3.2 Ownership

All of the plan area is under single ownership. The City of Medicine Hat is the landowner.

3.3 Land Use

3.3.1 Existing Land Use

The plan area is currently vacant.

3.3.2 Adjacent Land Use

Glenview Church and a single residence are located east of the plan area. The land to the north is currently vacant, but is designated as General Commercial in the Land Use Bylaw. Residential development is occurring west of the plan area. The lands south of City boundary are being used for agricultural purposes.

3.4 Environmental Constraints

3.4.1 Topography

The plan area is primarily flat with only 5 m of elevation difference. The high point is a small hill located in the central portion with the low points being in the southwest, northwest, and southeast.

3.4.2 Vegetation

The plan area has been extensively cultivated during its past agricultural use. There is no significant vegetation in the plan area.

3.4.3 Geotechnical

In previous phases of Southlands high ground water has been a constraint. It is anticipated that the north portion of Phase 6 will have similar groundwater conditions. Site specific geotechnical investigation as a part of the detailed design will be required.

3.5 Man Made Constraints

The man made constraints are displayed in Figure 2.

3.5.1 Abandoned Irrigation Canal

The St. Marys River Irrigation District has abandoned their surface canal in the plan area. In order to accommodate development the abandoned canal will need to be reclaimed.

The canal is currently used in a temporary stormwater drainage system for Southlands. As development occurs the ultimate storm system will be constructed and the canal will be reclaimed.

3.5.2 Electric Transmission Corridor

There are distribution lines located in the south undeveloped road allowance. The most northerly set is operated by Fortis Alberta its line has a capacity of 25 KVA. The most southerly set is operated by the City of Medicine Hat and it has two lines with capacity for 69 KVA and 13.8 KVA.

It is not anticipated that any building setbacks will be required from this corridor.

This transmission corridor will be retained in its current location.

3.5.3 Resource Extraction

A sweet natural gas well is located within Phase 6. The Energy and Utilities Board (EUB) has in their letter dated February 21, 2007 relaxed the setback requirement from 100 m to 50 m.

There is a gas production line that services the above mentioned well. A minor alteration to the alignment of this production line is required.

A portion of the east-west production line that the above line ties into will be re-aligned to match the boundaries of the public utility corridor.

3.5.4 Access

Access to Phase 6 will be through the arterial roads of the Black and White Trail on the east and the South Boundary Road on the west. Internal access will be provided by the minor collector, shown as Southlands Drive.

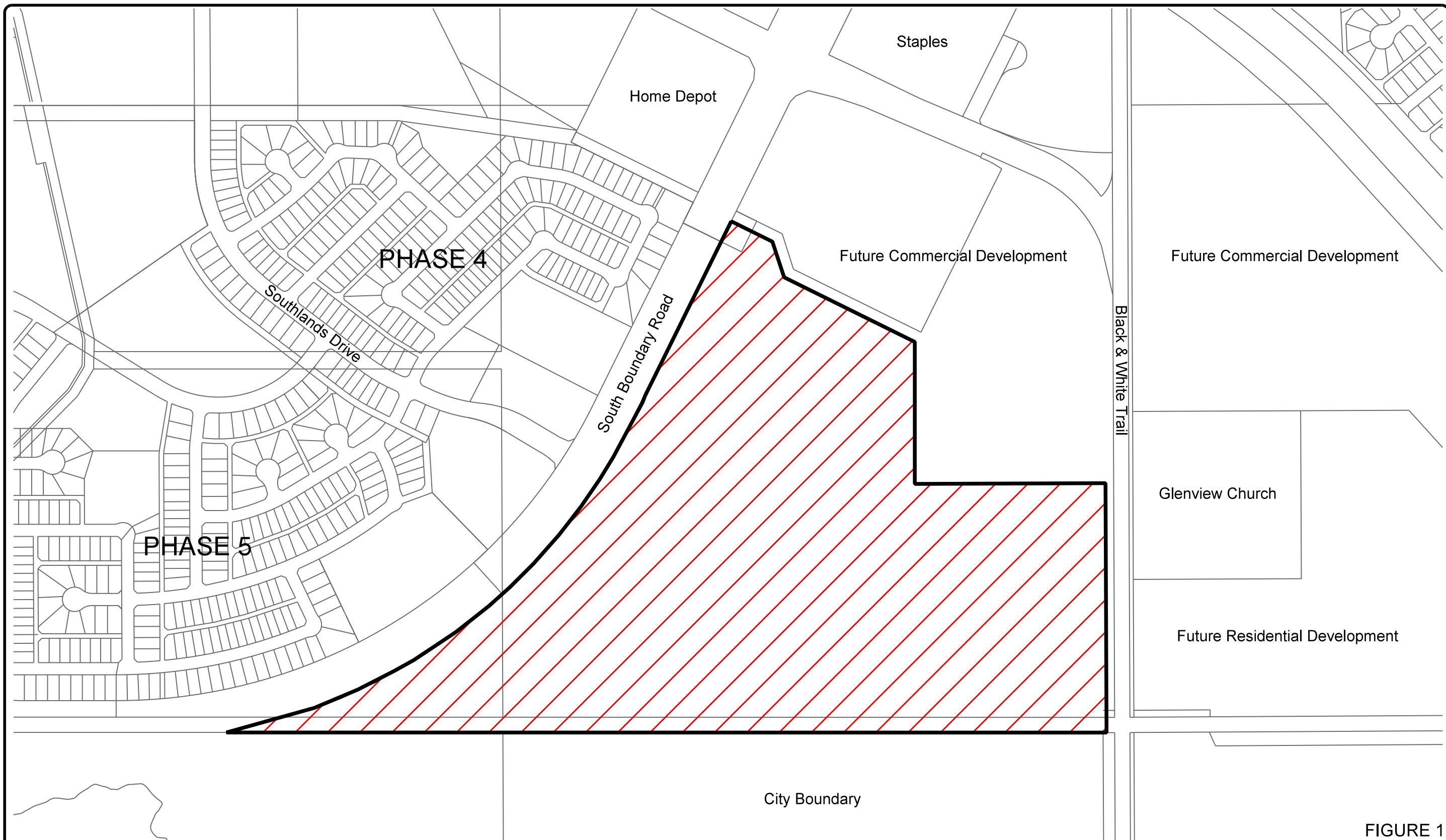


FIGURE 1

SOUTHLANDS PHASE 6 **PLAN AREA**

CONCEPTUAL SCHEME
 CITY OF MEDICINE HAT

Scale 1:5000
 JUNE 27, 2007



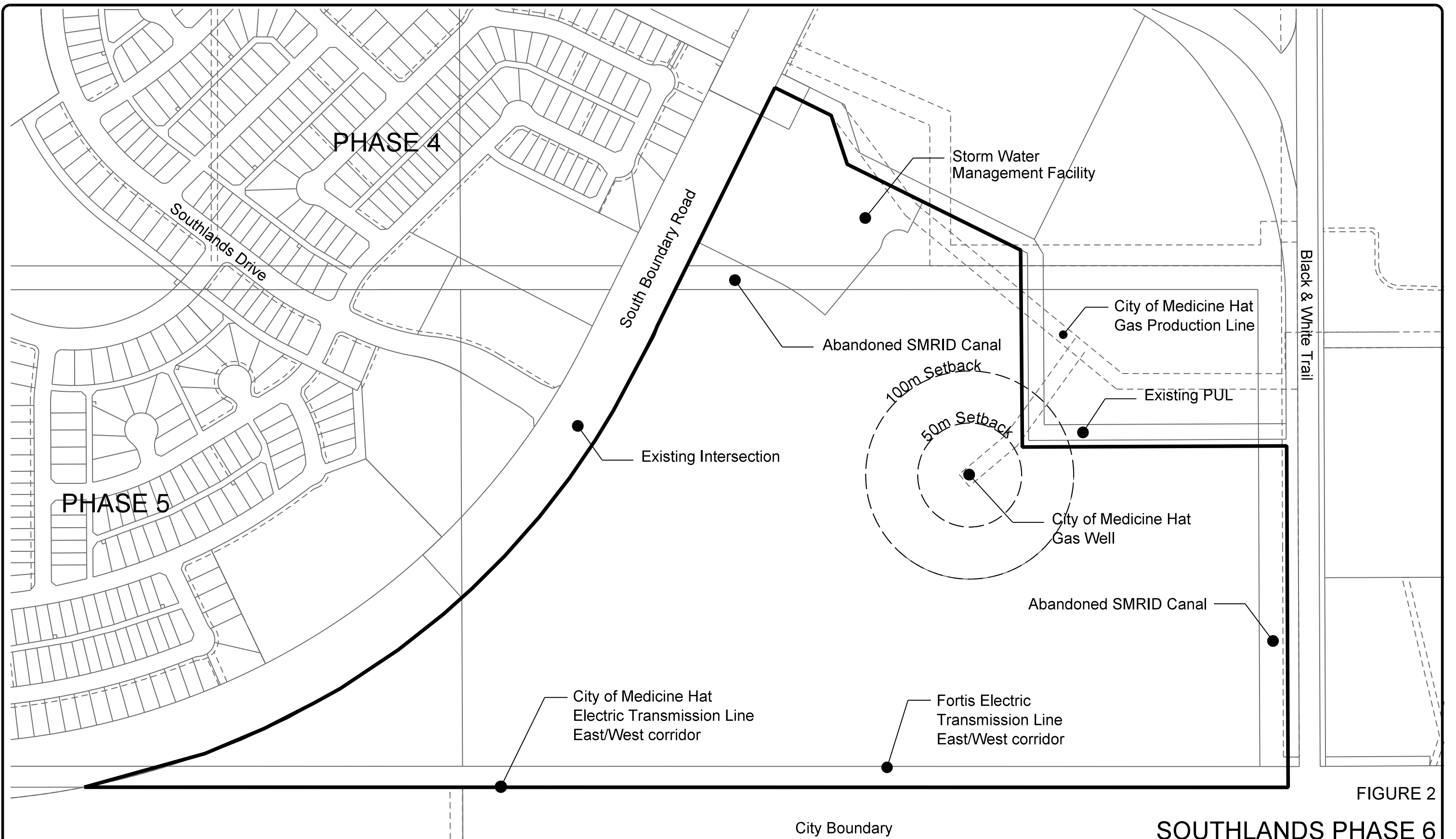


FIGURE 2

SOUTHLANDS PHASE 6

MAN MADE AND ENVIRONMENTAL CONSTRAINTS

CONCEPTUAL SCHEME
CITY OF MEDICINE HAT

Scale 1:3500
JUNE 27, 2007

4 COMMUNITY CHARACTER

This plan aims to create a community that is unique and distinguishable from other neighbourhoods. This will provide residents with a living space that has an attractive streetscape, and establishes a sense of community, which contributes to a high quality of life. The endeavour is to present landscapes that encourage, rather than discourage, social and community interaction.

The development concept in Section 6 provides the specifics on how the plan fosters social interaction. Generally, this is accomplished by creating pedestrian corridors where the focus of the buildings and the street is on the pedestrian environment.

It is important to provide equal access to the segment of the community that is less mobile (i.e. disabled, elderly). To be an inclusive community universal design principals will be included in the detailed design of the development. The universal design elements apply only to the public realm, and will be achieved by applying the Municipal Servicing Standards.

This plan recognises the importance of creating nodes, landmarks, gateways, and public space in achieving the goal of creating a community. A significant element which addresses the desired goals is the creation of pedestrian corridors. The pedestrian corridors are discussed in Section 7.

