

BY-LAW NO: 2782

BEING A BY-LAW OF THE CITY OF MEDICINE HAT to

- (a) amend By-Law No. 1942 being the General Municipal Plan By-Law of the City of Medicine Hat;
- (b) adopt the Southview Area Structure Plan; and
- (c) amend By-Law No. 1989 being The City of Medicine Hat Land Use By-Law.

WHEREAS pursuant to Section 64 of the Planning Act R.S.A. 1980, Chapter P-9 a council may pass a by-law adopting an area structure plan for the purpose of providing a framework for subsequent subdivision and development of an area of land;

AND WHEREAS the General Municipal Plan of the City of Medicine Hat (the "General Municipal Plan"), which was adopted by By-Law No. 1942, requires that area structure plans be prepared for areas designated for development;

AND WHEREAS on June 12, 1979 Council passed a resolution giving conditional approval to a document described as the "Southview Area Structure Plan" (the "original plan") but did not pass a by-law to adopt the original plan as an area structure plan pursuant to the Planning Act;

AND WHEREAS due to the passage of time and changing conditions, review of the original plan is warranted;

A handwritten signature in dark ink, located in the bottom right corner of the page. The signature is stylized and appears to be a combination of initials and a surname.

AND WHEREAS the lands in the Southview area described as Plan 9012402, Block 1, Lot 4 (the "Southview Lands") remain undeveloped and are ideally suited for development at the present time;

AND WHEREAS a plan dated September 1991 entitled "Proposed Southview Area Structure Plan" has been presented to the City for adoption as an area structure plan for the Southview Lands;

AND WHEREAS the Proposed Southview Area Structure Plan dated September 1991 has been reviewed by City technical staff and the City's Planning Advisor and has been revised to reflect relevant technical comments;

AND WHEREAS the revised plan dated December 1991 entitled "Southview Area Structure Plan", a copy of which is attached as Schedule "A" to this By-Law (the "Southview Area Structure Plan"), is considered acceptable from a technical standpoint and is proposed for adoption as an area structure plan;

AND WHEREAS the General Municipal Plan provides that

"Development on land adjacent to an area under development and which is the subject of an approved Area Structure Plan in accordance with the Planning Act may progress without passing an amending by-law to the General Plan.";

A handwritten signature in dark ink, appearing to be a stylized 'JL' or similar initials, located in the bottom right corner of the page.

AND WHEREAS Council is of the view that this provision is applicable to the Southview Lands but intends for greater certainty to amend By-Law No. 1942 to accommodate the provisions of the Southview Area Structure Plan;

AND WHEREAS it is proposed that By-Law No. 1989 be amended to redesignate the Southview Lands under By-Law No. 1989 as provided for in the Southview Area Structure Plan;

AND WHEREAS the requirements of the Planning Act regarding the giving of notice of this By-Law have been complied with;

AND WHEREAS copies of this By-Law and related documents were made available for inspection by the public at the office of the City Clerk as required by the Planning Act;

AND WHEREAS a public hearing with respect to this By-Law was held in the Council Chambers at City Hall on the 18th day of February A.D., 1992 at 6:30 p.m.;

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

1. This By-Law may be cited as The Southview Area Structure Plan By-Law.

A handwritten signature in dark ink, appearing to be 'J. J. J.', located in the bottom right corner of the page.

2. By-Law No. 1942 is amended as follows:

- (a) Part II (D) Recommended Growth Strategy Map 1A of the General Municipal Plan is amended by reclassifying the Southview Lands as shown on Map 3 on page 14 of the Southview Area Structure Plan;
- (b) Part II (D) Recommended Growth Strategy Map 1B is amended to allow roadway layout and access to the Southview Lands as provided for in Section 3.4 of the Southview Area Structure Plan; and
- (c) Part II (D) Recommended Growth Strategy is further amended to:
 - (i) include the Southview Lands in Stage I of Table 2A and delete the Southview Lands from Stages II and III of Table 2A;
 - (ii) include the Southview Lands in Stage I of Commercial Development-Staging; and
 - (iii) allow staging and development of the Southview Lands as provided for in Section 5.1 of the Southview Area Structure Plan.



3. The Southview Area Structure Plan, a copy of which is attached as Schedule "A" to this By-Law, is adopted as an area structure plan pursuant to Section 64 of the Planning Act.
4. By-Law No. 1989 is amended by redesignating the Southview Lands from their existing land use designations under By-Law No. 1989 to those land use designations on Map 7 in the Southview Area Structure Plan.
5. This By-Law shall take effect upon third reading and final passage.

READ A FIRST TIME in Open Council this 20 day of
January A.D. 1992


MAYOR - TED J. GRIMM


CITY CLERK - LARRY P. GODIN

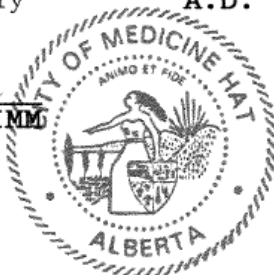
READ A SECOND TIME in Open Council this 18 day of February
A.D. 1992


MAYOR - TED J. GRIMM


CITY CLERK - LARRY P. GODIN

READ A THIRD TIME AND FINALLY PASSED in Open Council this
18 day of February A.D. 1992


MAYOR - TED J. GRIMM




CITY CLERK - LARRY P. GODIN

SCHEDULE "A"

**SOUTHVIEW
AREA STRUCTURE PLAN**

DECEMBER 1991

Handwritten signature

SOUTHVIEW AREA STRUCTURE PLAN

DECEMBER 1991

**PREPARED FOR:
THE CITY OF MEDICINE HAT**

Developer:

Westfair Developments Ltd.
#900, 808 Nelson Street
Vancouver B.C.
V6B 3V7

Contact:

George Seslija, MBA
A. Bruce Andrews
(604) 661-1475

Land Planners:

Walker Brown
Urban Consultants Ltd.
#200, 215 - 10 Avenue SW
Calgary, Alta. T2R 0A4

Contact:

Greg Brown, ACP
Ron Wrigley, ACP
(403) 269-4733

Engineers:

Reid Crowther & Partners
7410 Blackfoot Trail SE
Calgary, Alberta
T2H 1M5

Contact:

Ted Parent, P. Eng.
Lum Huynh, P. Eng.
Harvey Olsen, P. Eng.
(403) 253-3301



TABLE OF CONTENTS

1.0	INTRODUCTION	1
2.0	THE PLANNING AREA	2
2.1	Location	2
2.2	The Site Adjacent Land Use	2
3.0	LAND USE CONCEPT	6
3.1	Planning Objectives	6
3.2	Residential Land Use	6
3.3	Commercial Land Use	8
3.4	Transportation	10
3.5	Parks, Open Space and Schools	11
3.6	Land Use and Population Statistics	13
4.0	UTILITY SYSTEMS	18
4.1	Sanitary Sewer	18
4.2	Watermains	18
4.3	Stormwater Drainage	19
5.0	PHASING AND IMPLEMENTATION	21
5.1	Phasing	21
5.2	Land Use Districts	22



