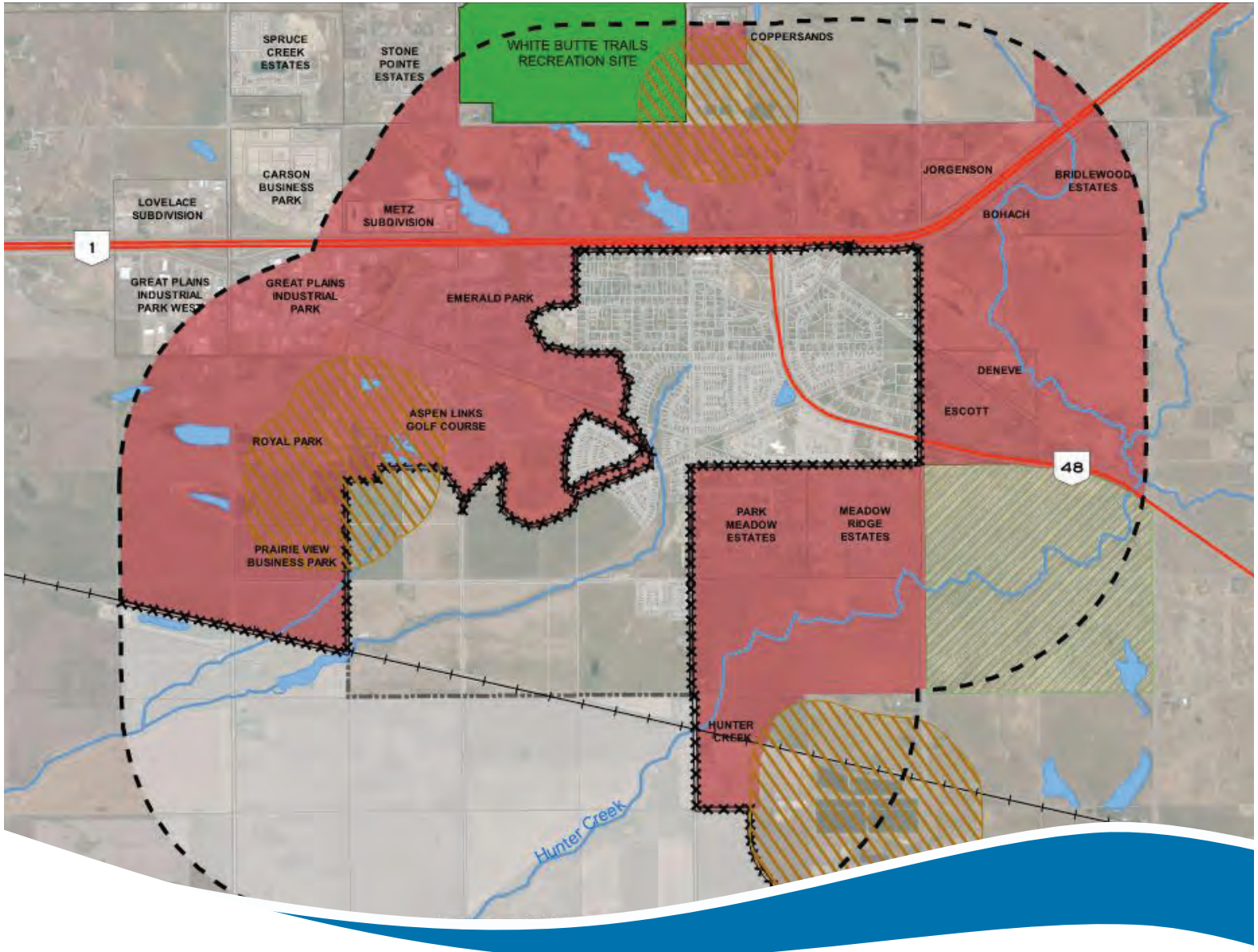




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2022 Growth Study

Town of White City

Final Report

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1.0 Introduction

1.1 Preamble

The Town of White City (“the Town”) engaged Crosby Hanna and Associates in 2018 to prepare a Future Growth Study (FGS) to review the Town’s growth needs over the next 25 years. The FGS examined future land requirements for residential, commercial, and industrial development based on existing economic trends, as well as the Town’s population growth trends, land inventory and future growth aspirations. The FGS was related to a key strategic initiative identified in the Town of White City’s Strategic Plan:

“Ensure the Town has sufficient land base to grow to a community of 10,000 to 14,000 people and obtain sufficient commercial and industrial development necessary to broaden the Town’s property assessment base.” (Town of White City Strategic Plan, 2017-2022, Section 5.2.2.7)

The overarching purpose of the FGS was to identify how the Town should grow over the next 25 years. More specifically, the purpose was to determine what land use planning principles needed to be realized and implemented to facilitate this growth. The FGS is intended to understand the growth needs of the community and to implement the policies of the Town’s Official Community Plan (OCP) respecting the accommodation of future growth needs.

To accomplish the above, the FGS:

- set the context and established a set of underlying growth principles;
- analyzed historical population growth and demographics, established a set of five population projection scenarios, and recommended a reasonable population projection scenario;
- analyzed the existing land use and development in the Town and surrounding area;
- detailed the servicing, infrastructure and resource base in the Town and surrounding area;
- generated future land requirements for residential, commercial, industrial, and institutional uses for the Town and surrounding area and outlined the sequential staging of development to ensure efficiency of development patterns and infrastructure development;
- recommended a joint management planning area, growth areas, and a future growth model that unifies White City with Emerald Park and other existing developments in the surrounding area; and
- presented preliminary future land use and development staging concepts for the remaining land within the unified community and the recommended growth areas.

In preparation for submitting an annexation application to the Saskatchewan Municipal Board (SMB), the Town approached ISL Engineering and Land Services (ISL) to undertake an objective peer review of the FGS prepared by Crosby Hanna and Associates (Crosby Hanna). The purpose of the peer review was to confirm the reasonability of the FGS approach and augment the rationale for annexation based on additional analysis undertaken by ISL and information derived from stakeholder discussions undertaken since the completion of the FGS. The effort resulted in a 2020 Growth Study Update (GSU).

The GSU reorganized the original FGS content, supplementing it where deemed necessary, modestly expanded the proposed municipal boundary by approximately 33 acres (ac) to include the entirety of the proposed Hunter Creek subdivision, and adjusted land inventory in the Town and Growth Area 4 to reflect a potential rail right-of-way. However, the core assumptions and projections contained in the FGS were retained. As noted elsewhere in the 2020 GSU report, the original analyses undertaken by Crosby Hanna were determined by ISL to be reasonable and the resulting growth requirements were deemed justified. Through this supplementary review, ISL included additional analysis that confirmed the Town’s growth needs and the implications for the Town’s sustainability.



The findings of the FGS were also augmented in the GSU to better speak to the Town's strategic vision by way of:

- annexing undeveloped land to accommodate medium to long-term future growth needs;
- improving the Town's financial sustainability through the diversification of its assessment base;
- uniting the White City/Emerald Park/Great Plains Urban Complex¹ into a single, cohesive administrative unit;
- facilitating a reduction in the duplication of municipal services;
- promoting improved community integration and continuity; and
- encouraging a more coordinated development approach.

Since completion of the GSU, numerous events have occurred including:

- the COVID-19 pandemic, which slowed economic growth and international, interprovincial, and intraprovincial migration, the effects of which continue to persist over two years later;
- a shock to oil prices in 2020 that kept the cost of West Texas Intermediate (WTI) crude oil to less than \$50/barrel until very early 2021;
- the persistence of the unexpected moratorium on development in both White City and Emerald Park arising from the decisions of the RM to redirect its flows to the lagoons operated by the WCRM158 Wastewater Management Authority (WWA) and to decommission nearly half the capacity of its Emerald Park lagoon system;
- the 2021 Census of Population reported that White City had grown to a population of 3,702, less than what was projected for 2021 in the FGS, due in part to the COVID-19 pandemic, the oil price shock, the development moratorium, and the front-ending of high growth in the FGS projections; and
- the price of WTI crude oil has since increased to approximately \$75/barrel by the end of 2021 and over \$100/barrel as of the end of April 2022 – levels like those experienced in 2008 and 2011 through 2014.

Based on the above, the population projections forming the basis of the Town's annexation were revisited. This revisitation also afforded the Town an opportunity to adjust other land requirements assumptions, allowing it to be more efficient with its use of future growth areas and generate an even more sustainable future assessment base moving forward. This 2022 Growth Study consolidates, replaces, and updates the previously undertaken FGS and GSU reports prepared in support of the Town's annexation application.

It is important to note that the land requirements analysis undertaken in this Growth Study are based on a 25-year planning horizon, like those planning horizons recently used by Regina, Saskatoon, Warman, Martensville, Swift Current, Yorkton, etc. In comparison, annexation planning horizons frequently range between 35 and 50 years for high growth municipalities in Alberta. Longer timeframes in Alberta have emerged:

- due to high levels of sustained growth in the province;
- to avoid frequent returns to Alberta's Land and Property Rights Tribunal (previously Municipal Government Board) sooner than originally anticipated at previous annexation stages; and
- to create municipal boundary stability and certainty between urban and rural municipalities for the benefit of the affected landowners and the affected municipalities, especially when there are extensive histories of intermunicipal tension and conflict between the affected municipalities.

A 25-year horizon for the Town allows it to properly plan the necessary infrastructure, services, and amenities required and expected by residents living in White City years in advance of actual development. Based on the history of intermunicipal relations between the Town and the RM, a 25-year horizon at minimum is necessary. A 50-year horizon would have been preferred, if it were possible, either to facilitate 50 years of boundary stability and certainty, or to establish a second subsequent growth area for future annexation that would be protected from future development approvals by the RM so that 50 years of growth certainty could be achieved.

¹ The White City/Emerald Park/Great Plains Urban Complex (or "the Urban Complex") comprises the Town of White City and the Adjacent White City Area. The Adjacent White City Area, as introduced in Section 1.2, comprises "Emerald Park" (including the Aspen Links Golf Course and its adjacent residential development), "Great Plains" (including Great Plains Industrial Park and Great Plains Industrial Park West), and the country residential subdivisions of Deneve, Escott, Park Meadow Estates, and Meadow Ridge Estates.

At minimum, a second subsequent growth area should be enshrined within a formally established Joint Management Planning Area (JMPA) to help protect the Town's long-term interests.

Without a sufficient supply of land (residential, commercial, industrial, and institutional) and with the RM's record of approving developments on or within proximity to the Town's boundaries, White City future growth opportunities are significantly constrained and will not be able to meet its anticipated long term growth demands. White City requires land to be readily available to meet the needs of an expanding population for at minimum 25 years. It must also have a minimum 25-year supply of industrial and commercial land available to diversify its assessment base and attract new employers – both large and small. The risk in not looking at least 25 years ahead is that the Town will not be able to respond in a timely manner to economic expansion and development pressure arising from growth in the region, resulting in further opportunities for the RM to respond by approving further development on or proximate to the Town's boundaries and constrain the Town's future growth opportunities to an even greater extent.

This Growth Study provides opportunity for White City to improve its assessment base and therefore its fiscal capacity by reducing its reliance on residential assessment. This Growth Study also addresses land use conflicts between the Town and the RM so that the Town and its adjacent developments grow as one unified community in a sustainable and well-planned manner over the next 25 years.

This Growth Study also serves as the basis for an accompanying 2022 Annexation Financial Impact Assessment (FIA) report by CORVUS Business Advisors. Ultimately, the Growth Study provides the necessary information that confirms the land base that would be required for the growing community and provides the additional details and facts to support the Town's boundary alteration application to annex lands from the surrounding Rural Municipality of Edenwold No. 158 ("RM of Edenwold" or "the RM").

1.2 Context

The Town of White City is in the southern portion of Saskatchewan within the Regina census metropolitan area (CMA). Statistics Canada recorded the Town's population as 3,702 in the 2021 census, making it the largest urban municipality in the Regina CMA beyond the City of Regina itself, and the fourth largest town in Saskatchewan.

As illustrated on Map 1, the Town is on the south side of Highway 1 at the northwest terminus of Highway 48. Surrounded by the RM of Edenwold, the Town is approximately 10 km (6 mi) from the eastern limit of the City of Regina and 18 km (11 mi) from Regina's downtown core. The nearby towns of Pilot Butte and Balgonie are 6 km (4 mi) to the northwest and 8 km (5 mi) to the northeast respectively. In 2021, Pilot Butte was home to 2,638 people while Balgonie had 1,756 residents.

Map 2 illustrates the existing development context within the greater White City area. The *developed portion* of the Town is nearly surrounded by existing subdivisions under the jurisdiction of the RM of Edenwold. For this Growth Study, the surrounding existing subdivisions within the RM are referred to as the Adjacent White City Area and include:

- "Emerald Park" to the west including the Aspen Links Golf Course and its adjacent residential development;
- "Great Plains" further to the west including Great Plains Industrial Park and Great Plains Industrial Park West;
- the Deneve and Escott country residential subdivisions to the east; and
- the Park Meadow Estates and Meadow Ridge Estates country residential subdivisions to the southeast.

Further, the presence of Highway 1 to the north, a wildlife conservation easement ("Sattler Lands") to the southeast, and the Bohach and Bridlewood Estates subdivisions to the northeast means the *developed northeast portion* of the Town is nearly fully surrounded by barriers to growth. The exception is a single quarter section to the east – between Highway 1 to the north and Deneve and Escott to the south. Development within the RM of Edenwold has therefore effectively boxed in the *developed portions* of the Town.



North of Highway 1, additional development has been approved by the RM including the Jorgenson subdivision (country residential and industrial) to the northeast, Coppersands (a manufactured home community) to the north, and four developments to the northwest – the Metz Subdivision (highway commercial/industrial), Carson Business Park (highway commercial/industrial), Spruce Creek Estates (urban residential), and Stone Pointe Estates (country residential). Couple these with the presence of provincially protected lands (White Butte Trails Recreation Site), a lagoon system (associated with Coppersands), and a sand and gravel operation, there are limited growth opportunities for the Town across Highway 1 if it were to overcome the highway as a barrier. Additionally, the RM has opposed attempts by the Town to identify areas north of Highway 1 for potential urban development. In response to the Town’s proposal to redesignate lands north of Highway 1 to industrial/commercial in its OCP to match the designation in the RM’s OCP, the RM expressed its objection to Community Planning and insisted the area be left undesignated. While the Town opted to defer to the RM’s position at that time and did not redesignate the lands, the Town will most likely revisit its expressed position during its next OCP update.

Most of the Town’s undeveloped lands are located to the southwest of its developed land base. Emerald Park’s closed lagoon system and the Aspen Links Golf Course are adjacent to these undeveloped lands to the north. The previously mentioned Park Meadow Estates country residential subdivision is adjacent to the east, and the recently subdivided Prairie View Business Park is located to the west.

As noted in Section 1.6.1, the Town’s OCP identifies what was intended by the Town to be a Joint Management Planning Area (JMPA) surrounding White City. In 2015, a JMPA was identified by the RM and the Town as an area of mutual interest and was ratified as such in their Boundary Alteration Agreement on October 13, 2015. The existing developments in the RM that are within the intended JMPA are:

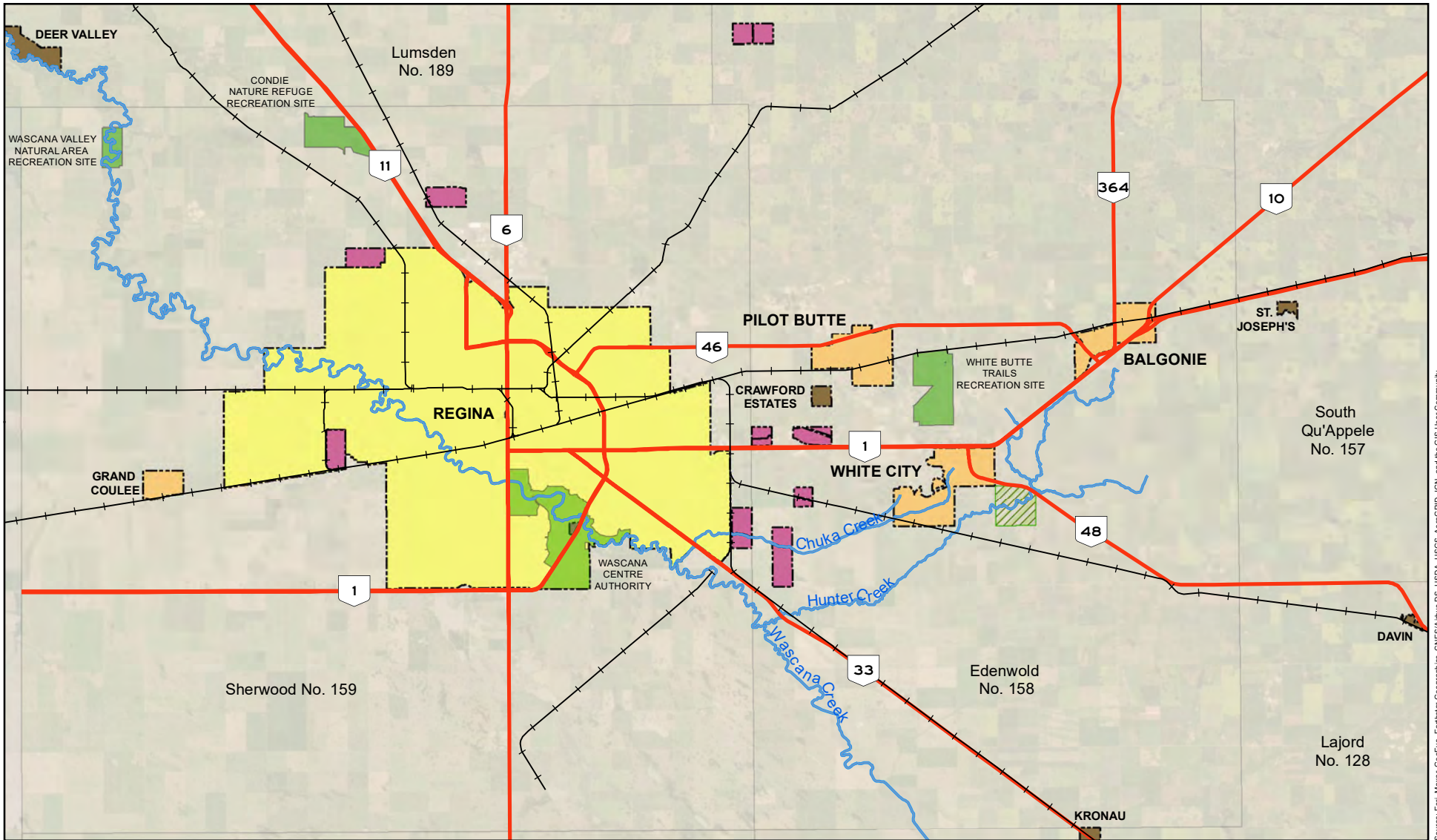
- Jorgenson;
- Bohach;
- Bridlewood Estates;
- Deneve;
- Escott;
- Meadow Ridge Estates;
- Park Meadow Estates;
- Prairie View Business Park;
- Aspen Links Golf Course;
- Emerald Park;
- Great Plains Industrial Park;
- eastern half of Great Plains Industrial Park West;
- eastern half of Lovelace Subdivision;
- Carson Business Park; and
- Metz Subdivision.

1.3 Historical Municipal Context

White City had its beginnings in the early 1950s when a 32-hectare (80-ac) site was approved for subdivision into large lot residential holdings. Following development, the Organized Hamlet of White City was established on April 26, 1959. The organized hamlet of 112 residents was then incorporated as a village on March 1, 1967. Over the next three decades, the following subdivisions were developed prior to ultimately incorporating as the Town of White City on November 1, 2000:

- Kingsmere Park in 1974;
- Confederation Park in 1975;
- Wheatlands Estates in 1977;
- Rosewood Bay in 1994; and
- Lott Road and Emerald Ridge in 1997.

Date: 2022-06-03 Coordinate System: NAD 1983 UTM Zone 13N Document: M:\1540_White_City_Growth_Study\25_L_Figures\2022_Growth_Study\1540_ToWC_Map1_RegionalContext_220603.mxd



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

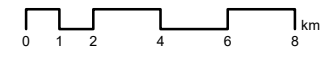


- City
- Town
- Organized Hamlet
- First Nation
- Rural Municipality
- Railroad
- Highway
- Recreational Area
- Wildlife Conservation Easement
- Watercourse



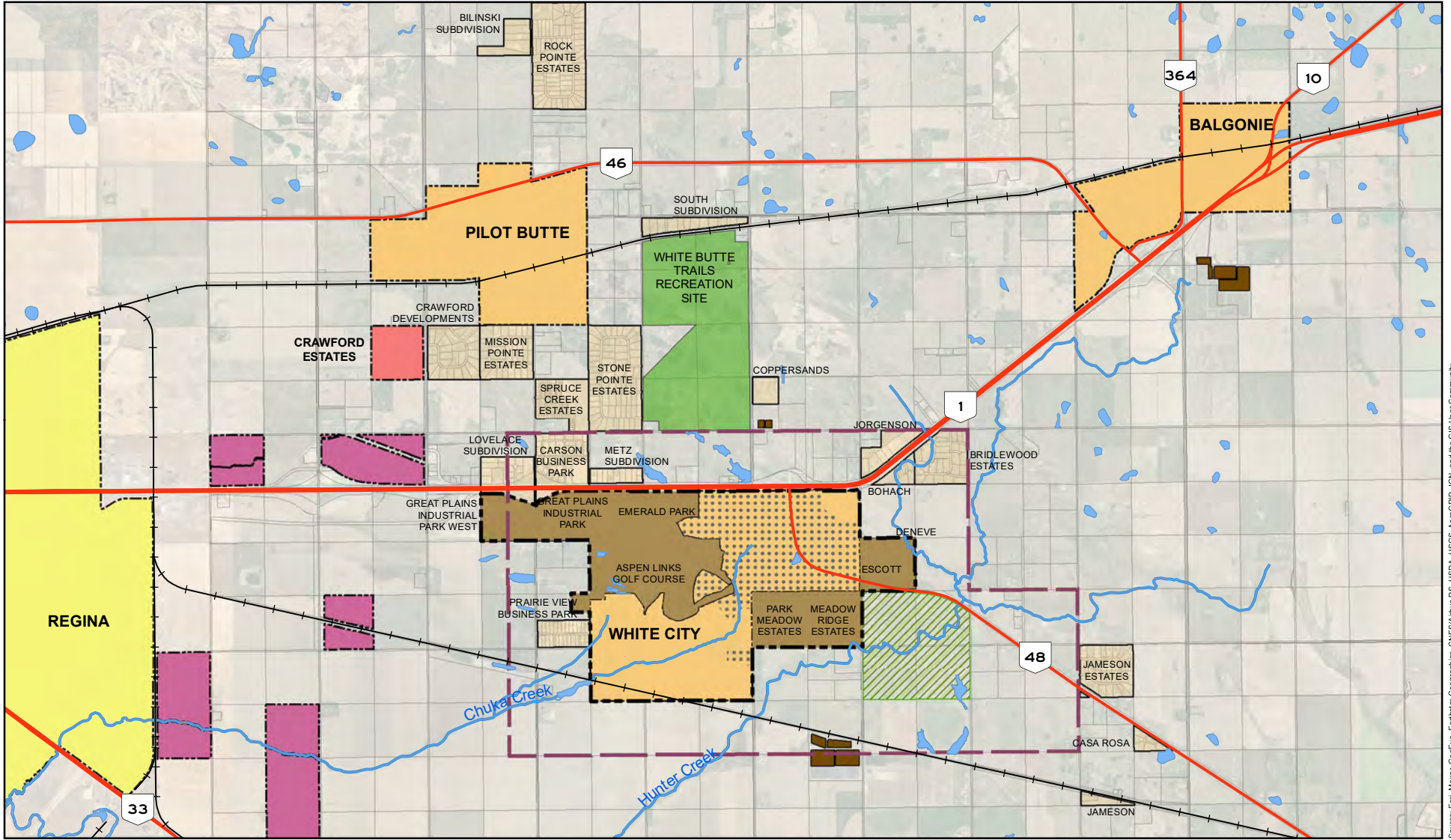
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2022 GROWTH STUDY
MAP 1:
REGIONAL CONTEXT

Date: 2022-06-03 Coordinate System: NAD 1983 UTM Zone 13N Document: M:\1540_White_City_Growth_Study\25_Figures\2022_Growth_Study\1540_ToWC_Map2_CreaterWhiteCityArea_220603.mxd



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



- City
- Town
- Organized Hamlet
- First Nation
- Current Joint Management Planning Area

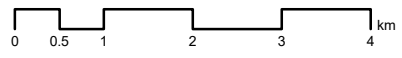
- Recreational Area
- Wildlife Conservation Easement
- Adjacent White City Area (AWCA)
- Subdivision Beyond AWCA
- White City/Emerald Park/Great Plains Urban Complex

- Railroad
- Highway
- Watercourse
- Water Body
- Developed Portion of White City
- Sewage Lagoon



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2022 GROWTH STUDY
MAP 2:
GREATER WHITE CITY
AREA CONTEXT

Since incorporating as a town, the following subdivisions have been developed or proposed in White City:

- McKenzie Pointe in 2003;
- Bower Estates, Christopher Place, Emerald Vista, and Emerald Gate East in 2004;
- Garden of Eden and Bower Grove in 2005;
- McKenzie Pointe, Fairway East, and Emerald Creek in 2006;
- McKenzie Landing in 2007;
- Bower West Phase I in 2008;
- Bower West Phases II and III in 2010;
- Emerald Creek Phase II and Emerald Meadows both proposed in 2013;
- Sarah's Cove in 2016; and
- Royal Park Phase I (Town Centre) and Picasso Pathway Phase I (adjacent to Town Centre) both proposed in 2018 but are now both on hold due a sewage capacity issue triggered by the RM's closure of the Emerald Park lagoon system.

1.4 Boundary Adjustment History

When White City was established as an organized hamlet in 1959, the community was only 58 hectares (ha) or 144 ac in size. Since then, White City altered its boundaries on several occasions to either accommodate proposed subdivisions or provide a sufficient land base for the community as it grew. Map 3 illustrates historical adjustments to White City's corporate boundary, while Table 1.1 identifies the years and total areas of each boundary alteration as well as the reasons for the alterations. Beginning in 1976, the Village of White City (the Village) started working towards the annexation of lands that would become Great Plains Industrial Park and the Emerald Park subdivision.

In 1983, the Village annexed the proposed Emerald Park subdivision and began negotiating the development agreement with its developer. However, after several rounds of negotiation between the developer and the Village as it pertained to the development agreement, the developer stopped communicating with the Village. Without the Village's knowledge, the developer negotiated a development agreement with the RM, and an application was made to the provincial government to annex the lands back to the RM. The RM was supportive of reacquiring the lands and proceeded to work with the Department of Rural Affairs to reacquire the lands through annexation. The Village contacted both the Department of Urban Affairs and its local Member of the Legislative Assembly (MLA), requesting binding arbitration between the Village and the developer instead of annexing the lands back to the RM. The provincial government intervened by ordering the land be annexed back to the RM without the agreement of the Village. Prior to the annexation order returning the lands to the RM, the developer and the RM executed the development agreement, and a subdivision application was submitted to the RM and Community Planning. Within two weeks of being annexed back to the RM, the Village was circulated an application from Community Planning for the first phase of the proposed Emerald Park subdivision.

In talks between the RM and the Village at that time, the RM indicated that:

- it did not want to develop this land;
- the RM would not pursue further development after the first phase was completed; and
- the Village may be in a position to re-annex the lands in the future.

The 1984 annexation of lands back to the RM was a significant turning point in the growth of White City and area. It prevented a logical westward extension of the Village that would have introduced critical commercial growth along Highway 1 to improve its residential to non-residential assessment base and would have accommodated additional residential growth. Instead, this unprecedented action enabled a rural municipality to develop its own urban community, featuring residential and commercial development, on an urban municipality's immediate boundary. The provincial government's decision to act unilaterally and to annex the lands back to the RM established an unhealthy competitive environment between an urban municipality and a rural municipality, which has led to the issues that White City faces today.



Table 1.1: White City Boundary Alteration History

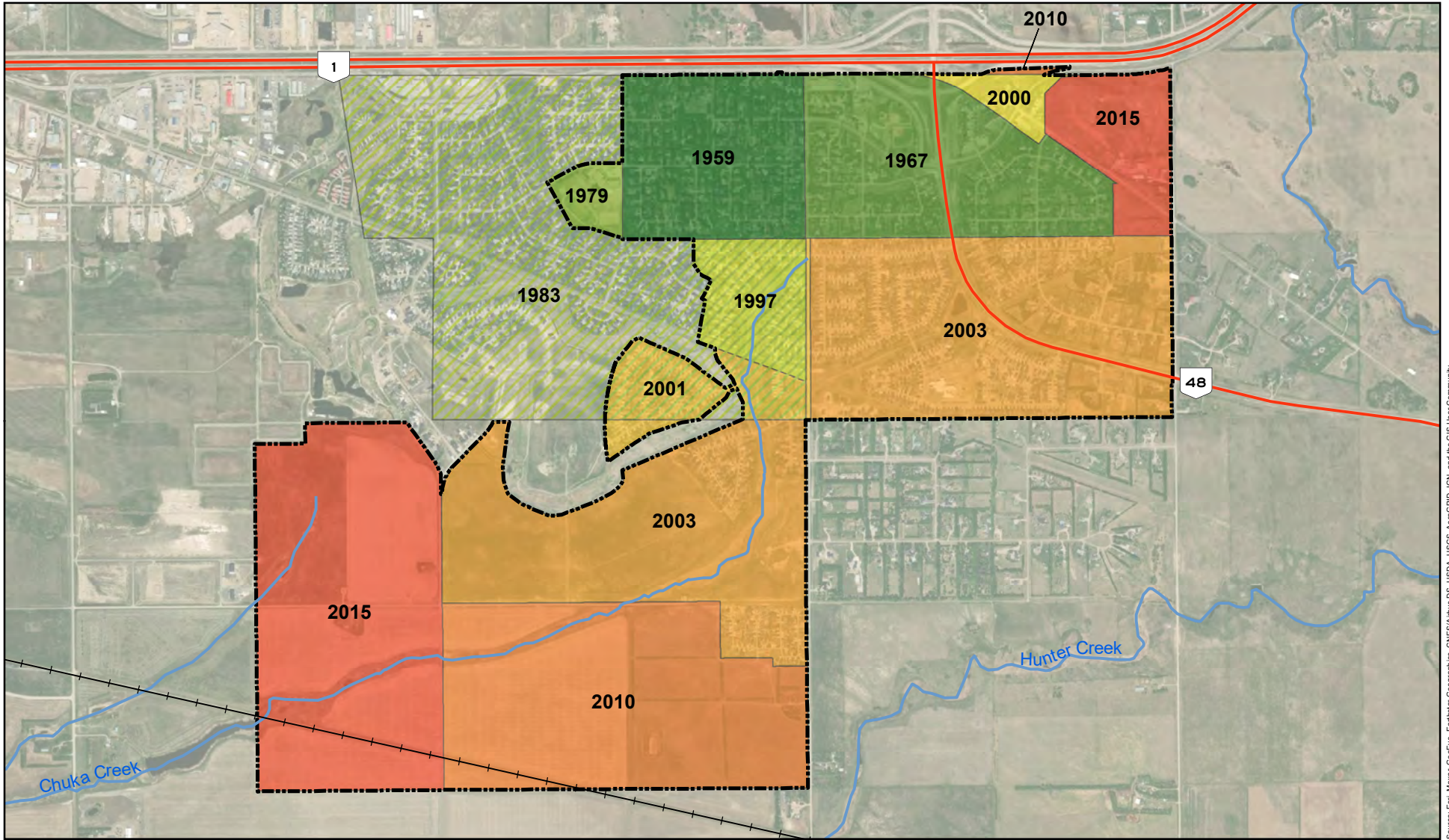
Year	Area (ha)	Area (ac)	Reason
1959	58	144	Triggered by a proposed residential development.
1967	80	197	Triggered by a proposed residential development.
1979	8	20	Future school development.
1983	211	521	Triggered by the proposed Emerald Park subdivision.
1984	-211	-521	Emerald Park subdivision annexed back to the RM.
1997	25	63	Triggered by a proposed residential development.
2000	8	20	Triggered by a proposed residential development.
2001	26	64	Triggered by a proposed residential development.
2003	240	594	Triggered by a proposed residential development and included former lagoon site.
2010	124	306	Triggered by a proposed residential development on land required for future growth identified in OCP.
2015	159	394	Land required for future growth identified in OCP.
Total	940	2,323	

From Table 1.1 it is clear that growth pressures have been apparent since 1959, and that these growth pressures have continued to the present day. Although the last annexation was undertaken in 2015, growth in White City has occurred at an unprecedented rate and, as such, annexation of land by the Town has been undertaken six times since 1997 on a piecemeal basis. Further, it is observed that all residential annexations prior to 2015 were triggered by residential developments that were proposed at those times. None of these annexations were undertaken with a long-term plan in mind. This reveals a history of annexation only being negotiated by the RM when residential development is proposed. A consequence of the repeated short-term piecemeal approach to annexation was recently discovered by the Town, when it learned that it lacked the adequate water infrastructure that would enable connection to future developments to the east and the south without major capital investments. This consequence could have been avoided if larger annexations with long-term plans were undertaken. The Town’s proposed annexation provides an opportunity to abandon short-term visions in favour of a longer-term solution to properly manage inevitable growth of the community in a coordinated manner.

While municipalities experience the financial costs of boundary alteration, consideration also needs to be given to space out boundary alteration requests, while preserving lands for future urban development. A 25-year annexation period will enable opportunity for sustained boundary stability. It will reduce the frequency of annexations from six in the 19 years between 1997 and 2015 to a single annexation over the 25 years from 2022 to 2047, thereby reducing the frequency of intermunicipal conflict between the Town and the RM. With respect to the numerous past annexations presented in Table 1.1, the Town’s experience has been that the RM has always challenged the Town’s annexation requests and consistently took the position that the Town had no case for annexation. The ongoing interest in developing subdivisions on the Town’s boundaries, and its high rate of growth, strongly suggests otherwise. It is in the best interest of both municipalities and their ratepayers to achieve municipal boundary stability over a longer period.

1.5 Surrounding Area Development History

The development and boundary adjustment histories of White City have been greatly influenced by the historical development of lands in the surrounding area. Emerald Park and Great Plains Industrial Park to the west as well as two country residential subdivisions to the southeast have contributed to the Town’s disjointed and irregular configuration. The unofficial boundaries of Emerald Park have varied with time but consists of predominantly low and medium density residential development, some of which surrounds the Aspen Links Golf Course. The configuration of the Town’s current boundary and the historical development of its surrounding area is illustrated in Map 4. The below lists the historical subdivision and development activity of the surrounding area in relation to White City’s current municipal boundary alterations in a stepwise fashion from 1959 to 2018.



- Town of White City (Current Boundary)
- Highway
- Railroad
- Watercourse

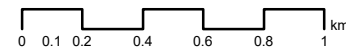
- 1959 Establishment
- 1967 Annexation
- 1979 Annexation
- 1983 Annexation (Withdrawn 1984)
- 1997 Annexation

- 2000 Annexation
- 2001 Annexation
- 2003 Annexation
- 2010 Annexation
- 2015 Annexation



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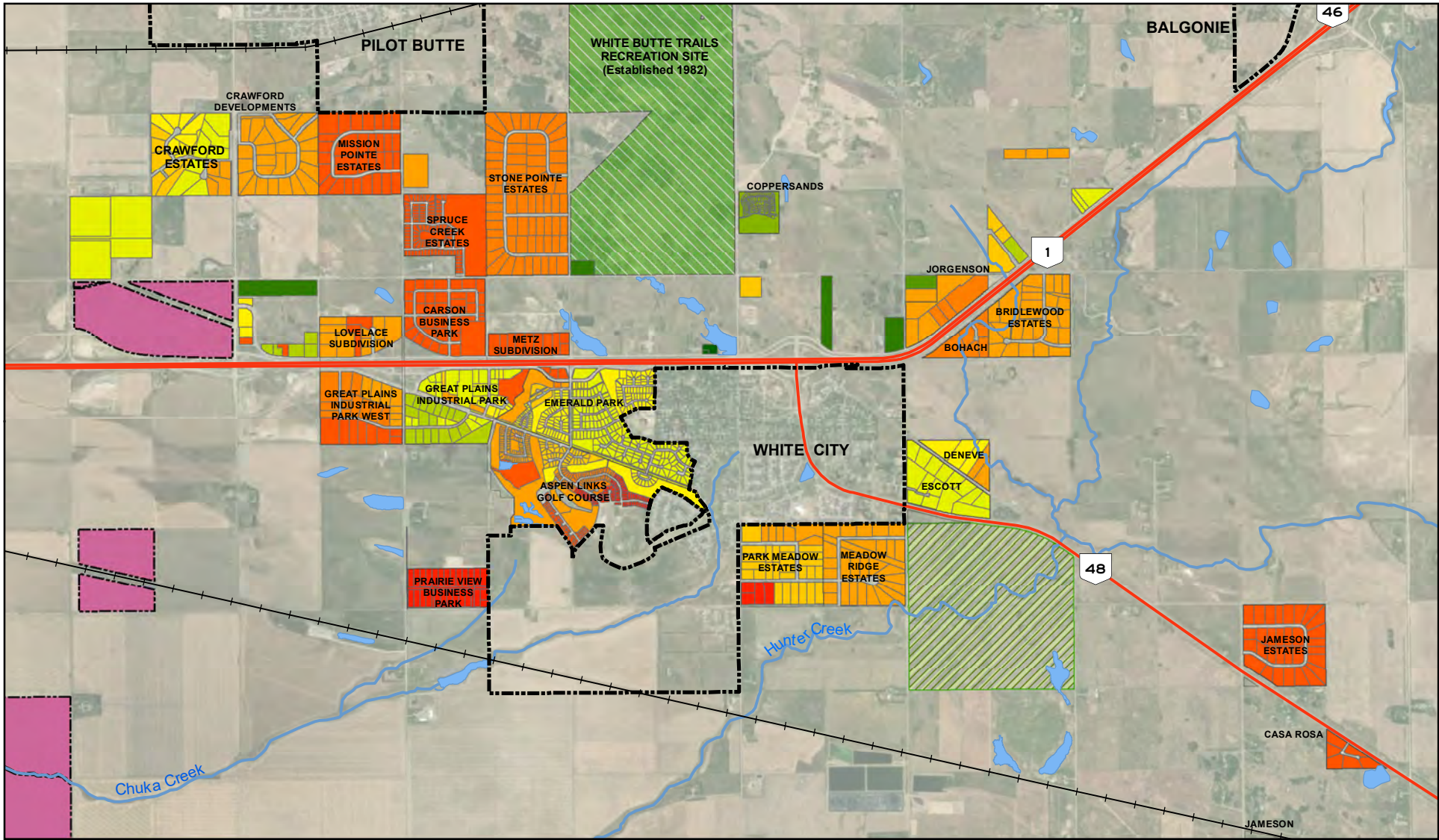
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MAP 3:
ANNEXATION HISTORY

Date: 2022-06-03 Coordinate System: NAD 1983 UTM Zone 13N Document: M:\1540_White_City_Growth_Study\2022_Growth_Study\1540_ToWC_Map_AugDevHistory_220603.mxd



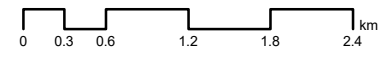
Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



- | | | | |
|--------------|--------------------------------|-------------|-------------|
| Town | Recreational Area | 1959 - 1963 | 1989 - 1993 |
| First Nation | Wildlife Conservation Easement | 1964 - 1968 | 1994 - 1998 |
| Highway | Watercourse | 1969 - 1973 | 1999 - 2003 |
| Railroad | Water Body | 1974 - 1978 | 2004 - 2008 |
| | | 1979 - 1983 | 2009 - 2013 |
| | | 1984 - 1988 | 2014 - 2018 |



2022 GROWTH STUDY
MAP 4:
SURROUNDING AREA
DEVELOPMENT HISTORY



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Appendix A animates how the chronological chain of the surrounding activities listed below has resulted in growth barriers in relation to White City's current boundaries, thereby shaping the Town's current disjointed and irregular configuration. For the **bolded years**, refer to the corresponding maps in Appendix A.

- 1959 – The Organized Hamlet of White City is established.
- 1967 – The Village of White City is established.
- **1971** – In the surrounding area, parcel fragmentation is limited to a few parcels north of Highway 1 (see Map A.1 in Appendix A).
- **1976** – In the surrounding area, land is registered to enable development of Coppersands.
- 1979 – White City annexes 8 ha (20 ac) for the development of a school (see Map A.2 in Appendix A).
- **1982** – In the surrounding area, the White Butte Trails Recreation Site is designated, and the first phase of Great Plains Industrial Park is registered (see Map A.3 in Appendix A).
- 1983 – White City annexes 211 ha (521 ac) for the future development of the Emerald Park subdivision.
- **1984** – Lands for the future development of the Emerald Park subdivision are annexed from White City and returned to the RM of Edenwold and the first and second phases of Emerald Park are registered, while in the surrounding area, the second phase of Great Plains Industrial Park is registered (see Map A.4 in Appendix A).
- **1987** – In the surrounding area, the first eastward expansion of Great Plains Industrial Park and third phase of Emerald Park are registered (see Map A.5 in Appendix A).
- **1988** – In the surrounding area, the second eastward expansion of Great Plains Industrial Park, Escott, and the fourth phase of Emerald Park are registered (see Map A.6 in Appendix A).
- **1989** – In the surrounding area, the first phase of residential adjacent to Aspen Links Golf Course and the third eastward expansion of Great Plains Industrial Park are registered (see Map A.7 in Appendix A).
- **1990** – In the surrounding area, the Aspen Links Golf Course clubhouse site, the first phase of Deneve, the fourth eastward extension of Great Plains Industrial Park, and the fifth and sixth phases of Emerald Park are registered (see Map A.8 in Appendix A).
- **1991** – In the surrounding area, the seventh phase of Emerald Park is registered (see Map A.9 in Appendix A).
- **1992** – In the surrounding area, the eighth phase of Emerald Park and the first portion of Aspen Links Golf Course are registered (see Map A.10 in Appendix A).
- **1993** – In the surrounding area, the first phase of commercial in Emerald Park (at southeast corner of Emerald Park Road and Great Plains Road) is registered (see Map A.11 in Appendix A).
- **1994** – In the surrounding area, the first phase of Park Meadow Estates is registered (see Map A.12 in Appendix A).
- **1996** – In the surrounding area, the second and third phases of residential adjacent to Aspen Links Golf Course in Emerald Park are registered (see Map A.13 in Appendix A).
- **1997** – In the surrounding area, the ninth phase of Emerald Park and the second phase of Park Meadows Estates are registered (see Map A.14 in Appendix A), while White City annexes 25 ha (63 ac) for residential development.
- **1999** – In the surrounding area, the third phase of Park Meadows Estates is registered (see Map A.15 in Appendix A).
- **2000** – In the surrounding area, the first phase of Jorgenson, the first phase of Meadow Ridge Estates, the second phase of Deneve, and the second phase of commercial in Emerald Park (at southwest corner of Emerald Park Road and Great Plains Road) are registered (see Map A.16 in Appendix A), while White City annexes 8 ha (20 ac) for future residential development and incorporates as the Town of White City.
- **2001** – In the surrounding area, the fourth and fifth phases of residential adjacent to Aspen Links Golf Course in Emerald Park as well as next portions of Aspen Links Golf Course itself are registered (see Map A.17 in Appendix A), while White City annexes 26 ha (64 ac) for residential development.
- **2002** – In the surrounding area, Bridlewood Estates, the second phase of Meadow Ridge Estates, and the first phase of Great Plains Industrial Park West are registered (see Map A.18 in Appendix A).
- 2003 – White City annexes 240 ha (594 ac) for residential development.

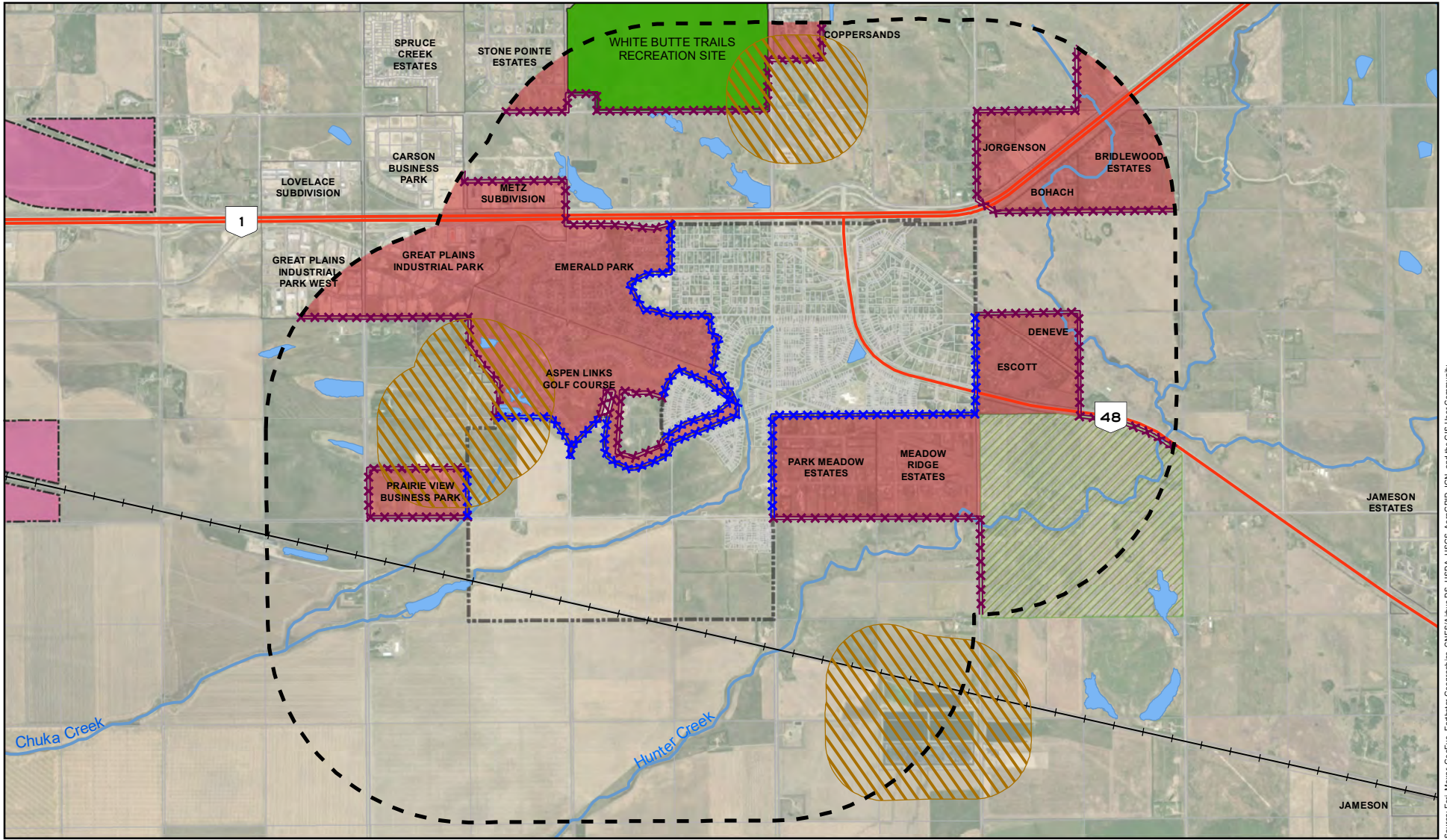


- **2005** – In the surrounding area, the next phase of Jorgenson, the second phase of Great Plains Industrial Park West, the third phase of commercial in Emerald Park, and the next three phases (sixth, seventh and eighth) of residential subdivision adjacent to Aspen Links Golf Course in Emerald Park are registered (see Map A.19 in Appendix A).
- **2008** – In the surrounding area, Bohach and the entirety of Stone Point Estates (two quarter sections) are registered while the Sattler Lands are designated as a wildlife conservation easement in perpetuity (see Map A.20 in Appendix A).
- **2010** – In the surrounding area, the first phase of Metz Subdivision, the fourth phase of commercial in Emerald Park, and another portion of Aspen Links Golf Course are registered (see Map A.21 in Appendix A), while White City annexes 124 ha (306 ac) for future growth.
- **2011** – In the surrounding area, the ninth and tenth phases of residential adjacent to Aspen Links Golf Course in Emerald Park are registered (see Map A.22 in Appendix A), and the RM updates its OCP. The OCP designates adjacent undeveloped lands west, north, and southeast of White City (including Sattler Lands despite designation as a wildlife conservation easement) for a combination of future residential/mixed use, commercial/industrial, and urban development developments respectively, leaving limited future growth opportunities for White City to the east and southwest.
- **2012** – In the surrounding area, the third phase of Great Plains Industrial Park West, the second phase of Metz Subdivision, and the first phase of Carson Business Park are registered (see Map A.23 in Appendix A).
- **2013** – In the surrounding area, the balance of Carson Business Park and the first phase of Spruce Creek Estates are registered (see Map A.24 in Appendix A).
- **2015** – In the surrounding area, Prairie View Business Park is registered (see Map A.25 in Appendix A), while White City annexes 159 ha (394 ac) for future growth after a two-year boundary alteration process.
- **2017** – In the surrounding area, the fourth and final phase of Park Meadows Estates is registered (see Map A.26 in Appendix A).
- **2018** – In the surrounding area, the eleventh and twelfth phases of residential adjacent to Aspen Links Golf Course in Emerald Park are approved by Government Relations, and the RM approves the Royal Park Concept Plan for future residential subdivision north of Prairie View Business Park (see Map A.27 in Appendix A). The RM also redirected all its sewage effluent to the lagoons south of the Town that are operated by the WWA and began decommissioning nearly half the capacity of the Emerald Park lagoon system. This, done without consultation with the WWA or the Town as a member of the WWA, resulted in a reduction of the WWA's capacity by half and enabled future relaxation of development buffer restrictions to allow for approval of more residential development by the RM in proximity to the Emerald Park lagoon system. The elimination of half of the WWA's capacity for the greater area. stalling development in the Town for the foreseeable future. This event effectively hindered future development in White City and put two of its major subdivision proposals – Royal Park Phase I and Picasso Pathway Phase I – in limbo. In the meantime, the RM received approval from Community Planning to proceed with the 79-lot Fairways South subdivision without sufficient wastewater capacity in place. To date, the Town has neither received confirmation from the Water Security Agency, the RM, nor the Ministry of Environment that the Emerald Park lagoon system's associated development buffer restriction has been reduced or eliminated.

The result of the above-noted approvals by the RM over the past four decades has resulted in existing development that poses significant barriers to White City's expansion. As illustrated in Map 5, 10.3 km (6.4 mi) of the Town's current boundary has been immediately boxed in by existing growth barriers on four fronts – by Emerald Park and its Aspen Links Golf Course to the west, by Prairie View Business Park to the southwest, by Park Meadow Estates and Meadow Ridge Estates to the southeast, and by Deneve and Escott to the east. This represents 55% of the 18.8 km (11.7 mi) perimeter of the Town's current boundary. Within 1.6 km (1.0 mi) of the Town's current boundary, the following existing developments also serve as growth barriers, further closing in on the Town's future growth:

- Metz Subdivision, Carson Business Park, and Stone Pointe Estates to the northwest;
- White Butte Trails Recreation Site, Coppersands, and its associated lagoon system to the north;
- Jorgenson, Bohach, and Bridlewood Estates to the northeast;
- The Sattler Lands wildlife conservation easement to the southeast; and
- Great Plains Industrial Park and Great Plains Industrial Park West to the northwest.

Date: 2022-06-03 Coordinate System: NAD 1983 UTM Zone 13N Document: M:\1546_White_City_Growth_Study\2022_Growth_Study\1546_ToWC_Map_Existing_Barriers_220603.mxd



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



- Town Boundary
- First Nation
- Highway
- Railroad
- Watercourse
- Water Body

- Recreational Area
- Wildlife Conservation Easement
- 1.6 km Buffer from Town
- Existing Development

- Adjacent Development Barrier
- Proximate Development Barrier
- Sewage Lagoon Development Setback*

* Emerald Park lagoon system is partially decommissioned but status of subsequent relaxation to associated development buffer restrictions is unknown



2022 GROWTH STUDY

MAP 5: EXISTING BARRIERS TO FUTURE WHITE CITY EXPANSION

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The extent to which White City is boxed in by development barriers within 1.6 km (1.0 mi) of its boundaries is significant. The severity of White City's plight cannot be fully understood without comparing with the current situations of other urban municipalities in Saskatchewan. A visual comparison of existing development barriers within 1.6 km (1.0 mi) of other urban municipalities in the province is provided in Appendix B. Those municipalities selected for comparison are all cities as well as all towns that had a population of 1,000 or greater in 2016 within central and southern Saskatchewan. It is evident from the review of the maps that the extent to which White City is boxed in by immediately adjacent existing development or other immediately adjacent barriers is unprecedented.

The number of development barriers within 1.6 km (1.0 mi) of White City is increasing. Since 2018, the RM has approved an OCP amendment and rezoning for the future residential subdivision of Hunter Creek to the southeast between White City and the WWA's lagoons. The RM has also approved the Royal Park Concept Plan for future residential subdivision to the west of the Town, north of Prairie View Business Park. In 2019, the RM undertook a comprehensive update to its 2011 OCP, including amendments to previously approved land use designations on the west side of White City. In addition, a new residential community, Vista Springs, has since been proposed for lands south of Meadow Ridge Estates. As discussed further in Section 1.6.2, the OCP update designates all undeveloped lands adjacent to White City for future residential, commercial, or mixed use except for a single potential future growth direction for White City to the southwest.

Map 6 illustrates the future development barriers already restricting White City's future growth to the west, north, and southeast by the RM's 2011 OCP, as well as the Hunter Creek and Royal Creek approvals to the west and southeast and the proposed Vista Springs community. It also illustrates a new barrier which will arise from the RM's updated OCP to the east between Escott/Deneve and Bohach. Map 7 further illustrates the extent to which White City will ultimately be boxed in by development if all planned and proposed development on the Town's current boundary is realized. The result is White City, the fastest growing municipality in Saskatchewan and Canada between 2006 and 2016, will have development immediately adjacent to 85% of its current boundary. The Town will only be able to grow in a southwesterly fashion, which would exacerbate the current disjointed and irregular configuration of White City as it adjusts its boundaries in the future. In the meantime, the RM has begun fragmenting this remaining growth direction by approving a country residential subdivision along the south side of Chuka Creek. It also did not notify the Town of a subdivision application to facilitate a rail spur line south of the Town that affected a parcel within the Town's municipal boundary. The Town became aware only after receiving a certificate of approval for the subdivision.

In addition to the development barriers imposed by the RM's development approvals, historically, the RM has taken a reduced amount of municipal reserve at the subdivision approval stage and has a practice of taking cash in lieu of municipal reserve. The reduced dedication has resulted in an increased burden on the Town to provide recreational amenities for residents in the Adjacent White City Area. If the RM continues with this practice, then as the RM further develops around White City, the burden on the Town will be increased.

1.6 Policy Context

1.6.1 White City Official Community Plan

Adopted in 2014 and endorsed by Community Planning in 2015, the Town of White City OCP establishes the land use policy framework for all matters relating to the long-term planning and development of the municipality.

Figure 1.1 is the future land use map from the Town's OCP. The relevant provisions of the OCP respecting future growth and annexation following Figure 1.1.

SCHEDULE 10 – FUTURE LAND USE MAP*

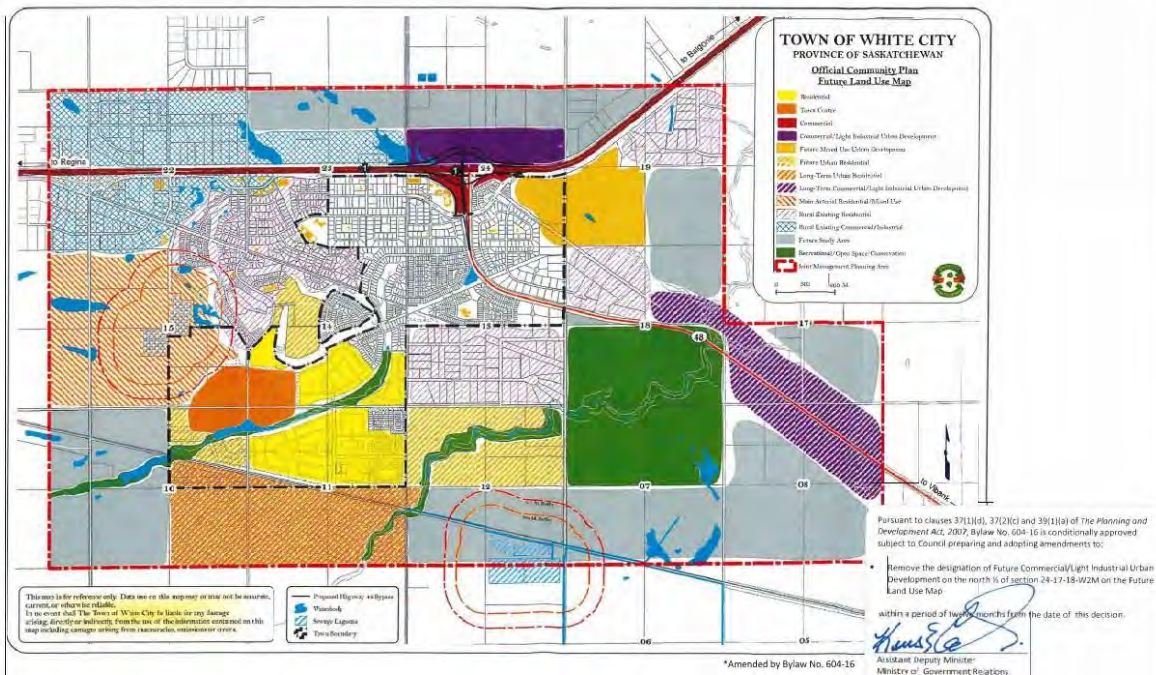


Figure 1.1: Town of White City OCP Future Land Use Map, as amended (2017)

1.3 Town of White City’s Future

The Town’s OCP mission statement is supported by strategies that offer a foundation for the growth of the community and chart the course for the future. The strategies include:

- Encouraging growth and development within the Town in accordance with sound and sustainable land use planning practices;
- Enhancing and diversifying the economic base of the Town;
- Encouraging positive communication and beneficial cooperation between the Town and our neighbouring communities;
- Working together with other communities, local governments and local agencies for the mutual improvement of service capacity, governance and quality of life for the regional community including the Town.

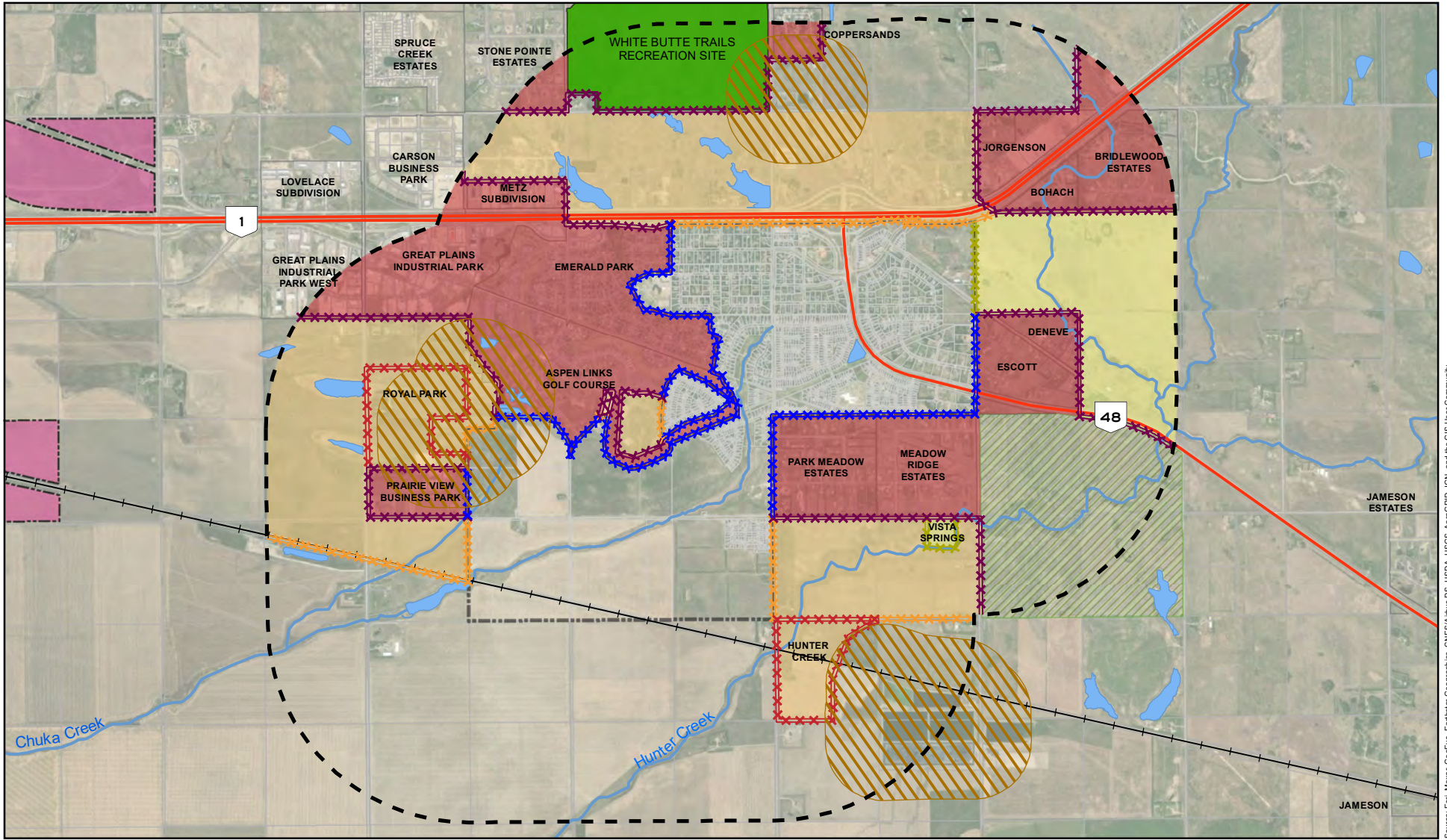
1.5 Guiding Principles (Economic Diversity)

The Town will encourage a diverse range of business, employment, and education opportunities which contribute to the creation of a solid base for the long-term economic sustainability of the Town. The Town will take full advantage of its location and work to develop economic activity that is well integrated with the broader region.

1.6 Significant Planning Concerns

2. Population projections extrapolated from expected housing starts suggest that the Town could reach a population greater than 10,000 within the next twenty years.
3. Areas of future growth should be serviceable from the existing sewer system where possible, and fit in with existing land uses.
12. There is currently a minimum amount of available land within the corporate limits of White City to allow Council to meet its objectives or implement its policies for residential, commercial, or industrial developments.

Date: 2022-06-03 Coordinate System: NAD 1983 UTM Zone 13N Document: M:\1546_White_City_Growth_Study\25_GIS\251_Figures\2022_Growth_Study\1546_ToWC_Map6_Future_Barriers_220603_r1.mxd



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



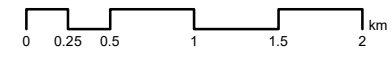
- Town Boundary
- First Nation
- Highway
- Railroad
- Watercourse
- Water Body
- Recreational Area
- Wildlife Conservation Easement
- 1.6 km Buffer from Town
- Existing Development
- Future Development
- Proposed Development
- Adjacent Development Barrier
- Proximate Development Barrier
- Approved Development Barrier
- Planned Development Barrier
- Proposed Development Barrier
- Sewage Lagoon Development Setback*

* Emerald Park lagoon system is partially decommissioned but status of subsequent relaxation to associated development barrier restrictions is unknown

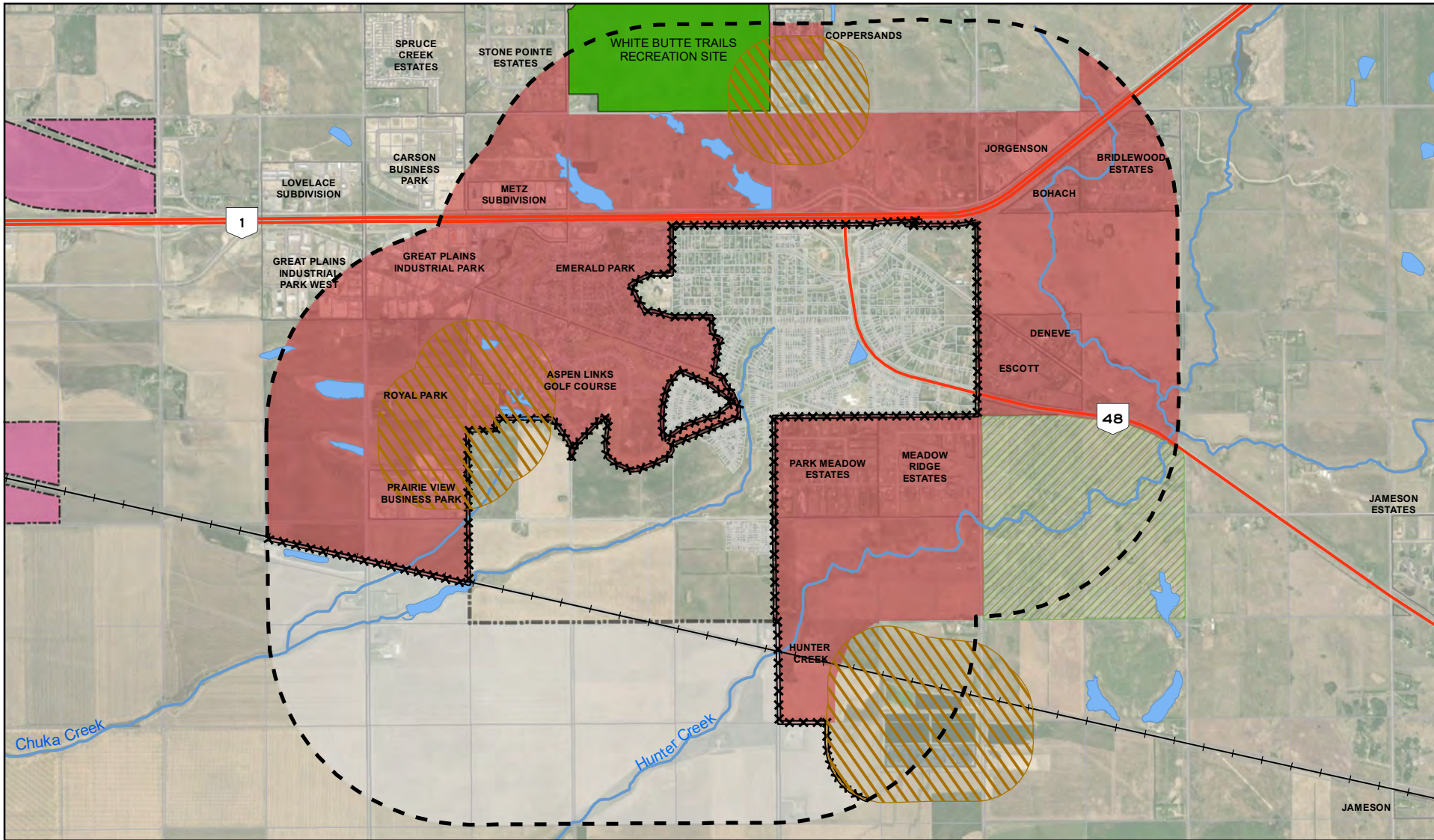


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MAP 6: EXISTING AND FUTURE BARRIERS TO FUTURE WHITE CITY EXPANSION

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Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



- Town Boundary
- First Nation
- Highway
- Railroad
- Watercourse
- Water Body

- Recreational Area
- Wildlife Conservation Easement
- 1.6 km Buffer from Town
- Ultimate Development

- Ultimate Development
- Sewage Lagoon Development Setback*
- Remaining Future Growth Direction

* Emerald Park lagoon system is partially decommissioned but status of subsequent relaxation to associated development buffer restrictions is unknown



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MAP 7: ULTIMATE BARRIERS TO FUTURE WHITE CITY EXPANSION

- 1.8 *Long-Term Goals for the Town of White City*
- Economic Diversity* *Encourage a diversified, flexible and vibrant local economy that provides secure employment for all residents that builds on its strengths of strategic location in the region and promotes and encourages new opportunities in all economic sectors.*
- Manage Growth For the Long Term* *Consider the long term effect and impact of all land use decisions, encourage a sustainable community that works both for today and the future. Ensure that short-term decisions complement long-term policies and goals.*
- 3.2.1 *Future Growth Areas*
Follow the overall approach to accommodate urban development as represented in the Future Land Use Map. This map delineates the future growth areas for the Town, and illustrates those areas that would be primarily targeted for potential annexations and the respective phasing based on available services.
- 3.2.3 *Population Growth*
Ensure the community has adequate land areas to support long-term development in the Town.
- 3.2.9 *Municipal Cooperation and Collaboration*
Recognize the importance of working cooperatively to address development pressures and future economic and population growth within the region.
- 6.2 *General Residential Policies*
 (h) *Coordinate with the RM and other urban municipalities in the White Butte Region, to better assess and address needs and attract private investment.*
- 9.2 *Joint Management Planning Area*
White City ... has identified areas of future urban development interest of the Town and a Joint Management Planning Area consistent with the RM of Edenwold No. 158 and the White Butte Regional Planning Committee objectives and goals ... intended to facilitate dialogue and consideration between both jurisdictions and to ensure that developments do not cause adverse effects upon existing or proposed future land uses or servicing requirements. The Joint Management Planning Area is in-line with the RM of Edenwold No. 158 Official Community Plan policies for compatible regional planning coordination to encourage orderly development adjacent or in proximity to urban areas as to not hinder the Town's expansion and to protect the area from incompatible growth.
- a) *Consultation between both municipalities on land use planning matters to support orderly development is encouraged. The Town will seek agreement with the RM of Edenwold No. 158 on the use of land in future development priority areas mutually identified.*
- b) *The Town of White City is committed to maintain an open and transparent consultation process and inter-municipal forum with the RM of Edenwold No. 158 regarding subdivision, zoning amendments, discretionary use, land use policies and proposed amendments to this Official Community Plan.*
- d) *The Town will seek to negotiate an agreement with the RM of Edenwold No. 158 respecting a process for discussion of issues of mutual concern within the Joint Management Planning Area.*
- e) *Request for alteration of municipal boundaries would be supported when such alteration is consistent with sound land use planning principles and is determined to be of mutual interest.*



14.5 Annexation

The periodic need for urban expansion through annexation process should be logical and consistent with the policies of this Official Community Plan. Annexation shall be undertaken in a positive, orderly, timely and agreed-upon process where there is a clear and present need and development is expected to occur in a timely manner.

Inter-municipal cooperation and inter-municipal agreements are vital to address development pressures and future economic and population growth. The Town of White City is strongly committed to work with the White Butte Regional Planning Committee and the RM of Edenwold No. 158 to develop a Boundary Alteration Memorandum of Understanding based on regional and community needs.

Annexation shall follow legal boundaries or in any case natural features to avoid creating a fragmented pattern of land ownership and should, as much as possible, have support from the current landowners involved.

The Town of White City strongly encourages urban type development and land use patterns which are adjacent or in proximity to urban municipalities in the region to be annexed into that urban municipality prior to its development and to ensure the proper provision of urban services required.

Development and land use patterns which are adjacent or in proximity to urban areas that would hinder the expansion of these areas, or which may have negative effects on future urban design and/or densities, shall be discouraged.

The Growth Management/Joint Management Planning Area Map identifies land for annexation that is required for the immediate orderly and sequential growth of White City. Is the Town of White City's intention to actively pursue the annexation of these identified lands into the corporate boundaries of the Town and to strength the relationship with the RM of Edenwold No. 158 towards the development of a Boundary Alteration Memorandum of Understanding.

The proposed annexation is consistent with the strategic priorities and growth management policies of the Town's OCP that are expressly set out in the OCP. As has been noted, the RM objected to the inclusion of RM land in the Town's OCP. As such, it was not possible for the Town's OCP to fully reference the Town's priorities and growth management strategies. The Town's priorities and strategies are fully identified in *Starting the Conversation – A Strategic Vision for an Integrated Full-Service Growth Community* (2017), this Growth Study, and the Town's annexation application. The Town's next OCP update will further reflect its priorities and strategies following the outcome of this annexation application.

1.6.2 RM of Edenwold Official Community Plan

As introduced in Section 1.5, the RM's 2011 OCP designated undeveloped lands on the Town's boundary to the north as Commercial and Industrial, west as Residential or Mixed Use, and southeast as Future Urban Development (although most of these lands had already been designated as a wildlife conservation easement in perpetuity). This left only lands to the northeast and southwest undesignated by the RM for future development (see Figure 1.2).

In 2016/17, an amendment to the RM's OCP was approved that reduced the size of the Future Urban Development area to reflect the presence of the Sattler Lands and changed the designation of lands west of White City from Residential/Mixed Use to Mixed Use/Commercial (Figure 1.3). This amendment is another example of a lack of cooperation with the Town, as this amendment was approved without consultation of any kind with the Town, even though the changes were significant and would have an obvious impact in the Town.

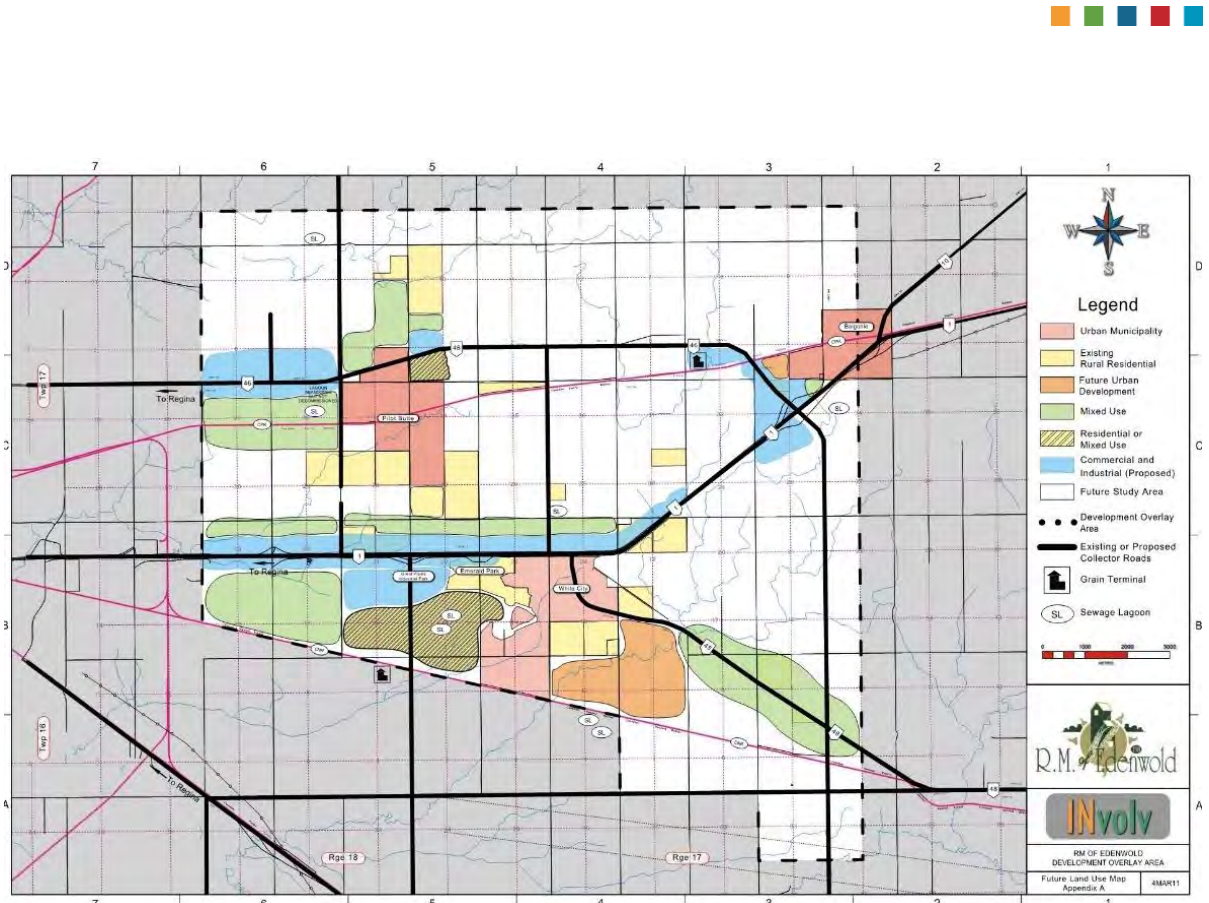


Figure 1.2: RM of Edenwold OCP Future Land Use Map (2011)

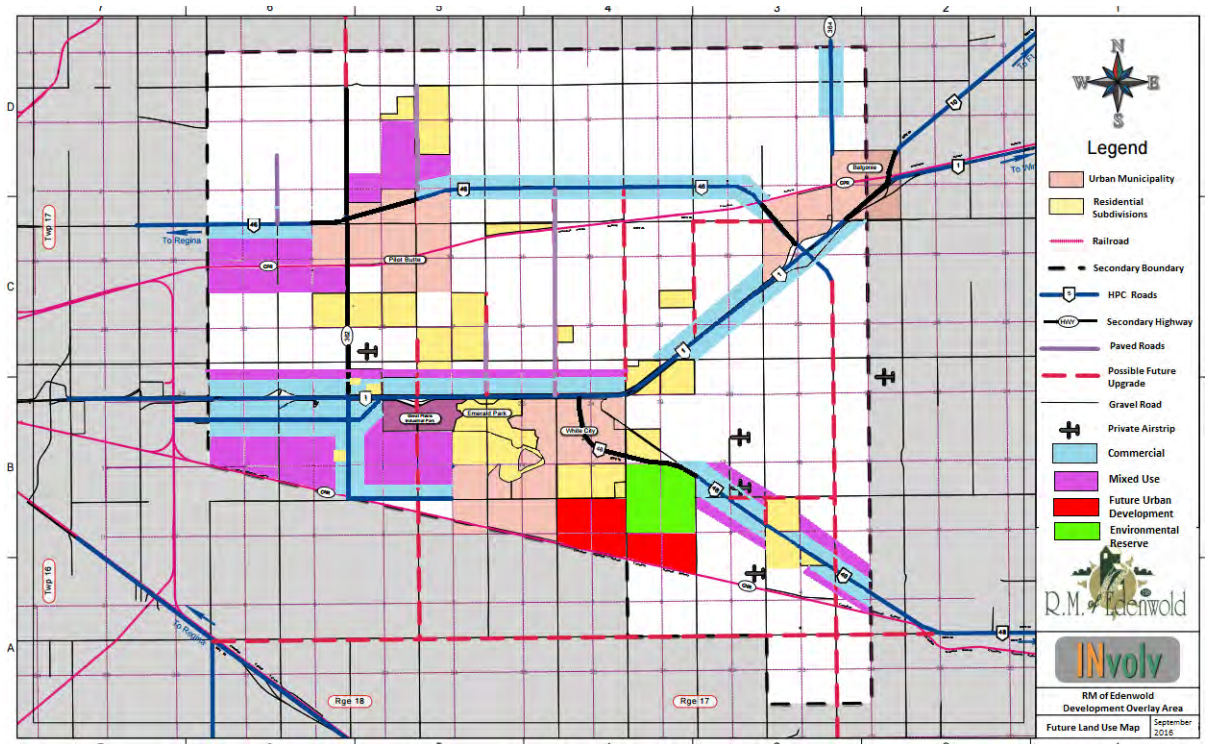


Figure 1.3: RM of Edenwold OCP Future Land Use Map (2016/17 Amendment)

In 2017, the RM began the process of updating its 2011 OCP. The Town issued requests to the RM to be consulted on the RM's OCP update (see Appendix C), but the RM did not respond to those requests. In late 2019, the Town issued its formal response (also see Appendix C) to the RM's draft updated OCP, which the RM circulated as a statutory requirement. In January 2020, the RM approved the updated 2020 OCP (Bylaw 2019-19-OCP) with revisions arising from public feedback and circulation to other agencies but did not make revisions that addressed any of the concerns within the Town's formal response. The updated OCP was finally adopted in May 2020, and therefore the detrimental effects of the 2011 OCP to Town's future growth aspirations have been exacerbated.

Figure 1.4 is the future land use map from the RM's 2020 OCP. The provisions of the RM's updated 2020 OCP that are relevant to the Town's future growth follow Figure 1.4.

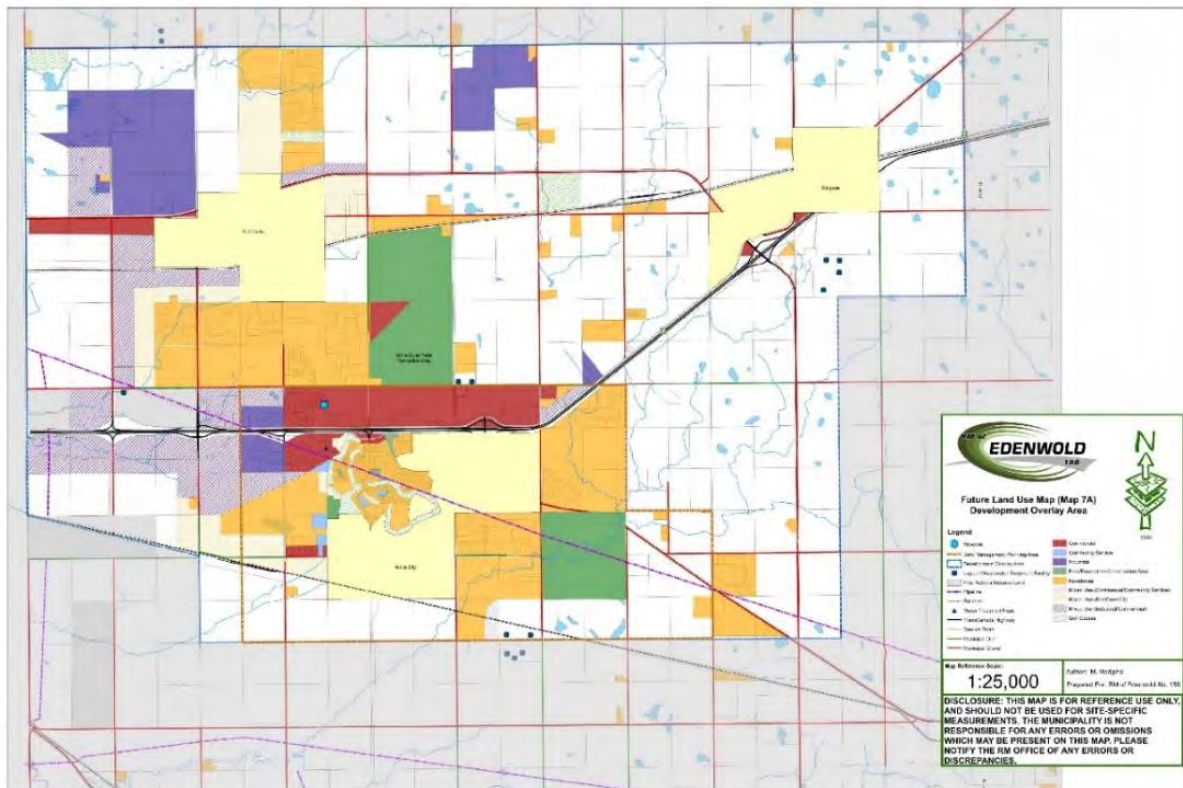


Figure 1.4: RM of Edenwold OCP Future Land Use Map 7A – Development Overlay Area (2020)

1.6 Community Priorities

- Continue to work collaboratively with neighbouring municipalities, local First Nations and other external authorities and improve working relationship with White City Council.