5 URBAN ECOLOGY

This plan recognises the increased awareness and importance of land development's impact on the natural environment. Thus, this plan through the below recommendations encourages, through design and construction a step forward in environmental stewardship. Although the below are only recommendations they are an important first step to formally introducing the concepts and their importance to the public. It is anticipated that this plan is only a step towards greater stewardship and that future plans will move from recommendations to requirements.

5.1 Xeriscaping Principles

Xeriscaping is the practice of utilising sustainable landscaping which can thrive in local conditions. Landscape designs for the public parks and open space will explore opportunities to provide a sustainable landscaped environment.

Private lot owners are encouraged to explore the benefits of xeriscaping. Lot owners will be informed of these benefits potentially at the time of lot sales.

5.2 Green Building

Building using green design, materials, and methods reduces the energy required to construct and operate a home. Building an energy efficient home is in the long term best interest of the home owners and the community, in terms of financial costs and overall resource management.

The recognised benchmarks for building energy efficient homes in Alberta is the BuiltGreen standard, and the Leadership in Energy and Environmental Design (LEED). Builders are encouraged to build to a recognised standard.

5.3 Green Design

Where possible the detailed design for the subsequent subdivisions will implement green design. The most likely applicable system that could be explored is stormwater management. The intent is not to change the overall system design, but rather examine the potential for a number of small site specific designs (i.e. infiltration areas), which could together reduce the impact of urban development. Another potential design example is implementing street lighting that reduces light pollution.

6 DEVELOPMENT CONCEPT

The boundaries of the land use designations shown in Figure 3 are conceptual and subject to refinement at the subdivision stage.

6.1 Open Space

The open space in the plan includes both a school site and a park.

The open space will be designed and constructed to the Municipal Servicing Standards.

6.1.1 Elementary School

The plan includes a 3.3 ha elementary school site. The elementary school site represents a portion of the central node and will be a landmark within the plan area. Through consultations with local school boards they have requested a site be retained for an elementary school. If in the future it is determined that the school boards do not require this site it will be retained as a large central open space.

A portion of the site (playfields) will be located within the 50m gas well setback. The school building envelope is not within the 100m setback as per EUB regulations.

The school is located adjacent to the minor collector (Southlands Drive) to allow for efficient vehicular and school bus access.

The Southlands ASP states that this school site is reserved for the Public School Board.

In order to attain a more sustainable community, and promote water conservation, this open space site will incorporate xeriscaping as according to the seven xeriscape principles recognised by the Parks and Outdoor Recreation Department.

The purpose of the xeriscaping concept is to:

- provide a variety of active and passive recreational opportunities,
- reduce water requirements, and
- reduce the capital costs of irrigating and manicuring a potential school building site.

Landscaping plans will be completed at the detailed design stage.

This site will be dedicated as municipal reserve at the time of subdivision.

6.1.2 Park

A 1.2 ha park is located in the north central portion of the plan. It is anticipated that this site will include playground facilities. Together the park and school site create a large contiguous open space area.

Access to the park is accommodated by two adjacent roads, and a connection to the trail system.

The City of Medicine Hat gas well is located within this park. The gas well is on the eastern edge of the park and it is not anticipated to negatively impact the use of the park.

The playground location meets the 600 m walking distance requirement for the area served, as according to the Municipal Servicing Standards.

This site will be dedicated as municipal reserve at the time of subdivision.

6.2 Residential

The residential component of the plan includes single detached, semi-detached, townhouse sites, and accessory dwelling units. These uses are strategically placed to achieve plan goals.

Residential lots are generally 34 m deep.

6.2.1 Single Detached Dwellings

The low density residential represented by single detached dwellings is generally located around the perimeter of the multifamily/school central node.

The dominant residential component is single detached with 13.4 ha. It is anticipated that this will yield 268 single detached dwelling units.

As mentioned previously the EUB has granted a setback relaxation to 50 m from the gas well. No residential dwellings are located within the 50 m setback.

The anticipated land use district is R1 Single Family Residential District.

6.2.2 Single Detached Dwellings with Accessory Suites

In the southwest portion of the plan an area is designated to allow for single family detached dwellings with accessory suites.

An accessory suite is a living space separate from the principal residence. The form of the accessory suite is likely to be a small living space over a rear detached garage.

The living space over a detached garage will be greater in height and cast a more substantial shadow than standard garages. Therefore the accessory suites are clustered to reduce conflict between other uses.

The accessory suites will increase the density of the area and provide additional housing options in the community.

The intent is for the accessory suites to be a permanent secondary dwelling, and it is not the intent of this plan for these suites to be subdivided in the future.

A district overlay in the Land Use Bylaw will be required to implement this residential designation. A district overlay is included as part of this plan.

6.2.3 Multifamily Dwellings

The multifamily sites are composed of semi-detached and townhouses. There are no large multifamily project sites in the plan area, which is consistent with the Southlands Area Structure Plan.

The multifamily sites are clustered near Southlands Drive. Clustering the multifamily uses creates an identifiable node that helps establish a sense of place for the community. The massing and density of this node will be identifiable compared to the surrounding single detached residential.

Multifamily generates more traffic per hectare than single detached, and thus clustering them near the larger capacity collector road will improve vehicular movements. In addition, Southlands Drive will be a bus route, and thus placing the multifamily sites close to potential bus stops helps encourage transit use and provides convenient access for a greater number of people. Thus, the plan places the maximum number of units near the collector to mitigate traffic and to provide the opportunity for efficient public transit.

The multifamily is well served by open space as it is clustered around the central school site and park. In addition, multifamily uses around the open space enhance the safety of the area as there are more residents to observe activities occurring in the open space.

In addition, clustering the multifamily sites reduces the potential for land use conflicts.

There are 3.8 ha designated as semi-detached sites. The majority of these sites will have lane access to encourage off-street rear parking.

There are 1.6 ha designated as townhouse sites. All townhouse sites will have paved lane access.

The anticipated Land Use Bylaw designation for the semi-detached sites is R2 Low Density Residential District. The anticipated districting for the townhouse sites is R3 Medium Density Residential District.

6.3 Public Utility Lot

6.3.1 Detention Facility

A 0.5 ha site in the southwest portion of the plan area is required for stormwater management. This site will be primarily dry and will only accommodate major storm flow events. The area will be xeriscaped with natural grasses to ensure the facility is low maintenance. The function of this public utility lot (PUL) is discussed in Section 8.1.

6.3.2 South Utility Corridor

This 2.2 ha PUL will protect the two existing electric distribution lines, and the future City of Medicine Hat gas production line, and City of Medicine Hat gas distribution feeder main. The utilities located in this corridor are not required to service the plan area.

Currently, this area is an undeveloped road allowance. The 20 m wide road allowance is not required to service the plan area or the City transportation network. The road shall be closed and registered as a PUL.

The corridor will not be landscaped and be left as natural grasses, as its primary function is a utility corridor on the edge of the City, and it is not a desirable public space.

6.3.3 Stormwater Management Facility

A 2.7 ha constructed wetland stormwater management facility is located in the northwest portion of the plan. This constructed facility will be landscaped and will provide passive recreation opportunities.

The function of this PUL is discussed in Section 8.1.

This facility has both public road and trail access.

A portion of this facility will receive municipal reserve credit as per the City's Municipal Reserve Credit policy. Thus, the facility will be landscaped in accordance with the Municipal Reserve Credit policy.

6.4 Pedestrian Corridors

An important part of this plan is the creation of pedestrian corridors. These corridors are located in key areas, including Southlands Drive, because of its visibility and activity. In addition, a portion of the local roads which intersect with Southlands Drive are included as pedestrian corridors.

This plan includes an elementary school site, and thus a concerted effort was made to address pedestrian safety (especially school-aged children) as they move from the edges of the community to the central school node.

The pedestrian corridors are shown in Figure 4. The major corridor connects the plan area to the two arterials, and will serve the school/multifamily node. The minor corridors will provide links to the major corridor.

The pedestrian corridor has specific design guidelines, which are discussed in Section 10.

6.4.1 Walkability

The pedestrian corridors will feature a sidewalk separated from the street with a boulevard featuring street trees. This creates a more attractive pedestrian environment and appealing streetscape.

Intersections within the pedestrian corridor will be bulbed out to improve pedestrian safety while crossing the roads. The bulbs will include a larger sidewalk area which extends further into the street to reduce the pedestrian crossing distance.

A conceptual design for the bulb outs is displayed in Figure 5.

6.4.2 Reduced Front Setbacks

A critical component to giving the streetscape a more pedestrian scale is to reduce the front yard setbacks and not allow front driveway and garage access. This will eliminate vehicular traffic crossing the sidewalk accessing driveways, and place homes closer to the sidewalk.

Reduced setbacks, to a minimum of 4 m, will frame the street and create an appealing streetscape. In addition, reducing the front yard setback will create more useable space in the rear yard.

The Land Use Bylaw is not able to accommodate a reduced front yard setback. To provide a mechanism to implement the concepts from the pedestrian corridors a district overlay in the Land Use Bylaw is required. A district overlay is included as a part of this plan. The overlay provides the provisions to allow for a reduced front yard setback.

To ensure front vehicular access to the lots is restricted a restrictive covenant will be registered on title of all the lots located on the pedestrian corridor.

6.5 Land Use Distribution

The plan area is divided into several different land uses. Residential is the most extensive use with 19 ha representing 51% of the developable lands.

Land use and population statistics based on ultimate development are provided in Table 2 below.

When all identified residential lands are fully developed, it is estimated that there will be 513 residential dwellings with a population of approximately 1,285.

Table 1 Land Use Statistics

	Area (ha)	% GDA
Gross Developable Area	36.9	100%
Net Developable Area	36.9	
Parks and Open Space		
<i>Elementary School</i>	3.4	9%
<i>Park</i>	1.0	3%
Total	4.4	12%
Circulation		
<i>Collectors</i>	1.9	5%
<i>Locals/Lanes</i>	6.4	17%
Total	8.3	22%
Public Utility Lot		
<i>Stormwater Wetland</i>	2.7	7%
<i>South Utility Corridor</i>	2.2	6%
<i>Detention Facility</i>	0.5	1%
Total	5.4	15%
Residential		
<i>Single Detached</i>	11.8	32%
<i>Single Detached w/accessory Suites</i>	1.6	4%
<i>Semi-Detached</i>	3.8	10%
<i>Townhouse</i>	1.6	4%
Total	18.8	51%
Total Developable Area	36.9	100%

Table 2 Unit & Population Projections

	Area (ha)	# of Units	% of Total Units	Projected Population
Single Detached	13.4	268	52%	750
Accessory Suites	1.6	32	6%	42
Semi-Detached	3.8	133	26%	333
Townhouse/Fourplex	1.6	80	16%	160
Total	20.4	513	100%	1,285

Single Detached - 20 units/ha - 2.8 people/unit

Accessory Suites - 20 units/ha - 1.3 people/unit

Semi-Detached - 35 units/ha - 2.5 people/unit

Townhouse - 50 units/ha - 2.0 people/unit

Note: estimates are based on net density (net developable area).

Density (gross developable area) 14.0 units/ha
 35.1 people/ha

6.6 Lot Distribution

The lot distribution will be refined and confirmed at the time of subdivision.

The lots shall be clustered, in regards to size, in an attempt to reduce negative impacts, provide an appealing streetscape, and satisfy market demands.

Generally, small lots will range from 10 m to 12 m wide. Lots less than 11 m wide will require a relaxation under the Land Use Bylaw. All small lots will have rear lane access.