LIST OF MAPS

Map 1:	Location	4
Map 2:	Study Area Context	5
Map 3:	Concept Plan	14
Map 4:	Subdivision Plan	15
Map 5:	Utility Servicing Plan	20
Map 6:	Phasing	23
Map 7:	Land Use Districts	24

LIST OF TABLES

Table 1:	Statistical Land Use Breakdown	16
Table 2:	Housing Mix and Projected Population	17



1.0 INTRODUCTION

In June 1979 the "Southview Area Structure Plan" was adopted by resolution of The City of Medicine Hat Council. Since that time, the 1979 Plan has served as a guiding reference for the subsequent development of commercial areas adjacent to Dunmore Road, residential areas north of Southview Drive, and residential areas east of Dunmore Road. However, no development has occurred to date on a large parcel of vacant land which is located between the Southview Mall and the Medicine Hat Mall shopping centres.

Since 1979, the south sector of Medicine Hat has continued to accommodate the highest rates of population growth in the City and the vacant subject land now represents a strategically located, under-utilized area within the south sector. A number of conditions have changed during the past 12 years which warrant review of the 1979 Plan. These include new residential market conditions, changes in the surrounding roadway system, and new ownership of the subject land. Westfair Developments Ltd. has acquired an interest in the site with the intent to immediately enter the Medicine Hat market with a new Real Canadian Superstore.

The purpose of this document is to present a land use and subdivision framework for this vacant land which acknowledges changes in conditions that have occurred since 1979, the objectives of the City, and the objectives of the new property owner. Specifically, the Plan addresses Council's longstanding objective that the area should accommodate a major residential enclave along with commercial development.

2.0 THE PLANNING AREA

2.1 Location

The Southview ASP study area is centrally located within the south sector of Medicine Hat as shown on Map 1. The study area consists of a single 124.29 acre parcel which is legally described as Plan 9012402, Block 1, Lot 4, Medicine Hat. The area includes frontage onto the following roadways:

- Southview Drive (major collector) to the north;
- Dunmore Road (arterial) to the northeast;
- Carry Drive (major collector) to the southeast;
- Trans Canada Way (service road) to the south.

In addition, the study area is delineated by the existing Southview Mall site to the west.

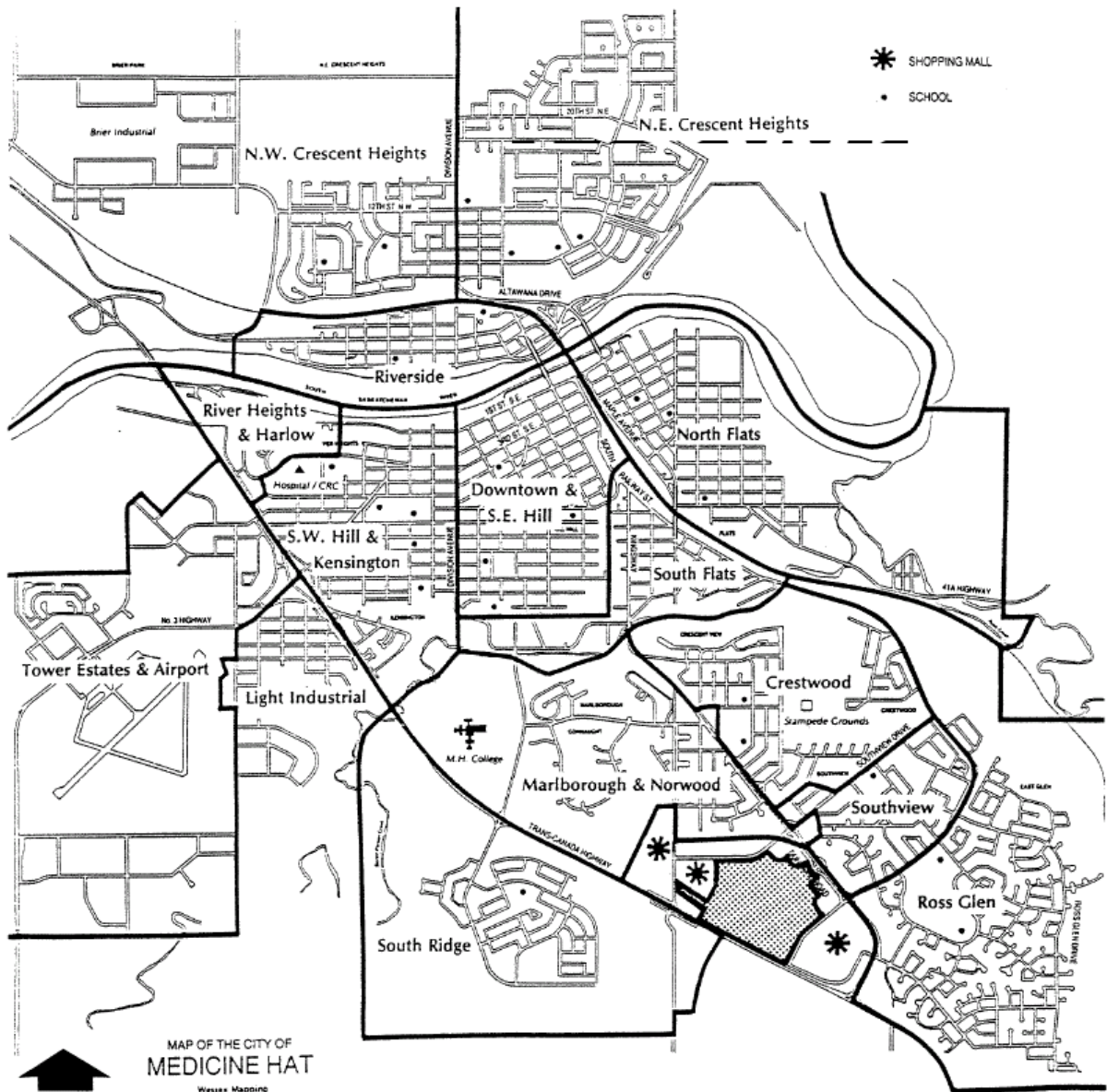
2.2 The Site and Adjacent Land Use

The study area is shown on Map 2 in the context of existing adjacent land uses.