The updated OCP contains numerous goals and objectives extolling the benefits of intermunicipal cooperation and coordination of development, but the RM did not respond to the Town's requests for consultation during the OCP update process and did not address any of the Town's concerns with respect to the updated OCP received for review as a statutory requirement. The updated OCP contains specific policy language and map content that is contrary to this intent.

2.5.4 Development Overlay Area

"...The Rural Municipality of Edenwold promotes carefully-planned subdivision and development of land, where new developments are contiguous or located within close proximity to existing

services and infrastructure in order to allow for cost-effective extension of services and reduce the fragmentation of farm lands.”

As is evident from the RM’s historical subdivision activity that is illustrated in Appendix A, the RM may promote “carefully-planned subdivision” within its boundaries, but this consideration does not extend to contiguous development located within the adjoining Town of White City. The RM has effectively taken advantage of the services and amenities that the Town and other urban municipalities have to offer, effectively reducing the cost of development in those areas, but generating additional costs for the urban municipality that does not have access to that new assessment base.

3.2.2 Regional Planning and Projects

5(b) The municipality shall consult other jurisdictions as appropriate and work collaboratively with neighbouring municipalities on major transportation network projects such as arterial roadways to ensure compatibility and mutually-beneficial roadway development.

Like other language in the OCP that speaks to the importance of intermunicipal collaboration, this intent is not reflected in the RM’s actions as it relates to development in proximity to the Town. For example, the RM is in the process of approving the proposed Vista Springs community along the Betteridge Road extension to Kennedy Road without allocating sufficient road widening. The Town has requested that the RM place a condition on the subdivision to dedicate sufficient road widening but the request remains unheeded.

3.3.3 Water and Wastewater Services and Infrastructure Policies

3(b) The municipality shall continue to own and operate a municipal sewer system and jointly own and operate a wastewater treatment plant and related infrastructure with the Town of White City as part of the WCRM158 Wastewater Management Authority...

The recent decision of the RM to redirect all its sewage effluent to the WWA’s system before the WWA’s wastewater treatment plant was commissioned and without the official consent of the WWA to accept the effluent is another example of the RM’s lack of cooperation. This decision cut the Town’s and WWA’s wastewater treatment and storage capacity in half. The WWA has expended over \$250K in engineering studies to date to alleviate the situation as well as incurred additional capital costs to restore the WWA’s treatment and storage capacity ahead of completion of the commissioning of the WWA’s wastewater treatment plant. The RM’s action, without any notice to or knowledge of the WWA and the Town, has placed unneeded pressure on the WWA to provide adequate treatment and storage capacity for the Town and the RM.

3.11 Urban Residential Lands (Emerald Park)

3.11.1 Objectives

- *Ensure compatibility with existing and planned developments in the Town of White City.*

The Prairie View Business Park is an example of recent subdivision activity that is not compatible with the Town’s future growth plans. It was originally proposed as a residential development that would be compatible with and support White City’s 2015 planned Town Centre development. However, the development proposal was changed to a business park featuring a mix of commercial and industrial uses. The RM indicated to the Town that while it knows residential development would be better, it would proceed with the Prairie View Business Park development regardless. The industrial aspect of the business park is not at all compatible with the planned Town Centre development. Although the commercial aspect is compatible with planned developments in the Town, by placing this development at the western gateway to the planned Town Centre, this development provides the RM with an opportunity to intercept future commercial development that could otherwise be developed within the Town Centre, thereby undermining the potential viability of the planned Town Centre. This is the latest in a historical pattern of the RM approving development to intercept White City’s inevitable growth, dating back to when the Town was prevented from developing residential and commercial uses in Emerald Park due to the annexation of these lands back to the RM.



4.1.1 Collaborative Planning and Development

The municipality shall continue to work collaboratively and consult its neighbours on matters related to planning and development in areas of mutual interest. This minimizes potential conflicts and maximizes the possible benefits of development projects for everyone. The RM of Edenwold will collaborate with its neighbours to discourage or mitigate development projects that may have a negative impact on existing or future opportunities in either jurisdiction.

There are numerous instances documented elsewhere in this report that indicate that the RM does not collaborate with or consult with its urban neighbours when making planning and infrastructure decisions.

4.1.2 Planning Adjacent to Urban Areas and Joint Planning Areas

...The intent of the Joint Management Planning Area is to ensure complementary development in both jurisdictions. The RM of Edenwold will continue to collaborate with the Town on development within the Joint Management Planning Area, with a short term priority on establishing the framework for the future development of the area.

While referenced in both the 2011 and 2020 OCPs and despite being required in the 2015 Boundary Alteration Agreement, the RM has yet to sign a memorandum of understanding or make any other sort of collaborative commitment to formally establish the JMPA. Therefore, RM policies promoting development within the referenced JMPA are premature as both municipalities have not yet agreed on defining the roles of each municipality and how each municipality is to be consulted on different types of planning and development projects. This includes not only the policy language surrounding the intensification of development within Emerald Park but includes development within the Emerald Park and Butte Business Districts in the JMPA, and how institutional uses are sited, such as the identified school sites referred to in s.3.12.4(1)(a).²

This concern is further emphasized in reviewing the “Future Land Use Map – Development Overlay Area” within the updated OCP (see Figure 1.4), which does not distinguish between existing development within the JMPA and proposed development and removes the Future Urban Development area located to the east of White City. Furthermore, the nearby Town of Pilot Butte has a JMPA, but the RM does not include any reference to it in its updated OCP.

The map also clearly illustrates the intent of the RM to further constrain the Town’s future growth by limiting any future expansion opportunity solely to the southwest, and even that opportunity has since been compromised by the approval of a country residential subdivision that fragments land within this growth direction.

1.6.3 White City Strategic Plans

The Town of White City has been growing at an incredible rate. This was echoed in the Town’s OCP and the 2017-2022 Strategic Plan and carried forward to the 2022-2025 Strategic Plan. The community has recognized that to accommodate this growth, planning must be undertaken to ensure that a range of housing options are available for those wishing to move to the area, as well as for those wishing to remain in the municipality as they age.

² The Town advises that an earlier JMPA worked for a couple of years, however, when the Town objected to an apartment development next to the RM’s Emerald Park office location and the extent of accepted uses in a contract zone for the Metz subdivision, the two municipalities no longer met on this point. At the time of the Town’s contract zone comments, the RM indicated to the Town that they would not accept the Town’s comments, that the Town had no business to tell the RM how to develop, and that RM would develop the way it saw fit. The developer subsequently withdrew the application after some consultations with area residents. The developer reopened the application in 2019 but withdrew it again a couple months later with no explanation. The RM has largely ignored the Town’s comments with respect to development in the JMPA.

Town of White City Strategic Plan, 2017-2022

The Town created a Strategic Plan in October 2017, and the proposed annexation was a critical component of that Plan's implementation strategy. Key directions in the Strategic Plan that supported the annexation effort included diversification of the Town's fiscal capacity and accommodating growth to 10,000-14,000 people with the intent of achieving city status.

Starting the Conversation – A Strategic Vision for an Integrated Full-Service Growth Community

Prepared in 2017, this document outlines the Town's case for pursuing a unified growth community. Key strategic directions/objectives include:

- obtaining land for future growth;
- diversifying the assessment base and securing financial sustainability;
- reduction of service duplication;
- improved community integration; and
- more coordinated development.

Town of White City Strategic Plan, 2022-2025

Preparation of the 2022-2025 Strategic Plan began in 2021. It provides a framework composed of a vision of a vibrant growing community with a small town feel that provides a safe, inclusive and innovative environment where everyone thrives; a mission to foster community growth with sustainable, innovative and intelligent planning to attract residential development, businesses and partnership opportunities; six strategic focus areas and associated strategic objectives and indicators to measure the Town's progress in implementing the Strategic Plan's focus areas and objectives, The key strategic focus areas are:

- Diverse, Inclusive & Engaged Community;
- Active & Healthy Community;
- Innovative Development;
- Safe & Caring Community;
- Regional Collaboration; and
- Governance & Operational Excellence.

The strategic objectives contained in the Plan that are relevant to the proposed annexation and intermunicipal cooperation include:

- *Complete the process to incorporate White City, Emerald Park, Park Meadows Estates, Meadow Ridge Estates, Escott/Deneve, Great Plains Industrial Park and sufficient additional land to support a well-planned and managed community for the next 25-years into one urban community.*
- *Develop a municipal bylaw enforcement and policing model that will grow to service a population of 10,000 to 14,000.*
- *Support the White City Fire Department in providing exceptional fire services to residents and regional partners.*
- *Develop and grow the Emergency Measures Organization to ensure emergency preparedness in the community and region.*
- *Support the growth and development of the WCRM158 Wastewater Management Authority.*
- *Be an effective and responsive administration that can meet the demands of a fast-growing community.*



1.7 Municipal Assessment Split

A major driver behind the Town's pursuit of annexation is to ensure that it achieves long-term fiscal sustainability, which is dependent on growth of its non-residential (i.e., commercial and industrial) assessment base. A review of provincial assessment records indicates that the Town's assessment split as of 2021 was 99% residential to 1% non-residential. Appendix D compares the assessment bases of Saskatchewan's 15 cities, 147 towns, 246 villages, and 13 northern villages. Table 1.2 is an excerpt of the comprehensive comparison of the 421 municipalities in Appendix D. This excerpt includes: 1) all 15 cities; 2) all towns within the Regina CMA regardless of population; and 3) all other towns in Saskatchewan beyond the Regina CMA with a population greater than 3,000 as of 2021.

Table 1.2: White City Municipal Assessment Comparison

Municipality Information		Latest Assessment Split			
Name	Status	Residential	Rank	Non-Residential	Rank
Grand Coulee	Town	100.0%	1	0.0%	428
White City	Town	99.0%	5	1.01%	417
Pense	Town	97.1%	15	2.9%	407
Balgonie	Town	96.6%	24	3.4%	398
Regina Beach	Town	96.5%	25	3.5%	397
Pilot Butte	Town	96.2%	31	3.8%	391
Lumsden	Town	94.4%	62	5.6%	360
Martensville	City	88.3%	210	11.7%	212
Battleford	Town	87.2%	228	12.8%	194
Warman	City	86.5%	240	13.5%	182
Melville	City	84.4%	270	15.6%	152
Swift Current	City	84.0%	274	16.0%	148
Melfort	City	82.5%	292	17.5%	130
Weyburn	City	80.4%	317	19.6%	105
Humboldt	City	80.2%	319	19.8%	103
Nipawin	Town	79.4%	325	20.6%	97
Moose Jaw	City	78.2%	332	21.8%	90
Prince Albert	City	76.9%	345	23.1%	77
Meadow Lake	City	76.4%	348	23.6%	74
Saskatoon	City	75.1%	359	24.9%	63
Regina	City	73.9%	365	26.1%	57
Estevan	City	73.2%	370	26.8%	52
North Battleford	City	71.0%	380	29.0%	42
Yorkton	City	68.8%	390	31.2%	32
Kindersley	Town	60.2%	406	39.8%	16
Combined Villages		87.1%	—	12.9%	—
Combined Towns		83.7%	—	16.3%	—
Combined Northern Villages		78.6%	—	21.4%	—
Combined Cities		75.4%	—	24.6%	—

Source: Saskatchewan Assessment Management Agency, Confirmed Municipal Assessment Totals by Year, 2021.

A review of the assessment data in Appendix D and in Table 1.2 indicates that the Town's non-residential assessment split is:

- second worst among the province's group of 147 towns;
- second worst among the group of 162 cities and towns combined (note Martensville is at 88.3/11.7 and Warman is at 86.5/13.5);
- fifth worst among the province's group of 421 cities, towns, villages, and northern villages; and
- worst among the province's 59 urban municipalities (cities, towns, and northern villages) that have a population of 1,000 or greater as of 2021.

In the first two groups, only the Town of Grand Coulee is worse off. At a 2021 population of 606, its split is 100% to 0%. It is directly west of Regina, only 2 km and 5 minutes driving time closer to Regina than White City, but it is not boxed in by the surrounding RM of Sherwood, which affords an opportunity for Grand Coulee to capture non-residential development as it inevitably continues to grow over time.

In the third group, the villages of Waldeck (pop. 294), Rush Lake (pop. 55) and Tantallon (pop.) are the three others with worse assessment splits than White City. It would have been expected that a much larger sum of Saskatchewan's 246 villages would likely be worse off than a town of over 3,000 people given their low populations and that villages generally have smaller non-residential assessment bases than towns. It is therefore quite telling how dire it is for White City if it, as Saskatchewan's third largest of 147 towns, has a worse assessment split than 243 of 246 villages, which mostly range in population from 15 to 500 (only four of the villages have more than 500 people as of 2021).

Ultimately, the RM's pattern of containment and interception of non-residential growth has significantly limited the opportunities for White City to expand its non-residential assessment base, aside from commercial opportunity in the planned Town Centre development, which the RM has since attempted to undermine with the approval of Prairie View Business Park to the west. The Town's only option to significantly expand its non-residential assessment base is to annex future commercial and industrial lands in marketable locations either to the north of Highway 1 or to the west in the vicinity of Great Plains (inclusive of Great Plains Industrial Park and Great Plains Industrial Park West).

1.8 Imperatives for Annexation/Unification

In general terms there are several factors that warrant the expansion of White City and its unification with Emerald Park through annexation:

- **White City and Emerald Park have always effectively been a single community.** The lands currently occupied by Emerald Park were annexed by the Town in 1983 but were unilaterally annexed back to the RM a year later without the Town's agreement. The outcome of this situation was the unconventional development and growth of a single community bisected by a municipal boundary resulting in two different jurisdictions competing over matters that ought to be dealt with by the community as a whole.
- **Service Integration.** The RM and Town both operate municipal water and sewer systems which has resulted in inefficiencies and the duplication of services that adds costs to both municipalities and results in pipe networks that cross jurisdictions. There is currently a moratorium on development in both White City and Emerald Park due to the decisions of the RM to redirect all its sewage effluent to the WWA system, which resulted in a reduction in the WWA's storage capacity by half, and to begin decommissioning nearly half the capacity of its Emerald Park lagoon system.
- **Land use planning and integration.** In addition, the RM's OCP policy places a focus on the intensification of existing developed areas and promoting urban forms of development to optimize infrastructure, which will only serve to exacerbate the current planning conflicts between White City and Emerald Park. Further, current planning protocols call for application referrals between the municipalities and cooperation on planning matters, but the history of development decisions in the RM illustrate that it is not prepared to facilitate the Town's future growth aspirations.



- **Transportation network integration.** The proximity of the two communities has resulted in duplication of road systems and missed opportunities for transportation efficiency that will only continue with additional competing growth. The intertwined configuration of the two communities has also resulted in White City and Emerald Park residents having to use the road networks of the other municipality to access Highway 1 and Highway 48. In addition, the Town's only available future growth area is completely dependent on the RM for road access to the important Pilot Butte Access Road interchange due to the barriers created by the development of Emerald Park and other neighbouring subdivisions. Otherwise, all future development in the Town will be dependent on a single connector (the Lott Road East "choke point" or Gregory Avenue East that is less direct) to get access to the highway system. Opportunities have been missed to develop a single continuous east/west arterial road between Highway 48 and Range Road 2185 (Pilot Butte Access Road), and to ensure Emerald Park Road can function as a north/south arterial road. The Town has planned to develop Betteridge Road to a four-lane urban arterial standard, but the RM intends to develop Betteridge Road west of the town boundary as a two-lane rural road despite the 2015 boundary alteration agreement requiring the RM to work with the Town on Betteridge Road. The RM blocked the Town and Province's request to use Highway 624 (aka Viterra Road) as a hauling route for fill from the planned Town Centre for use in the Regina Bypass project. The refusal resulted in a \$2 million loss to the Town, increased costs to the Province to acquire fill from elsewhere and created an obstacle to the timely development of the planned Town Centre. The RM has also refused the annexation of the White City Drive road allowance south of Emerald Gate, meaning the Town currently has no single transportation route between the southwest and northeast portions of the White City under its jurisdiction. This enables the RM to limit even small activities along White City Drive. For example, after the RM's administration granted permission for geotechnical drilling needed for the engineering design of the White City Drive waterline from Gregory Avenue to Betteridge Road, a member of the RM's council intervened during the drilling activity and the permission was revoked. As a result, the Town had to immediately negotiate with the neighbouring landowner to drill on the adjacent property rather than within the road right-of-way to proceed with the project. Another example of a boundary road not yet within the Town's jurisdiction is Kennedy Road along the current eastern boundary. It remains under the jurisdiction of the RM despite two residential properties south of Highway 48 gaining access from it, and two public road connections into the Town north of Highway 48 at Fernwood Street and Deneve Drive.
- **Bylaw/regulatory integration.** Unification of the White City/Emerald Park/Great Plains Urban Complex through the Town's annexation of the Adjacent White City Area will allow for the more consistent application of standards and regulatory requirements. At present there is essentially a single urban community being administered by two municipalities with differing philosophies on the future design of the single urban community.
- **Citizen desire to be one community.** The Town commissioned a community survey of White City and RM households in 2018.³ Of the 1,811 households that were canvassed, 453 households responded, of which 71% were from White City and 29% from the RM (of which 86% were from Emerald Park). Some key findings:
 - 71% of Town respondents and 58% of RM respondents agreed that amalgamation was a good idea;
 - 11% of Town respondents and 18% of RM respondents stated amalgamation was the top issue facing residents;
 - 21% of Town respondents and 32% of RM respondents stated that the local community was going in the wrong direction; and
 - 49% of Town respondents and 32% of RM respondents stated that that their municipality was not well positioned to handle growth. Of these Town respondents, 10% stated amalgamation is required and 6% stated that the Town and RM are not on the same page. Of the RM respondents, 23% stated they don't trust the RM to manage urban issues and 22% stated there was no clear plan to deal with growth.;

³ Source: March-April 2018 Town of White City Online Survey Study Results. NRG Research Group, April 2018.

In general, there is support in both White City and the RM for changes in the way the municipalities operate, including the potential for unification of the White City/Emerald Park/Great Plains Urban Complex to better meet local need.

- **Competition between the municipalities for public resources.** The Town and RM have historically been unable to work together to coordinate the development of community facilities, such as a high school or recreation facilities.
 - High population growth in the White City/Emerald Park area has resulted in a need for a high school. Both municipalities have been in discussions with the school division, but no agreement has been reached on a site. The Town is concerned that, if no agreement can be reached on a location, the high school would instead be constructed in east Regina with both Emerald Park and White City forming part of its catchment area, and therefore neither municipality will be properly served.
 - Regarding recreation facilities, the Town consulted with the RM on planning and funding a multi-purpose recreation facility for the community. Despite the Town's plan, the RM continues to plan the construction of its own field house facility with full knowledge that the Town is planning a similar facility for the community. The Town has since consulted with the RM on having a joint facility, but the RM indicated it would not be interested in working with White City. If the RM constructs its own facility for Emerald Park and surrounding area, an unnecessary duplication of recreation infrastructure and service delivery would be created. Construction of competing facilities, which would be underutilized due to redundancy, is an inefficient use of taxpayer dollars. It is not in the best interest of the provincial government to partially contribute funding to two competing recreation facilities that would provide a duplication of services.

1.9 Study Area

The study area that was analyzed for the FGS totaled 3,726 ha (9,207 ac) of land in the RM of Edenwold as presented in Map 8.

The boundary of the study area is defined as follows:

- 2.4 km (1.5 mi) to the west to Range Road 2185 that connects to Highway 1 and continues as the Pilot Butte Access Road at a vitally important, recently constructed interchange. This portion of the study area includes the entirety of Emerald Park, Great Plains (inclusive of Great Plains Industrial Park and Great Plains Industrial Park West), and Prairie View Business Park. These developed and recently subdivided areas are included in the review given future opportunities to be included as part of a single community;
- 2.4 km (1.5 mi) north of Highway 1, west of the White Butte Trails Recreation Site, extending to the south boundary of the Town of Pilot Butte;
- 0.8 km (0.5 mi) north of Highway 1 easterly to include Jorgenson, Bohach and Bridlewood Estates. Examination further to the north was not undertaken as this is an agricultural area that is not conducive to future servicing, as well as the presence of the Coppersands lagoon system and sand and gravel extraction;
- 2.4 km (1.5 mi) to the east as far as an existing gravel extraction operation, and 3.2 km (2 mi) southeast as far as Jameson Estates (to which the Town supplies water); and
- 0.8 km (0.5 mi)/1.6 km (1 mi) to the south, extending to the Town's sewage lagoons, including the abutting communities of Park Meadow Estates and Meadow Ridge Estates, and the Sattler Lands.

1.10 Growth Principles

This Growth Study is based on the following growth planning principles and a combination of strategies, goals, and objectives established within the applicable White City planning documents. White City's future growth vision will employ sustainable planning practices to optimize appropriate and efficient land use patterns and to minimize land use conflicts while diversifying its economic base to remedy the current imbalance of residential land use to non-residential land use. In addition, future residential, commercial, industrial, institutional, and recreational opportunities must enhance the viability, safety, enjoyment, and character of the Town.

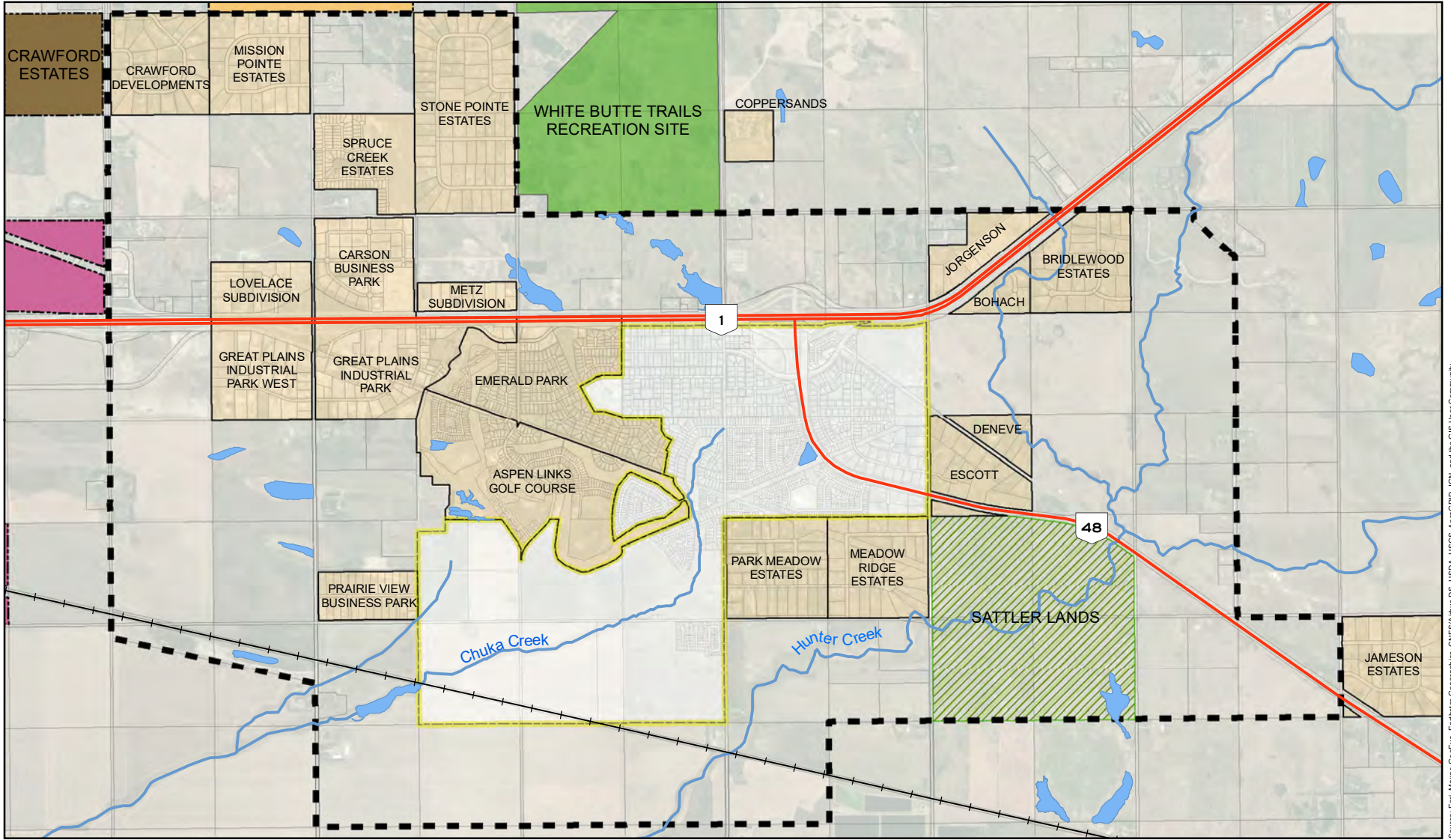


Lastly, White City will strive to work together with other communities, local governments, and local agencies for the mutual improvement of service capacity, governance, and quality of life for the regional community including the Town. These principles will provide the foundation for future growth.

The following principles provide a basis for future growth of the Town, as well as options on how this growth may be best accommodated:

1. Identify the 25-year undeveloped land supply of residential and non-residential land uses to accommodate future population and economic development opportunities;
2. Provide a range of realistic growth rates to determine the Town's future land requirements based on solid planning principles;
3. Aim to create a full-service urban entity that provides a wide range of housing options, commercial services, and amenities to support its growing population;
4. Aim to maximize existing infrastructure, eliminate leap-frog development, and provide more certainty for taxpayers and developers through the establishment of effective long-term planning;
5. Determine future growth decisions with a long-term outlook to mitigate potential future conflicts and to strike the right balance among economic growth, resident's needs, and environmental stewardship;
6. Ensure future growth will accommodate compact forms of development primarily focused on the planned Town Centre. This will encourage higher densities in specifically planned areas of White City while still maintaining the existing lower density residential character in suburban areas;
7. Work to carry out the development of the planned Town Centre as a place of diverse business activity, a place for recreational and cultural activities, and a place for a diversity of higher density housing types;
8. Work to ensure future growth will create a mix of business, employment, and educational opportunities to create a strong and diverse base for the long-term economic sustainability of White City;
9. Ensure future growth will preserve, protect, and enhance quality of land, air, and water;
10. Ensure future growth will promote physical connections between the planned Town Centre, regional commercial areas, adjacent municipalities, as well as existing and potential green spaces;
11. Work to institute and strengthen the OCP's *Joint Management Planning Area* to properly manage land use, development, and subdivision to minimize land-use conflicts; facilitate growth and boundary alterations; and to consult with the adjacent municipality on land use matters and development proposals;
12. Future growth and development must align with the Town's community values, and ensure the Town's long-term fiscal sustainability;
13. The Town's economic base must be stable and able to support the provision of municipal infrastructure, programs, and services; and
14. The Town must have a sustainable mix of land uses to offer existing and future residents' opportunities to live, work, play and invest in complete communities.

Date: 2022-06-03 Coordinate System: NAD 1983 UTM Zone 13N Document: M:\15540_White_City_Growth_Study\25_Figures\2022_Growth_Study\15540_ToWC_Map8_StudyArea_202008.mxd



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



- Town of White City
- Town of Pilot Butte
- Organized Hamlet
- First Nation
- Subdivision
- Recreational Area
- Wildlife Conservation Easement
- Study Area
- Railroad
- Highway
- Watercourse
- Water Body



1:45,000

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2022 GROWTH STUDY

MAP 8: STUDY AREA

2.0 Population and Demographics

2.1 White City Historical Population Growth

Table 2.1 and Figure 2.1 present White City’s historical population growth according to federal census results since 1961. Percent changes, compound annual growth rates and absolute changes between censuses are presented in Table 2.1.

Table 2.1: White City Historical Population (1961–2021)

Year	Original Population	Adjusted Population ⁴	Percent Change	Compound Annual Growth Rate	Absolute Change
1961	91	—	—	—	—
1966	93	—	2.2%	0.4%	2
1971	129	—	38.7%	6.8%	36
1976	340	—	163.6%	21.4%	211
1981	602	—	77.1%	12.1%	262
1986	783	—	30.1%	5.4%	181
1991	862	—	10.1%	1.9%	79
1996	905	907	5.0%	1.0%	43
2001	1,013	1,101	11.7%	2.2%	106
2006	1,113	—	1.1%	0.2%	12
2011	1,894	1,899	70.2%	11.2%	781
2016	3,099	—	63.2%	10.3%	1,200
2021	3,702	—	19.5%	3.6%	603

Source: Statistics Canada (1961-2021)

The following are key observations from Table 2.1 and Figure 2.1.

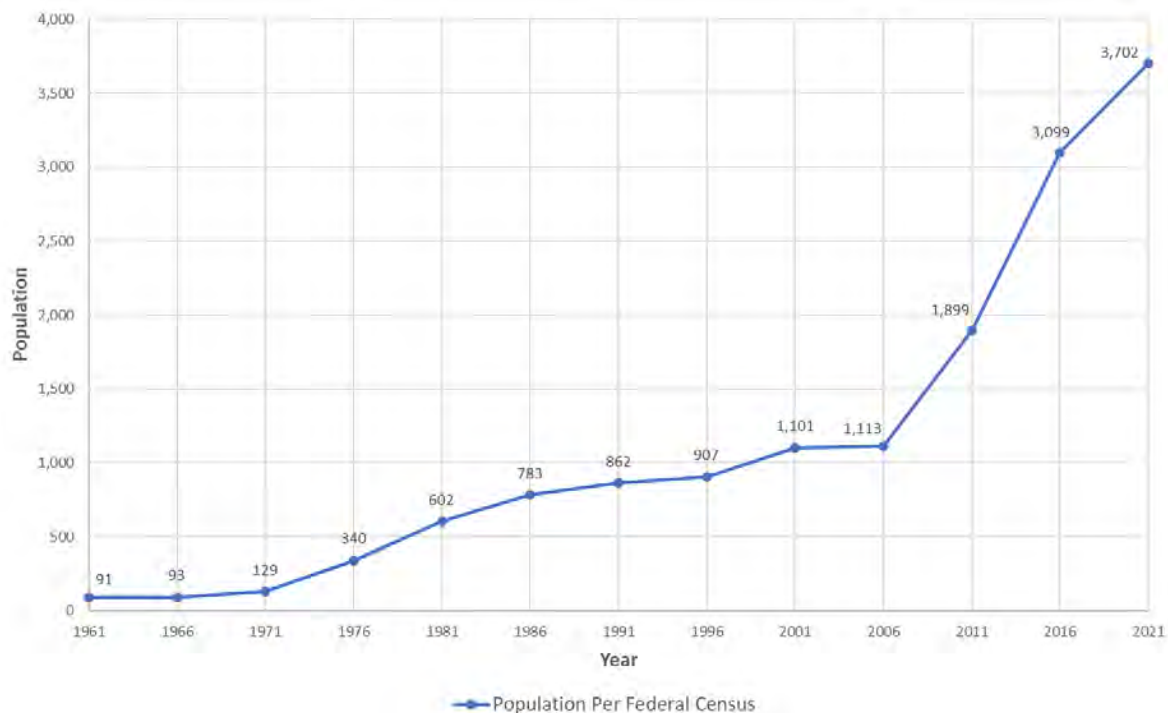
- Over the course of its history, White City has grown from a population of 91 in 1961 to 3,702 in 2021.
- At its 2021 population of 3,702, the Town has:
 - more than tripled its population over 15 years since recording a population of 1,113 in 2006 – an increase of 2,589; and
 - nearly quintupled its population over 35 years since recording a population of 783 in 1986 – an increase of 2,916.
- Among the various censuses conducted between 1986 and 2021, White City’s compound annual growth rate has varied between 0.2% and 11.2%.

In addition to these observations, White City was crowned as the fastest growing among all towns in Canada for two census periods in a row. It also outpaced growth of all cities in Canada over the same periods. The momentum of this growth enabled the Town to emerge as the second-largest urban municipality in the Regina CMA. Between 2006 and 2011, it grew by 70.2%, ahead of 739 other towns and cities across Canada with over 1,000 people. Second-fastest was the Town of Milton in Ontario at 56.5% and third-fastest was the City of Martensville at 55.0%. Between 2011 and 2016, White City grew by 63.2%, ahead of 748 other towns and cities with over 1,000 people across the country. Second-fastest was the City of Warman at 55.1% and third-fastest was the Town of Blackfalds in Alberta at 48.1%.

⁴ Adjusted population counts are a result of municipal boundary changes (e.g., annexations) that occur between federal censuses.



Despite the development moratorium, White City's growth between 2016 and 2021 remained high enough at 19.0% to place thirtieth among 746 other cities and towns with over 1,000 people throughout Canada. With the Town recently submitting a request to Statistics Canada to formally review the 2021 census results for White City based on a suspected error of 44 missed private dwellings or approximately 150 people, it is anticipated the Town's rank would rise to at least fifteenth between 2016 and 2021 and potentially even ahead of nearby Pilot Butte that ranked fourteenth. Appendix E presents the top 50 fastest growing towns and cities in Canada over the three census periods.



Source: Statistics Canada (1961-2021)

Figure 2.1: Town of White City Historical Population Growth (1961–2021)

Table 2.2 presents the Town's growth rates over various intervals from 1951, ranging from the past 5 years to the past 50 years.

Table 2.2: White City Historical Growth Over Selected Time Periods (1971–2021)

Time Period (years)	% Change Over Period	Compound Annual Growth Rate	Average Absolute Change per Year
50 (1971-2021)	2,769.8%	6.9%	71
45 (1976-2021)	988.8%	5.4%	75
40 (1981-2021)	515.0%	4.6%	78
35 (1986-2021)	372.8%	4.5%	83
30 (1991-2021)	329.5%	5.0%	95
25 (1996-2021)	308.2%	5.8%	112
20 (2001-2021)	236.2%	6.3%	130
15 (2006-2021)	232.6%	8.3%	173
10 (2011-2021)	94.9%	6.9%	180
5 (2016-2021)	19.5%	3.6%	121

Source: Statistics Canada (1971-2021)

The following are key observations from Table 2.2.

- Over the 15-year interval (2006-2021), the Town's population has increased an average of 8.3% compounded annually.
- Between the 2011 and 2021 two federal censuses, the population has increased an average of 6.9% compounded annually, down only slightly from the 15-year interval.
- In the 25 years prior to 2021, the Town's population has increased an average of 5.8% compounded annually.

White City's historical population growth pattern is reflective of several factors, including the following:

- the City of Regina growing to a sufficient size to trigger demand for alternative bedroom community lifestyles within its CMA;
- the Town's emergence as a first-generation high growth bedroom community within the Regina CMA, with short commuting distances to downtown Regina, industrial activities in northeast Regina, and elsewhere within the Regina CMA via the new Regina Bypass;
- its proximity to a large population and employment base within the Regina CMA that attracts significant economic opportunities and advantages; and
- the high quality of life attributes (e.g., larger lots, safer community, small-town feel, etc.) that makes White City attractive to young families.

2.2 RM of Edenwold Historical Population Growth

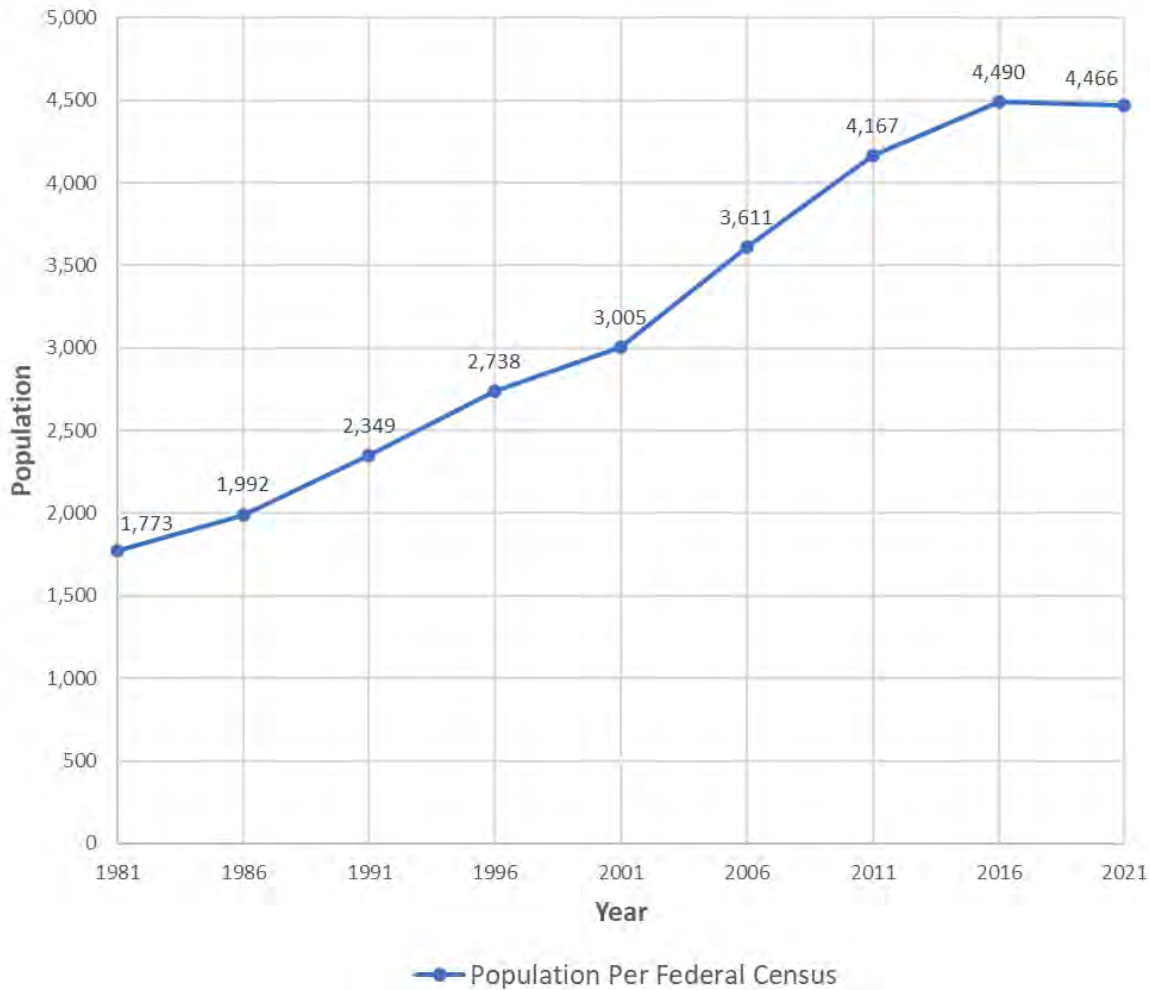
Table 2.3 and Figure 2.2 present the RM of Edenwold's historical population growth according to federal census results since 1981, which is when its population growth began to be driven by the development of Emerald Park. Percent changes, compound annual growth rates and absolute changes between the censuses are presented.

Table 2.3: RM of Edenwold Historical Population Growth (1981–2021)

Year	Original Population	Adjusted Population ⁵	Percent Change	Compound Annual Growth Rate	Absolute Change
1981	1,773	—	—	—	—
1986	1,992	1,990	12.4%	2.4%	44
1991	2,349	—	18.0%	3.4%	72
1996	2,738	2,724	16.6%	3.1%	78
2001	3,005	2,917	10.3%	2.0%	56
2006	3,611	3,606	23.8%	4.4%	139
2011	4,167	4,132	15.6%	2.9%	112
2016	4,490	—	8.7%	1.7%	72
2021	4,466	—	-0.5%	-0.1%	-24

Source: Statistics Canada (1981-2021)

⁵ Adjusted population counts are a result of municipal boundary changes (e.g., annexations) that occur between federal censuses.



Source: Statistics Canada (1981-2021)

Figure 2.2: RM of Edenwold Historical Population Growth (1981–2021)

As a supplement to Table 2.3, Appendix F presents the most populous of the 296 rural municipalities in Saskatchewan over the past nine federal censuses from 1981 to 2021 inclusive (Tables F.1 to F.9), and those with the greatest absolute and percent changes over the 40-year period (Tables F.10 and F.11). Overall, the RM of Edenwold has grown by 2,693 people between 1981 and 2021, which represents the highest absolute population change among all 296 rural municipalities in Saskatchewan over the 40-year period (see Table F.10 in Appendix F). In 1981, the RM of Edenwold was ranked sixteenth in population among the 296 rural municipalities (see Table F.1 in Appendix F). Its high growth has resulted in it being ranked the second largest in population since 2006, behind only the RM of Corman Park No. 344 (see Tables F.6 through F.9 in Appendix F). Given Emerald Park growth from zero in 1981 to 1,553 in 2016 (see Section 2.3), nearly 58% of the RM’s 40-year absolute growth is attributed to urban development adjacent to the Town. This urban development would have otherwise been White City’s population growth had the Emerald Park lands not been annexed back to the RM of Edenwold in April 1984. Had this not occurred, the RM of Edenwold’s population in 2021 would have been 2,913⁶ and it would have still ranked fifth among all rural municipalities rather than second.

⁶ 4,466 (RM’s 2021 population per Table 2.3) - 1,553 (Emerald Park’s 2021 population per Table 2.5) = 2,913.

Table 2.4 presents the RM's growth rates over various intervals from 1981, before the 1984 establishment of Emerald Park, ranging from the past 5 years to the past 40 years.

Table 2.4: RM of Edenwold Historical Population Growth between Various Intervals (1981–2021)

Time Period (years)	% Change Over Period	Compound Annual Growth Rate	Average Absolute Growth per Year
40 (1981-2021)	151.9%	2.3%	67
35 (1986-2021)	124.4%	2.3%	71
30 (1991-2021)	90.1%	2.2%	71
25 (1996-2021)	64.0%	2.0%	70
20 (2001-2021)	53.1%	2.2%	77
15 (2006-2021)	23.8%	1.4%	57
10 (2011-2021)	8.1%	0.8%	33
5 (2016-2021)	-0.5%	-0.1%	-5

Source: Statistics Canada (1981-2021)

In comparison to Saskatchewan's 295 other rural municipalities, the RM of Edenwold's 40-year percent change in population of 151.9% ranks second overall behind the RM of Dundurn No. 314 (see Table F.11 in Appendix F), which is approximately 11 km (6.8 miles) south of Saskatoon. Had White City's 1983 annexation lands not been returned to the RM of Edenwold in 1984, its 40-year percent change in population would have been 64.3% rather than 151.9%, and its 40-year compound annual growth rate would have been 1.2% rather than 2.3%. It therefore would have still ranked sixth of 296 rural municipalities instead of second.

Like White City, the RM's historical population growth pattern over the past 40 years, particularly within the Adjacent White City Area, is reflective of same factors that have influenced growth in White City. In addition, the RM also offers a country residential product, some of which have water service from the Town, that captures a demand within the Regina CMA by commuters preferring a rural lifestyle. If it were not for the Town's recreational amenities, water, and other services, there would be less country residential development in the vicinity of White City.

2.3 Emerald Park Historical Population Growth

Analyzing historical population growth trends for Emerald Park is difficult as population counts from past censuses specific to that community are generally unavailable. Statistics Canada published population counts for Emerald Park in the 1986 and 1991 censuses under its unincorporated places program. In 1996, Statistics Canada transitioned from its unincorporated places program to its designated places program, and as of the 2021 census, Emerald Park has yet to be established as a designated place by Statistics Canada. Notwithstanding, population counts for Emerald Park from the 2001 through 2021 censuses have been calculated by researching and aggregating population counts from the census dissemination block level – the finest level of geography published by Statistics Canada.

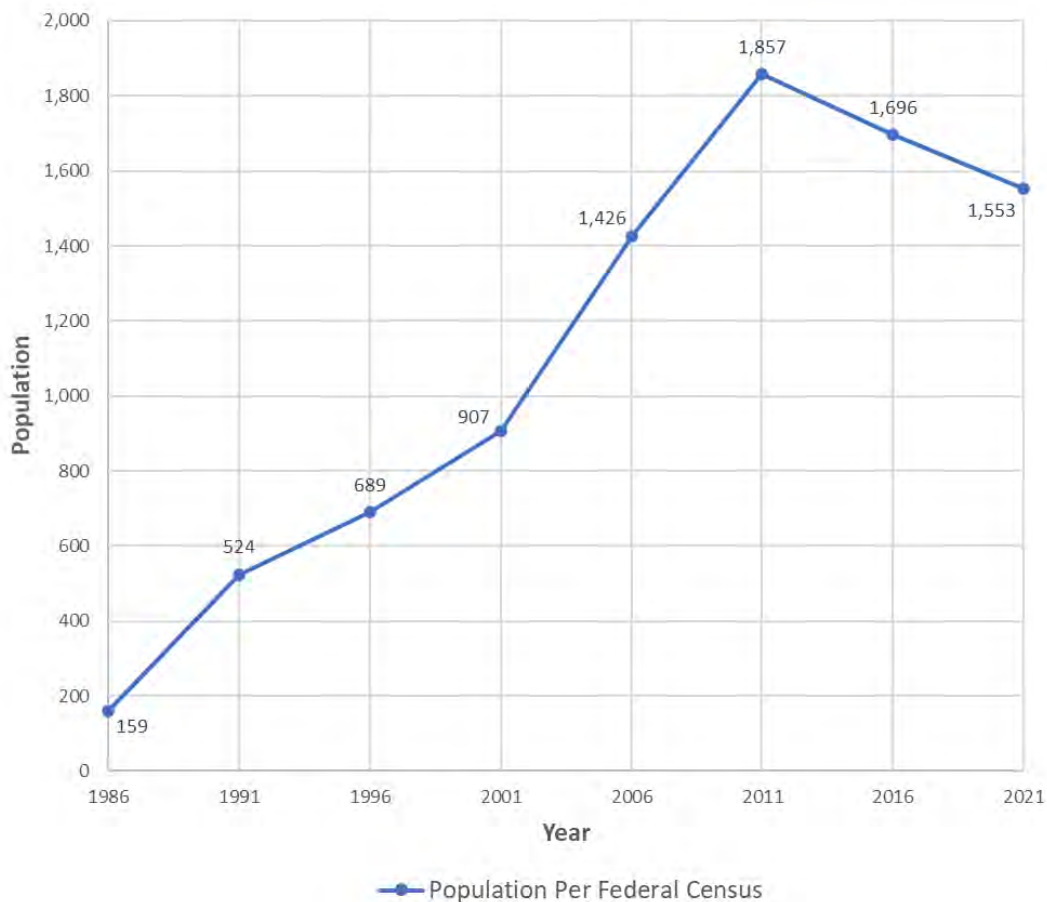
Table 2.5 and Figure 2.3 present Emerald Park's historical population growth according to federal census results since 1986 when population counts became available. Percent changes, compound annual growth rates and absolute changes between the censuses are presented, as are total private dwellings and persons per household where data is available.



Table 2.5: Emerald Park Historical Population Growth (1986–2021)

Year	Population	Percent Change	Compound Annual Growth Rate	Absolute Change	Total Private Dwellings	Persons Per Household
1986	159	—	—	—	n/a	n/a
1991	524	229.6%	26.9%	365	n/a	n/a
1996 ⁷	689	31.6%	5.6%	165	n/a	n/a
2001	907	31.6%	5.6%	218	248	3.66
2006	1,426	57.2%	9.5%	519	427	3.34
2011	1,857	30.2%	5.4%	431	616	3.01
2016	1,696	-8.7%	-1.8%	-161	560	3.03
2021	1,553	-8.4%	-1.7%	-143	532	2.92

Source: Statistics Canada (1986-2021)



Source: Statistics Canada (1986-2021)

Figure 2.3: Emerald Park Historical Population Growth (1986–2021)

⁷ A 1996 census population count is not available for Emerald Park from Statistics Canada, so a population count, percent change, and average annual growth rate has been interpolated based on population counts from the 1991 and 2001 censuses.

Table 2.6 presents Emerald Park's growth rates over various periods from 1986, where data is available.

Table 2.6: Emerald Park's Historical Population Growth between Various Intervals (1986–2021)

Time Period (years)	% Change Over Period	Compound Annual Growth Rate	Avg. People per Year
35 (1986-2021)	876.7%	6.7%	40
30 (1991-2021)	196.4%	3.7%	34
25 (1996-2021) ⁸	125.3%	3.3%	35
20 (2001-2021)	71.2%	2.7%	32
15 (2006-2021)	8.9%	0.6%	8
10 (2011-2021)	-16.4%	-1.8%	-30
5 (2016-2021)	-8.4%	-1.7%	-29

Source: Statistics Canada (1986-2021)

Overall, Emerald Park, which was established in 1984, grew from a population of 159 in 1986 to 1,857 in 2011 – an increase of 1,698 people. Inexplicably, Emerald Park declined in population by 8.7% or 161 people between 2011 and 2016 and declined again by 8.4% or 143 people between 2016 and 2021. Note however that the same research at the census dissemination block level observed apparent declines in total private dwellings in Emerald Park over the same periods (from 616 to 560 to 532 as presented in Table 2.6). This decline is not consistent with the experience on the ground as there has been no observed loss in homes. In fact, Aspen Village was constructed between 2011 and 2016 bringing on at least 18 or 19 new homes alone. It is theorized that Statistics Canada either missed counting numerous dwellings in Emerald Park in the 2016 and 2021 censuses, or overcounted population and dwellings in Emerald Park in the 2011 and 2016 censuses.

2.4 Combined White City/Emerald Park Community Historical Population Growth

Table 2.7 presents what White City's historical population growth would have been according to federal census results since 1981 if the Emerald Park lands annexed in 1983 were not annexed back to the RM in 1984. Percent changes, compound annual growth rates and absolute changes between censuses are presented in Table 2.7.

Table 2.7: Combined White City/Emerald Park Community Historical Population (1981–2021)

Year	Original Population	Adjusted Population ⁹	Percent Change	Avg. Annual Growth Rate	Absolute Change
1981	602	—	77.1%	12.1%	262
1986	942	—	56.5%	9.4%	340
1991	1,386	—	47.1%	8.0%	444
1996	1,594	1,596	15.0%	2.8%	208
2001	1,920	2,008	20.3%	3.8%	324
2006	2,539	—	26.4%	4.8%	531
2011	3,751	3,756	47.7%	8.1%	1,212
2016	4,795	—	27.7%	5.0%	1,039
2021	5,255	—	9.6%	1.8%	460

Source: Statistics Canada (1981-2021)

⁸ Figures based on an interpolated 1996 census population count of 689.

⁹ Adjusted population counts are a result of municipal boundary changes (e.g., annexations) that occur between federal censuses.



The following are key observations from Table 2.7.

- With the establishment of Emerald Park adjacent to White City, the combined White City/Emerald Park community has grown from a population of 602 in 1981 to 5,255 in 2021.
- At its 2021 population of 5,255, the combined White City/Emerald Park community has:
 - Grown nearly nine times its size since its starting population of 602 in 1981 – an increase of 4,653;
 - more than tripled its population over 25 years since recording a population of 1,594 in 1996 – an increase of 3,661; and
 - more than doubled its population over 15 years since recording a population of 2,539 in 2006 – an increase of 2,716.
- Among the various censuses conducted between 1981 and 2021, the combined White City/Emerald park community’s compound annual growth rate has varied between 1.8% and 12.1%.

Had Emerald Park not been annexed back to the RM in 1984, the combined White City/Emerald Park community would have emerged as Saskatchewan’s largest town in 2016 with a population of 4,795, just shy of eligibility for city status. As of the 2021 census, the combined community’s population of 5,255 officially makes it eligible for city status under *The Cities Act*. See commentary on the benefits of city status in Section 2.4.1.

Table 2.8 presents the combined White City/Emerald Park community’s growth rates over various intervals from 1981, ranging from the past 5 years to the past 40 years.

Table 2.8: Combined Community’s Historical Growth Over Selected Time Periods (1981–2021)

Time Period (years)	% Change Over Period	Compound Annual Growth Rate	Average Absolute Change per Year
40 (1981-2021)	772.9%	5.6%	116
35 (1986-2021)	457.9%	5.0%	123
30 (1991-2021)	279.1%	4.5%	129
250 (1996-2021)	229.2%	4.9%	146
20 (2001-2021)	161.7%	4.9%	162
15 (2006-2021)	107.0%	5.0%	181
10 (2011-2021)	39.9%	3.4%	150
5 (2016-2021)	9.6%	1.8%	92

Source: Statistics Canada (1981-2021)

The following are key observations from Table 2.8.

- Over the 15-year interval (2006-2021), the combined White City/Emerald Park community’s population has increased an average of 5.0% compounded annually.
- In the 40 years prior to 2021, the combined White City/Emerald Park community’s population has increased an average of 5.6% compounded annually.
- Among the various selected time periods, the combined White City/Emerald Park community’s compound annual growth rate has varied only slightly between 1.8% and 5.6%.

2.4.1 City Status Benefits

According to city status research and discussions with representatives of the cities of Martensville and Warman, there are numerous benefits to transitioning from town status to city status. Warman became a city on October 27, 2012 while Martensville transitioned to city status on November 3, 2009. These benefits are summarized below.

1. City status enables an expansion of natural person powers, the ability to influence provincial and federal municipal policy with a voice that represents a majority of the population of Saskatchewan, the ability to shift property taxes between property classes to reflect service levels, and being in a funding pool designed for cities and growing communities with similar needs, rather than a funding pool where a high growth community is forced to compete for limited federal and provincial funding with hundreds of other municipalities with differing needs.
2. As a city, mayors are invited to participate in the Annual City Mayor's Caucus, which is extremely beneficial from an information gathering perspective, but also for being able to lobby MLAs in Regina on behalf of the needs of each mayor's respective community.
3. From an operational standpoint, *The Cities Act* provides for treatment of the municipality as a more mature and robust local government. For instance, the health of the Town's water and sewer utility would be determined by a rate study that would ensure the long-term sustainability of the utility and ensure rates are reasonable and affordable, and referral to and approval by the SMB would not be required. Under *The Cities Act*, the new city would be required to establish an overall debt limit for the municipality and negotiate that limit with the SMB, for which the SMB would provide approval, replacing a system of fixed debt limits. Also, the new city would undoubtedly become an approving authority for the purposes of *The Planning and Development Act, 2007*, giving it more authority and control over its development and land use destiny.
4. From a municipal tax perspective, cities can establish additional tax classes for the purposes of taxation. This allows a city to allocate property taxes amongst property tax classes to address inequities between classes. Further, the City of Martensville noted that there is a minimum threshold of commercial and industrial development required to support the residential land base from a taxation perspective. It was also noted that as Martensville grows, the demand for additional services in the commercial and industrial sectors increases.
5. With respect to intergovernmental transfers, there are programs specific to cities that recognize the unique needs of these municipalities in the province relating to infrastructure and socially related programming such as immigration and housing. As such, because there are fewer cities in the province, there is a smaller pool of municipalities that each city is competing with, which increases the chance of receiving funding for each applicant.

From an economic development perspective, with White City and Emerald Park split between two different municipal jurisdictions, it is difficult to confirm the true base market size of these areas combined as a single community. While it is easy to determine the starting base market size for the Town through regular census data published by Statistics Canada, as mentioned in Section 2.3 it is difficult to determine the additional base market size associated with Emerald Park because population counts from federal censuses are generally unavailable. If White City and Emerald Park were unified under a single municipality, whether it chooses to transition to a city or remain under town status, economic development will benefit as the population and therefore the true base market size of the combined White City/Emerald Park community will be explicitly published by Statistics Canada in future federal censuses. This means that businesses seeking a base market size of 5,000 or greater to establish a franchise within a community will have less chance of overlooking the opportunity available in the combined White City/Emerald Park community.

2.5 Historical Population Growth Comparisons

Table 2.9 compares the compound annual growth rates (CAGRs) of White City with Saskatchewan's two largest cities (Saskatoon and Regina), Saskatchewan's two largest bedroom communities (Martensville and Warman in the Saskatoon CMA), and other sizeable towns in the Regina CMA (Balgonie, Lumsden and Pilot Butte). It includes CAGRs for these municipalities in recent history (10-year and 15-year time periods) through to longer time periods (additional five-year intervals through to the 35-year period).



It is apparent from Table 2.9 that the Town has experienced unprecedented population growth, comparable only to the cities of Warman and Martensville, which are now firmly established first-generation high growth bedroom communities to Saskatoon. Growth in the province's largest urban centres (Saskatoon and Regina) over the last 10 and 15 years respectively, are closer to the 2% range, which is indicative of their larger populations to begin with. The other sizeable towns in the Regina CMA (Pilot Butte, Balgonie, and Lumsden) are also in this range, with Pilot Butte seeing the next largest 10-year CAGR of 3.6%. Interestingly, over the 35-year period, the CAGRs for most comparable communities are between 0.7% and 1.9%. Only Martensville, Warman and White City have maintained CAGRs above 3% over this 35-year period.

Table 2.9: Comparative Population Compound Annual Growth Rates (1986–2021)

Municipality	Compound Annual Growth Rate (CAGR) Time Period						
	5-Year CAGR	10-Year CAGR	15-Year CAGR	20-Year CAGR	25-Year CAGR	30-Year CAGR	35-Year CAGR
Balgonie	-0.1%	0.8%	1.6%	1.8%	1.8%	1.6%	1.9%
Lumsden	-0.3%	1.0%	1.1%	0.7%	0.7%	0.7%	0.8%
Martensville	1.8%	3.2%	5.1%	4.5%	4.5%	3.9%	3.9%
Pilot Butte	4.3%	3.6%	2.3%	1.8%	2.4%	2.0%	1.9%
Regina	1.0%	1.6%	1.6%	1.2%	0.9%	0.8%	0.7%
Saskatoon	1.6%	1.8%	1.8%	1.5%	1.3%	1.2%	1.2%
Warman	2.4%	5.8%	6.6%	6.6%	6.1%	5.3%	4.7%
White City	3.6%	6.9%	8.3%	6.7%	5.8%	5.0%	4.5%

Source: Statistics Canada (1986-2021)

2.6 Demographics

The following demographic information was obtained from Statistics Canada's 2021 and 2016 censuses,¹⁰ with comparable data for Census Division (CD) No. 6 (in which White City is situated), as well as the Province of Saskatchewan, where applicable. The following observations are offered from this data:

- In 2021, the population of the Town had a median age of 36.8 years (compared to 38.4 for CD No. 6 and 38.8 for Saskatchewan), which is a modest 2.3-year increase the median age of 34.5 recorded in 2016.
- Between 2011 and 2016, significant increases in population were noted in all age cohorts, especially the 0-29 and 35-49 age groups. Between 2016 and 2021 there was an increase in population across all age cohorts except for those in the 0-4 and 20-34 cohorts. This suggests that the in-migration of young families with young children has recently slowed.
- As expected, there are only 30 individuals in the 80+ age range, which can partially be attributed to the following:
 - lack of housing for seniors;
 - lack of aging-in-place facilities; and
 - lack of apartment-style dwellings that provide for older individuals living in White City.
- The youngest cohort (age 0-4) decreased from 2016 and 2021 from 290 to 265, and an increase of children aged 5-9 years old was noted between 2016 and 2021 from 320 to 370. There was also an increase between 2016 and 2021 of children aged 10-14 from 240 to 380.
- In 2016, a total of 860 families resided in White City, of which 550 (64%) have at least one child. This is significantly higher than CD No. 6 (50.9%) and the Province as a whole (48.9%).
- The average total household income in 2015 in White City was \$172,931. This is significantly higher than CD No. 6 (\$102,098) as well as the Province (\$93,942).

¹⁰ As of the writing of this section, the only demographic data published by Statistics Canada from the 2021 census was population and dwelling counts, age, sex at birth and gender, and type of dwelling.

- The average value of a dwelling in White City was \$581,032 in 2016, which is significantly higher than CD No. 6 (\$367,210) and in the Province (\$318,917).
- The average monthly cost for owned dwellings in White City was \$1,995 in 2016. Again, this is significantly higher than CD No. 6 (\$1,309) and the Province (\$1,178).
- Within White City in 2016, 66.6% of residents aged 15 and older have a post-secondary certificate, diploma, or degree, compared to 52.3% of individuals in CD No. 6 and 48.9% of individuals in the Province as a whole. This suggests that those who reside in White City are highly educated.
- White City had an unemployment rate of only 3.8% in 2016. This is significantly lower than both CD No. 5 (5.8%) and the Province as a whole (7.1%).
- Of those individuals employed within the labour force in 2016, a high proportion (95.4%) of the population commuted to a different census subdivision, compared to their census subdivision of residence. This is significantly higher than CD No. 6 (17.7%) and Province as a whole (21.5%).

Table 2.10 presents various demographic characteristics of White City from 2016 and compares them with the same for Saskatchewan’s two largest cities (Saskatoon and Regina), Saskatchewan’s two largest bedroom communities (Martensville and Warman in the Saskatoon CMA), and other sizeable towns in the Regina CMA (Balgonie, Lumsden and Pilot Butte).

Table 2.10: Municipal Comparison of Demographic Characteristics

Demographic Characteristic	Balgonie	Lumsden	Martensville	Pilot Butte	Regina	Saskatoon	Warman	White City
Average Size of Census Family (2016)	3.1	2.9	3.2	3.0	2.9	2.9	3.1	3.2
Average Household Size (2021)	2.8	2.5	2.9	2.7	2.4	2.4	2.9	3.2
Percent Low Density Residential Dwellings (2021)	97%	89%	80%	90%	66%	59%	87%	99%
Average Total Income of Households in 2015	\$135,109	\$118,834	\$115,823	\$123,187	\$101,232	\$100,195	\$120,699	\$172,931

Source: Statistics Canada (2016 and 2021)

The comparison of demographic characteristics in Table 2.10 reveals that White City, among the other compared municipalities, has:

- The highest average size of census family (tied with Martensville);
- The highest average household size;
- The highest percentage of low density residential dwellings; and
- The highest average household income in 2015.

These observations are indicators that White City is a community that is attracting young families with high incomes seeking low density residential housing.

The Town’s demographic characteristics appear to be most like those of Martensville from the average census family and average household size perspectives. With respect to residential housing composition and average household total income, White City’s profile is most like Balgonie and Pilot Butte, which are both located nearby in the eastern portion of the Regina CMA. The similarities on residential housing composition are expected given White City’s current population is closer to those of Balgonie and Pilot Butte as opposed to the larger high growth bedroom communities of Martensville and Warman.



Typically, there is less demand for higher density residential housing in smaller communities, and proportions for such only increase over time as a community grows and demands increase.

Table 2.11 presents the commuting flow patterns of workers residing in White City to places of work elsewhere in the Regina CMA and compares with the same for workers residing in Balgonie, Lumsden, and Pilot Butte.

Table 2.11: Commuting Flow of Workers from Place of Residence to Place of Work (2016)

		Place of Work								Totals and Percentages of Workers
		Regina	RM of Edenwold	RM of Sherwood	White City	Pilot Butte	Lumsden	Balgonie	Other Municipality	
Place of Residence	Balgonie	545	90	55	—	—	—	80	—	770
		71%	12%	7%	—	—	—	10%	—	100%
	Lumsden	450	—	35	—	—	170	—	55	710
		63%	—	5%	—	—	24%	—	8%	100%
	Pilot Butte	780	70	65	20	75	—	—	—	1,010
		77%	7%	6%	2%	7%	—	—	—	100%
	White City	1,105	110	55	50	—	—	—	—	1,320
		84%	8%	4%	4%	—	—	—	—	100%

Source: Statistics Canada (2016)

Table 2.11 shows that 96% of White City's working population commutes to Regina (84%) or places of work in the RMs of Edenwold (8%) or Sherwood (4%), and only 4% of its working population works in White City. This is indicative of the limited employment opportunities in White City, despite having a population greater than each of the three other towns. Some of this is attributed to commercial and industrial land in and adjacent to Emerald Park intercepting the demand generated by White City and the eastern portion of the Regina CMA. In comparison, 24% of Lumsden's working population works in Lumsden, and Balgonie and Pilot Butte have higher proportions of their working populations working in their own communities at 10% and 7% respectively.

Approximately 12% of Balgonie's working population commutes to places of work in the RM of Edenwold while 7% of Pilot Butte's workforce commutes to the RM. These percentages are like the 8% of White City's working population commuting to the RM. This shows that commercial and industrial land in the RM's portion of the Highway 1 corridor is intercepting the demand for commercial and industrial development in the eastern portion of the Regina CMA that would have been otherwise absorbed by White City, Pilot Butte, and Balgonie if the RM did not participate in non-agricultural economic development.

Overall, the demographic and commuting flow comparisons suggest that White City has transitioned from being like other small towns in the Regina CMA to a high growth bedroom community. White City's emergence as a first-generation high growth bedroom community to Regina like how Martensville and Warman have firmly established themselves as first-generation high growth bedroom communities within the Saskatoon CMA over the past couple decades.

3.0 Population Projections

The future population growth scenarios set out in the Town's 2015 OCP were based on information that was available at that time. None of the projections in the OCP were undertaken in the context of a growth study to determine future land requirements. The 2016 census results that confirmed sustained high population growth for the Town of more than 10% per year necessitated the preparation of a new set of population projections for the FGS in 2018. Since the completion of the GSU in 2020, numerous events have occurred including:

- the COVID-19 pandemic, which slowed economic growth and international, interprovincial, and intraprovincial migration, the effects of which continue to persist over two years later;
- a shock to oil prices in 2020 that kept the cost of West Texas Intermediate (WTI) crude oil to less than \$50/barrel until very early 2021;
- the persistence of the unexpected moratorium on development in both White City and Emerald Park arising from the decisions of the RM to redirect its flows to the lagoons operated by the WWA and to decommission nearly half the capacity of its Emerald Park lagoon system;
- the 2021 Census of Population reported that White City had grown to a population of 3,702, less than what was projected for 2021 in the FGS, due in part to the COVID-19 pandemic, the oil price shock, the development moratorium, and the front-ending of high growth in the FGS projections; and
- the price of WTI crude oil has since increased to approximately \$75/barrel by the end of 2021 and over \$100/barrel as of the end of April 2022 – levels like those experienced in 2008 and 2011 through 2014.

Based on the above, it was prudent to revisit the population projections forming the basis of the Town's annexation.

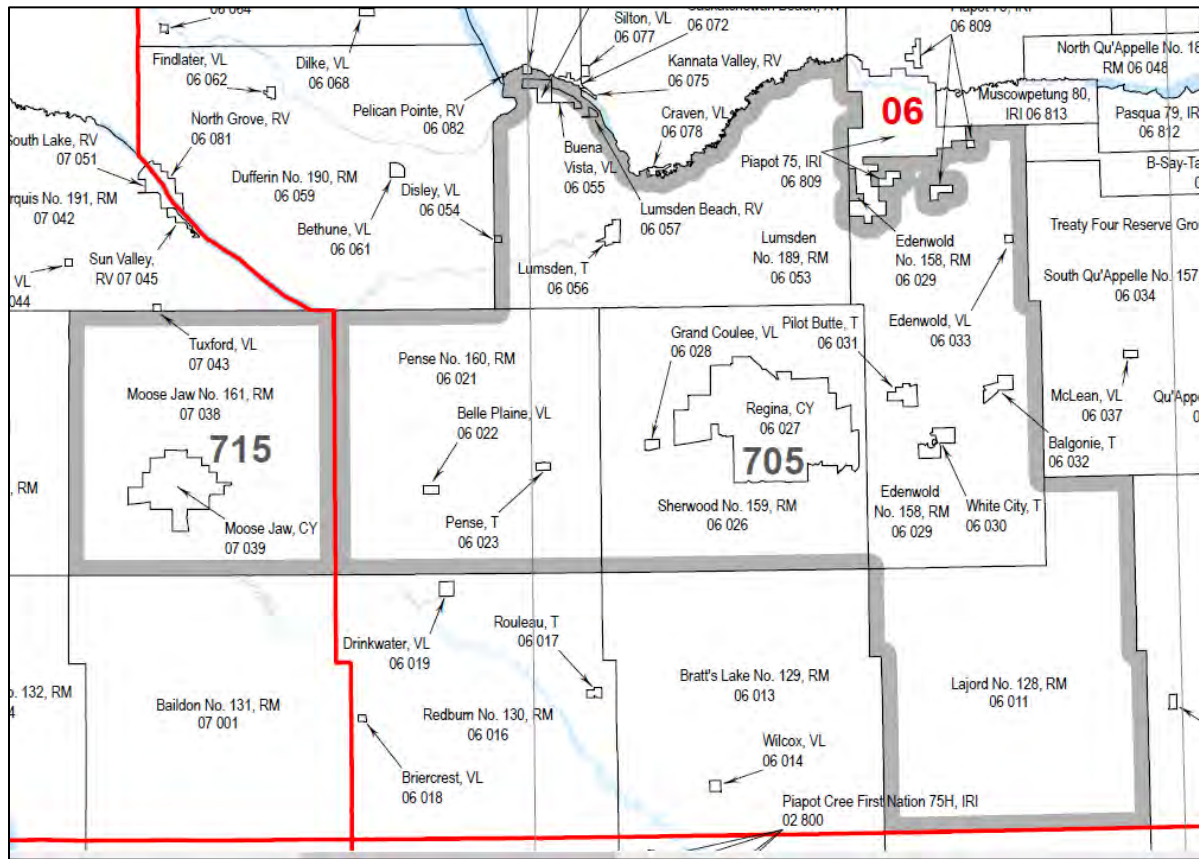
metroeconomics was retained in 2019 to assess the potential for population growth over the next quarter century in the Town of White City, a suburban municipality to the City of Regina and one of the 18 municipalities defining the Regina Census Metropolitan Area (CMA). A wide range of growth possibilities was assessed at that time based on historical trends in the area and on historical growth trends across representative suburban municipalities of other CMAs across Canada. Research into assessing the CMA's future growth potential was interrupted by the onset of COVID-19. The pandemic slowed both population growth and workplace activities temporarily throughout Canada. Population growth and workplace activities have now returned allowing for the resumption of research into the CMA's future growth potential. Recently released 2021 census results now provide firm estimates of the population of the CMA by municipality up to 2021. The current situation thus provides an opportunity to focus on the trends most likely to emerge in White City and in its neighbouring community of Emerald Park.

3.1 White City and the Regina CMA

White City is east of the City of Regina within a 20-minute drive of Regina's downtown core. The Regina CMA includes all the municipalities within the grey outline identified by the number 705 (Statistics Canada's identification number for the Regina CMA) in Figure 3.1.

White City's "post-censal" population has been estimated to be 3,982 in 2021,¹¹ compared to just 1,132 in 2001. Its population in 2021 therefore was equal to 3.5 times its total in 2001. Over that two-decade span the Town's population grew at an average annual rate of 6.5 percent.

¹¹ The 3,982 estimate of White City's population is on a "post-censal" basis. Post-censal estimates adjust the census year counts by the estimated undercount of the census and shift the day of estimation from mid-May to July 1st. For the purposes of the balance of this report, Statistics Canada's post-censal estimates are used for the years from 2001 to 2016 for all levels of geography while the recently released 2021 census estimates are used to assess population gains over the 2016 to 2021 span. Statistics Canada estimated the undercount of the 2016 census was 3.4 percent for Saskatchewan and 3.7 percent for the Regina CMA (3.8 percent for the City of Regina and 3.5 percent for its suburbs). These undercount percentages were applied to the 2021 census estimates to estimate the populations in 2021 on a post-censal basis. Note that an additional 150 people were added to the estimate of the population of White City in 2021 to account for a suspected error in the census count, bringing its total in 2021 to 3,982.



Source: Statistics Canada

Figure 3.1: Map of the Regina CMA by Constituent Municipality

The total population of the Regina CMA in 2021 was estimated to be 259,109. The most populated municipalities within the CMA were as follows:

- Regina at 234,897 (90.7 percent of the CMA total);
- Edenville No. 158 at 4,623 (1.8 percent); and
- White City at 3,982 (1.5 percent).

The remaining 13 municipalities collectively amount to 14,857 (5.6 percent).

Over the period from 2001 to 2021, the estimated total population of the Regina CMA grew at an average annual rate of 1.4 percent. Over that span, White City's population gain of 2,850 was second only to that of Regina itself. White City grew faster in relative terms than any of the other CMA municipalities with populations exceeding 1,000 at an average annual rate of 6.5 percent. Over that period, the population of the City of Regina grew at a pace of 1.3 percent. The RM of Edenville No. 158 also grew faster than Regina at an annual pace of 2.3 percent. Table 3.1 summarizes growth trends within the CMA by municipality over the period from 2001 to 2021.

Table 3.1: Population Trends of the Regina CMA by Constituent Municipality (2001–2021)

Municipality	Number of People				Rank		Share %		
	2001	2021	Change	AA%C	Change	AA%C	2001	2021	Change
Regina CMA Total	198,052	259,109	61,057	1.4			100.0	100.0	100.0
Regina	182,240	234,897	52,657	1.3	1	11	92.0	90.7	86.2
Edenwold No. 158	2,946	4,623	1,677	2.3	3	7	1.5	1.8	2.7
White City	1,132	3,982	2,850	6.5	2	2	0.6	1.5	4.7
Pilot Butte	1,878	2,738	860	1.9	4	8	0.9	1.1	1.4
Lumsden No. 189	1,645	2,032	387	1.1	7	12	0.8	0.8	0.6
Lumsden	1,625	1,855	230	0.7	12	14	0.8	0.7	0.4
Balgonie	1,275	1,823	548	1.8	6	9	0.6	0.7	0.9
Regina Beach	1,075	1,325	250	1.0	11	13	0.5	0.5	0.4
Sherwood No. 159	983	1,274	291	1.3	8	10	0.5	0.5	0.5
Pense	544	1,261	717	4.3	5	4	0.3	0.5	1.2
Lajord No. 128	1,058	1,019	-39	-0.2	17	17	0.5	0.4	-0.1
Buena Vista	405	660	255	2.5	9	6	0.2	0.3	0.4
Grand Coulee	375	629	254	2.6	10	5	0.2	0.2	0.4
Pense No. 160	502	456	-46	-0.5	18	18	0.3	0.2	-0.1
Edenwold	231	253	22	0.5	15	16	0.1	0.1	0.0
Disley	62	156	94	4.7	13	3	0.0	0.1	0.2
Belle Plaine	73	82	9	0.6	16	15	0.0	0.0	0.0
Lumsden Beach	3	45	42	14.5	14	1	0.0	0.0	0.1

Source: Statistics Canada and metroeconomics

Data from the 2021 census regarding labour force activities in the area will not be released until late November 2022. Thus 2016 census data regarding jobs by place-of-residence and place-of-work in White City are referenced instead. In 2016, some 1,755 White City residents were employed out of a total population of 3,208 that year. In sharp contrast, employers provided only 460 jobs on a place-of-work basis within White City of which 120 were in education, 75 in manufacturing, 45 in construction and 25 in agriculture. The remaining 195 were spread among the various population serving industries.

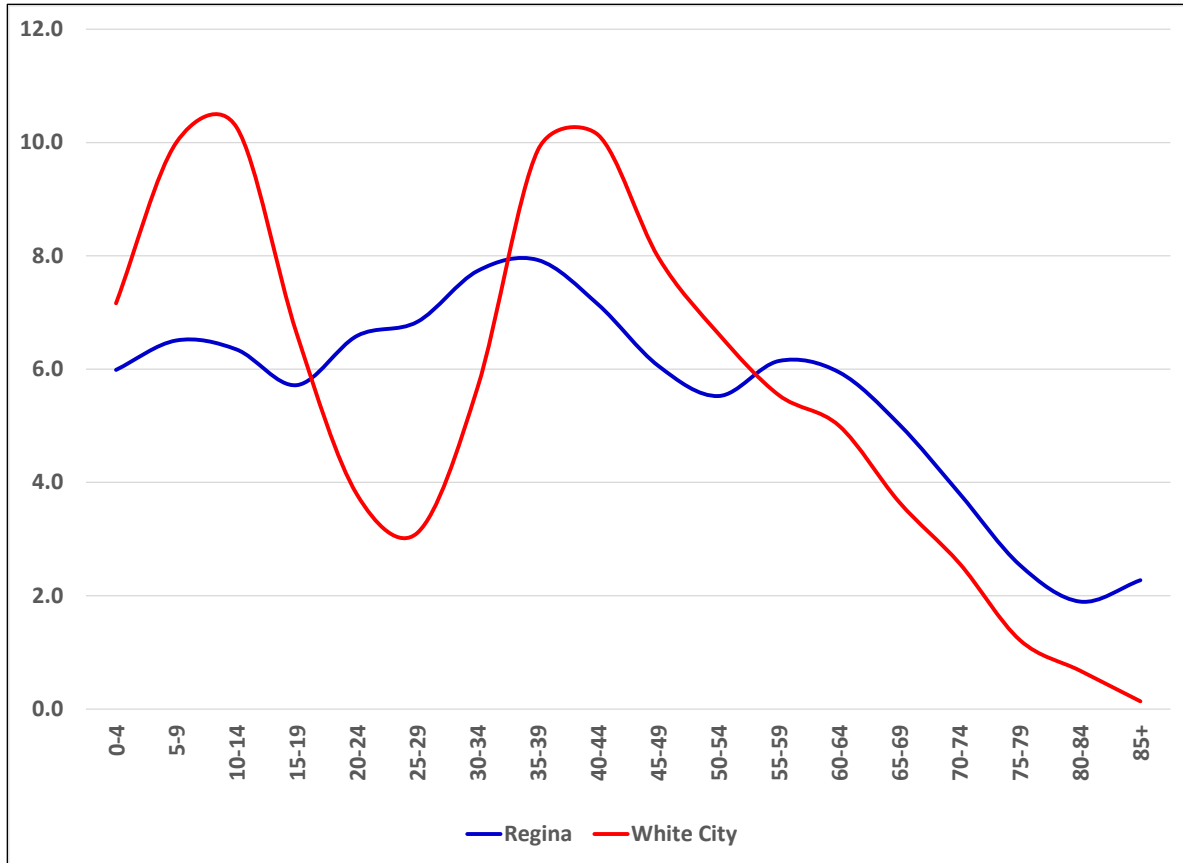
Of the 1,755 White City residents who worked in 2016, only 50 worked in White City. The greatest number worked in Regina (1,105), followed by 110 in Edenwold No. 158, 55 in Sherwood No. 159, and the rest (435) elsewhere in the area.

Census estimates for 2021 clearly show those choosing to locate in White City are significantly younger than those living in Regina itself. White City's population aged 35 through 59 accounted for 40.1 percent of its total population in 2021, while the comparable share for Regina was 32.8 percent. In addition, White City's population under 20 accounted for 34.1 percent of its total population, while that group accounted for just 24.6 percent of Regina's total. In other words, 74.2 percent of White City's residents are members of younger, family-oriented households, a description that applies to just 57.4 percent of Regina's residents. Figure 3.2 compares the age distributions of the populations of the two communities in 2021. Population by 5-year age groups reside on the horizontal axis while percent shares of the total population reside on the vertical axis.

Single-detached dwellings accounted for 1,150 of the 1,175 dwellings in White City in 2021.

The population growth, age distributions, commuter patterns and dwelling types described above clearly establish White City as *the* major bedroom community within the Regina CMA.

Due to its proximity to Regina, its bedroom community characteristics, and the population mass and growth it has already achieved, White City can be expected to be under considerable population growth pressure over the next quarter century.



Source: Statistics Canada Census 2021

Figure 3.2: Population of the City of Regina and the Town of White City in 2021

3.2 Historical Trends in the Population of Selected Canadian Suburban Municipalities

Table 3.2 summarizes historical population growth trends for a selection of 12 municipalities across Canada, each of which is a bedroom community within one of the country’s CMAs. The table identifies the municipality, the CMA within which it is a bedroom community, the year in which its population was most recently in the range of 2,500 to 8,500 (its base year population), its population as of 2016, the number of years between its base year and 2016, and the average absolute change in population per year over that span.

Table 3.2 reveals the following:

- Over an average span of 43 years the average selected bedroom community grew from a population of about 4,500 to a population of about 63,000. Thus, the average selected community grew at an average annual rate of almost 1,200 people.
- The smallest average annual rates of growth occurred in Martensville and Warman, both bedroom communities in the Saskatoon CMA. They grew at annual rates over the 30-year span from 1986 to 2016 of 230 and 286 people respectively.
- The most significant average annual gains in the selected western provinces were achieved by Airdrie in the Calgary CMA (1,519 people per year over 35 years), St. Albert in the Edmonton CMA (1,124 per year over 55 years), and Chestermere in the Calgary CMA (1,098 per year over 15 years).
- The annual pace of growth achieved by the three selected Ontario centres was 2,876 people for Oakville over 65 years; 2,035 people for Ajax over 55 years, both of which are bedroom communities within the

Toronto CMA; and 2,728 people per year for Burlington over 65 years, a bedroom community within the Hamilton CMA.

Table 3.2: Historical Population Growth of Selected Canadian Bedroom Communities to 2016

Municipality	Metropolitan Area	PRs	Base Year	Base Population	2016 Population	Span Years	AAGR
Municipalities	Metro Areas		1973	4,561	63,163	43	1,155
Martensville	Saskatoon	SK	1986	2,760	9,645	30	230
Warman	Saskatoon	SK	1986	2,455	11,020	30	286
Steinbach	Winnipeg	MB	1961	3,739	15,829	55	220
Airdrie	Calgary	AB	1981	8,414	61,581	35	1,519
Cochrane	Calgary	AB	1981	3,544	25,853	35	637
Chestermere	Clagary	AB	2001	3,414	19,887	15	1,098
Beaumont	Edmonton	AB	1981	2,638	17,396	35	422
St. Albert	Edmonton	AB	1961	4,059	65,859	55	1,124
Spruce Grove	Edmonton	AB	1971	3,029	34,066	45	690
Oakville	Toronto	ON	1951	6,910	193,832	65	2,876
Ajax	Toronto	ON	1961	7,755	119,677	55	2,035
Burlington	Hamilton	ON	1951	6,017	183,314	65	2,728

Source: Statistics Canada compiled by ISL and metroeconomics

The information provided above is by no means representative of all bedroom communities across Canada. Rather the chosen communities suggest the range of growth that has occurred over long periods of time for a selection of municipalities with modest initial populations caught up within the commuter orbit of rapidly growing CMAs. That description can be readily applied to White City.