Medium lots will generally be 12 m to 15 m wide, and large lots will be 15 m wide and greater.

6.7 Municipal Reserve

This plan dedicates 12% of the gross developable area as municipal reserve, and receives an additional 2% of municipal reserve credit, as per the City's Municipal Reserve Credit Policy for the landscaping of the stormwater management facility. Although this is over the required 10% stated in the Municipal Government Act it is consistent with the Southlands ASP. Other phases within the Southlands ASP will under dedicate municipal reserve, and the entire plan area for the ASP will dedicate the required 10%.

Table 3 Municipal Reserve

	Area (ha)	%
Gross Developable Area	36.9	
School Site	3.4	9%
Park	1.0	3%
Stormwater Facility	0.7	2%
Total	5.1	14%

Stormwater Facility based on 35% of area (excluding forebay)

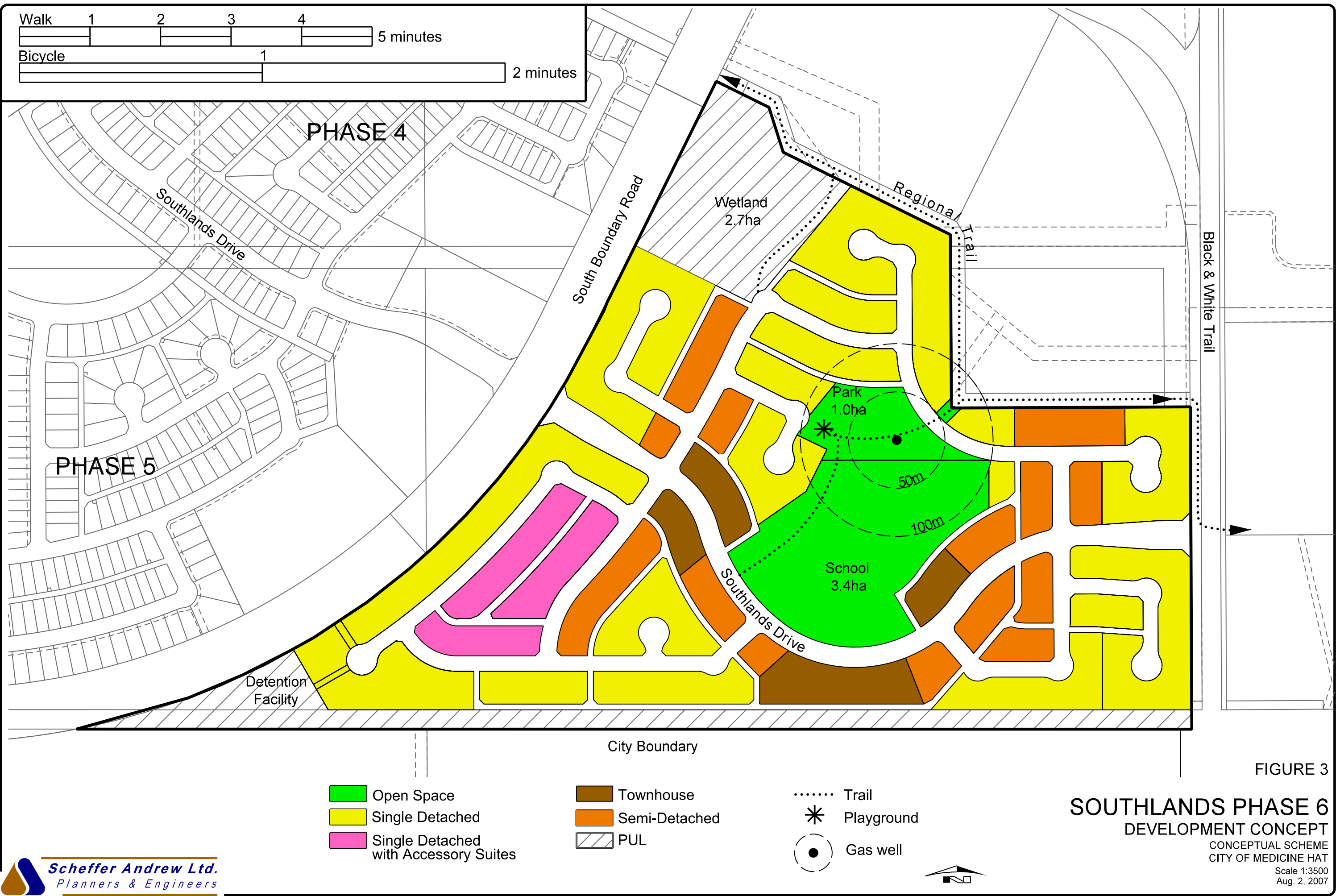
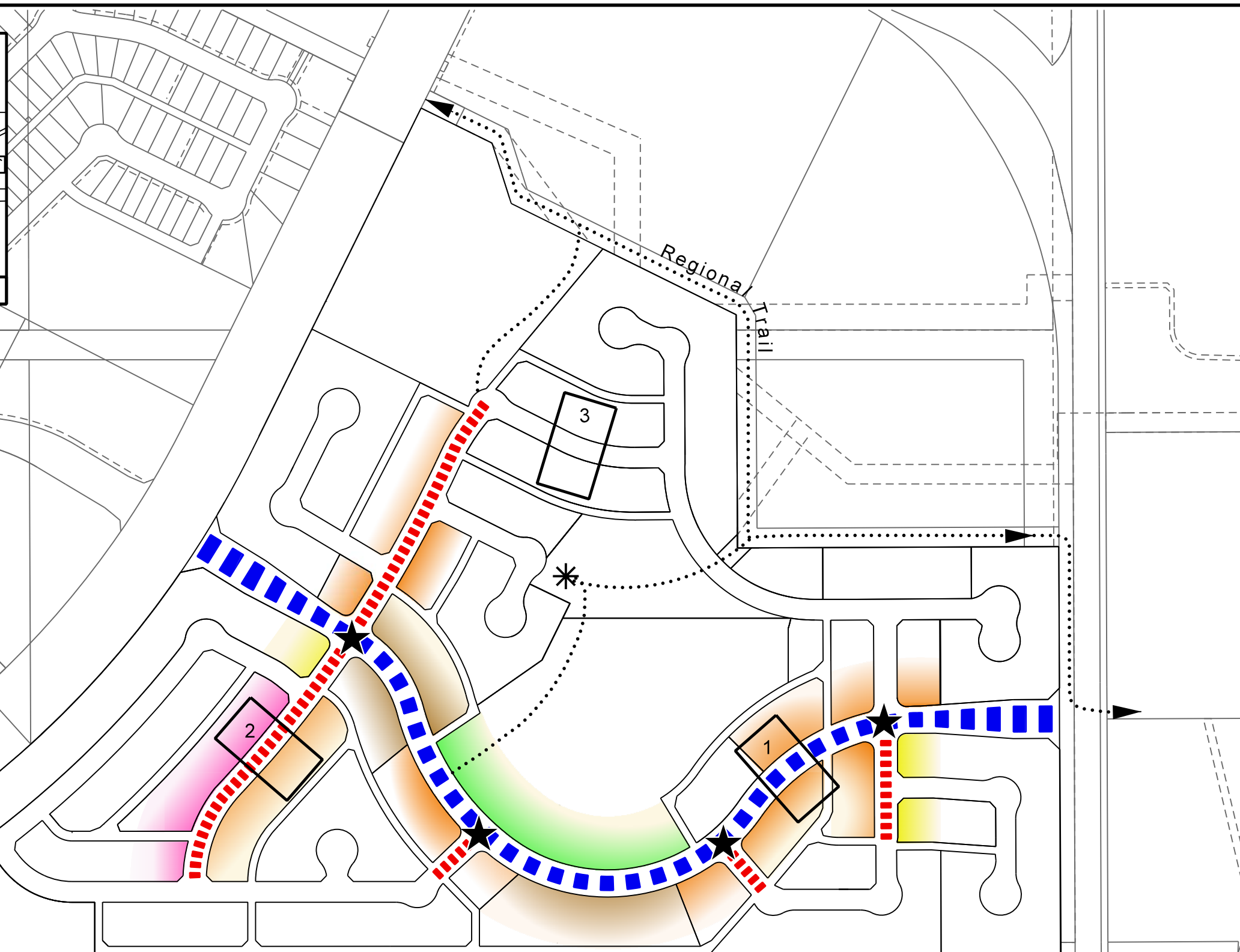
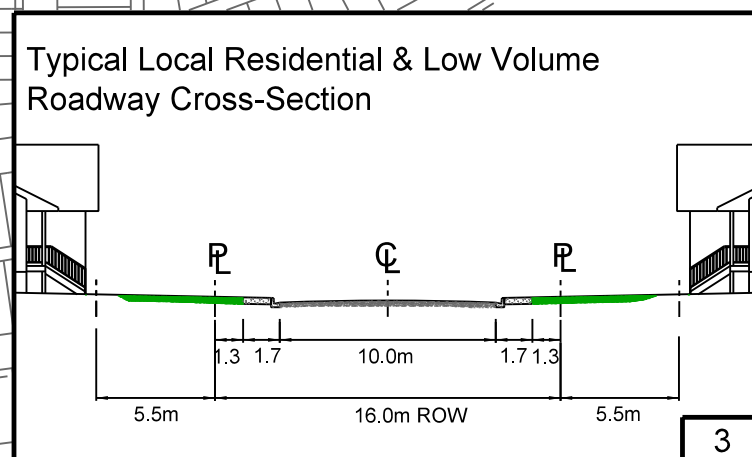
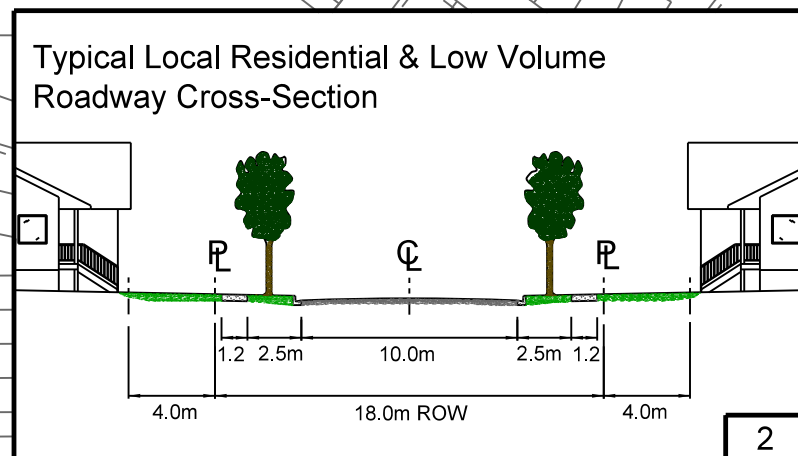
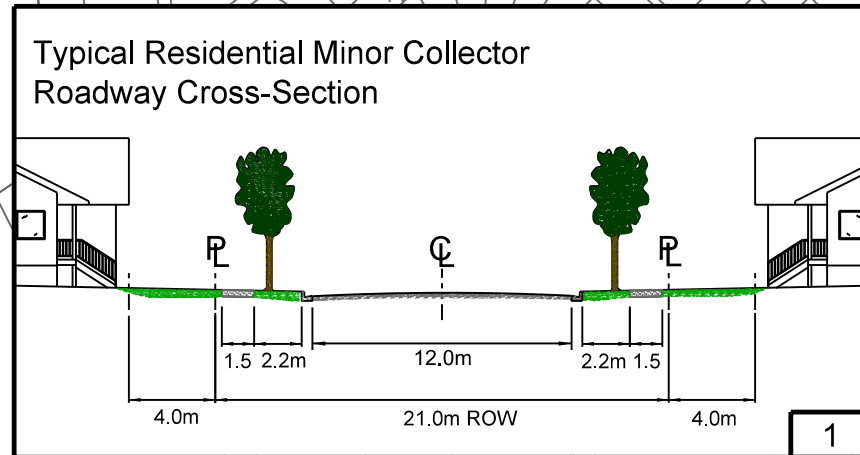


FIGURE 3



- ■ ■ Neighbourhood Pedestrian Corridor (major)
- ■ ■ ■ Neighbourhood Pedestrian Corridor (minor)
- ★ Bulb Out Crossings
- Trails

FIGURE 4

SOUTHLANDS PHASE 6 **PEDESTRIAN CORRIDORS**

CONCEPTUAL SCHEME
 CITY OF MEDICINE HAT

Scale 1:3500
 Aug. 2, 2007



7 TRANSPORTATION NETWORK

7.1 South Boundary Road & Black and White Trail

Access to the two arterials will be restricted, with vehicular access accommodated via Southlands Drive.