The physical character of the site is typical of the general Medicine Hat area. The site is currently vacant and contains no significant vegetation aside from native prairie grasses. It is relatively flat with no topographical features that would influence development planning.

Existing commercial development virtually surrounds the study area. These commercial uses include the Medicine Hat Mall, Southview Mall, general commercial development on Dunmore Road (including Revelstoke and Canadian Tire stores), and highway commercial uses on the Trans Canada Way service road. These existing uses establish the general vicinity of the study area as the dominant suburban retail activity centre in Medicine Hat. The subject site interfaces with existing residential uses along its northern edge. Immediately north of Southview Drive the "Southview Phase 7" residential development area has recently been completed.

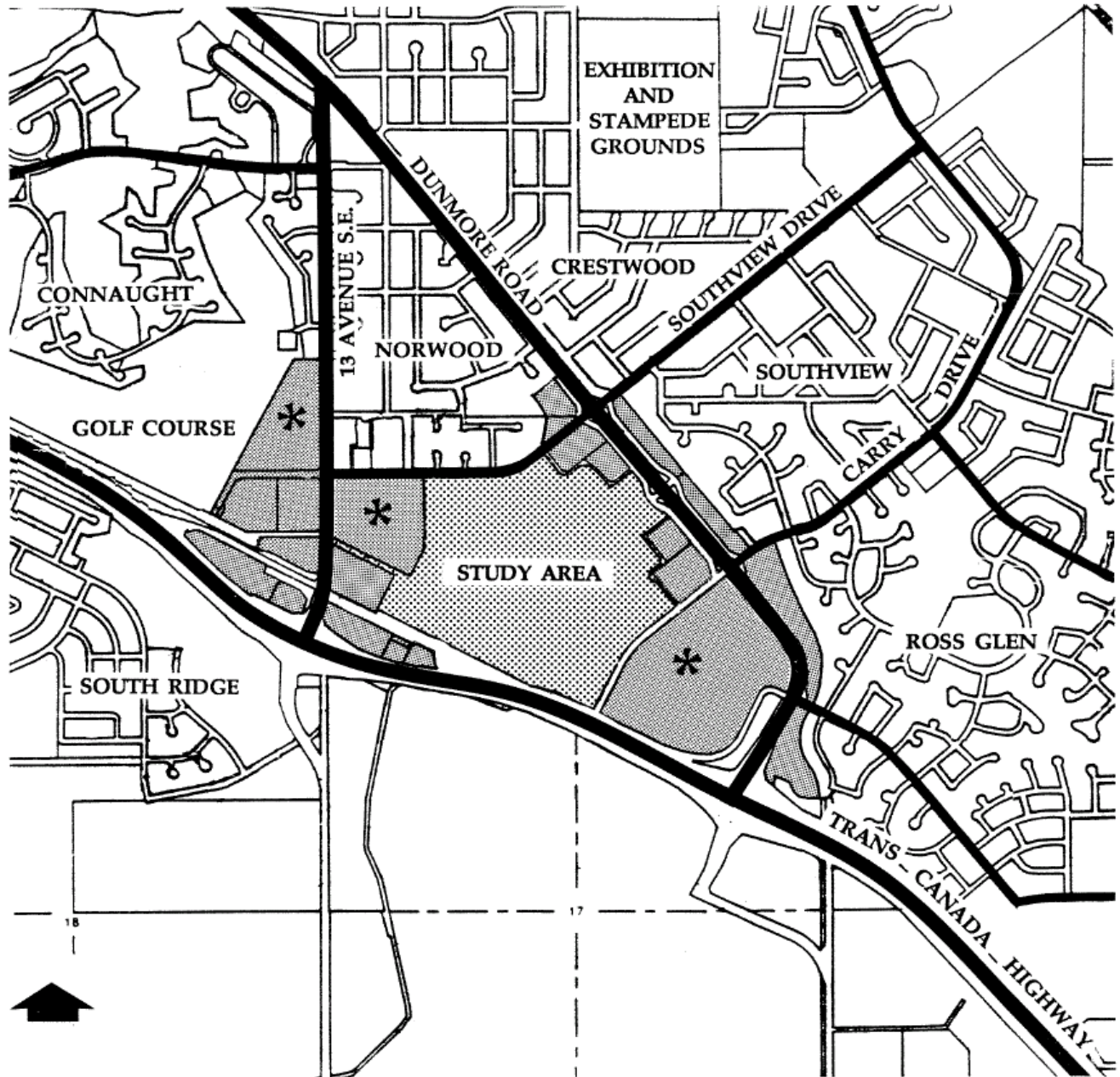
A handwritten signature in dark ink, appearing to be "JLH 88", located in the bottom right corner of the page.



 STUDY AREA

Map 1: LOCATION





Map 2:
**STUDY AREA
CONTEXT**

Handwritten signature/initials

3.0 LAND USE CONCEPT

3.1 Planning Objectives

The objectives which have guided preparation of the Southview Area Structure Plan include the following:

- to provide for a variety of residential housing types on roughly 70% of the study area and to relate this development primarily toward existing Southview residential areas north of Southview Drive and east of Dunmore Road;
- to identify the most appropriate location for a Real Canadian Superstore;
- to complement existing commercial roads and strips with commercial development in appropriate locations;
- to ensure that local commercial and residential vehicle traffic is separated and that potential negative visual and noise impacts are minimized at the interface between commercial and residential uses;
- to provide for an open space system which will meet the recreational requirements of future residents and promote pedestrian access to nearby commercial services and shopping opportunities.

3.2 Residential Land Use

The plan provides for development of a range of housing types within an "inward-focussed" residential enclave as shown on Map 3. A series of



local residential cells are oriented toward a centrally located neighbourhood park which will provide a community focal point that is easily accessible from each cell. Each cell has been planned to enable the incorporation of a distinct residential housing type or market segment.

This "inward-focussed" residential enclave concept will require separation of residential uses from adjacent commercial uses located on existing commercial roadways surrounding the study area. This separation will be achieved through a combination of the following design requirements:

- provision of linear park space as a buffer between commercial and residential areas;
- rear landscaped area and setback requirements for commercial development;
- provision of coordinated fencing for developments located at the interface between residential and commercial land uses;
- separation of residential roads and laneways from commercial roads and laneways.

The plan provides for a mix of single family, low-density attached, and medium-density residential cells. Two medium-density cells (parcels) will accommodate multi-family apartments or townhouses and are located to provide direct access to a residential collector roadway and the planned linear park system. Two "low-density attached" cells are intended to provide semi-detached housing products oriented primarily to the retirement and "mature empty-nester" housing markets. These low-density attached residential cells are located to provide convenient pedestrian access to adjacent shopping opportunities and services.