3.3 Emerald Park

For this Growth Study, *metroeconomics* developed population projections for White City and Emerald Park. Emerald Park forms part of, and is administered by, the Rural Municipality of Edenwold No. 158. Emerald Park’s estimated “post-censal” population increased from 916 in 2001 to 1,754 in 2016 – or at an average annual rate of 4.4 percent – but according to the 2021 census its estimated “post-censal” population fell to 1,611 in 2021. The estimated decline between 2016 and 2021 is under investigation. Because of its proximity to White City, and because of the rapid growth it experienced from 2001 to 2016, Emerald Park, like White City, is expected to face significant growth pressures in the decades ahead.

As of 2021, White City and Emerald Park together account for “post-censal” estimate of 5,593 people (3,982 in White City and 1,611 in Emerald Park), 2.7 times their combined populations of 2001 (2,048 in total with 1,132 in White City and 916 in Emerald Park). Together they increased at an average annual rate of 2.9 percent over the 2001 to 2021 period, twice that of the entire CMA and well above the 1.3 percent rate achieved by the City of Regina.

3.4 The Future Population of White City and Emerald Park

metroeconomics regularly updates its economic and demographic projections for Canada, its ten provinces, its almost 300 census divisions, and its 5,000-plus census subdivisions (cities, towns, villages, rural municipalities, etc.).

At this juncture, *metroeconomics*’ population projections indicate the population of the Regina CMA will reach 311,000 in 2048, up from 259,000 in 2021. Thus, over that span the population of the CMA is expected to grow by 51,000 people or at a rate averaging 1,925 per year in absolute terms and 0.7 percent per year in percentage terms.



Over the 2001 to 2021 span, the City of Regina’s share of the total population of the CMA fell slightly from 92.0 percent to 90.7 percent.

metroeconomics prepared three projections of the populations of White City and Emerald Park to 2048:

- The **Low Case** assumes the City of Regina retains its share of the CMA’s total population at 90.7 percent over the entire 2021 to 2048 span. Thus, the populations of the suburban municipalities collectively account for 9.3 percent of the CMA’s total population over that period.
- The **Base Case** assumes the City of Regina sees its share of the CMA’s total population gradually decline to 85.0 percent in 2048. Thus, the populations of the suburban municipalities gradually increase from 9.3 percent in 2021 to 15.0 percent in 2048.
- The **High Case** assumes the City of Regina sees its share of the CMA’s total population gradually decline to 80.0 percent in 2048. Thus, the populations of the suburban municipalities gradually increase from 9.3 percent in 2021 to 20.0 percent in 2048.
- As of 2021, White City accounts for 17.1 percent of the total suburban population of the CMA and Emerald Park for 7.3 percent. For each of the Low, Base and High Cases, *metroeconomics* assumed White City’s share of the total suburban population will gradually increase to reach 26.3 percent in 2048 (up 9.2 percentage points) and Emerald Park’s share will gradually increase to reach 11.3 percent in 2048 (up 4.0 percentage points).

Table 3.3 summarizes the Low, Base and High Case implications of these assumptions for the populations of the CMA, Regina, White City and Emerald Park in 2048.

Table 3.3: Low, Base and High Case Projected Populations to 2048

	Population	Population		
	2021	Low	Base	High
Regina CMA	257,900	311,000	311,000	311,000
City of Regina	234,600	282,900	264,500	247,700
White City	4,000	7,400	12,200	16,600
Emerald Park	1,700	3,200	5,300	7,100
All Other Suburbs	17,600	17,500	29,000	39,600
White City + Emerald Park	5,700	10,600	17,500	23,700

Source: *metroeconomics*

The population gains projected over the 27-year span for White City plus Emerald Park imply they will grow:

- At an average annual absolute pace of 393 people according to the Low Case;
- At an annual pace of 648 people according to the Base Case; and
- At an annual pace of 878 people according to the High Case.

The annual paces indicated for the Base Case and the High Case are consistent with the annual gains achieved historically among such suburban communities as Chestermere and Airdrie in the Calgary CMA and Spruce Grove and St. Albert in the Edmonton CMA. *metroeconomics* suggests the Base Case and High Case alternatives represent the most credible futures for the populations of White City and Emerald Park between now and 2048.

For land requirement calculation and associated Annexation Financial Impact Assessment purposes, ISL recommends application of the High Case in support of the Town of White City’s boundary alteration application to reduce the need to return to the SMB in the short-term with another application, address the encircling of White City, and achieve longer-term boundary stability. Annual year-end population projections for White City, Emerald Park, and the White City/Emerald Park Urban Complex, adapted from the unrounded mid-year population projections supplied by *metroeconomics*, are presented in Table 3.4.

Table 3.4: Projected Population of White City (2021–2048)

Year End	Recommended High Case Population Projections				
	White City	Emerald Park	Sub-Total	Four Subdivisions ¹²	Total Urban Complex
2021	4,008	1,721	5,729	259	5,988
2022	4,068	1,747	5,815	259	6,074
2023	4,389	1,885	6,274	259	6,533
2024	4,972	2,136	7,108	259	7,367
2025	5,556	2,386	7,942	259	8,201
2026	6,055	2,601	8,656	259	8,915
2027	6,477	2,782	9,258	259	9,517
2028	6,911	2,968	9,879	259	10,138
2029	7,359	3,161	10,520	259	10,779
2030	7,824	3,361	11,184	259	11,443
2031	8,300	3,565	11,865	259	12,124
2032	8,787	3,774	12,561	259	12,820
2033	9,282	3,987	13,270	259	13,529
2034	9,780	4,201	13,981	259	14,240
2035	10,274	4,413	14,686	259	14,945
2036	10,762	4,623	15,385	259	15,644
2037	11,254	4,834	16,089	259	16,348
2038	11,757	5,050	16,808	259	17,067
2039	12,266	5,269	17,534	259	17,793
2040	12,775	5,487	18,262	259	18,521
2041	13,283	5,706	18,989	259	19,248
2042	13,789	5,923	19,712	259	19,971
2043	14,295	6,140	20,436	259	20,695
2044	14,807	6,360	21,167	259	21,426
2045	15,325	6,582	21,907	259	22,166
2046	15,846	6,807	22,653	259	22,912
2047	16,374	7,033	23,407	259	23,666
2048	16,912	7,264	24,176	259	24,435

Source: *metroeconomics* and ISL

3.5 Comparison to Historical Population Growth of Bedroom Communities

Further to the discussion introduced in Section 3.2, the emergence of the high-growth bedroom community phenomenon in Saskatchewan is recent. In the Saskatoon CMA, two bedroom communities – Martensville and Warman – began experiencing high growth in the late 1990s when the City of Saskatoon had an approximate

¹² The four subdivisions refer to Park Meadow Estates, Meadow Ridge Estates, Deneve, and Escott to the southeast of the Town’s current boundary. Their combined 2021 population estimate is 259, which is assumed to be constant over the projection period.



population of 195,000.¹³ In the Regina CMA, White City emerged as a high-growth bedroom community in the late 2000s when the City of Regina had an approximate population of 185,000.¹⁴

In Alberta, the high-growth bedroom community phenomenon was established much earlier than was witnessed in Saskatchewan. In the Edmonton CMA, a first generation of high-growth bedroom communities, including Jasper Place (since absorbed by Edmonton), St. Albert, and Sherwood Park, began to emerge in the late 1940s through the 1950s when the City of Edmonton was surpassing population thresholds similar to what Saskatoon and Regina recently surpassed.¹⁵ In the Calgary CMA, a first generation of three high-growth bedroom communities emerged in the 1950s when the City of Calgary was surpassing population milestones comparable to those recently surpassed by Saskatoon and Regina.¹⁶ These communities of Forest Lawn, Bowness and Montgomery were all subsequently absorbed by Calgary in the early 1960s.

Since the emergence of first-generation high growth bedroom communities in Alberta, both Edmonton and Calgary have seen the rise of additional generations of bedroom communities within their respective CMAs. In the Edmonton CMA, this next generation of communities, including Spruce Grove, Leduc, Fort Saskatchewan, and Beaumont, began experiencing significant growth in the late 1960s through late 1970s, while those in the Calgary CMA, including Airdrie, Cochrane, and Okotoks, grew dramatically in the late 1970s through early 1980s. Since then, the City of Chestermere has become the Calgary CMA's third-generation high-growth bedroom community, taking off in the mid-1990s.

Table 3.5 presents the historical growth of Martensville, Warman, and eight-bedroom communities in Alberta since surpassing a population of 3,000. The eight in Alberta selected are those that remain independent today (i.e., not absorbed by Edmonton or Calgary) while also remaining in roles as predominantly bedroom communities.¹⁷ Figure 3.3 illustrates the growth experienced by these communities in the 21 to 61 years since surpassing 3,000 people and compares with all three growth scenarios projected by *metroeconomics* for White City.

Table 3.5: Historical Growth of Bedroom Communities Since Reaching a Population of 3,000

Year	Martensville (1988-2021)	Warman (1997-2021)	Airdrie (1978-2021)	Beaumont (1983-2021)	Chestermere (2000-2021)	Cochrane (1980-2021)	Okotoks (1979-2021)	Sherwood Park (1961-2021)	Spruce Grove (1971-2021)	St. Albert (1960-2021)
0	2,968	2,957	2,878	3,098	3,040	2,964	2,836	2,923	3,029	3,242
1	3,078	3,080	4,116	3,358	3,414	3,544	3,303	3,412	3,572	4,059
2	3,192	3,208	5,885	3,639	4,195	3,665	3,847	3,984	4,212	4,835
3	3,310	3,342	8,414	3,944	5,155	3,789	4,088	4,651	4,967	5,760
4	3,343	3,481	8,777	4,143	6,334	3,919	4,345	5,430	5,857	6,861
5	3,376	3,706	9,155	4,351	7,783	4,052	4,617	6,339	6,907	8,173
6	3,409	3,946	9,549	4,570	9,564	4,190	4,906	7,457	7,485	9,736
7	3,443	4,202	9,961	4,800	10,440	4,386	5,214	8,773	8,112	10,118
8	3,477	4,474	10,390	5,042	11,396	4,591	5,485	10,320	8,792	10,514
9	3,639	4,764	10,774	5,187	12,440	4,806	5,771	12,140	9,528	10,927
10	3,808	5,157	11,172	5,336	13,580	5,031	6,071	14,282	10,326	11,355
11	3,985	5,583	11,584	5,490	14,824	5,267	6,387	16,166	10,626	11,800
12	4,171	6,044	12,012	5,648	15,721	5,641	6,720	18,298	10,936	13,615
13	4,365	6,544	12,456	5,810	16,673	6,042	7,045	20,711	11,254	15,709

¹³ This estimate is based on an interpolation of the 1996 and 2001 federal census population counts of the City of Saskatoon, which were 193,647 and 196,811 respectively.

¹⁴ This estimate is based on an interpolation of the 2006 and 2011 federal census population counts of the City of Regina, which were 179,246 and 193,100 respectively.

¹⁵ The City of Edmonton grew from a population of 113,116 in 1946 to 226,002 in 1956.

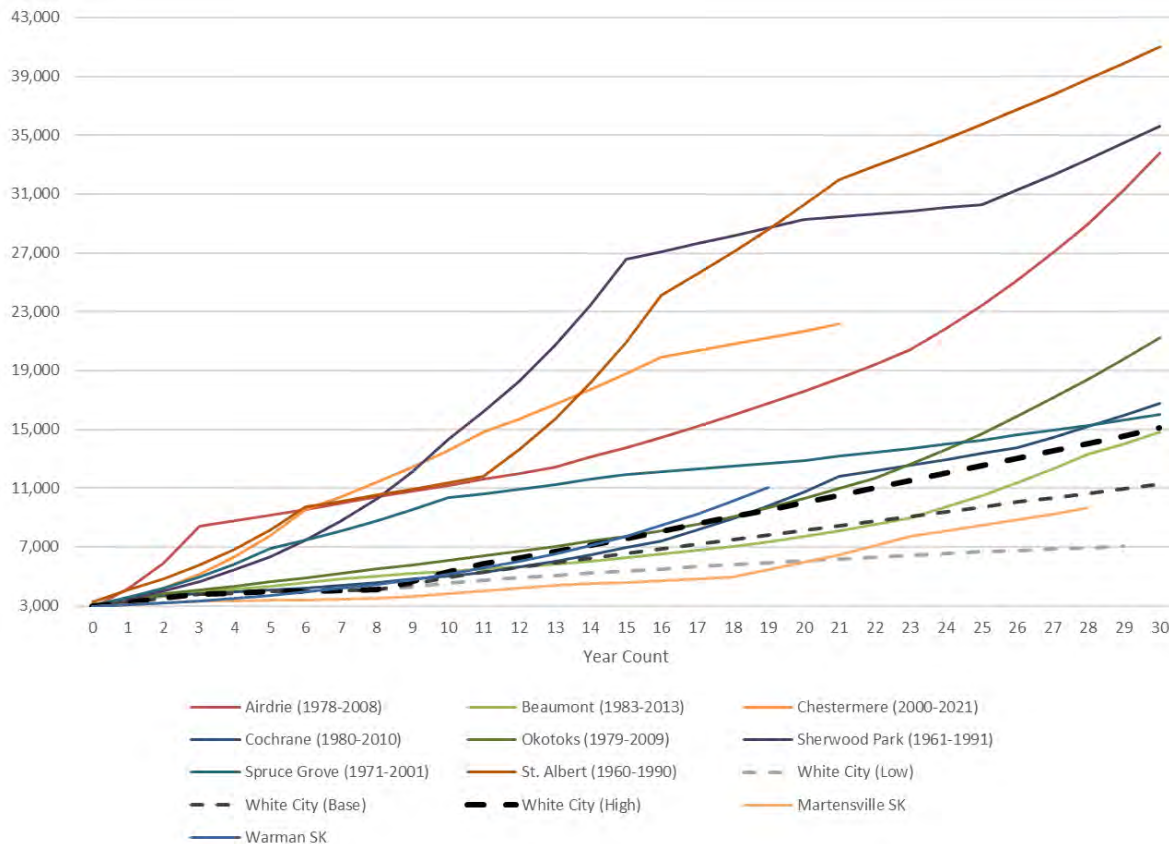
¹⁶ The City of Calgary grew from a population of 129,060 in 1951 to 249,641 in 1961.

¹⁷ A bedroom community is a populated place that is primarily residential in nature with limited commercial or industrial development and therefore has limited local employment opportunities. The workforce residing in a bedroom community usually works in a different location beyond their community of residence.



Year	Martensville (1988-2021)	Warman (1997-2021)	Airdrie (1978-2021)	Beaumont (1983-2021)	Chestermere (2000-2021)	Cochrane (1980-2021)	Okotoks (1979-2021)	Sherwood Park (1961-2021)	Spruce Grove (1971-2021)	St. Albert (1960-2021)
14	4,479	7,084	13,087	6,032	17,682	6,472	7,386	23,442	11,581	18,125
15	4,597	7,739	13,750	6,262	18,752	6,931	7,743	26,534	11,918	20,913
16	4,717	8,454	14,446	6,501	19,887	7,424	8,117	27,063	12,105	24,129
17	4,841	9,235	15,177	6,749	20,323	8,145	8,510	27,602	12,295	25,530
18	4,968	10,088	15,946	7,006	20,768	8,935	9,064	28,152	12,489	27,012
19	5,425	11,020	16,748	7,359	21,223	9,803	9,654	28,713	12,685	28,581
20	5,925	11,287	17,591	7,731	21,688	10,754	10,282	29,285	12,884	30,240
21	6,470	11,560	18,476	8,121	22,163	11,798	10,951	29,475	13,150	31,996
22	7,066	11,839	19,406	8,531		12,167	11,664	29,667	13,422	32,888
23	7,716	12,126	20,382	8,961		12,547	12,598	29,860	13,699	33,804
24	8,068	12,419	21,860	9,695		12,939	13,607	30,054	13,982	34,746
25	8,436		23,446	10,489		13,343	14,697	30,249	14,271	35,715
26	8,821		25,147	11,349		13,760	15,874	31,257	14,598	36,710
27	9,224		26,971	12,278		14,451	17,145	32,300	14,933	37,738
28	9,645		28,927	13,284		15,177	18,415	33,376	15,275	38,795
29	9,819		31,250	14,020		15,939	19,780	34,489	15,625	39,881
30	9,997		33,760	14,797		16,739	21,246	35,639	15,983	40,998
31	10,178		36,471	15,617		17,580	22,820	36,827	16,631	42,146
32	10,362		39,400	16,483		18,990	24,511	38,055	17,305	43,054
33	10,549		42,564	17,396		20,512	25,329	39,323	18,007	43,982
34			45,827	18,044		22,157	26,173	40,634	18,736	44,930
35			49,341	18,717		23,934	27,047	41,989	19,496	45,899
36			53,123	19,414		25,853	27,949	43,064	20,679	46,888
37			57,196	20,138		27,013	28,881	44,166	21,933	48,066
38			61,581	20,888		28,226	29,180	45,296	23,263	49,273
39			63,903			29,492	29,481	46,456	24,674	50,511
40			66,312			30,816	29,786	47,645	26,171	51,780
41			68,813			32,199	30,094	49,357	27,588	53,081
42			71,408				30,405	51,131	29,082	53,978
43			74,100					52,969	30,656	54,890
44								54,873	32,316	55,817
45								56,845	34,066	56,760
46								58,342	34,753	57,719
47								59,878	35,455	58,450
48								61,454	36,170	59,190
49								63,072	36,900	59,939
50								64,733	37,645	60,698
51								65,869		61,466
52								67,026		62,269
53								68,202		63,083
54								69,400		63,908
55								70,618		64,743
56								70,896		65,589
57								71,174		66,109
58								71,454		66,634
59								71,735		67,162
60								72,017		67,695
61										68,232

Source: Statistics Canada (1961-2021) and Alberta Municipal Affairs (1960-2019), compiled by ISL



Source: Statistics Canada (1961-2021), Alberta Municipal Affairs (1960-2019), and metroeconomics (2022), compiled by ISL

Figure 3.3: White City Projections Compared to Growth of Similar Bedroom Communities

The following are key observations from Table 3.5 and Figure 3.3.

- Since surpassing 3,000 people, the population growth of five of the high-growth bedroom communities – St. Albert, Sherwood Park, Airdrie, Chestermere, and Okotoks – have all significantly outpaced *metroeconomics*' projected High Case for White City.
- Since surpassing 3,000 people, the population growth of the five bedroom communities mentioned immediately above as well as Cochrane, Spruce Grove, and Beaumont have all significantly outpaced *metroeconomics*' projected Base Case for White City, while being outpaced by Warman through 19 years.
- Of all 10 compared bedroom communities, Martensville is the one outlier where it took 18 years to grow from 3,000 to 5,000 people. All others took 10 years or less to grow from 3,000 to 5,000. Martensville's extended length of time to grow from 3,000 to 5,000 is due to a unique challenge in the wake of a 1992 scandal that generated negative publicity and stigma towards the community. This occurred shortly after it recorded the highest growth among all towns in Saskatchewan between the 1981 and 1991 censuses.

Table 3.6 presents the historical growth of Martensville, Warman, and the same eight communities in Alberta as presented in Table 3.5 but since surpassing a population of 5,000. Figure 3.4 similarly illustrates the growth paths taken by these bedroom communities in the 14 to 59 years since surpassing 5,000 people and compares with all three growth scenarios projected by *metroeconomics* for the White City/Emerald Park/Great Plains Urban Complex.

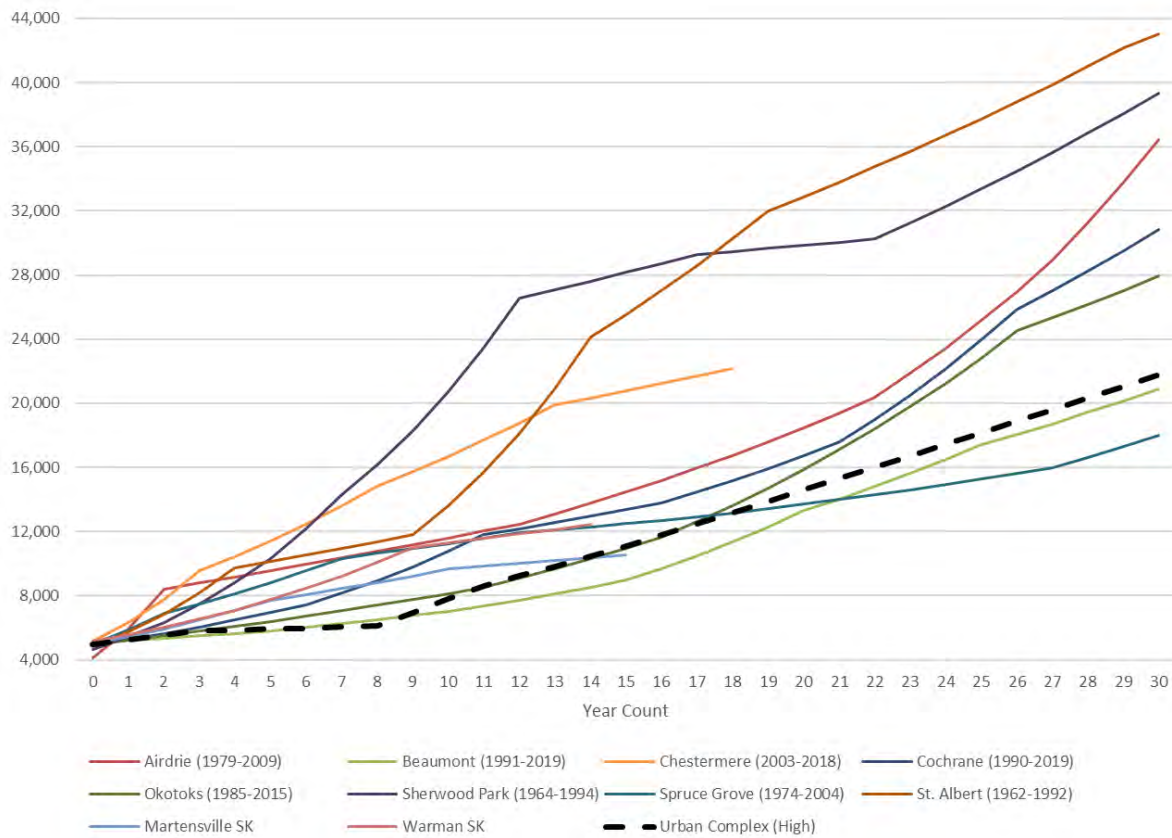


Table 3.6: Historical Growth of Bedroom Communities Since Reaching a Population of 5,000

Year	Martensville (1988-2021)	Warman (1997-2021)	Airdrie (1979-2021)	Beaumont (1991-2021)	Chestermere (2003-2021)	Cochrane (1990-2021)	Okotoks (1985-2021)	Shenwood Park (1964-2021)	Spruce Grove (1974-2021)	St. Albert (1962-2021)
0	4,968	5,157	4,116	5,042	5,155	5,031	4,906	4,651	4,967	4,835
1	5,425	5,583	5,885	5,187	6,334	5,267	5,214	5,430	5,857	5,760
2	5,925	6,044	8,414	5,336	7,783	5,641	5,485	6,339	6,907	6,861
3	6,470	6,544	8,777	5,490	9,564	6,042	5,771	7,457	7,485	8,173
4	7,066	7,084	9,155	5,648	10,440	6,472	6,071	8,773	8,112	9,736
5	7,716	7,739	9,549	5,810	11,396	6,931	6,387	10,320	8,792	10,118
6	8,068	8,454	9,961	6,032	12,440	7,424	6,720	12,140	9,528	10,514
7	8,436	9,235	10,390	6,262	13,580	8,145	7,045	14,282	10,326	10,927
8	8,821	10,088	10,774	6,501	14,824	8,935	7,386	16,166	10,626	11,355
9	9,224	11,020	11,172	6,749	15,721	9,803	7,743	18,298	10,936	11,800
10	9,645	11,287	11,584	7,006	16,673	10,754	8,117	20,711	11,254	13,615
11	9,819	11,560	12,012	7,359	17,682	11,798	8,510	23,442	11,581	15,709
12	9,997	11,839	12,456	7,731	18,752	12,167	9,064	26,534	11,918	18,125
13	10,178	12,126	13,087	8,121	19,887	12,547	9,654	27,063	12,105	20,913
14	10,362	12,419	13,750	8,531	20,323	12,939	10,282	27,602	12,295	24,129
15	10,549		14,446	8,961	20,768	13,343	10,951	28,152	12,489	25,530
16			15,177	9,695	21,223	13,760	11,664	28,713	12,685	27,012
17			15,946	10,489	21,688	14,451	12,598	29,285	12,884	28,581
18			16,748	11,349	22,163	15,177	13,607	29,475	13,150	30,240
19			17,591	12,278		15,939	14,697	29,667	13,422	31,996
20			18,476	13,284		16,739	15,874	29,860	13,699	32,888
21			19,406	14,020		17,580	17,145	30,054	13,982	33,804
22			20,382	14,797		18,990	18,415	30,249	14,271	34,746
23			21,860	15,617		20,512	19,780	31,257	14,598	35,715
24			23,446	16,483		22,157	21,246	32,300	14,933	36,710
25			25,147	17,396		23,934	22,820	33,376	15,275	37,738
26			26,971	18,044		25,853	24,511	34,489	15,625	38,795
27			28,927	18,717		27,013	25,329	35,639	15,983	39,881
28			31,250	19,414		28,226	26,173	36,827	16,631	40,998
29			33,760	20,138		29,492	27,047	38,055	17,305	42,146
30			36,471	20,888		30,816	27,949	39,323	18,007	43,054
31			39,400			32,199	28,881	40,634	18,736	43,982
32			42,564				29,180	41,989	19,496	44,930
33			45,827				29,481	43,064	20,679	45,899
34			49,341				29,786	44,166	21,933	46,888
35			53,123				30,094	45,296	23,263	48,066
36			57,196				30,405	46,456	24,674	49,273
37			61,581					47,645	26,171	50,511
38			63,903					49,357	27,588	51,780
39			66,312					51,131	29,082	53,081
40			68,813					52,969	30,656	53,978
41			71,408					54,873	32,316	54,890
42			74,100					56,845	34,066	55,817
43								58,342	34,753	56,760
44								59,878	35,455	57,719
45								61,454	36,170	58,450
46								63,072	36,900	59,190
47								64,733	37,645	59,939
48								65,869		60,698
49								67,026		61,466

Year	Martensville (1988-2021)	Warman (1997-2021)	Airdrie (1979-2021)	Beaumont (1991-2021)	Chestermere (2003-2021)	Cochrane (1990-2021)	Okotoks (1985-2021)	Sherwood Park (1964-2021)	Spruce Grove (1974-2021)	St. Albert (1962-2021)
50								68,202		62,269
51								69,400		63,083
52								70,618		63,908
53								70,896		64,743
54								71,174		65,589
55								71,454		66,109
56								71,735		66,634
57								72,017		67,162
58										67,695
59										68,232

Source: Statistics Canada (1966-2021) and Alberta Municipal Affairs (1962-2019), compiled by ISL



Source: Statistics Canada (1966-2021), Alberta Municipal Affairs (1962-2019), and metroeconomics (2021), compiled by ISL

Figure 3.4: Aggregated White City Projections Compared to Growth of Similar Bedroom Communities

The following are key observations from Table 3.6 and Figure 3.4.

- Since surpassing 5,000 people, the population growth of six of the high-growth bedroom communities – St. Albert, Sherwood Park, Airdrie, Cochrane, Okotoks, and Chestermere – have all significantly outpaced *metroeconomics*' projected Base Case for the Urban Complex, while a seventh – Warman – is 2,000 people ahead 14 years in.
- Martensville's growth, 15 years since surpassing 5,000 people, generally matches the growth trajectory for the Urban Complex while Beaumont trails by less than 1,000 people after 30 years.
- Since surpassing 5,000 people, only the population growth of one bedroom community – Spruce Grove – trends behind *metroeconomics*' projected High Case for the Urban Complex.

As presented above, the reasonability check of comparing the recommended High Case projections with the actual growth of well-established high growth bedroom communities reveals that the recommended High Case for White City is, if anything, conservative being generally on par with the growth of Beaumont, behind Warman after 15 years, and significantly less than that of seven of the eight other communities.

Based on the trajectories presented in Figures 3.3 and 3.4, it would be defensible to select a projection that is higher than the High Case for White City and the Urban Complex as a whole, especially given that White City is the Regina's CMA first high-growth bedroom community. As it is the first, its future growth may track closer to the first-generation bedroom communities of St. Albert and Sherwood Park rather than the trajectories of the second and third-generation bedroom communities presented.

3.6 Growth Potential of the RM of Edenwold

If the Town was to annex the Adjacent White City Area, the balance of the RM will continue to grow. The RM of Edenwold will remain viable in attracting future non-residential and residential growth, most likely elsewhere within its OCP's Development Overlay Area north of Highway 1 between White City and Pilot Butte.



4.0 Land Supply Analysis

4.1 Methodology

An analysis of land supply enables an understanding of remaining land within a municipality or a sub-municipal area. Once combined with future growth projections, the results of a land supply analysis for a municipality can either confirm sufficient lands are available to accommodate future growth or determine when future growth will exhaust available land supply.

A typical land supply analysis aggregates lands into two overarching land use categories – **absorbed land supply** and **unabsorbed land supply**.

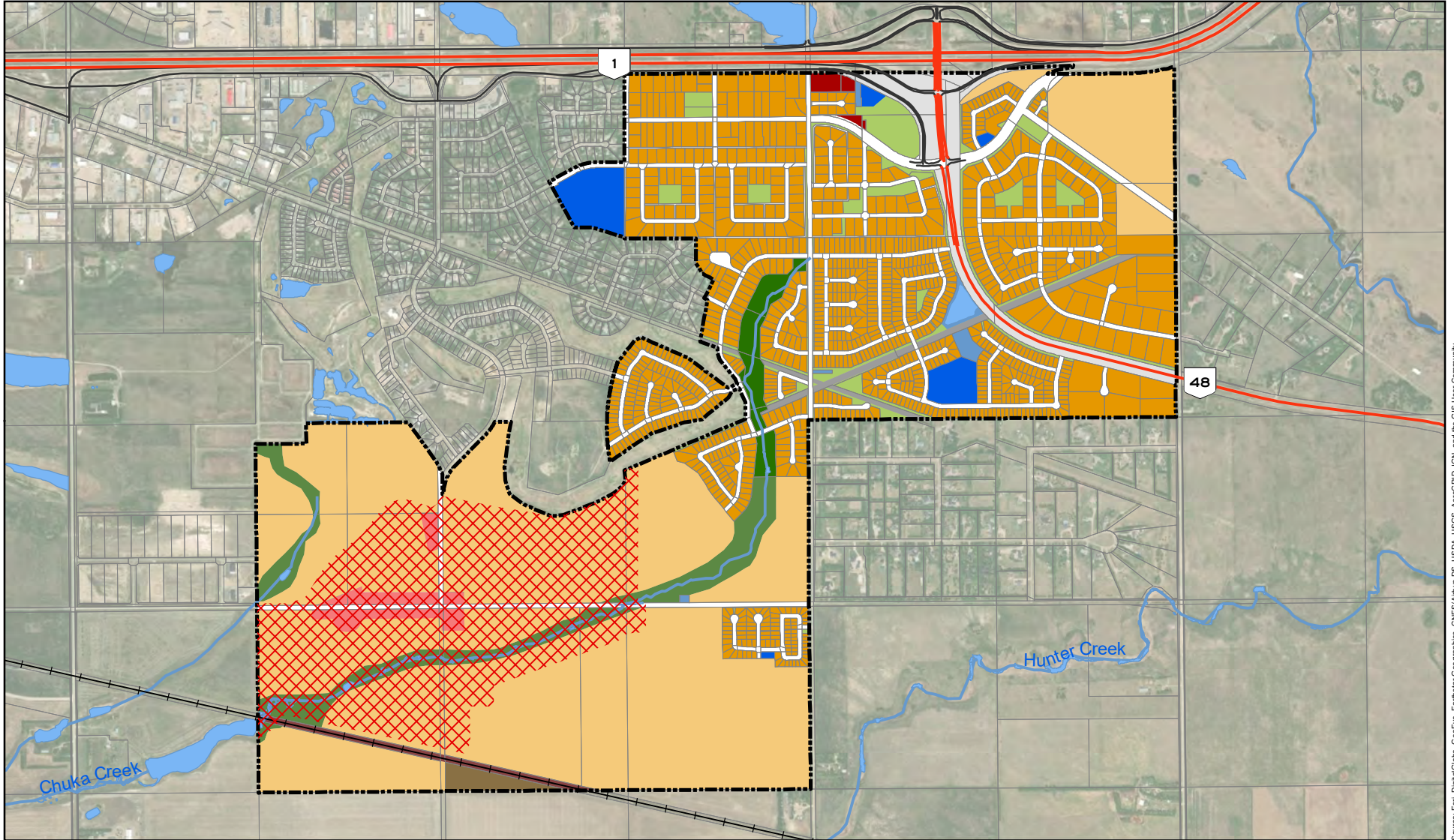
***Absorbed land supply** is defined as lands zoned under the zoning bylaw (ZB) and subdivided for development. This includes zoned and subdivided terminal parcels that are fully developed, partially developed, or undeveloped but shovel-ready awaiting site development uptake through the development permit approval process. Absorbed land supply is typically unavailable to accommodate future growth except for through site development uptake (or infill), intensification, or redevelopment.*

***Unabsorbed land supply** (or available land supply) is defined as lands not yet zoned and/or subdivided for its ultimate intended development. Future land uses within unabsorbed land supplies are typically based on zoning, approved sector plan land use designations, and future land uses identified in the municipality's official community plan (OCP).*

The approach to the land supply analysis for this Growth Study largely adheres to the above definitions. In short, the preliminary allocation of land use categories drew from registered parcel designations (e.g., reserves), zoning, and OCP land use designations. Where ambiguities or peculiarities were observed in the use of lands, the directions from the above were audited through reviewing imagery available through Google Earth, examining images through Google Street View where coverage is available, engagement with Town representatives, and professional judgement. This auditing process resulted in some evidence-based overrides to preliminary land use category assignments.

4.2 White City Land Supply Analysis

ISL undertook a land supply analysis of the lands within the Town of White City in April 2022. Based on that analysis, the Town of White City's gross land area is 1,801.1 ac. As illustrated in Map 9 and summarized in Table 4.1, 179.2 ac (9.9%) of land within the Town is considered undevelopable, while the remaining 1,622.1 ac (90.1%) is considered developable. Those lands that are considered undevelopable include natural areas (existing and future) and rights-of-way for highway, pipeline, and railway purposes.



- Town of White City
- Parcel
- Highway
- Highway Service Road/Ramp
- Railroad
- Watercourse
- Water Body

- Natural Area
- Future Natural Area
- Urban Residential
- Urban Residential Unabsorbed
- Commercial

- Commercial Unabsorbed
- Institutional
- Public Utility
- Park/Open Space
- Circulation

- Highway Right-of-Way
- Energy Corridor
- Rail Right-of-Way
- Potential Rail Right-of-Way
- Town Centre Neighbourhood Plan



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MAP 9:
TOWN OF WHITE CITY
LAND SUPPLY

Table 4.1: White City Gross Undevelopable Lands

Land Use	Area (ac)	%
Gross Area	1,801.3	100.0
Existing Natural Area	21.2	1.2
Future Natural Area	68.8	3.8
Highway Right-of-Way	54.1	3.0
Pipeline Right-of-Way	15.5	0.9
Railway Right-of-Way	11.0	0.6
Railway Right-of-Way (Potential)	8.7	0.5
Total Undevelopable and Unavailable Land	179.2	9.9
Gross Developable Land	1,622.1	90.1
Gross Absorbed Land (see Table 4.2)	812.6	45.1
Gross Unabsorbed Land (see Table 4.3)	809.5	44.9

Table 4.1 shows that the amount of gross developable land within the current Town limits that were absorbed for subdivision and development as of April 2022 totaled 812.6 ac or 45.1% of the Town. In Table 4.2, this gross absorbed land supply breaks down to 582.5 ac (net) for core land uses – residential (547.5 ac), commercial (4.6 ac), industrial (0.0 ac), and institutional (0.5 ac) – and 230.1 ac (net) for overhead land uses – circulation including roads (158.0 ac), open space including municipal reserve, parks, and buffers (63.2 ac), and public utilities (8.9 ac).

Table 4.2: White City Absorbed Lands

Land Use	Area (ac)	%
Gross Absorbed Land (from Table 4.1)	812.6	100.0
Residential	547.5	67.4
Commercial	4.6	0.6
Industrial	0.0	0.0
Institutional	30.4	3.7
Total Net Developable Core Land Uses	582.5	71.7
Circulation	158.0	19.4
Open Space	63.2	7.8
Public Utility	8.9	1.1
Total Net Developable Overhead Land Uses	230.1	28.3

As introduced in Table 4.1, the amount of gross developable land within the current Town limits that were unabsorbed and available for future subdivision and development as of April 2022 totaled 809.5 ac or 44.9% of the Town. In Table 4.3, this gross unabsorbed land supply breaks down to 497.1 ac (net) for residential, 12.9 ac (net) for commercial (in the planned Town Centre, which is not yet shovel-ready), 0.0 ac (net) for both industrial and institutional, and 299.5 ac (net) for estimated developable overheads. The estimated developable overheads are derived from subtracting an assumed 37% of the gross unabsorbed lands for future dedication as overhead land uses in Table 4.3. In other bedroom communities, developable overheads usually amount to within a range of 35-40% of gross developable lands. The 2018 Royal Park Concept Plan, which was approved by the Town, includes land use statistics that assume more than 50% of its gross developable area will be dedicated for circulation, open space, and public utility purposes.



Table 4.3: White City Unabsorbed Lands

Land Use	Gross Area (ac)	%	Net Area (ac)	%
Gross Unabsorbed Land (from Table 4.1)	809.5	100.0	809.5	100.0
Residential	789.1	97.5	497.1	61.4
Commercial	20.4	2.5	12.9	1.6
Industrial	0.0	0.0	0.0	0.0
Institutional	0.0	0.0	0.0	0.0
Net Unabsorbed Land Supply	—	—	510.0	63.0
Circulation	—	—	161.9	20.0
Open Space	—	—	91.7	12.0
Public Utility	—	—	40.5	5.0
Estimated Developable Overheads	—	—	299.5	37.0

4.3 Adjacent White City Area Land Supply Analysis

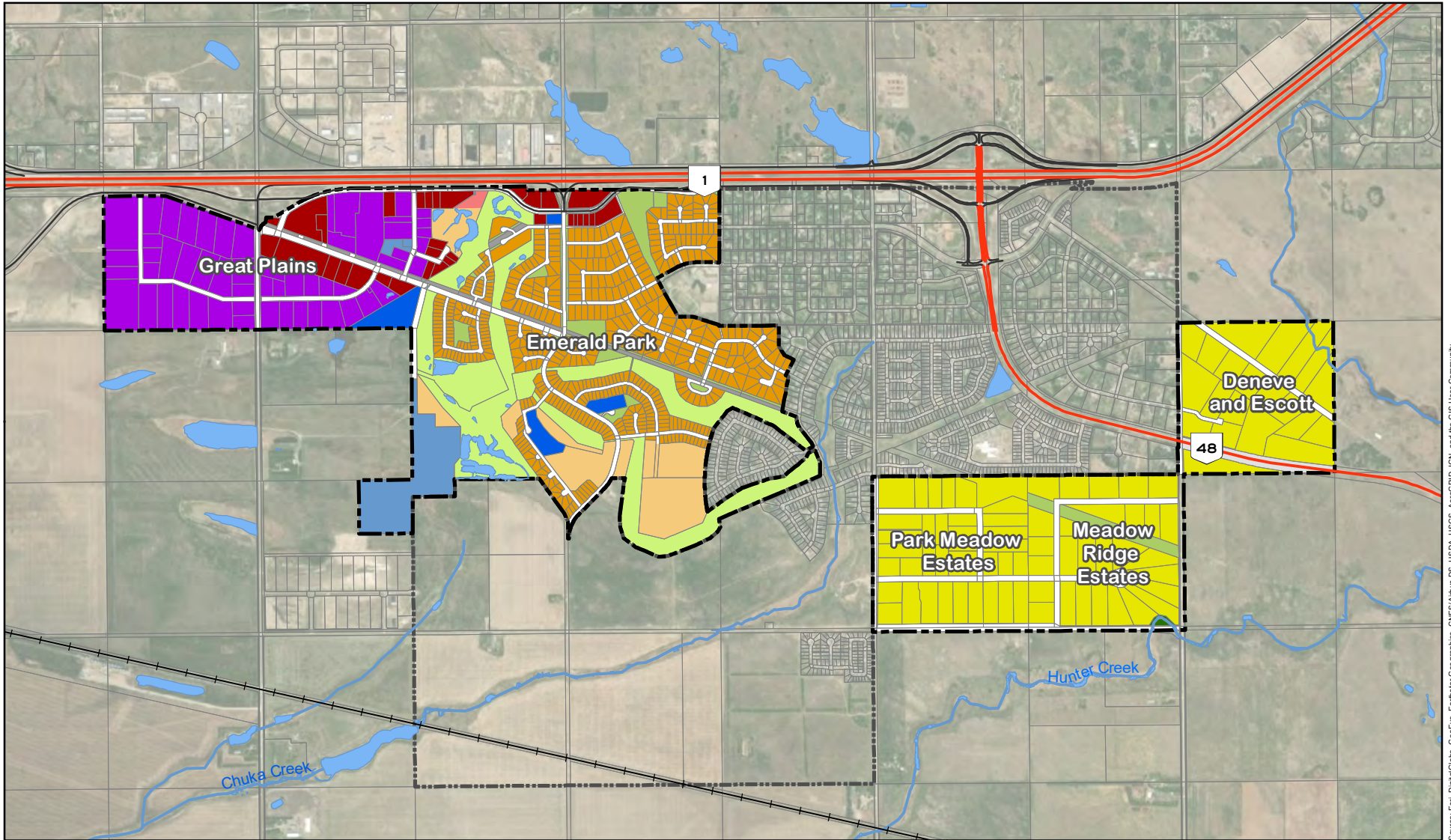
For this Growth Study, the Adjacent White City Area (AWCA) consists of the adjacent residential subdivisions as defined in Section 1.2 as well as Great Plains (inclusive of Great Plains Industrial Park and Great Plains Industrial Park West). The geographic configuration of the AWCA in relation to the Town and the study area is presented in Map 10.

ISL undertook a land supply analysis of the AWCA in April 2022. Based on that analysis, the AWCA’s gross area is 1,502.7 ac. As illustrated in Map 10 and summarized in Table 4.4, 13.7 ac (13.7%) of the AWCA is considered undevelopable, while the remaining 1,296.8 ac (86.3%) is considered developable. Those lands that are considered undevelopable consist of a golf course, an existing natural area, and various rights-of-way for highway, pipeline, and power transmission purposes.

Table 4.4: Adjacent White City Area Gross Undevelopable Lands

Land Use	Area (ac)	%
Gross Area	1,502.7	100.0
Aspen Links Golf Course	179.6	12.0
Existing Natural Area	1.2	0.1
Highway Right-of-Way	11.8	0.8
Pipeline Right-of-Way	11.9	0.8
Power Transmission Right-of-Way	1.3	0.1
Total Undevelopable and Unavailable Land	205.8	13.7
Gross Developable Land	1,296.8	86.3
Gross Absorbed Land (see Table 4.5)	1,212.3	80.7
Gross Unabsorbed Land (see Table 4.6)	84.5	5.6

Table 4.4 shows that the amount of gross developable land within the AWCA that was absorbed for subdivision and development as of April 2022 totaled 1,212.3 ac or 80.7% of the area. In Table 4.5, this gross absorbed land supply breaks down to 949.1 ac (net) for core land uses – urban residential (253.7 ac), rural residential (409.6 ac), commercial (60.0 ac), industrial (205.4 ac), and institutional (20.4 ac) – and to 263.2 ac (net) for overhead land uses – circulation including roads (168.8 ac), open space including municipal reserve, parks, and buffers (46.5 ac), and public utility (47.9 ac).



- | | | | |
|---------------------------|------------------------------|-----------------------|----------------------|
| Town of White City | Natural Area | Commercial Unabsorbed | Circulation |
| Parcel | Rural Residential | Industrial | Highway Right-of-Way |
| Adjacent White City Area | Urban Residential | Institutional | Energy Corridor |
| Highway | Urban Residential Unabsorbed | Public Utility | Golf Course |
| Highway Service Road/Ramp | Commercial | Park/Open Space | |
| Railroad | | | |
| Watercourse | | | |
| Water Body | | | |



2022 GROWTH STUDY
MAP 10: ADJACENT WHITE CITY AREA LAND SUPPLY



Table 4.5: Adjacent White City Area Absorbed Lands

Land Use	Area (ac)	%
Gross Absorbed Land (from Table 4.4)	1,212.3	100.0
Urban Residential	253.7	20.9
Rural Residential	409.6	33.8
Commercial	60.0	4.9
Industrial	205.4	16.9
Institutional	20.4	1.7
Total Net Developable Core Land Uses	949.1	78.3
Circulation	168.8	13.9
Open Space	46.5	3.8
Public Utility	47.9	4.0
Total Net Developable Overhead Land Uses	263.2	21.7

As introduced in Table 4.4, the amount of gross developable land within the AWCA that were unabsorbed and available for future subdivision and development as of April 2022 totaled 84.5 ac or 5.6% of the AWCA. In Table 4.6, this gross unabsorbed land supply breaks down to 51.8 ac (net) for urban residential, 1.4 ac (net) for commercial, 0.0 ac (net) for both industrial and institutional, and 31.3 ac (net) for estimated developable overheads. As mentioned in Section 4.2, the estimated developable overheads are derived from subtracting an assumed 37% of the gross unabsorbed lands for future dedication as overhead land uses in Table 4.6. In other bedroom communities, developable overheads usually amount to within a range of 35-40% of gross developable lands. The 2018 Royal Park Concept Plan, which was approved by the Town, includes land use statistics that assume more than 50% of its gross developable area will be dedicated for circulation, open space, and public utility purposes.

Table 4.6: Adjacent White City Area Unabsorbed Lands

Land Use	Gross Area (ac)	%	Net Area (ac)	%
Gross Unabsorbed Land (from Table 4.4)	84.5	100.0	84.5	100.0
Urban Residential	82.2	97.3	51.8	61.3
Commercial	2.3	2.7	1.4	1.7
Industrial	0.0	0.0	0.0	0.0
Institutional	0.0	0.0	0.0	0.0
Net Unabsorbed Land Supply	—	—	53.2	63.0
Circulation	—	—	16.9	20.0
Open Space	—	—	10.1	12.0
Public Utility	—	—	4.2	5.0
Estimated Developable Overheads	—	—	31.3	37.0



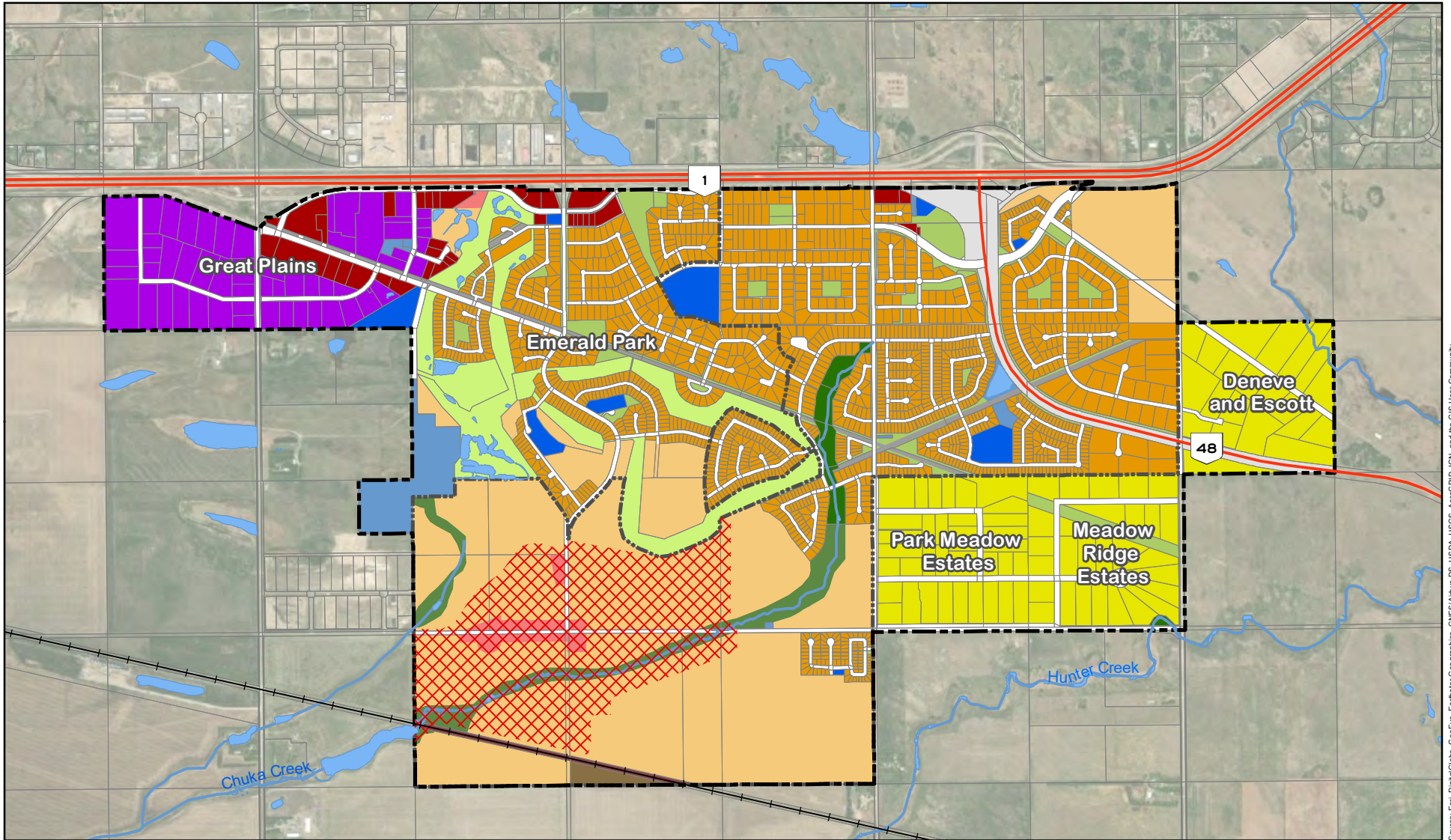
4.4 White City/Emerald Park/Great Plains Urban Complex Land Supply Analysis

Map 11 illustrates the consolidated land supplies illustrated in Maps 9 and 10 for the White City/Emerald Park/Great Plains Urban Complex, while Table 4.7 sums the gross developable land inventories of the Town of White City and the AWCA to a combined total for the Urban Complex. Within the Urban Complex, 385.0 ac (11.7%) of its area is considered undevelopable, while the remaining 2,918.9 ac (88.3%) is considered developable. Those lands that are considered undevelopable include a golf course, natural areas, and various rights-of-way for highway, pipeline, power transmission, and railway purposes.

Table 4.7: White City/Emerald Park/Great Plains Urban Complex Gross Undevelopable Lands

Land Use	Town of White City (see Table 4.1)		Total Adjacent White City Area (see Table 4.4)		White City/ Emerald Park/ Great Plains Urban Complex	
	Area (ac)	%	Area (ac)	%	Area (ac)	%
Gross Area	1,801.3	100.0	1,502.7	100.0	3,304.0	100.0
Aspen Links Golf Course	—	—	179.6	12.0	179.6	5.4
Existing Natural Area	21.2	1.2	1.2	0.1	22.4	0.7
Future Natural Area	68.8	3.8	—	—	68.8	2.1
Highway Right-of-Way	54.1	3.0	11.8	0.8	65.8	2.0
Pipeline Right-of-Way	15.5	0.9	11.9	0.8	27.3	0.8
Power Transmission Right-of-Way	—	—	1.3	0.1	1.3	<0.1
Railway Right-of-Way	11.0	0.6	—	—	11.0	0.3
Railway Right-of-Way (Potential)	8.7	0.5	—	—	8.7	0.3
Total Undevelopable and Unavailable Land	168.2	9.9	205.8	13.7	385.0	11.7
Gross Developable Land	1,622.1	90.1	1,296.8	86.3	2,918.9	88.3
Gross Absorbed Land (see Table 4.8)	812.6	45.1	1,212.3	80.7	2,024.9	61.3
Gross Unabsorbed Land (see Table 4.9)	809.5	44.9	84.5	5.6	894.1	27.1

Table 4.7 shows that the amount of gross developable land within the Urban Complex that was absorbed for subdivision and development as of April 2022 totaled 2,024.9 ac or 61.3%. In Table 4.8, this gross absorbed land supply breaks down to 1,531.6 ac (net) for core land uses – urban residential (801.2 ac), rural residential (409.6 ac), commercial (64.6 ac), industrial (205.4 ac), and institutional (50.8 ac) – and 493.3 ac (net) for overhead land uses – circulation including roads (326.8 ac), open space including municipal reserve, parks, and buffers (109.6 ac), and public utilities (56.9 ac).



- Town of White City
- Parcel
- White City/Emerald Park/Great Plains Urban Complex
- Highway
- Railroad
- Watercourse
- Water Body

- Natural Area
- Future Natural Area
- Rural Residential
- Urban Residential
- Urban Residential Unabsorbed
- Commercial

- Commercial Unabsorbed
- Industrial
- Institutional
- Public Utility
- Park/Open Space Circulation

- Highway Right-of-Way
- Energy Corridor
- Golf Course
- Rail Right-of-Way
- Potential Rail Right-of-Way
- Town Centre Neighbourhood Plan



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MAP 11: WHITE CITY/EMERALD PARK/GREAT PLAINS URBAN COMPLEX LAND SUPPLY

Table 4.8: White City/Emerald Park/Great Plains Urban Complex Absorbed Lands

Land Use	White City (see Table 4.2)		Total Adjacent White City Area (see Table 4.5)		White City/ Emerald Park/ Great Plains Urban Complex	
	Area (ac)	%	Area (ac)	Area (ac)	%	Area (ac)
Gross Absorbed Land (from Table 4.7)	812.6	100.0	1,212.3	100.0	2,024.9	100.0
Urban Residential	547.5	67.4	253.7	20.9	801.2	39.6
Rural Residential	—	—	409.6	33.8	409.6	20.2
Commercial	4.6	0.6	60.0	4.9	64.6	3.2
Industrial	0.0	0.0	205.4	16.9	205.4	10.1
Institutional	30.4		20.4	1.7	50.8	2.5
Total Net Developable Core Land Uses	582.5	71.7	949.1	78.3	1,531.6	75.6
Circulation	158.0	19.4	168.8	13.9	326.8	16.1
Open Space	63.2	7.8	46.5	3.8	109.6	5.5
Public Utility	8.9	1.1	47.9	4.0	56.9	2.8
Total Net Developable Overhead Land Uses	230.1	28.3	263.2	21.7	493.3	24.4

Table 4.9: White City/Emerald Park/Great Plains Urban Complex Unabsorbed Lands

Land Use	White City (see Table 4.3)				Total Adjacent White City Area (see Table 4.6)				White City/Emerald Park/ Great Plains Urban Complex			
	Gross Area (ac)	%	Net Area (ac)	%	Gross Area (ac)	%	Net Area (ac)	%	Gross Area (ac)	%	Net Area (ac)	%
Gross Unabsorbed Land (from Table 4.7)	809.5	100.0	809.5	100.0	84.5	100.0	84.5	100.0	894.0	100.0	894.0	100.0
Urban Residential	789.1	97.5	497.1	61.4	82.2	97.3	51.8	61.3	871.3	97.5	548.9	61.4
Commercial	20.4	2.5	12.9	1.6	2.3	2.7	1.4	1.7	22.7	2.5	14.3	1.6
Industrial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Institutional	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Net Unabsorbed Land Supply	—	—	510.0	63.0	—	—	53.2	63.0	—	—	563.2	63.0
Circulation	—	—	161.9	20.0	—	—	16.9	20.0	—	—	178.8	20.0
Open Space	—	—	97.1	12.0	—	—	10.1	12.0	—	—	107.2	12.0
Public Utility	—	—	40.5	5.0	—	—	4.2	5.0	—	—	44.7	5.0
Estimated Developable Overheads	—	—	299.5	37.0	—	—	31.3	37.0	—	—	330.7	37.0

As introduced in Table 4.7, the amount of gross developable land within the Urban Complex that was unabsorbed and available for future subdivision and development as of April 2022 totaled 894.1 ac or 27.1%. In Table 4.9, this gross unabsorbed land supply breaks down to 548.0 ac (net) for residential, 14.3 ac (net) for commercial, 0.0 ac (net) for both industrial and institutional, and 330.7 ac (net) for estimated developable overheads. Again, the estimated developable overheads are derived from subtracting an assumed 37% of the gross unabsorbed lands for future dedication as overhead land uses in Table 4.8.



5.0 Land Requirements

The determination of a municipality's land requirements involves establishing an analytical approach, selecting a growth scenario, identifying growth assumptions, and calculating the resulting land requirements. The municipality's unabsorbed lands are deducted from the calculated land requirements to determine its beyond boundary land requirements.

5.1 Land Requirements Analytical Approaches

Crosby Hanna investigated the land requirements analytical approaches of five other municipalities for the purpose of calculating White City's land requirements in the FGS. ISL initially trimmed those approaches to two options – the approaches used in the City of Martensville Future Growth Plan and the City of Spruce Grove Growth Study. These two approaches were selected because they had sufficient detail to replicate and test the approaches across all four core land uses, and the two cities share similar metropolitan bedroom community contexts with the Town. The approach in the City of Warman Future Growth Needs was too vague and lacked the supporting detail for breakdown into the four core land uses. Meanwhile, the approaches in the City of Lethbridge Commercial and Industrial Development Study and the City of Regina Industrial Growth Study calculate only certain types on non-residential land requirements and apply to metropolitan core city contexts rather than metropolitan bedroom community contexts.

5.1.1 City of Martensville Future Growth Plan

As mentioned previously, White City has recently experienced growth rates like those experienced by the City of Martensville. Martensville adopted its Future Growth Plan in 2016, which calculated its future growth requirements on a per capita basis. It specifically used the following per capita requirements to estimate its future residential, commercial, industrial, institutional, and recreational land needs:

- Future residential development: 15 units/gross ha (6 units/gross ac), based on 3 persons per household;
- Future commercial development: 5.5 gross ha (13.6 gross ac)/1,000 people based on the existing ratio of developed commercial land area to total population;
- Future industrial development: 8.5 gross ha (21.0 gross ac)/1,000 people based on the existing ratio of developed industrial land to total population;
- Future institutional development: 3.0 gross ha (7.4 gross ac)/1,000 people based on identified and anticipated facility needs; and
- Future recreational development: based on the minimum requirements of 5% of future commercial and industrial land requirements, and 10% of future residential land requirements.

5.1.2 City of Spruce Grove Growth Study

The City of Spruce Grove, which is a bedroom community in the Edmonton Metropolitan Region, completed a Growth Study in 2016. Although Spruce Grove is much larger than White City, it has geographic relationships that parallel White City's context within the Regina CMA. The 2016 Spruce Grove Growth Study estimates future land requirements on both a gross area and net area basis. Within this study, the following assumptions were made for future residential, commercial, industrial, institutional land requirements as well as net developable overheads:

- Average planned residential densities of 28.3 dwelling units per net residential hectare (du/nrha) in boundary and 35 du/nrha beyond boundary as well as an average household size of 2.67 persons per occupied dwelling;
- Future commercial land need of 16.5 ha net commercial lands to 100 ha of net residential lands (based on the City's existing absorbed commercial land supply to absorbed residential land supply ratio);
- Future industrial land need of 38.9 net ha of industrial lands to 100 ha of net residential lands (based on the City's existing absorbed industrial land supply to absorbed residential land supply ratio);

- Future institutional land need of 15.8 net ha of institutional lands to 100 ha of net residential lands (based on the City's existing absorbed institutional land supply to absorbed residential land supply ratio);
- Average of 37% of gross developable residential, commercial, industrial, and institutional land requirements will accommodate the necessary net developable overheads (i.e., 12% for parks and open space, 5% for public utilities and 20% for circulation).

5.2 Growth Assumptions

5.2.1 Average Household Size

For estimating the area of land required for future residential development, an average household size of 3.01 persons per occupied dwelling was assumed. This was derived dividing the Town's 2021 census population count of 3,702 by the Town's estimate of having 1,230 dwelling units in 2021.

5.2.2 Residential Density

The Town's current residential density has been calculated to be 2.32 dwelling units per net residential acre (du/nrac), which is lower than conventional residential densities due to the presence of rural and estate residential lots (zoned R1 and R2) that were subdivided in the early days of the Town. If these anomalies are removed, the average density of all lots under the Town's R3 through R6 zoning is 3.65 du/nrac. If future low density residential development continues at this density, combined with an estimated 25.9 du/nrac for future higher density residential development in the planned Town Centre, a weighted future density assumption of 4.50 du/nrac is generated. This is double the Town's current density but is consistent with the Town's goals of promoting more responsible and efficient future residential development.

5.2.3 Net Developable Overheads

Net developable overheads are land uses required to support or service residential, commercial, industrial, and institutional development, including parks and open space (inclusive of municipal reserve), public utilities (lift stations, etc.) and circulation (local roads, collector roads, lanes, and walkways). As previously introduced in Section 4.2, this Growth Study assumes 37% of unabsorbed gross developable lands will be dedicated as overhead land uses at future subdivision stages. In other bedroom communities, developable overheads usually amount to within a range of 35-40% of gross developable lands. An assumed allocation of 37% for overhead land uses is the same that was applied in the 2016 Spruce Grove Growth Study, which broke down to 20% for circulation, 12% for open space, and 5% for public utility. The 2018 Royal Park Concept Plan, which was approved by the Town, includes land use statistics that assume more than 50% of its gross developable area will be dedicated for circulation, open space, and public utility purposes.

5.2.4 Commercial Land Requirements

For calculating commercial land requirements, Crosby Hanna employed the per capita assumption approach used in the City of Martensville Future Growth Plan, which has been retained in this Growth Study. Therefore, a ratio of 13.6 gross ac of commercial land requirements for every 1,000 new people was applied.

However, the discounting of existing absorbed commercial land in Emerald Park and Great Plains has been removed from the estimate of future commercial land requirements (see Table 5-3 in the FGS) because the ratio is specifically "for every new 1,000 people", and this existing absorbed commercial development supports the existing population of the Urban Complex and surrounding areas.

5.2.5 Industrial Land Requirements

For calculating industrial land requirements, Crosby Hanna also employed the per capita assumption approach used in the City of Martensville Future Growth Plan, which has also been retained in this Growth Study. Therefore, a ratio of 21.0 gross ac of industrial land requirements for every 1,000 new people was applied.



However, the discounting of existing absorbed industrial land in Great Plains has been removed from the estimate of future industrial land requirements (see Table 5-4 in the FGS) because the ratio is specifically “for every new 1,000 people”, and this existing absorbed industrial development supports the existing economic activity in the Urban Complex and surrounding areas.

5.2.6 Institutional Land Requirements

For calculating institutional land requirements, the per capita assumption approach used in the City of Martinsville Future Growth Plan employed in the FGS has been carried over. Therefore, a ratio of 7.4 gross ac of institutional land requirements for every 1,000 new people was applied.

In addition, it is noted that most existing institutional land uses are within or adjacent to existing residential land uses. Within the Town Centre however, future institutional is planned within the commercial core. Therefore, this Growth Study assumes that 97% of all future institutional land requirements will be developed within or adjacent to future residential areas and the remaining 3% will occur within the Town Centre commercial core.

5.2.7 Market Allowance

When determining land requirements to accommodate projected residential, commercial, and industrial growth, ultimately there will be lands within future growth areas where development will not occur within the horizon of a forecast period. In recognition of this, it is appropriate to apply a market allowance as an overhead that:

- Recognizes that some land within growth areas will not develop within the study horizon (e.g., landowners either will not develop or sell to developers, whether they own full quarter sections or smaller parcels); and
- Encourages fair market competition among developers that are participating in development.

In this Growth Study, we have applied a market allowance of 10% to all gross residential, commercial, and industrial land requirements within the Town and the Adjacent White City lands. Market allowance is not applied to institutional land requirements as there is greater flexibility in locating institutional uses. They can generally be developed in residential, commercial, and industrial areas.

5.3 Land Requirements Approach #1: Developed Land to Population Ratios

As presented in Table 5.1, based on the approach used in the Martinsville Future Growth Plan, the estimated total amount of gross developable lands required to meet the 25-year growth needs of the Urban Complex to 2048 is 3,216.8 ac under the recommended High Case projection and based on the applicable growth assumptions presented above. In comparison, the Town only has a gross developable unabsorbed land inventory of 809.5 ac. The Urban Complex therefore requires an additional 2,407.3 ac of gross developable land inventory to accommodate its projected growth. This corresponds to a minimum of 15 quarter sections of gross developable land. Detailed tables presenting the annual land requirements by land use that culminate in the total land requirements presented in Table 5.1 are in Appendix G.

Table 5.1: Urban Complex Land Requirements via Application of Developed Land to Population Ratios

Land Use	Total Land Required (net ac)	Total Land Required (gross ac)	Remaining Town Land Supply (gross ac)	Lands Required Beyond Town (gross ac)	Lands Required Beyond Town (quarters) ¹⁸
Residential	1,361.9	2,377.9	789.1	1,588.8	9.9
Commercial	158.1	276.0	20.4	255.6	1.6
Industrial	244.1	426.1	0.0	426.1	2.7
Institutional	86.2	136.8	0.0	136.8	0.9
Gross Developable Lands	1,850.2	3,216.8	809.5	2,407.3	15.0

¹⁸ A quarter section is assumed to be 160 ac in size.

The requirement for 15 quarter sections of land presented in Table 5.1 does not include deductions for gross undevelopable overheads that might apply to lands located beyond the Town’s current limits. Examples of gross undevelopable overheads include natural areas, highway right-of-way, government road allowances, previously developed parcels, nuisance uses such as landfills, lagoons, rail lines, pipelines, wells, and their associated development setbacks, etc.

5.4 Land Requirements Approach #2: Extrapolation of Absorbed Land Relationships

Application of the approach used in the Spruce Grove Growth Study first requires the calculation of the Urban Complex’s absorbed commercial, industrial, and institutional land relationships to absorbed urban residential land. Table 5.2 contains the absorbed areas by core land use (from Table 4.8) and converts the relationships to ratios per 100 ha of absorbed net urban residential lands. It then pulls the total residential land requirement from Table 5.1 and applies the ratios to extrapolate what the commercial, industrial, and institutional land requirements would be by using this ratio approach for comparison back to the total non-residential land requirements presented in Table 5.1.

Table 5.2: Urban Complex Land Requirements via Extrapolation of Absorbed Land Relationships

Non-Residential Land Use	Absorbed Land from Table 4.8 (net ac)	Absorbed Urban Residential Land from Table 4.8 (net ac)	Absorbed Non-Residential Ratios per 100 Net Acres of Absorbed Urban Residential (net ac)	Total Residential Land Required from Table 5.1 (net ac)	Total Non-Residential Land Required Based on Application of Ratios (net ac)	Total Non-Residential Land Required from Table 5.1 (net ac)
Commercial	64.6	801.2	8.1	1,361.9	110.3	158.1
Industrial	205.4		25.6		348.6	244.1
Institutional	50.8		6.3		85.8	86.2
Total	320.8	801.2	40.0	1,361.9	544.7	488.4

As shown in Table 5.2, the total non-residential land requirements for the Urban Complex would be 544.7 net acres if the Spruce Grove Growth Study approach of extrapolating absorbed land relationships was used. This total land requirement is 56.3 net acres or 12% higher than the Martensville Future Growth Plan approach of using developed land to population ratios to determine non-residential land requirements.

Use of the Martensville Future Growth Plan approach is conservative and understates non-residential land requirements. While use of the Spruce Grove Growth Study approach would be defensible, land requirements have been based on the more conservative approach used in the Martensville Future Growth Plan.

5.5 Town Land Supply Depletion Estimation

Table 5.3 presents the estimated years to land supply depletion from the end of 2021 under the recommended High Case population projection scenario if White City was to abandon further annexation requests. The estimated years to depletion in Table 5.3 is based on the estimated annual consumption of the remaining unabsorbed land within the Town. In general, a land requirements model is used to determine the annual consumption of land by core land use type for the High Case scenario. Within the model, it is assumed that 100% of the annual land requirements by core land use type occurs in White City before eventually being pushed outside the Town’s current boundary.



Table 5.3: White City's Estimated Years to Land Supply Depletion

Land Use	Remaining Town Land Supply (gross ac)	Year Depleted	Years to Depletion from 2021	Average Gross Acres per Year
Residential (including 97% Institutional)	789.1	2031	10	83.5
Commercial (including 3% Institutional)	20.4	2024	3	7.0
Industrial	0.0	—	—	—

As presented in Table 5.3, it will take 10 years (2031) for the Town's remaining residential land supply to be depleted under the recommended High Case scenario based on the available land supply estimates from Table 4.3.

In terms of commercial development, it would conceivably take 3 years (2024) for the Town's remaining commercial land supply to be depleted under the High Case scenario. However, due to the Town's remaining commercial land supply being within the planned Town Centre and considering that all subdivision applications are on hold due to the development moratorium, it may take longer than 3 years to unlock the supply. To unlock the supply, the moratorium must first be lifted. Then, significant residential subdivision and development in the planned Town Centre will likely be required before the commercial market achieves the necessary demand to trigger commercial development uptake. Until then, projected commercial growth for the Urban Complex is anticipated to continue occurring in the Emerald Park/Great Plains area.

In terms of industrial development, the Town has no land supply to deplete as it does not have suitable lands that are marketable for industrial development at present. Until such time as the Town obtains industrial land supply in marketable locations via annexation, projected industrial growth for the Urban Complex is anticipated to continue occurring in the vicinity of Great Plains.

Based on the above, it is highly recommended that annexation be pursued by White City immediately to re-establish its unabsorbed residential land inventory to at least a 25-year supply, incorporating much needed commercial and industrial land inventory in marketable locations to enable municipal viability. It is not good planning for a high growth urban municipality within a metropolitan context to maintain inventories of unabsorbed residential and commercial lands of 10 and 3 years respectively, and to further have no industrial land inventory.

Without annexation of future industrial lands in appropriate locations, the Town of White City can only make minimal strides to improve its currently unviable municipal assessment split of 99% residential to 1% non-residential. White City's financial viability as a municipality will be significantly compromised if it does not make significant strides towards a more balanced 85/15 assessment split (per the Town's Strategic Plan) on the strength of annexing previously developed industrial lands as well as additional lands for future industrial development.

6.0 Study Area Analysis

6.1 Topography

The topography of the study area is illustrated in Map 12. Lands in the study area generally slope from the northeast to the southwest, ranging in elevation from 633 m above sea level (ASL) at the easterly boundary of the study area to 592 m ASL southwest of the Town. Much of the elevation change occurs within the Town's boundaries, with the developed area of the Town being at a higher elevation than the more southwesterly, undeveloped portion.

6.2 Soils

Map 13 illustrates the soil capability for agriculture from the Canadian Land Inventory (CLI) for lands within the Town of White City and the balance of the study area. The types of soils present include Classes 2 through 5. Table 6.1 provides definitions and descriptions of each soil class from Agriculture and Agri-Food Canada where available.

Table 6.1: Land Capability Classes for Agriculture

Class	Definition	Description
2	Moderate limitations; moderate conservation practices required	Soils in this class have moderate limitations that restrict the range of crops or require moderate conservation practices.
3	Moderately severe limitations; range of crops restricted, or special conservation practices required	Soils in this class have moderately severe limitations that restrict the range of crops or require special conservation practices.
4	Severe limitations	Soils in this class have severe limitations that restrict the range of crops or require special conservation practices.
5	Forage crops – improvement practices feasible	Soils in this class have very severe limitations that restrict their capability in producing perennial forage crops, and improvement practices are feasible.

Source: ISO 19131 Canadian Land Inventory (CLI) – Data Product Specification and Overview of Classification Methodology for Determining Land Capability for Agriculture

As illustrated in Map 13, the highest rated (Class 2) soil present is located adjacent to the south and southeast portions of the study area, a small portion of which is located within Town limits. Soil quality lowers to the north and northeast, with the lowest quality (Class 5 soils) being in the north-central portion of the study area.

6.3 Environmental and Heritage Considerations

6.3.1 Watersheds

The Town of White City is located within the Wascana Creek watershed. Within Saskatchewan, the Wascana Creek watershed represents only one-half of one per cent of Saskatchewan's land area but contains over 20 per cent of the province's population. In the last one hundred years, the growth of the City of Regina has had a huge impact on the watershed. The upper portion of the watershed is relatively flat with former lake-bottom clay soils and is farmed to the edge of the creek in most areas. The impact of drainage from the Wascana Conservation Area Authority (one of the first such authorities in Saskatchewan) and Regina (the province's second-largest city) have influenced flows both in peaks and in duration, including an annual increase in constant flows from Regina's effluent discharge. The changes in runoff characteristics have also included water quality and sedimentation impacts over the years.



In 2008, the Upper Qu'Appelle River and Wascana Creek Watersheds Source Water Protection Plan were completed by the Saskatchewan Watershed Authority (Water Security Agency). Recommendations and key actions have been identified respecting water conservation, climate change, groundwater protection, surface water quality, apportionment of interprovincial water flows, and protection of natural habitat. The approved watershed plan is now being implemented by all agencies and governments.

6.3.2 Groundwater

In 2020, the RM adopted a comprehensive update to its 2011 OCP, which is currently with Community Planning for final review and approval. This updated OCP indicates the Town and most of the study area is located on the surface of sensitive aquifers that provide abundant water. These aquifers require a high level of safeguards to ensure long-term sustainability of groundwater. It is noted in the RM's OCP that all development in an aquifer protection area shall be accompanied by a report prepared by a professional engineer that shall address site design, wastewater management and hazardous materials handling, storage and disposal, descriptions of physical/facility- specific structures, plans and standards.

6.3.3 Watercourses

Other potentially environmentally sensitive areas within and adjacent to White City include Chuka Creek and Hunter Creek. To ensure these watercourses are protected from future development, collaboration is required with the Water Security Agency and Ministry of Environment in the form of site-specific planning programs. It is anticipated that the extent of protection required will be directly related to the proposed development and affected watercourse, the desire for public access, and site--specific characteristics. Two of the main tools that could be used to protect Chuka Creek and Hunter Creek would be through the establishment of buffer strips and dedication of environmental reserve. Approximations of potential future environmental reserve along the creek systems and adjacent to other water features in the study area are illustrated on Map 14.

6.3.4 Conservation

Also illustrated on Map 14 is a wildlife conservation easement (WCE), known as the "Sattler Lands". Registered in November 2008, it comprises nearly four full quarter sections in the southeast portion of the study area, kitty-corner to the Town and south of Highway 48.¹⁹ The purpose of the associated easement agreement is to ensure that the present natural habitat of the WCE will be preserved in perpetuity and that the natural ecosystems and wildlife habitat are protected and enhanced. Development cannot occur on this land unless the WCE is removed.

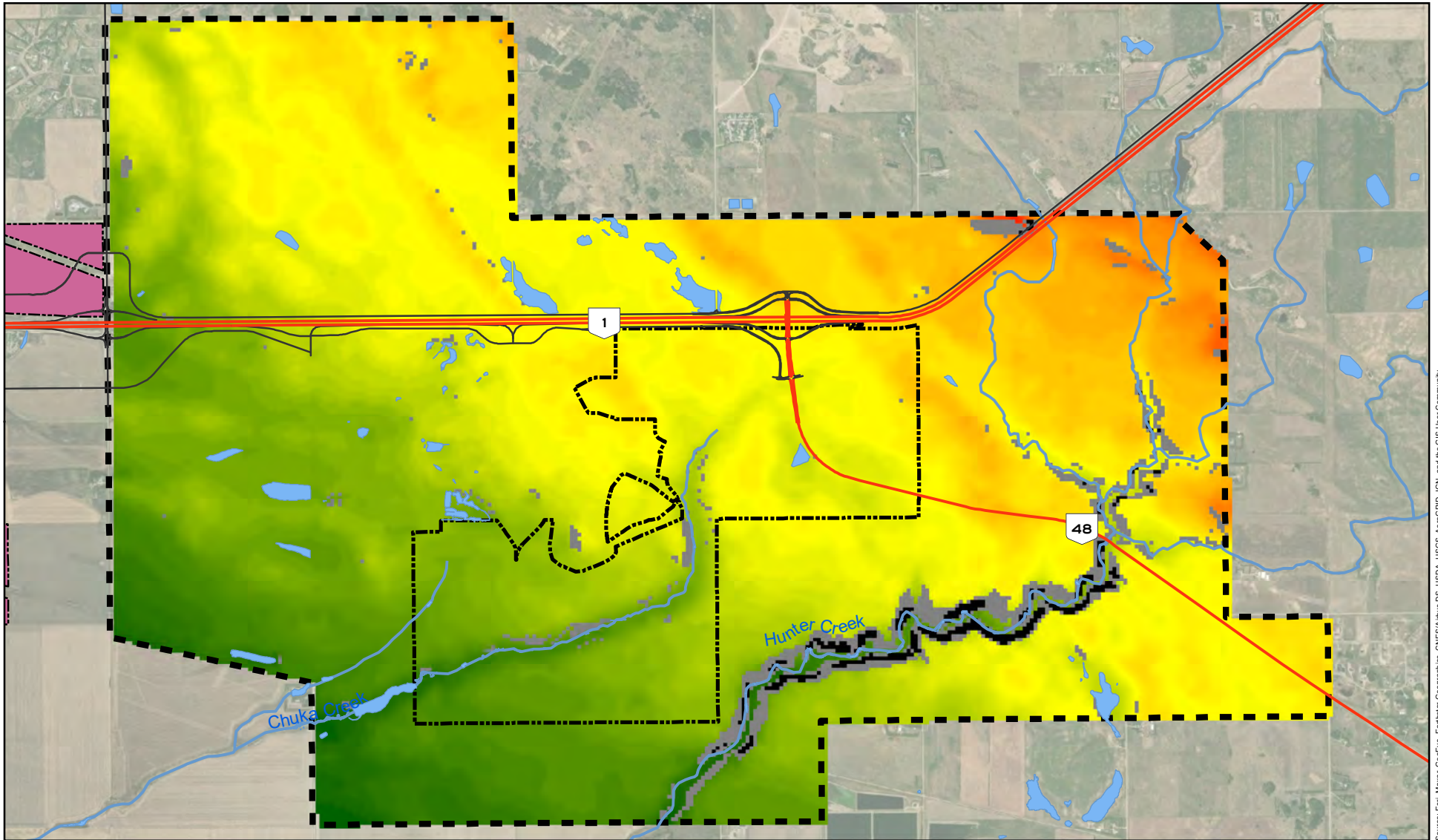
6.3.5 Energy

The study area is traversed by four pipeline rights-of-way. As illustrated on Map 14, these include:

- One running from southwest to northeast through the length of the Town;
- One running from northwest to southeast through Emerald Park and the Town;
- One pipeline commencing on the west side of the Town and traversing to the north; and
- An east-west pipeline located in the northwesterly portion of the study area.

None of the subject pipeline corridors appear to serve as a constraint to future growth and development as most are in proximity to or bisect existing developed areas. New development will be required to protect rights-of-way and accommodate recommended development setbacks through the planning process where necessary.

¹⁹ The WCE specifically includes the north half of Section 7, Township 17, Range 17, West of the 2nd Meridian and all those portions of the south half of Section 18, Township 17, Range 17, West of the 2nd Meridian that lie south of Highway 48 W2M.