Where the residential lots abut onto either of the arterial roads a sound attenuation berm and fence will be constructed to visually screen and reduce the sound of traffic.

7.2 Southlands Drive

Southlands Drive will be at a minor collector standard. This standard includes one driving lane in each direction and parallel parking on either side of the driving lanes.

The road right-of-way widens at both the South Boundary Road and Black and White Trail intersections. This widening is required to accommodate traffic entering and exiting the two intersections.

Southlands Drive is of curvilinear design which creates an indirect route from Black and White Trail to South Boundary Road. This is required to reduce the potential shortcutting of vehicular traffic through the community, which would negatively impact the quality of life of the area residents. In addition, the school site is located adjacent to Southlands Drive, and thus vehicular speed will be reduced to accommodate the school zone, further discouraging through traffic.

In order to improve pedestrian safety those areas identified as pedestrian corridors will feature traffic calming and increased safety measures. These measures include providing bulb outs along the collector and local roads, with painted crosswalks. The narrowing of Southlands Drive and the local roads will shorten the crossing distance, improve pedestrian visibility, slow traffic, and enhance the streetscape. The design of these areas will be addressed in the subdivision and detailed design process. The level of traffic control infrastructure required at the pedestrian crossings will be reviewed at the detailed design according to the TAC Crossing Manual.

A landscaping plan will be required for the boulevards. The plantings in the boulevards should focus on climate appropriate and drought tolerant planting material and trees.

In addition, the sidewalks on the collector will be 1.5 m to accommodate the pedestrian traffic.

Conceptual bulb outs representative of the intersections in the pedestrian corridors are shown in Figure 5.

7.3 Local Roads and Lanes

The local roads are designed to create direct routes for vehicular traffic and pedestrians. This is accomplished by establishing a modified grid system with short blocks, and pedestrian corridors.

Cul de sacs are provided to address market preferences.

Small and multifamily lots will have rear lane access.

The pedestrian corridors have front access restrictions, which result in increased usage of the rear lane in those locations. In order to ensure the lanes remain operationally viable several requirements will be implemented. Firstly, those lanes that are single loaded or that access can be restricted to create single loaded lanes, the lane width will be 6 m. Secondly, for those areas where the lane is unable to be single loaded and will have garages on both sides of the lane, the lane shall be 7.5 m wide to accommodate the increased usage of the lane. In all other locations lanes will be the standard 6 m wide.

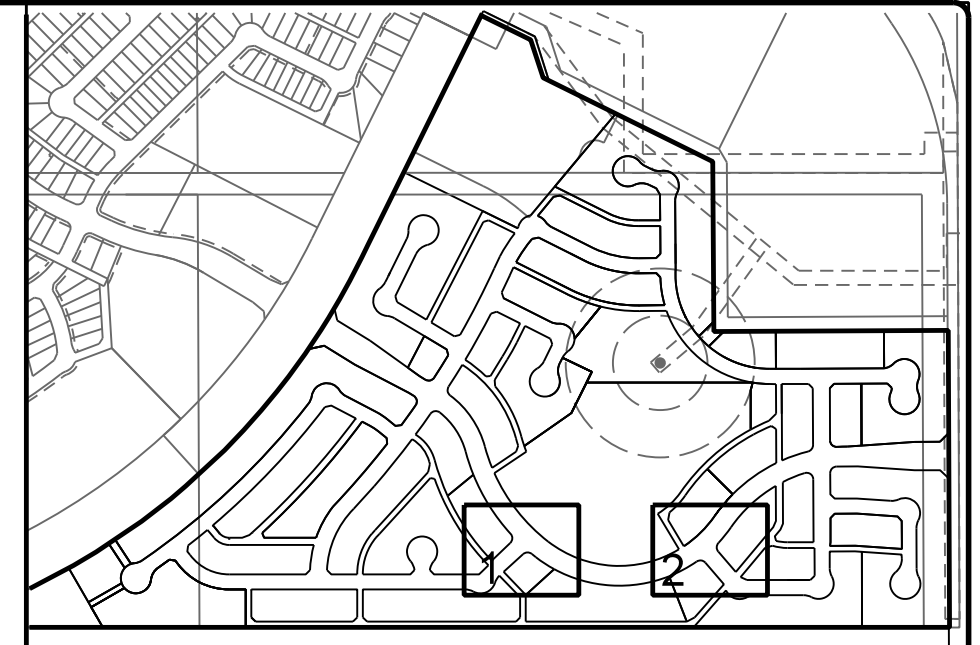
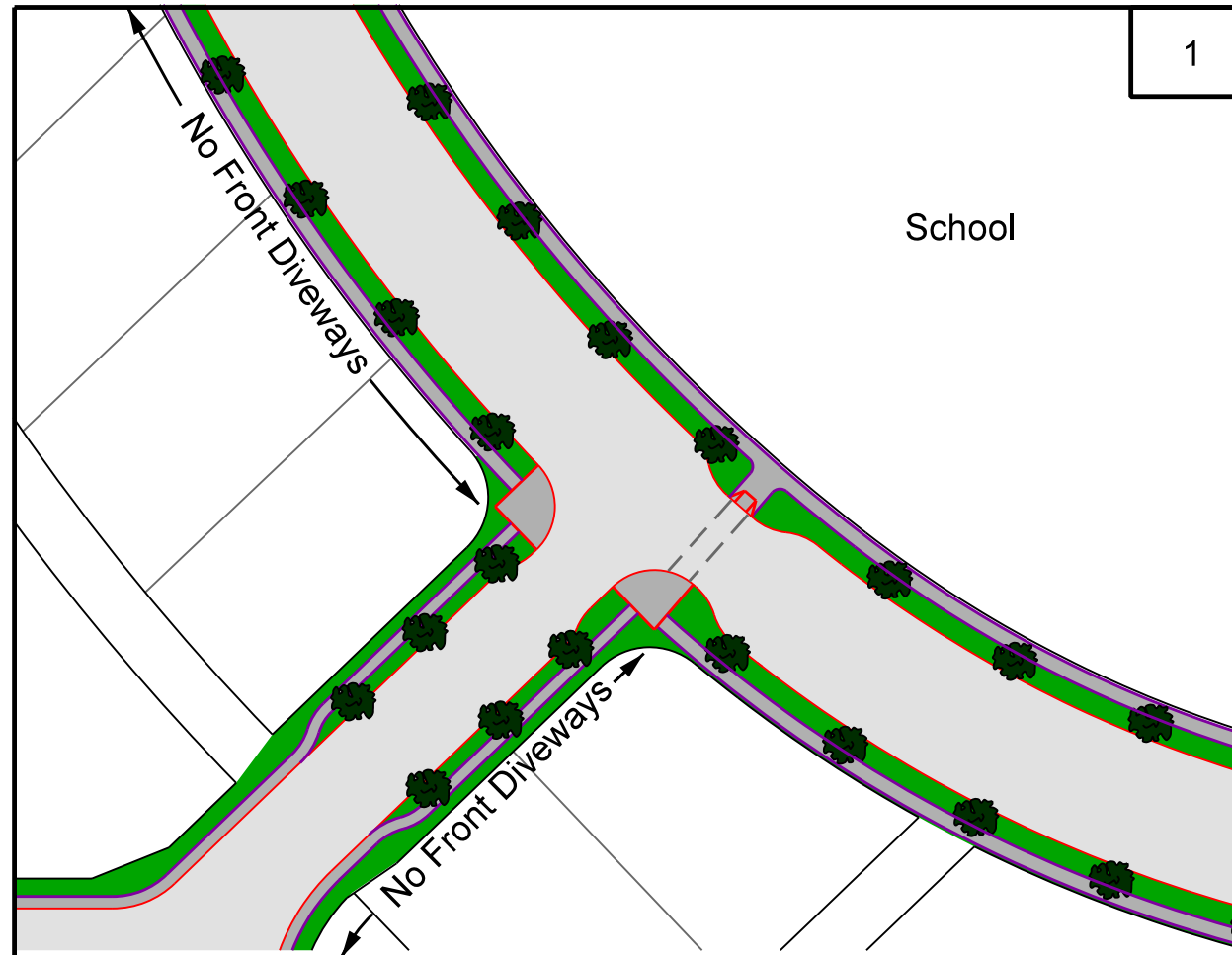
The width of the lanes and lot access restrictions are displayed in Figure 6.

7.4 Trail System

The trail shown will link the community, the school site and the park to the City's regional trail system. The regional trail is located on the north boundary of the plan area in a PUL.

Although the commercial lands to the north are not part of this conceptual scheme they do influence the pedestrian access. Special attention to development permits for commercial lands to the north is required to ensure there is convenient pedestrian/bicycle access from the residential area. It would be appropriate for a pedestrian connection anywhere along the PUL/trail corridor.

The trail system is displayed in Figure 3 and Figure 4.