The "low-density attached" cells are designed to accommodate a comprehensively designed site plan. All lots in these cells should be

accessed from the interior of the cell to front drive garages. Rear yards should be landscaped and face onto a coordinated project fence. Both of the "low density attached" cells could be redesigned to accommodate more traditional single-frontage, cul-de-sac roadway layouts if necessary based on changing market conditions.

Remaining residential cells will accommodate single family housing development. The design of these areas provides for a mix of "laned" and "laneless" lots and recognizes the current preference for front-drive garage housing types in the Medicine Hat new home market. This design approach will provide for a coordinated streetscape and an efficient use of land, while minimizing the maintenance and visual drawbacks of "laned" residential areas. The market for lots with rear laneways will be accommodated primarily on the residential collector roadway.

3.3 Commercial Land Use

General commercial development is planned to infill existing commercial roadway frontages on Trans-Canada Way, Carry Drive and Dunmore Road. The optimum location for a Real Canadian Superstore is in the southeast corner of the study area with roadway frontage on Trans Canada Way and Carry Drive. This site is well separated from existing residential areas and provides commercial advantages which include excellent visual exposure to the Trans Canada Highway and proximity to the existing Medicine Hat Mall. The Superstore development will also provide an effective land use buffer between planned residential development and the adjacent Trans Canada Highway. Vehicular access and egress for the site can be accommodated directly from Trans Canada Way and Carry Drive.

The Real Canadian Superstore site is planned to accommodate development of the Superstore itself on the majority of the site, with additional on-site general commercial development on the northern portion of the site. Development of the northern portion of the site is expected to consist of retail stores and services which are complementary to, and physically integrated with the Superstore.

Remaining general commercial policy areas are intended to accommodate a variety of retail goods and service uses oriented to the local population, tourists and the city-wide market. Appropriate commercial uses will be similar to those which have already developed on Dunmore Road during recent years including restaurants, home improvement stores, furniture/electronics stores, commercial recreation centres, retail stores, personal and financial services, etc.

In order to minimize the impact of commercial operations on adjacent residential areas, municipal laneways should not be permitted to serve new commercial properties located on Trans Canada Way and Carry Drive. All rear service lane requirements for these commercial properties should be met on-site. In addition, all new commercial development on Trans Canada Way and Carry Drive should provide a minimum 3 metre landscaped setback area adjacent to residential areas.

Proposed commercial properties which front onto Dunmore Road should be developed to integrate appropriately with existing adjacent commercial development and commercial laneways.



3.4 Transportation

A minor collector roadway has been designed to loop through the residential enclave, connecting Southview Drive to Dunmore Road. This collector roadway provides efficient and convenient access to a series of internal local residential cells. Each local residential cell will be served from the collector by relatively short and quiet local residential roads.

All new roads shall be designed to conform with The City of Medicine Hat servicing standards. In areas that are not provided with rear laneways, City standards require a 22.0 metre minor collector road right-of-way, and a 20.0 metre right-of-way for local residential roads.

Collector roadway access points at Southview Drive and Dunmore Road are intended to create a distinctive sense of entry to the residential enclave while minimizing the number of traffic movement locations onto the adjacent major/arterial roads. In addition, these distinct entry locations will assist in perceptually linking new residential development to existing residential areas to the north and east of the study area.

New commercial development can be directly accessed from existing commercial roadways including Trans Canada Way, Carry Drive, and the frontage road adjacent to Dunmore Road. Dunmore Road currently provides a four-lane divided arterial standard roadway and commercial service road. Carry Drive provides a four-lane major collector standard roadway. Trans Canada Way provides a rural standard two-lane commercial service road with broad paved shoulders.

The study area is presently well-served by Medicine Hat Transit routes located on Southview Drive, Dunmore Road, and Carry Drive. As residential development proceeds in the study area it will be desirable to provide local bus service via the internal minor collector road.



3.5 Parks, Open Space and Schools

The plan provides a centrally-located neighbourhood park, local "amenity" parks associated with major local residential cells, and a linear park system. The neighbourhood park would accommodate facilities which serve all residents of the area such as an open play area, and a passive landscaped park area with picnic shelter.

Local "amenity" parks are distributed throughout the community. It is intended that the function and facilities associated with these parks will vary with the anticipated age profile of residents in each cell. These parks will also serve to provide attractive public open space and visual relief at the entry to residential cells.

The linear park or "finger park" system is designed to accommodate a pedestrian/cycle pathway and to provide convenient connections between activity nodes within and outside of the residential enclave. A 20 metre former roadway allowance, located immediately south of Southview Mall, has been incorporated in the linear park system in order to provide a pedestrian link to 13th Avenue. A 3 metre pedestrian walkway easement is to be provided between the proposed Superstore site and the existing Canadian Tire site as shown in Map 4. This pedestrian walkway easement will link the planned linear park system to Carry Drive and the existing City trail system in the Ross Glenn area.

The planned linear park system will also provide an effective land use "buffer" or separation between certain residential and commercial land uses. Medicine Hat has effectively used linear park elements to provide a separation between residential and commercial land uses in other recent development areas. The linear park system has been designed to provide an average width of 15 metres for all major elements of the system and a minimum average width of 10 metres at minor access connections. Tree

planting in these linear park areas should be clustered in order to provide for efficient maintenance.

School sites will not be required within the study area. Both the public and the separate school board have indicated that the anticipated student population will be accommodated by bussing to existing schools which are currently underutilized.

Planned park and open space areas represent the full 10% municipal reserve requirement for the study area. This level of open space is warranted by two significant considerations:

- The population of the planned residential area would not normally warrant full "neighbourhood" level park space and facilities. However, the area is enclosed by major arterial and major collector roadways which will preclude frequent, safe and convenient access to "neighbourhood level" open space facilities outside of the study area.
- The planned residential area will be surrounded by new and existing commercial land uses. In order to effectively minimize the potentially negative impact of adjacent commercial development and thereby maximize the size of the area that is suitable for residential uses, it is desirable to incorporate open space buffer areas beyond requirements in a standard residential area.