- Town of White City
- Study Area
- First Nation
- Highway
- Highway Service Road/Ramp
- Watercourse
- Water Body

Elevation (MASL*)
 High : 633
 Low : 592
 *Metres Above Sea Level

Slope
 5% to 10%
 More than 10%



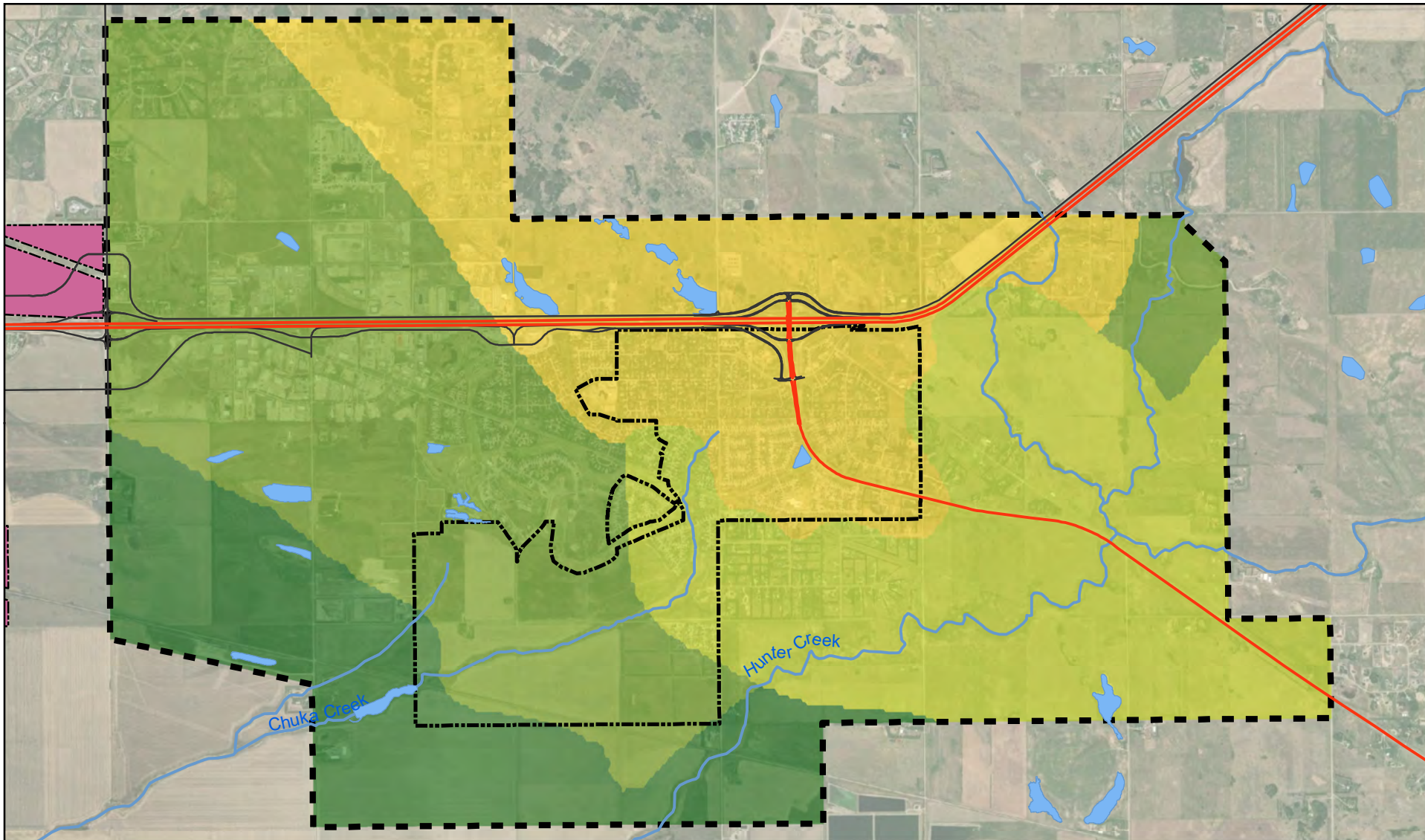
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MAP 12:
TOPOGRAPHY



- Town of White City
- Study Area
- First Nation
- Highway
- Highway Service Road/Ramp
- Watercourse
- Water Body

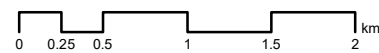
Canadian Land Inventory Classification

- Class 2
- Class 3
- Class 4
- Class 5



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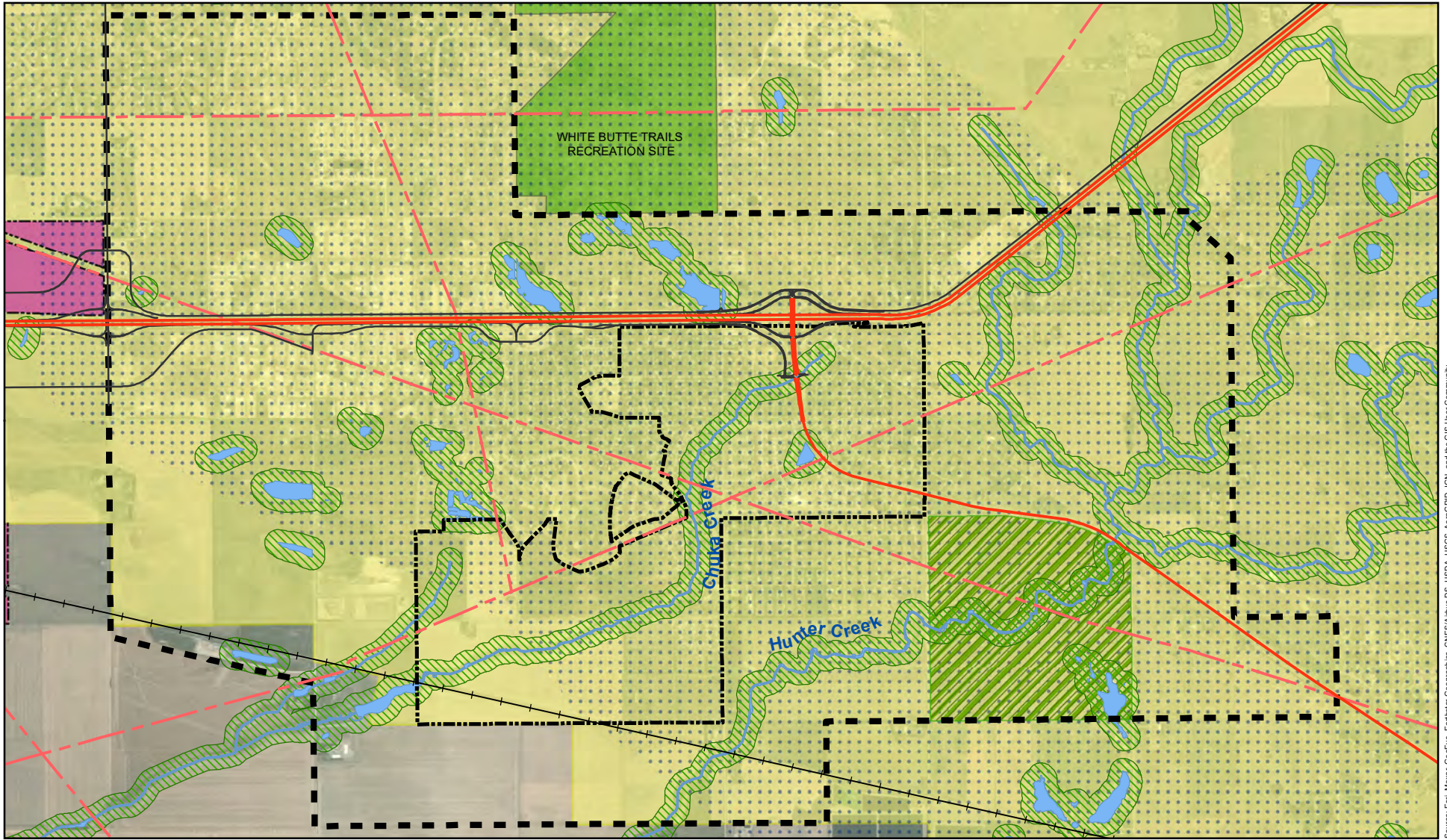
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








**MAP 13:
AGRICULTURAL SOILS**

Date: 2022-06-03 Coordinate System: NAD 1983 UTM Zone 13N Document: M:\15540_White_City_Growth_Study\25_Figures\2022_Growth_Study\15540_EnvMap14_Environment_Heritage_220603.mxd



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

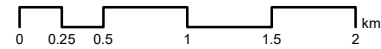


-  Town of White City
-  Study Area
-  First Nation
-  Highway
-  Highway Service Road/Ramp
-  Railroad
-  Condie Aquifer
-  Watercourse
-  Water Body
-  Oil/Gas Pipeline
-  Potential Future Environmental Reserve
-  Parks
-  Wildlife Conservation Easement
-  Heritage Sensitive Area



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2022 GROWTH STUDY

MAP 14:
ENVIRONMENTAL
AND HERITAGE

6.3.6 Heritage Resources

Heritage resources refer to those that may be damaged because of development. Pursuant to Section 66 of the Saskatchewan Heritage Property Act, all heritage resources (e.g., historic and pre-contact archaeological sites, architecturally significant structures, and paleontological resources) located on privately owned land, Crown land and those lands which are leased from Saskatchewan Agriculture and Renewable Resources are property of the Crown. These sites are managed by the Heritage Conservation Branch (HCB) at the Ministry of Parks, Culture and Sport. Cultural resources on federal lands are protected under the Canadian Environmental Assessment Act (1992) and the Indian Act (1985) and are administered by the Cultural Resource Management Unit at Parks Canada.

In planning for future growth, it is important to consider the potential for the presence of heritage resources in the study area. No such resources are located within the current Town limits, but as noted in Map 14, most of the land surrounding White City has the potential to be heritage sensitive. As a result, the HCB will have to review any proposed activities at the time of development (if no plan of proposed subdivision is required) or following the submission of a subdivision application to Community Planning.

Section 63 of the Saskatchewan Heritage Property Act empowers the Minister to require a developer to conduct a Heritage Resources Impact Assessment (HRIA) or Heritage Resources Impact Mitigation (HRIM) for any development project that has the potential to impact significant heritage resources. It is the responsibility of the developer to submit all projects for regulatory review. If a HRIA is required, developers are obligated to commission a qualified archaeologist to conduct any required assessment and identify potential mitigation measures.

6.4 Municipal Servicing Considerations

6.4.1 Services and Infrastructure

Formed in 2008, the White Butte Planning Commission (WBPC) had a municipal membership including the towns of White City, Pilot Butte, and Balgonie, the RMs of Edenwold No. 158 and Sherwood No. 159, the City of Regina, and the Village of Edenwold. The WBPC was formed to facilitate a coordinated effort across the region to work together on areas of mutual interest for cost-sharing benefits. Specifically, the WBPC was formed to work on common issues related to recreation services, joint service capabilities, purchase opportunities for supplies and services, infrastructure, and land use. However, in January 2018, the RM of Edenwold and the towns of Balgonie and Pilot Butte served notice to the WBPC that they would each withdraw their memberships. The RM's rationale for withdrawing membership was that the WBPC had achieved its purpose of getting the Regina Bypass Project underway for the protection of area residents. The project was completed in 2017 for the Balgonie and White City areas. Balgonie and Pilot Butte provided a similar rationale for withdrawing from the WBPC. In 2019, the RM of Sherwood and Village of Edenwold withdrew from the WBPC citing costs. These withdrawals will influence all original members of the WBPC in terms of regional planning opportunities, including services and infrastructure going forward. Subsequent meetings between Regina and White City indicate a desire to continue to cooperate and collaborate. Further work is being done to determine the purpose and future of the WBPC, and to develop a regional planning body for the Regina area.

A review of the Town's municipal servicing infrastructure is necessary in undertaking planning for future urban growth beyond its current Town limits, as all future development will impact the Town's capacity to deliver services including water supply and distribution, wastewater treatment, and stormwater management.



6.4.2 Water

The Town of White City purchases treated water from SaskWater. While the Condie Aquifer is situated underneath most of the Town and the study area, the source of this water are wells from the Zehner Aquifer²⁰ located northwest of the study area between Regina and Pilot Butte. The treated water is delivered to the Town and other surrounding subdivisions in the RM. The existing water distribution pumping system consists of four vertical turbine pumps.

Additionally, a combined total volume of 2,920 m³ of treated water storage is available at the water treatment plant (WTP). In 2017, a Distribution System Modeling Report was prepared for the Town by KGS Consulting Engineers. The below information is drawn directly from that report.

The Town's original water distribution system consisted of a 200 mm diameter trunk feeder from the WTP and a 150 mm diameter system that looped except for the crossing to Wheatland Estates, where a backup 100 mm diameter line was installed under the highway. A 200 mm diameter main line was installed to supply the Garden of Eden subdivision and the Bower Estates West subdivision. In 2016, the Town installed a 400 mm diameter high-density polyethylene (HDPE) pipeline between the WTP and Gregory Avenue and White City Drive intersection. New developments to the east have used 150 mm and 200 mm pipes. The total length of distribution system is 27,254 m. Fire hydrants are in all dead ends.

The planned Town Centre development is served from a 400 mm trunk line extending from White City Drive along Betteridge Road to west of Emerald Park Road.. A new 400 mm water line is planned to extend from Gregory Avenue along White City Drive to Betteridge Road to reinforce the existing water distribution system and meet the long-term demands of inevitable population growth.

KGS Consulting Engineers was tasked with modelling existing and future development to determine the impact on the potable water supply and distribution. A total of four distribution pumps were assumed operational within the model and pressure at the WTP was assumed to be 64 psi. It was concluded that peak hour demands with the fire demand are satisfied by the distribution pumps.

The KGS report also analyzed population growth in the Town to ensure that it would be prepared for the potential increase in water consumption given the potential growth for the region. It was determined that the Town consumed water at an average daily demand (ADD) of 818 m³/day, with a maximum day demand (MDD) of 2,921 m³/day. Estimated peak hour demand was calculated at 2,500 L/min.

Based on the projected population, specifically related to the planned Town Centre development, and comparing the proposed development population to estimated water consumption rates, the water system was evaluated to determine its ability to satisfy future water demand. A total of 3,275 units were estimated surrounding Betteridge Road, and that this area population would range between 4,200 and 6,500 people. The peak hour demand in this area was calculated to be 6,500 L/min. The projected future Town population was estimated to be between 8,400 and 10,700 people which results in a future total peak hour demand of 9,000 L/min (12,960 m³/day).

A review of the components' sizing requirements was undertaken to meet the above-outlined conditions and it was determined that when the significant population increase from the proposed Betteridge Road subdivisions are taken into consideration, additional treated water storage will eventually be required. It was concluded that future combined storage of 5,790 m³ will be required to service a population of 10,700 people, including 6,500 additional people in the proposed Betteridge Road development area (planned Town Centre and surrounding suburban development). The existing storage capacity is 2,920 m³ and as such, 2,870 m³ of storage will eventually be required. Capital planning for water capacity has since been undertaken with SaskWater and a long-term plan has been established to ensure water supply to the community. Further work was undertaken by SaskWater (White City Capital Expansion Plan, 2022) to determine water source capability and potential other water supply sources to meet long-term water supply demands. This work resulted in the preparation of a 25-year capital expansion plan for the Town.

²⁰ The Zehner Aquifer lies below the Condie Aquifer.

Based on this review of the Town's existing water supply, treatment, and distribution, as well as water consumption, it is apparent that the Town will require some capital improvement projects soon. The engineering reports indicated that the water reservoir capacity will need to be increased prior to full build-out of the Town's unabsorbed land inventory, including the planned Town Centre. These upgrades include the twinning of a raw water pipeline (currently going through the procurement process), and expansion of reservoir capacity in 2024. Further expansion of the water treatment plant is not expected until 2032.

6.4.3 Wastewater Treatment

The Town of White City and RM of Edenwold have recently partnered with the Government of Canada and Government of Saskatchewan in the construction of a new wastewater treatment plant (WWTP) that will use an effective and low-energy treatment process. The improved services will allow the municipalities to handle wastewater from the current population as well as future residential and non-residential development. The WWA was created by the Town and RM to deliver wastewater utility services to the White City and the Emerald Park areas.

When completed, the capacity of this plant will be sufficient for an initial population of 15,000 and can be expanded in the future if required. A Wastewater Treatment Capacity Allocation Policy adopted by the WWA in 2017 and submitted to Community Planning indicated that the "current allocated capacity is 5,000, leaving a population of 10,000 yet to be allocated." Of that 10,000, an initial 3,000 people – an equivalency of 1,000 additional residential lots – has been allocated to each municipality (White City and the RM of Edenwold), while the remaining 4,000 is allocated to the WWA for it to determine assignment once a municipality reaches the 90% threshold of its initial allocation capacity. When the overall capacity reaches the 80% threshold, the WWA will undertake further capital investment to expand the initial treatment capacity beyond 15,000.

To date, the WWA has not tasked its administrator with updating the Wastewater Treatment Capacity Allocation Policy. However, the WWA reviewed the current intakes to the wastewater system that are metered, which determined that both the Town and the RM were putting approximately equal amounts of effluent into the treatment system. The WWA has since provided a technical memorandum that is based on metered intakes and in turn formulated an approval of lot development or allocation development based on such. So, while the Wastewater Treatment Capacity Allocation Policy has not yet been updated, the technical memorandum is now in use by the WWA until an updated policy is in place.

6.4.4 Municipal Serviceability

Maps 15 and 16 illustrate the existing municipal water and wastewater systems within the study area as well as potential water and wastewater line extensions to service unabsorbed lands south of Highway 1 within and adjacent to the Town, Emerald Park, and Great Plains. Map 17 illustrates the watercourses and water bodies within the study area in relation to elevation. The water bodies provide opportunity for stormwater retention with controlled outlet ultimately to the Chuka Creek and Hunter Creek systems.

6.5 Transportation Considerations

The Town is located immediately south of Highway 1 – the Trans-Canada Highway. Growth in the eastern portion of the Regina CMA has always been dependent on highway access that allows residents to commute to work in Regina and take advantage of the extensive services available in a larger urban centre. Additionally, efficient highway access for commercial and industrial businesses has become essential along the main highways through the area. New interchanges have been constructed along Highway 1 that will allow residents and businesses on the north side of the highway to access the community services and recreational opportunities on the south side of the highway. Specifically, the Highway 1 interchange projects at the Pilot Butte Access Road and at Highway 48 have directly impacted the Town. Both interchanges were opened in 2018.



The 2015 White City Traffic Study was prepared to plan a sustainable, safe, and efficient transportation system that is administratively, physically, and financially responsible. Another goal of the project was to provide a transportation policy framework that addressed the local, regional, and provincial transportation goals and objectives as well as to examine the effects of planned and future development in relation to automobile, pedestrian, and cyclist network requirements.

As a part of this Traffic Study, a review of White City's existing transportation system was undertaken. The road and multi-use pathway systems were identified, and traffic volumes and speed data were collected along major roadways within the Town. Projected growth of the municipality was reviewed with respect to the proposed interchanges, as well as the road network within the Town. Lastly, a workshop was undertaken to identify and confirm key transportation issues within the municipality.

Based on the above, a series of recommendations were made concerning traffic within and around the Town, and a series of implementation solutions were prioritized and phased, based on municipal growth.

Given the Town's rapid growth, numerous transportation needs were identified. Several of the recommendations have been implemented, but the following long-term measures that will have an impact on the Town's future growth were not yet been addressed as of 2018:

- Conduct an assessment / study of extending Betteridge Road to Highway 48 to provide additional east-west connectivity (Town since completed the detailed design for Betteridge Road in 2019 as a major east/west arterial road, in part based off a traffic impact assessment completed by WSP in support of the proposed Royal Park development);
- Construct the recommended solution for the extension of Betteridge Road to Highway 48; and
- Undertake a joint Transportation Master Plan (TMP) with the community of Emerald Park to develop a travel demand study of the Town and community. (In the completed White City Traffic Study and Emerald Park Traffic Study, no long-term forecasting was undertaken.) The model will provide a more comprehensive tool for the evaluation and assessment of the road network and establishes a framework to assess the existing and future road network to make informed decisions on infrastructure implementation and budgeting.

As part of this Growth Study, a Transportation Network Review was undertaken. The purpose of the review was to review the current and long-term transportation network for the Town and adjoining lands in the RM of Edenwold and identify short and long-term transportation network options to better reinforce the Town's future growth plans.

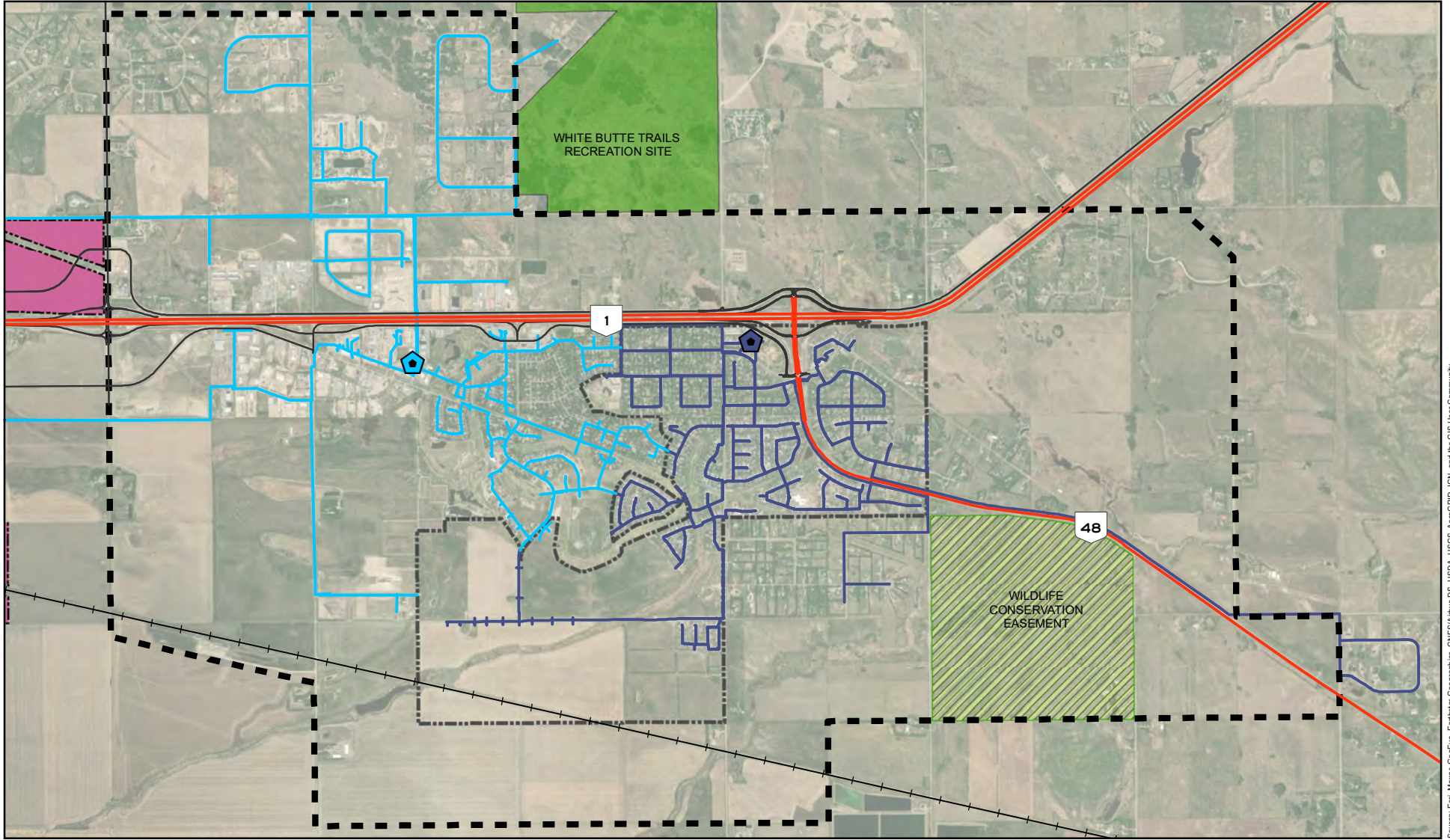
The following documents were referenced in the review:

- Emerald Park Traffic Study, MMM Group Limited (March 2015);
- RM of Edenwold No. 158 Official Community Plan (2020);
- White City Traffic Study, MMM Group Limited (December 2015);
- White City Town Centre Neighbourhood Plan (2014);
- White City Official Community Plan (2014); and
- White City 2018 Annexation Proposal: One Community. One Voice.

As a result of this review, it was determined that no long-term forecasting had been undertaken in either of the White City Traffic Study or Emerald Park Traffic Study (Emerald Park had a short-term forecast), thus there was no ability to cross-reference the design traffic volumes of the future network to proposed road classifications. Notwithstanding this information gap, the following observations were made:

- Within suburban contexts, it is best practice to space arterial roads in a grid system 800-1,600 m apart. Due to uncoordinated transportation planning, opportunities have been missed to develop a direct parallel east-west arterial road within the first 800-1,600 m south of Highway 1 between the Highway 48 and Pilot Butte Access Road interchanges. A direct connection between Highway 48 and South Plains Road, via a westward extension of Gregory Avenue West, west of Galloway Street (which is the current boundary between the Town and Emerald Park), represents the first missed opportunity for an east-west arterial road. The approval

Date: 2022-06-03 Coordinate System: NAD 1983 UTM Zone 13N Document: M:\1540_White_City_Growth_Study\25_Figures\2022_Growth_Study\1540_ToWC_Map15_Water_250603.mxd



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



- Town of White City
- Study Area
- First Nation
- Highway
- Highway Service Road/Ramp
- Railroad

White City Water Distribution System RM Water Distribution System

- Existing Water Line
- Water Treatment Plant
- Existing Water Line
- Water Treatment Plant



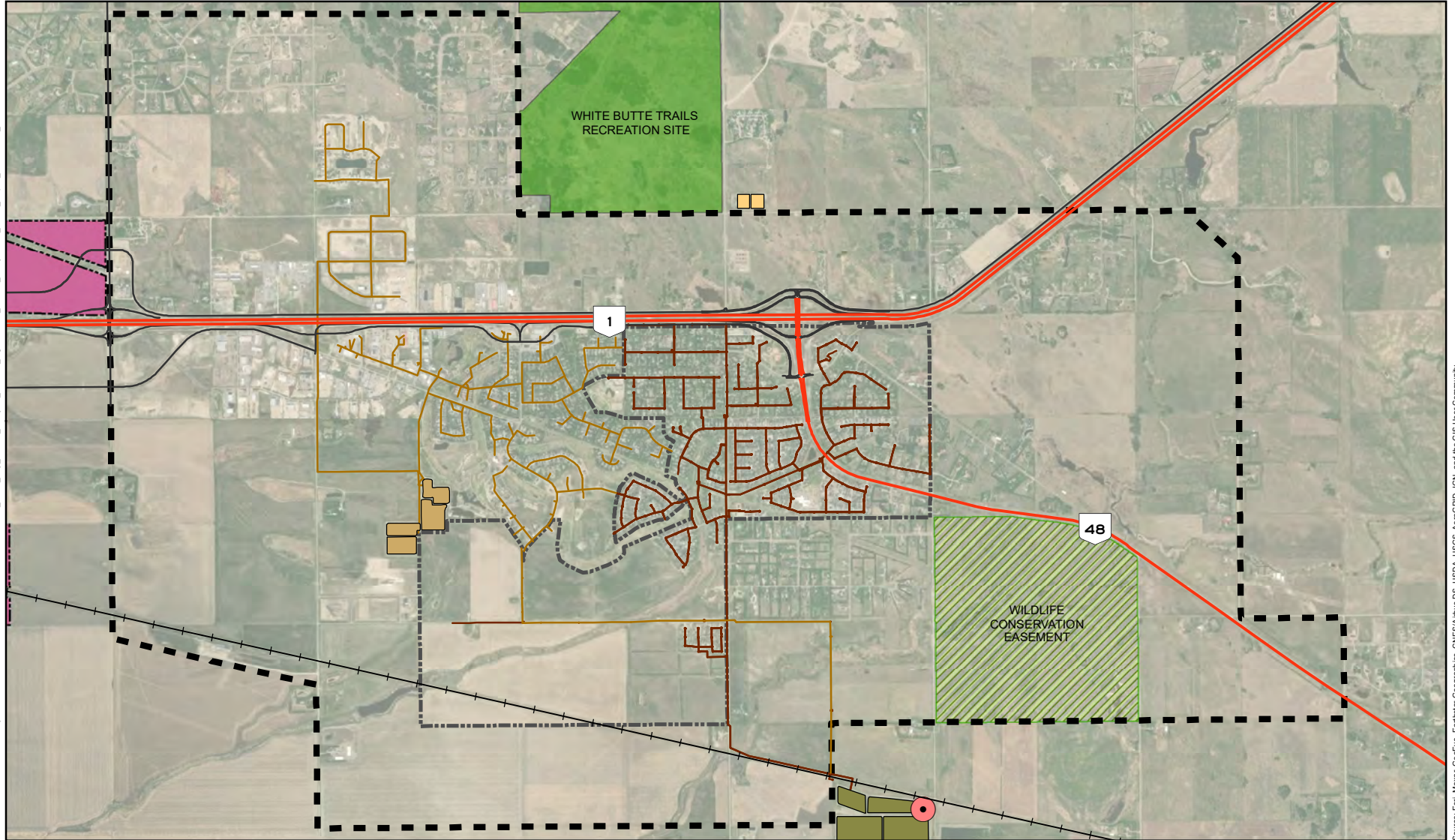
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2022 GROWTH STUDY

MAP 15:
WATER SERVICING
CONSIDERATIONS



- Town of White City
- Study Area
- First Nation
- Highway
- Highway Service Road/Ramp
- Railroad

Wastewater Servicing Infrastructure

- Existing Town Sewer Line
- Existing RM Sewer Line
- Wastewater Treatment Plant

Sewage Lagoons

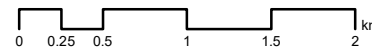
Operator/Status

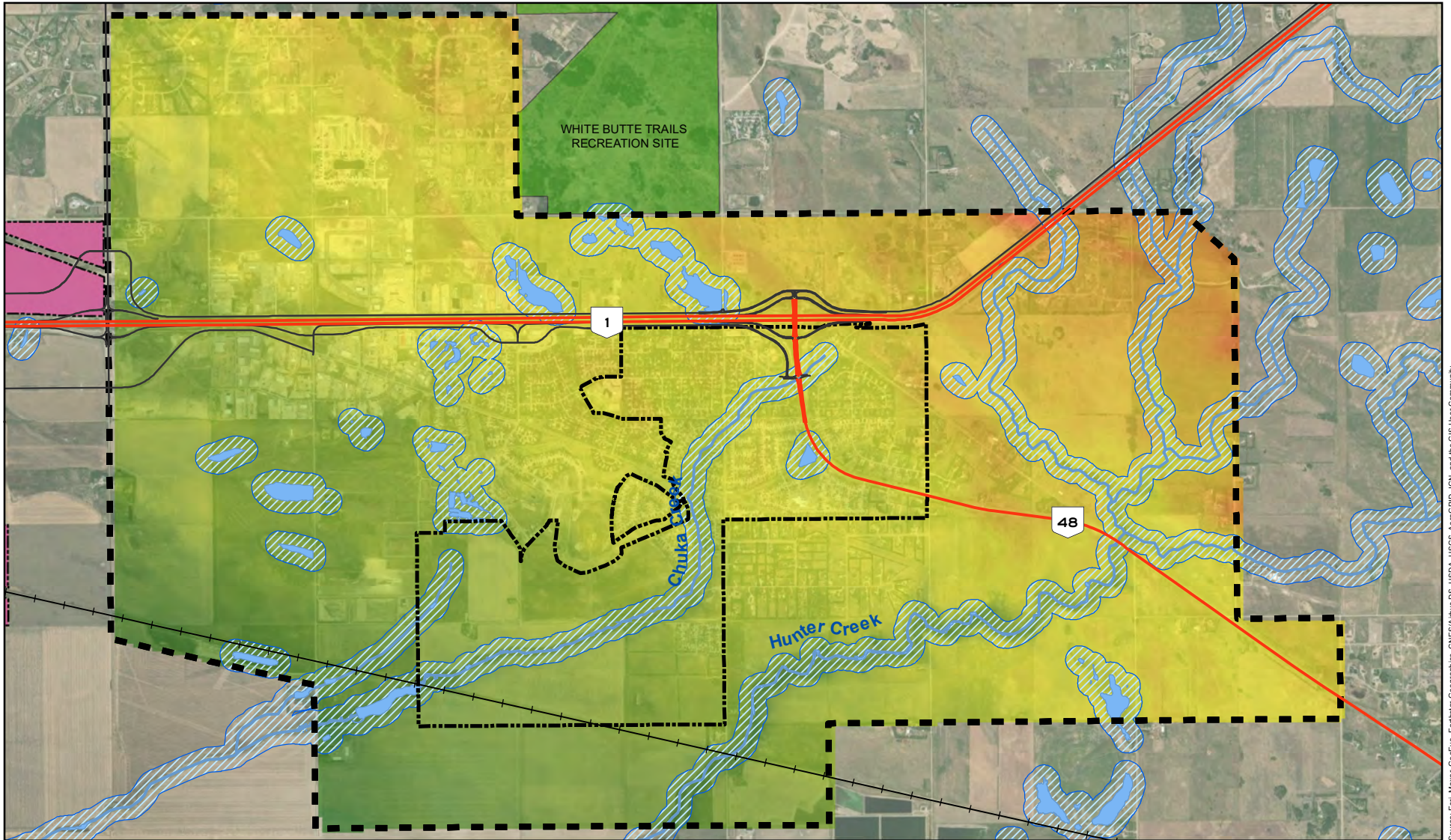
- RM of Edenwold (Pending Decommission)
- Wastewater Authority (Active)
- Coppersands (Active)



2022 GROWTH STUDY

**MAP 16:
WASTEWATER SERVICING
CONSIDERATIONS**

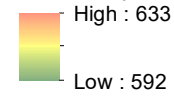




- Town of White City
- Study Area
- First Nation
- Railroad
- Highway
- Highway Service Road/Ramp

- Watercourse
- Water Body
- Drainage Setback

Elevation (MASL*)



*Metres Above Sea Level



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2022 GROWTH STUDY

**MAP 17:
STORMWATER SERVICING
CONSIDERATIONS**

of a golf course in southern Emerald Park represents a second missed opportunity. Instead, the best east/west arterial alternative involves four turning movements between Highway 48 and South Plains Road. From east to west, these are at:

- Gregory Avenue West and White City Drive;
 - White City Drive and Ramm Avenue;
 - Ramm Avenue and Emerald Park Drive; and
 - Emerald Park Drive and South Plains Road.
- As an alternative, the following are east-west arterial road options between the Highway 1 interchanges at Highway 48 and Pilot Butte Access Road:
 - **Option 1:** The current partially connecting arterial road network enabled by Betteridge Road and White City Drive but missing a final east-west segment between White City Drive and Highway 48. Upgrading Gregory Avenue East or Lott Road East to an arterial standard would achieve this, though Gregory Avenue East is likely the only option as Lott Road East is not viable due to it featuring nearly 50 residential driveways. While there are a few driveways on Gregory Avenue East, they access retail uses and playing fields.
 - **Option 2:** Extend Betteridge Road from White City Drive to Kennedy Road for access to Highway 48 as noted in the Traffic Study. This is a risk however as the RM is in the process of approving Vista Springs along this extension without allocating sufficient road widening. The Town has requested that the RM place a condition on the subdivision to dedicate sufficient road widening but the request remains unheeded.
 - An arterial road system could be developed on the east side of Highway 48, requiring that a portion of Deneve Drive and Gregory Avenue East (the segment east of Highway 48) be upgraded to an arterial. If this arterial road segment is added and the segment of Gregory Avenue East referenced above is also developed, this would form an arterial loop road.
 - In terms of north-south arterials, the existing rural grid roads, at 1,600 m spacings, would form the ideal basis for an arterial road network for White City and area. West of Highway 48 White City Drive already provides an arterial road function as mentioned above. Ideally, Emerald Park Road, which is 1,600 m to the west, should be designated as an arterial road as it connects directly to Highway 1. For its first 800 m south of Highway 1, Emerald Park Road could be converted and function as an arterial road. However, south of South Plains Road, the RM of Edenwold has facilitated subdivision approvals resulting in a high frequency of residential driveways fronting this road. This has compromised eventual conversion to an arterial road and represents a missed opportunity to facilitate efficient transportation flow from Highway 1 through Emerald Park to White City for both the benefit of the Town, the RM, and its residents.
 - Further to the west, both Great Plains Industrial Drive (Highway 624) and Pilot Butte Access Road provide excellent opportunities to form part of the arterial road network for White City and area. Careful transportation planning is required from Great Plains Industrial Park to Betteridge Road to ensure that future subdivision approvals do not compromise Great Plains Industrial Drive's opportunity to function as an arterial road. If history were to repeat itself here and/or along Range Road 2185 (Pilot Butte Access Road), the current poor north-south connectivity between White City and Highway 1 will be exacerbated.
 - Intersection spacing from the White City Traffic Study seems reasonable (local 60 m, collector 60 m, arterial 200-400 m) and is met in the new areas of the Recommended Road Network/Road Hierarchy. Depending on the land use proposed, an additional collector road could be provided in the proposed growth area located west of Emerald Park Road.

In addition to the above, the Town indicates its adopted development standards require that a traffic impact assessment be submitted in support of proposed new subdivisions and developments such as the planned Town Centre.

Map 18 illustrates the transportation serviceability considerations within the study area, including the existing road network, access opportunities from Highway 1, a potential rail right-of-way, and a recommended arterial network.



CN has given notice of a potential rail right-of-way through the portion of the study area south of the Town. It is located midway between Highway 624 and White City Drive. If the rail line is developed, it will serve as a connection between the CN rail line to the north, in the southernmost portion of the Town, and another existing rail line approximately 7 km to the south.

Of the roads identified, Range Road 2185 from the Highway 1 interchange to Betteridge Road and Betteridge Road from Range Road 2185 to Highway 624 is a critical connection for White City and the viability of its planned Town Centre. Serving as a direct connection between the Town and Highway 1, this corridor will improve circulation in existing portions of the Town by alleviating pressures on other existing corridors that access Highway 1. The Ministry of Highways recently identified to the Town a need to upgrade the Highway 48 intersections at Gregory Avenue East and Lott Road East due to projected traffic increases if the western extension of Betteridge Road to Range Road 2185 and then north to the Highway 1 interchange at Pilot Butte Access Road is not constructed in a timely manner. The Town and the Ministry have since signed an agreement to undertake the intersection upgrade for Highway 48 at Gregory Avenue East.

6.6 Land Use Considerations

6.6.1 Existing Development

As illustrated on Map 19, the largest concentrations of existing development within the study area are immediately west and southeast of the Town. This includes Emerald Park and Great Plains to the west, and Park Meadow Estates, Meadow Ridge Estates, Deneve, and Escott to the southeast. Together with the Town, they form the White City/Emerald Park/Great Plains Urban Complex. Beyond the Urban Complex:

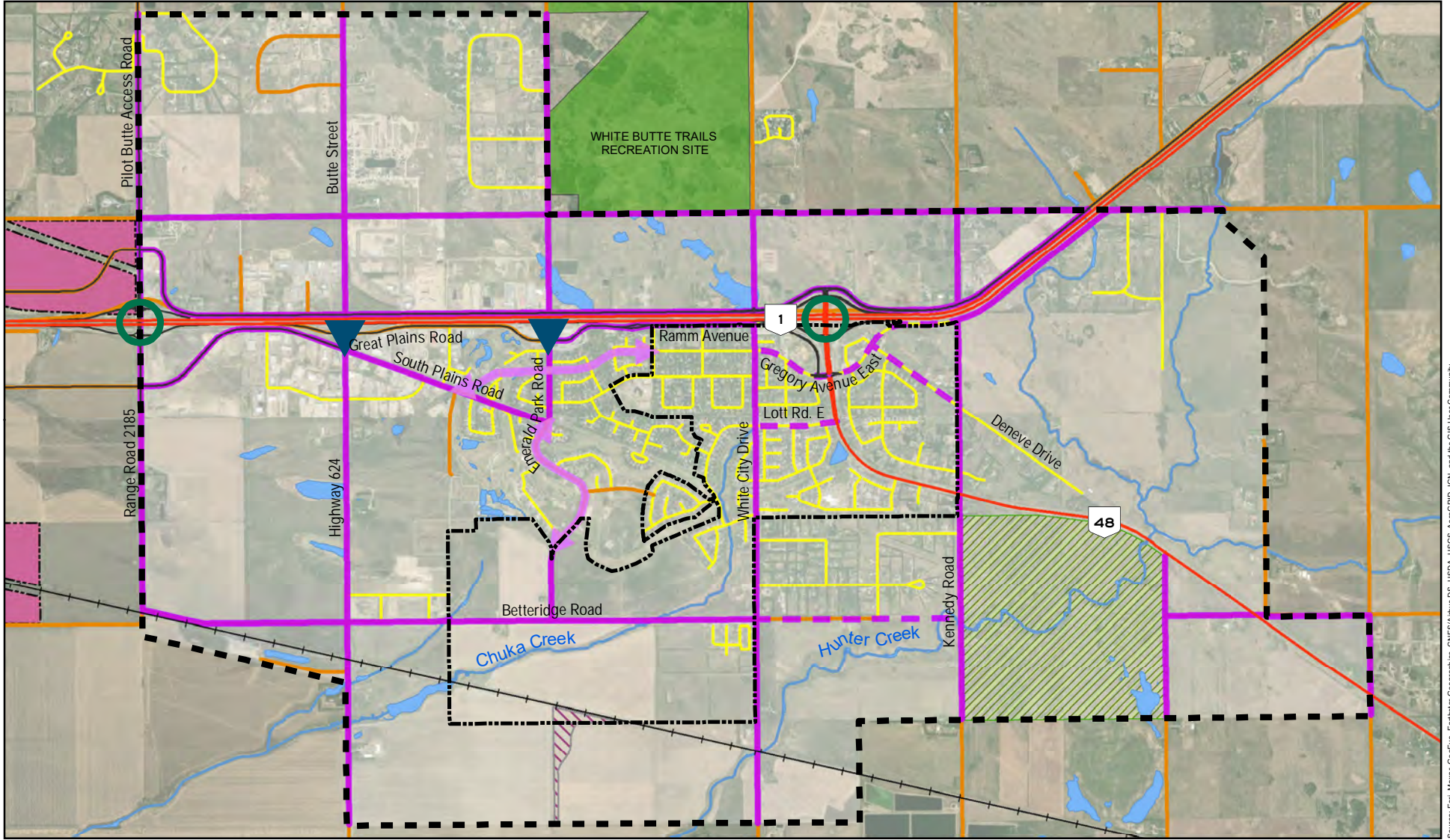
- Most of the remaining existing development is in the northeast portion of the study area between Highway 1 and Pilot Butte;
- Two full quarter sections of existing development are northeast of White City straddling Highway 1;
- Some scattered existing developments are located between the northwest and northeast corners of the study area on the north side of Highway 1; and
- Those notable existing developments south of Highway 1 that are beyond the Urban Complex are the recently subdivided Prairie View Business Park adjacent to the Town on the north side of Betteridge Road and the grain elevator development along the rail line further to the southwest.

In addition, three sets of sewage lagoons are located within or adjacent to the study area – the Emerald Park lagoons between Emerald Park and Prairie View Business Park, the WWA's lagoons just outside the study area south of the rail line, and the lagoons associated with the Coppersands development just outside the study area near the White Butte Trails Recreation Site. Legislated development setbacks limit the opportunities for development in proximity to these lagoon facilities.

Agricultural production is the primary land use beyond the existing developments in the study area with numerous farmsteads and small pockets of natural areas.

6.6.2 Future Development

As introduced in Section 1.5, the RM has approved an OCP amendment and rezoning for the future residential subdivision of Hunter Creek between White City and the WWA's lagoons. The RM has also approved the Royal Park Concept Plan for future residential subdivision to the north of Prairie View Business Park. In 2020, the RM approved a new OCP, replacing its 2011 OCP, which included amendments to previously approved land use designations on the west side of White City. As introduced in Section 1.6.2, the OCP update designates all undeveloped lands adjacent to White City for future residential, commercial, or mixed use except for a single potential future growth direction for White City to the southwest. Map 19 illustrates the locations of Hunter Creek and Royal Park and overlays the footprint of future development rights bestowed by the updated OCP within the study area.



- Town of White City
- Study Area
- First Nation
- Wildlife Conservation Easement
- Potential Rail Right-of-Way

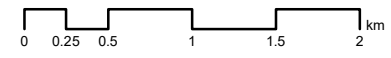
- Railroad
- Watercourse
- Water Body

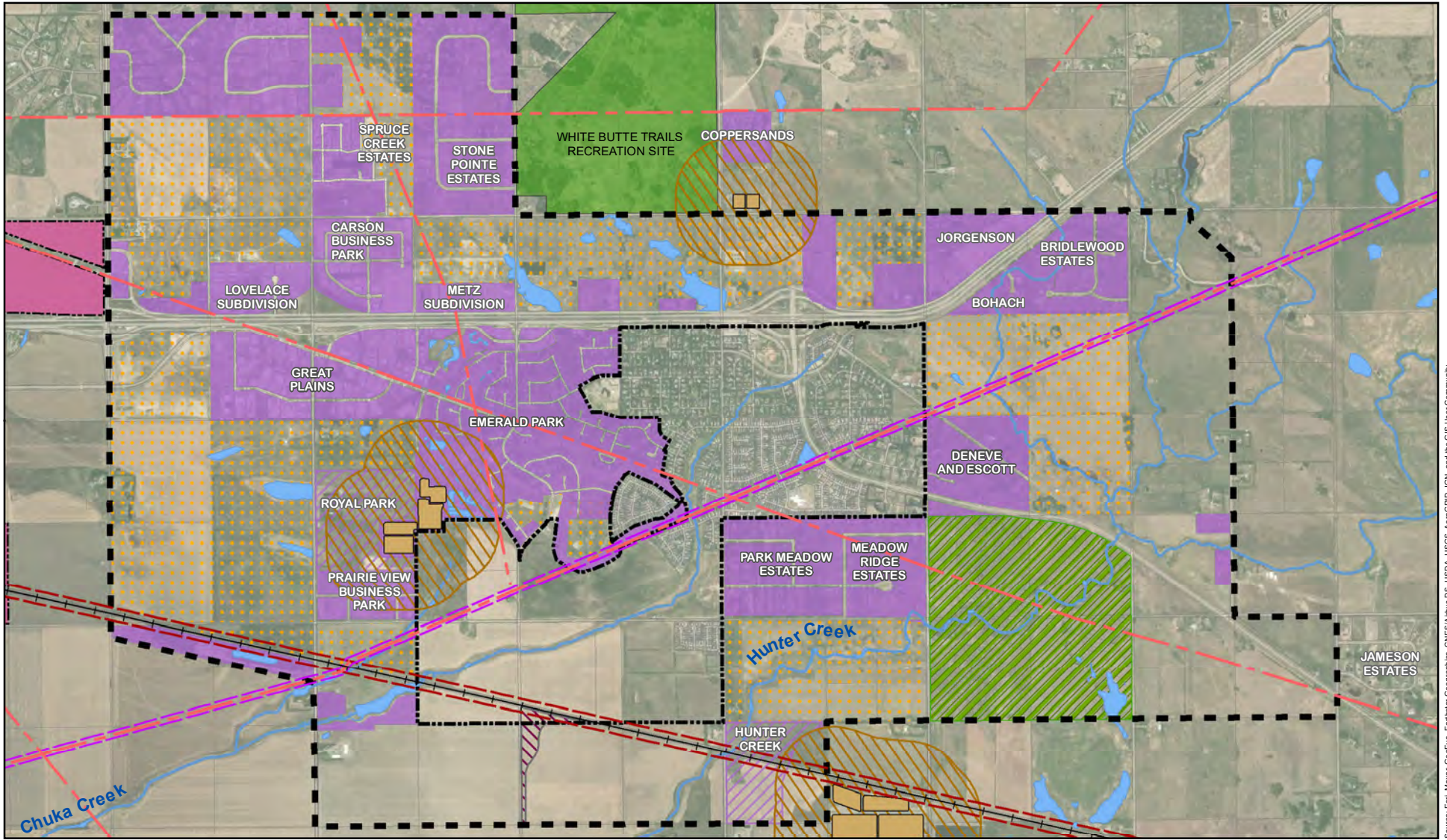
- Highway
- Highway Service Road/Ramp
- Collector Road
- Local Road
- Interchange

- Right-in/Right-out
- Recommended Arterial Network
- Potential Arterial Connector
- Missed Arterial Opportunity



2022 GROWTH STUDY
MAP 18:
TRANSPORTATION NETWORK CONSIDERATIONS





- Town of White City
- Study Area
- First Nation
- Watercourse
- Water Body

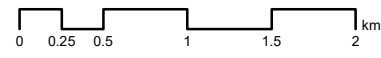
- Railroad
- 30 m Railroad Setback
- Potential Rail Right-of-Way
- Sewage Lagoon
- 457 m Sewage Lagoon Setback
- Wildlife Conservation Easement

- Oil/Gas Pipeline
- 30 m Gas Line Setback
- Existing Development
- Approved Future Development
- Designated Future Development



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2022 GROWTH STUDY
MAP 19:
LAND USE
CONSIDERATIONS



6.6.3 Conservation Area

As introduced in Section 1.2 a wildlife conservation easement registered in perpetuity, known as the “Sattler Lands”, comprises nearly four quarter sections of land to the southeast of the Town on the south side of Highway 48. Development cannot occur on this land unless the wildlife conservation easement is removed.

6.6.4 Development Setbacks from Nuisance Uses

The Subdivision Regulations, 2014 legislate a 457 m residential development setback from sewage lagoons. The footprints of the setbacks associated with the three lagoon systems affect lands within the north, south, and west-central portions of the study area as illustrated in Map 19. A recommended 30 m development setback has also been applied to the rail line, based on extensive requirements advanced by CN in response to reviewing the proposed Royal Park development. Should the potential rail right-of-way in the southern portion of the study area be developed as a CN rail line, a recommended 30 m development setback is also anticipated to apply. A recommended 30 m development setback has also been applied to one of the four pipelines that traverse the study area as specified by Community Planning based on results of past development reviews and approvals.



7.0 Recommended Boundary Alteration

Based on a combination of the imperatives to unify the White City/Emerald Park/Great Plains Urban Complex and the Town's inevitable future growth due to its emergence as the first-generation high growth bedroom community in the Regina CMA, it is recommended that the Town pursue a comprehensive boundary alteration in the short-term to properly plan future land uses and infrastructure investments. It is recommended that this occur south of Highway 1 – a logical and identifiable municipal boundary – in an orderly, coordinated, holistic, and sustainable manner.

In 2020, the Town formally submitted its boundary alteration application to the SMB based on population projections and a land requirement generation approach in its 2019 FGS that was carried forward into the 2020 GSU. The application proposed annexation of the following:

- the Adjacent White City Area comprising a gross area of 1,502.7 ac (9.4 quarter sections); and
- lands required beyond the boundary of the Urban Complex that would increase the Urban Complex's unabsorbed residential, commercial, industrial, and institutional land supplies to 25 years. This equated to 2,486.1 ac (15.5 quarter sections) beyond the boundary of the Urban Complex after factoring in gross undevelopable lands within the annexation area.

Informed by the study area analysis presented in Chapter 6.0 and based on a suitability assessment exercise described in Section 7.1 (both carried forward from the GSU to this Growth Study), a proposed municipal boundary was recommended as illustrated in Map 20. The resulting annexation area to facilitate the proposed municipal boundary amounted to 3,988.8 ac (24.9 quarter sections). Specifically, the annexation area included:

- the Adjacent White City Area that comprises Deneve and Escott to the east, Meadow Ridge Estates and Park Meadow Estates to the southeast, and Emerald Park²¹ and Great Plains²² to the west; and
- unabsorbed lands to the east, south, and further to the west.

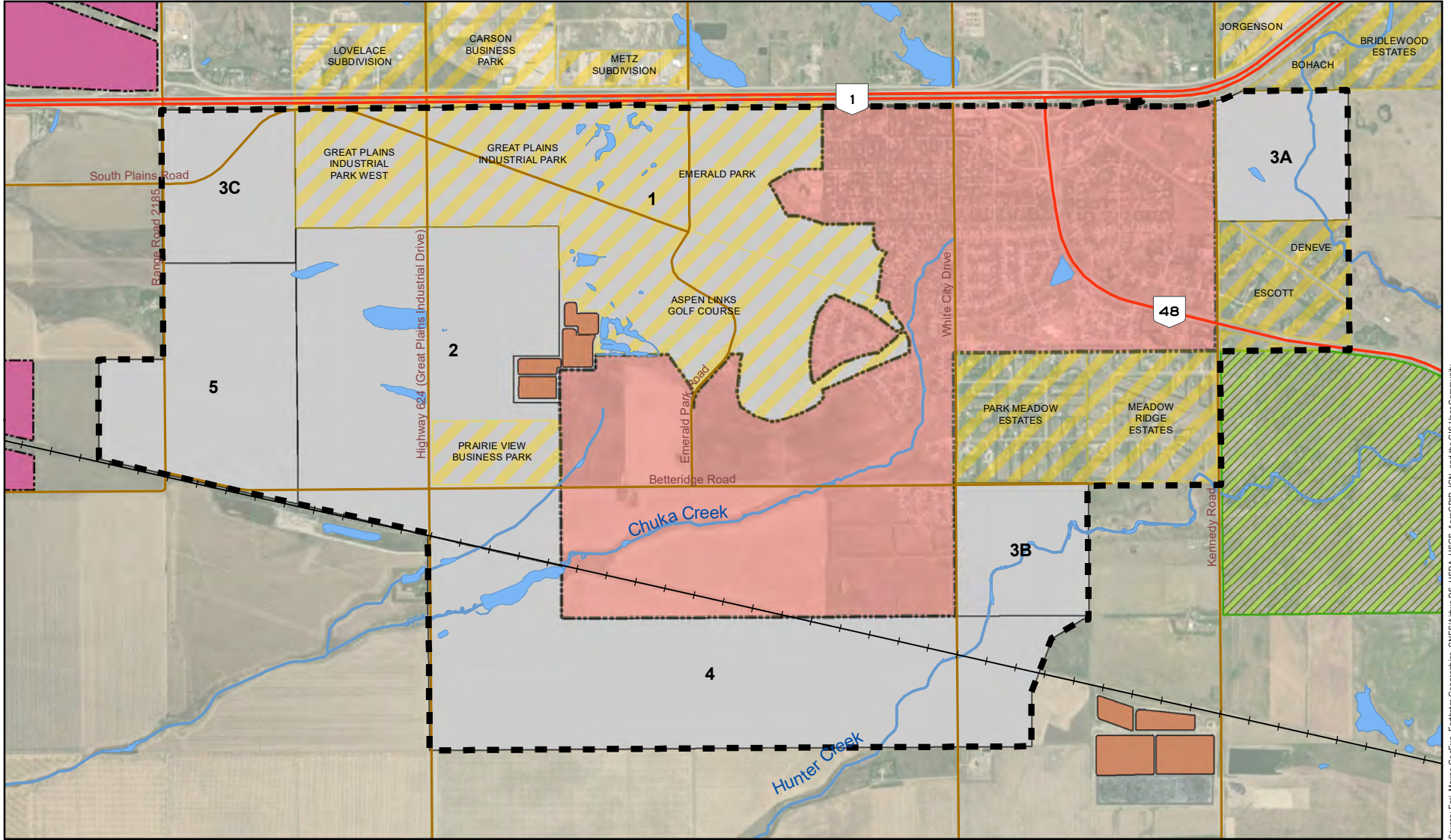
As originally introduced in Section 1.1, five events have occurred since the completion of the GSU and submission of the boundary alteration application that triggered a revisitation of population projections. The revised population projections resulted in a new recommended High Case scenario for 27-year land requirement calculation purposes (2 stub years plus 25 years of growth following an annexation decision). The horizon population of the recommended High Case scenario (24,435) exceeded the 27-year horizon population of the recommended scenario in the FGS (22,136) by 2,299 people for the Urban Complex.

An increase of 2,299 people would have resulted in land requirements that extended beyond the annexation area proposed in the Town's 2020 boundary alteration application. Rather than expanding the annexation area, which would have triggered consultation with a new set of affected landowners, this revisitation afforded an opportunity to adjust other land requirements assumptions that would allow the Town to be more efficient with the use of the proposed annexation area and generate an even more sustainable future assessment base moving forward.

The adjustments to the growth assumptions and associated land requirement generation methodology described in Section 5.2 resulted in increased non-residential land requirements and increased residential density within the previously proposed annexation area. Following final calculations, however, there was insufficient lands within the proposed annexation area to accommodate growth over the 27-year horizon to 2048. To maintain the configuration of the proposed annexation area, the final year of the projection period was removed resulting in a revised 26-year horizon to 2047 (2 stub years plus 24 years of growth following an annexation decision).

²¹ Emerald Park includes the Aspen Links Golf Course and its adjacent residential development.

²² Great Plains includes Great Plains Industrial Park and Great Plains Industrial Park West.



- Proposed Municipal Boundary
- Town of White City
- First Nation
- Railroad

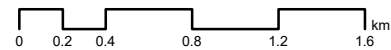
- Highway
- Collector Road
- Watercourse
- Water Body

- Wildlife Conservation Easement
- Sewage Lagoon
- Existing Subdivision
- Recommended Growth Area



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2022 GROWTH STUDY

MAP 20:
RECOMMENDED
GROWTH AREAS

In this Growth Study, the recommended annexation area continues to consist of seven growth areas as illustrated in Map 20. The existing subdivisions of Deneve, Escott, Meadow Ridge Estates and Park Meadow Estates are not identified as growth areas as they are effectively fully developed. The existing subdivisions in Great Plains and Emerald Park are identified as a growth area as re-subdivision and intensification could occur within Great Plains based on increased land use opportunities that are available under the Town's municipal jurisdiction while in Emerald Park there is unabsorbed residential and commercial land supply awaiting subdivision and development. Note that, although Prairie View Business Park is an existing subdivision within a recommended growth area, there has been little development uptake within the subdivision to date.

7.1 Eastward Urban Expansion Limitations

The proposed annexation area presented in Map 20 and its growth areas detailed in the balance of this chapter do not include expansion to the east of the current Town limits (beyond proposed Growth Area 3A). The recommended growth areas are to the west and south, based on the land use, servicing, and environmental considerations noted in previous sections of this report, and the development suitability and environmental vulnerability criteria used in the following analysis. As shown in Map 21, urban expansion to the east is constrained by existing and proposed country residential development, numerous creek corridors and their respective setbacks, a wildlife conservation easement, areas with steep slopes, pipeline rights-of-way, distance from existing servicing, limited opportunities for access to Highway 1, and therefore unviable opportunities for non-residential development. Growth to the east would also result in reduced land use and servicing efficiency as easterly growth would pull new development away from the critical mass that is the White City/Emerald Park/Great Plains Urban Complex.

7.2 Growth Area Assessment Exercise

With respect to the specific lands identified within the proposed municipal boundary on Map 20, an assessment of the suitability of surrounding lands for future growth was performed, informed by the study area analysis, to evaluate and guide the Town towards determining the seven recommended growth areas. This exercise was largely focused on two primary classifications – development priority and environmental vulnerability. Informed by this exercise, the assessment resulted in application of a preliminary land use concept, as shown on Map 22, that is notional only. It will be subject to change through more detailed assessment, landowner engagement, etc. during a forthcoming update to the Town's OCP should the boundary application be approved as proposed.

7.2.1 Development Suitability

Additional growth outside of the Town was assessed based on the suitability of lands for future growth based on development considerations (e.g., factors that make an area either more or less desirable for expansion), including:

- Compatibility with adjacent existing land uses (see Map 11);
- Water servicing considerations (see Map 15);
- Wastewater servicing considerations (see Map 16);
- Stormwater servicing considerations (see Map 17);
- Transportation considerations including access to highways and a recommended arterial road network (see Map 18); and
- land use considerations including railroads, lagoons, development setbacks, and future development rights (see Map 19).



7.2.2 Environmental Vulnerability

Additional growth outside of the Town was assessed based on the suitability of lands for future growth including environmental vulnerability factors, including:

- Topography including ground elevations and slopes (see Map 12);
- Agricultural soils (see Map 13); and
- Environmental and heritage considerations including hydrology, pipelines, potential future environmental reserve, conservation easements, and heritage sensitive areas (see Map 14).

7.2.3 Preliminary Land Use Breakdown

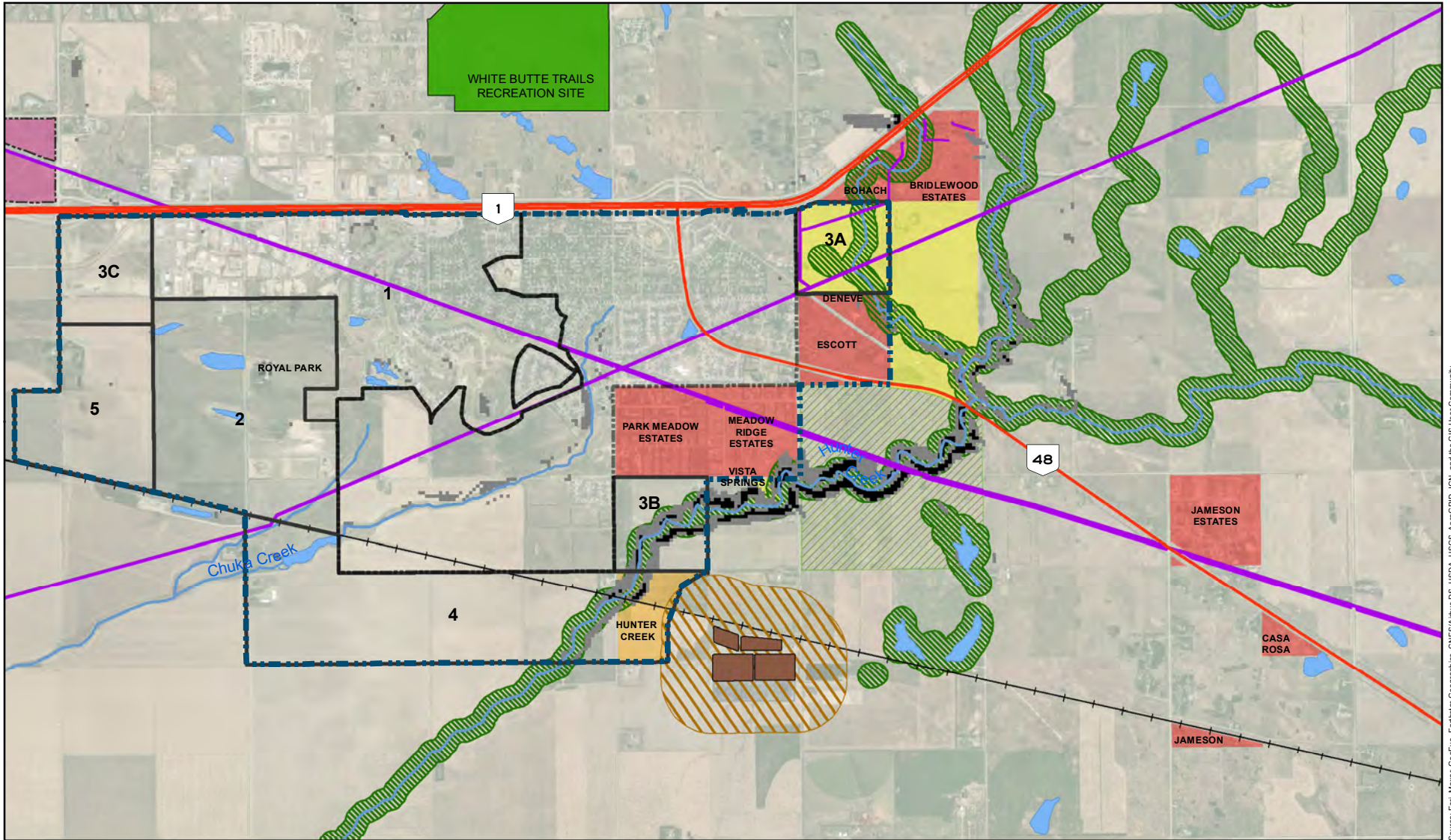
Preliminary land uses for the undeveloped portions within the proposed annexation area are illustrated in Map 22. For land uses in the balance of the proposed annexation area, refer to Map 10 and detailed breakdowns in Tables 4.4 and 4.5 in Section 4.3.

Table 7.1 presents a preliminary land use breakdown of the proposed annexation area. Within the proposed annexation area, there are 420.1 (2.6 quarter sections) of undevelopable and unavailable land and 3,556.0 ac (22.2 quarter sections) of gross developable land. Among the gross developable lands, 1,278.7 ac (8.0 quarter sections) are absorbed, most of which are within the Adjacent White City Area, while 2,277.3 ac (14.2 quarter sections) are unabsorbed and intended to accommodate the projected growth of the Urban Complex. Within the unabsorbed lands, the preliminary land uses include 1,618.3 ac (10.1 quarter sections) for residential, 248.9 acres (1.6 quarter sections) for commercial, and 410.4 acres (2.6 quarter sections) for industrial.

Table 7.1: Preliminary Land Use Breakdown of Proposed Annexation Area

Preliminary Land Use	Area (ac)	Area (qtrs)
Gross Area of Proposed Municipal Boundary	5,790.1	36.2
Gross Area of Town of White City (see Table 4.1)	1,801.3	11.3
Gross Area of Proposed Annexation Area	3,988.8	24.9
Undevelopable and Unavailable Land in Adjacent White City Area (see Table 4.4)	205.8	1.3
Future Natural Area	145.2	0.9
Highway Right-of-Way	37.2	0.2
Railway Right-of-Way	17.5	0.1
Railway Right-of-Way (Potential)	14.4	0.1
Total Undevelopable and Unavailable Land within Proposed Annexation Area	420.1	2.6
Gross Developable Land within Proposed Annexation Area	3,568.7	22.3
Gross Absorbed Land in Adjacent White City Area (see Table 4.5)	1,212.3	7.6
Commercial (in Prairie View Business Park)	2.6	<0.1
Circulation	76.4	0.5
Open Space	0.1	<0.1
Gross Developable Absorbed Land within Proposed Annexation Area	1,291.4	8.1
Gross Developable Unabsorbed Land within Proposed Annexation Area	2,277.3	14.2
Residential	1,618.3	10.1
Commercial	248.9	1.6
Industrial	410.4	2.6

Date: 2022-06-08 Coordinate System: NAD 1983 UTM Zone 13N Document: M:\1540_White_City_Growth_Study\25_GIS\251_L_Figures\2022_Growth_Study\1540_ToWC_Map21_Eastward_Expansion_Limitations_220608_n.mxd



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



- | | | |
|---------------|--|-----------------------------------|
| Town Boundary | Recommended Municipal Boundary | Sewage Lagoon |
| First Nation | Existing Development in the RM | Sewage Lagoon Development Setback |
| Highway | Approved Development in the RM | Pipeline Right-of-Way |
| Railroad | Proposed Development in the RM | 5% to 10% Slope |
| Watercourse | Wildlife Conservation Easement | More than 10% Slope |
| Water Body | Potential Future Environmental Reserve | |



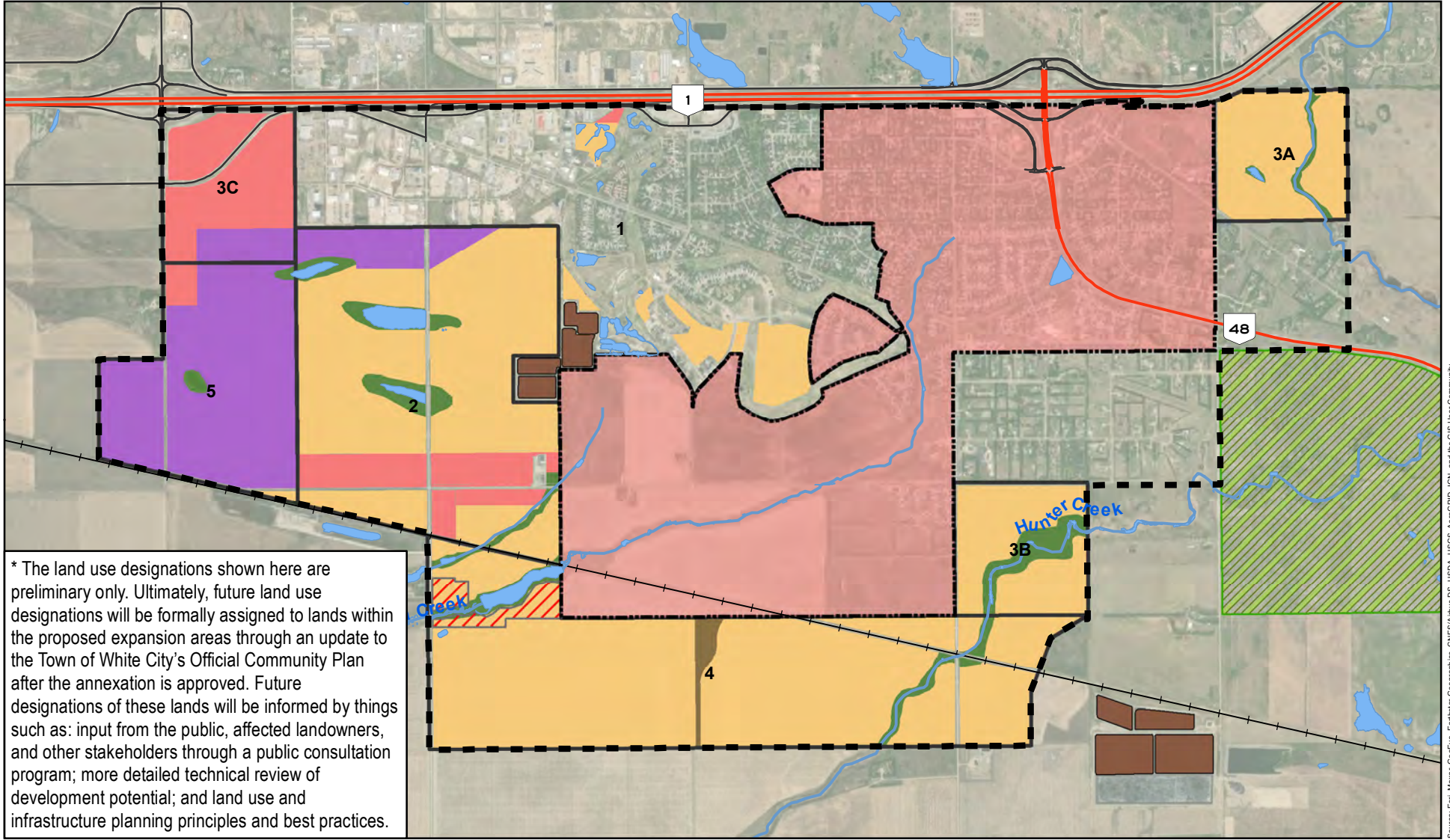
2022 GROWTH STUDY

MAP 21: EASTWARD
URBAN EXPANSION
LIMITATIONS

1:50,000



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* The land use designations shown here are preliminary only. Ultimately, future land use designations will be formally assigned to lands within the proposed expansion areas through an update to the Town of White City's Official Community Plan after the annexation is approved. Future designations of these lands will be informed by things such as: input from the public, affected landowners, and other stakeholders through a public consultation program; more detailed technical review of development potential; and land use and infrastructure planning principles and best practices.



- Proposed Municipal Boundary
- Town of White City
- Highway
- Highway Service Road/Ramp
- Railroad
- Watercourse
- Water Body

- Wildlife Conservation Easement
- Sewage Lagoon
- Recommended Growth Area
- Fragmented Parcel

- Future Natural Area
- Future Urban Residential
- Future Commercial
- Future Industrial
- Potential Rail Right-of-Way



1:35,000

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2022 GROWTH STUDY
MAP 22:
PRELIMINARY LAND USES
WITHIN GROWTH AREAS

7.3 Growth Area 1

Growth Area 1 consists of Great Plains²³ as well as the absorbed residential and commercial land located immediately to the east of the industrial park in Emerald Park (see Maps 22 and 23), and forms part of the critical mass that is the White City/Emerald Park/Great Plains Urban Complex and certain urban servicing is already available. Growth Area 1 is a strategic growth direction for the Town to enable its financial viability. Furthermore, there are opportunities for the re-subdivision of land, especially if full urban servicing is extended throughout this area, and to allow for higher density commercial and industrial development given the excellent access and visibility from Highway 1 to the north. Under the Town’s jurisdiction, Growth Area 1 would also be able to accommodate a greater range of commercial and industrial uses.

A brief review of the growth potential in this area, including proposed land uses, servicing capacities and limitations, and transportation infrastructure, is provided in Table 7.2.

Table 7.2: Growth Area 1 Analysis

Land Area		<ul style="list-style-type: none"> 1,033 ac (6.5 quarter sections)
Development Suitability	Land Use	<ul style="list-style-type: none"> This growth area includes the entirety of the Emerald Park and Great Plains and is contiguous with existing development in White City. Most of this growth area is within the Town of White City JMPA and designated a combination of Residential and Commercial/Industrial on the Future Land Use Map of the Town’s 2015 OCP. Existing land uses include a mix of developed residential, highway commercial, and industrial development. Provides opportunities for residential and commercial build-out of Emerald Park and Great Plains, and the potential for future highway commercial and industrial growth opportunities to the west of Great Plains in adjacent Growth Area 3C. Provides opportunity for intensification.
	Water Supply	<ul style="list-style-type: none"> According to Map 10A in the RM’s updated 2020 OCP, this growth area, with the potential exception of properties on Industrial Drive between Great Plains Industrial Drive (Highway 624) and South Plains Road, are serviced by the RM’s water system originating from the RM’s WTP on Percival Drive. It is anticipated the RM will continue to service its existing customers within this growth area. If properties on Industrial Drive are not connected to the RM’s water system, it is evident that on-site water services are utilized. Existing and future development in the unserved portions could be serviced by the Town by the extension of future pipes from Growth Area 2 to the south or could continue with on-site servicing solutions. Alternately, the Town will enter discussions with the RM for connection to the RM’s existing water system, provided that the RM has the necessary capacity.
	Wastewater Servicing	<ul style="list-style-type: none"> According to Map 11A in the RM’s updated 2020 OCP, the eastern portion of the growth area northeast of the pipeline right-of-way is serviced by the RM’s sanitary sewers while another sanitary sewer conveys flows from north of Highway 1 down Great Plains Industrial Drive (Highway 624) destined for the RM’s lagoons (see Map 16), which are in the process of being decommissioned. All flows within this growth area therefore now flow through the Town to the WWA lagoons. According to Map 11A in the RM’s updated 2020 OCP, the balance of this growth area does not appear to have piped sanitary sewer service. It is understood that some of the existing developments within Great Plains Industrial Park manage wastewater through holding tanks. Existing and future development in the unserved portions of this growth area could be serviced by the Town or could continue with on-site servicing solutions such as holding tanks. Alternately, the Town will enter discussions with the RM for connection to the RM’s existing sanitary sewers, provided that the RM has the capacity to accommodate flows. Ultimately, flows from all development currently connected to sanitary sewers or connected in the future will be accommodated by the WWA. The WWA’s WWTP is currently being expanded and when commissioned its capacity will be sufficient for an initial population of 15,000. The WWTP is then anticipated to be expanded in the future when required.

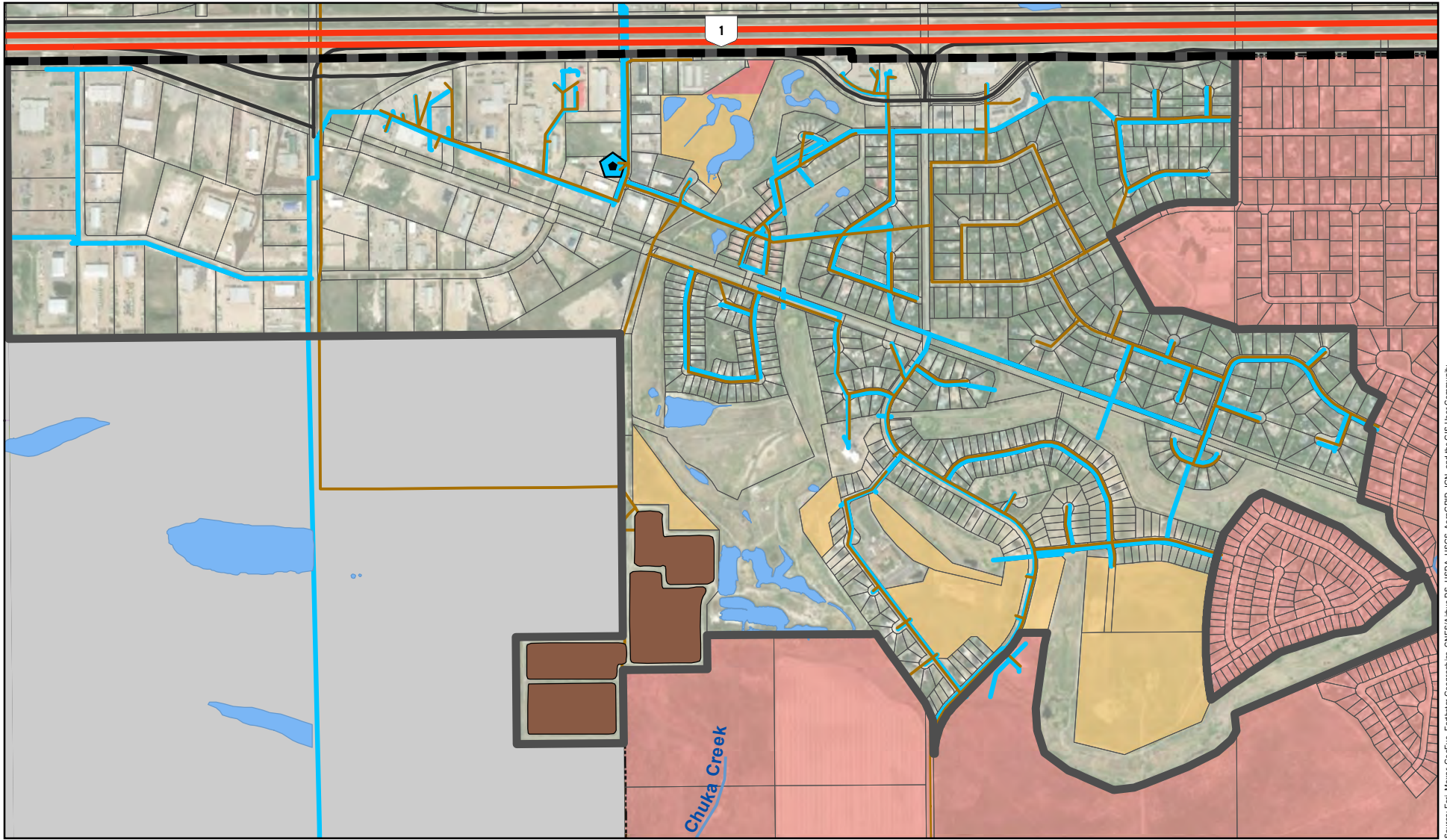
²³ Great Plains includes Great Plains Industrial Park and Great Plains Industrial Park West.

	<p>Transportation Network</p>	<ul style="list-style-type: none"> • No capacity issues and highly accessible to Highway 1 through the interchanges at Pilot Butte Access Road and Highway 48 (via Ramm Avenue service road) and additional partial accessibility via right-in/right-outs at Great Plains Industrial Drive (Highway 624) and Emerald Park Road. • High level of access and connectivity to Emerald Park and the Town of White City from South Plains Road and Ramm Avenue, thereby ensuring access to Highway 1 and continuity to the western recommended growth areas. • High connectivity and proximity to Highway 1 as a major transportation corridor, and associated roads that could be developed as heavy haul routes (see Map 18). • Provides access opportunities to other recommended growth areas to the south and existing residential developments to the east.
	<p>Stormwater Management</p>	<ul style="list-style-type: none"> • There may be stormwater management implications should this area be considered for future intensification. • More detailed analysis concerning stormwater management may be required at a future development approval stage.
	<p>Environmental Vulnerability</p>	<ul style="list-style-type: none"> • Soil capability for agricultural operations was not a consideration, as this area has already been developed (see Map 13). • No watercourses, water bodies or environmentally sensitive areas are present (see Map 14). • Serves as a non-residential development alternative to lands on the south and north sides of Highway 48 east of the Town. Lands on the south are protected via an existing wildlife conservation easement that prevents any future development (see Map 14) while lands on the north are developed with country residential uses (Escott and Deneve).

7.4 Growth Area 2

Growth Area 2 is located south of Great Plains, southwest of Emerald Park, northwest of the planned Town Centre, and north of the CN rail line as illustrated on Maps 22 and 24. Contiguous with the Town’s westernmost boundary, this is a strategic growth direction for the Town. It enables protection and proper planning of the first 1.6 km of Betteridge Road west of the Town and connectivity to: the planned Town Centre to the east; existing and future development elsewhere within the Town; and Growth Areas 3B and 4 further to the east and south respectively. Coupled with Growth Areas 3C and 5 to the northwest and west respectively, a protected and properly planned Range Road 2185/Betteridge Road corridor will increase the viability of the planned Town Centre and also provide optimum access from Highway 1 to future development elsewhere in the Town and in Growth Areas 3B and 4. Ultimately, Betteridge Road will serve as the much-needed east/west arterial road that provides connectivity to Highway 1 and thereby will alleviate current issues in northeast portion of the Town where current traffic flows are funneling to Highway 48 in order to gain access to Highway 1. Also, due to its proximity to existing servicing within the Town, Growth Area 2 is readily serviceable from the east. It is proposed that this area be allocated primarily for future residential development with additional potential for future commercial and mixed-use development.

A brief review of the growth potential in this area, including proposed land uses, servicing capacities and limitations, and transportation infrastructure, is provided in Table 7.3.