Intersection Key

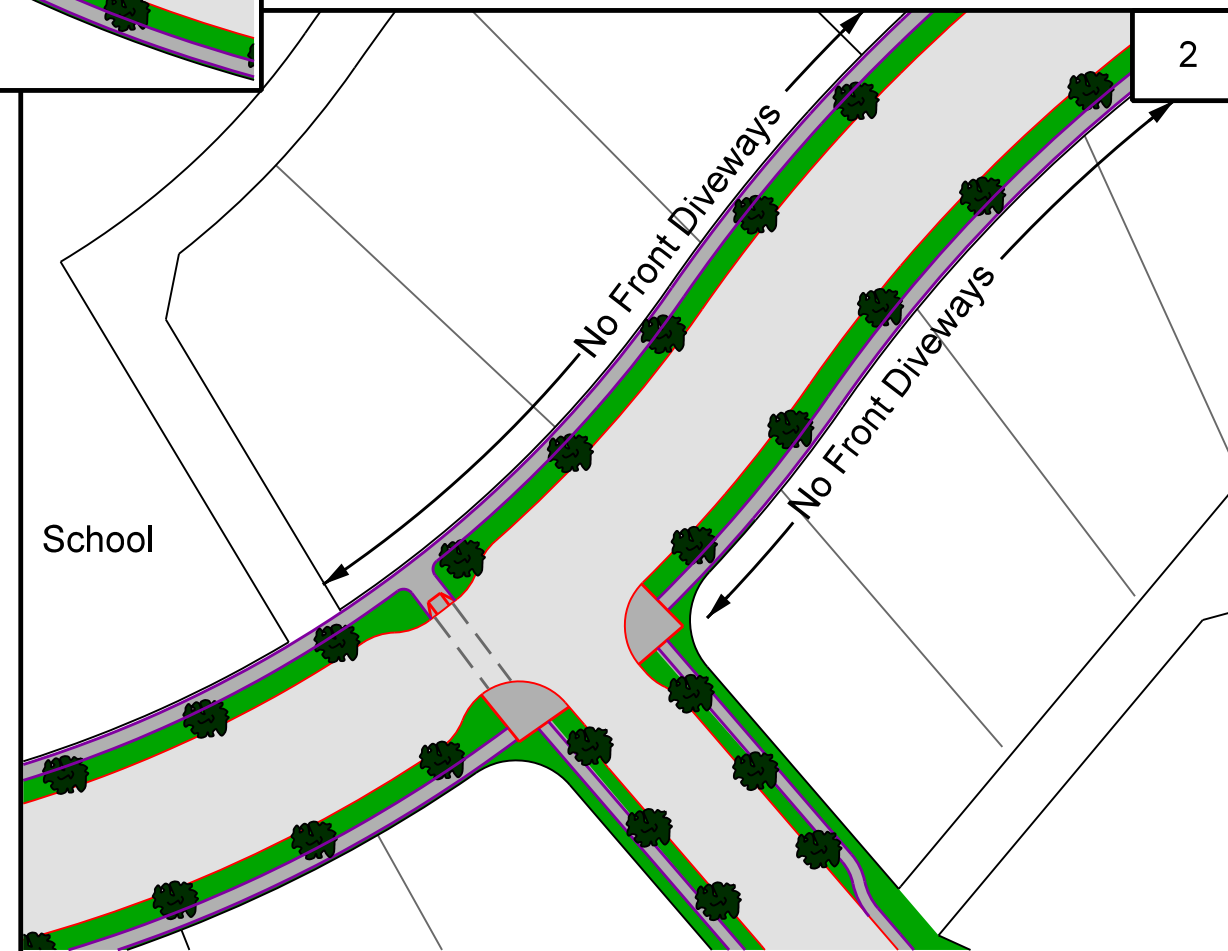
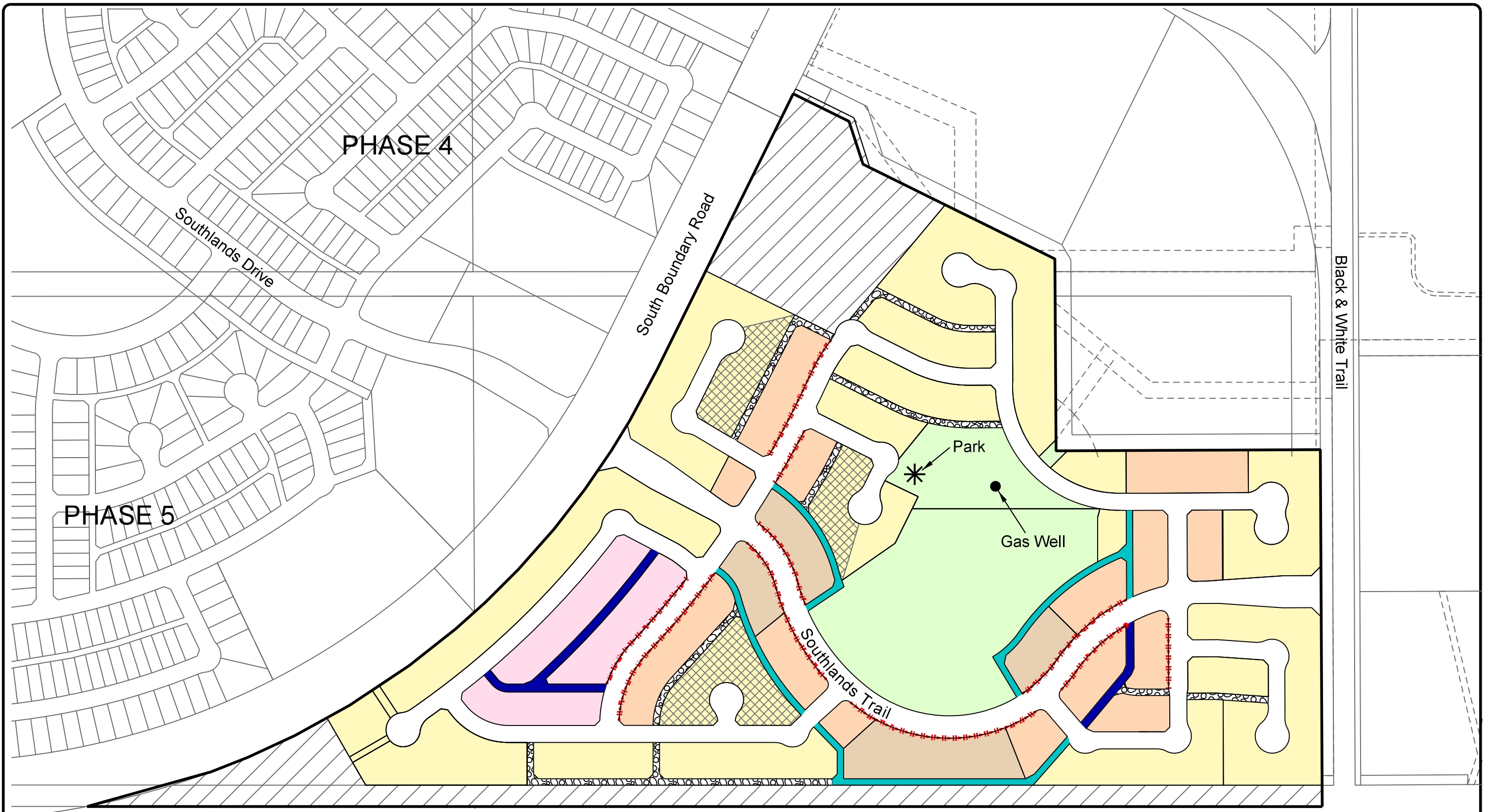


FIGURE 5
SOUTHLANDS 6
 BULB OUT CROSSINGS
 CONCEPTUAL SCHEME
 CITY OF MEDICINE HAT
 Scale 1:750
 JUNE 27, 2007



- 7.5m PAVED
- 6.0m PAVED
- 6.0m GRAVEL
- RESTRICTED FRONT ACCESS
- REAR LANE ACCESS (GARAGE) RESTRICTED AREA

FIGURE 6
SOUTHLANDS PHASE 6
 LANES AND ACCESS RESTRICTIONS

CONCEPTUAL SCHEME
 CITY OF MEDICINE HAT

Scale 1:3500
 August 8, 2007



8 SERVICING

8.1 Water

The watermain network is shown on Figure 7.

The network consists of internal distribution mains within the subdivision and a 400 mm loop from Black & White Trail through Southlands Drive to South Boundary Road. A second loop is achieved with a connection to the 250 mm watermain in South Boundary Road, which will help facilitate the anticipated phasing of development.

8.2 Sanitary

The sanitary system is shown on Figure 8.

The sewer system for the plan area will drain by gravity to the existing Southlands Lift Station.

There will be an oversized portion of sanitary line through Southlands 6 to allow the future forcemain which will service the lands east of Black & White Trail.

8.3 Stormwater Management

The stormwater management system is shown in Figure 9.

The storm sewer system for the lands west of Black & White Trail will drain to the stormwater management facility in the northwest portion of Phase 6. To achieve the desired drainage system, in the southeast corner of the plan area, cuts and fills in the magnitude of 1 m are required.

The partially constructed wetland stormwater management facility within Phase 6 will require a re-design in order to accommodate drainage from all of the plan area. This conceptual scheme recognises a larger area required for the constructed stormwater management facility. If the stormwater facility re-design does not require the larger area, residential lots can be added.

A portion of the southwest corner of Phase 6 will drain to the stormwater management facility immediately west of South Boundary Road. A small detention facility, in the southwest, will accommodate major storm flow events only with a small diameter outlet pipe to control the discharge rate to the downstream minor system. The function and design of the detention facility will be examined further in the Southlands Functional Servicing Report update and at the time of detailed design.

8.4 Shallow Utilities

Shallow utilities include electric power, street lighting, telephone, cable television, and natural gas. These services will be provided underground, whenever feasible in Phase 6.

The common practice for the shallow service utility providers is to service the development with a utility right-of-way in the order of 3.5 m adjacent to the front property line of the lots. The positioning of the shallow utilities in the front yards limits the landscaping available (i.e. tree planting). This especially affects the front landscaping of those lots located in the pedestrian corridor, as there is a reduced front yard setback. The front servicing does not affect the street trees in the boulevard of the pedestrian corridors. A concerted effort shall be made by the utility companies, and the developer to accommodate tree plantings in the front yards. This may be accomplished by placing the electric utility in the lane and placing the gas servicing in a reduced front yard utility right-of-way.

Shallow utility boxes will be located within the back of lots and will be protected with easements. Placing shallow utility boxes in the back of the lots ensures the operational requirements that occur in the lane are not compromised.

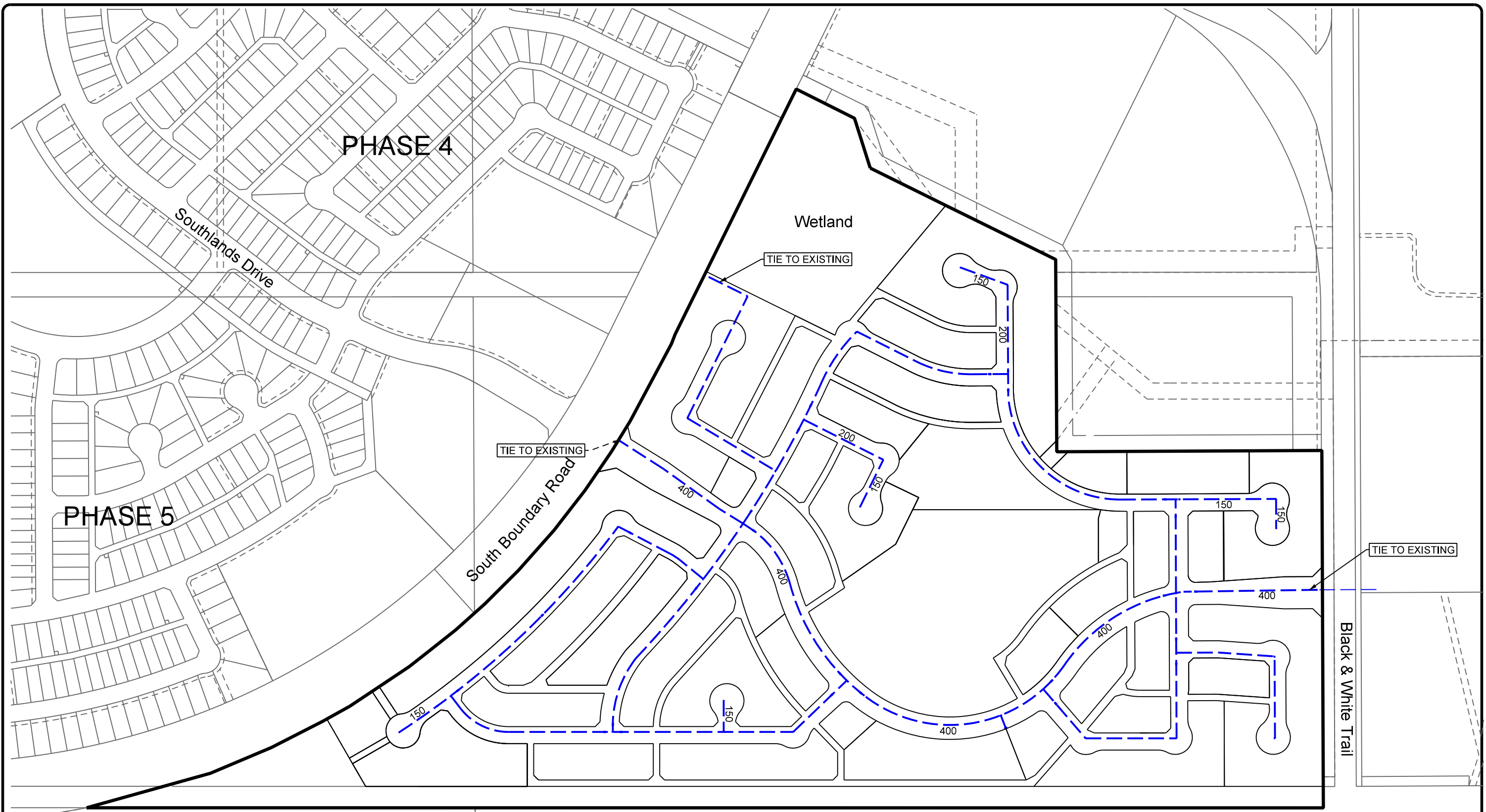
Special consideration will be given to the type of street trees located in the boulevards to ensure that the street lighting is not compromised. Street tree planning will be coordinated with the street lighting design to ensure safe and operational streets.