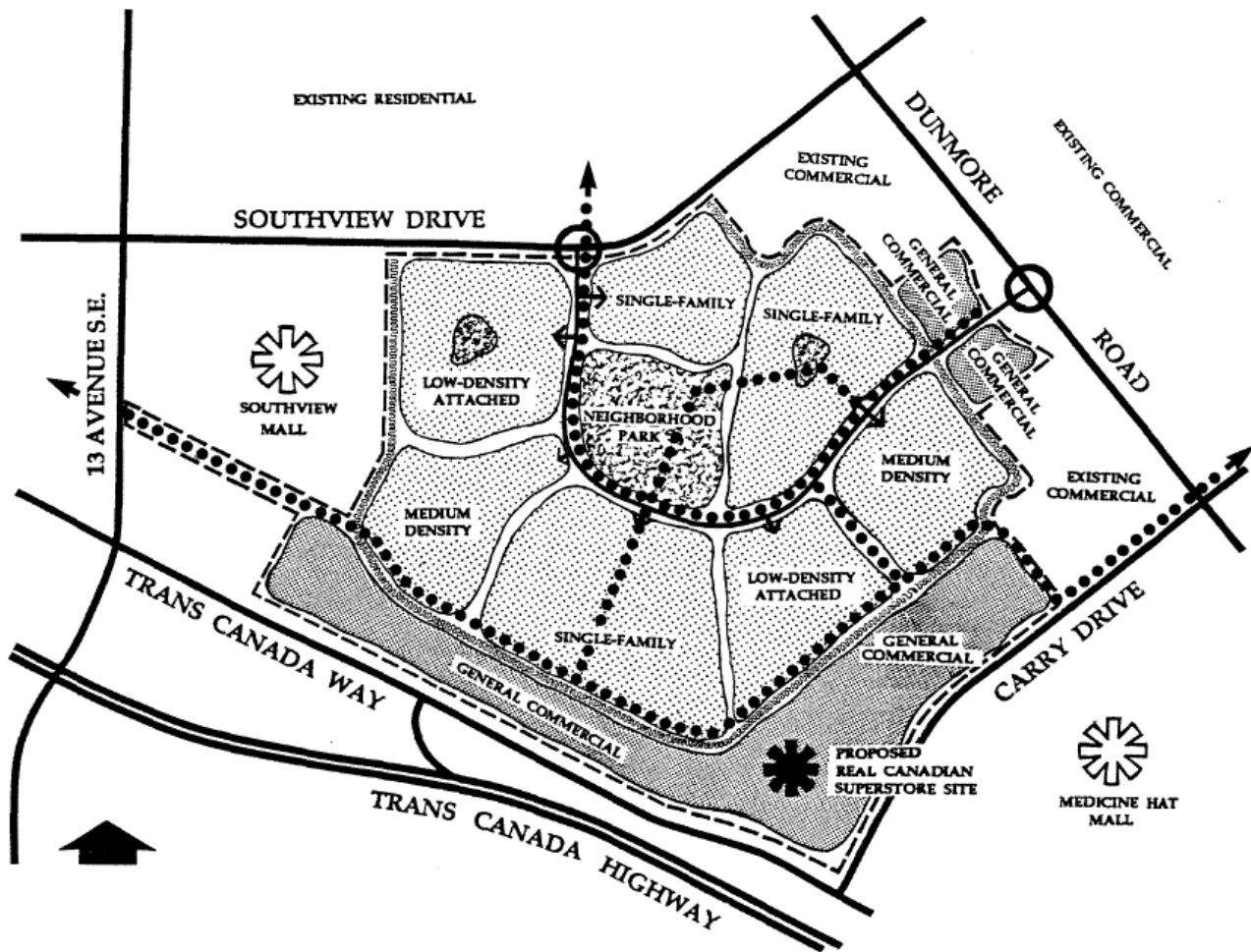


3.6 Land Use and Population Statistics

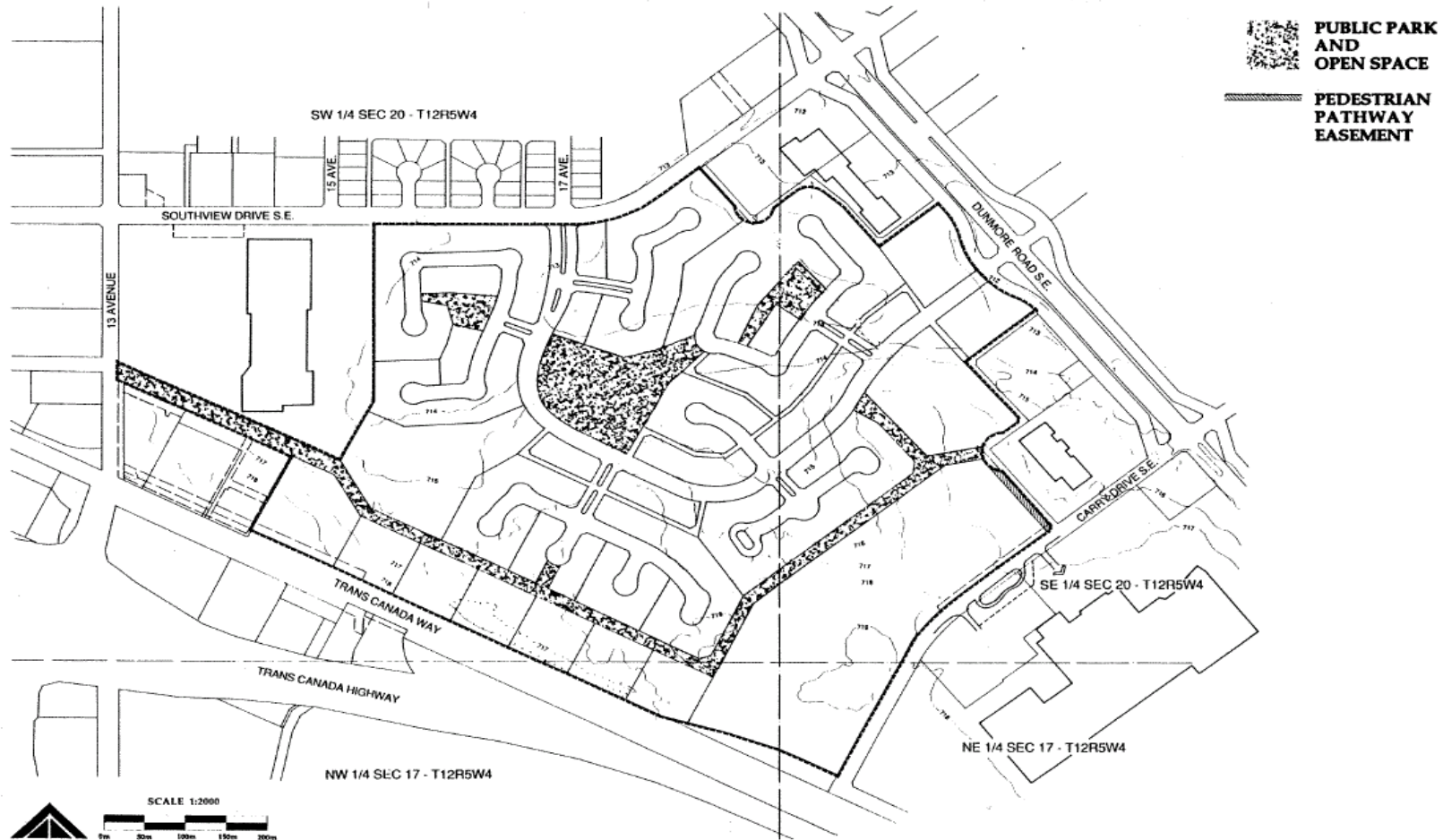
The planned subdivision layout for the study area is described in Map 4. Land use statistics are summarized in Tables 1 and 2.