- Proposed Municipal Boundary
- Town of White City
- Recommended Growth Area 1
- Other Recommended Growth Area
- Water Body
- Watercourse
- Highway
- Highway Service Road/Ramp

- Municipal Servicing**
- Existing RM Water Line
- Existing RM Sewer Line
- Emerald Park Water Treatment Plant
- Sewage Lagoon

- Land Use**
- Future Natural Area
- Future Urban Residential
- Future Commercial
- Future Industrial

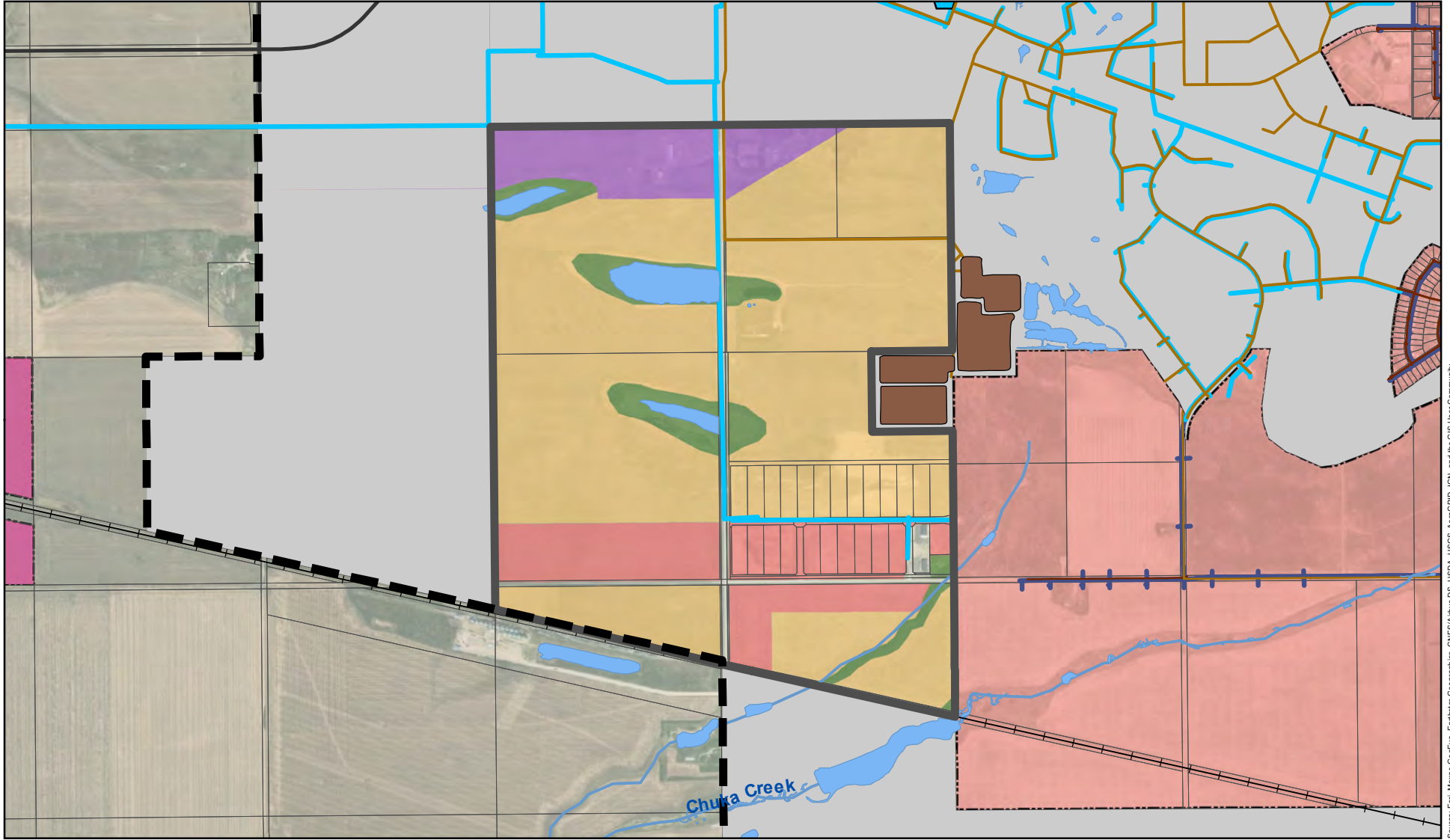


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2022 GROWTH STUDY

**MAP 23:
RECOMMENDED
GROWTH AREA 1**



- Proposed Municipal Boundary
- Town of White City
- Recommended Growth Area 2
- Other Recommended Growth Area
- Water Body
- Watercourse
- Highway Service Road/Ramp

- Municipal Servicing**
- Existing RM Water Line
 - Existing White City Water Line
 - Existing RM Sewer Line
 - Existing White City Sewer Line
 - Sewage Lagoon

- Land Use**
- Future Natural Area
 - Future Urban Residential
 - Future Commercial
 - Future Industrial
 - Potential Rail Right-of-Way



2022 GROWTH STUDY

**MAP 24:
RECOMMENDED
GROWTH AREA 2**

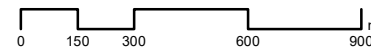


Table 7.3: Growth Area 2 Analysis

Land Area	<ul style="list-style-type: none"> 745 ac (4.7 quarter sections) 	
Development Suitability	Land Use	<ul style="list-style-type: none"> This growth area is adjacent to the Town's westernmost boundary and contiguous with future urban development within the Town including the planned Town Centre. Most of this growth area is located within the Town of White City JMPA and designated Residential/Mixed Use on the Future Land Use Map of the Town's 2015 OCP. The same majority has been identified as a future growth area for the Town as far back as its 2002 OCP. Proposed land use is predominantly residential development with completion of the planned Town Centre development in the southeast corner, and commercial and mixed-use development on the north side of Betteridge Road (the eastern half of which comprises the planned Prairie View Business Park). Future industrial development is proposed at the north end of Growth Area 2 adjacent to Great Plains. Commercial development in this area is anticipated to provide for land uses that are not suitable in the planned Town Centre, for reasons of site size, but could still complement the mix of uses (stores, restaurants, offices) within the planned Town Centre. These proposed land use opportunities would serve as a logical and complementary westward extension of planned future residential development in the southwest portion of the Town. They would also complement and support the planned Town Centre development within the current Town boundaries to the southeast. Unifies the planned Royal Park development under one municipal jurisdiction, which currently straddles the municipal boundary between the Town and the RM. Currently 69% of Royal Park is within White City while the remaining 31% is in the RM within the east-central portion of Growth Area 2.
	Water Supply	<ul style="list-style-type: none"> Future development within this growth area will be serviced by the Town. Alternately, the Town will enter discussions with the RM for the supply of water from its WTP to the north, provided that the RM has the capacity to service the growth area. The Town's water system, which is servicing the planned Town Centre area to the east, has been designed with sufficient capacity to extend to the west.
	Wastewater Servicing	<ul style="list-style-type: none"> Future development within this growth area will be serviced by the Town. Alternately, for the northern portion of this growth area, the Town will enter discussions with the RM for connection to its sanitary sewer system, provided that the RM has the capacity to service the growth area. Ultimately, flows from all future development will be accommodated by the WWA. The WWA's WWTP is currently being expanded and when commissioned its capacity will be sufficient for an initial population of 15,000. The WWTP is then anticipated to be expanded in the future when required.
	Transportation Network	<ul style="list-style-type: none"> Is bisected north/south by Highway 624 (Great Plains Industrial Drive) and east/west by Betteridge Road, which both can form part of the recommended arterial road network. A collector and local road network can be readily planned to connect to the recommended arterial road network. Highly accessible to Highway 1 through the existing interchange at the Pilot Butte Access Road/Range Road 2185 to the northwest as well as the right-in/right-out serving Highway 624/Great Plains Industrial Drive (see Map 18). Access is available to Emerald Park via South Plains Road and Great Plains Road to the north, and to the Town via Great Plains Road/Ramm Avenue to the north as well as Betteridge Road, which provides ample connectivity to the planned Town Centre. This recommended growth area will ensure the continuation and extension of Betteridge Road as an urban-standard major arterial road compatible with the planned improvements of Betteridge Road through the planned Town Centre to the east. This major arterial road will alleviate traffic issues in northeast portion of the Town where current traffic flows are funneling to Highway 48 to access Highway 1. It will also ensure the sustainable development of the planned Town Centre and surrounding residential and commercial areas.
	Stormwater Management	<ul style="list-style-type: none"> Existing water bodies in the northern portion of this growth area could provide opportunity for stormwater storage while the tributary to Chuka Creek in the southeast corner could serve as a stormwater discharge opportunity. An opportunity exists to utilize the Emerald Park sewage lagoons, once formally decommissioned, as part of and complementary to the ultimate stormwater management system for the area. More detailed stormwater management servicing investigation can be undertaken at a future development approval stage.

Environmental Vulnerability	<ul style="list-style-type: none"> • The land in this area is predominantly flat with little variation in elevation or potential issues of slope instability (see Map 12). • Soils in this area are classified as a combination of “Class 3 Soils” (in the north) and “Class 2 Soils” (in the south). The former “have moderate to severe limitations that restrict the range of crops or require moderate conservation practices” while the latter “have moderate limitations that restrict the range of crops or require moderate conservation practices” (see Map 13). • Pipelines are limited to one in the southeast corner of the area, which can form a logical boundary between the completion of the planned Town Centre to the southeast of the pipeline and future residential to the northwest (see Map 14). • Potential for areas requiring dedication as environmental reserve are limited to small intermittent sloughs that, as introduced above, could potentially act as stormwater retention ponds for future development (see Map 14). • As most of this growth area is within a Heritage Sensitive Area (see Map 14), it may contain heritage resources. At the time of subdivision, the Heritage Conservation Branch will need to determine whether a Heritage Resource Impact Assessment (HRIA) is required. • Residential setbacks will be required from the CN rail line to minimize land use conflicts (see Map 19).
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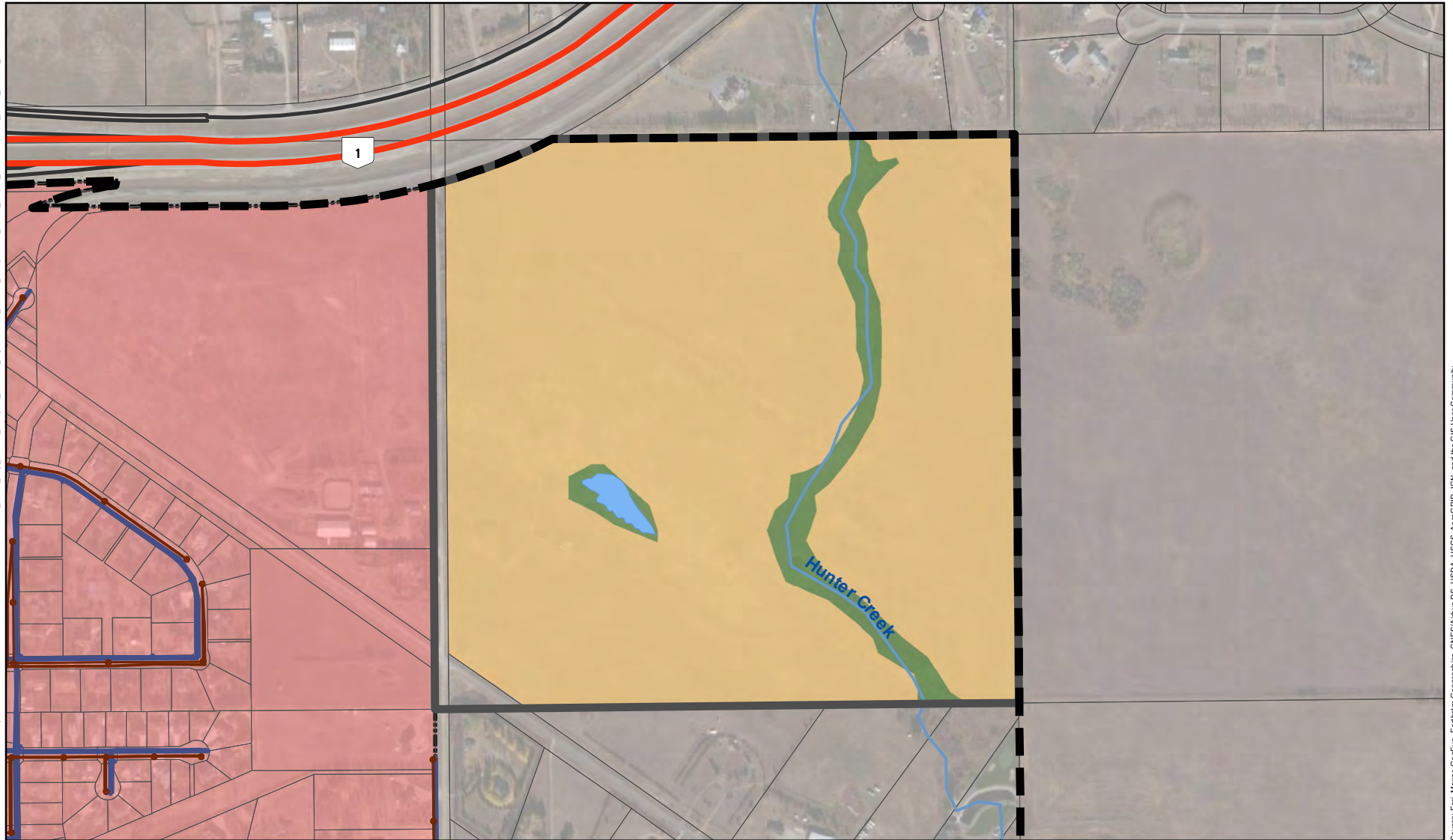
7.5 Growth Area 3A








Growth Area 3A is located to the north of Deneve and south of Highway 1 and Bohach as illustrated on Maps 22 and 25. It is contiguous with the Town’s easternmost boundary and thus future urban development within the Town. Due to its proximity to existing servicing within the Town, Growth Area 3A is readily serviceable from the west. It is bisected north/south by a tributary of Hunter Creek and east/west by a pipeline right-of-way.


A brief review of the growth potential in this area, including proposed land uses, servicing capacities and limitations and transportation infrastructure is provided in Table 7.4.



Table 7.4: Growth Area 3A Analysis

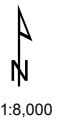
Land Area		<ul style="list-style-type: none"> • 162 ac (1.0 quarter sections)
Development Suitability	Land Use	<ul style="list-style-type: none"> • This growth area is adjacent to the Town’s easternmost boundary and contiguous with future urban development within the Town. • This growth area is located within the Town of White City JMPA and designated Mixed Use on the Future Land Use Map of the Town’s 2015 OCP. • Proposed land use is residential development, which would serve as a logical eastward extension of existing and planned future residential development in the northeast portion of the Town. • Area was previously identified for future annexation and designated for urban development in the Town’s 2015 OCP.
	Water Supply	<ul style="list-style-type: none"> • Future development within this growth area will be serviced by the Town. • The Town’s water system is servicing nearby existing residential development in the Town to the west (see Map 15) and can be extended to service this area.
	Wastewater Servicing	<ul style="list-style-type: none"> • Future development within this growth area will be serviced by the Town. • The Town’s sanitary sewer system is servicing nearby existing residential development in the Town to the west and features numerous connection points in proximity to this growth area (see Map 16). • Ultimately, flows from future development will be accommodated by the WWA. • The WWA’s WWTP is currently being expanded and when commissioned its capacity will be sufficient for an initial population of 15,000. The WWTP is then anticipated to be expanded in the future when required.
	Transportation Network	<ul style="list-style-type: none"> • Is adjacent to Kennedy Road to the west and Gregory Avenue East to the northwest, which both can form part of the recommended arterial road network. • A collector and local road network can be readily planned to connect to the recommended arterial road network. • Highly accessible to Highway 1 through the existing interchange Highway 48 via Gregory Avenue East and Deneve Road and alternate direct access to Highway 48 to the south via Kennedy Road (see Map 18).



-  Proposed Municipal Boundary
-  Town of White City
-  Recommended Growth Area 3A
-  Water Body
-  Watercourse
-  Highway
-  Highway Service Road/Ramp

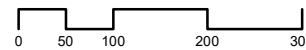
- Municipal Servicing**
-  Existing White City Water Line
 -  Existing White City Sewer Line

- Land Use**
-  Future Natural Area
 -  Future Urban Residential



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2022 GROWTH STUDY

MAP 25:
RECOMMENDED
GROWTH AREA 3A

Stormwater Management	<ul style="list-style-type: none"> An existing water body in this growth area could provide opportunity for stormwater storage while the bisecting tributary to Hunter Creek could serve as a stormwater discharge opportunity. More detailed stormwater management servicing investigation can be undertaken at a future development approval stage.
Environmental Vulnerability	<ul style="list-style-type: none"> Local topography is higher than the surrounding land to the to the west, and slope stability is not a concern (see Map 12). Soils in this area are largely classified as “Class 4”, which have “have severe limitations that restrict the range of crops or require special conservation practices or both” (see Map 13). A pipeline bisects the southeast portion of this quarter section and appropriate setbacks will need to be applied (see Map 14). Potential for areas requiring dedication as environmental reserve are limited to a small intermittent slough and a tributary to Hunter Creek that, as introduced above, could potentially act as a stormwater retention pond and a stormwater discharge opportunity respectively (see Map 14). As this growth area is within a Heritage Sensitive Area (see Map 14), it may contain heritage resources. At the time of subdivision, the Heritage Conservation Branch will need to determine whether a Heritage Resource Impact Assessment (HRIA) is required. Geotechnical study may be required at a future development approval stage to determine the state of the groundwater and associated aquifer.

7.6 Growth Area 3B

Growth Area 3B is located south of the Park Meadows Estates and is bisected by Hunter Creek as illustrated on Maps 22 and 26. It is contiguous with the Town’s southeastern boundary and both existing and future urban development within the Town. Due to its proximity to existing servicing within the Town, Growth Area 3B is readily serviceable from the west.

A brief review of the growth potential in this area, including proposed land uses, servicing capacities and limitations and transportation infrastructure is provided in Table 7.5.

Table 7.5: Growth Area 3B Analysis

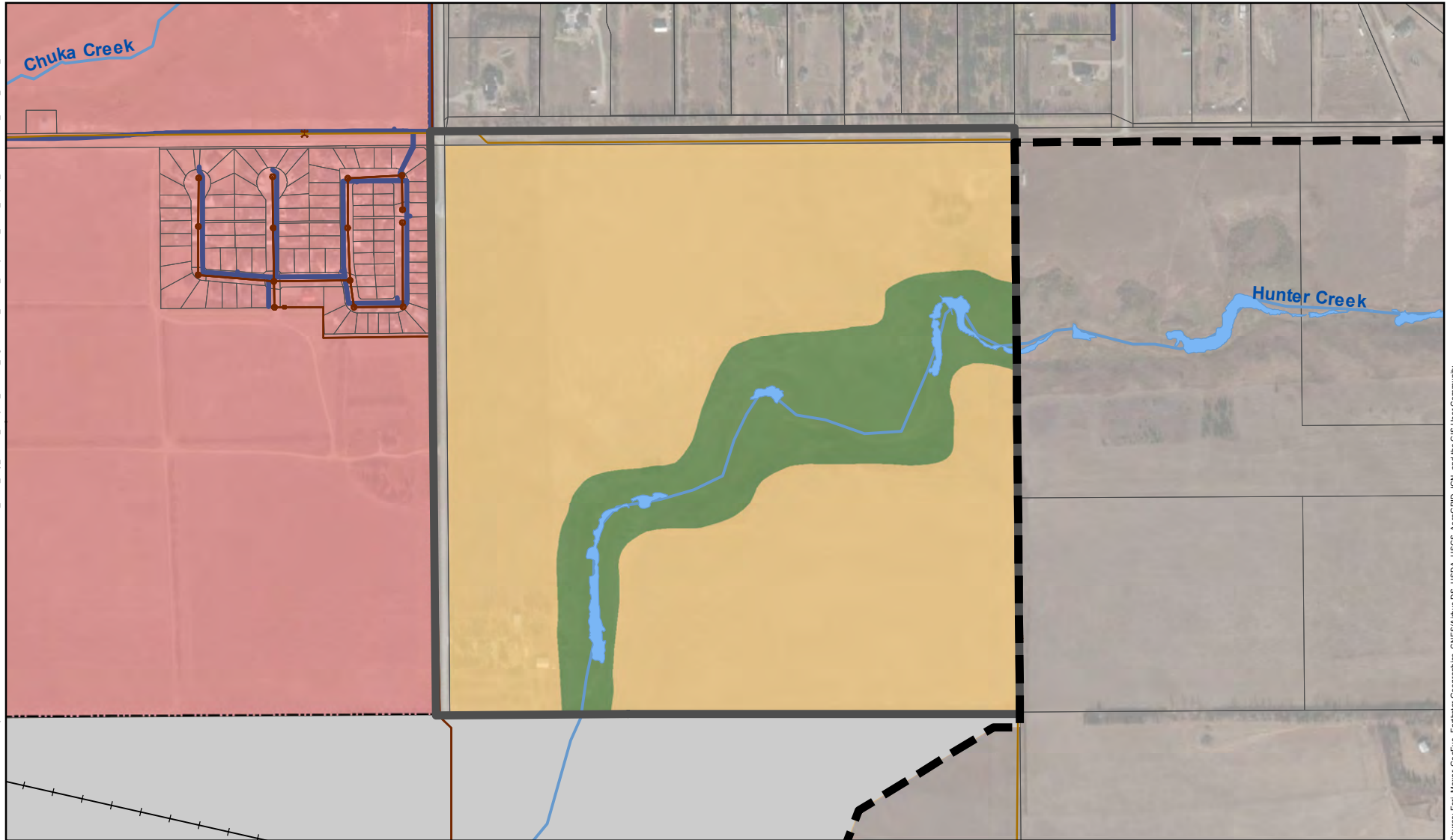
Land Area	<ul style="list-style-type: none"> 169 ac (1.1 quarter sections) 	
Development Suitability	Land Use	<ul style="list-style-type: none"> This growth area is adjacent to the Town’s southeastern boundary and contiguous with existing and future urban development within the Town. This growth area is located within the Town of White City JMPA and designated Urban Residential on the Future Land Use Map of the Town’s 2015 OCP with Recreational/Open Space/Conservation applied to lands along Hunter Creek. Proposed land use is residential development, which would serve as a logical and complementary southward extension of existing residential development in Park Meadow Estates. It would also serve as a logical and complementary (albeit not sustainable) eastward extension of existing and planned future residential development in the south portion of the Town. It would also complement and support the planned Town Centre development within the current Town boundaries to the west.
	Water Supply	<ul style="list-style-type: none"> Future development within this growth area will be serviced by the Town. The Town’s water system is servicing nearby existing residential development in the Town to the west (see Map 15), as well as the planned Town Centre, and can be extended to service this area. The Town’s water system, which is servicing the planned Town Centre area to the west, has been designed with sufficient capacity to extend to the east. The WTP has a long-term capital plan to address community growth and capacity to extend water to the south, west and east.
	Wastewater Servicing	<ul style="list-style-type: none"> Future development within this growth area will be serviced by the Town. The Town’s existing sanitary sewer system, which is across White City Drive to the west (see Map 16) and along the CN rail line a short distance to the south (through the eastern extremity of Growth Area 4), can be extended to service this area. Ultimately, flows from future development will be accommodated by the WWA. The WWA’s WWTP is currently being expanded and when commissioned its capacity will be sufficient for an initial population of 15,000. The WWTP is then anticipated to be expanded in the future when required.







	<p>Transportation Network</p>	<ul style="list-style-type: none"> • Is adjacent to White City Drive to the west and Betteridge Road to the north, which both can form part of the recommended arterial road network. • A collector and local road network can be readily planned to connect to the recommended arterial road network. • Highly accessible to Highway 1 through the existing interchange at Highway 48 via White City Drive and either Gregory Avenue East or Lott Road East as connectors to Highway 48, and through the existing interchange at the Pilot Butte Access Road via Betteridge Road and Range Road 2185 (see Map 18). • An alternative access is planned via a logical eastward extension of Betteridge Road to Kennedy Road that connects to Highway 48 to the northeast (see Map 18).
	<p>Stormwater Management</p>	<ul style="list-style-type: none"> • Hunter Creek, which bisects this growth area in a northeast to southwest manner, could serve as a stormwater discharge opportunity. • More detailed stormwater management servicing investigation can be undertaken at a future development approval stage.
	<p>Environmental Vulnerability</p>	<ul style="list-style-type: none"> • Slopes of 5% to 10% and slopes greater than 10% are present adjacent to Hunter Creek (see Map 12), which may require increased setbacks, slope stability measures, etc., but may also afford opportunities for housing with walk-out basements. • Soils in this area are largely classified as “Class 4”, which have “have severe limitations that restrict the range of crops or require special conservation practices or both” (see Map 13).; • No pipelines are present within this growth area (see Map 14). • Potential for areas requiring dedication as environmental reserve are limited to Hunter Creek that, as introduced above, could potentially act as a stormwater discharge opportunity (see Map 14). • As this growth area is within a Heritage Sensitive Area (see Map 14), it may contain heritage resources. At the time of subdivision, the Heritage Conservation Branch will need to determine whether a Heritage Resource Impact Assessment (HRIA) is required. • Geotechnical study will be required at a future development approval stage to determine the state of the groundwater and associated aquifer.




7.7 Growth Area 3C



Growth Area 3C is located to the west of Growth Area 1 and south of Highway 1 as illustrated on Maps 22 and 27. Contiguous with the Great Plains portion of the White City/Emerald Park/Great Plains Urban Complex, this is a strategic growth direction for the Town. Combined with the commercial and industrial components of Growth Area 1, this growth area will enable further improvement towards a more balanced tax base for the Town through the logical westward continuation of existing commercial and industrial development from the east. Additionally, it enables protection and proper planning of the first 1 km of Range Road 2185 south of Highway 1 and therefore connectivity to Betteridge Road to the south and then to: the planned Town Centre to the southeast; existing and future development elsewhere within the Town; and Growth Areas 3B and 4 both further to the southeast. As mentioned previously, a protected and properly planned Range Road 2185/Betteridge Road corridor will increase the viability of the planned Town Centre and also provide optimum access from Highway 1 to future development elsewhere in the Town and in Growth Areas 3B and 4. Ultimately, Range Road 2185 and Betteridge Road will serve as the much-needed east/west arterial road that provides connectivity to Highway 1 and thereby will alleviate current issues in northeast portion of the Town where current traffic flows are funneling to Highway 48 in order to gain access to Highway 1.

A brief review of the growth potential in this area, including proposed land uses, servicing capacities and limitations and transportation infrastructure is provided in Table 7.6.



-  Proposed Municipal Boundary
-  Town of White City
-  Recommended Growth Area 3B
-  Other Recommended Growth Area
-  Water Body
-  Watercourse

- Municipal Servicing**
-  Existing White City Water Line
 -  Existing RM Sewer Line
 -  Existing White City Sewer Line

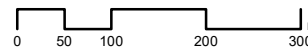
- Land Use**
-  Future Natural Area
 -  Future Urban Residential



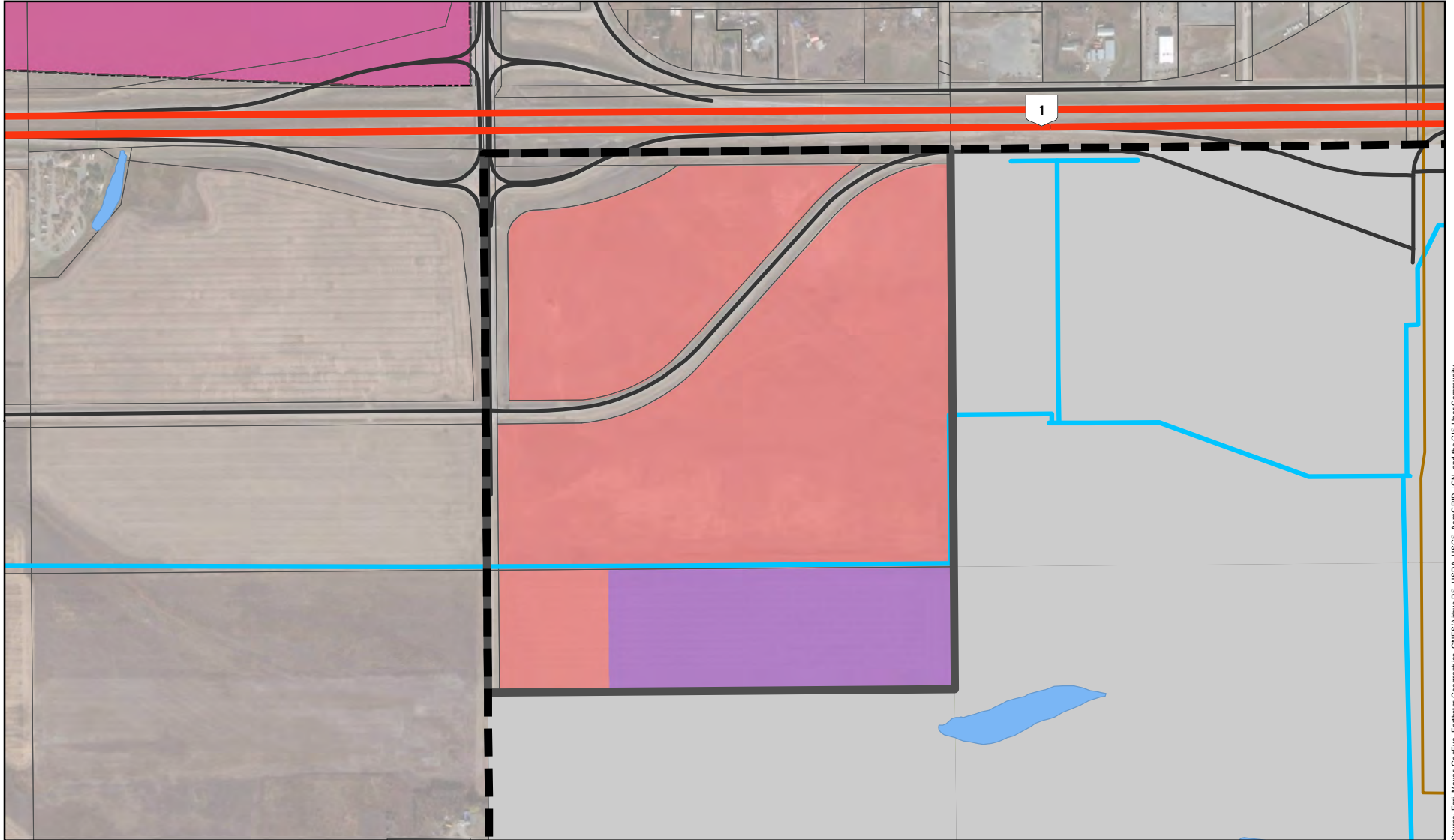
2022 GROWTH STUDY

**MAP 26:
RECOMMENDED
GROWTH AREA 3B**

1:8,000



Date: 2022-06-08 Coordinate System: NAD 1983 UTM Zone 13N Document: M:\1540_White_City_Growth_Study\25_GIS\251_Figures\2022_Growth_Study\1540_towc_Map27_Recommended_EAC_220608_1.mxd



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



- Proposed Municipal Boundary
- First Nation
- Recommended Growth Area 3C
- Other Recommended Growth Area
- Water Body
- Highway
- Highway Service Road/Ramp

- Municipal Servicing**
- Existing RM Water Line
 - Existing RM Sewer Line

- Land Use**
- Future Natural Area
 - Future Urban Residential
 - Future Commercial
 - Future Industrial



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2022 GROWTH STUDY

MAP 27:
RECOMMENDED
GROWTH AREA 3C

Table 7.6: Growth Area 3C Analysis

Land Area		<ul style="list-style-type: none"> 189 ac (1.2 quarter sections)
Development Suitability	Land Use	<ul style="list-style-type: none"> This growth area is adjacent to Great Plains and contiguous with existing development within the White City/Emerald Park/Great Plains Urban Complex. Proposed land use is predominantly future commercial with some industrial development at the south end which would service as a logical and complementary westward extension of the same uses currently developed within Great Plains. It would also provide an opportunity for White City to improve its residential to non-residential assessment base in a marketable location due to excellent visibility and access to Highway 1 via the adjacent Pilot Butte Access Road/Range Road 2185 interchange.
	Water Supply	<ul style="list-style-type: none"> Future development within this growth area will be serviced by the Town. Alternately, the Town will enter discussions with the RM for the supply of water from its WTP via Great Plains to the east, provided that the RM has the capacity to service the growth area. The Town's water system, which is servicing the planned Town Centre area to the southeast, can be extended northwest through Growth Area 2 to service this area.
	Wastewater Servicing	<ul style="list-style-type: none"> Future development within this growth area will be serviced by the Town. Alternately, the Town will enter discussions with the RM for connection to its sanitary sewer system via Great Plains to the east, provided that the RM has the capacity to service the growth area. Ultimately, flows from all future development will be accommodated by the WWA. The WWA's WWTP is currently being expanded and when commissioned its capacity will be sufficient for an initial population of 15,000. The WWTP is then anticipated to be expanded in the future when required.
	Transportation Network	<ul style="list-style-type: none"> Is adjacent to Range Road 2185 to the west and bisected by South Plains Road, which both can form part of the recommended arterial road network. A collector and local road network can be readily planned to connect to the recommended arterial road network. Highly accessible to Highway 1 through the adjacent interchange at Range Road 2185/Pilot Butte Access Road (see Map 18), which as mentioned above makes this area very marketable for attracting much-needed non-residential development to the Town to improve its assessment base. Enables protection and proper planning of the first 1 km of Range Road 2185 south of Highway 1 and therefore connectivity to Betteridge Road to the south and then the planned Town Centre to the southeast. A protected and properly planned Range Road 2185/Betteridge Road corridor will increase the viability of the planned Town Centre. It will also provide the much-needed east/west arterial road and connectivity to Highway 1 to alleviate current issues in northeast portion of the Town where current traffic flows are funneling to Highway 48 to gain access to Highway 1.
	Stormwater Management	<ul style="list-style-type: none"> An existing water body is a short distance outside this area in Growth Area 2 to the southwest, which could provide opportunity for stormwater storage. Due to little variation in elevation in relation to adjacent lands to the north, east, and south, drainage management may be required to ultimately convey stormwater to lower elevation lands approximately 600 m south of this area (see Map 17). More detailed stormwater management servicing investigation can be undertaken at a future development approval stage.
Environmental Vulnerability		<ul style="list-style-type: none"> The land in this area is predominantly flat with little variation in elevation or potential issues of slope instability (see Map 12). Soils in this area are largely classified as "Class 3", which have "have moderate to severe limitations that restrict the range of crops or require moderate conservation practices" (see Map 13).; No pipelines are present within this growth area (see Map 14). As this growth area is within a Heritage Sensitive Area (see Map 14), it may contain heritage resources. At the time of subdivision, the Heritage Conservation Branch will need to determine whether a Heritage Resource Impact Assessment (HRIA) is required. Geotechnical study may be required at a future development approval stage to determine the state of the groundwater and associated aquifer.



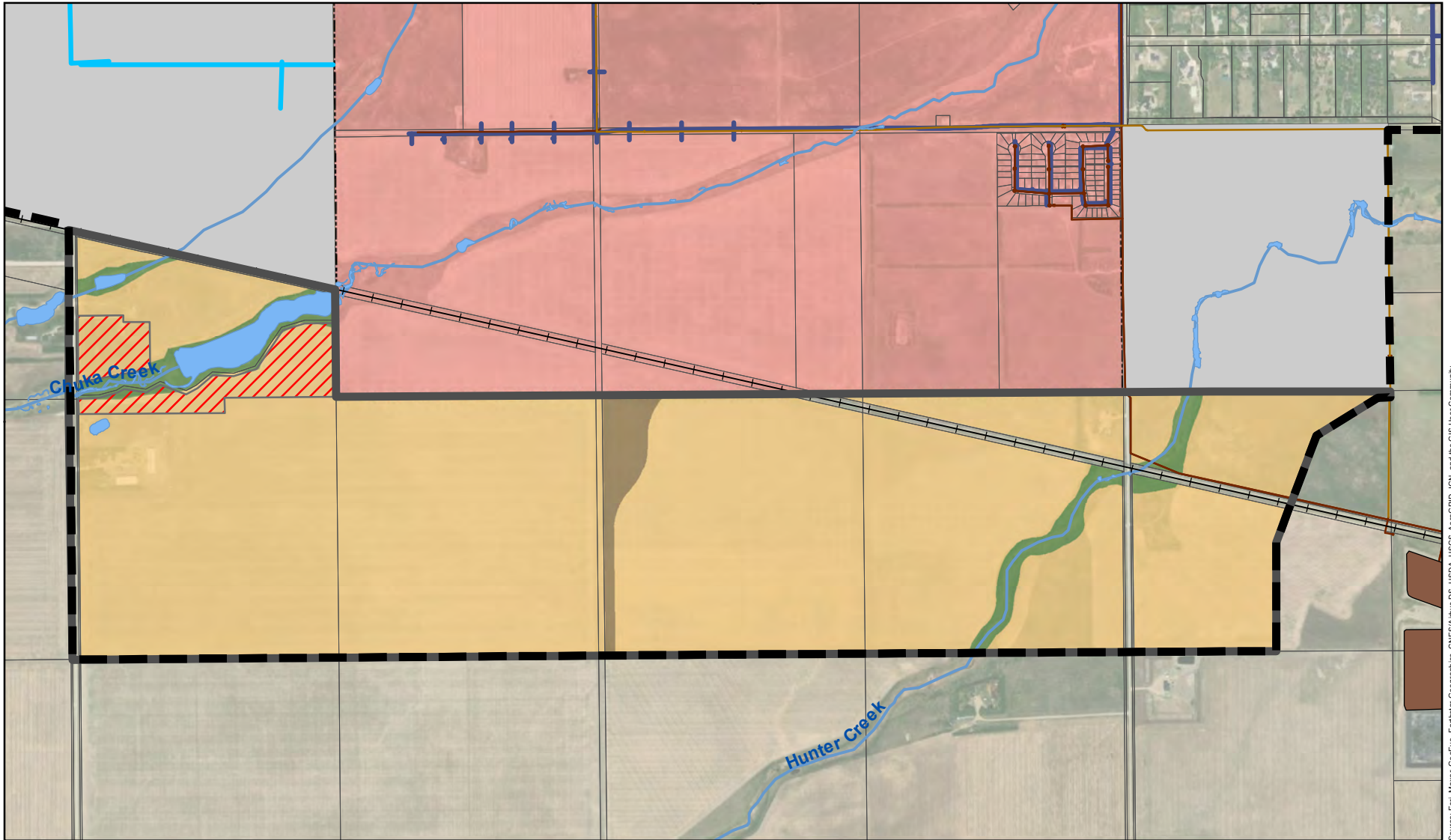
7.8 Growth Area 4

Growth Area 4 is generally located south of Growth Areas 2 and 3B between the WWA's lagoons to the east and Highway 624 (Great Plains Industrial Drive) to the west as illustrated on Maps 22 and 28. It is contiguous with the Town's southernmost boundary and thus future urban development within the Town. Due to its proximity to existing servicing within the Town, Growth Area 4 is readily serviceable from the north. Hunter Creek flows through the eastern portion of this area, while Chuka Creek and one of its tributaries flows through the western portion of the area. The CN rail line forms the northern boundary in the western portion of the area while it bisects the eastern portion.

A brief review of the growth potential in this area, including proposed land uses, servicing capacities and limitations and transportation infrastructure is provided in Table 7.7.

Table 7.7: Growth Area 4 Analysis

Land Area		<ul style="list-style-type: none"> 842 ac (5.3 quarter sections)
Development Suitability	Land Use	<ul style="list-style-type: none"> This growth area is adjacent to the Town's southernmost boundary and contiguous with future urban development within the Town and Growth Areas 2 and 3C. This growth area is located within the Town of White City JMPA. Just over three quarter sections are designated Long-Term Urban Residential on the Future Land Use Map of the Town's 2015 OCP while the western and eastern extremities are designated Future Study Area. The Recreational/Open Space/Conservation designation is applied to lands along both Chuka Creek and Hunter Creek. Proposed land use is residential development, which would serve as a logical and complementary southward extension of planned future residential development in the southern portion of the Town. It would also complement and support the planned Town Centre development within the current Town boundaries to the north. Further, it would enable centralization of the planned Town Centre development upon full build-out over the 25-year term. There are two large country residential lots on either side of Chuka Creek in the west portion of this growth area, including a 24-ac parcel registered just recently in February 2020. These fragmented parcels may not ultimately be resubdivided for the purpose of urban residential development by 2045. A potential rail right-of-way in favour of CN was registered through this growth area. If the rail line is ever developed, it will reduce the amount of developable land within this growth area and within a portion of the Town to the north. The proposed Hunter Creek subdivision is in the eastern portion of this growth area between White City Drive and the WWA's lagoon system.
	Water Supply	<ul style="list-style-type: none"> Future development within this growth area will be serviced by the Town. The Town's water system is servicing the planned Town Centre to the north (see Map 15) and can be extended south to service this area. Based on the engineering study undertaken by KGS Consultants, it is likely that an upgrade to the Town's potable water storage facility will be required to accommodate additional residential development south of the planned Town Centre. The Town's water system, which is servicing the planned Town Centre area to the north, has been designed with sufficient capacity to extend to the south. The WTP has a long-term capital plan to address community growth and capacity to extend water to the south, west and east.
	Wastewater Servicing	<ul style="list-style-type: none"> Future development within this growth area will be serviced by the Town. Potential to extend sewer services from the existing sewer on the north side of the CN rail line, which ultimately discharges to the WWTP to the east of this area. Ultimately, flows from all future development will be accommodated by the WWA. The WWA's WWTP is currently being expanded and when commissioned its capacity will be sufficient for an initial population of 15,000. The WWTP is then anticipated to be expanded in the future when required.



- Proposed Municipal Boundary
- Town of White City
- Recommended Growth Area 4
- Other Recommended Growth Area
- Fragmented Parcel
- Water Body
- Watercourse

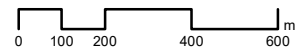
- Municipal Servicing**
- Existing Emerald Park Water Line
 - Existing White City Water Line
 - Existing RM Sewer Line
 - Existing White City Sewer Line

- Land Use**
- Future Natural Area
 - Future Urban Residential
 - Future Commercial
 - Potential Rail Right-of-Way



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MAP 28:
RECOMMENDED
GROWTH AREA 4

	Transportation Network	<ul style="list-style-type: none"> Is adjacent to Highway 624 to the west and White City Drive to the east, which both can form part of the recommended arterial road network, while potential exists for a connector from the southern portion of the planned Town Centre across CN rail line could also provide a third north/south access alternative. A collector and local road network can be readily planned to connect to the recommended arterial road network. If the potential future rail right-of-way is developed with a rail line a road crossing may be required to maintain east/west connectivity between Highway 624 and White City Drive. Accessible to Highway 1 through the existing interchange at Highway 48 via White City Drive and either Gregory Avenue East or Lott Road East as connectors to Highway 48, and through the existing interchange at the Pilot Butte Access Road via Highway 624, Betteridge Road, and Range Road 2185 (see Map 18). An alternative accessibility opportunity could be available via a logical eastward extension of Betteridge Road to Kennedy Road that connects to Highway 48 to the northeast (see Map 18).
	Stormwater Management	<ul style="list-style-type: none"> Hunter Creek, which bisects the most easterly portion of this growth area, and Chuka Creek and one of its tributaries, which flow through the far northwest portion, could serve as stormwater discharge opportunities. More detailed stormwater management servicing investigation can be undertaken at a future development approval stage.
	Environmental Vulnerability	<ul style="list-style-type: none"> Slopes of 5% to 10% and slopes greater than 10% are present adjacent to Hunter Creek (see Map 12), which may require increased setbacks, slope stability measures, etc., but may also afford opportunities for housing with walk-out basements. The land in this area is predominantly flat with little variation in elevation or potential issues of slope instability (see Map 12). Soils in this area are largely classified as “Class 2”, which “have moderate limitations that restrict the range of crops or require moderate conservation practices” (see Map 13). No pipelines are present within this growth area (see Map 14). Potential for areas requiring dedication as environmental reserve are limited to Hunter Creek and Chuka Creek that, as introduced above, could potentially act as stormwater discharge opportunities (see Map 14). As nearly half of this growth area is within a Heritage Sensitive Area (see Map 14), it may contain heritage resources. At the time of subdivision, the Heritage Conservation Branch will need to determine whether a Heritage Resource Impact Assessment (HRIA) is required. Geotechnical study may be required at a future development approval stage to determine the state of the groundwater and associated aquifer. A potential future rail right-of-way bisects this growth area midway between Highway 624 and White City Drive. If the rail line is developed, it will serve as a wye connection between the CN rail line to the north and another existing rail line approximately 7 km to the south. Residential setbacks will be required from the CN rail line to minimize land use conflicts (see Map 19). The same setbacks may also be required if a new CN rail line is developed within the potential future rail right-of-way bisecting this growth area.

7.9 Growth Area 5

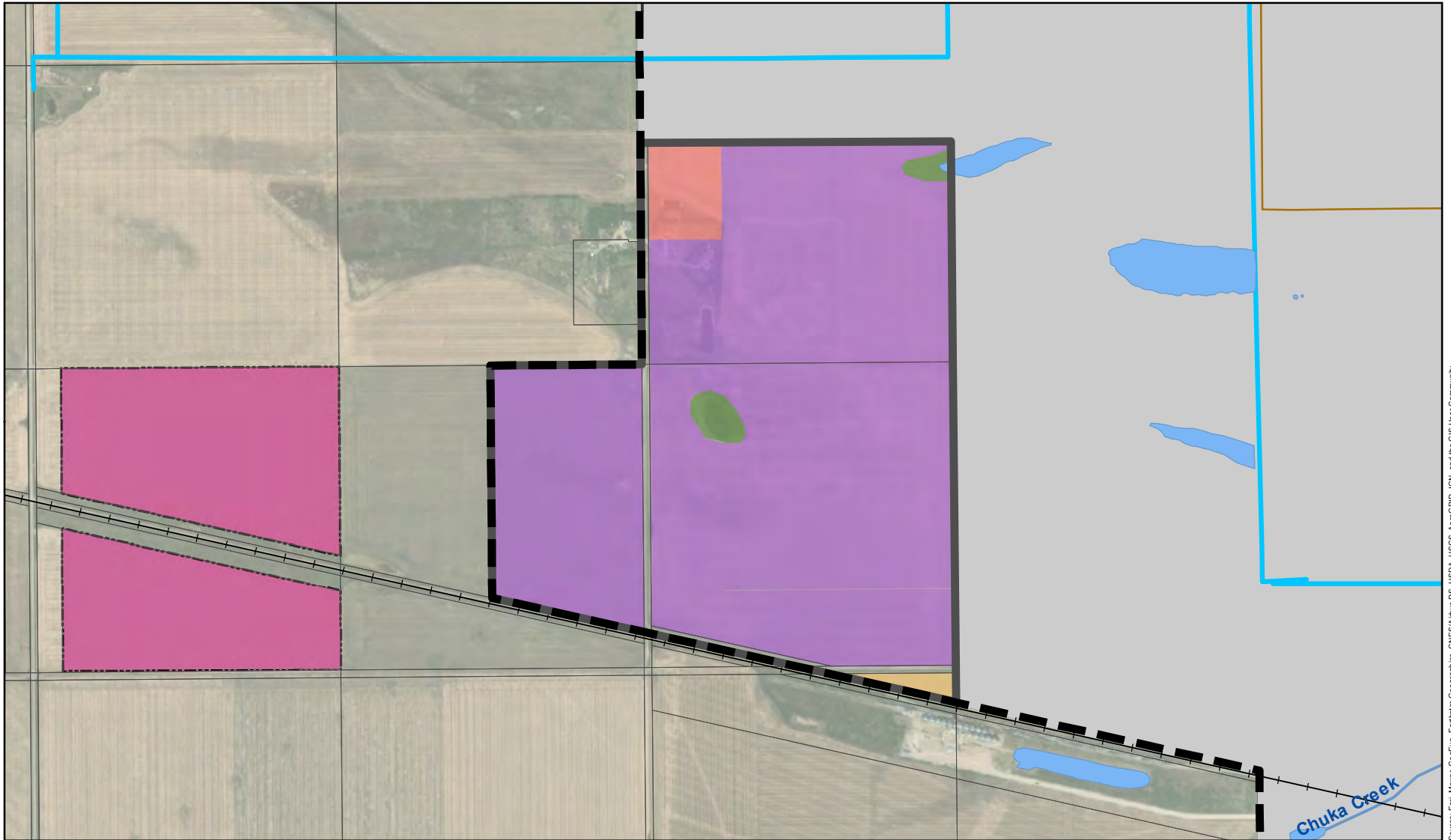
Growth Area 5 is located 1 km south of Highway 1 along Range Road 2185 as illustrated on Maps 22 and 29. This is the only growth area not immediately adjacent to the Town or the White City/Emerald Park/Great Plains Urban Complex but it is a strategic growth direction in proximity that is adjacent to Growth Area 2 to the east and Growth Area 3C to the north. It enables protection and proper planning of the remaining 1.2 km of Range Road 2185 between Highway 1 and Betteridge Road as well as the westernmost 0.8-km segment of Betteridge Road. Along with Growth Areas 2 and 3C, this growth area will assure maximized connectivity to: the planned Town Centre to the east; existing and future development elsewhere within the Town; and Growth Areas 3B and 4 further to the east and southeast respectively. As mentioned previously, a protected and properly planned Range Road 2185/Betteridge Road corridor will increase the viability of the planned Town Centre and also provide optimum access from Highway 1 to future development elsewhere in the Town and in Growth Areas 3B and 4. Ultimately, Range Road 2185 and Betteridge Road will serve as the much-needed east/west arterial road that provides connectivity to Highway 1 and thereby will alleviate current issues in northeast portion of the Town where current traffic flows are funneling to Highway 48 in order to gain access to Highway 1.



A brief review of the growth potential in this area, including proposed land uses, servicing capacities and limitations and transportation infrastructure is provided in Table 7.8.

Table 7.8: Growth Area 5 Analysis

Land Area		<ul style="list-style-type: none"> 346 ac (2.2 quarter sections)
Development Suitability	Land Use	<ul style="list-style-type: none"> This growth area is near the Town and the White City/Emerald Park/Great Plains Urban Complex and contiguous with future urban development within adjacent Growth Areas 2 and 3C. The proposed land use in Growth Area 5 is for industrial development. Proposed industrial development opportunities would complement the future commercial development in Growth Area 3C to the north and along Betteridge Road and Highway 624 to the east in Growth Area 2. Industrial development is also advantageous at this location due to its proximity to the interchange on Highway 1 to the north
	Water Supply	<ul style="list-style-type: none"> Future development within this growth area will be serviced by the Town through Growth Area 2 to the east. The Town's water system, which is servicing the planned Town Centre area to the east, has been designed with sufficient capacity to extend to the west.
	Wastewater Servicing	<ul style="list-style-type: none"> Future development within this growth area will be serviced by the Town through Growth Area 2 to the east. Ultimately, flows from future development will be accommodated by the WWA. The WWA's WWTP is currently being expanded and when commissioned its capacity will be sufficient for an initial population of 15,000. The WWTP is then anticipated to be expanded in the future when required.
	Transportation Network	<ul style="list-style-type: none"> Is adjacent to Range Road 2185 in the west and Betteridge Road to the south, which both can form part of the recommended arterial road network. A collector and local road network can be readily planned to connect to the recommended arterial road network. Highway accessible to Highway 1 through the existing interchange at Range Road 2185/Pilot Butte Access Road (see Map 18). Enables protection and proper planning of the remaining 1.2 km of Range Road 2185 between Highway 1 and Betteridge Road as well as the westernmost segment of Betteridge Road. This will assure maximized connectivity to the planned Town Centre to the east. A protected and properly planned Range Road 2185/Betteridge Road corridor will increase the viability of the planned Town Centre. It will also provide the much-needed east/west arterial road and connectivity to Highway 1 to alleviate current issues in northeast portion of the Town where current traffic flows are funneling to Highway 48 to gain access to Highway 1.
	Stormwater Management	<ul style="list-style-type: none"> Existing water bodies in the northeast corner and west-central portion of this growth area could provide opportunity for stormwater storage. Stormwater servicing design may be required in conjunction with Growth Area 2 (see Map 17). More detailed stormwater management servicing investigation can be undertaken at a future development approval stage.
Environmental Vulnerability		<ul style="list-style-type: none"> The land in this area is predominantly flat with little variation in elevation or potential issues of slope instability (see Map 12). Soils in this area are largely classified as "Class 2", which "have moderate limitations that restrict the range of crops or require moderate conservation practices" (see Map 13). No pipelines are present within this growth area (see Map 14). Potential for areas requiring dedication as environmental reserve are limited to a small water bodies in the northeast corner of the growth area (see Map 14) and a small slough in the west-central portion of the growth area (see Map 29). As introduced above, these could potentially act as stormwater retention ponds for future development. As nearly half of this growth area is within a Heritage Sensitive Area (see Map 14), it may contain heritage resources. At the time of subdivision, the Heritage Conservation Branch will need to determine whether a Heritage Resource Impact Assessment (HRIA) is required. Geotechnical study may be required at a future development approval stage to determine the state of the groundwater and associated aquifer. Residential setbacks will be required from the CN rail line to minimize land use conflicts (see Map-19).



- Proposed Municipal Boundary
- First Nation
- Recommended Growth Area 5
- Other Recommended Growth Area
- Water Body
- Watercourse

- Municipal Servicing**
- Existing RM Water Line
 - Existing RM Sewer Line

- Land Use**
- Future Natural Area
 - Future Urban Residential
 - Future Commercial
 - Future Industrial



2022 GROWTH STUDY

**MAP 29:
RECOMMENDED
GROWTH AREA 5**



1:15,000

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8.0 Preliminary Development Staging

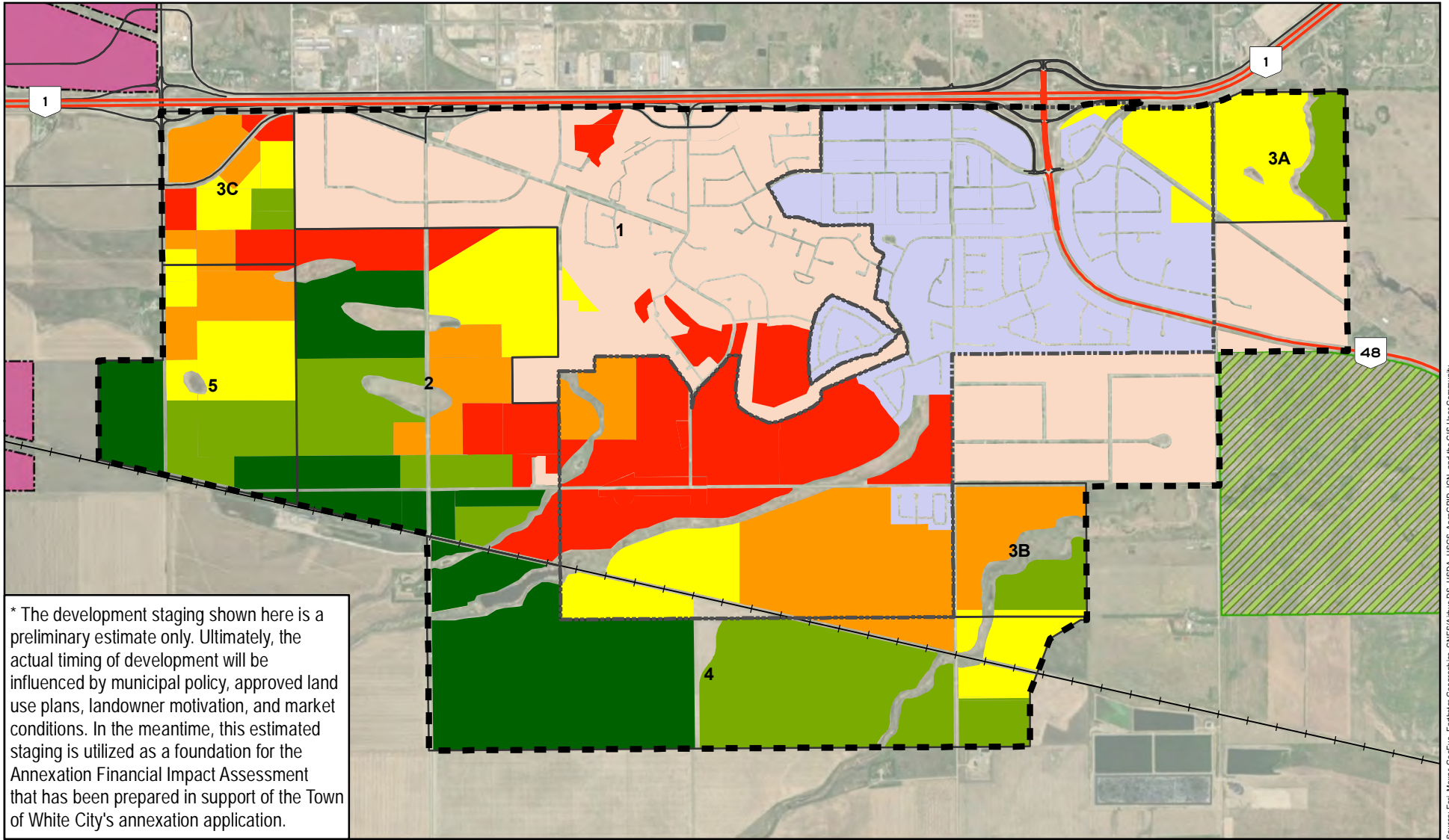
Table 8.1 presents the amount of projected gross developable residential, commercial, and industrial lands consumed in intervals under the recommended Medium Growth Scenario for use by CORVUS Business Advisors in its associated Town of White City Annexation Financial Impact Assessment. Each interval is five years in duration except for the first interval, which is five years plus the stub years, and the final interval which is four years due to the recommended municipal boundary projected to build-out in 2047 as opposed to 2048. Gross developable institutional land requirements are embedded within the table whereby 97% are assigned to future residential areas and 3% are assigned to future commercial areas respectively as noted previously in Section 5.2. Map 30 illustrates a preliminary development staging concept showing a pattern of how the unabsorbed lands within the unified White City/Emerald Park/Great Plains Urban Complex could be consumed by 2047 in accordance with the staging intervals used in Table 8.1. Undevelopable land within the recommended annexation area amounts to 234.6 gross ac, which is not subject to the preliminary development staging illustrated in Map 30.

Table 8.1: Preliminary Development Staging by Land Use

Interval	Gross Developable Land (ac)			
	Residential	Commercial	Industrial	Total
2022-2027	480.4	53.6	81.5	615.5
2028-2032	449.5	50.1	76.3	575.9
2033-2037	480.2	53.6	81.5	615.3
2038-2042	493.1	55.0	83.7	631.8
2043-2047	503.0	56.1	85.4	644.5
Total	2,406.2	268.4	408.4	3,083.0



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* The development staging shown here is a preliminary estimate only. Ultimately, the actual timing of development will be influenced by municipal policy, approved land use plans, landowner motivation, and market conditions. In the meantime, this estimated staging is utilized as a foundation for the Annexation Financial Impact Assessment that has been prepared in support of the Town of White City's annexation application.



1:35,000

- Proposed Municipal Boundary
- Town of White City
- First Nation
- Wildlife Conservation Easement
- Highway

- Highway Service Road/Ramp
- Railroad
- Recommended Growth Area
- Absorbed Land - White City
- Absorbed Land - Adjacent White City Area

- 2022-2027
- 2028-2032
- 2033-2037
- 2038-2042
- 2043-2047



2022 GROWTH STUDY

MAP 30:
PRELIMINARY
DEVELOPMENT STAGING



9.0 Summary and Conclusions

1. The 1984 reversal of the Town's 1983 annexation of the proposed Emerald Park subdivision was a significant turning point in the historical growth of White City. It prevented the logical westward extension of White City to capture critical commercial growth. The annexation of Emerald Park back to the RM in 1984 has enabled the RM to intercept a portion of White City's residential growth and nearly all its associated commercial growth. It has also enabled the blocking of opportunities for the Town to facilitate critical industrial development in viable and marketable locations.
2. Highway 1 and the high growth demands in Emerald Park and elsewhere adjacent to White City have resulted in the developed northeast portion of the Town being virtually surrounded by physical barriers that prevent the Town's future growth to the north, west, east, and southeast. These barriers have meant that annexation in a southwesterly manner through a narrow pinch point was the only really viable alternative in the early 2000s, resulting in White City now having an unprecedented disjointed and highly irregular municipal boundary. Further, the adjacent developments have enabled their residents to take advantage of the services and amenities that the Town has to offer, reducing the RM's own cost of development in those areas at the expense of generating additional costs for the Town, which has no access to the associated assessment base. Specifically, with respect to amenities, the RM's tendency to require reduced municipal reserve dedication, or cash in lieu of municipal reserve, at subdivision approval stages has resulted in an increased burden on the Town to provide recreational amenities for residents of the RM in the surrounding area.
3. In addition to resulting in the Town's disjointed and irregular municipal boundary, the developments approved outside the Town over the past four decades have resulted in 10.3 km (6.4 mi) of the Town's boundary being hemmed in by existing development, which represents an alarming 55% of the Town boundary's current perimeter of 18.8 km (11.7 mi). This percentage is significantly higher than other urban municipalities in Saskatchewan.
4. The recent planning approvals granted for the future development of Royal Park and Hunter Creek and proposed development per the RM's updated 2019 OCP will result in nearly full containment of the Town upon full build-out. The compounding barriers will result in development adjacent to 85% of the current Town boundary, leaving only a single future potential growth direction to the southwest. This remaining growth direction was recently fragmented by the RM through its approval of a country residential subdivision along the south side of Chuka Creek.
5. While the RM adhered to the statutory requirement to circulate the latest proposed changes to its updated 2019 OCP for comment, there was no direct consultation with the Town. While the Town made efforts to engage with the RM, none of the Town's concerns were reflected in the RM's 2019 OCP.
6. Another failure of the RM to address the Town's concerns arose with respect to the approval of the Prairie View Business Park. The Town voiced concerns that the development would be incompatible with its 2015 planned Town Centre development and intercept commercial growth intended for the planned Town Centre. The RM acknowledged that residential development in this location would be more appropriate but approved the Prairie View Business Park regardless. In doing so, the RM compromised the viability of the planned Town Centre by approving incompatible development with the potential to intercept the critical future commercial growth.
7. Surrounding development approvals have restricted the Town's growth and resulted in a situation under which the Town has not been able to participate in non-residential growth to the extent that would be expected of an urban municipality with a 2021 census population count of 3,702. Despite White City being the fourth largest town in Saskatchewan, its assessment split is 98.9% residential to 1.1% non-residential, which translates to the second worst assessment split among Saskatchewan's 147 towns, and worst among the province's 59 urban municipalities that have a population of 1,000 or greater.
8. A decision by the RM of Edenwold to begin decommissioning its Emerald Park lagoons, done without consultation with the WWA and the Town, has halted the inevitable residential growth of the Town. The first phase of Royal Park in the planned Town Centre and the first phase of Picasso Pathway adjacent to the planned Town Centre are stalled indefinitely and unable to obtain approval due to a sewage capacity issue.

9. The lack of coordinated infrastructure planning between the Town and the RM has resulted in a sewage capacity issue and served as a contributing factor in the cancellation of a parallel growth agreement with the Province. It has also resulted in missed opportunities for a continuous east/west arterial road through White City, Emerald Park, and Great Plains from Highway 48 to Range Road 2185 south of the Pilot Butte Access Road interchange. The RM's allowance of driveways fronting Emerald Park Road has compromised its ability to form part of an efficient north/south arterial road through Emerald Park between White City and a right-in/right-out access at Highway 1. These are examples of missed opportunities for the Town and the RM to plan and implement an efficient arterial road network south of Highway 1 between two interchanges for the benefit of both municipalities and their ratepayers.
10. Despite the barriers and difficulties facing the Town's ability to grow:
 - a. the Town's population has increased at a compound annual growth rate (CAGR) of 6.9% over the 50 years between 1971 and 2021, a CAGR of 5.8% over 25 years between 1996 and 2021, and most recently a CAGR of 8.3% over 15 years between 2006 and 2021;
 - b. At its 2021 census population county of 3,702, the Town has nearly tripled its 2006 population of 1,113, and has more than quintupled its 1986 population of 783;
 - c. White City was crowned as Canada's fastest growing town for the 2006-11 and 2011-16 census periods, ahead of 1,100+ other towns; and
 - d. On the strength of the Town's recent growth, White City has emerged as the first-generation high growth bedroom community in the Regina CMA and is now the second-largest urban municipality in the Regina CMA.
11. White City's high rate of growth is reflective of, among other things:
 - a. high growth in the City of Regina and the Town's emergence as a bedroom community;
 - b. the Town's short commuting distance to employment opportunities in the City;
 - c. the Town's proximity to a large population and employment base within the Regina CMA that attracts significant economic opportunities and advantages; and
 - d. the high quality of life attributes that make White City attractive to young families.
12. Three sets of alternative population projections for White City and Emerald Park were prepared by *metroeconomics* to 2048 for evaluation and consideration including:
 - a. a Low Case scenario that assumes the City of Regina and the suburban municipalities within the Regina CMA retain their current shares of growth at 90.7% and 9.3% respectively, resulting in a total local population of 10,600;
 - b. a Base Case scenario that assumes the City's share of growth in the CMA gradually declines to 85% and the suburban municipalities' share increases to 15%, resulting in a total local population of 17,500; and
 - c. a High Case scenario that assumes the City's share of growth gradually declines to 80% and the suburban municipalities' share increases to 20%, resulting in a total local population of 23,700.
13. The High Case scenario has been utilized for calculating future land requirements for the Town. In this scenario, White City would grow by 12,900 people from an approximate population of 4,000 in 2021 to approximately 16,900 in 2048 – a change of approximately 400%.
14. The same High Case scenario has been utilized for calculating future land requirements for Emerald Park. In this scenario, Emerald Park would grow by 5,540 people from an estimated 1,720 in 2021 to approximately 7,260 in 2048 – a change of just over 425%.
15. A reasonability check was undertaken to determine if the High Case scenario, was appropriate. This involved comparisons of actual growth of other high growth bedroom communities in Saskatchewan and Alberta since surpassing the population thresholds of 3,000 and 5,000 confirmed appropriateness for application to White City and the White City/Emerald Park/Great Plains Urban Complex respectively.



16. Of the Town's current land base, as of April 2022:
 - a. 179.2 gross ac was either undevelopable or unavailable;
 - b. 812.6 gross ac was absorbed; and
 - c. 809.5 gross ac was unabsorbed.
17. Of the 812.6 gross ac of absorbed land, 230.1 net ac is dedicated for overhead land uses (circulation, open space, and utilities), resulting in a developed (net) land base of 582.5 ac for the four core land uses – 547.5 ac for residential, 4.6 ac for commercial, and 30.4 ac for institutional. The Town has no developed industrial land within its boundaries.
18. Of the 809.5 gross ac of unabsorbed land – 789.1 gross ac is planned for residential development while 20.4 gross ac is planned for commercial development. The Town has no industrial or institutional land available to accommodate future growth.
19. Under the recommended High Case scenario, the estimated total amount of gross developable lands required to meet the 25-year growth needs of the Urban Complex to 2048 is 3,216.8 ac (20.1 quarter sections).
20. Of the Adjacent White City Area's current land base, as of April 2022:
 - a. 205.8 gross ac was either undevelopable or unavailable;
 - b. 1,212.3 gross ac was absorbed; and
 - c. 84.5 gross ac was unabsorbed.
21. Of the 1,212.3 gross ac of absorbed land, 263.2 net ac is dedicated for overhead land uses, resulting in a developed (net) land base of 949.1 ac for the four core land uses – 409.6 ac for rural residential, 253.7 ac for urban residential, 60.0 ac for commercial, 205.4 ac for industrial (in Great Plains), and 20.4 ac for institutional.
22. As of April 2022, the Adjacent White City Area had a total unabsorbed land supply of 84.5 gross ac, which breaks down to 82.2 gross ac for urban residential development and 2.3 gross ac for commercial development. The Adjacent White City Area has no additional industrial or institutional land available to accommodate future growth.
23. Under the recommended High Case scenario, the total amount of gross developable lands required to meet the 25-year growth needs of the White City/Emerald Park/Great Plains Urban Complex is 3,216.8 ac (20.1 quarter sections).
24. After subtracting the Town's remaining land supply of 809.5 gross ac, the total amount of lands required beyond its boundaries is 2,407.3 gross ac (15.0 quarter sections).
25. If an alternate approach to calculating land requirements was used by the Town that is proven and defensible, the White City/Emerald Park/Great Plains Urban Complex's non-residential land requirements would increase by 12%. The Town's decision to use the same approach used by Martensville results in conservative and understated non-residential land requirements.
26. Under the recommended High Case scenario, it is estimated that the Town's in-boundary:
 - a. residential land supply will be fully absorbed within 10 years of 2021 (2031); and
 - b. commercial land supply could be fully absorbed within 3 years of 2021 (2024) if it was shovel-ready in an immediately marketable location.
27. It is prudent that annexation be initiated by the Town immediately to re-establish its unabsorbed land inventory to at least a 25-year supply, incorporating much needed industrial land inventory to improve its municipal assessment split and enable municipal viability. It is not good planning for a high growth urban municipality within a metropolitan context to maintain less than 10-year and 3-year inventories of unabsorbed residential and commercial lands, have no industrial land inventory, and have a municipal assessment split of 98.9% residential to 1.1% non-residential.



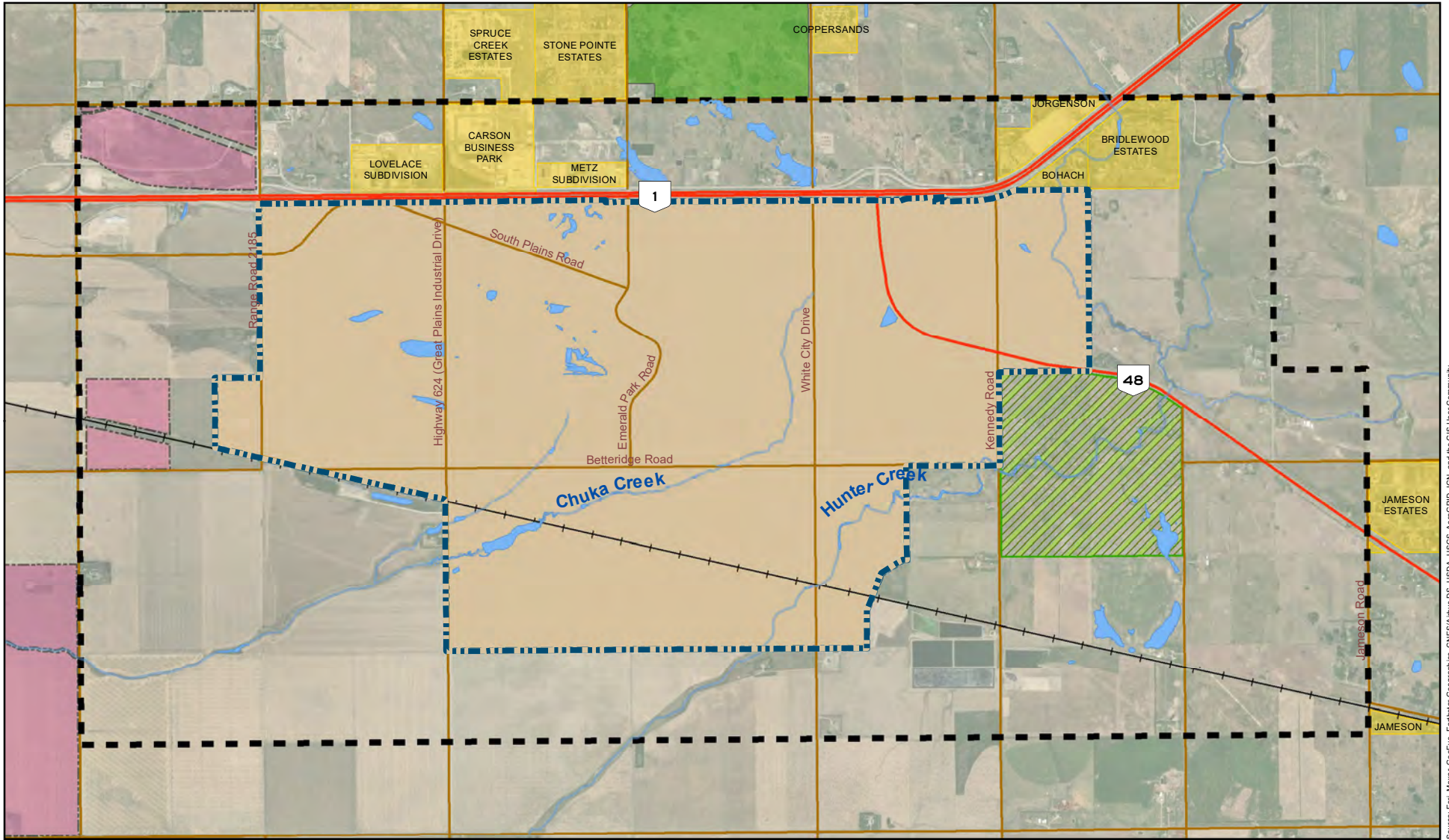
28. A 25-year annexation provides a suitable horizon to carefully plan for land use, infrastructure and services required to accommodate inevitable future growth over the longer term within a high growth urban municipality. The Town's history of short-term piecemeal annexations, mostly triggered by subdivision proposals on its boundaries, has resulted in consequences that could have been avoided if longer term annexations would have been entertained by the RM. A 25-year planning horizon is like those planning horizons recently used by Regina, Saskatoon, Warman, Martensville, Swift Current, Yorkton, etc., and less than the long term 35- to 50-year annexation planning horizons frequently used in Alberta.
29. The 25-year annexation is also reasonable and appropriate as White City has been the fastest growing community in Canada between 2006 and 2016. Proximity to Highway 1, employment in the greater Regina area, and high quality of life factors will continue to spur growth for the Town.
30. A 25-year annexation would also ensure an opportunity for sustained boundary stability between the Town and the RM. It will reduce the number of annexations and the frequency of intermunicipal conflicts between the Town and the RM.
31. It is in the best interests of both municipalities and their ratepayers to achieve municipal boundary stability for the foreseeable future. Under a unified growth model, provincially funded infrastructure projects will be properly planned and coordinated in an efficient manner to maximize return on investment and maximize benefits to the single community they serve.
32. A future growth model that unifies the Town of White City and the Adjacent White City Area – the White City/Emerald Park/Great Plains Urban Complex – into a single municipality and accommodates 24 years of growth is recommended. This involves the Town annexing the 9.4 quarter sections that comprise the Adjacent White City Area as well as 15.5 quarter sections to accommodate future growth of the unified Urban Complex.
33. Seven growth areas totalling 21.8 quarter sections, including Great Plains and Emerald Park, are recommended to meet the Town's immediate growth needs and to provide opportunities to immediately expand its commercial and industrial assessment base. The remaining 3.1 quarter sections within the total annexation area of 24.9 quarter sections include the country residential subdivisions of Deneve, Escott, Meadow Ridge Estates, and Park Meadow Estates.
34. The seven growth areas were all assessed based on development suitability including compatibility with adjacent existing land uses, servicing considerations, transportation considerations, and land use considerations (including railroads, lagoons, development setbacks, and future development rights).
35. The seven growth areas were also assessed based on environmental vulnerability including topography, soils, hydrology, pipelines, potential future environmental reserve, conservation easements, and heritage potential.
36. Growth Area 1 totals 6.5 quarter sections (1,033 ac) and consists of the entirety of Great Plains and Emerald Park that is east of Great Plains. It is identified as a growth area due to opportunities for the re-subdivision of land to allow for higher density commercial and industrial development given the excellent access and visibility from Highway 1 to the north. Under the Town's jurisdiction, Growth Area 1 is also able to accommodate a greater range of commercial and industrial uses and addresses an immediate need to expand the Town's unviable municipal assessment base of 98.9% residential to 1.1% non-residential.
37. Growth Areas 2 and 4 total 9.9 quarter sections (1,587 ac) and accommodate most of the Town's projected new residential growth, representing a logical and complementary westerly and southerly extension of planned future residential development in the southern portion of the Town. They also complement and support the planned Town Centre development within the current Town boundaries and enable centralization of the planned Town Centre development upon full build-out over the 25-year horizon.
38. Growth Area 3C, which has limited growth potential, totals 1.2 quarter sections (189 ac) and is located to the west of Great Plains and south of Highway 1. The proposed land use is predominantly commercial with some industrial uses to service the logical and complementary westward extension of the same uses currently developed within Great Plains. It also provides an opportunity for White City to improve its municipal assessment base in a marketable location due to excellent visibility and access to Highway 1 via the adjacent Pilot Butte Access Road/Range Road 2185 interchange.





39. Growth Area 5 totals 2.2 quarter sections (346 ac) and is proposed for industrial development, complementing future commercial development to the north and along Betteridge Road and Highway 624 to the east in Growth Area 2.
40. Growth Areas 3A and 3B total 2.1 quarter section (331 ac) and are the only ones proposed to the southeast/east. They provide a logical extension of existing residential development in the Town.
41. Lands to the north of the Town across Highway 1 are not recommended for future expansion at this time as the highway serves as a significant barrier to contiguous development. However, if annexation is not granted as recommended (i.e., including Emerald Park, Great Plains, and Growth Area 3C), lands on the north side of Highway 1 in the vicinity of the Highway 48 interchange may be the only viable and marketable location for non-residential growth that can significantly improve the Town's current municipal assessment split.
42. The seven growth areas do not include expansion to the east of the current Town limits beyond proposed Growth Area 3A. Growth in this direction, especially non-residential development, is constrained by existing and proposed country residential development, hydrology and topography setbacks, a wildlife conservation easement, oil and gas infrastructure, limited opportunities for access to Highway 1, and the distance from existing servicing infrastructure and the White City/Emerald Park/Great Plains Urban Complex.
43. The 1984 reversal of the Town's 1983 annexation of the proposed Emerald Park subdivision resulted in one urban community being split between two municipal jurisdictions. The recommended unified growth model by way of annexation will unite the White City/Emerald Park/Great Plains Urban Complex under one municipal jurisdiction in the municipal boundary configuration illustrated on Map 31. A JMPA for the Town and RM including, at minimum, those lands illustrated on Map 31 is also recommended.
44. Had the Town's 1983 annexation of Emerald Park not been reversed, and Emerald Park remained part of the Town:
 - a. a significant amount of White City's residential growth would not have been intercepted;
 - b. White City would not have indefinitely stalled residential development due to:
 - i. decisions to begin decommissioning wastewater lagoons, resulting in wastewater treatment and disposal capacity issues, and
 - ii. long annexation processes for smaller tracts of land as evidenced by the two-year 2015 boundary alteration process;
 - c. White City's commercial growth would not have been intercepted;
 - d. White City's potential to develop industrial uses in viable and marketable locations would not have been prevented;
 - e. White City would not have a detrimental municipal assessment split of 98.9% residential to 1.1% non-residential;
 - f. White City's boundary would not be 55% contained by development in the RM of Edenwold as is the case at present, and not be threatened to be 85% contained by a combination of approved future development and development rights approved in the RM's updated OCP;
 - g. White City would not have an unprecedented disjointed and highly irregular municipal boundary;
 - h. White City may not have an incompatible business park development on the western doorstep of its planned Town Centre;
 - i. White City would have a well-planned, efficient, and uncompromised arterial road network with excellent continuous east/west and north/south corridors; and
 - j. White City's subdivisions would be connected by public roadways that are within its jurisdiction, including White City Drive from Sarah's Cove to Garden of Eden and Kennedy Road from south of Highway 48 to Gregory Avenue East.
45. Ultimately, the historical conflict between the Town and the RM was exacerbated by the 1984 decision to reverse the 1983 annexation of the proposed Emerald Park subdivision to the Town and unilaterally annex the proposed Emerald Park subdivision back to the RM. The intensified conflict and competition between the municipalities that has occurred over the ensuing 37 years has been inefficient and costly (i.e., recreation facilities and programming paid by one municipality to serve the entire community). The conflict cannot be repaired by encouraging more intermunicipal cooperation. Several attempts have been made at intermunicipal cooperation all resulting in a collapse of the cooperative arrangements as competition for





growth continues. The RM has over 200,000 ac of land to develop and is strategically and purposely developing adjacent and proximate to White City without regard to a master plan or joint management plan to the detriment of all the citizens in the area.

46. There is public support for a unified growth model. A survey commissioned by the Town indicated that 71% of White City respondents agreed that having the Town and Emerald Park under one municipal jurisdiction was a good idea, while 58% of RM respondents agreed to the same.