The shallow utilities will be extended into the plan area from previous phases.

The developer will provide all utility rights-of-way as may be required.

8.5 Accessory Suites

The servicing for the accessory suites will be accommodated by tying into the services provided to the principal dwelling. An independent service will not be provided to the accessory suites.

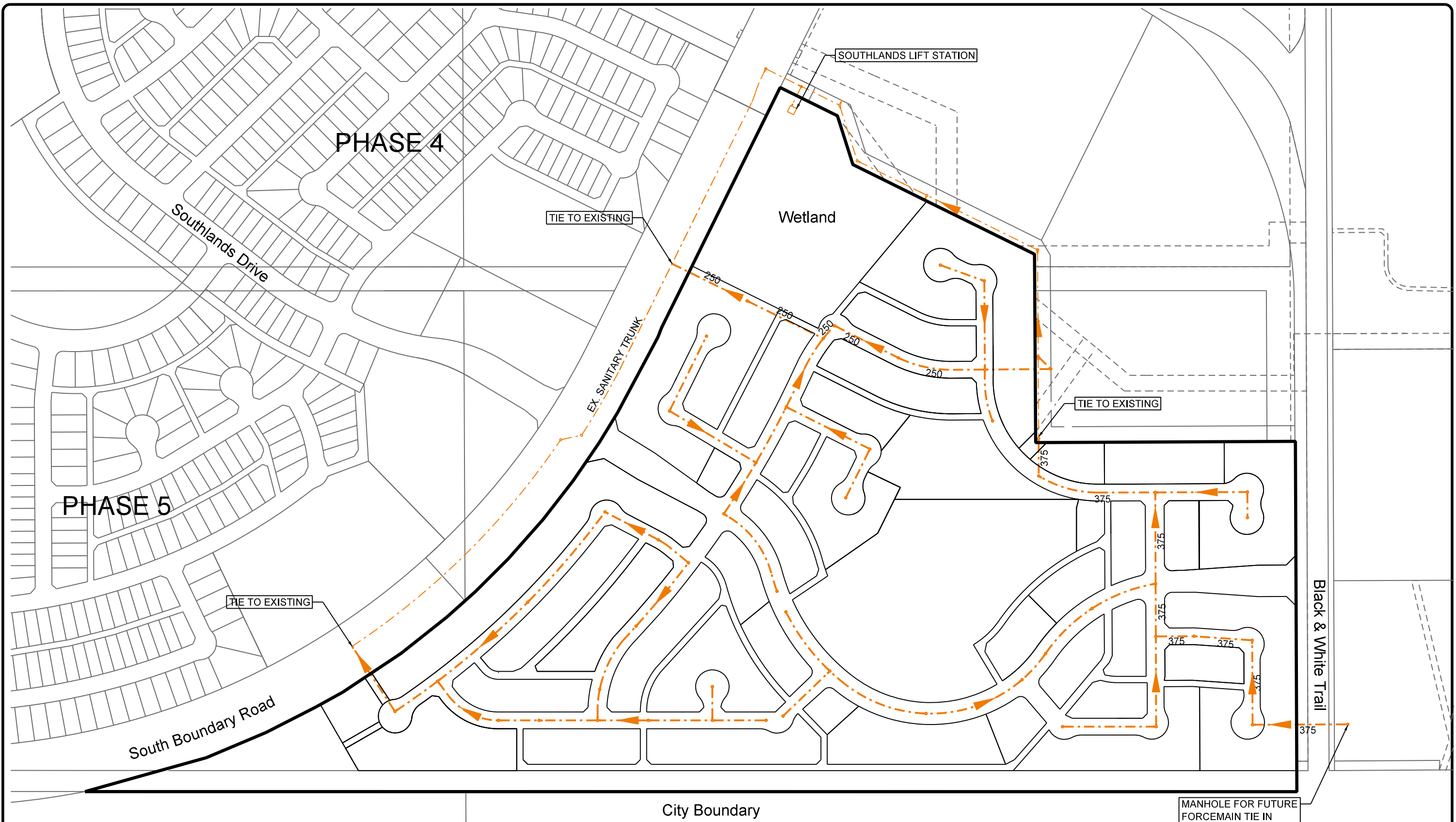


NOTE:
WATERMAINS ARE 200mm DIAMETER
UNLESS NOTED OTHERWISE

- Watermain
- .-.- Ex. Watermain

FIGURE 7
SOUTHLANDS PHASE 6
WATER NETWORK
CONCEPTUAL SCHEME
CITY OF MEDICINE HAT
Scale 1:3500
Aug. 2, 2007





NOTE:
 SANITARY SEWERS ARE 200mm
 DIAMETER UNLESS NOTED OTHERWISE

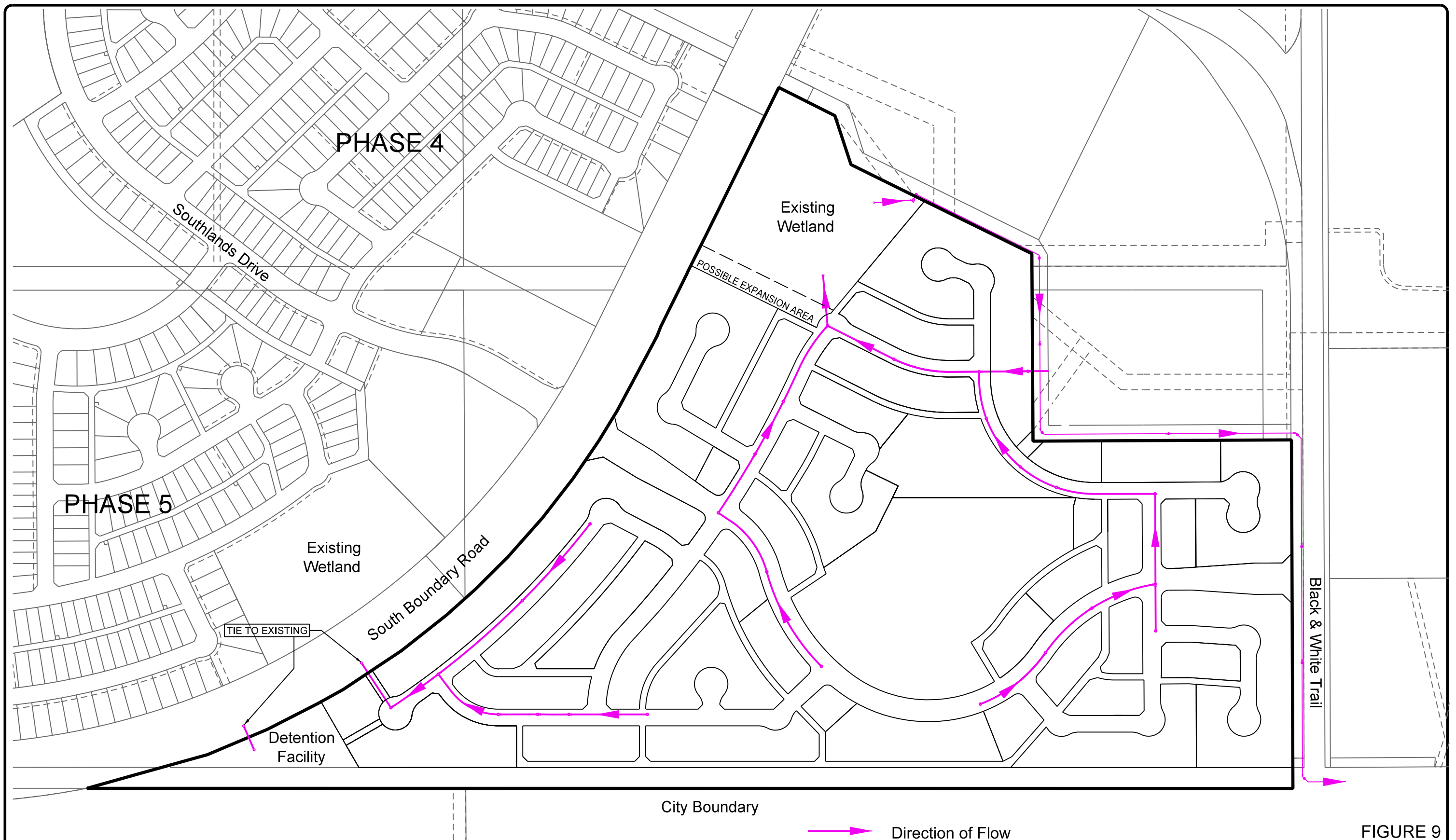
- Direction of Flow
- - - Sanitary Sewers
- . - . Ex. Sanitary Sewers