The gross area of the residential enclave (including residential lots, parks, and residential roads) is just over 88 acres, representing 71% of the study area (see Table 1). Remaining parts of the study area include 35.85 acres of commercial land use. The 19.85 acre Superstore site represents the majority of the commercial land use planned for the study area.

Net residential land is comprised of 33.78 acres of single family housing (203 lots at 6 units per net acre), 14.70 acres of low-density attached housing (118 lots at 8 units per net acre), and 10.71 acres of medium density housing (268 units at 25 units per net acre). The plan would accommodate a total of approximately 589 new residential units. Total ultimate population of the study area is projected to be approximately 1,247 persons (see Table 2).



Map 3:
CONCEPT PLAN



Map 4:
SUBDIVISION PLAN

Table 1:
LAND USE BREAKDOWN

LAND USE	ACRES	% of GROSS AREA
Single Family	33.78	
Low-Density Attached	14.70	
Medium Density	10.71	
RESIDENTIAL	59.19	47.6%
MUNICIPAL RESERVE / PARKS	12.43	10.0%
RESIDENTIAL ROADWAYS	16.82	13.5%
COMMERCIAL	35.85	28.8%
TOTAL GROSS AREA	124.29	100.0%

Note: Gross residential area is 88.44 acres representing 71% of the study area.

Table 2:
HOUSING MIX AND PROJECTED POULATION

	SINGLE FAMILY	LOW-DENSITY ATTACHED	MEDIUM DENSITY	TOTAL
NET ACRES	33.78	14.70	10.71	59.19
UNITS PER ACRE	6.0	8.0	25.0	
TOTAL UNITS	203	118	268	589
POPULATION/UNIT	3.0	2.0	1.5	
TOTAL POPULATION	609	236	402	1,247

Note: Units per acre may vary. Medium density at 25.0 units per acre assumes 3-storey apartments. Actual density achieved may be lower.

4.0 UTILITY SYSTEMS

4.1 Sanitary Sewer

The proposed sanitary sewer system consists of 200 mm and 250 mm mains, tying into the existing 535 mm trunkline on Southview Drive at two locations and into the existing 200 mm stub at Dunmore Road S.E. The Real Canadian Superstore site will be connected into existing mains on Carry Drive. The commercial sites fronting Trans Canada Way will be serviced by extending a sewer from Southview Drive (see Map 5).

4.2 Watermains

The existing City watermain grid on Carry Drive, Southview Drive, Trans Canada Way and Dunmore Road can be utilized to service planned development in the study area. The water distribution mains will be connected into the existing grid at four separate locations as follows:

- A 250 mm watermain loop is proposed to service the inner residential cells connecting to the existing grid at Southview Drive and Dunmore Road.
- A new 250 mm watermain from the existing 300 mm main at the intersection of Carry Drive and Trans Canada Way will be extended along Trans Canada Way and connected to the existing 200 mm watermain, which is located east of the intersection of 13th Avenue and Trans Canada Way. This will complete the City's grid system along the south side of the study area and service the proposed commercial sites on Trans Canada Way.

The remaining internal water distribution system will be 150 mm and 200



mm mains servicing the residential cells within the proposed development. At this preliminary stage the design does not identify hydrant and valve locations.

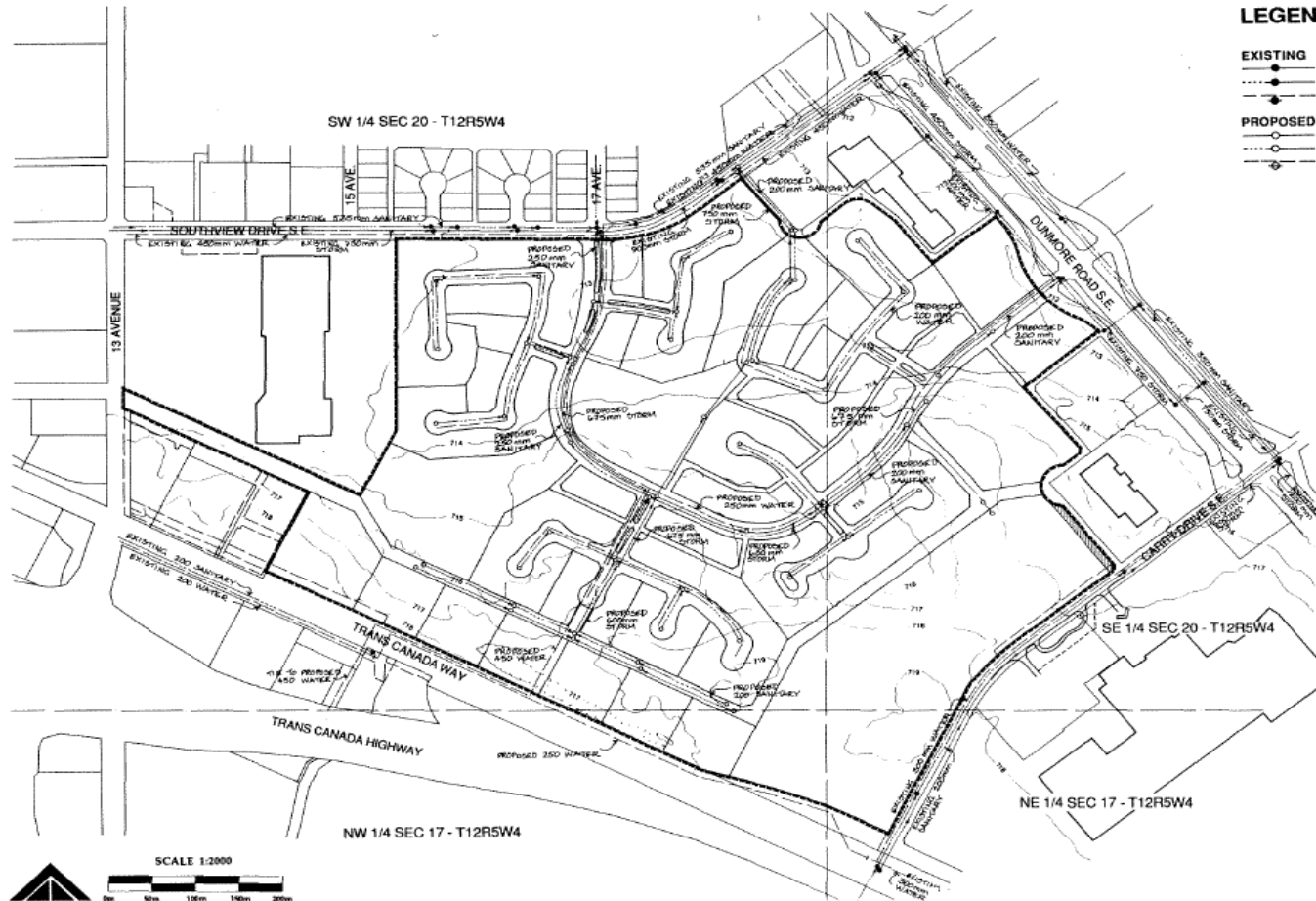
In addition to the above identified water system requirements, the City of Medicine Hat requires a right-of-way to extend a proposed 450 mm feedermain through the study area. This feedermain cannot be utilized as a connection for development within the study area.