-  First Nation
-  Subdivision
-  Wildlife Conservation Easement
-  Railroad

-  Highway
-  Collector Road
-  Watercourse
-  Water Body

-  Recommended Municipal Boundary
-  Recommended Joint Management Planning Area

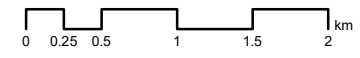


**2022 GROWTH STUDY
MAP 31: RECOMMENDED
MUNICIPAL BOUNDARY
AND JOINT MANAGEMENT
PLANNING AREA**



1:50,000

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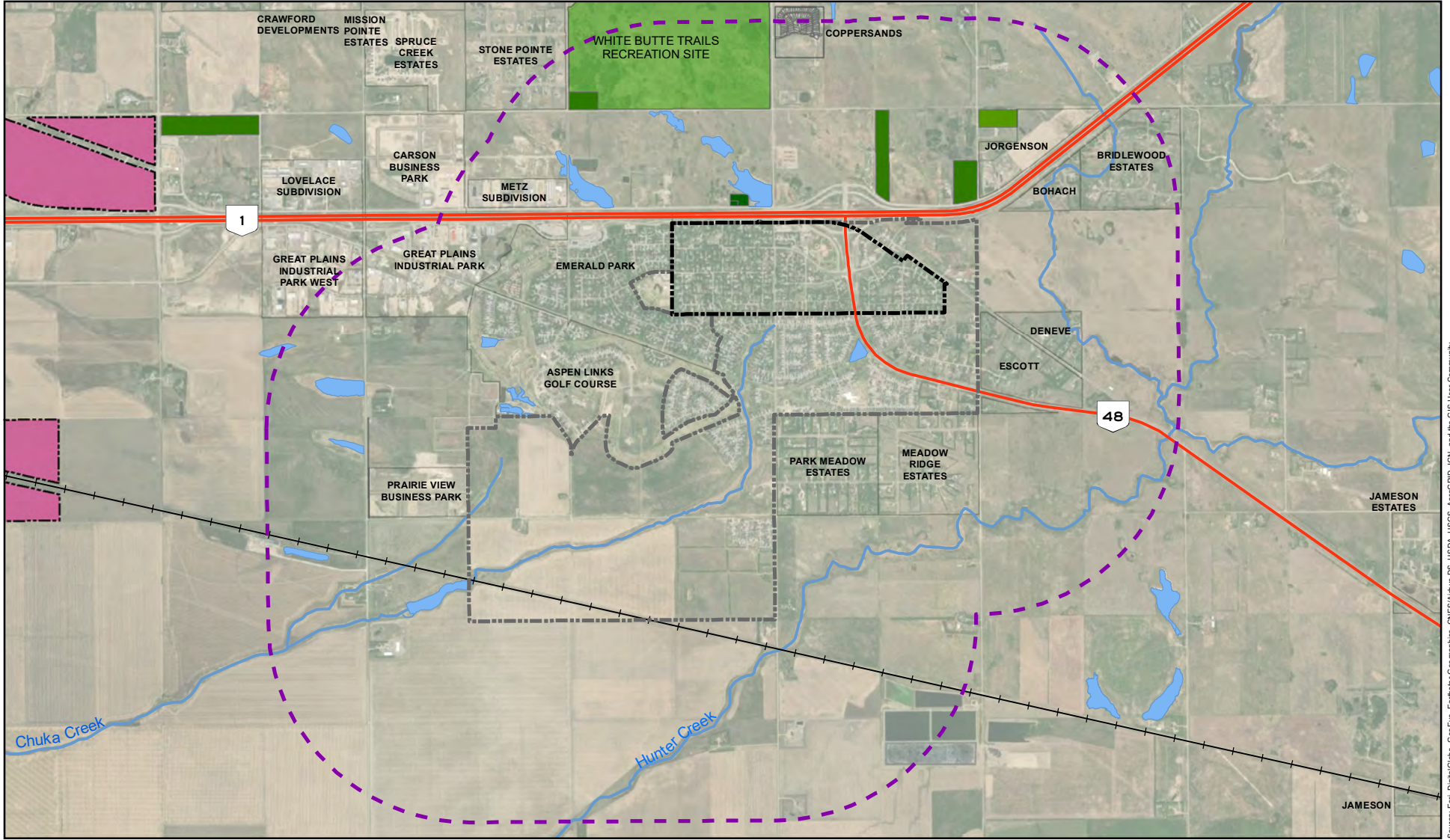




APPENDIX
Historical Chronology of
Development Barriers

A

Date: 2022-06-07 Coordinate System: NAD 1983 UTM Zone 13N Document: M:\15440_White_City_Growth_Study\2022_Growth_Study\Appendices\15440_ToWC_MapA1_1971_DwpBarriers_220807.mxd



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, JCSGS, AeroGRID, IGN, and the GIS User Community



- Village Boundary in 1971
- Current Town Boundary
- First Nation
- Highway
- Railroad

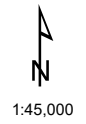
- Recreational Area
- Wildlife Conservation Easement
- Watercourse
- Water Body

- | | |
|-------------|-------------|
| 1959 - 1963 | 1989 - 1993 |
| 1964 - 1968 | 1994 - 1998 |
| 1969 - 1973 | 1999 - 2003 |
| 1974 - 1978 | 2004 - 2008 |
| 1979 - 1983 | 2009 - 2013 |
| 1984 - 1988 | 2014 - 2018 |



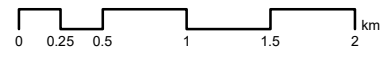
2022 GROWTH STUDY

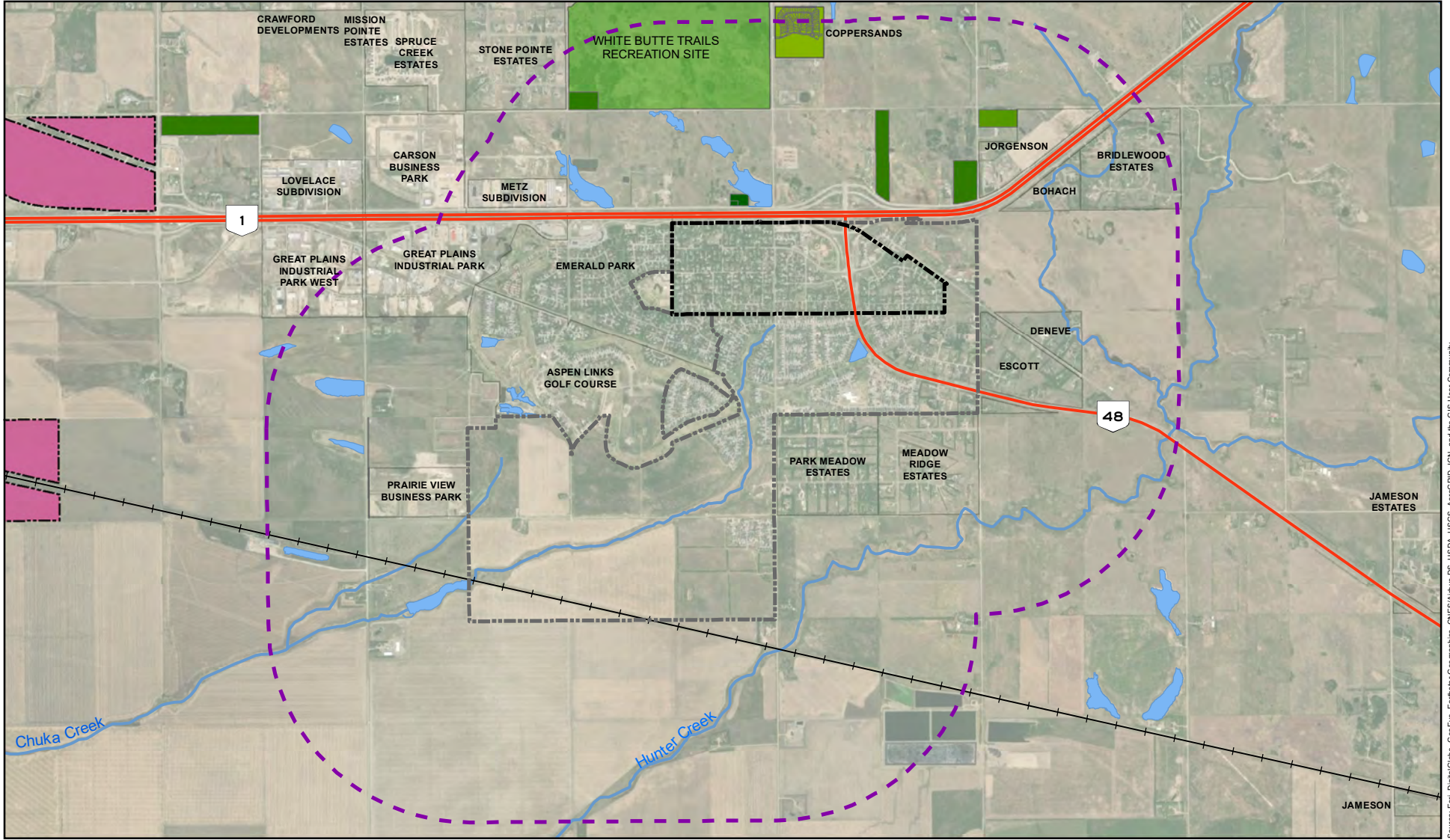
**MAP A.1:
DEVELOPMENT
BARRIERS IN 1971**



1:45,000

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- Village Boundary in 1976
- Current Town Boundary
- First Nation
- Highway
- Railroad

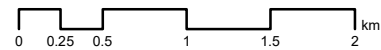
- Recreational Area
- Wildlife Conservation Easement
- Watercourse
- Water Body

- 1959 - 1963
- 1964 - 1968
- 1969 - 1973
- 1974 - 1978
- 1979 - 1983
- 1984 - 1988
- 1989 - 1993
- 1994 - 1998
- 1999 - 2003
- 2004 - 2008
- 2009 - 2013
- 2014 - 2018



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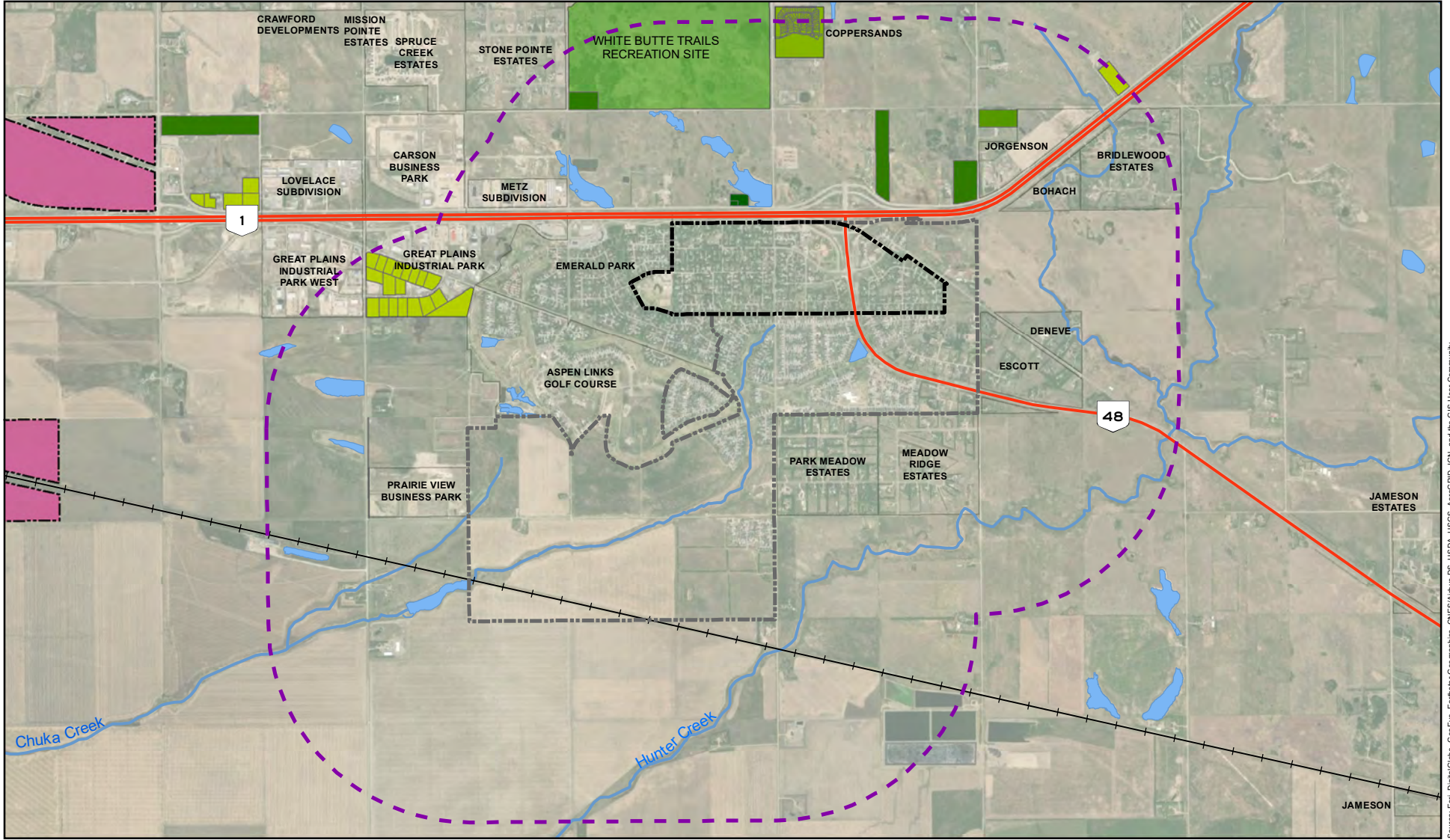
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2022 GROWTH STUDY

**MAP A.2:
DEVELOPMENT
BARRIERS IN 1976**

Date: 2022-06-07 Coordinate System: NAD 1983 UTM Zone 13N Document: M:\1540_White_City_Growth_Study\2022_Growth_Study\Appendices\1540_ToWC_MapA3_1862_DwpBarriers_220807.mxd



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, JCSGS, AeroGRID, IGN, and the User Community



- Village Boundary in 1982
- Current Town Boundary
- First Nation
- Highway
- Railroad

- Recreational Area
- Wildlife Conservation Easement
- Watercourse
- Water Body

- 1959 - 1963
- 1964 - 1968
- 1969 - 1973
- 1974 - 1978
- 1979 - 1983
- 1984 - 1988
- 1989 - 1993
- 1994 - 1998
- 1999 - 2003
- 2004 - 2008
- 2009 - 2013
- 2014 - 2018



2022 GROWTH STUDY

MAP A.3:
DEVELOPMENT
BARRIERS IN 1982

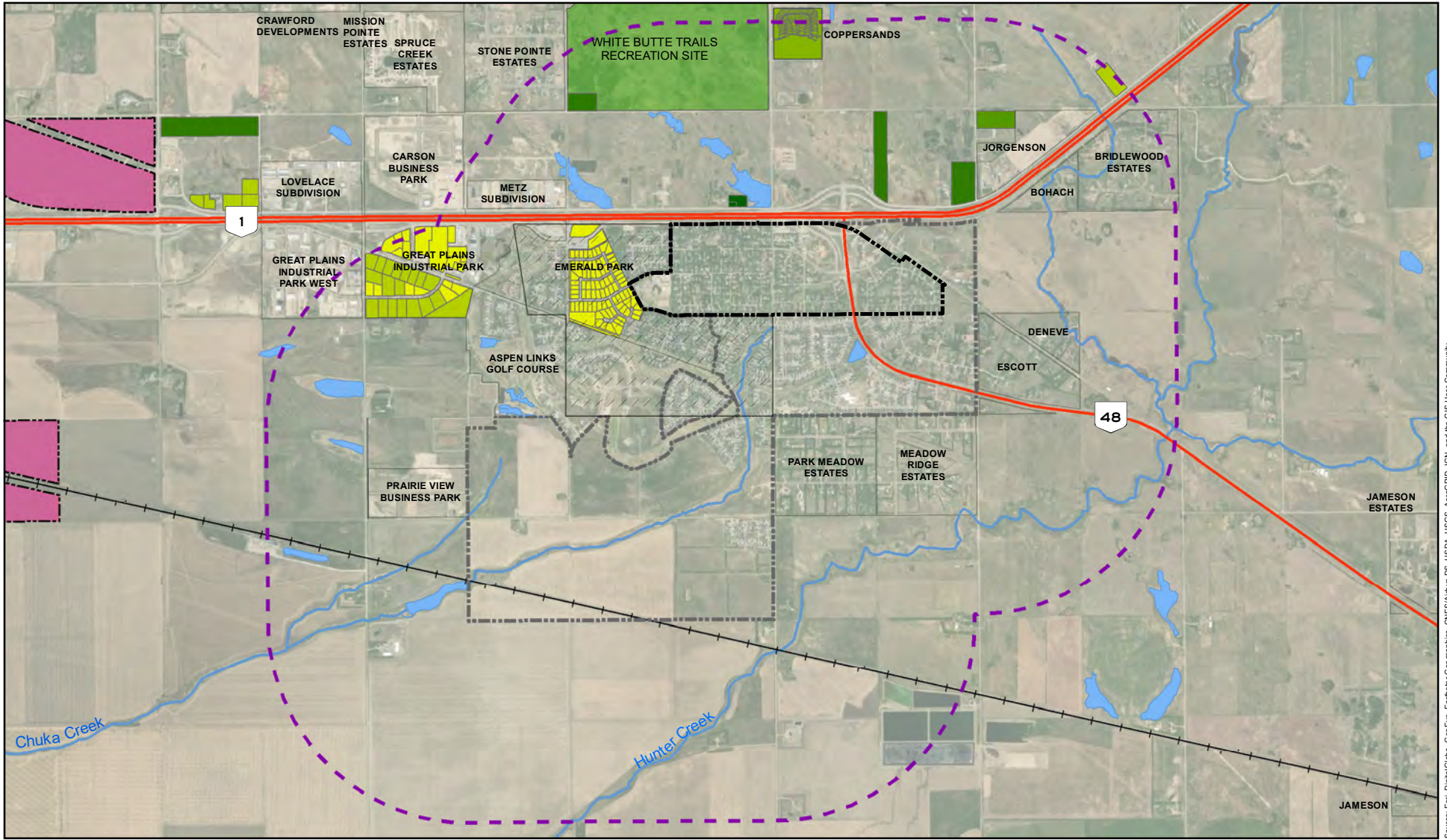


1:45,000

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Date: 2022-06-07 Coordinate System: NAD 1983 UTM Zone 13N Document: M:\1540_White_City_Growth_Study\2022_Growth_Study\Appendices\1540_ToWC_Map_A_1984_DwpBarriers_220807.mxd



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, JCS, AeroGRID, IGN, and the GIS User Community



- Village Boundary in 1984
- Land Annexed Back to RM in 1984
- Current Town Boundary
- First Nation
- Highway

- Railroad
- Recreational Area
- Wildlife Conservation Easement
- Watercourse
- Water Body

- | | |
|-------------|-------------|
| 1959 - 1963 | 1989 - 1993 |
| 1964 - 1968 | 1994 - 1998 |
| 1969 - 1973 | 1999 - 2003 |
| 1974 - 1978 | 2004 - 2008 |
| 1979 - 1983 | 2009 - 2013 |
| 1984 - 1988 | 2014 - 2018 |



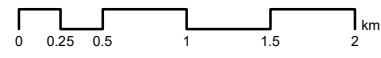
2022 GROWTH STUDY

**MAP A.4:
DEVELOPMENT
BARRIERS IN 1984**

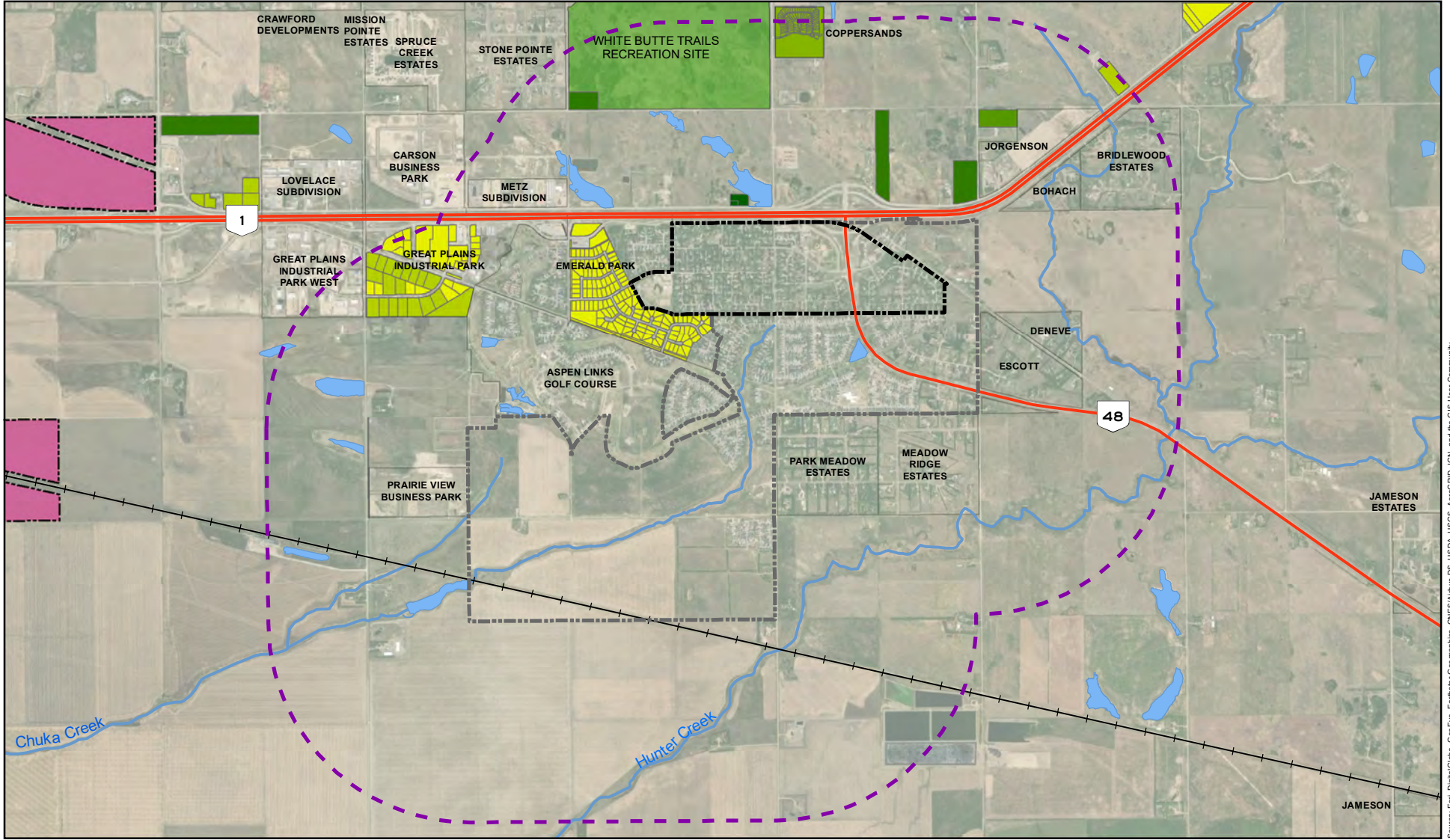


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Date: 2022-06-07 Coordinate System: NAD 1983 UTM Zone 13N Document: M:\15450_White_City_Growth_Study\25_Growth_Study\Appendices\15450_ToWC_MapA5_1887_DwpBarriers_220807.mxd



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, JCS, AeroGRID, IGN, and the GIS User Community



- Village Boundary in 1987
- Current Town Boundary
- First Nation
- Highway
- Railroad

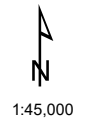
- Recreational Area
- Wildlife Conservation Easement
- Watercourse
- Water Body

- | | |
|-------------|-------------|
| 1959 - 1963 | 1989 - 1993 |
| 1964 - 1968 | 1994 - 1998 |
| 1969 - 1973 | 1999 - 2003 |
| 1974 - 1978 | 2004 - 2008 |
| 1979 - 1983 | 2009 - 2013 |
| 1984 - 1988 | 2014 - 2018 |



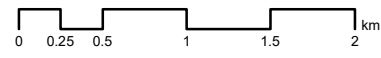
2022 GROWTH STUDY

**MAP A.5:
DEVELOPMENT
BARRIERS IN 1987**

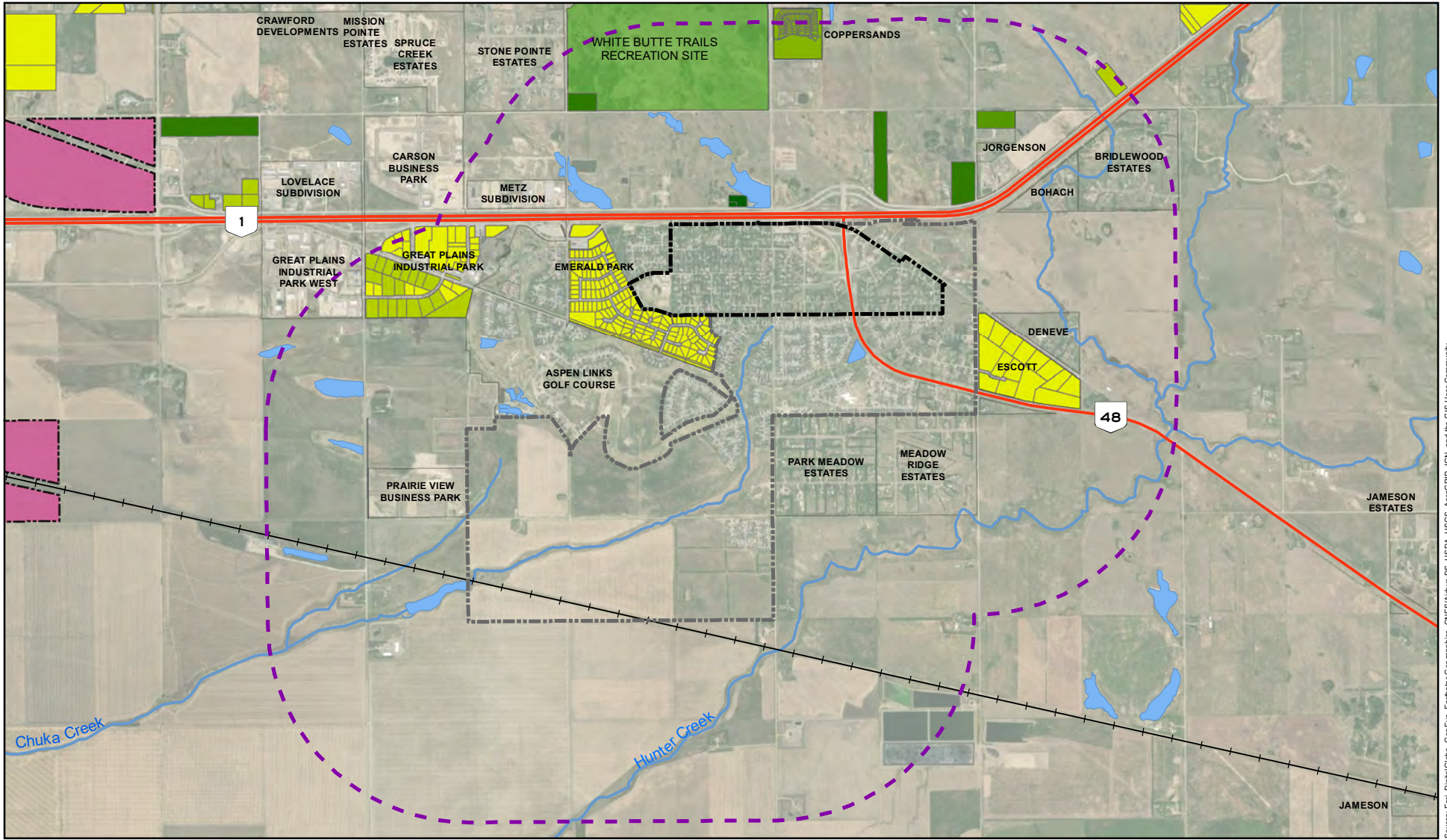


1:45,000

Integrated Expertise. Locally Delivered.



Date: 2022-06-07 Coordinate System: NAD 1983 UTM Zone 13N Document: M:\15450_White_City_Growth_Study\2022_Growth_Study\Appendices\15450_ToWC_MapA6_1983_DvlpBarriers_220807.mxd



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, JCSGS, AeroGRID, IGN, and the GIS User Community



- Village Boundary in 1988
- Current Town Boundary
- First Nation
- Highway
- Railroad

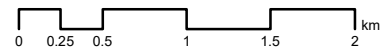
- Recreational Area
- Wildlife Conservation Easement
- Watercourse
- Water Body

- 1959 - 1963
- 1964 - 1968
- 1969 - 1973
- 1974 - 1978
- 1979 - 1983
- 1984 - 1988
- 1989 - 1993
- 1994 - 1998
- 1999 - 2003
- 2004 - 2008
- 2009 - 2013
- 2014 - 2018



1:45,000

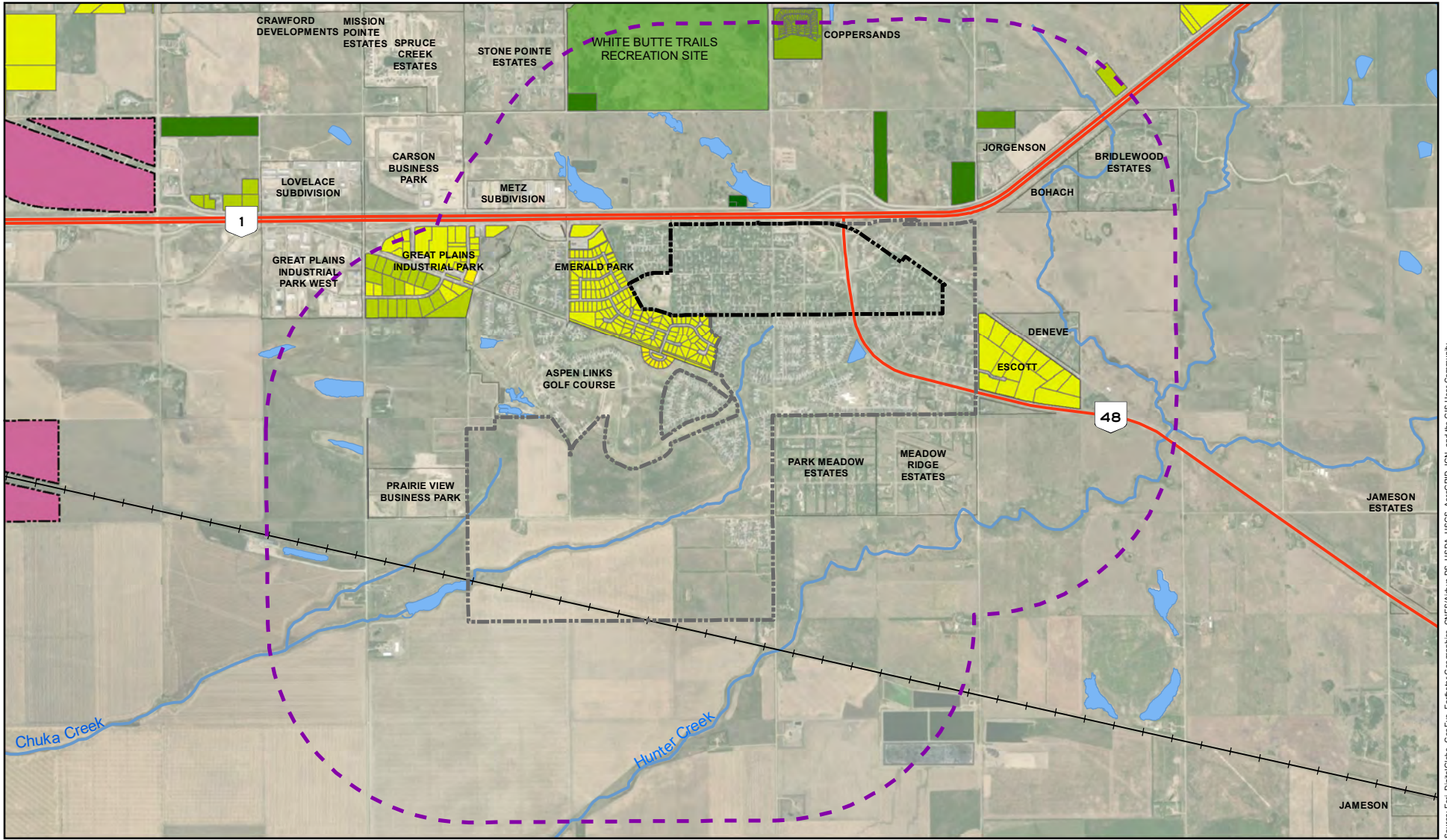
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2022 GROWTH STUDY

MAP A.6:
DEVELOPMENT
BARRIERS IN 1988

Date: 2022-06-07 Coordinate System: NAD 1983 UTM Zone 13N Document: M:\15450_White_City_Growth_Study\2022_Growth_Study\Appendices\15450_ToWC_MapA7_1989_DwpBarriers_220807.mxd



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, JCS, AeroGRID, IGN, and the User Community



- Village Boundary in 1989
- Current Town Boundary
- First Nation
- Highway
- Railroad

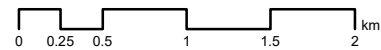
- Recreational Area
- Wildlife Conservation Easement
- Watercourse
- Water Body

- 1959 - 1963
- 1964 - 1968
- 1969 - 1973
- 1974 - 1978
- 1979 - 1983
- 1984 - 1988
- 1989 - 1993
- 1994 - 1998
- 1999 - 2003
- 2004 - 2008
- 2009 - 2013
- 2014 - 2018



1:45,000

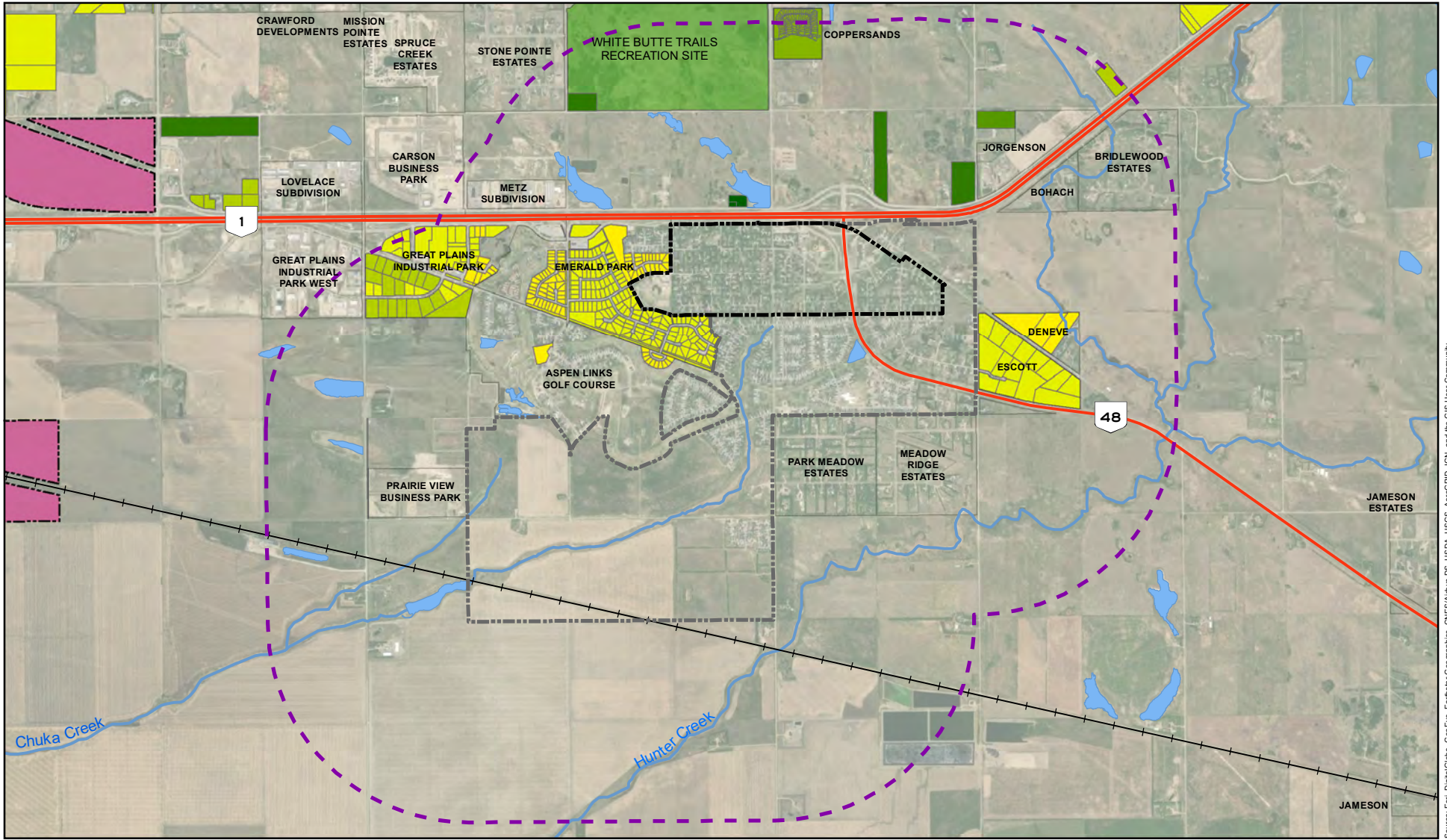
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2022 GROWTH STUDY

MAP A.7:
DEVELOPMENT
BARRIERS IN 1989

Date: 2022-06-07 Coordinate System: NAD 1983 UTM Zone 13N Document: M:\15450_White_City_Growth_Study\2022_Growth_Study\Appendices\15450_ToWC_MapA8_1980_DwpBarriers_220807.mxd



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, JCSGS, AeroGRID, IGN, and the GIS User Community



- Village Boundary in 1990
- Current Town Boundary
- First Nation
- Highway
- Railroad

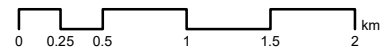
- Recreational Area
- Wildlife Conservation Easement
- Watercourse
- Water Body

- 1959 - 1963
- 1964 - 1968
- 1969 - 1973
- 1974 - 1978
- 1979 - 1983
- 1984 - 1988
- 1989 - 1993
- 1994 - 1998
- 1999 - 2003
- 2004 - 2008
- 2009 - 2013
- 2014 - 2018



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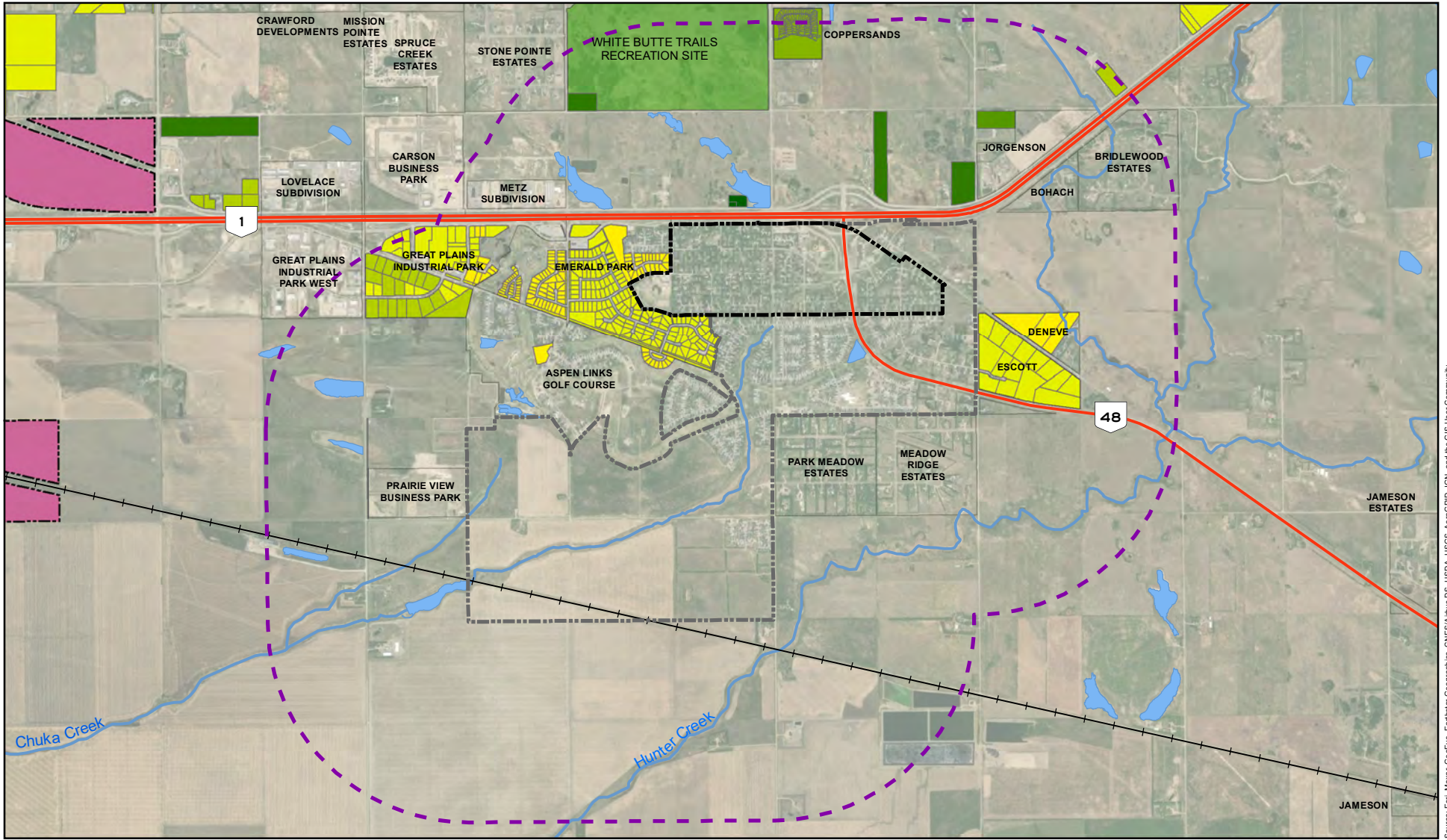
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2022 GROWTH STUDY

**MAP A.8:
DEVELOPMENT
BARRIERS IN 1990**

Date: 2022-06-07 Coordinate System: NAD 1983 UTM Zone 13N Document: M:\1540_White_City_Growth_Study\2022_Growth_Study\Appendices\1540_ToWC_MapA9_1991_DwpBarriers_220807.mxd



- Village Boundary in 1991
- Current Town Boundary
- First Nation
- Highway
- Railroad

- Recreational Area
- Wildlife Conservation Easement
- Watercourse
- Water Body

- 1959 - 1963
- 1964 - 1968
- 1969 - 1973
- 1974 - 1978
- 1979 - 1983
- 1984 - 1988
- 1989 - 1993
- 1994 - 1998
- 1999 - 2003
- 2004 - 2008
- 2009 - 2013
- 2014 - 2018



2022 GROWTH STUDY

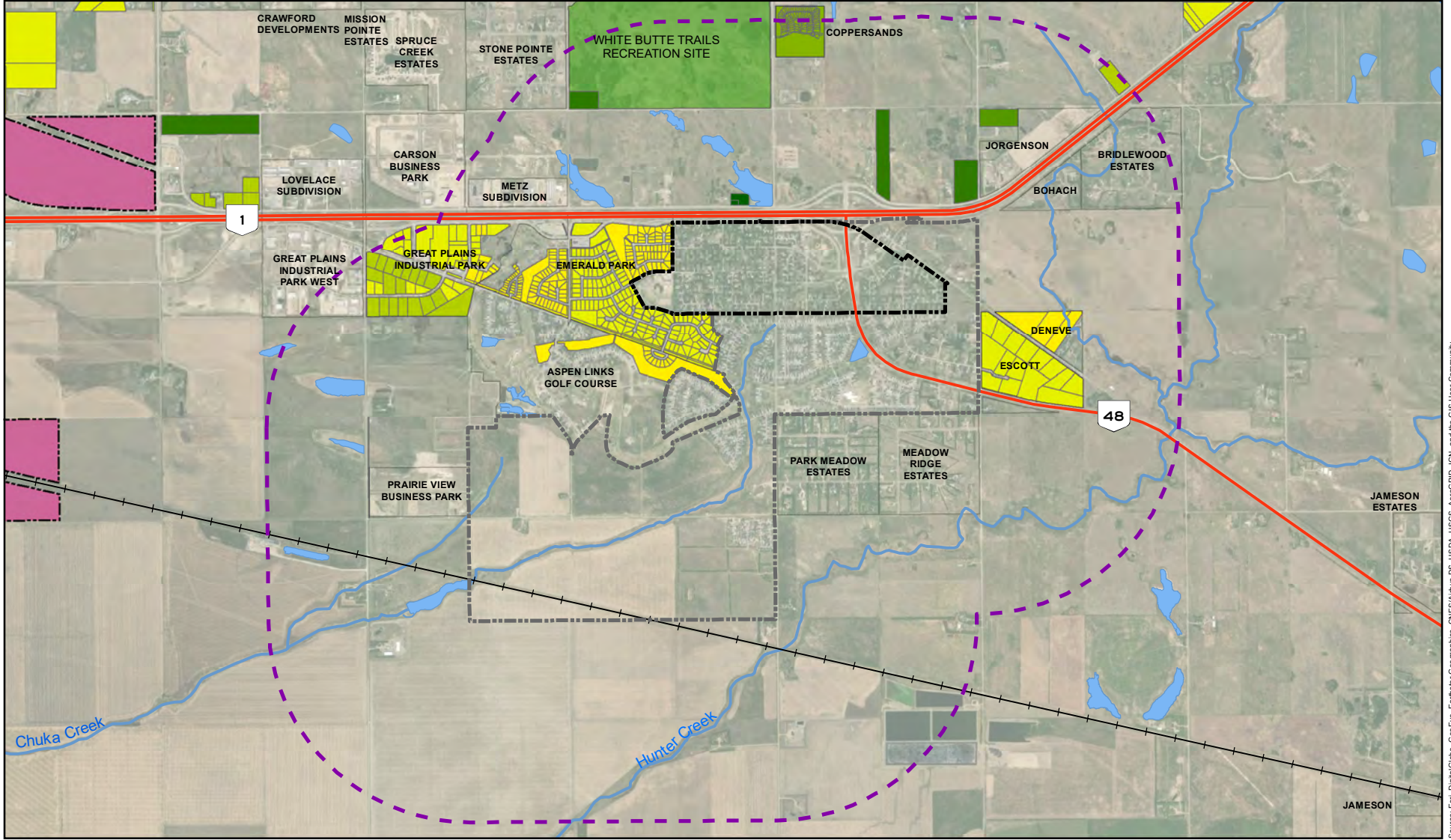
**MAP A.9:
DEVELOPMENT
BARRIERS IN 1991**



1:45,000

Integrated Expertise. Locally Delivered.





- Village Boundary in 1992
- Current Town Boundary
- First Nation
- Highway
- Railroad

- Recreational Area
- Wildlife Conservation Easement
- Watercourse
- Water Body

- | | |
|-------------|-------------|
| 1959 - 1963 | 1989 - 1993 |
| 1964 - 1968 | 1994 - 1998 |
| 1969 - 1973 | 1999 - 2003 |
| 1974 - 1978 | 2004 - 2008 |
| 1979 - 1983 | 2009 - 2013 |
| 1984 - 1988 | 2014 - 2018 |



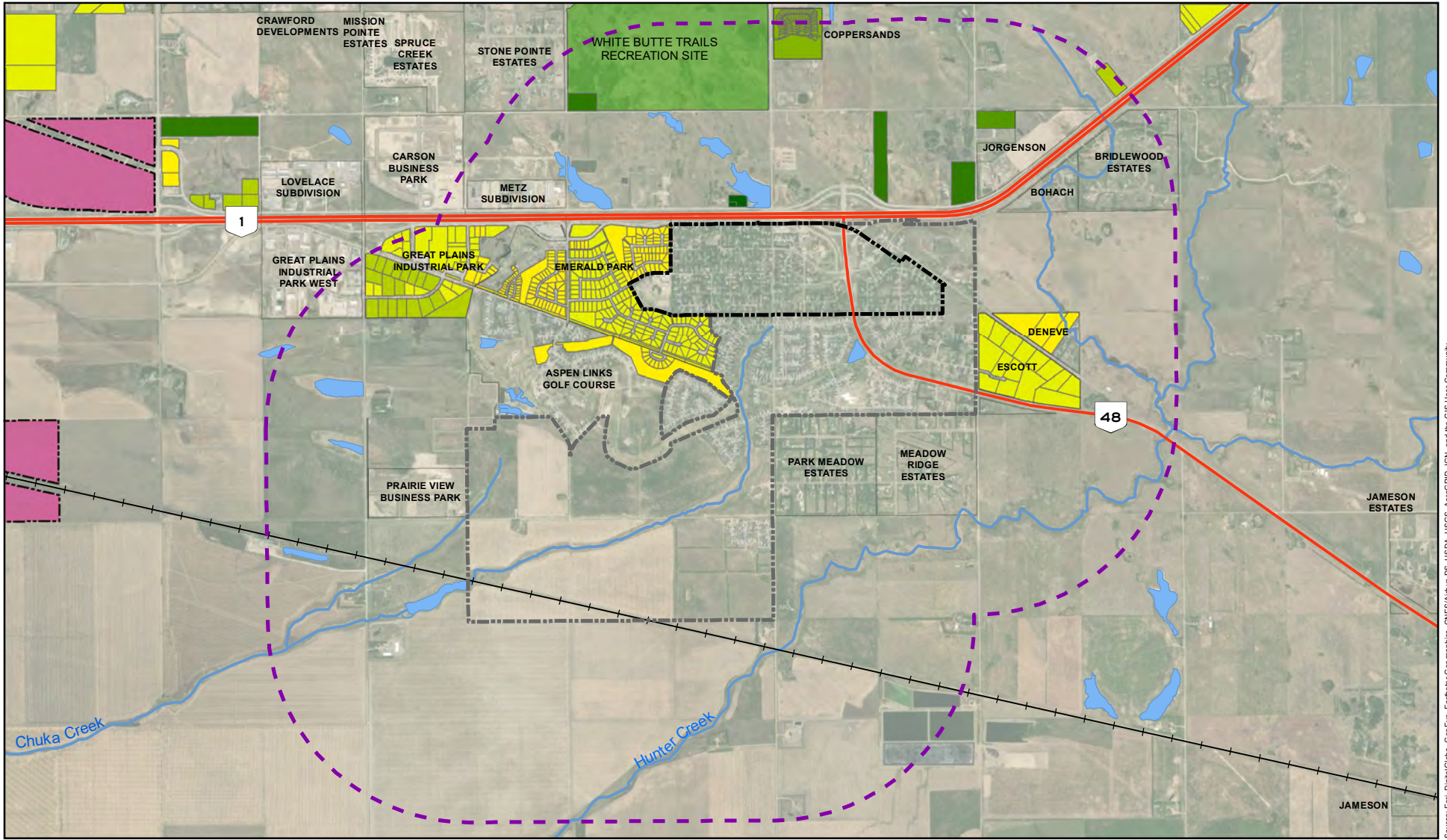
2022 GROWTH STUDY

**MAP A.10:
DEVELOPMENT
BARRIERS IN 1992**

1:45,000

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- Village Boundary in 1993
- Current Town Boundary
- First Nation
- Highway
- Railroad

- Recreational Area
- Wildlife Conservation Easement
- Watercourse
- Water Body

- | | |
|-------------|-------------|
| 1959 - 1963 | 1989 - 1993 |
| 1964 - 1968 | 1994 - 1998 |
| 1969 - 1973 | 1999 - 2003 |
| 1974 - 1978 | 2004 - 2008 |
| 1979 - 1983 | 2009 - 2013 |
| 1984 - 1988 | 2014 - 2018 |



2022 GROWTH STUDY

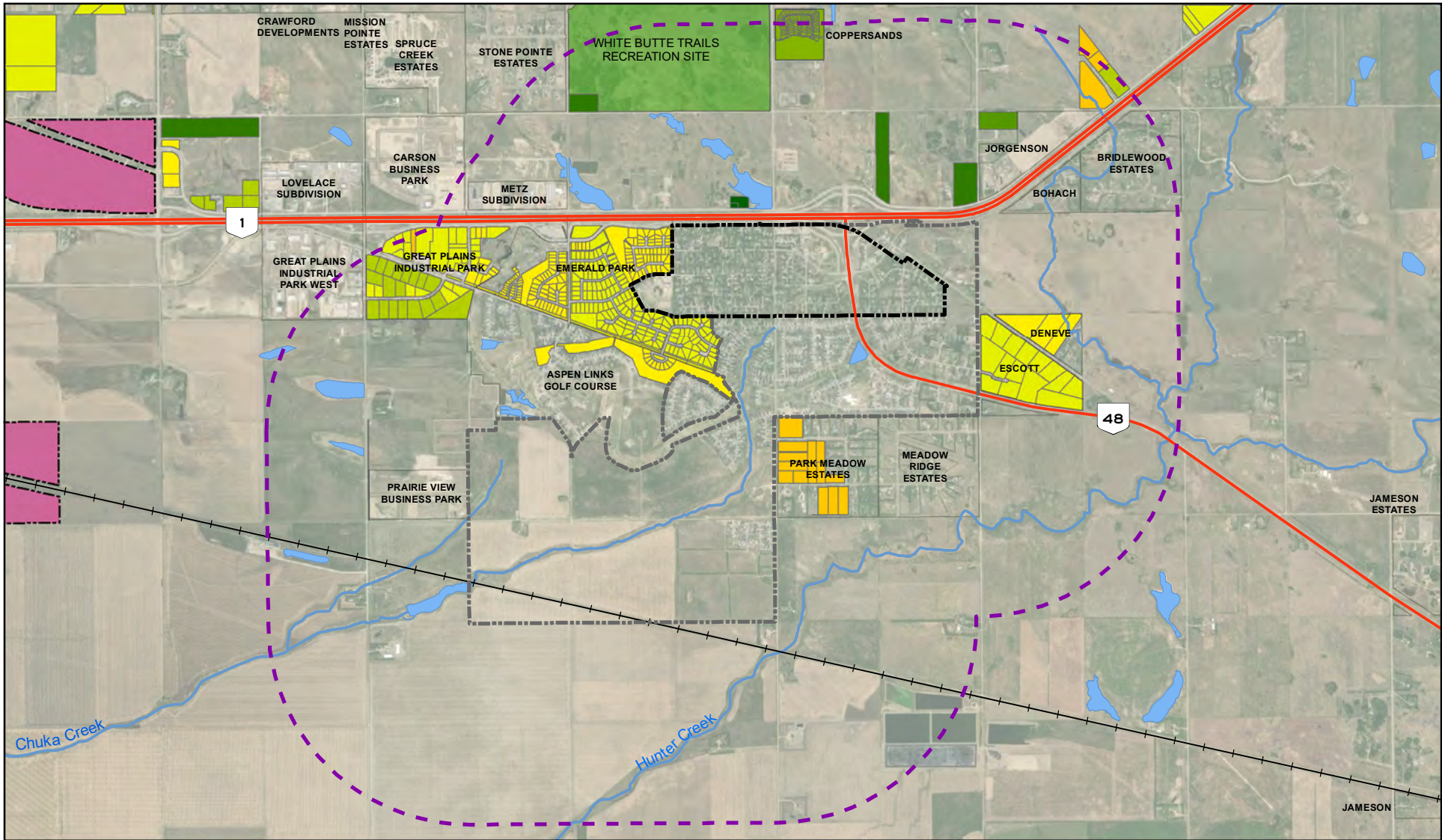
**MAP A.11:
DEVELOPMENT
BARRIERS IN 1993**

1:45,000

Integrated Expertise. Locally Delivered.



Date: 2022-06-07 Coordinate System: NAD 1983 UTM Zone 13N Document: M:\15450_White_City_Growth_Study\2022_Growth_Study\Appendices\15450_ToWC_MapA12_1994_DevelopmentBarriers_202007.mxd



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



- Village Boundary in 1994
- Current Town Boundary
- First Nation
- Highway
- Railroad

- Recreational Area
- Wildlife Conservation Easement
- Watercourse
- Water Body

- 1959 - 1963
- 1964 - 1968
- 1969 - 1973
- 1974 - 1978
- 1979 - 1983
- 1984 - 1988
- 1989 - 1993
- 1994 - 1998
- 1999 - 2003
- 2004 - 2008
- 2009 - 2013
- 2014 - 2018



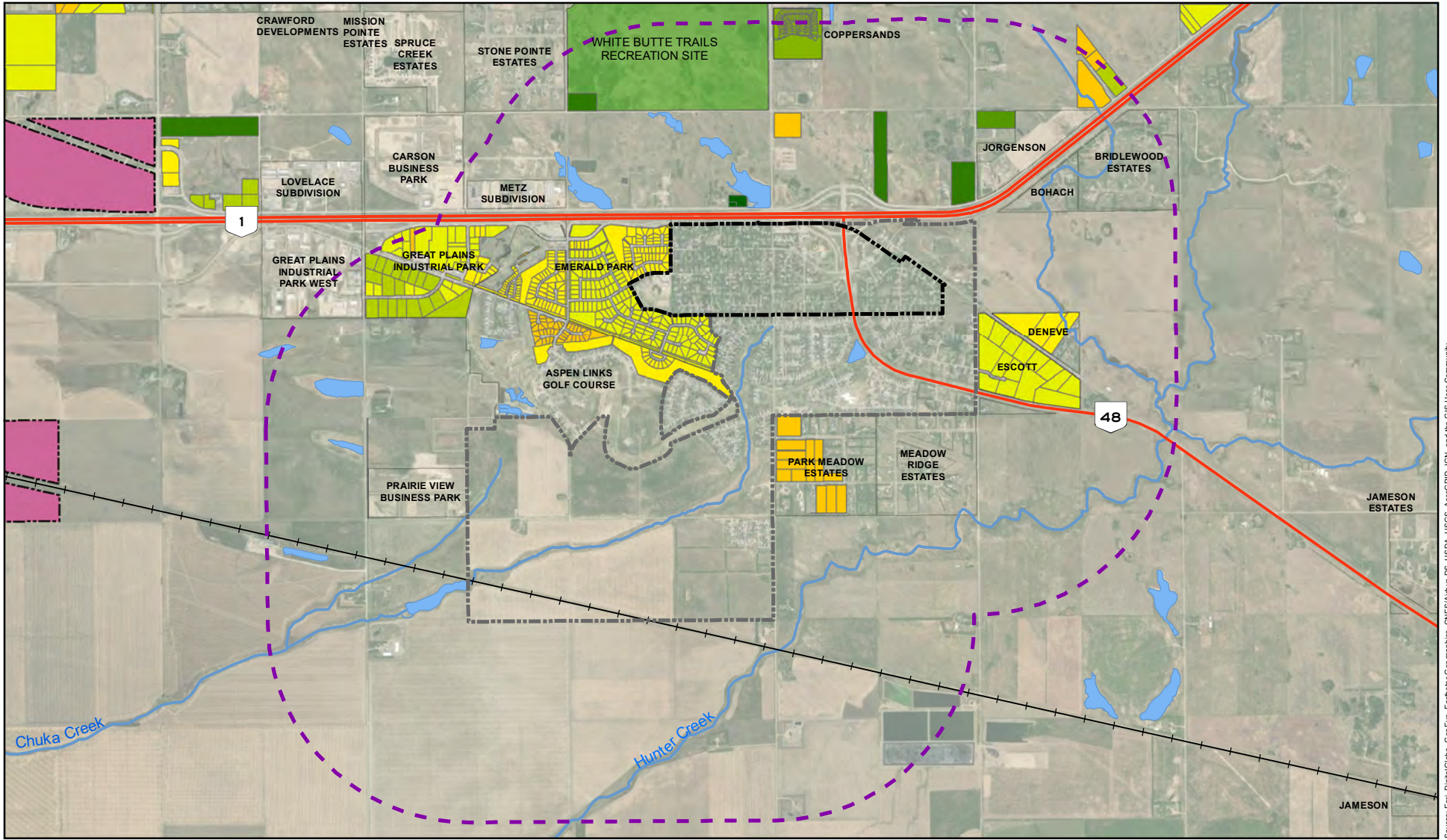
1:45,000

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2022 GROWTH STUDY

MAP A.12:
DEVELOPMENT
BARRIERS IN 1994



- Village Boundary in 1996
- Current Town Boundary
- First Nation
- Highway
- Railroad

- Recreational Area
- Wildlife Conservation Easement
- Watercourse
- Water Body

- | | |
|-------------|-------------|
| 1959 - 1963 | 1989 - 1993 |
| 1964 - 1968 | 1994 - 1998 |
| 1969 - 1973 | 1999 - 2003 |
| 1974 - 1978 | 2004 - 2008 |
| 1979 - 1983 | 2009 - 2013 |
| 1984 - 1988 | 2014 - 2018 |



2022 GROWTH STUDY

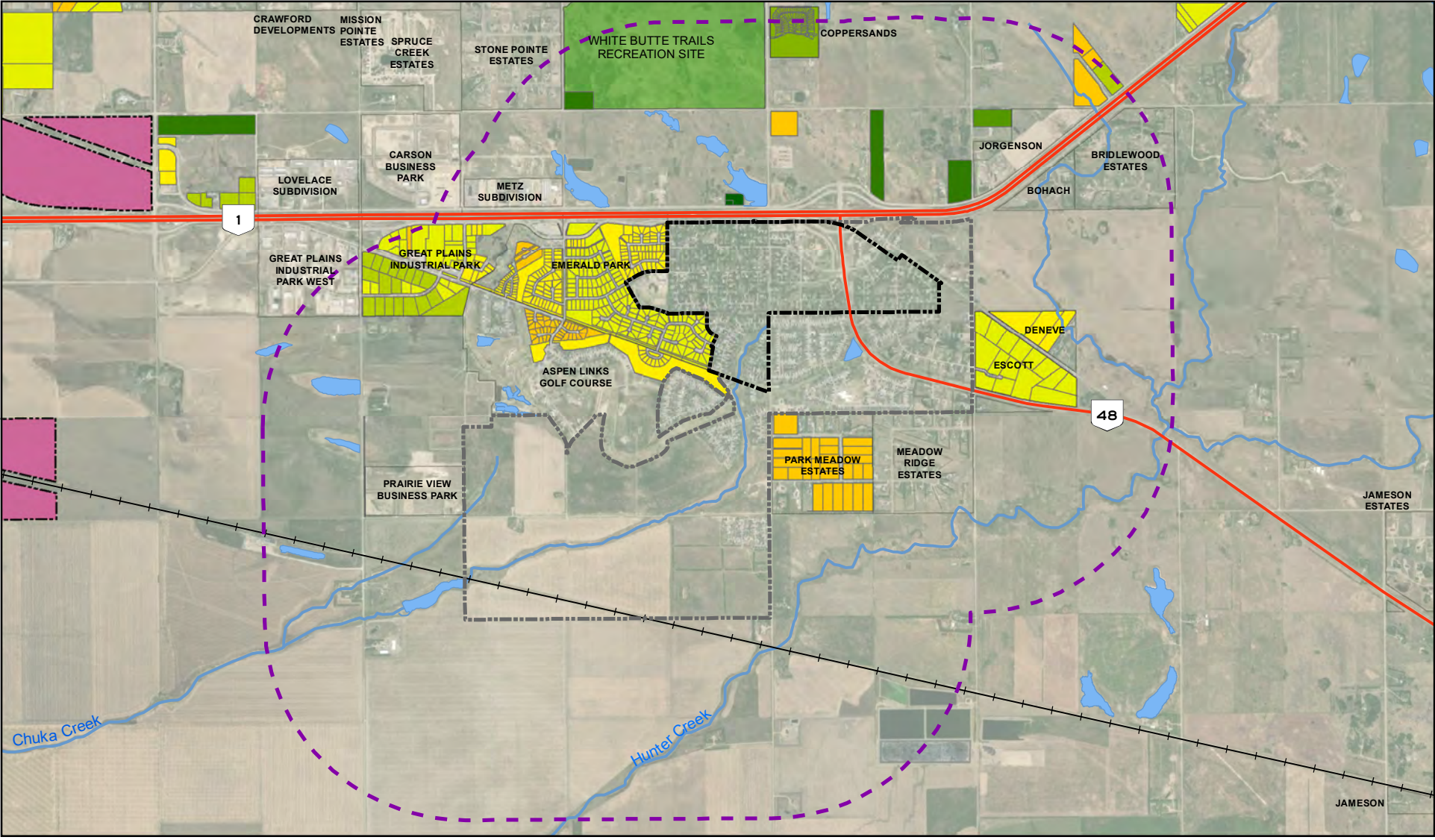
**MAP A.13:
DEVELOPMENT
BARRIERS IN 1996**

1:45,000

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Date: 2022-06-07 Coordinate System: NAD 1983 UTM Zone 13N Document: M:\15450_White_City_Growth_Study\2022_Growth_Study\Appendices\15450_ToWC_MapA14_1997_DevelopmentBarriers_2007.mxd



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



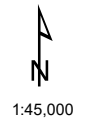
- Village Boundary in 1997
- Current Town Boundary
- First Nation
- Highway
- Railroad

- Recreational Area
- Wildlife Conservation Easement
- Watercourse
- Water Body

- 1959 - 1963
- 1964 - 1968
- 1969 - 1973
- 1974 - 1978
- 1979 - 1983
- 1984 - 1988
- 1989 - 1993
- 1994 - 1998
- 1999 - 2003
- 2004 - 2008
- 2009 - 2013
- 2014 - 2018

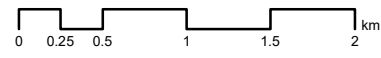


2022 GROWTH STUDY
MAP A.14:
DEVELOPMENT
BARRIERS IN 1997

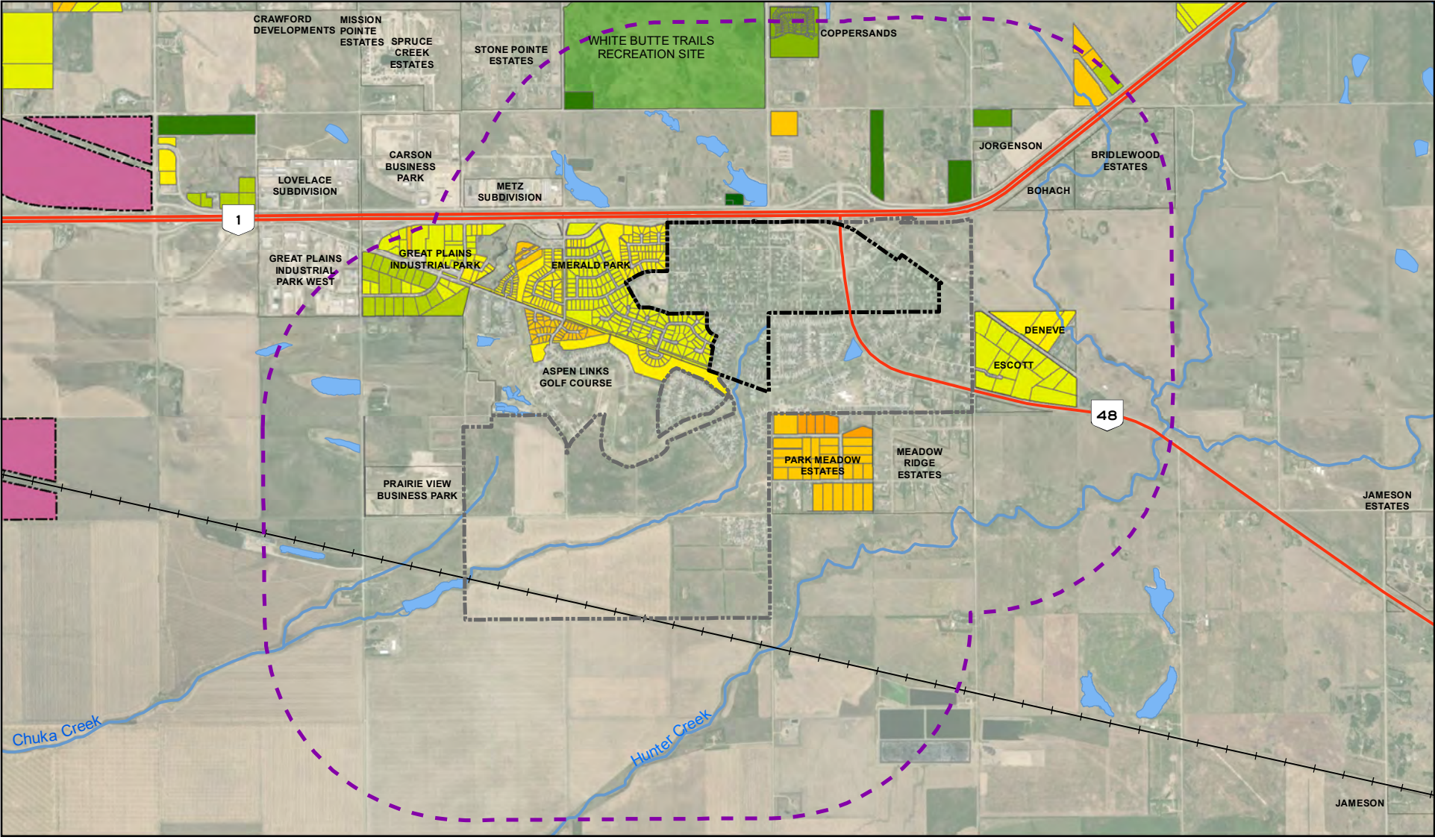


1:45,000

Integrated Expertise. Locally Delivered.



Date: 2022-06-07 Coordinate System: NAD 1983 UTM Zone 13N Document: M:\15450_White_City_Growth_Study\2022_Growth_Study\Appendices\15450_ToWC_MapA15_1999_DevBarriers_2007.mxd



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, JCS, AeroGRID, IGN, and the User Community



- Village Boundary in 1999
- Current Town Boundary
- First Nation
- Highway
- Railroad

- Recreational Area
- Wildlife Conservation Easement
- Watercourse
- Water Body

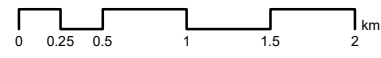
- 1959 - 1963
- 1964 - 1968
- 1969 - 1973
- 1974 - 1978
- 1979 - 1983
- 1984 - 1988
- 1989 - 1993
- 1994 - 1998
- 1999 - 2003
- 2004 - 2008
- 2009 - 2013
- 2014 - 2018

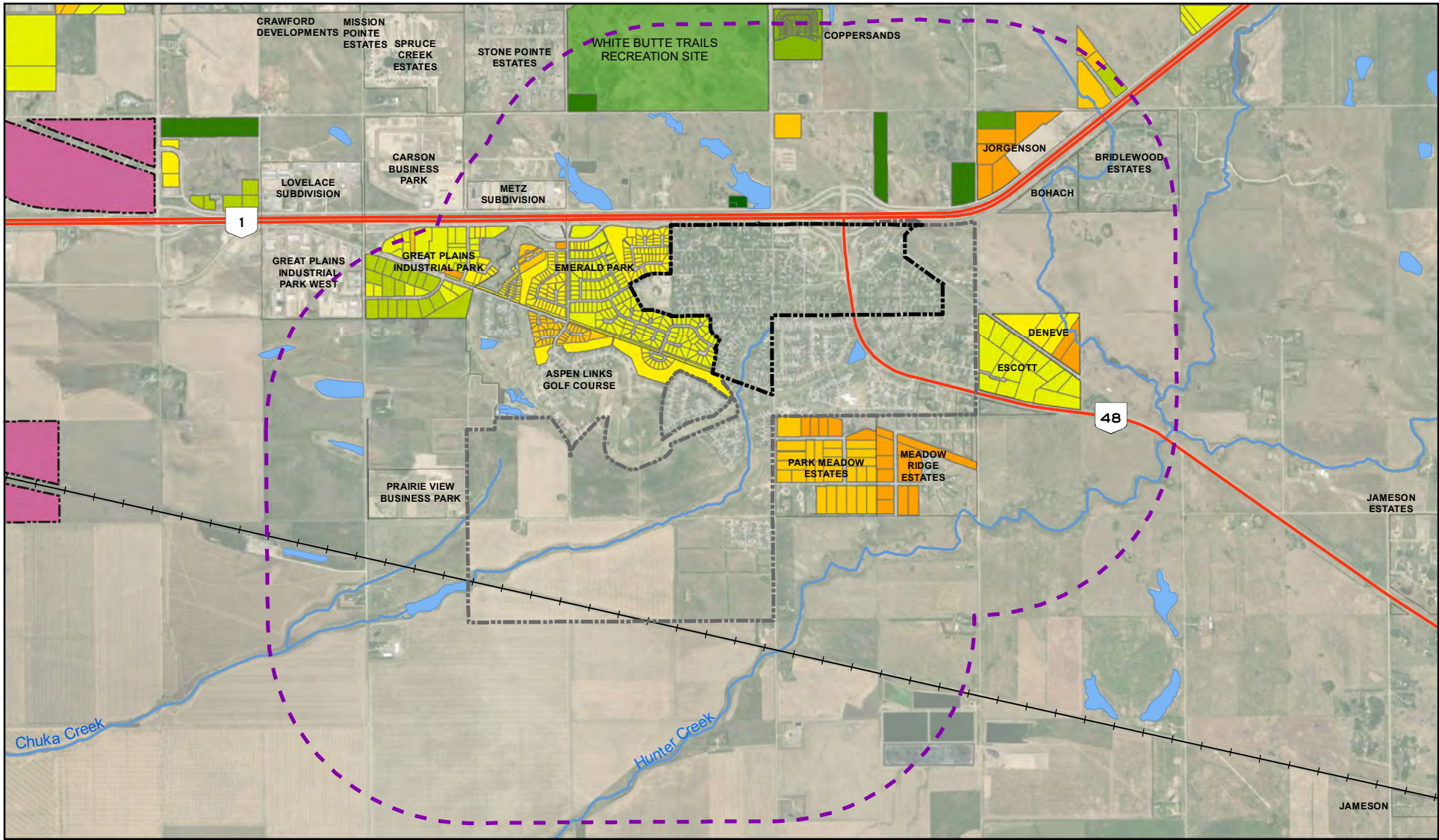


2022 GROWTH STUDY
MAP A.15:
DEVELOPMENT
BARRIERS IN 1999



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- Town Boundary in 2000
- Current Town Boundary
- First Nation
- Highway
- Railroad

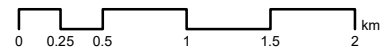
- Recreational Area
- Wildlife Conservation Easement
- Watercourse
- Water Body

- 1959 - 1963
- 1964 - 1968
- 1969 - 1973
- 1974 - 1978
- 1979 - 1983
- 1984 - 1988
- 1989 - 1993
- 1994 - 1998
- 1999 - 2003
- 2004 - 2008
- 2009 - 2013
- 2014 - 2018



1:45,000

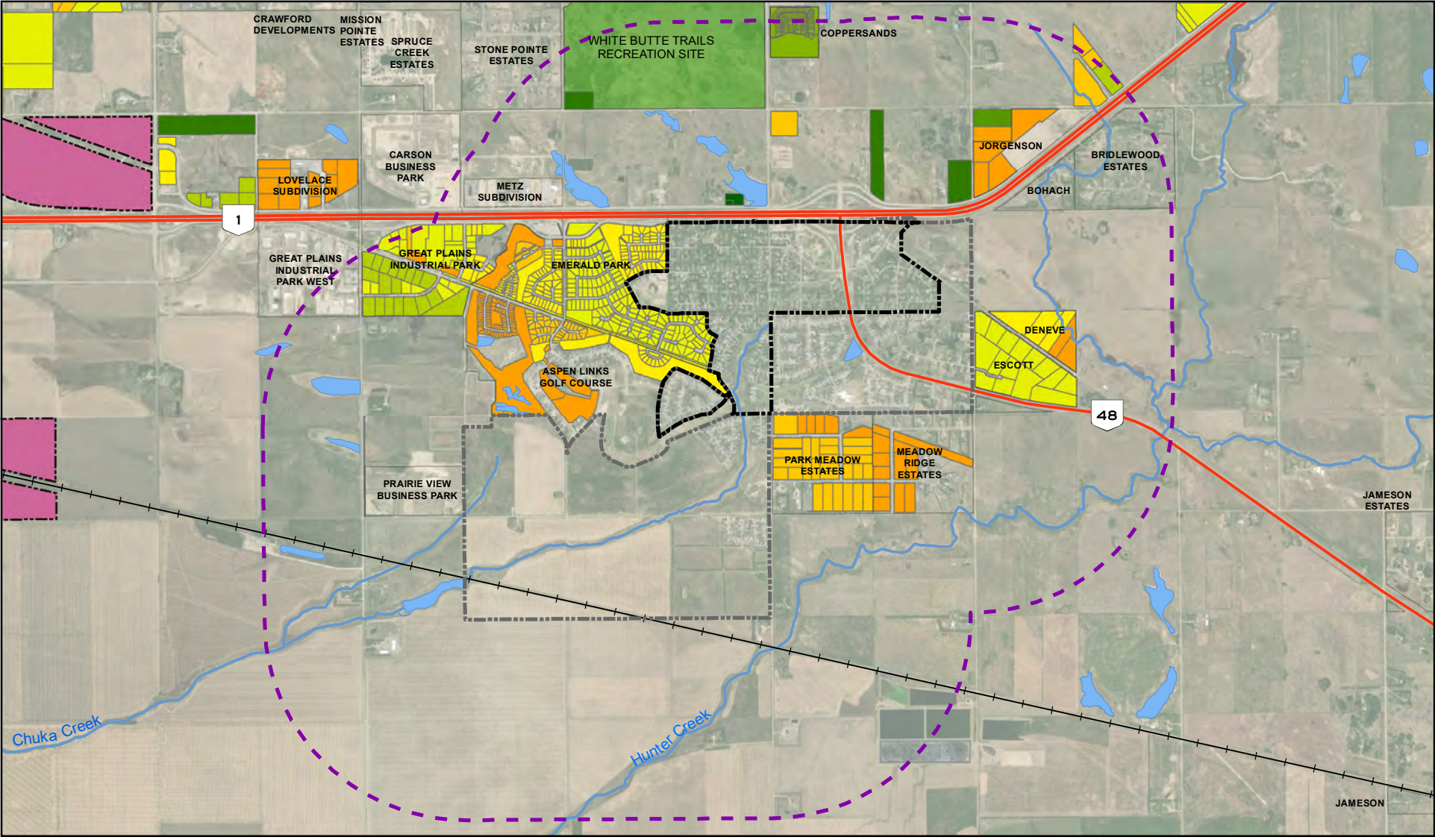
Integrated Expertise. Locally Delivered.