FIGURE 8

SOUTHLANDS PHASE 6
SANITARY NETWORK
 CONCEPTUAL SCHEME
 CITY OF MEDICINE HAT

Scale 1:3500
 Aug. 2, 2007








-  Direction of Flow
-  Storm Sewers
-  Ex. Storm Sewers

FIGURE 9

SOUTHLANDS PHASE 6

STORMWATER MANAGEMENT SYSTEMS

CONCEPTUAL SCHEME
CITY OF MEDICINE HAT

Scale 1:3500
Aug. 2, 2007



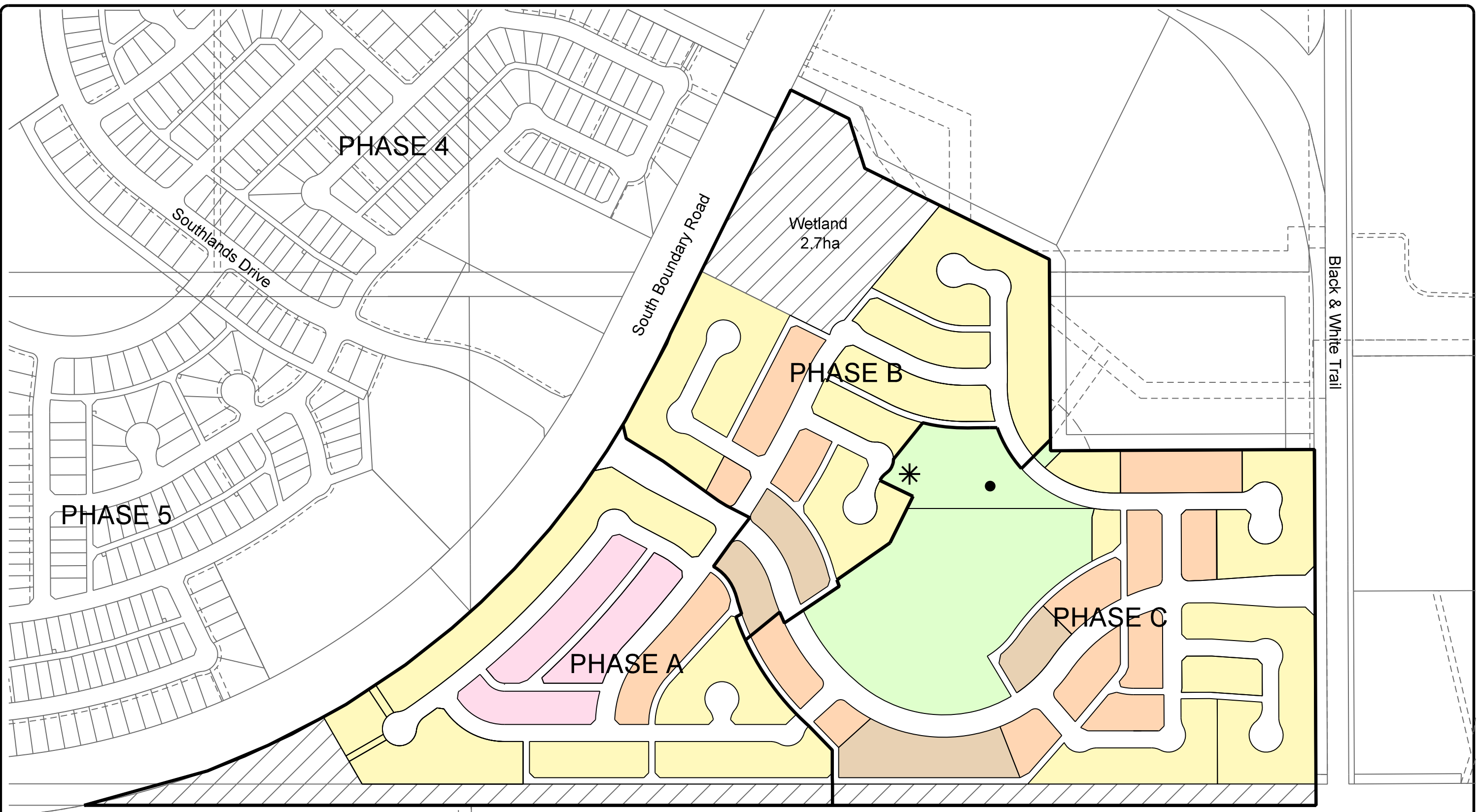
9 DEVELOPMENT SEQUENCE

Phase 6 includes three stages. The staging shown may be altered without an amendment to this plan. Table 4 provides a statistical breakdown of estimated units for each stage.

The staging is illustrated in Figure 10.

Table 4 - Staging

	UNITS				
	Single Detached	Accessory Suites	Semi-Detached	Townhouse	Total
Stage A	112	32	18	0	162
Stage B	90	0	25	20	135
Stage C	66	0	88	55	209
Total	268	32	131	75	506











- | | | |
|---|---|--|
|  Open Space |  Townhouse |  Playground |
|  Single Detached |  Semi-Detached |  Gas well |
|  Single Detached with Accessory Suites |  PUL | |

FIGURE 10

SOUTHLANDS PHASE 6

DEVELOPMENT SEQUENCE

CONCEPTUAL SCHEME
CITY OF MEDICINE HAT

Scale 1:3500
Aug. 2, 2007



10 DESIGN GUIDELINES

The approving authority has the primary responsibility for implementing the guidelines listed below. Ensuring the guidelines are met will be accomplished through the review and approval, of subdivision and development permit applications, by the approving authority. The landowner, the Land & Properties Department, will review and accept all proposed developments for the multifamily sites before an application for a development permit is submitted to the approving authority.

10.1 Parks and Open Spaces

- A chain and bollard fence *shall* be constructed along the property of those lots that are immediately adjacent to parks and open space. This will delineate lot boundaries and discourage encroachment onto public open space.
- The gas well *shall* be fenced and landscaping around the well site will provide screening from adjacent uses.
- The future school building *shall* address Southlands Drive, with windows, doors and the main entrance facing the street. In addition, the school *shall* provide adequate school bus and vehicular access offsite to mitigate the impact on Southlands Drive. This could include a variety of design options (i.e. bus lay-bys).

10.2 Environmental Considerations

- Builders are *encouraged* to construct homes to a BuiltGreen or LEED standard.
- Lot owners are *encouraged* to apply xeriscaping principles in landscaping of their private lots.
- The development of parks, boulevards, and landscaped public utility lots *should* give consideration to sustainable open space development via xeriscaping principles.

10.3 Multifamily Residential

- All developments *shall* be street orientated. To be orientated to the street the windows, doors, verandas, roof line, and building massing shall be designed to provide the primary access, activity, and views toward the pedestrian on the street.

10.4 Pedestrian Corridors

- Those lots that front onto a pedestrian corridor (major or minor) *shall* not have front garages or driveways. Rear garage/driveway access in these locations will improve the streetscape, on-street parking, pedestrian safety, and traffic circulation. A restrictive covenant will be registered on title to restrict front access.
- Those lots that front onto the pedestrian corridor *shall* have reduced front yard setbacks. A reduced front yard setback of 4 m, will improve the streetscape, and accommodate a larger area in the rear of the lot to facilitate a driveway and/or garage. The combined rear and front setback rear shall be at least 11.5 m.
- All roads identified in this plan as a pedestrian corridor *shall* have a separate sidewalk to enhance the streetscape and separate pedestrian and vehicular traffic. Trees *shall* be placed by the developer in the boulevards.

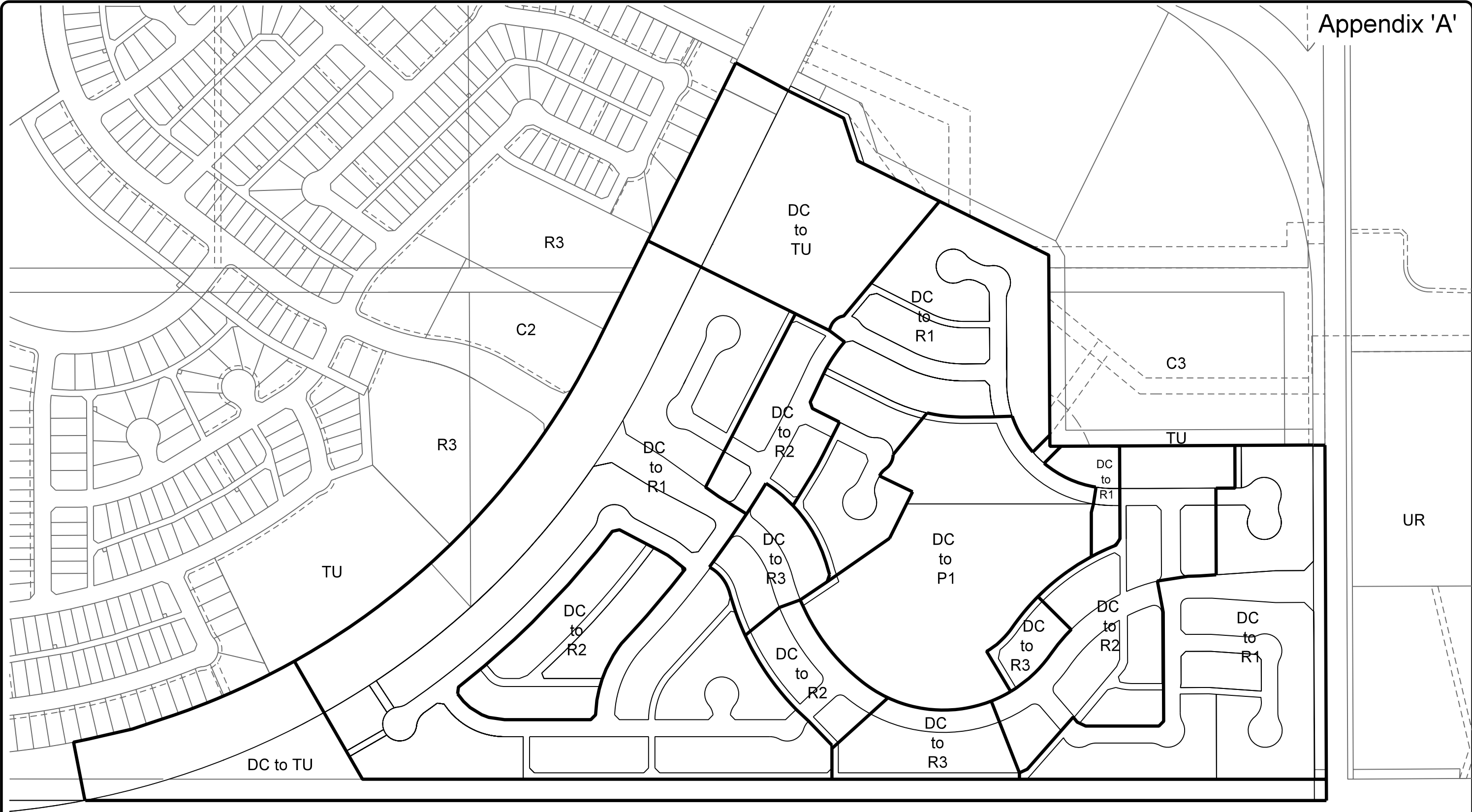
10.5 Single Detached Dwellings with Accessory Suites

- Windows and doors of the accessory suites *shall* address the lane to provide an appealing streetscape.
- The exterior finish of the accessory suites *shall* match the exterior of the principal building.
- Landscaping is *encouraged* around the accessory dwellings adjacent to the lane.

APPENDIX A - Land Use Bylaw Amendment

As part of the adoption of this conceptual scheme the Land Use Bylaw is amended. The existing district for the entire plan area is Direct Control District (DC).

Appendix A displays the Land Use Bylaw Districts for Phase 6.



LEGEND:

DC to R1
DC to R2
DC to R3
DC to P1
DC to TU

DIRECT CONTROL DISTRICT to SINGLE FAMILY RESIDENTIAL DISTRICT
DIRECT CONTROL DISTRICT to LOW DENSITY RESIDENTIAL DISTRICT
DIRECT CONTROL DISTRICT to MEDIUM DENSITY RESIDENTIAL DISTRICT
DIRECT CONTROL DISTRICT to PARK AND RECREATIONAL DISTRICT
DIRECT CONTROL DISTRICT to TRANSPORTATION AND UTILITY DISTRICT

LAND USE BYLAW AMENDMENT
SOUTHLANDS PHASE 6
CITY OF MEDICINE HAT

BOUNDARY CONTAINING
APPROX. 36.6ha
S.E. 1/4 Sec. 17-12-5-4
S.W. 1/4 Sec. 17-12-5-4
Scale 1:3500
Aug. 29, 2007



APPENDIX B - Accessory Dwelling Units Overlay

R-2 District Overlay Southlands Phase 6 Accessory Dwelling Units

Application

The special provisions of this overlay apply only to lots in the R2 “Low Density Residential District” located within the specific area of the Southlands Phase 6 shown on the attached map.