4.3 Stormwater Drainage

The proposed storm sewer system was designed based on current City of Medicine Hat standards (two-year storm for residential areas and five-year storm for commercial areas). The proposed collection system will tie into the existing trunk sewers on Southview Drive and Dunmore Road S.E. at three locations as shown on Map 5. On-site stormwater retention can be incorporated into the detailed design plans for commercial and medium-density (multi-family) residential sites.

LEGEND

EXISTING	—●—	STORM SEWER / MANHOLES
	—○—	SANITARY SEWER / MANHOLES
	—●—	WATER MAIN / HYDRANT
PROPOSED	—○—	STORM SEWER / MANHOLES
	—○—	SANITARY SEWER / MANHOLES
	—○—	WATER MAIN / HYDRANT



Map 5: UTILITY SERVICING PLAN

5.0 PHASING AND IMPLEMENTATION

5.1 Phasing

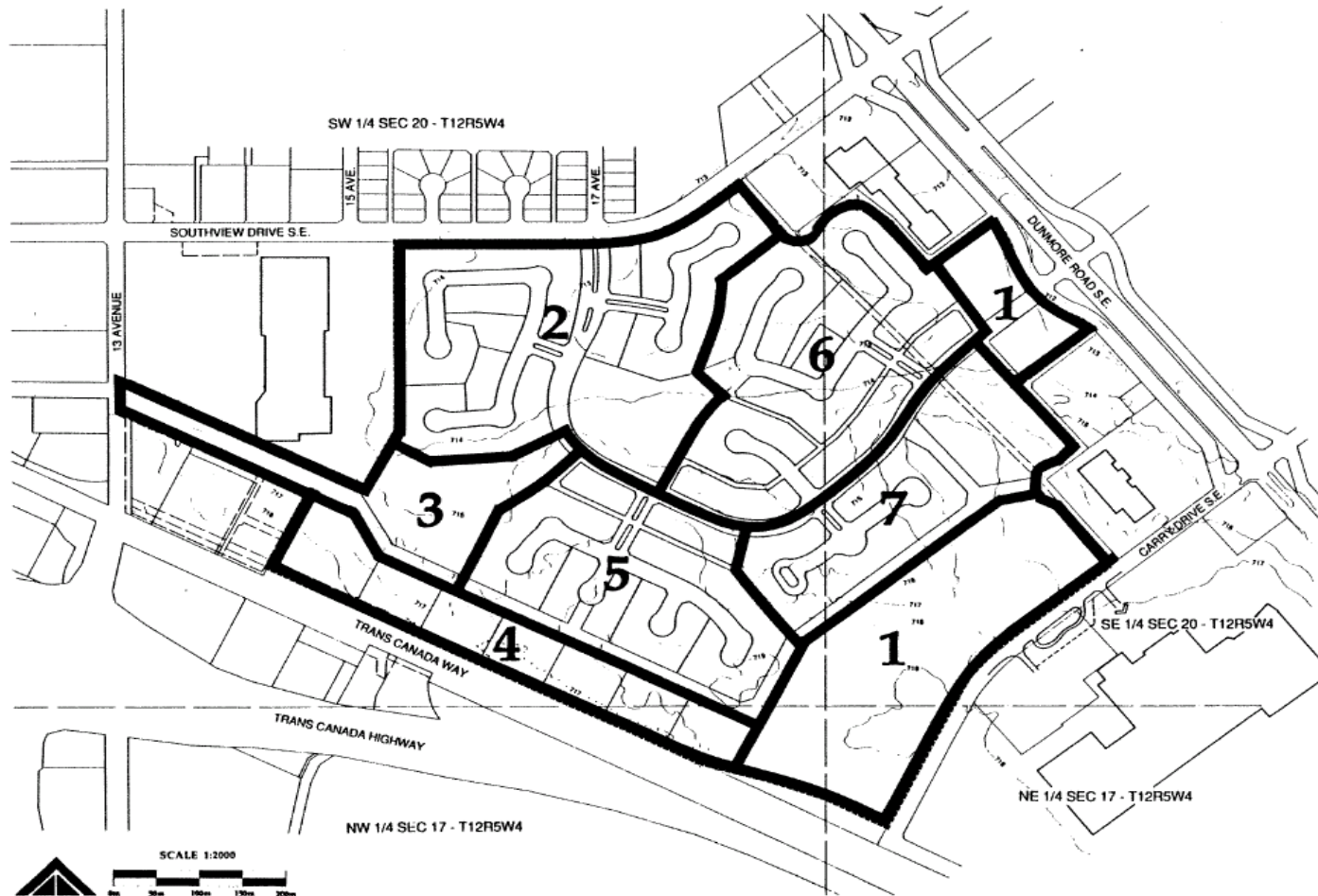
Phase 1 development is planned to commence during 1992 with development of the Real Canadian Superstore site at the northwest corner of Carry Drive and Trans Canada Way (see Map 6). Initial development of the Superstore will require the majority of the 19.85 acre site. Subsequent development of the remaining northern portion of the site would proceed as the market dictates. An option for future subdivision of the northern portion of the site should be maintained. Water and sanitary sewer services for Phase 1 development are available adjacent to the Superstore site. Construction of the new 675 mm storm main to connect to the existing 750 mm storm trunk in Dunmore Road SE will be required to service Phase 1. Development of the two smaller commercial parcels fronting onto Dunmore Road SE is also expected during Phase 1.