2022 GROWTH STUDY

MAP A.16:
DEVELOPMENT
BARRIERS IN 2000

Date: 2022-06-07 Coordinate System: NAD 1983 UTM Zone 13N Document: M:\1540_White_City_Growth_Study\2022_Growth_Study\Appendices\1540_ToWC_MapA17_2011_DevelopmentBarriers_2001.mxd



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, JCS, AeroGRID, IGN, and the User Community



- Town Boundary in 2001
- Current Town Boundary
- First Nation
- Highway
- Railroad

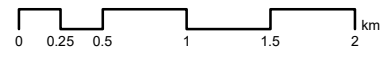
- Recreational Area
- Wildlife Conservation Easement
- Watercourse
- Water Body

- 1959 - 1963
- 1964 - 1968
- 1969 - 1973
- 1974 - 1978
- 1979 - 1983
- 1984 - 1988
- 1989 - 1993
- 1994 - 1998
- 1999 - 2003
- 2004 - 2008
- 2009 - 2013
- 2014 - 2018

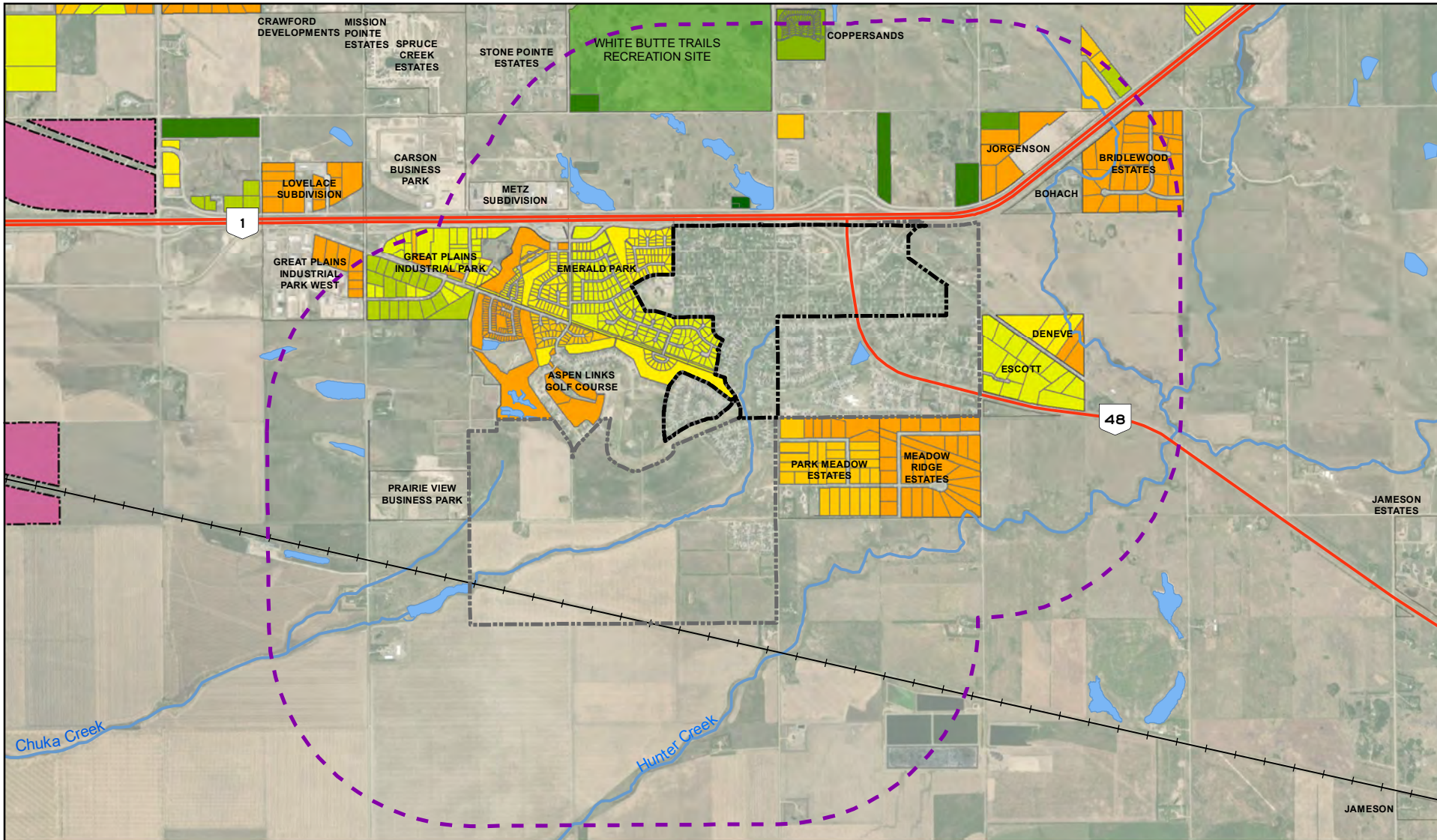


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2022 GROWTH STUDY
MAP A.17:
DEVELOPMENT
BARRIERS IN 2001



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



- Town Boundary in 2002
- Current Town Boundary
- First Nation
- Highway
- Railroad

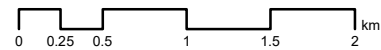
- Recreational Area
- Wildlife Conservation Easement
- Watercourse
- Water Body

- 1959 - 1963
- 1964 - 1968
- 1969 - 1973
- 1974 - 1978
- 1979 - 1983
- 1984 - 1988
- 1989 - 1993
- 1994 - 1998
- 1999 - 2003
- 2004 - 2008
- 2009 - 2013
- 2014 - 2018

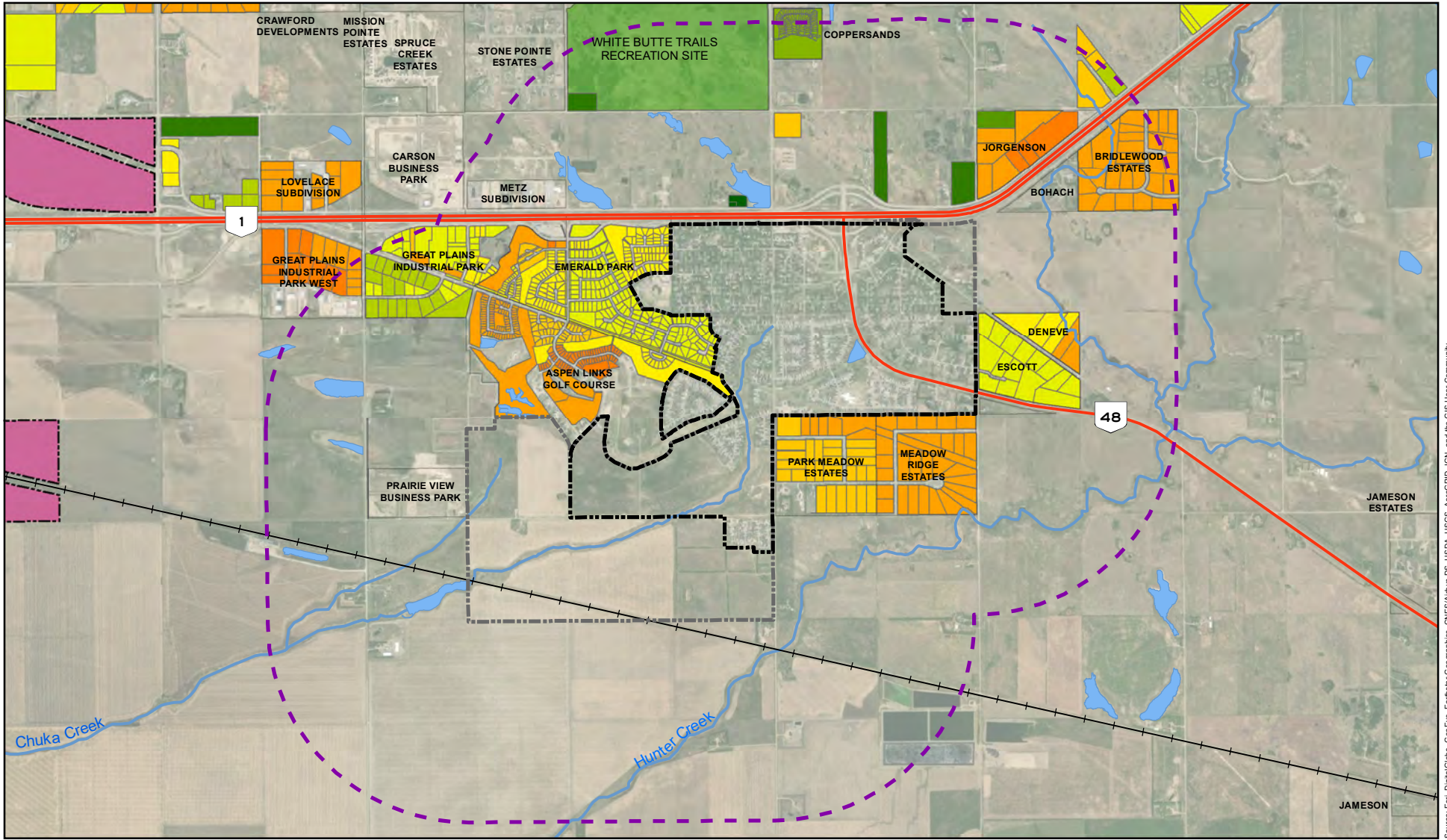


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2020 GROWTH STUDY
MAP A.18:
DEVELOPMENT
BARRIERS IN 2002



- Town Boundary in 2005
- Current Town Boundary
- First Nation
- Highway
- Railroad

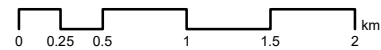
- Recreational Area
- Wildlife Conservation Easement
- Watercourse
- Water Body

- 1959 - 1963
- 1964 - 1968
- 1969 - 1973
- 1974 - 1978
- 1979 - 1983
- 1984 - 1988
- 1989 - 1993
- 1994 - 1998
- 1999 - 2003
- 2004 - 2008
- 2009 - 2013
- 2014 - 2018

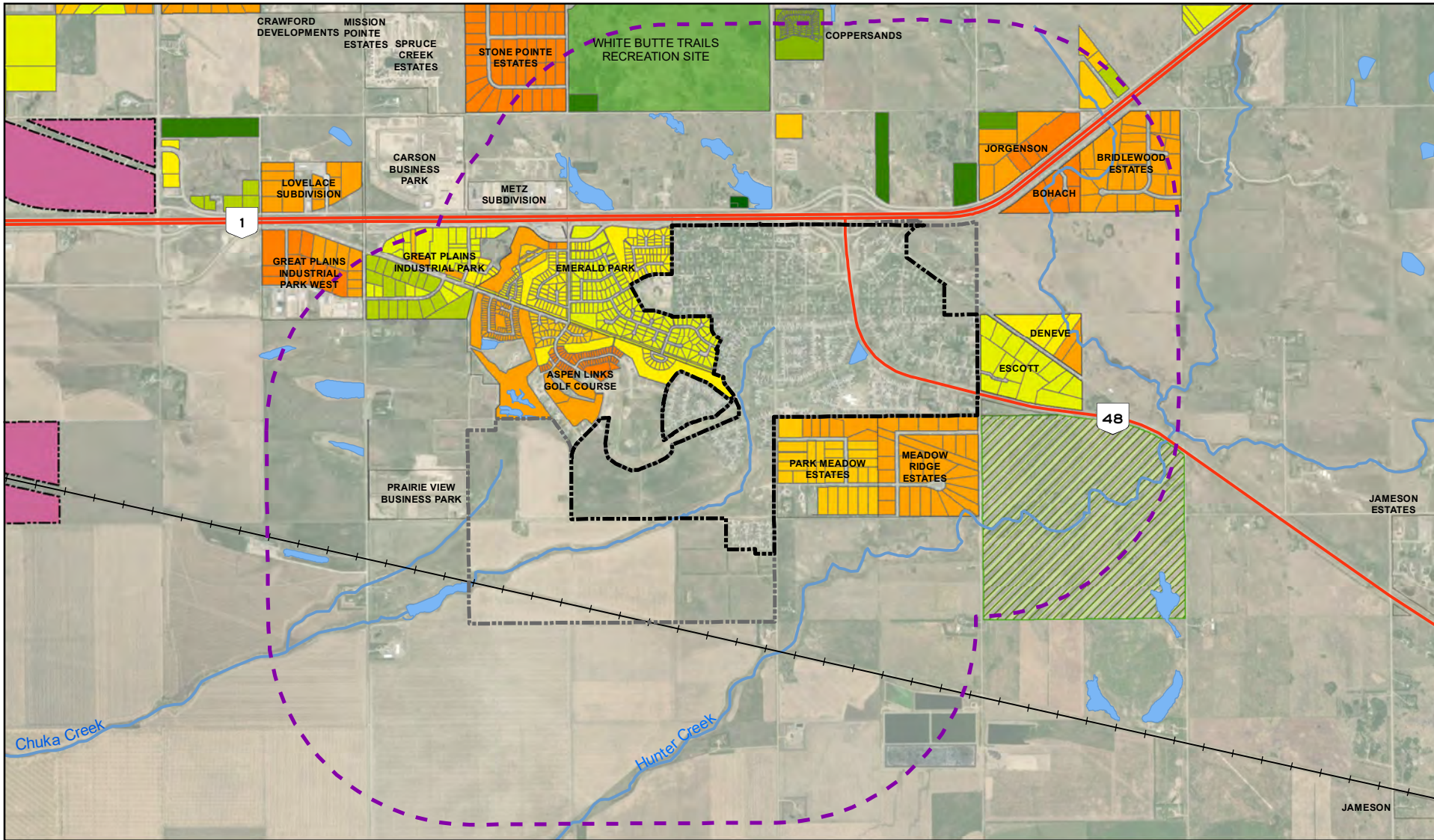


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2022 GROWTH STUDY
MAP A.19:
DEVELOPMENT
BARRIERS IN 2005



- Town Boundary in 2008
- Current Town Boundary
- First Nation
- Highway
- Railroad

- Recreational Area
- Wildlife Conservation Easement
- Watercourse
- Water Body

- 1959 - 1963
- 1964 - 1968
- 1969 - 1973
- 1974 - 1978
- 1979 - 1983
- 1984 - 1988
- 1989 - 1993
- 1994 - 1998
- 1999 - 2003
- 2004 - 2008
- 2009 - 2013
- 2014 - 2018

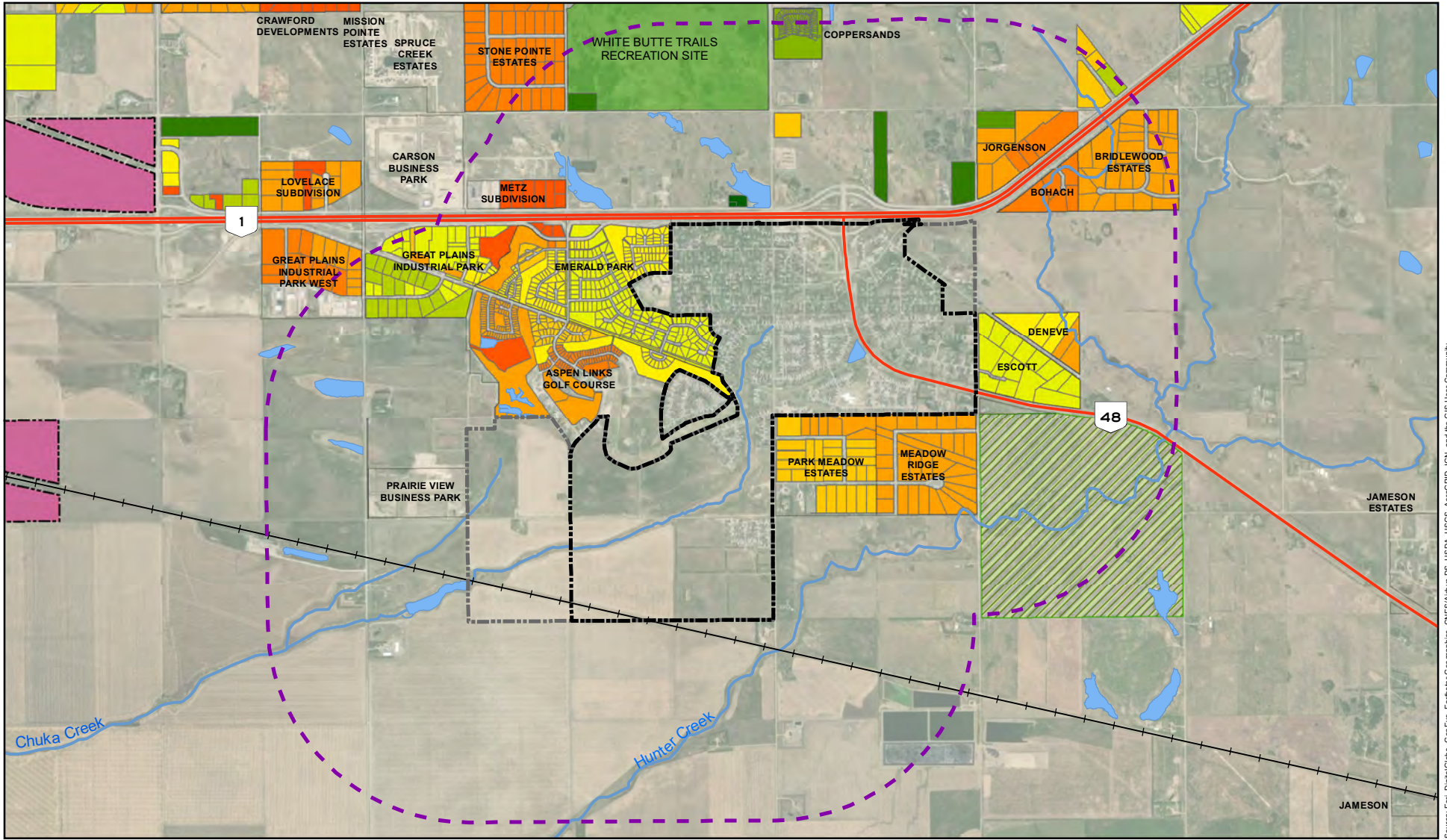


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2022 GROWTH STUDY
MAP A.20:
DEVELOPMENT
BARRIERS IN 2008



- Town Boundary in 2010
- Current Town Boundary
- First Nation
- Highway
- Railroad

- Recreational Area
- Wildlife Conservation Easement
- Watercourse
- Water Body

- 1959 - 1963
- 1964 - 1968
- 1969 - 1973
- 1974 - 1978
- 1979 - 1983
- 1984 - 1988
- 1989 - 1993
- 1994 - 1998
- 1999 - 2003
- 2004 - 2008
- 2009 - 2013
- 2014 - 2018



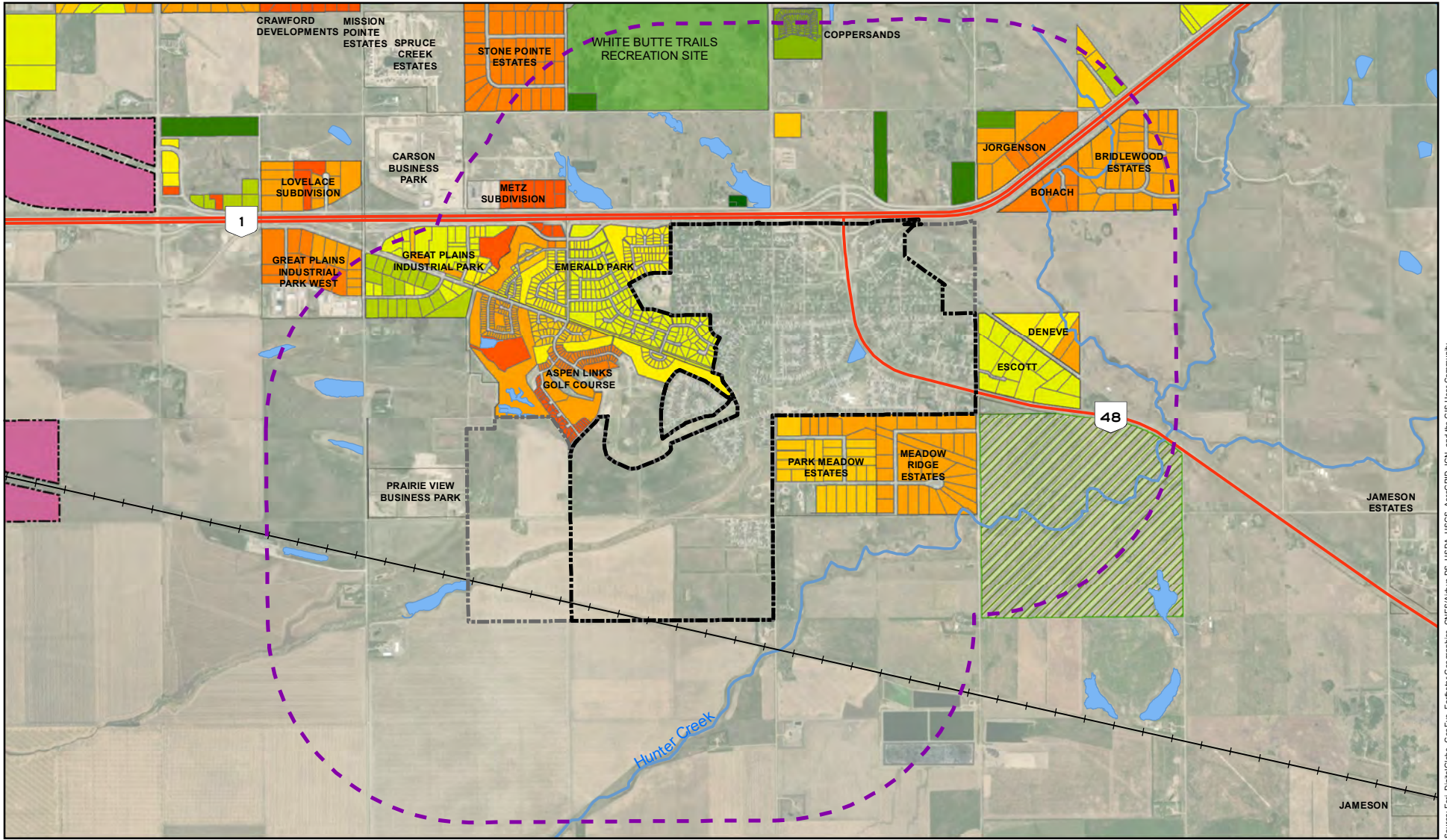
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2022 GROWTH STUDY

**MAP A.21:
DEVELOPMENT
BARRIERS IN 2010**



- Town Boundary in 2011
- Current Town Boundary
- First Nation
- Highway
- Railroad

- Recreational Area
- Wildlife Conservation Easement
- Watercourse
- Water Body

- 1959 - 1963
- 1964 - 1968
- 1969 - 1973
- 1974 - 1978
- 1979 - 1983
- 1984 - 1988
- 1989 - 1993
- 1994 - 1998
- 1999 - 2003
- 2004 - 2008
- 2009 - 2013
- 2014 - 2018



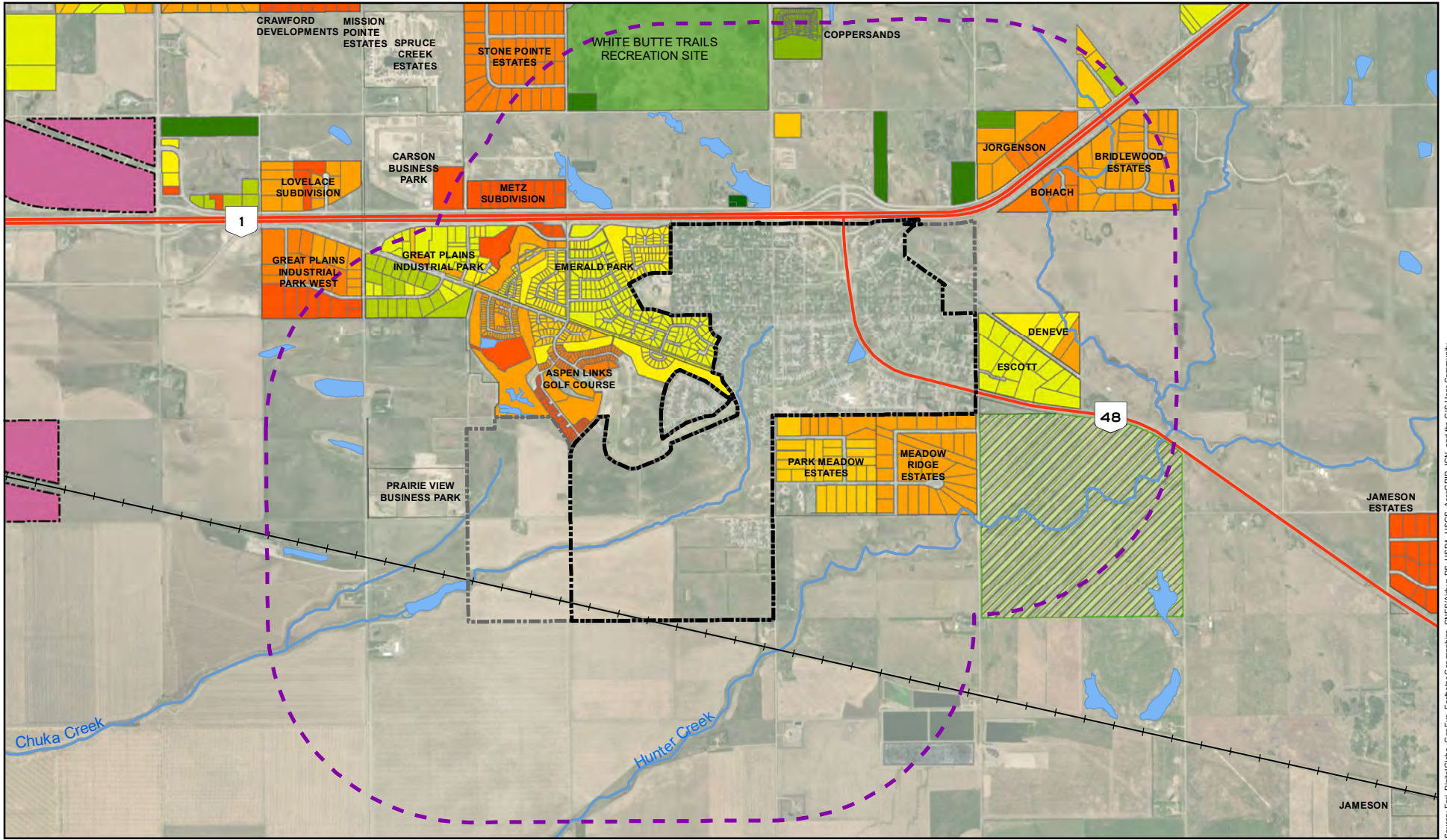
2022 GROWTH STUDY

**MAP A.22:
DEVELOPMENT
BARRIERS IN 2011**

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- Town Boundary in 2012
- Current Town Boundary
- First Nation
- Highway
- Railroad

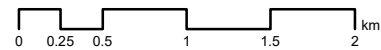
- Recreational Area
- Wildlife Conservation Easement
- Watercourse
- Water Body

- 1959 - 1963
- 1964 - 1968
- 1969 - 1973
- 1974 - 1978
- 1979 - 1983
- 1984 - 1988
- 1989 - 1993
- 1994 - 1998
- 1999 - 2003
- 2004 - 2008
- 2009 - 2013
- 2014 - 2018



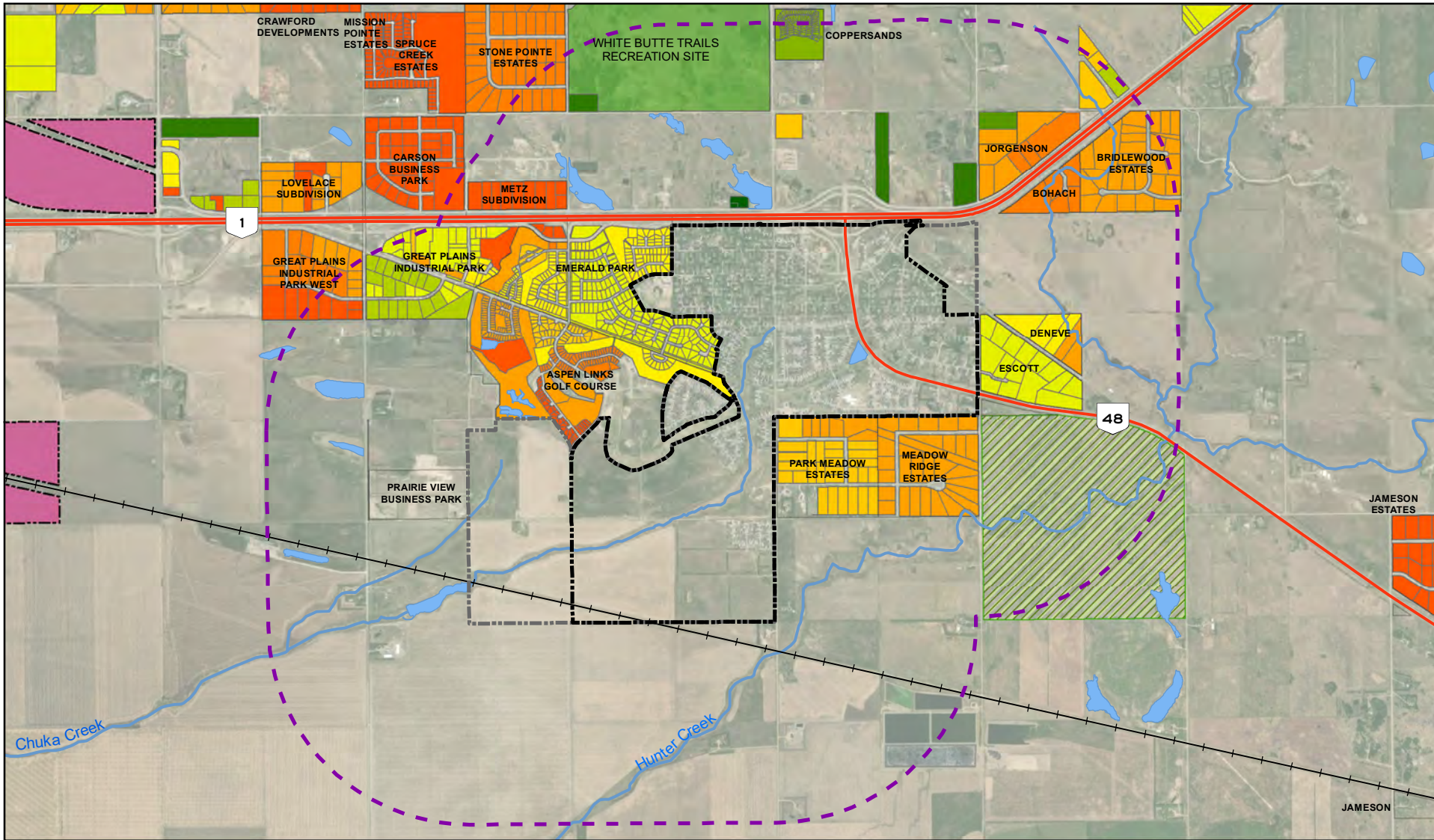
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2022 GROWTH STUDY

**MAP A.23:
DEVELOPMENT
BARRIERS IN 2012**



- Town Boundary in 2013
- Current Town Boundary
- First Nation
- Highway
- Railroad

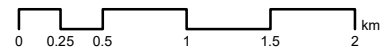
- Recreational Area
- Wildlife Conservation Easement
- Watercourse
- Water Body

- 1959 - 1963
- 1964 - 1968
- 1969 - 1973
- 1974 - 1978
- 1979 - 1983
- 1984 - 1988
- 1989 - 1993
- 1994 - 1998
- 1999 - 2003
- 2004 - 2008
- 2009 - 2013
- 2014 - 2018

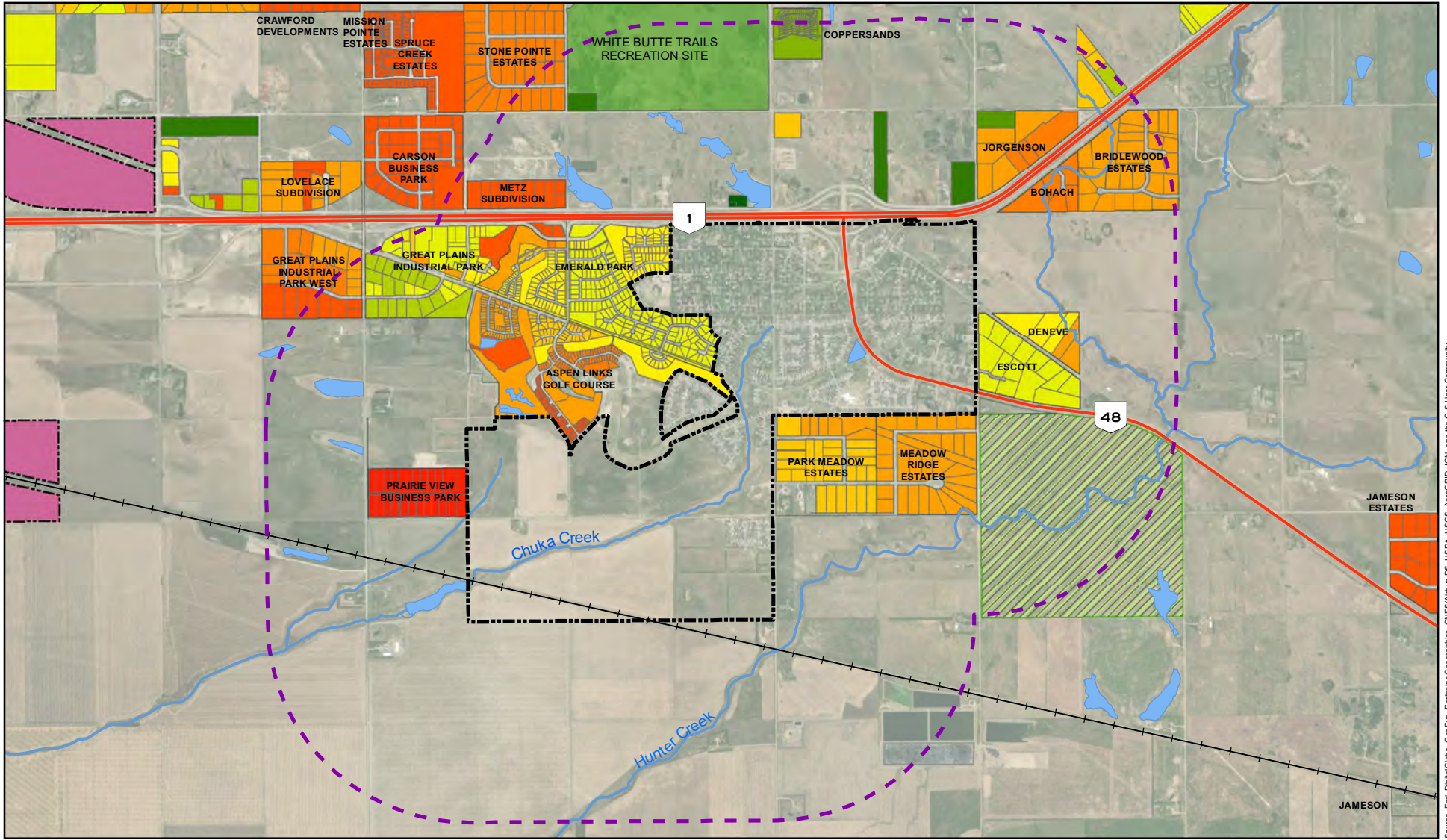


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2022 GROWTH STUDY
MAP A.24:
DEVELOPMENT
BARRIERS IN 2013



- Town Boundary in 2015
- First Nation
- Highway
- Railroad

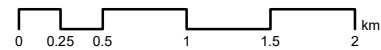
- Recreational Area
- Wildlife Conservation Easement
- Watercourse
- Water Body

- 1959 - 1963
- 1964 - 1968
- 1969 - 1973
- 1974 - 1978
- 1979 - 1983
- 1984 - 1988
- 1989 - 1993
- 1994 - 1998
- 1999 - 2003
- 2004 - 2008
- 2009 - 2013
- 2014 - 2018



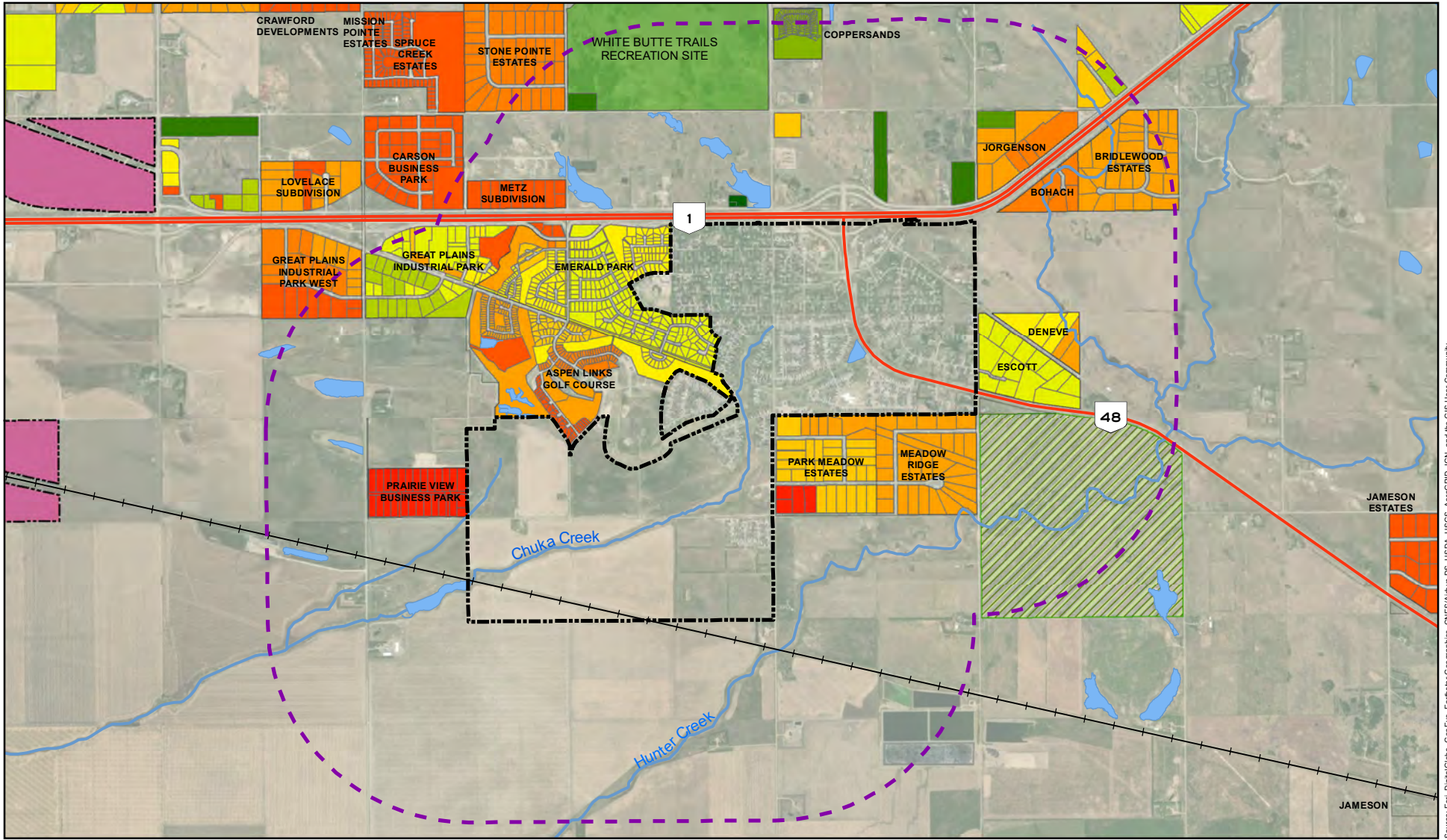
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2022 GROWTH STUDY

**MAP A.25:
DEVELOPMENT
BARRIERS IN 2015**



- Town Boundary in 2017
- First Nation
- Highway
- Railroad

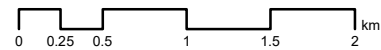
- Recreational Area
- Wildlife Conservation Easement
- Watercourse
- Water Body

- 1959 - 1963
- 1964 - 1968
- 1969 - 1973
- 1974 - 1978
- 1979 - 1983
- 1984 - 1988
- 1989 - 1993
- 1994 - 1998
- 1999 - 2003
- 2004 - 2008
- 2009 - 2013
- 2014 - 2018

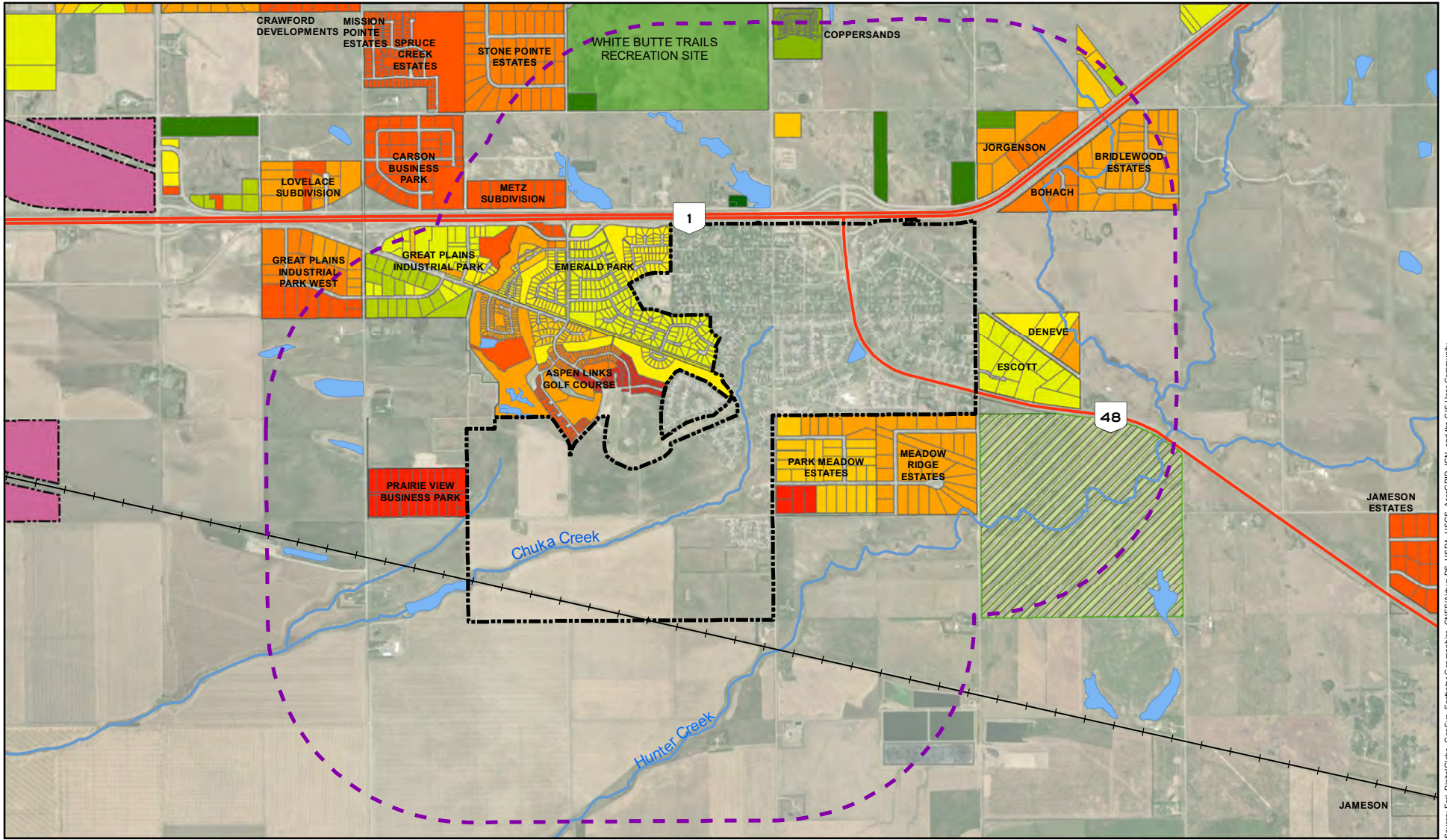


1:45,000

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2022 GROWTH STUDY
MAP A.26:
DEVELOPMENT
BARRIERS IN 2017



- Town Boundary in 2018
- First Nation
- Highway
- Railroad

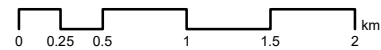
- Recreational Area
- Wildlife Conservation Easement
- Watercourse
- Water Body

- 1959 - 1963
- 1964 - 1968
- 1969 - 1973
- 1974 - 1978
- 1979 - 1983
- 1984 - 1988
- 1989 - 1993
- 1994 - 1998
- 1999 - 2003
- 2004 - 2008
- 2009 - 2013
- 2014 - 2018



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Integrated Expertise. Locally Delivered.

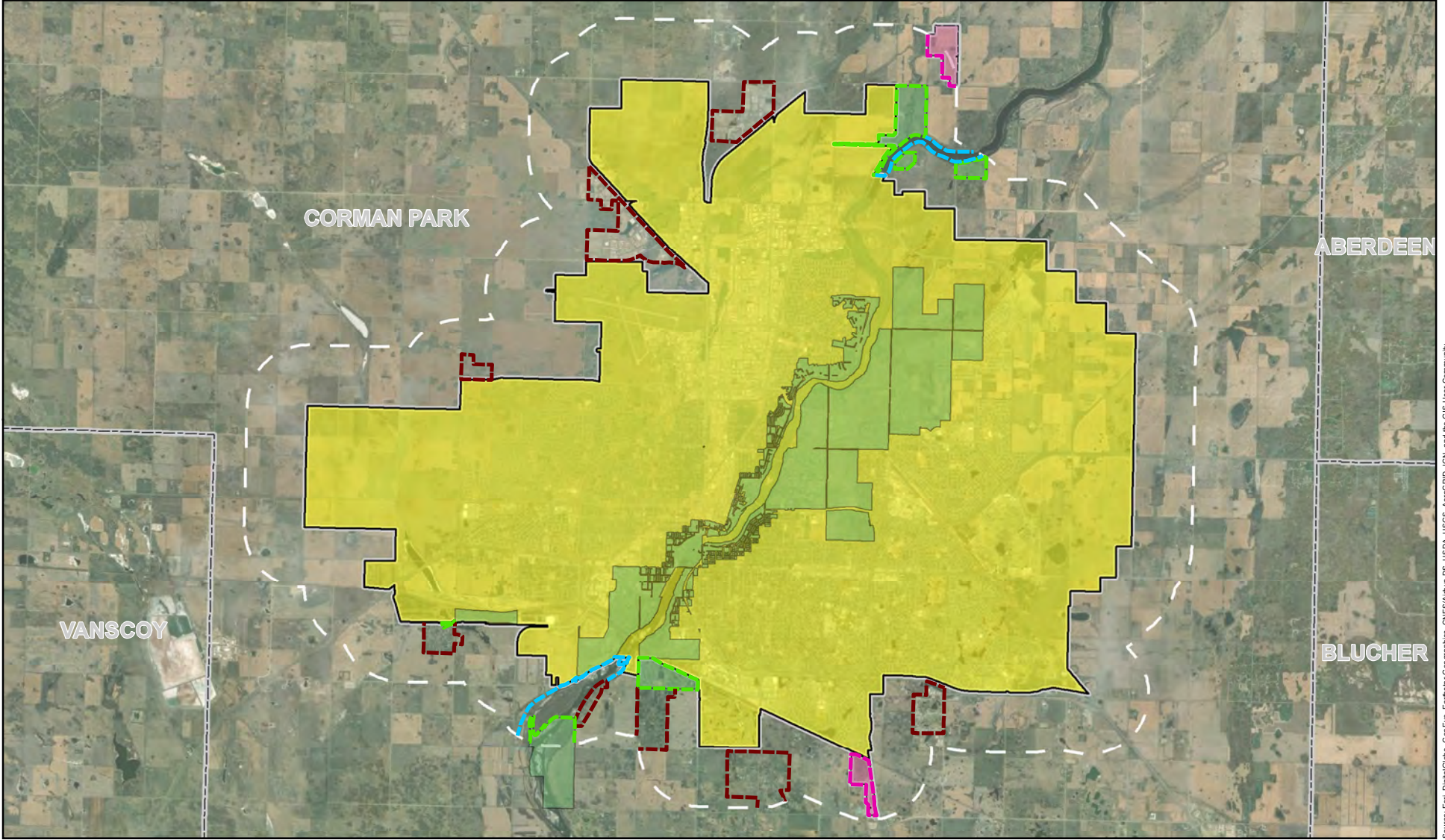


2022 GROWTH STUDY
MAP A.27:
DEVELOPMENT
BARRIERS IN 2018



APPENDIX
Municipal Comparison of Barriers
to Urban Expansion

B



- City
- Rural Municipality
- Park/Recreational Area
- First Nation

Growth Barriers within 1.6 km

- Federal Jurisdiction
- Provincial Jurisdiction
- Hydrology*
- Existing Development*



1:150,000

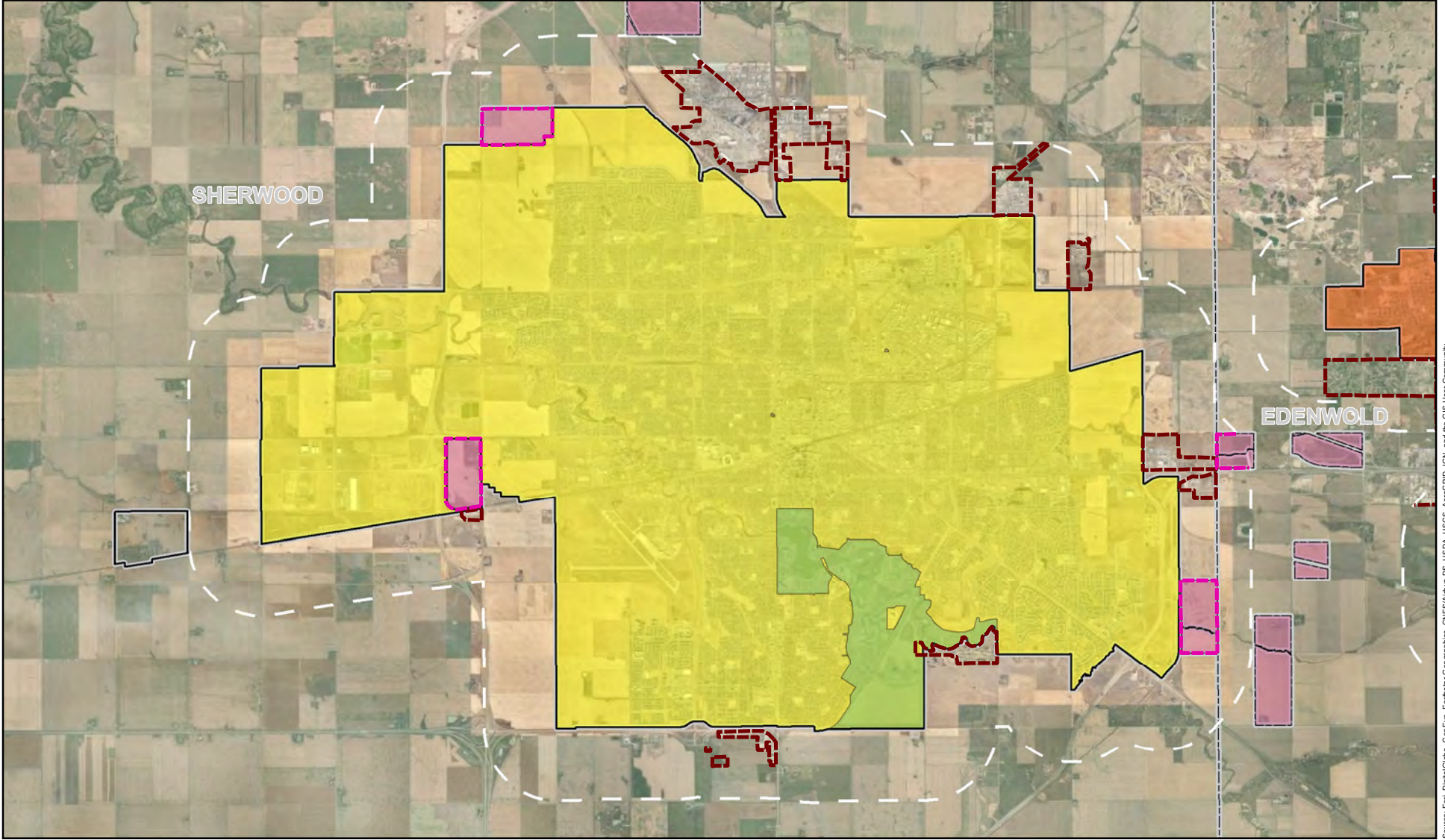
Integrated Expertise. Locally Delivered.

* Note hydrology and existing development barriers delineated based off imagery from Google Earth.



2022 GROWTH STUDY

**MAP B.1: SASKATOON
BARRIERS TO
URBAN EXPANSION**



- City
- Town
- Rural Municipality
- Park/Recreational Area
- First Nation

Growth Barriers within 1.6 km

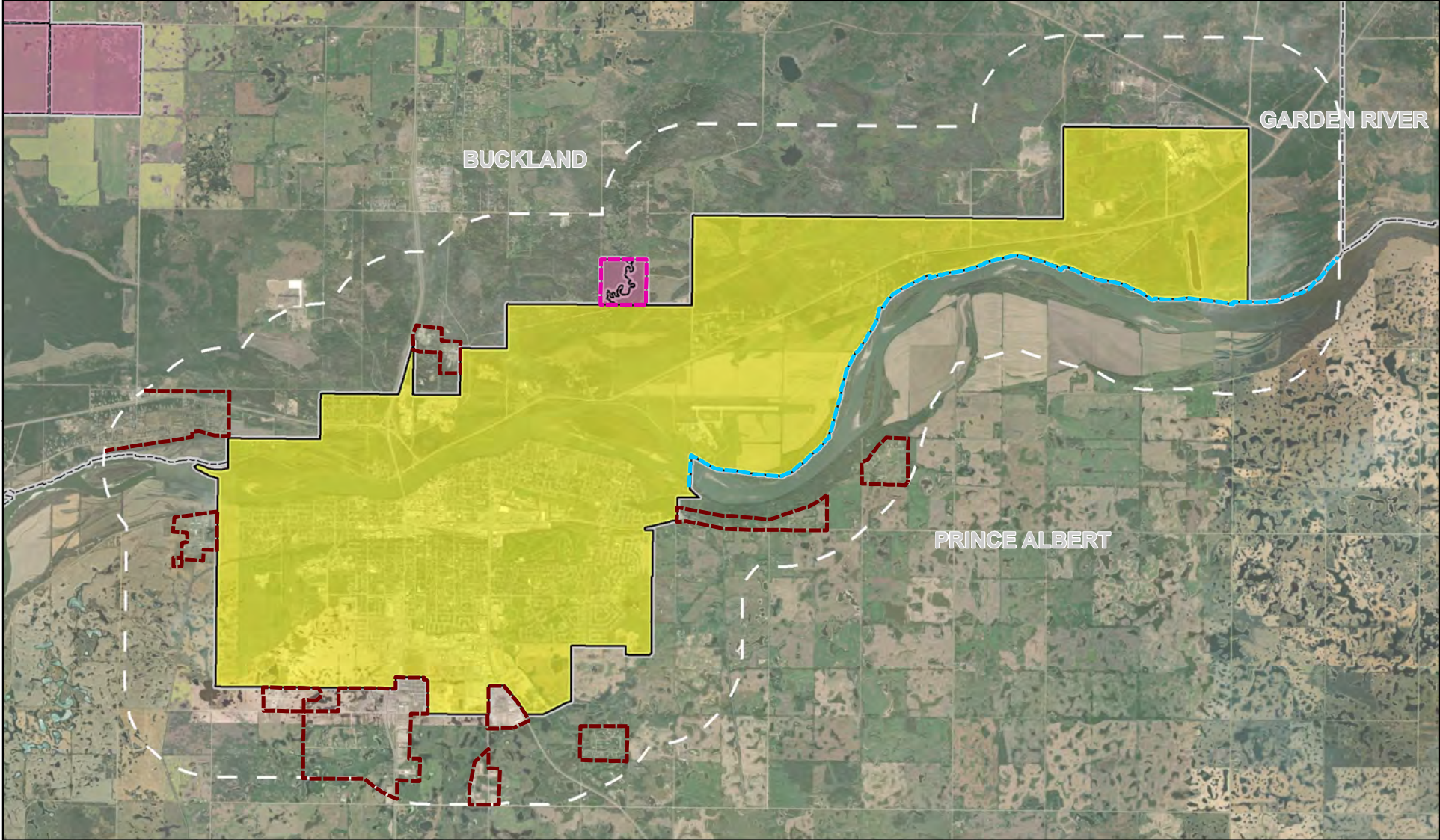
- Federal Jurisdiction
- Provincial Jurisdiction
- Hydrology*
- Existing Development*

* Note hydrology and existing development barriers delineated based off imagery from Google Earth.



2022 GROWTH STUDY

**MAP B.2: REGINA
BARRIERS TO
URBAN EXPANSION**



- City
- Rural Municipality
- Park/Recreational Area
- First Nation

Growth Barriers within 1.6 km

- Federal Jurisdiction
- Provincial Jurisdiction
- Hydrology*
- Existing Development*

* Note hydrology and existing development barriers delineated based off imagery from Google Earth.

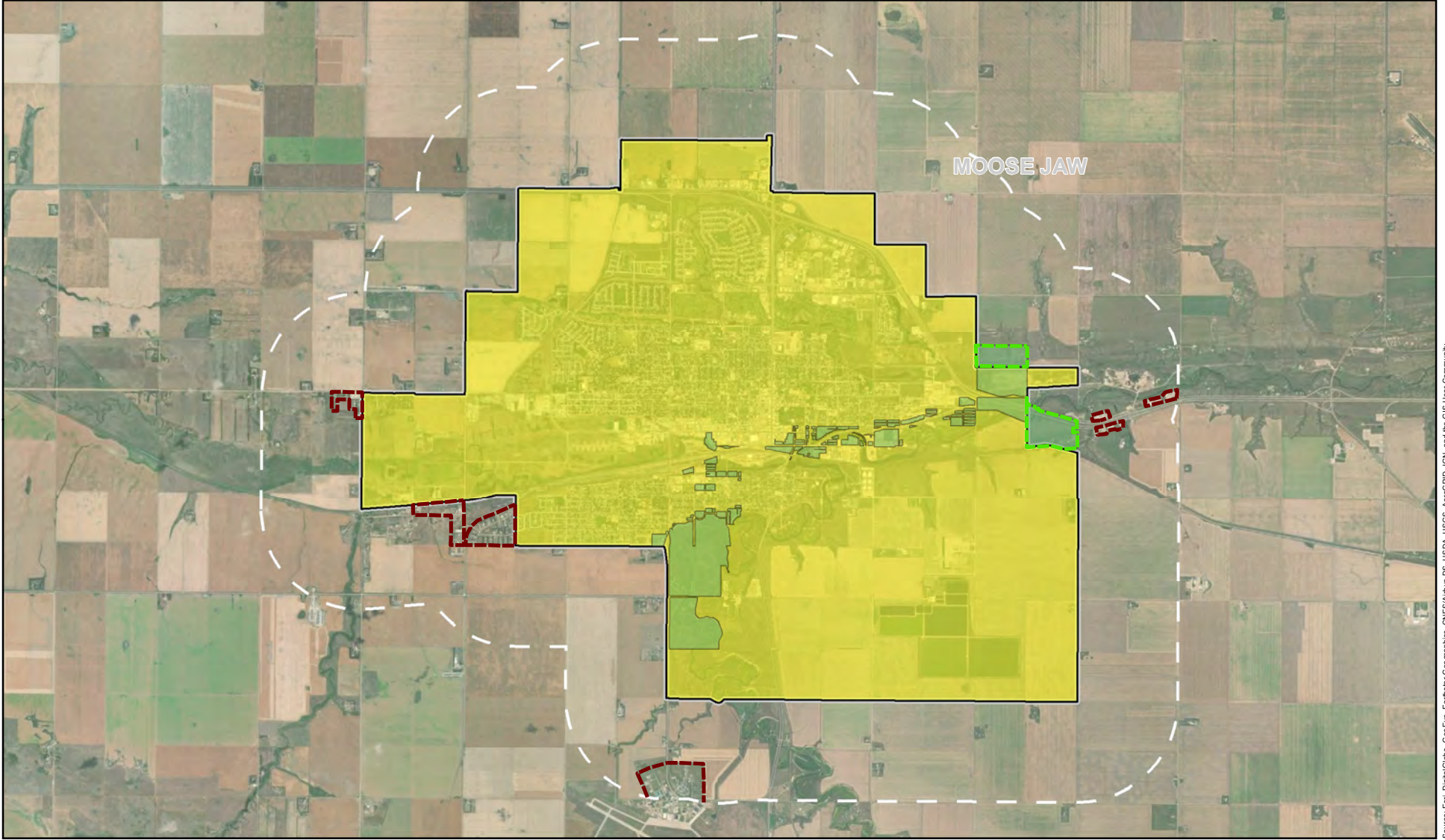


2022 GROWTH STUDY

**MAP B.3: PRINCE ALBERT
BARRIERS TO
URBAN EXPANSION**



1:100,000



- City
- Rural Municipality
- Park/Recreational Area
- First Nation

Growth Barriers within 1.6 km

- Federal Jurisdiction
- Provincial Jurisdiction
- Hydrology*
- Existing Development*

* Note hydrology and existing development barriers delineated based off imagery from Google Earth.



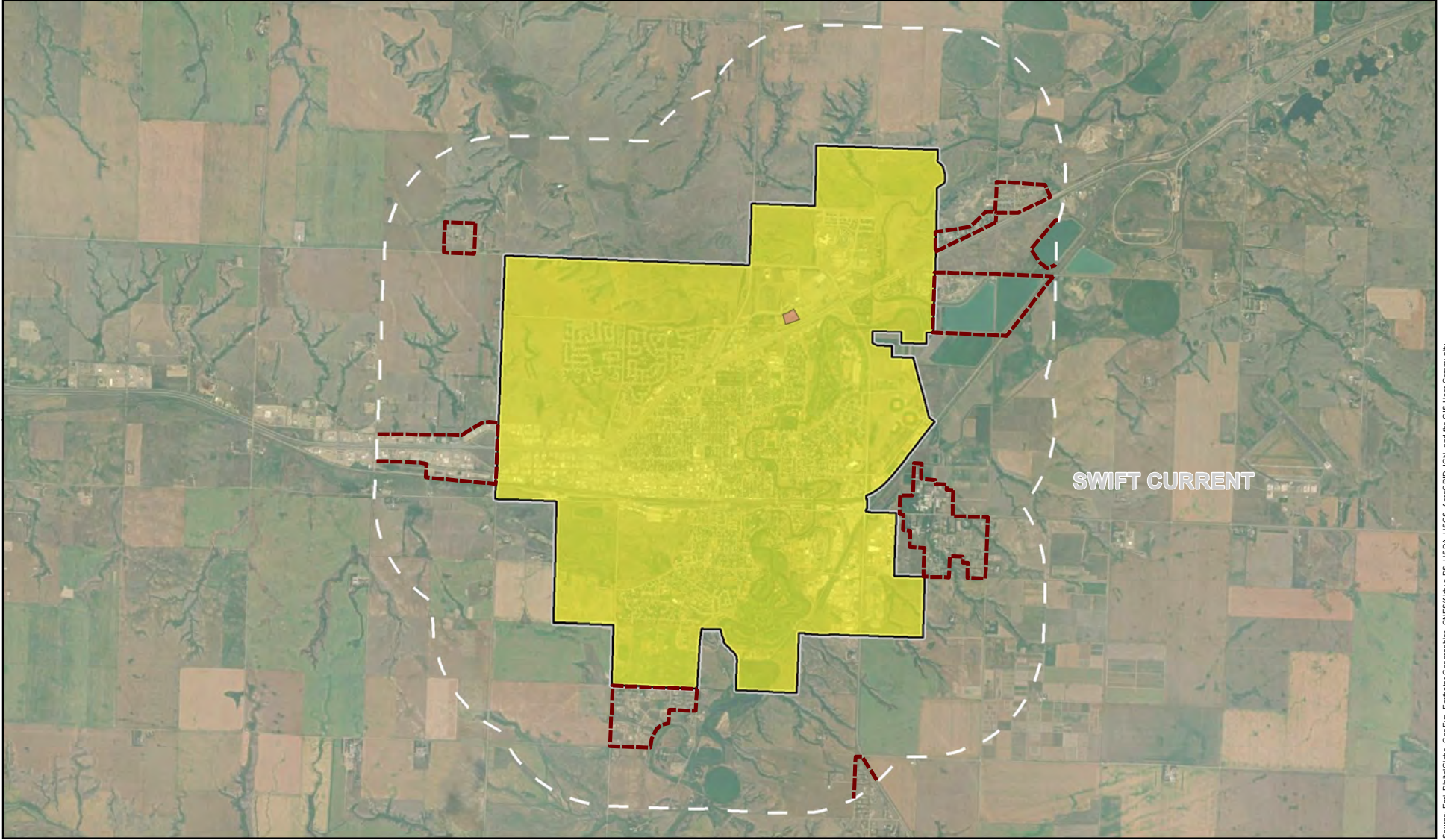
1:90,000

Integrated Expertise. Locally Delivered.



2022 GROWTH STUDY

**MAP B.4: MOOSE JAW
BARRIERS TO
URBAN EXPANSION**



SWIFT CURRENT



- City
- Rural Municipality
- Park/Recreational Area
- First Nation

Growth Barriers within 1.6 km

- Federal Jurisdiction
- Provincial Jurisdiction
- Hydrology*
- Existing Development*



1:75,000

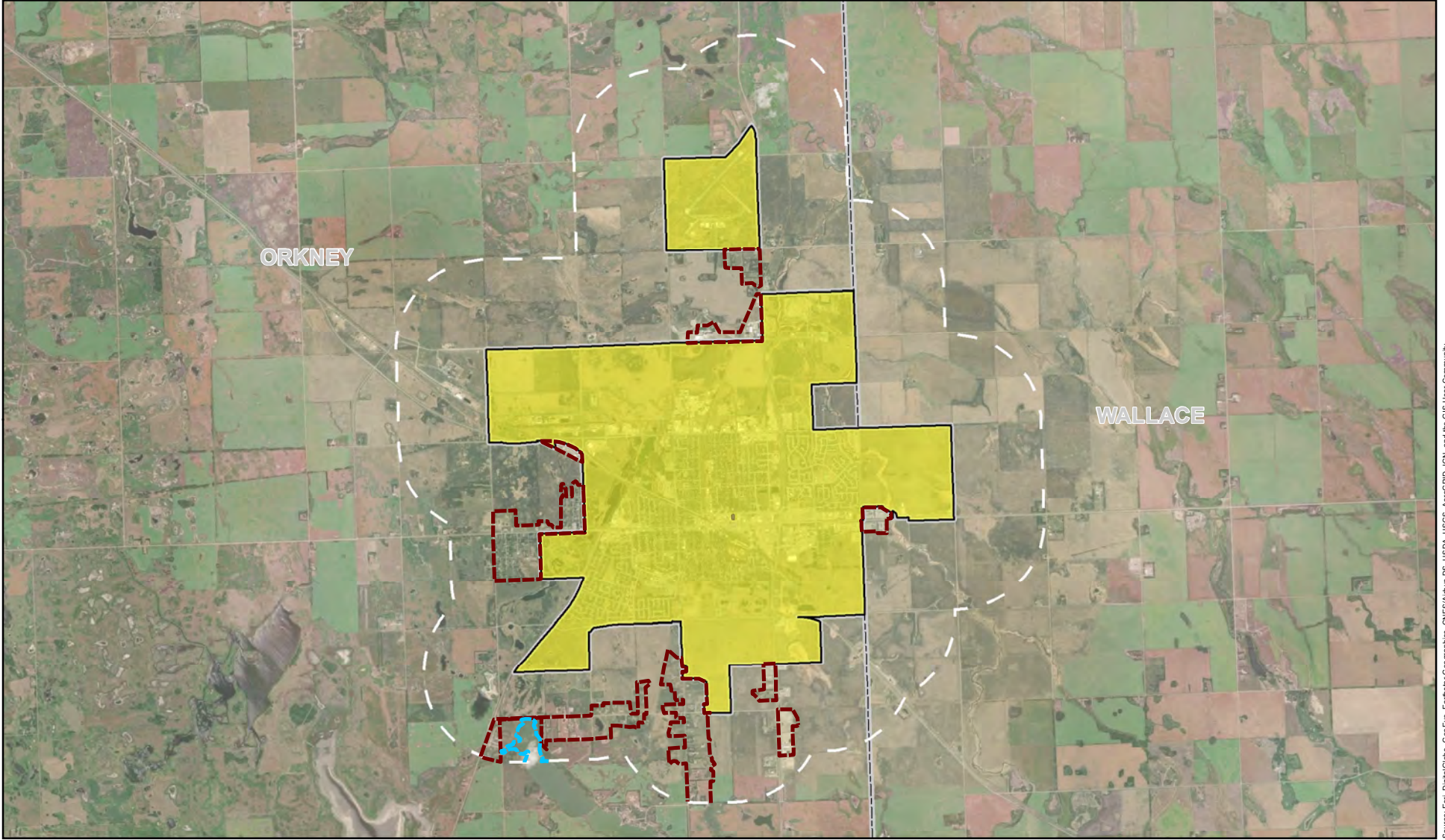
Integrated Expertise. Locally Delivered.

* Note hydrology and existing development barriers delineated based off imagery from Google Earth.



2022 GROWTH STUDY

MAP B.5: SWIFT CURRENT
BARRIERS TO
URBAN EXPANSION



- City
- Rural Municipality
- Park/Recreational Area
- First Nation

Growth Barriers within 1.6 km

- Federal Jurisdiction
- Provincial Jurisdiction
- Hydrology*
- Existing Development*



1:100,000

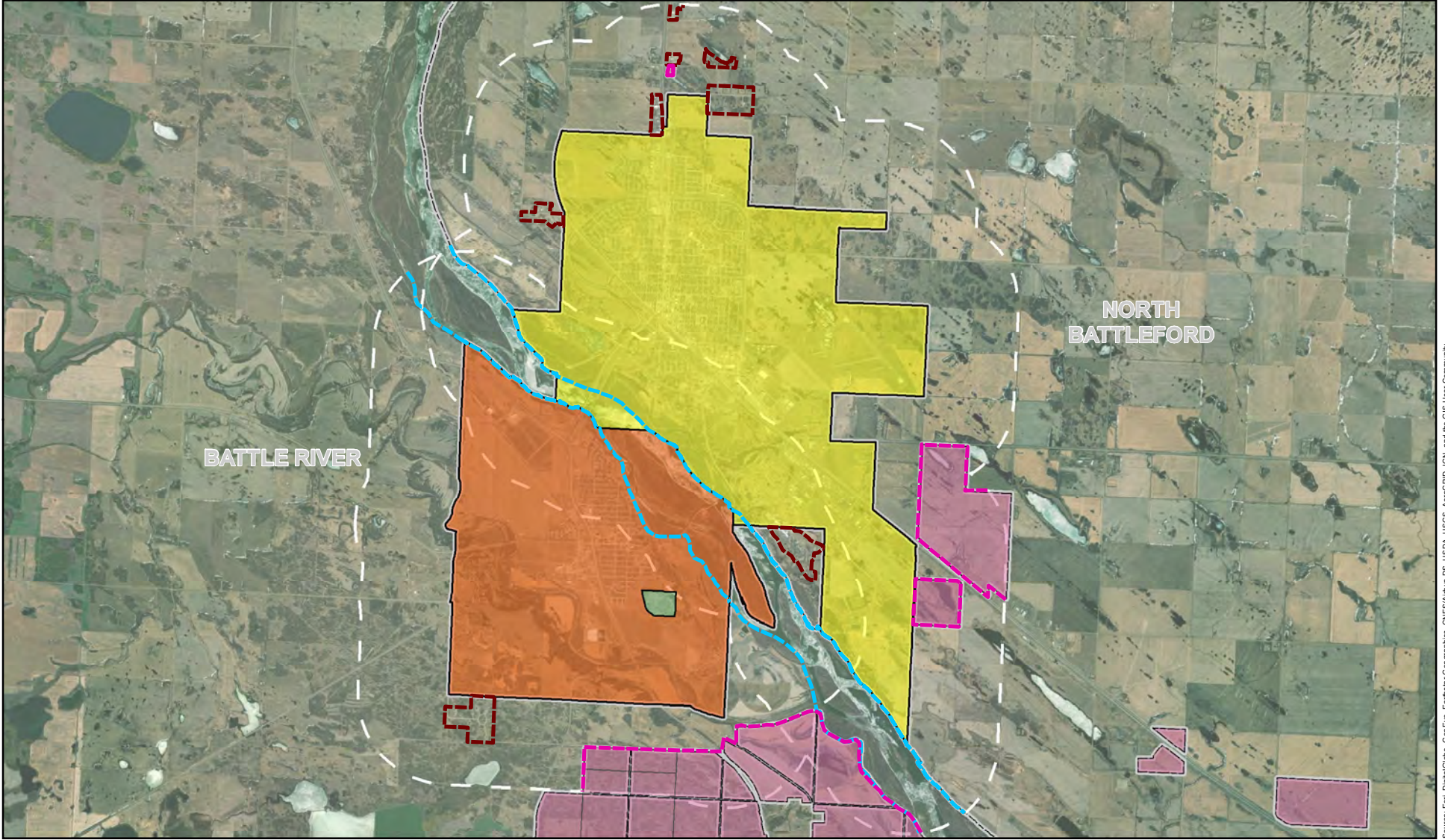
Integrated Expertise. Locally Delivered.

* Note hydrology and existing development barriers delineated based off imagery from Google Earth.



2022 GROWTH STUDY

**MAP B.6: YORKTON
BARRIERS TO
URBAN EXPANSION**



- City
- Town
- Rural Municipality
- Park/Recreational Area
- First Nation

Growth Barriers within 1.6 km

- Federal Jurisdiction
- Provincial Jurisdiction
- Hydrology*
- Existing Development*



1:100,000

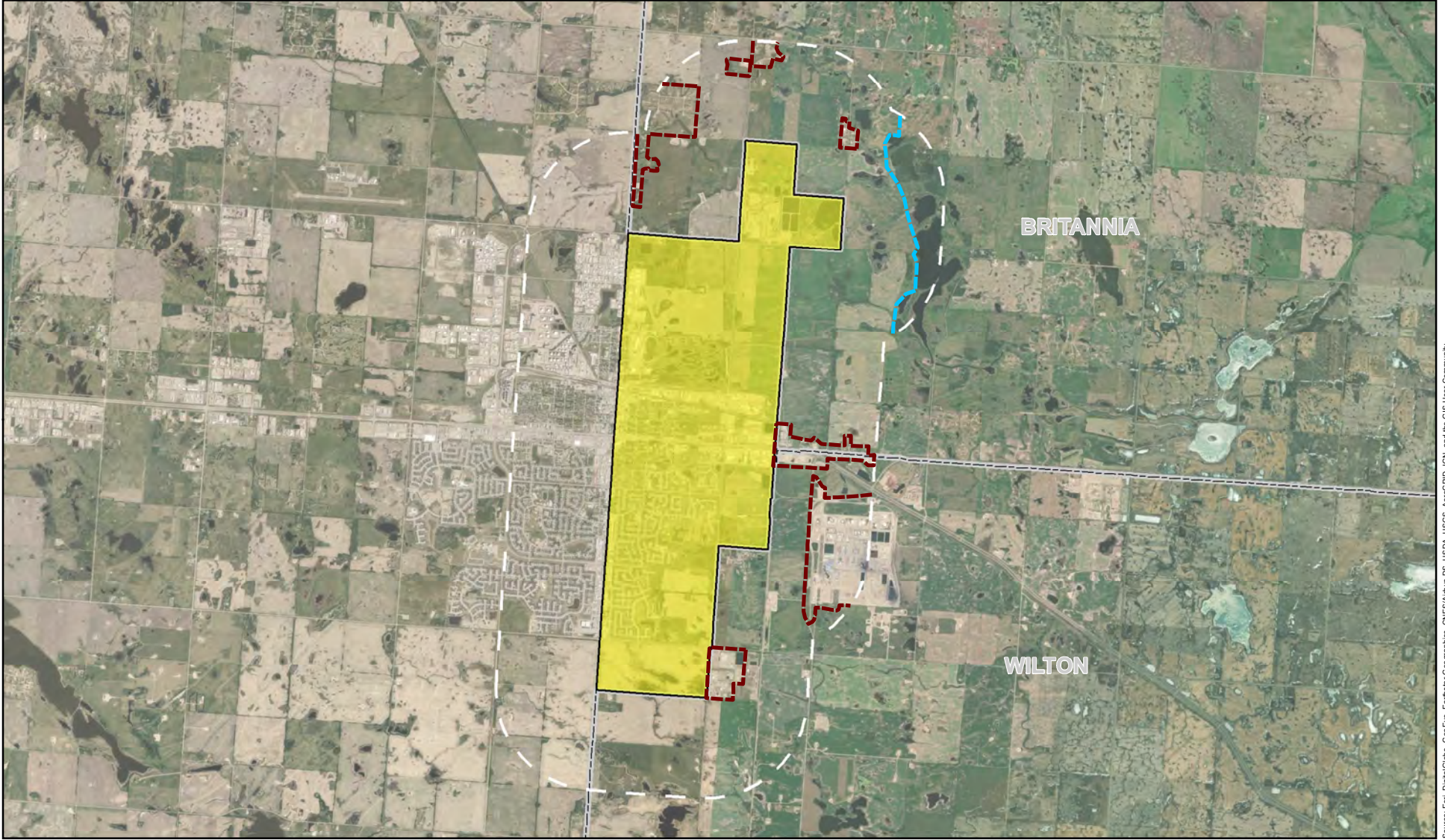
Integrated Expertise. Locally Delivered.





* Note hydrology and existing development barriers delineated based off imagery from Google Earth.







2022 GROWTH STUDY

**MAP B.7: NORTH BATTLEFORD
BARRIERS TO
URBAN EXPANSION**



-  City
-  Rural Municipality
-  Park/Recreational Area
-  First Nation

Growth Barriers within 1.6 km

-  Federal Jurisdiction
-  Provincial Jurisdiction
-  Hydrology*
-  Existing Development*

* Note hydrology and existing development barriers delineated based off imagery from Google Earth.



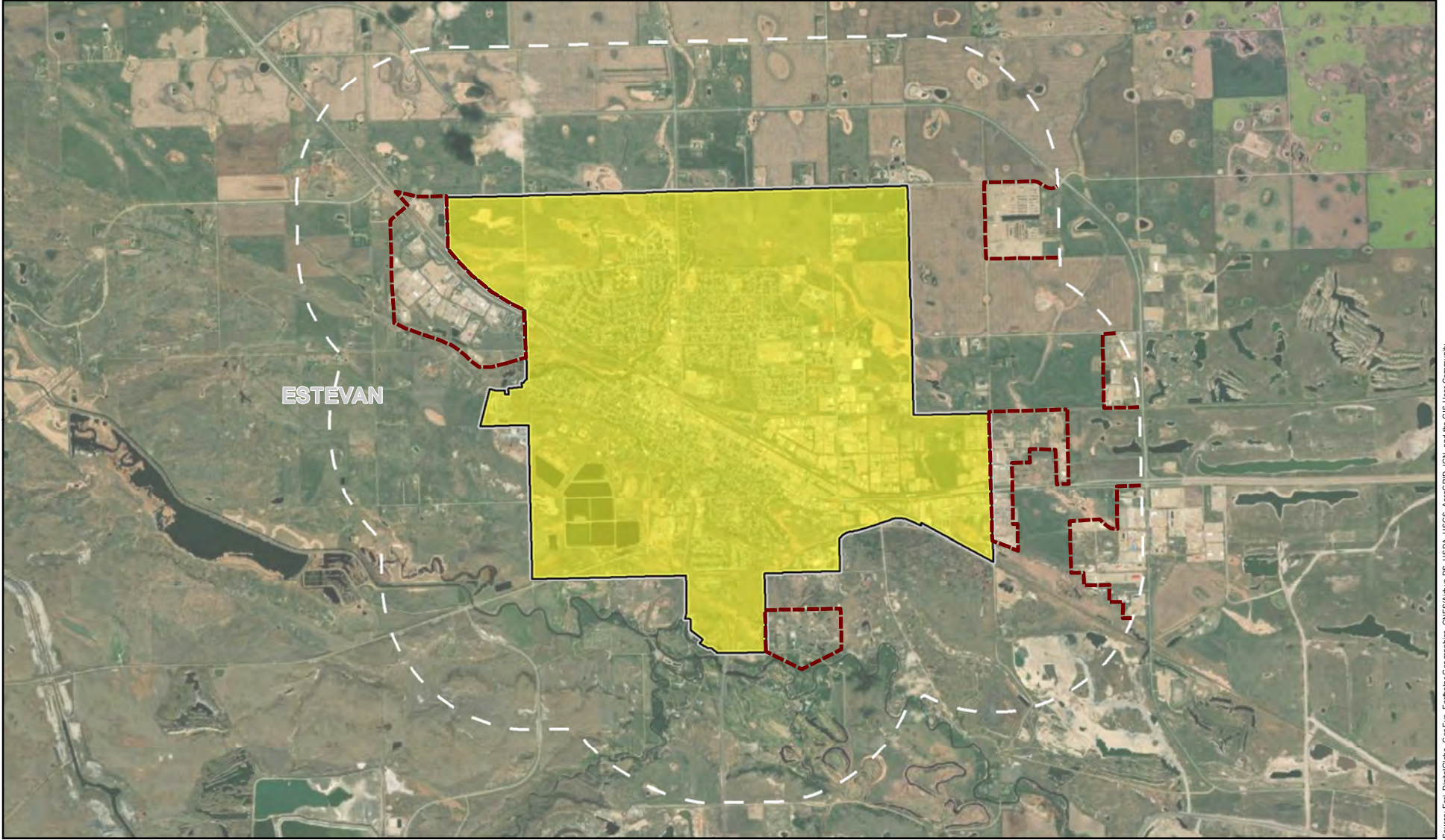
1:90,000

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2022 GROWTH STUDY

MAP B.8: LLOYDMINSTER
BARRIERS TO
URBAN EXPANSION



- City
- Rural Municipality
- Park/Recreational Area
- First Nation

Growth Barriers within 1.6 km

- Federal Jurisdiction
- Provincial Jurisdiction
- Hydrology*
- Existing Development*



1:60,000

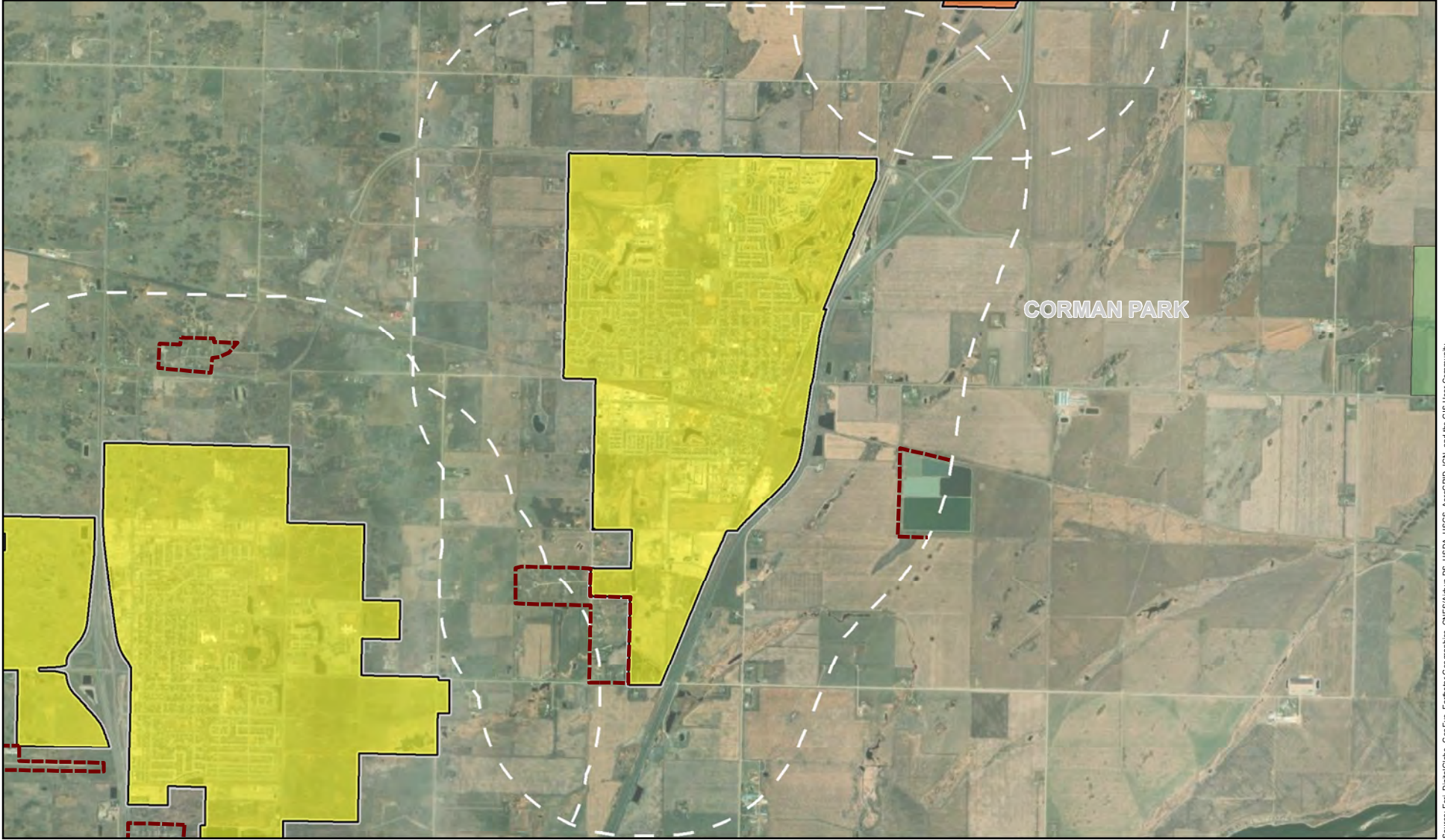
Integrated Expertise. Locally Delivered.

* Note hydrology and existing development barriers delineated based off imagery from Google Earth.



2022 GROWTH STUDY

**MAP B.9: ESTEVAN
BARRIERS TO
URBAN EXPANSION**



- City
- Town
- Rural Municipality
- Park/Recreational Area
- First Nation

Growth Barriers within 1.6 km

- Federal Jurisdiction
- Provincial Jurisdiction
- Hydrology*
- Existing Development*



1:60,000

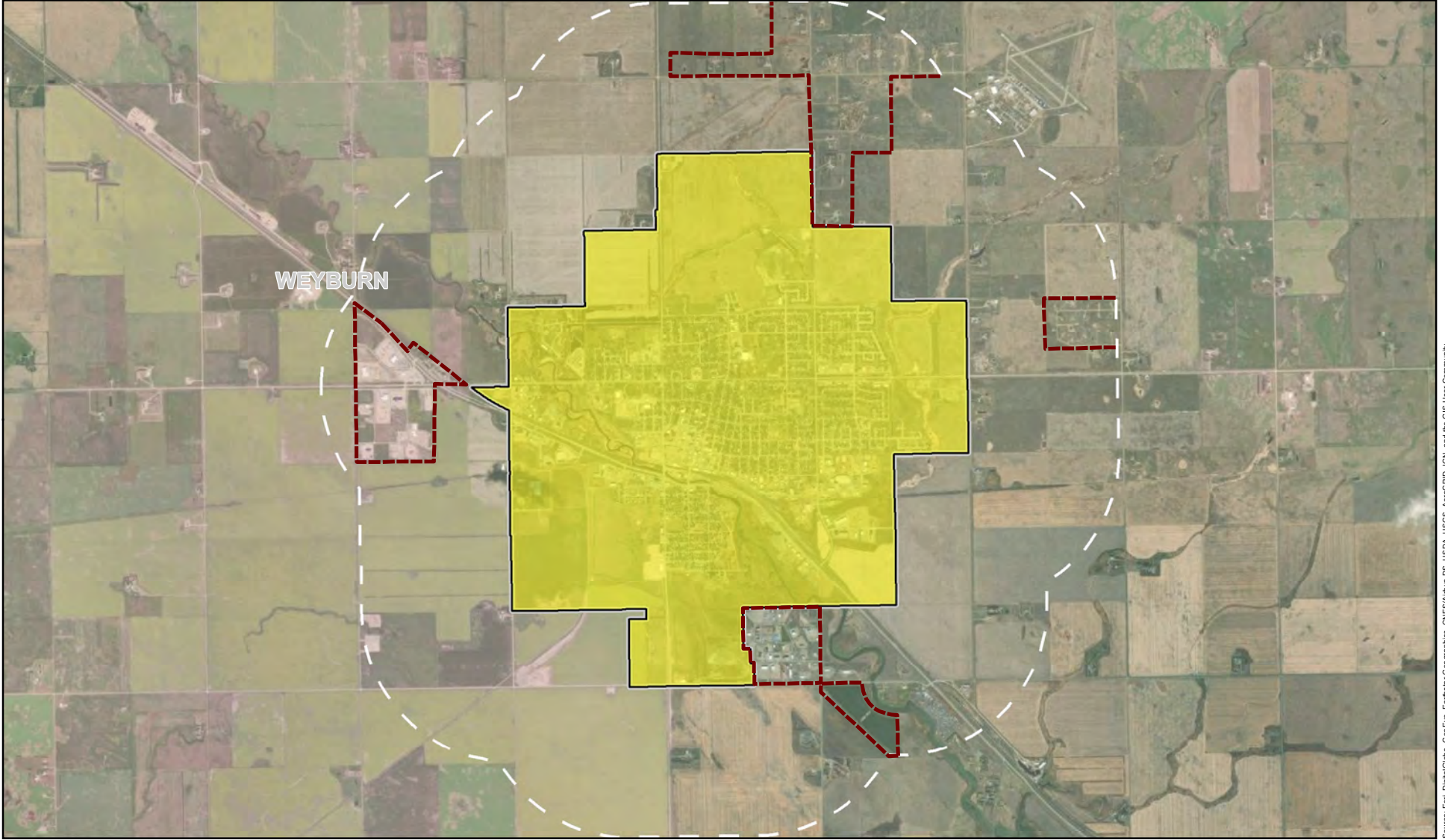
Integrated Expertise. Locally Delivered.





* Note hydrology and existing development barriers delineated based off imagery from Google Earth.