Definition

“Accessory Dwelling Unit” means a self-contained dwelling unit that is located in the rear yard of a lot, either:

- (a) above a detached garage which is accessory to the principal dwelling unit, or,
- (b) as a single storey, at-grade structure, where direct laneway access is available and no separate garage is provided on the site.

An Accessory dwelling unit has cooking, food preparation, and sleeping and bathing facilities which are separate from those of the principal dwelling located on the lot. For the purpose of this definition, “cooking facilities” includes any stove, hotplate, oven, microwave oven, toaster oven or electric griddle, as well as any wiring or piping containing the energy or power source for such facilities.

Use

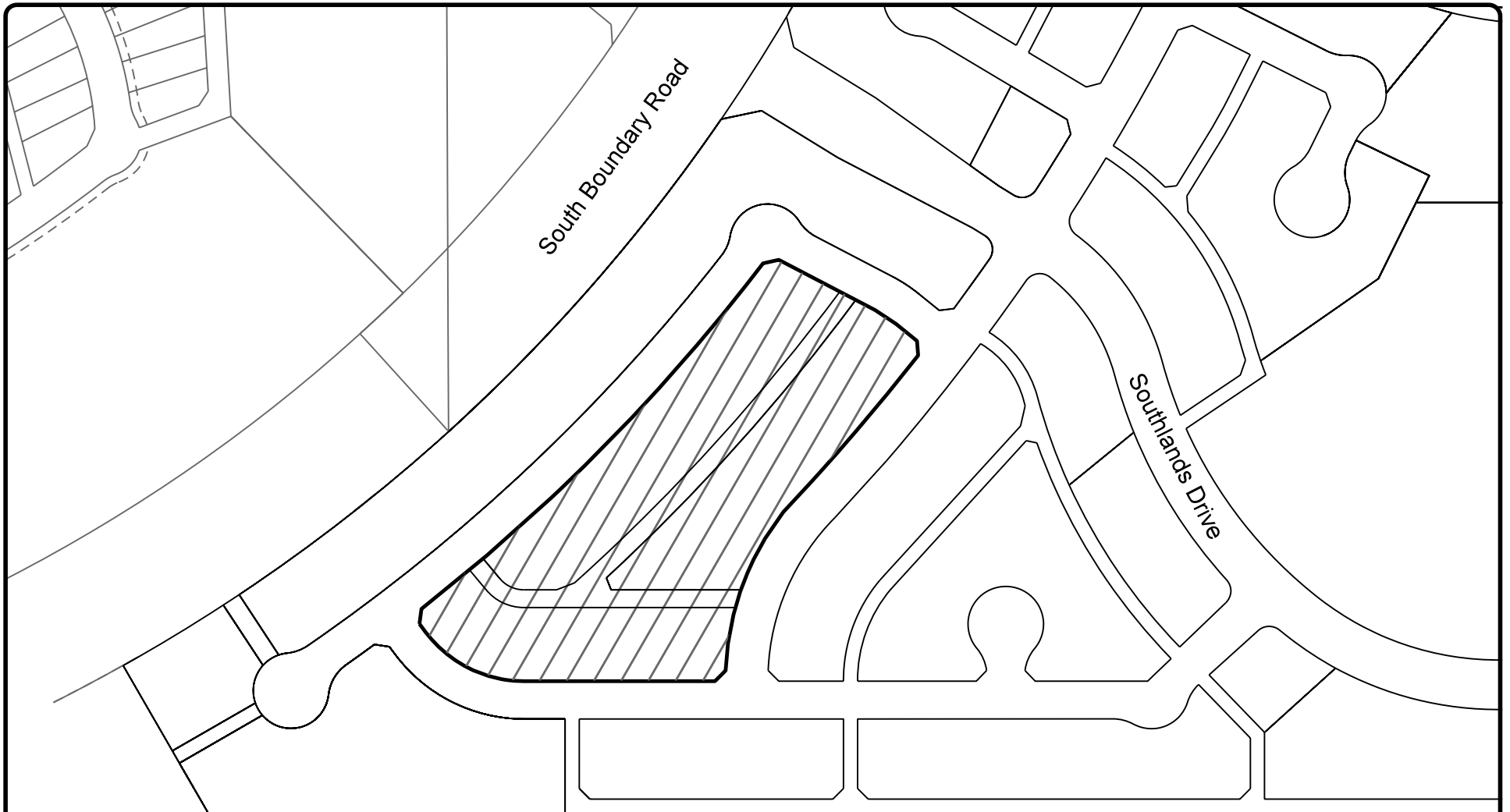
In addition to the Discretionary Uses-Development Officer in Section 59(3) of the R2 “Low Density Residential District”, an Accessory Dwelling Unit shall be a Discretionary Use-Development Officer for lots so designated within the Southlands Phase 6 Conceptual Scheme area as shown on the attached map.

Special Regulations

1. The Accessory Dwelling Unit is the second dwelling unit on the lot and no other form of two-dwelling unit development, such as a duplex, shall be allowed.
2. A single application for a Development Permit shall be approved for both the principal dwelling unit and the Accessory Dwelling Unit on a lot.
3. Façade materials and detailing used for garages and Accessory Dwelling Units should be consistent with façade materials and detailing of the principle dwelling

unit.

4. The maximum height for a garage containing an Accessory Dwelling Unit shall be 7.5m.
5. The minimum rear yard depth shall be 2m where the Accessory Dwelling Unit is located over a garage. Where an Accessory Dwelling Unit is built as a single-storey, at-grade structure, the minimum rear yard depth shall be 7.0m to allow for rear yard parking and landscaping between the parking and the Accessory Dwelling Unit.
6. A minimum separation distance of 4.0m from the principal dwelling unit shall be maintained.
7. The maximum site coverage for a garage containing an Accessory Dwelling Unit shall be 10.0 percent.
8. The maximum floor area of an Accessory Dwelling Unit shall be 50m².
9. On a corner site where an Accessory Dwelling Unit abuts a flanking public roadway other than a lane, the required side yard shall not be less than that provided for the principal dwelling.
10. A maximum of one Accessory Dwelling Unit may be developed in conjunction with the principal dwelling unit.
11. One on-site parking space shall be provided for the Accessory Dwelling Unit.
12. An Accessory Dwelling Unit shall have an entrance separate from the entrance to the garage, either from a common indoor landing or directly from the exterior of the structure.
13. The minimum side yard for a detached garage containing an Accessory Dwelling Unit shall be 1.5m.



 Overlay Area

City Boundary

Appendix B

R2 DISTRICT OVERLAY SOUTHLANDS PHASE 6

Scale 1:2500
August 29, 2007



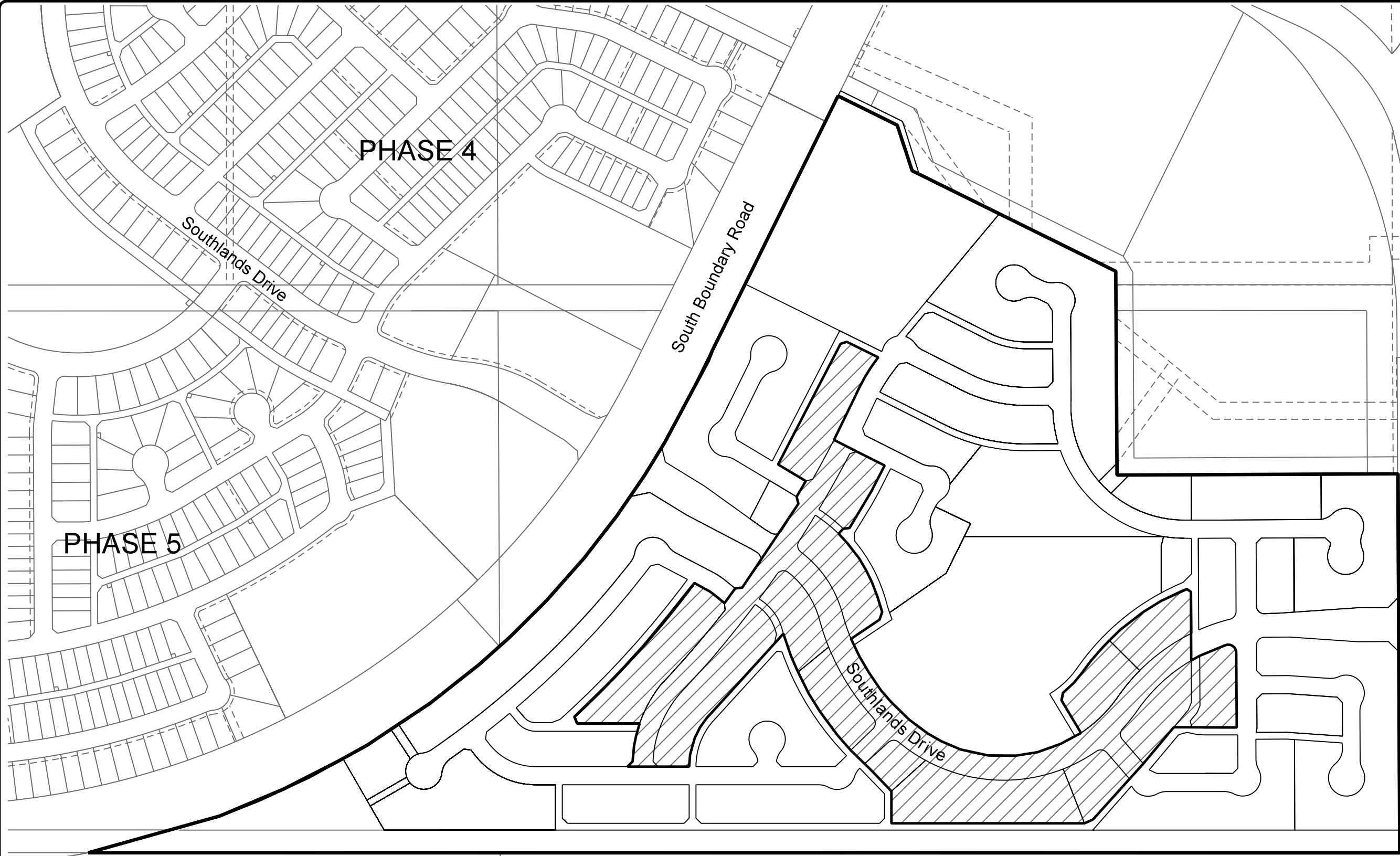
Pedestrian Corridor District Overlay Southlands Phase 6

Application

The special provisions of this overlay apply only to lots located in the pedestrian corridors located within the specific area of the Southlands Phase 6 shown on the attached map.

Special Regulations

1. R1 Single Family District
 - a. The minimum front setback is 4 m.
 - b. The combined front and back setback must be at least 11.5 m.
 - c. Projections into the front yard setback shall not be more than 0.5 m.
2. R2 Low Density Residential District
 - a. For single detached, duplex, triplex, and fourplex dwellings the minimum front yard setback is 4 m.
 - b. The combined front and back setback must be at least 11.5 m
 - c. Projections into the front yard setback shall not be more than 0.5 m
3. R3 Medium Density Residential District
 - a. For single detached, duplex, triplex, fourplex, and townhouse dwellings the minimum front yard setback is 4 m.
 - b. Projections into the front yard setback shall not be more than 0.5 m.



City Boundary

 Overlay Area

PEDESTRIAN CORRIDOR OVERLAY
SOUTHLANDS PHASE 6