Phase 2 development will consist of the low-density attached residential cell and the single family residential cell adjacent to Southview Drive. The planned neighbourhood park would also be developed during Phase 2 in order to provide an amenity which will assist in marketing of initial and subsequent residential phases. Phase 2 development is planned to commence construction in late 1992 or early 1993.

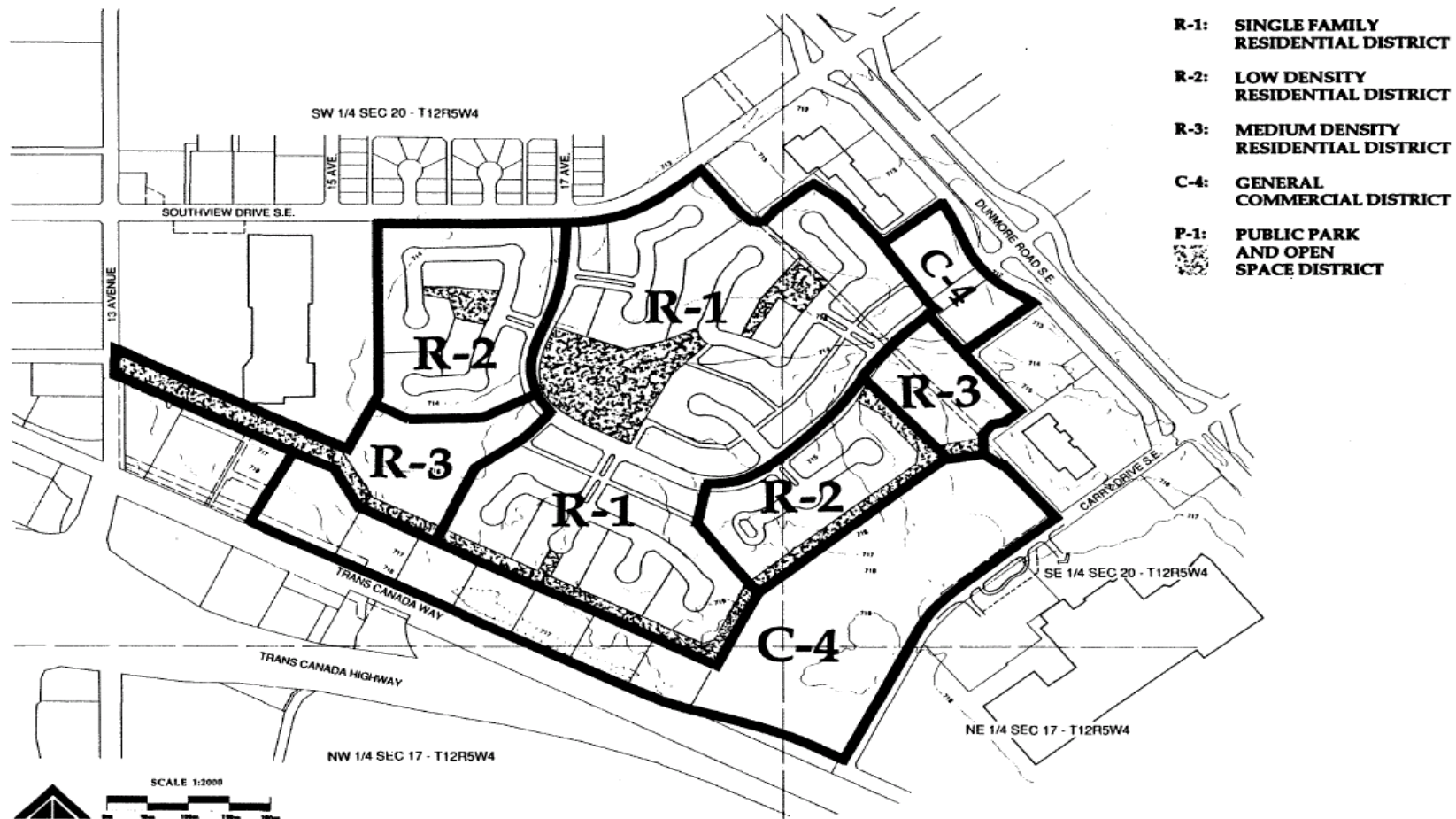
Subsequent development phases will be determined in accordance with marketing experience during development of initial commercial and residential phases. It is expected that development of residential cells will proceed generally from initial phases adjacent to Southview Drive toward Dunmore Road along the planned residential collector roadway.

5.2 Land Use Districts


Development proposed by this Area Structure Plan will be guided by the Medicine Hat Land Use Bylaw No. 1989. The Land Use Bylaw Amendments required to implement this plan are shown in Map 7.



Map 6:
PHASING



Map 7:
LAND USE DISTRICTS



AMENDMENTS TO CITY OF MEDICINE HAT SOUTHLANDS AREA STRUCTURE PLAN

The following are amendments
to Bylaw #2782:

Bylaw No. 2960 – February 7, 1995

BYLAW NO. 2960

A BYLAW OF THE CITY OF MEDICINE HAT to amend Bylaw No. 2823, the City of Medicine Hat Land Use Bylaw and Bylaw No. 2782, The Southview Area Structure Plan Bylaw.

WHEREAS the land shown on Schedule "A" to this Bylaw and legally described as a portion of Lot 9, Block 1, Plan 9212601 (hereinafter referred to as the "subject land") is presently designated as R-1 (Single Family Residential District) under the City of Medicine Hat Land Use Bylaw;

AND WHEREAS an Area Structure Plan has been adopted with respect to the subject land pursuant to Bylaw No. 2782, The Southview Area Structure Plan Bylaw;

AND WHEREAS an application has been made to redesignate the subject land as R-3 (Medium Density Residential District) under the City of Medicine Hat Land Use Bylaw;

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

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

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

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

1. This Bylaw may be cited as Land Use Amending Bylaw No. 2960.
2. Bylaw No. 2823, being the City of Medicine Hat Land Use Bylaw, is hereby amended by redesignating the subject land as R-3 (Medium Density Residential District).

3. Bylaw No. 2782, being The Southview Area Structure Plan Bylaw, is amended with respect to land use designation and other matters to accommodate the revised land use designation referred to in Section 2 of this Bylaw.

READ A FIRST TIME in open Council on January 9, 1995.

READ A SECOND TIME in open Council on February 6, 1995.

READ A THIRD TIME in open Council on February 6, 1995,

SIGNED AND PASSED on February 7, 1995 by:


MAYOR - TED J. GRIMM




CITY CLERK - L.P. GODIN