2022 GROWTH STUDY

**MAP B.10: WARMAN
BARRIERS TO
URBAN EXPANSION**



-  City
-  Rural Municipality
-  Park/Recreational Area
-  First Nation

Growth Barriers within 1.6 km

-  Federal Jurisdiction
-  Provincial Jurisdiction
-  Hydrology*
-  Existing Development*



1:60,000

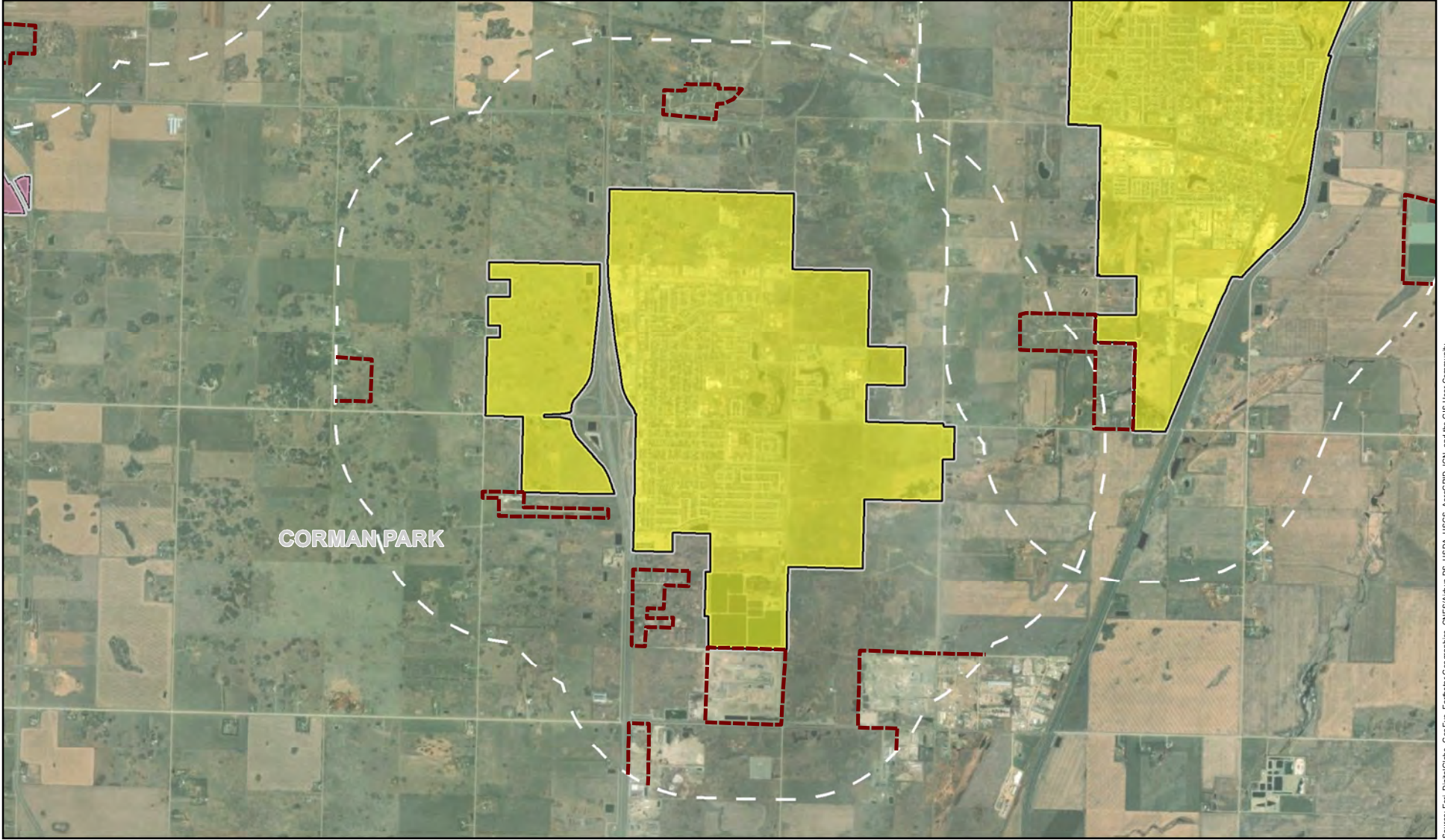
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* Note hydrology and existing development barriers delineated based off imagery from Google Earth.







2022 GROWTH STUDY

**MAP B.11: WEYBURN
BARRIERS TO
URBAN EXPANSION**



-  City
-  Rural Municipality
-  Park/Recreational Area
-  First Nation

Growth Barriers within 1.6 km

-  Federal Jurisdiction
-  Provincial Jurisdiction
-  Hydrology*
-  Existing Development*



1:60,000

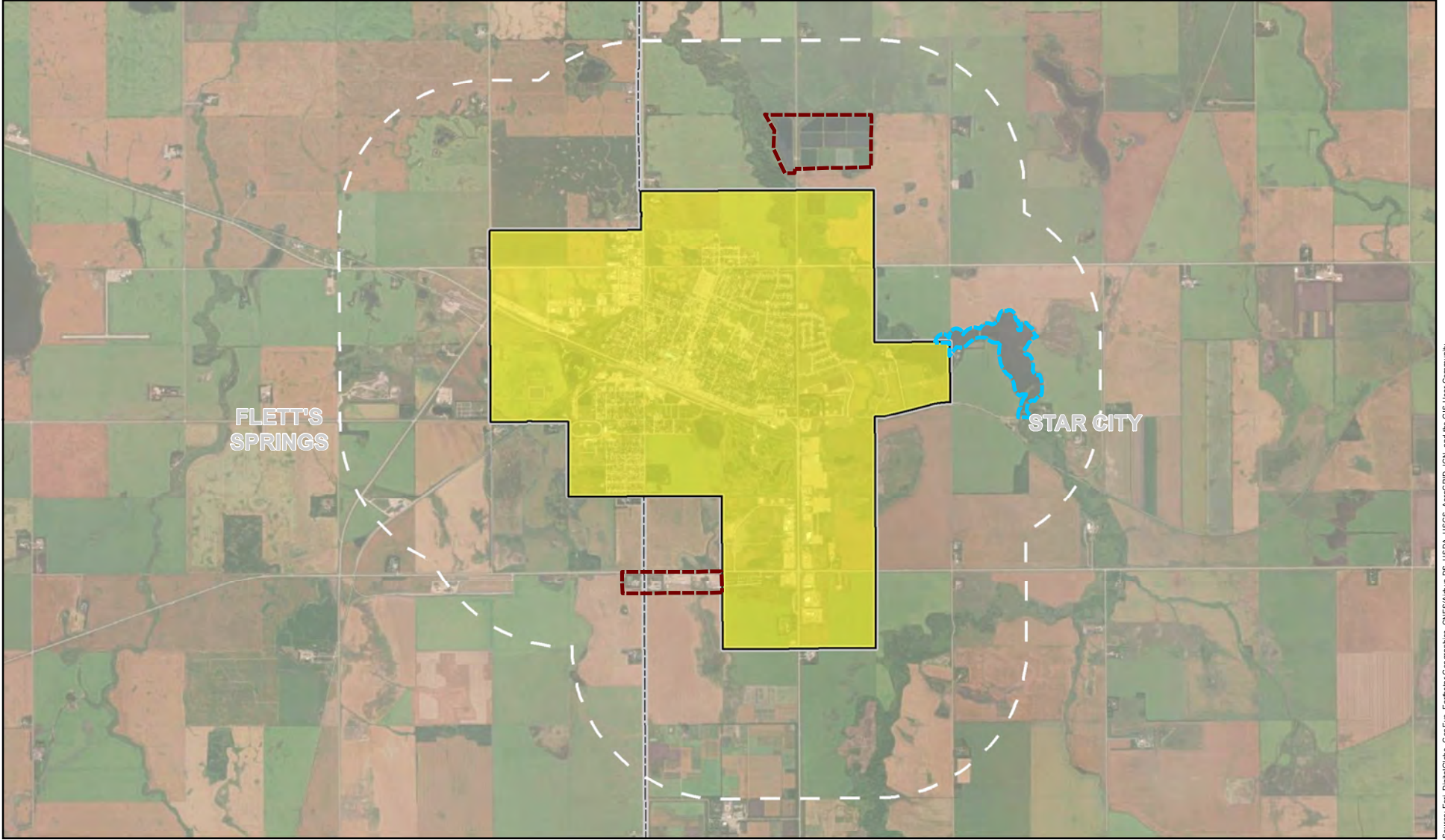
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* Note hydrology and existing development barriers delineated based off imagery from Google Earth.







2022 GROWTH STUDY

**MAP B.12: MARTENSVILLE
BARRIERS TO
URBAN EXPANSION**



-  City
-  Rural Municipality
-  Park/Recreational Area
-  First Nation

Growth Barriers within 1.6 km

-  Federal Jurisdiction
-  Provincial Jurisdiction
-  Hydrology*
-  Existing Development*



1:60,000

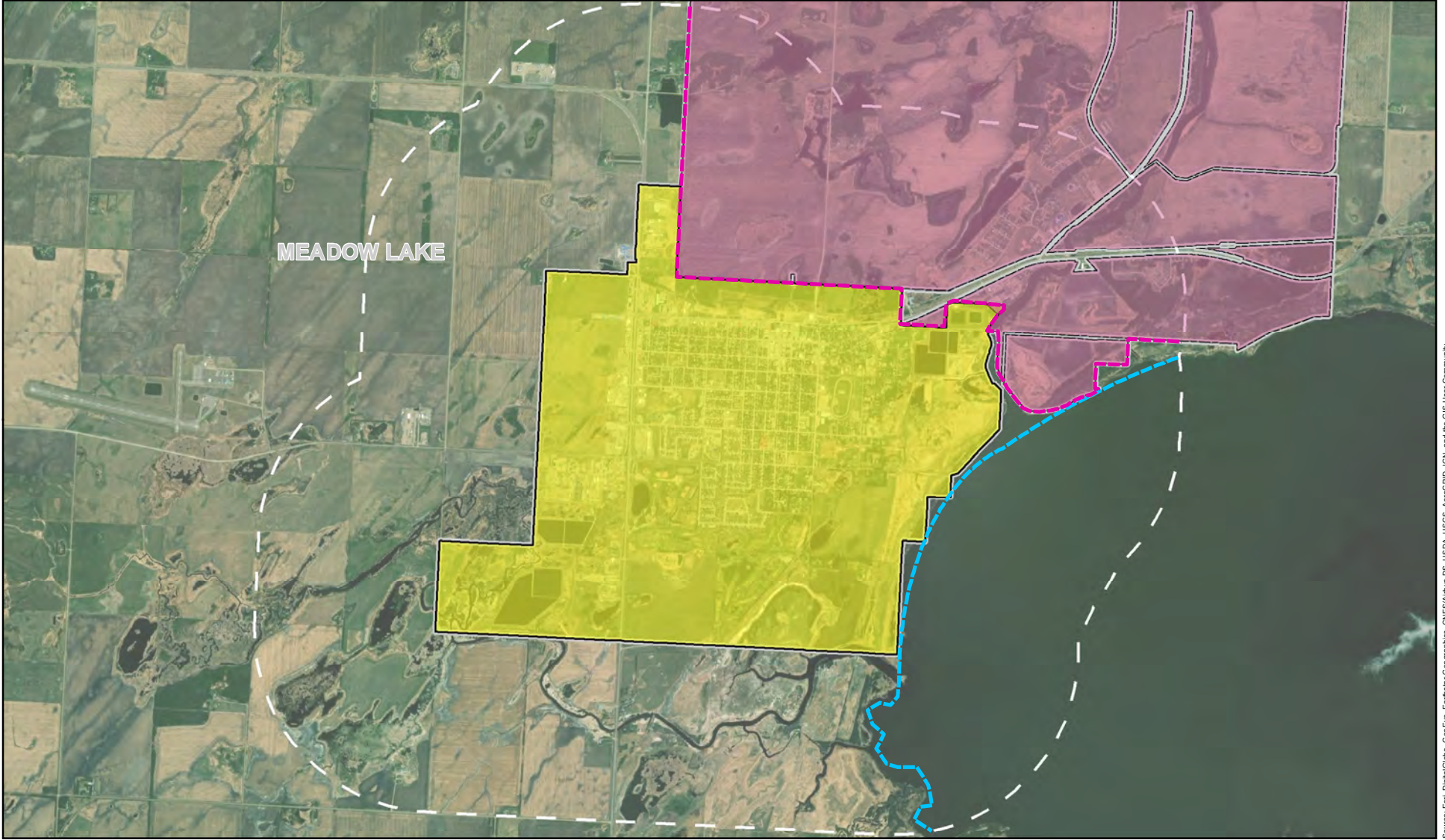
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* Note hydrology and existing development barriers delineated based off imagery from Google Earth.







2022 GROWTH STUDY

**MAP B.13: MELFORT
BARRIERS TO
URBAN EXPANSION**



-  City
-  Rural Municipality
-  Park/Recreational Area
-  First Nation

Growth Barriers within 1.6 km

-  Federal Jurisdiction
-  Provincial Jurisdiction
-  Hydrology*
-  Existing Development*

* Note hydrology and existing development barriers delineated based off imagery from Google Earth.



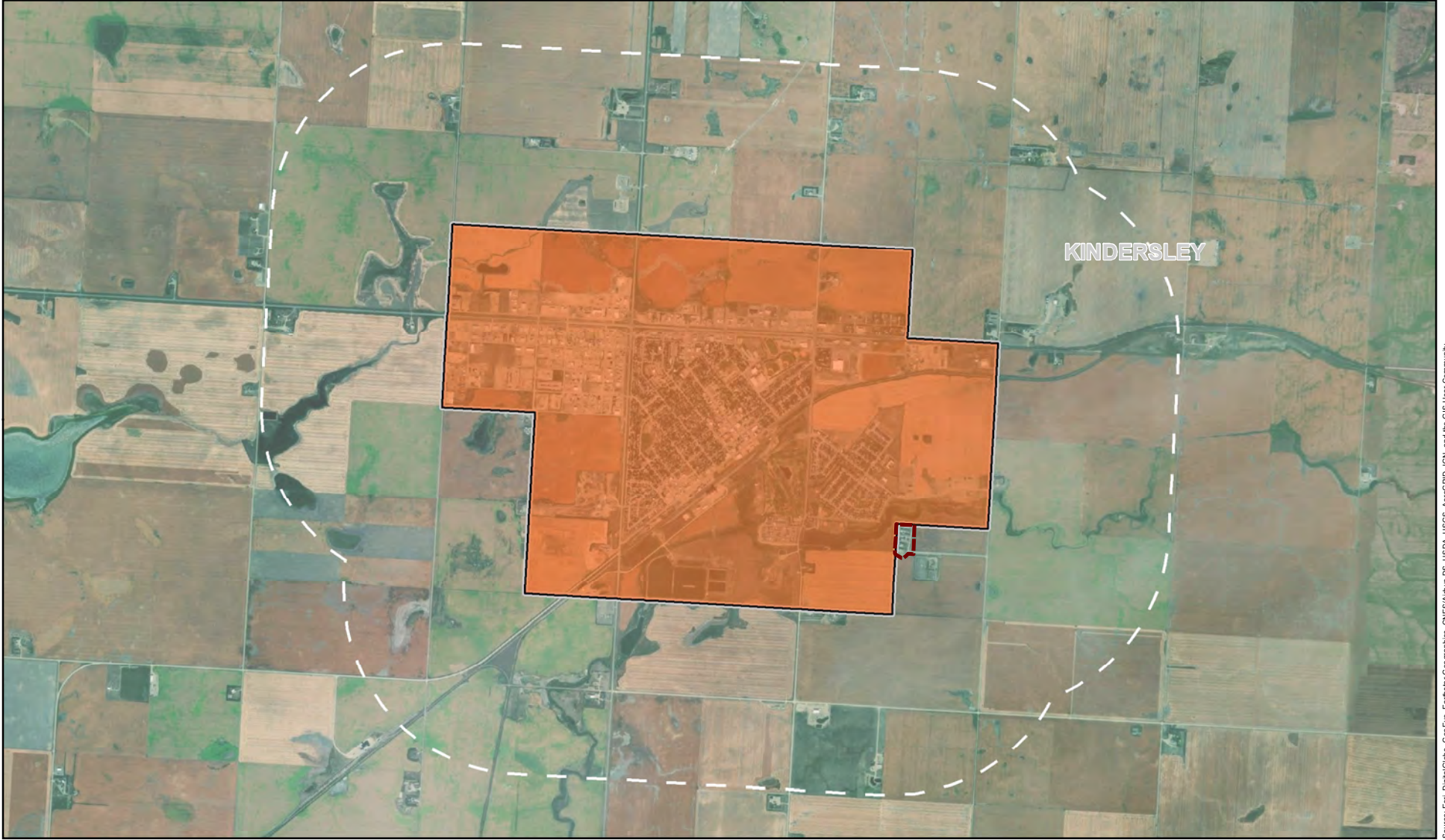
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2022 GROWTH STUDY

**MAP B.15: MEADOW LAKE
BARRIERS TO
URBAN EXPANSION**



-  Town
-  Rural Municipality
-  Park/Recreational Area
-  First Nation

Growth Barriers within 1.6 km

-  Federal Jurisdiction
-  Provincial Jurisdiction
-  Hydrology*
-  Existing Development*



1:50,000

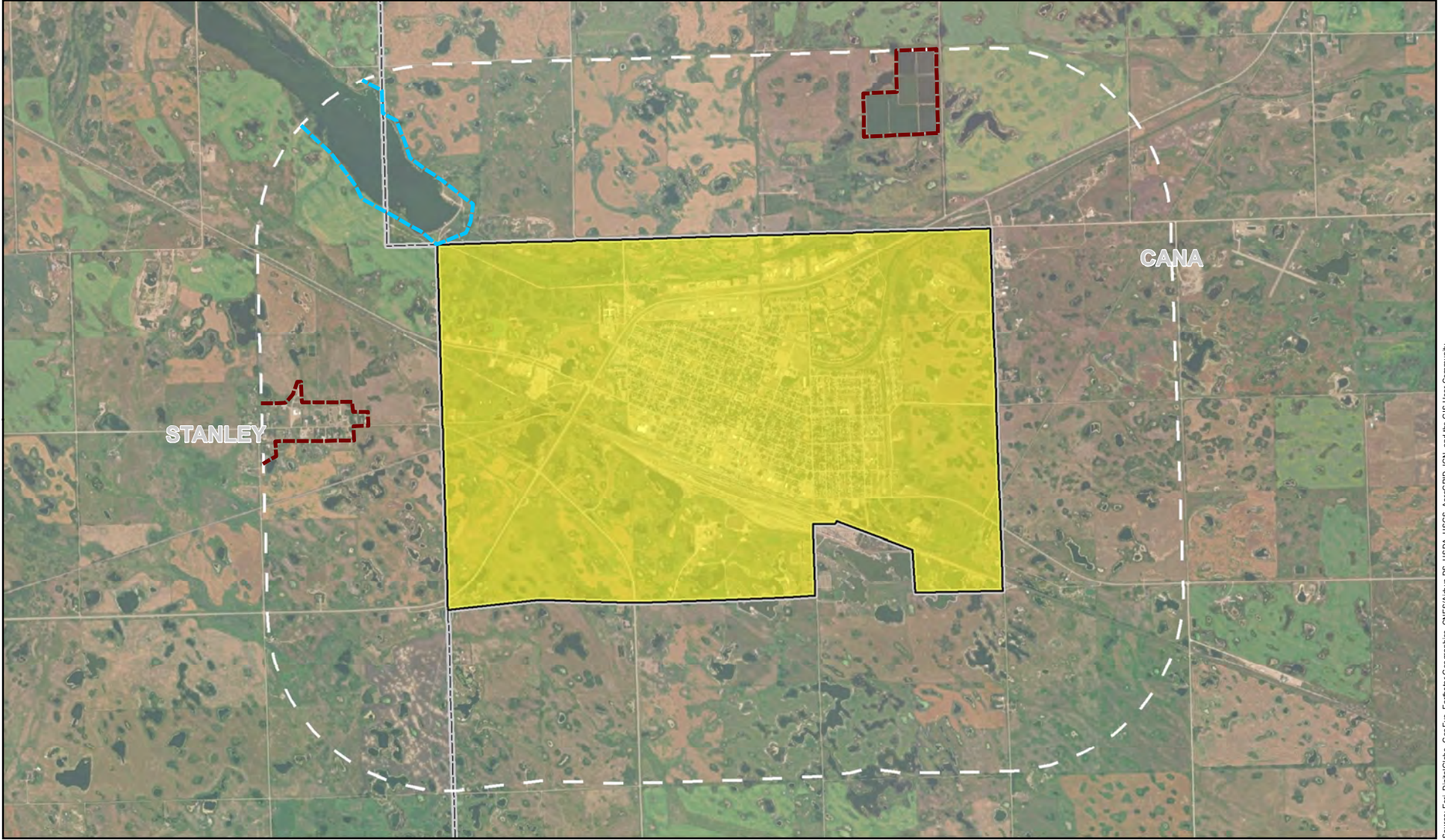
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* Note hydrology and existing development barriers delineated based off imagery from Google Earth.







2022 GROWTH STUDY

**MAP B.16: KINDERSLEY
BARRIERS TO
URBAN EXPANSION**



-  City
-  Rural Municipality
-  Park/Recreational Area
-  First Nation

Growth Barriers within 1.6 km

-  Federal Jurisdiction
-  Provincial Jurisdiction
-  Hydrology*
-  Existing Development*

* Note hydrology and existing development barriers delineated based off imagery from Google Earth.



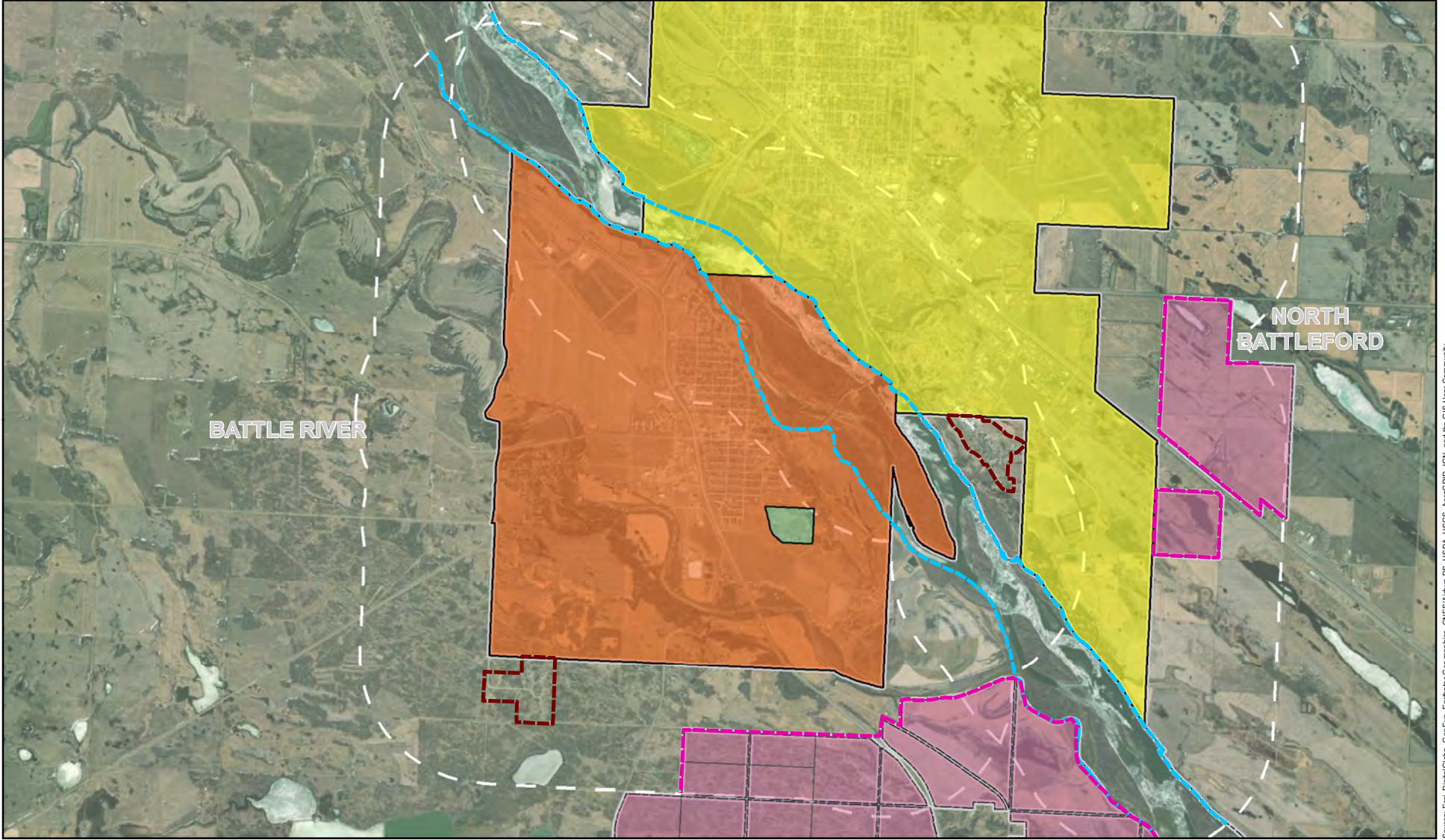
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2022 GROWTH STUDY

**MAP B.17: MELVILLE
BARRIERS TO
URBAN EXPANSION**



- City
- Town
- Rural Municipality
- Park/Recreational Area
- First Nation

Growth Barriers within 1.6 km

- Federal Jurisdiction
- Provincial Jurisdiction
- Hydrology*
- Existing Development*



1:70,000

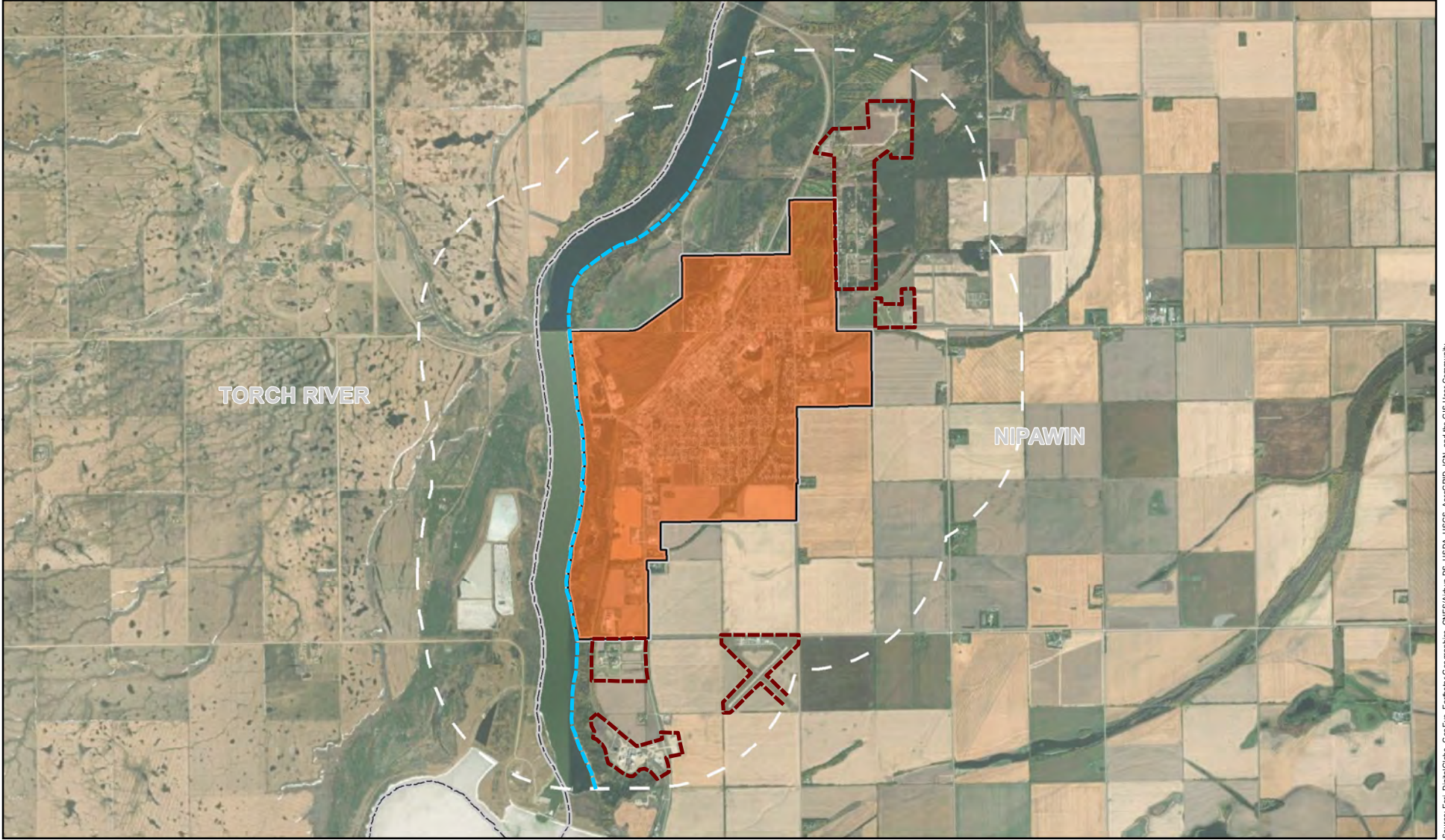
Integrated Expertise. Locally Delivered.





* Note hydrology and existing development barriers delineated based off imagery from Google Earth.







2022 GROWTH STUDY

**MAP B.18: BATTLEFORD
BARRIERS TO
URBAN EXPANSION**



-  Town
-  Rural Municipality
-  Park/Recreational Area
-  First Nation

Growth Barriers within 1.6 km

-  Federal Jurisdiction
-  Provincial Jurisdiction
-  Hydrology*
-  Existing Development*



1:60,000

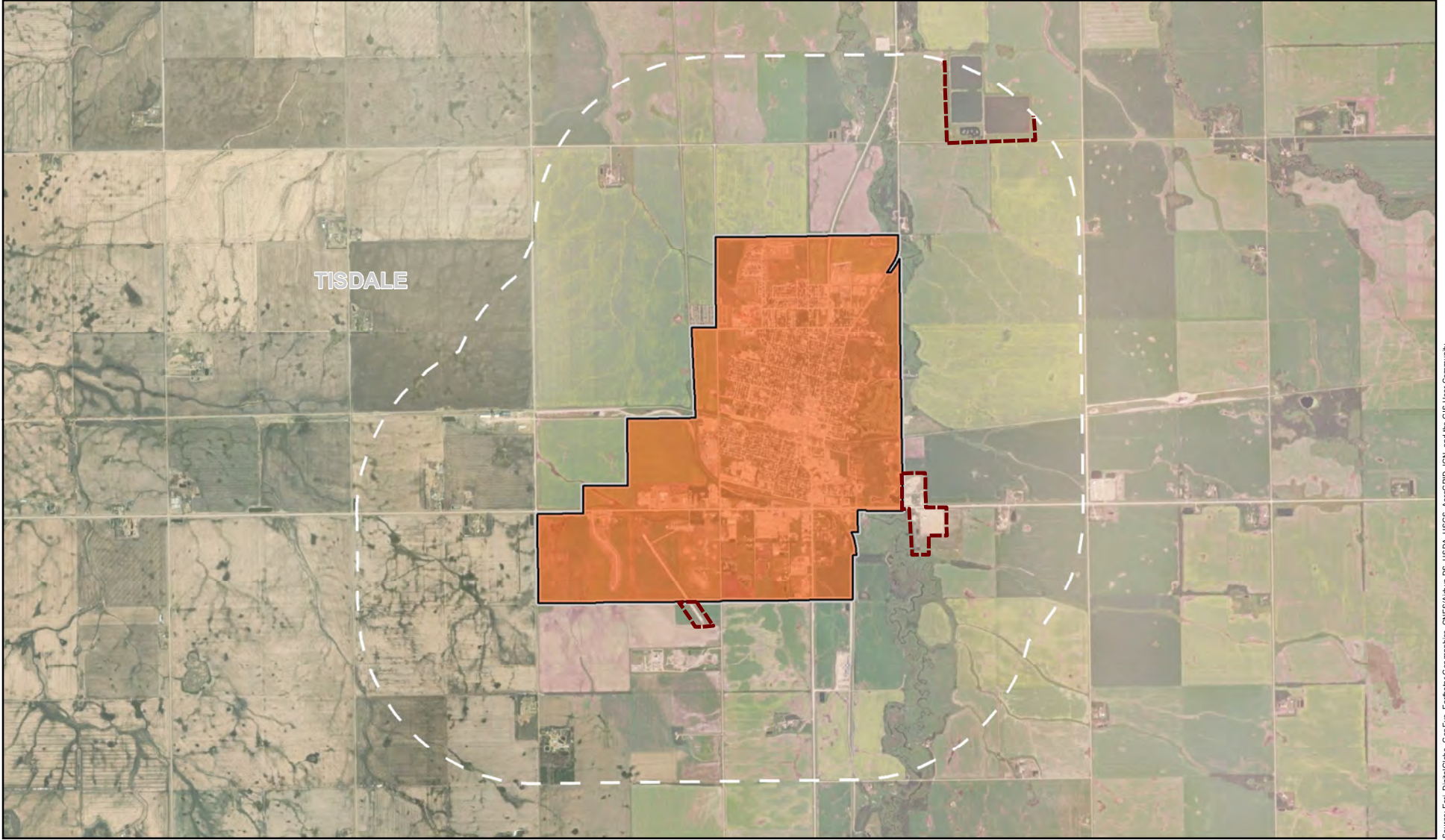
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* Note hydrology and existing development barriers delineated based off imagery from Google Earth.







2022 GROWTH STUDY

**MAP B.19: NIPAWIN
BARRIERS TO
URBAN EXPANSION**



-  Town
-  Rural Municipality
-  Park/Recreational Area
-  First Nation

Growth Barriers within 1.6 km

-  Federal Jurisdiction
-  Provincial Jurisdiction
-  Hydrology*
-  Existing Development*



1:50,000

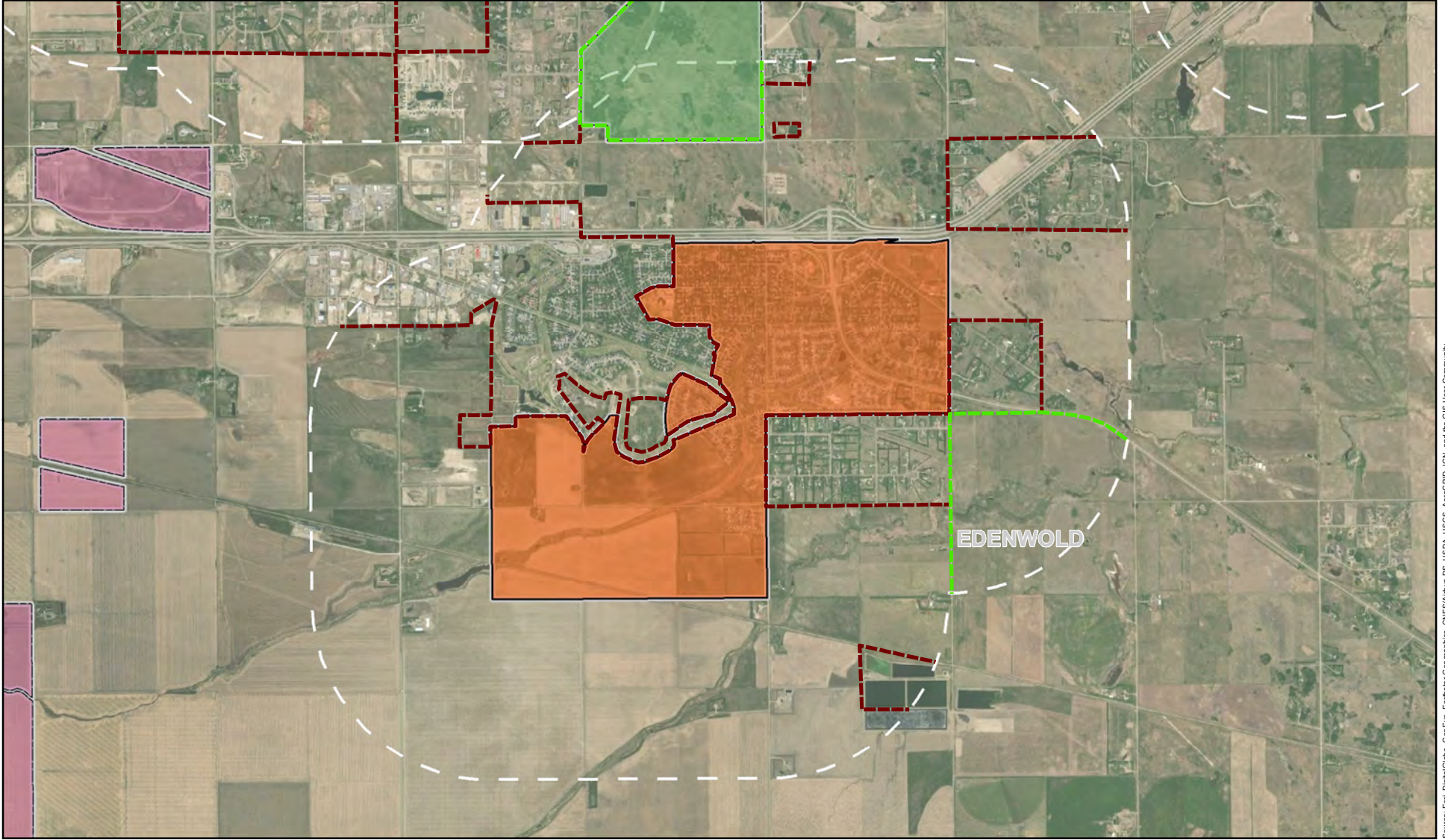
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* Note hydrology and existing development barriers delineated based off imagery from Google Earth.



2022 GROWTH STUDY

**MAP B.20: TISDALE
BARRIERS TO
URBAN EXPANSION**



- Town
- Rural Municipality
- Park/Recreational Area
- First Nation

Growth Barriers within 1.6 km

- Federal Jurisdiction
- Provincial Jurisdiction
- Hydrology*
- Existing Development*



1:50,000

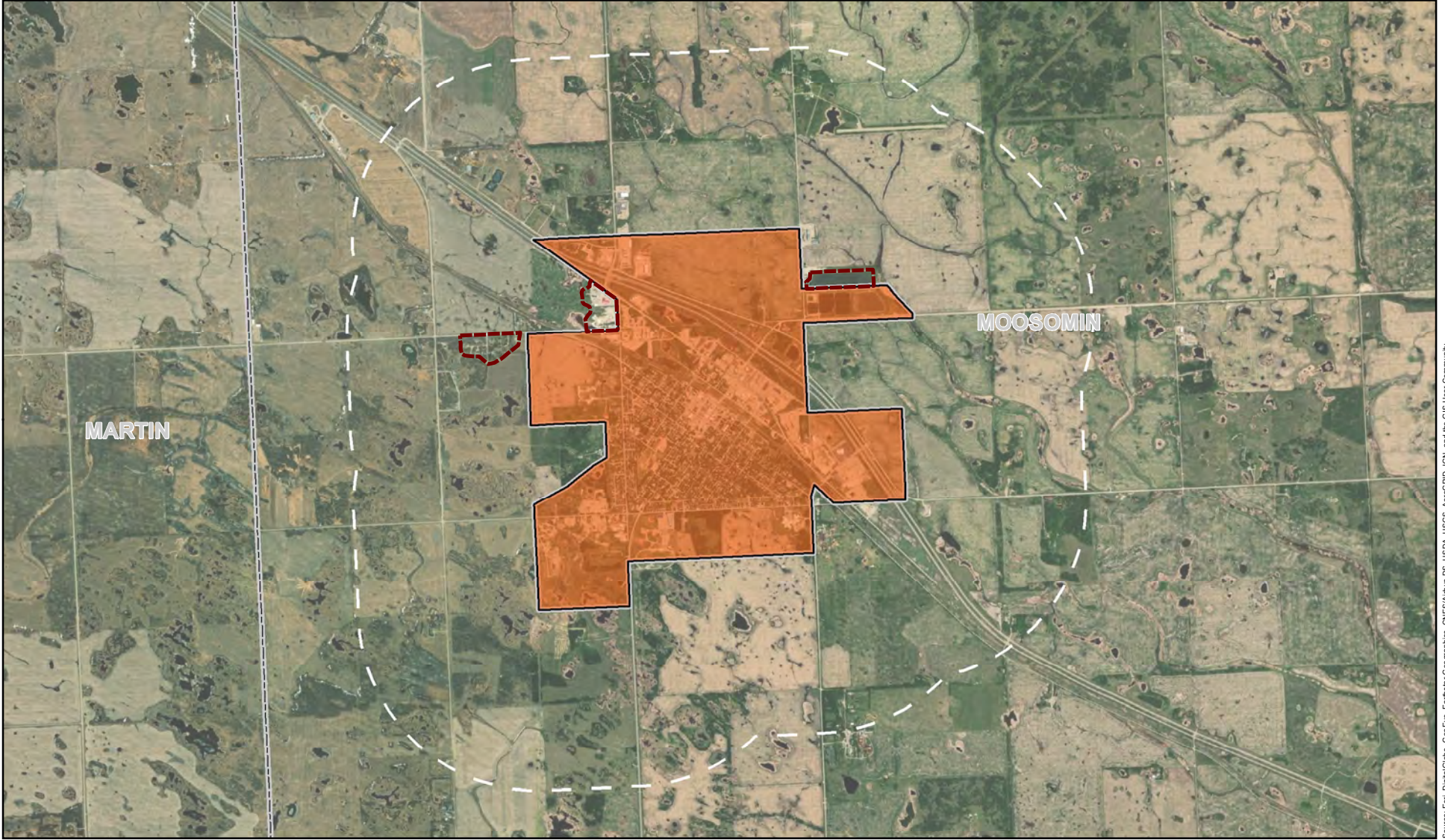
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* Note hydrology and existing development barriers delineated based off imagery from Google Earth.







2022 GROWTH STUDY

**MAP B.21: WHITE CITY
BARRIERS TO
URBAN EXPANSION**



-  Town
-  Rural Municipality
-  Park/Recreational Area
-  First Nation

Growth Barriers within 1.6 km

-  Federal Jurisdiction
-  Provincial Jurisdiction
-  Hydrology*
-  Existing Development*



1:50,000

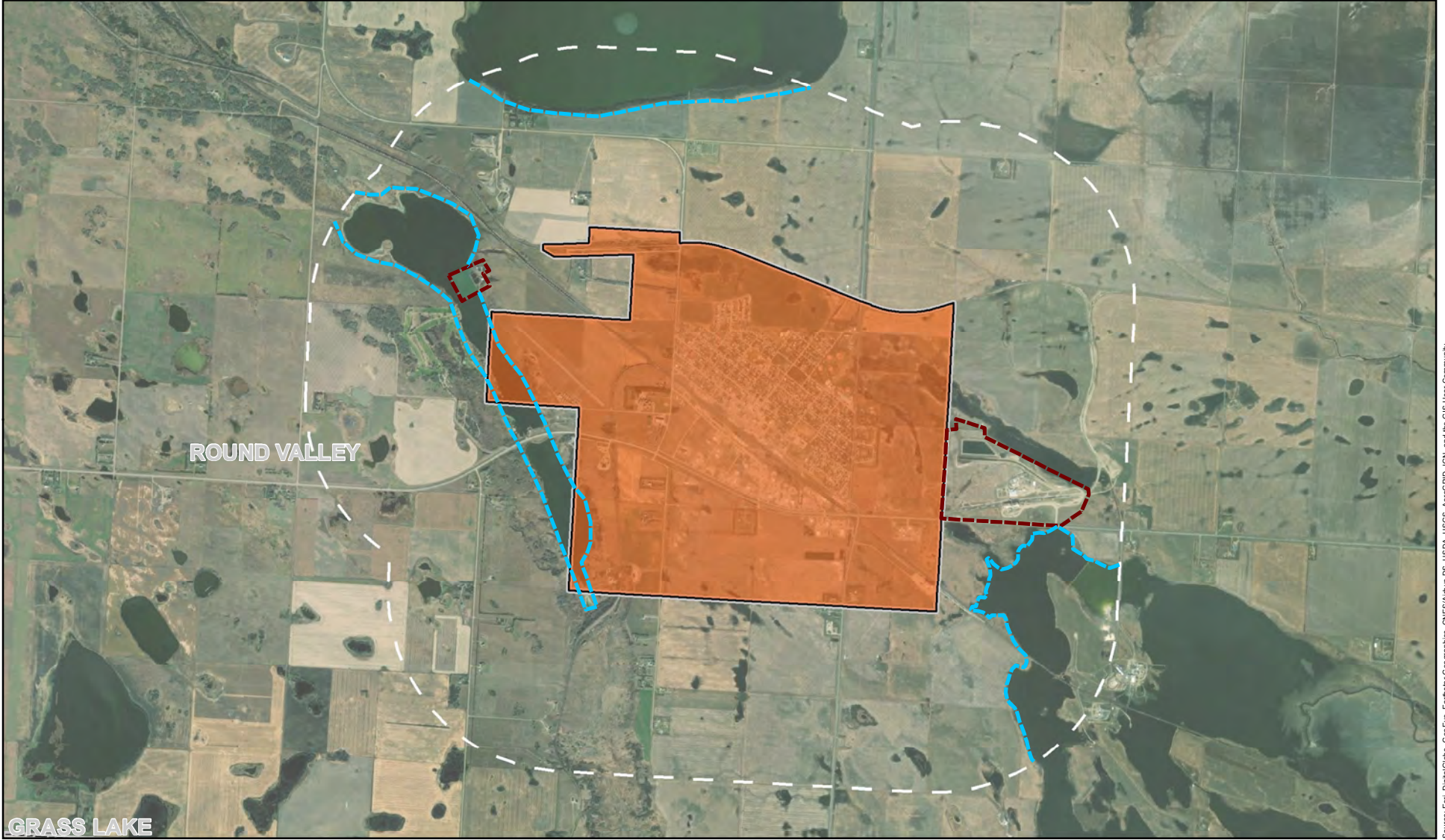
 Integrated Expertise. Locally Delivered.

* Note hydrology and existing development barriers delineated based off imagery from Google Earth.



2022 GROWTH STUDY

**MAP B.22: MOOSOMIN
BARRIERS TO
URBAN EXPANSION**



- Town
- Rural Municipality
- Park/Recreational Area
- First Nation

Growth Barriers within 1.6 km

- Federal Jurisdiction
- Provincial Jurisdiction
- Hydrology*
- Existing Development*



1:50,000

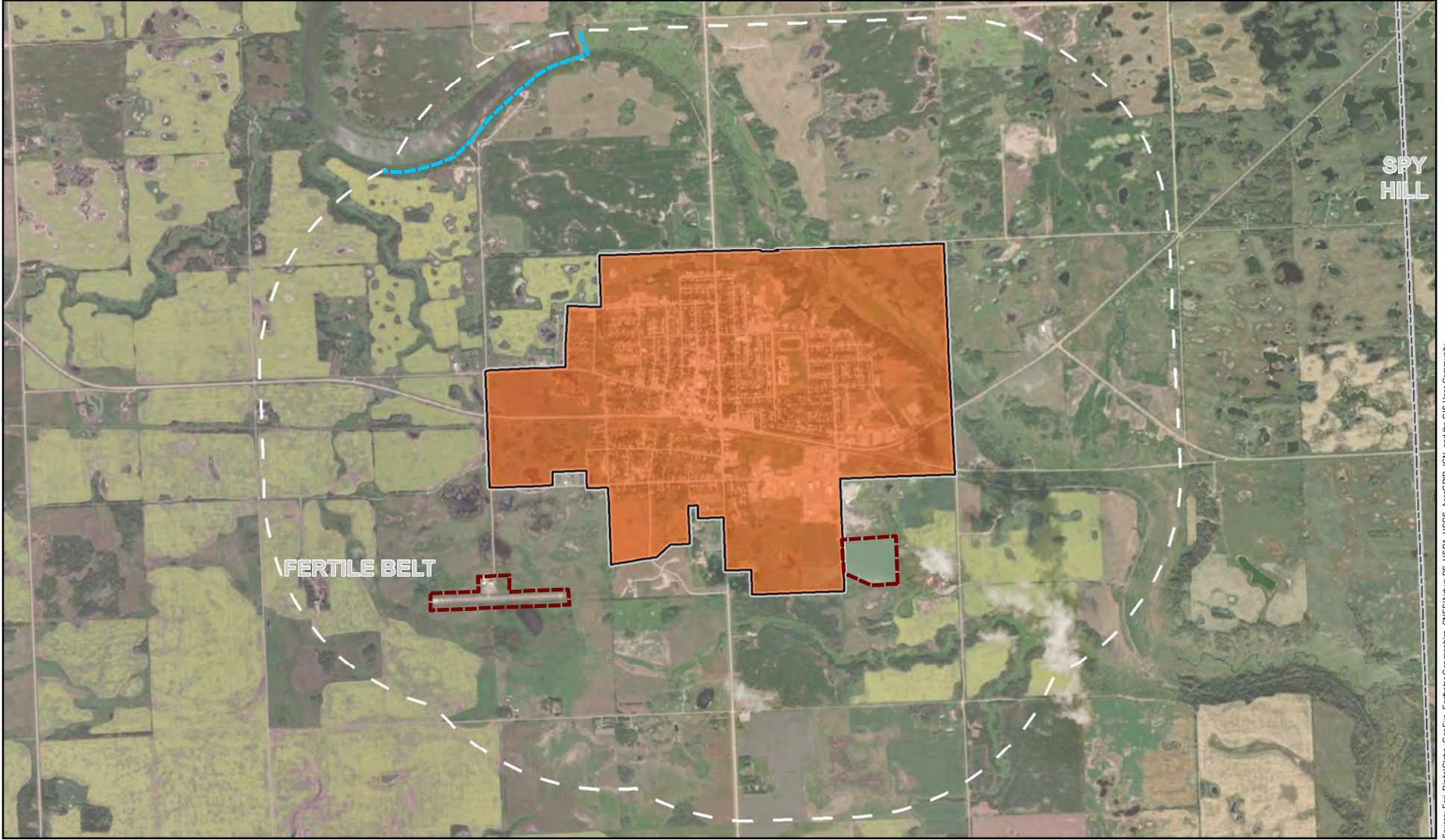
Integrated Expertise. Locally Delivered.

* Note hydrology and existing development barriers delineated based off imagery from Google Earth.



2022 GROWTH STUDY

**MAP B.23: UNITY
BARRIERS TO
URBAN EXPANSION**



SPY HILL

FERTILE BELT



- Town
- Rural Municipality
- Park/Recreational Area
- First Nation

Growth Barriers within 1.6 km

- Federal Jurisdiction
- Provincial Jurisdiction
- Hydrology*
- Existing Development*



1:40,000

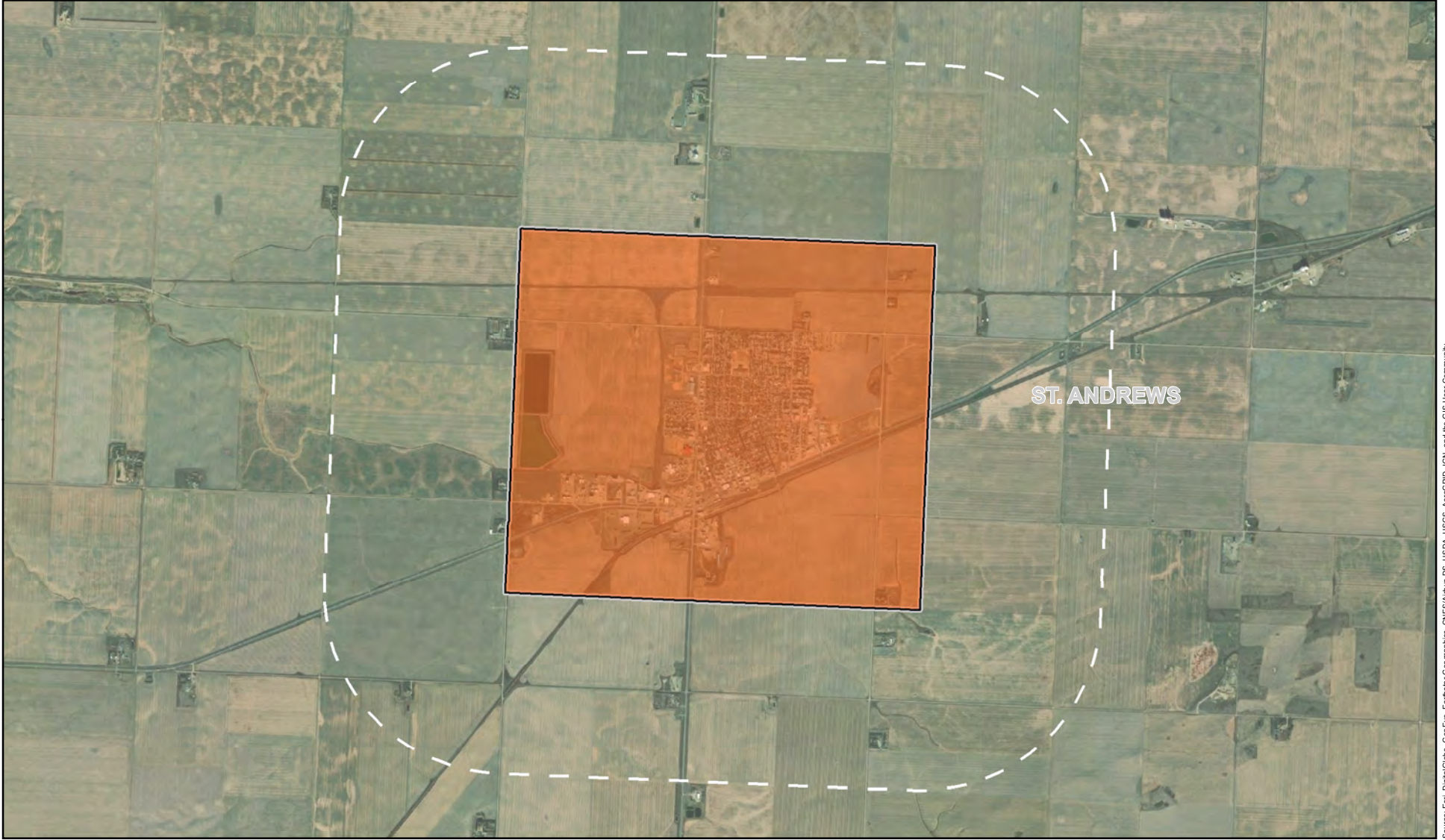
Integrated Expertise. Locally Delivered.





* Note hydrology and existing development barriers delineated based off imagery from Google Earth.







2022 GROWTH STUDY

MAP B.24: ESTERHAZY BARRIERS TO URBAN EXPANSION



-  Town
-  Rural Municipality
-  Park/Recreational Area
-  First Nation

Growth Barriers within 1.6 km

-  Federal Jurisdiction
-  Provincial Jurisdiction
-  Hydrology*
-  Existing Development*



1:50,000

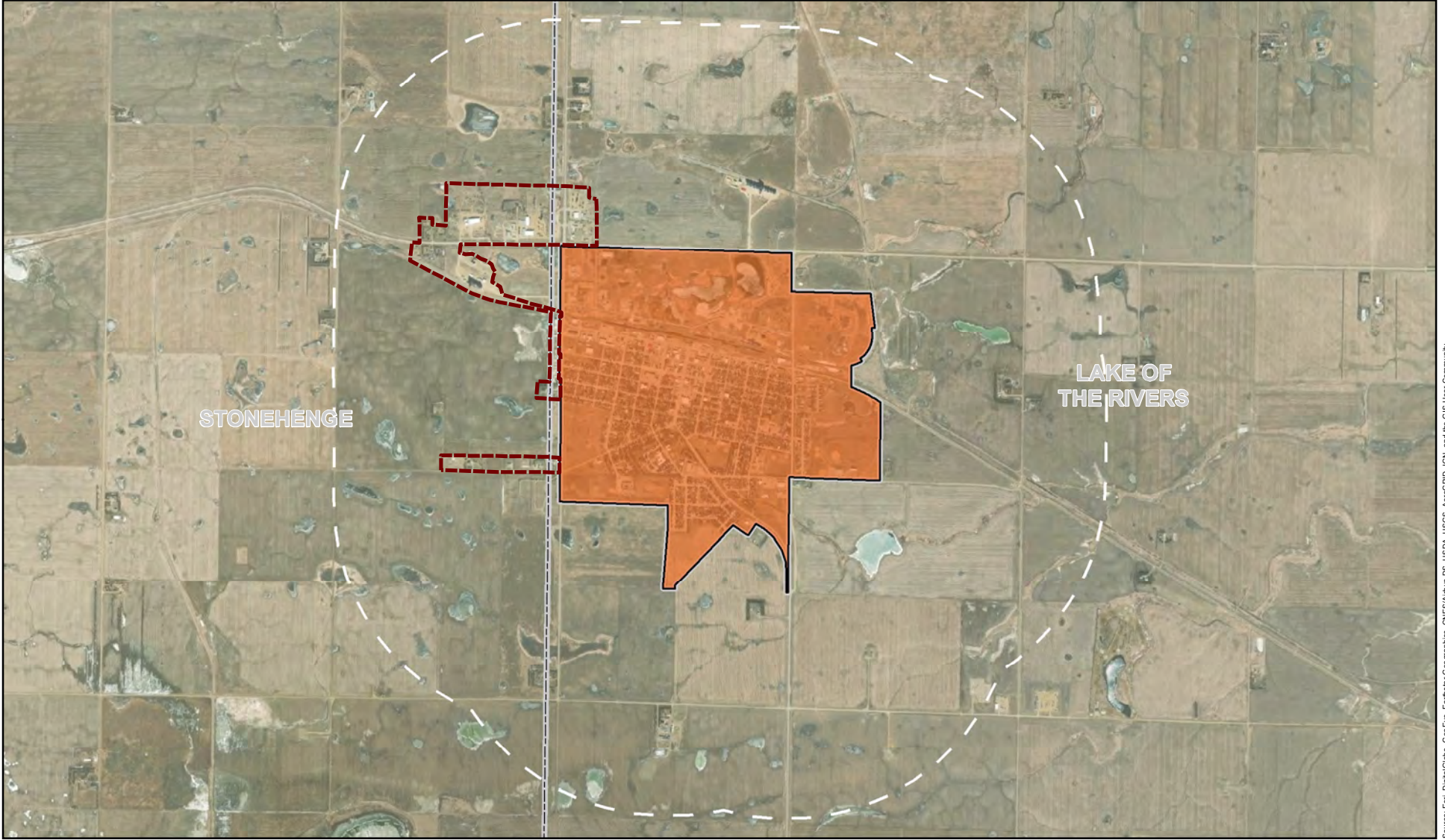
 Integrated Expertise. Locally Delivered.





* Note hydrology and existing development barriers delineated based off imagery from Google Earth.







2022 GROWTH STUDY

**MAP B.25: ROSETOWN
BARRIERS TO
URBAN EXPANSION**



-  Town
-  Rural Municipality
-  Park/Recreational Area
-  First Nation

Growth Barriers within 1.6 km

-  Federal Jurisdiction
-  Provincial Jurisdiction
-  Hydrology*
-  Existing Development*



1:40,000

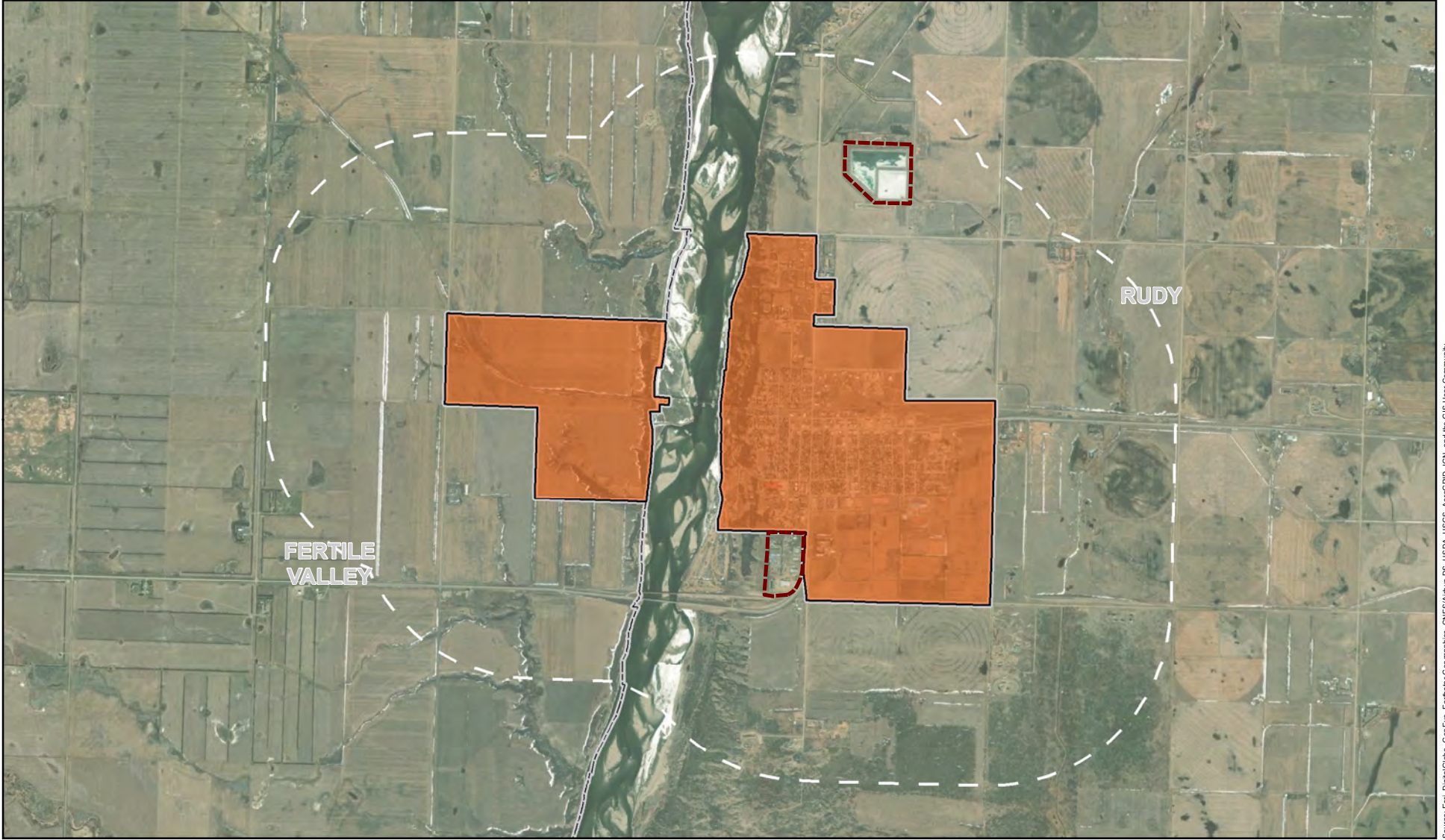
 Integrated Expertise. Locally Delivered.





* Note hydrology and existing development barriers delineated based off imagery from Google Earth.







2022 GROWTH STUDY

**MAP B.26: ASSINIBOIA
BARRIERS TO
URBAN EXPANSION**



-  Town
-  Rural Municipality
-  Park/Recreational Area
-  First Nation

Growth Barriers within 1.6 km

-  Federal Jurisdiction
-  Provincial Jurisdiction
-  Hydrology*
-  Existing Development*



1:50,000

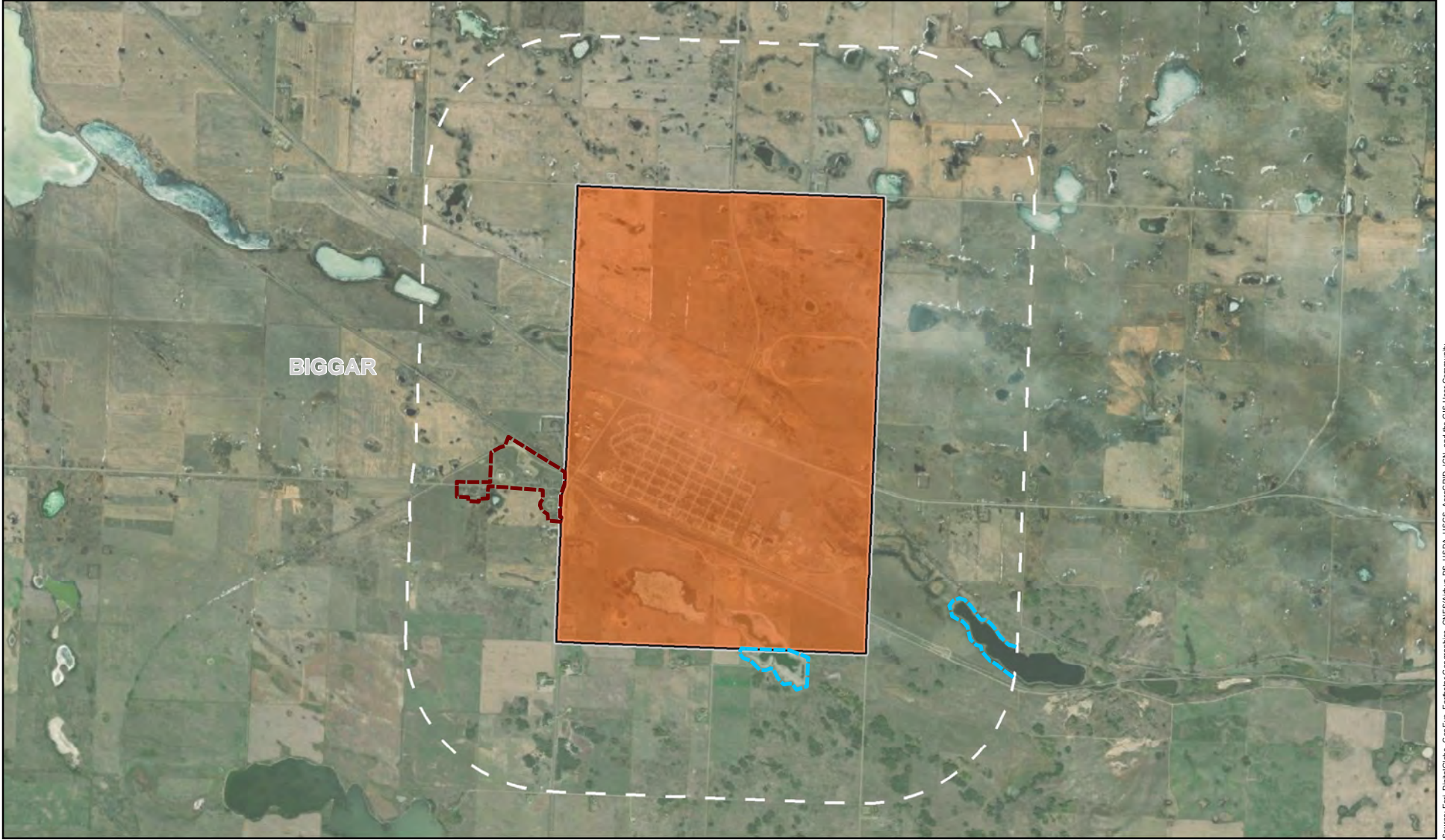
 Integrated Expertise. Locally Delivered.

* Note hydrology and existing development barriers delineated based off imagery from Google Earth.



2022 GROWTH STUDY

**MAP B.27: OUTLOOK
BARRIERS TO
URBAN EXPANSION**



- Town
- Rural Municipality
- Park/Recreational Area
- First Nation

Growth Barriers within 1.6 km

- Federal Jurisdiction
- Provincial Jurisdiction
- Hydrology*
- Existing Development*



1:60,000

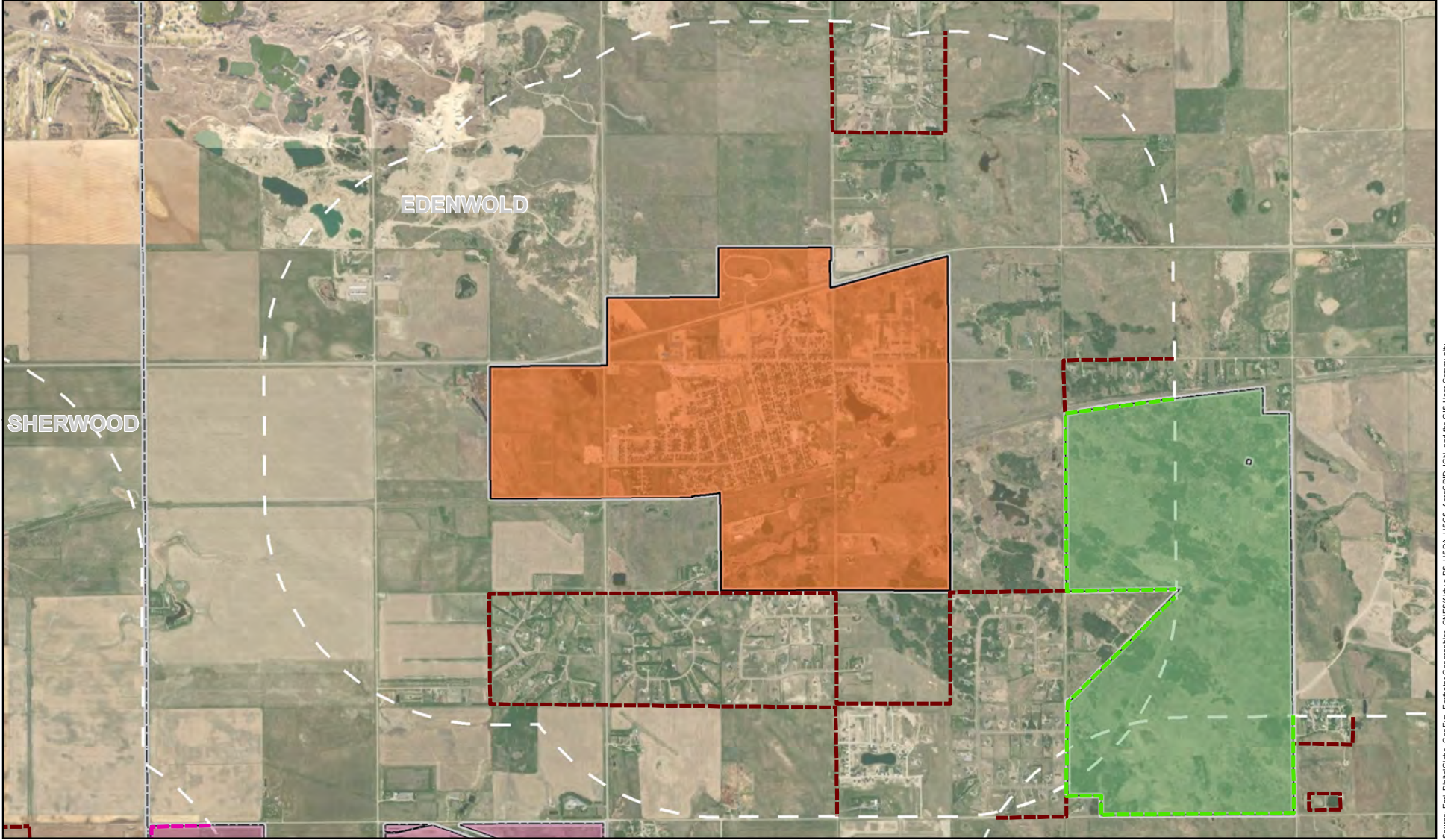
Integrated Expertise. Locally Delivered.

* Note hydrology and existing development barriers delineated based off imagery from Google Earth.



2022 GROWTH STUDY

**MAP B.28: BIGGAR
BARRIERS TO
URBAN EXPANSION**



- Town
- Rural Municipality
- Park/Recreational Area
- First Nation

Growth Barriers within 1.6 km

- Federal Jurisdiction
- Provincial Jurisdiction
- Hydrology*
- Existing Development*



1:40,000

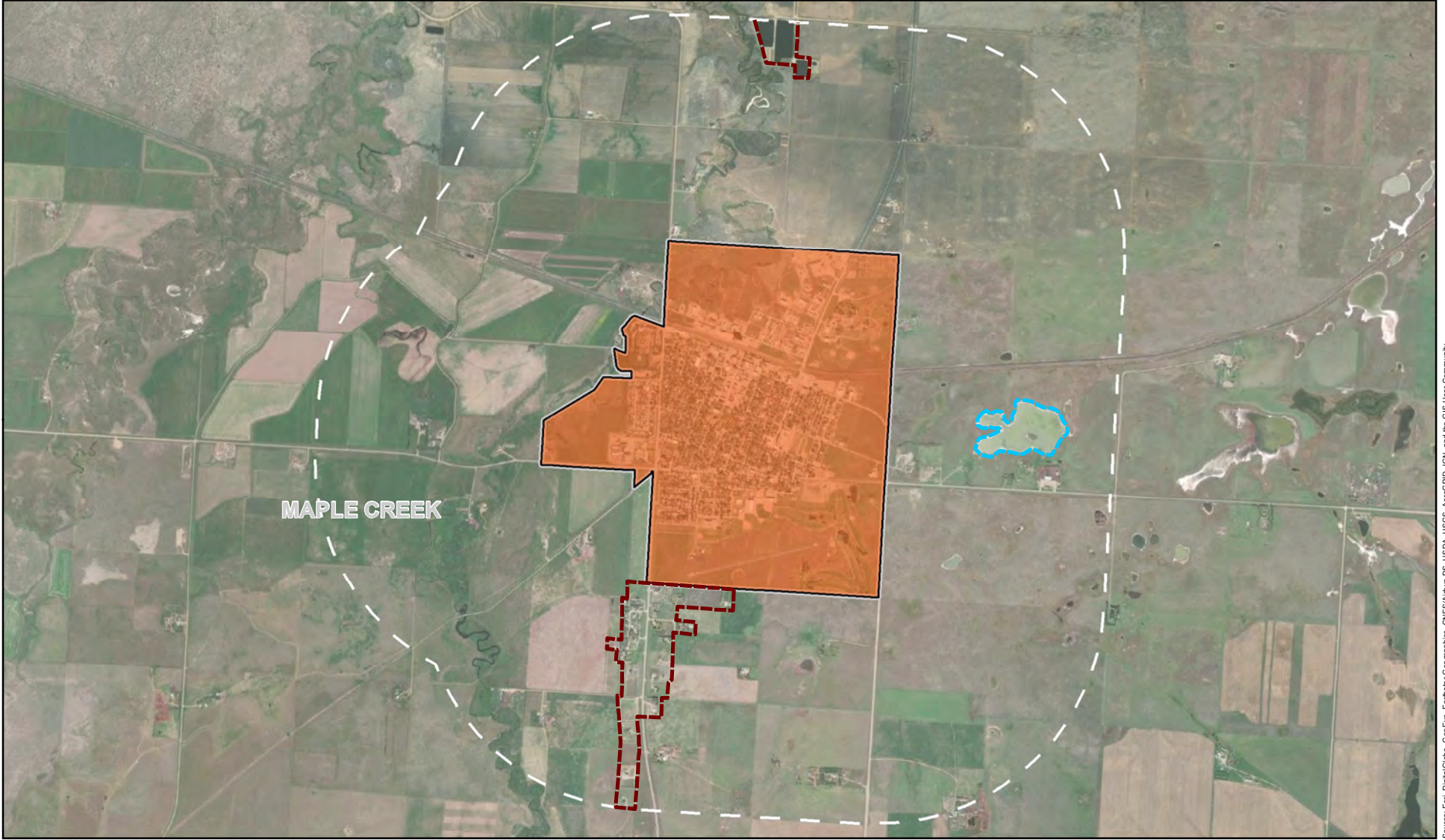
Integrated Expertise. Locally Delivered.

* Note hydrology and existing development barriers delineated based off imagery from Google Earth.



2022 GROWTH STUDY

**MAP B.29: PILOT BUTTE
BARRIERS TO
URBAN EXPANSION**



- Town
- Rural Municipality
- Park/Recreational Area
- First Nation

Growth Barriers within 1.6 km

- Federal Jurisdiction
- Provincial Jurisdiction
- Hydrology*
- Existing Development*



1:40,000

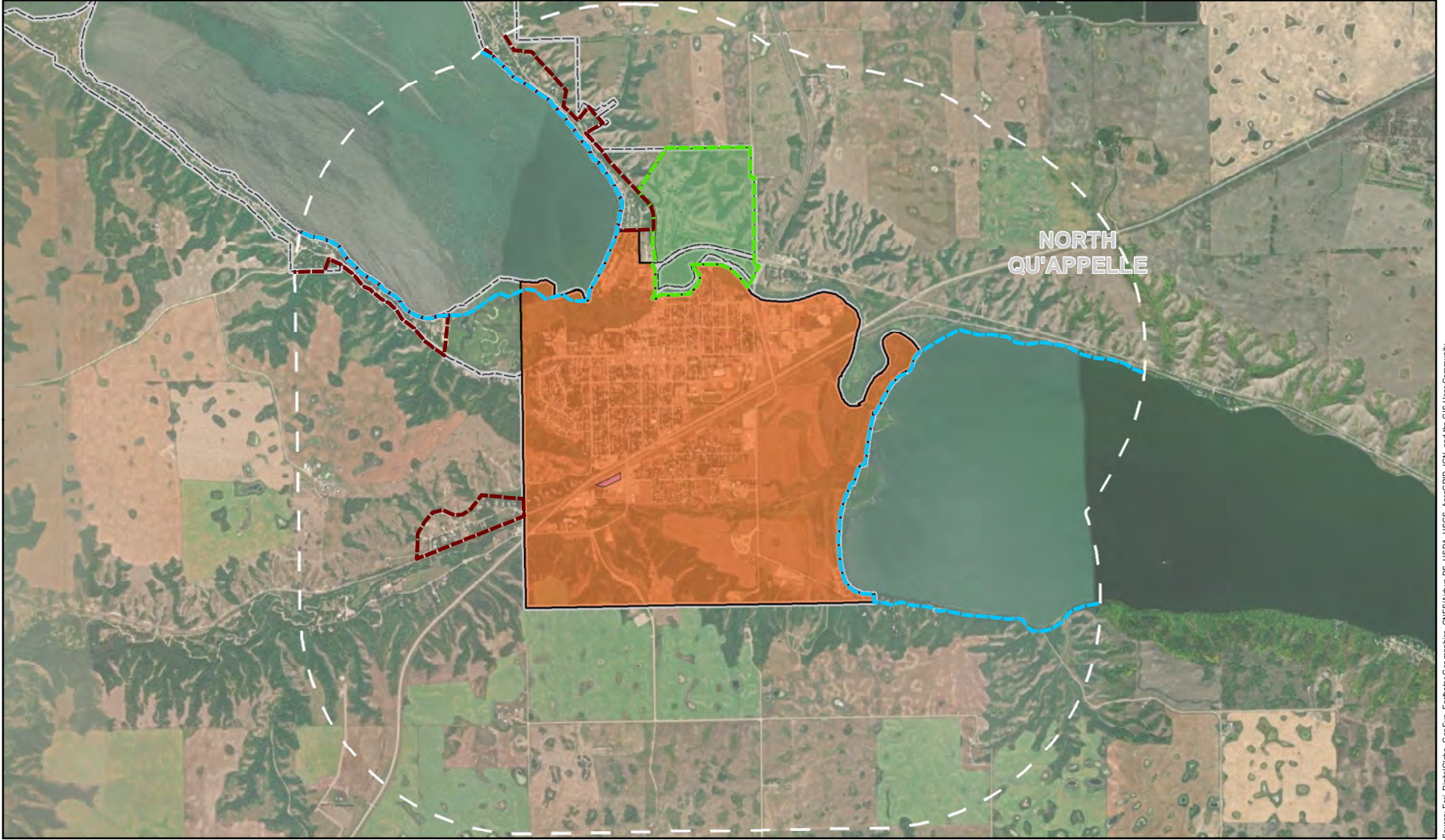
Integrated Expertise. Locally Delivered.





* Note hydrology and existing development barriers delineated based off imagery from Google Earth.







2022 GROWTH STUDY

**MAP B.30: MAPLE CREEK
BARRIERS TO
URBAN EXPANSION**



-  Town
-  Rural Municipality
-  Park/Recreational Area
-  First Nation

Growth Barriers within 1.6 km

-  Federal Jurisdiction
-  Provincial Jurisdiction
-  Hydrology*
-  Existing Development*



1:40,000

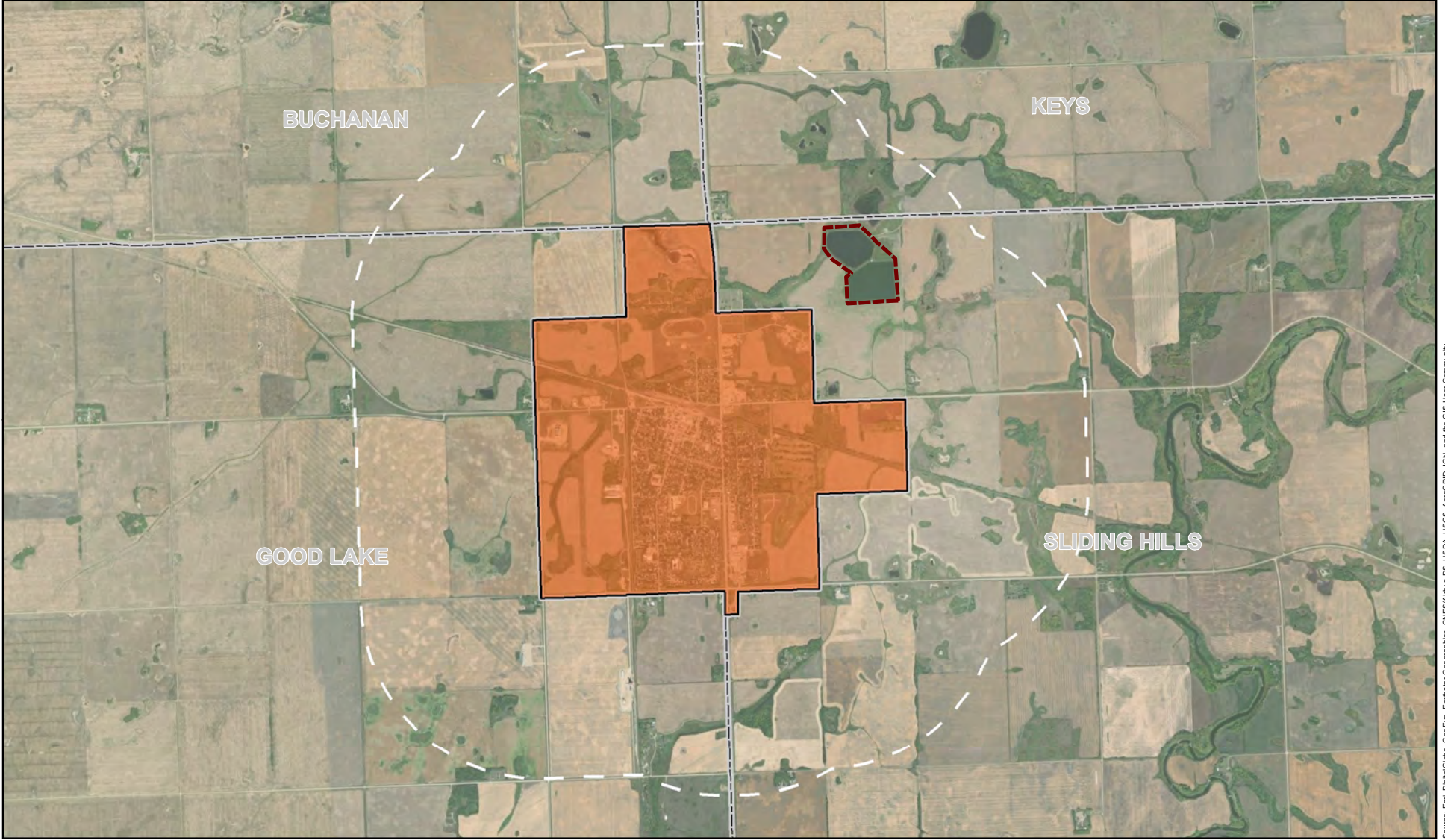
 Integrated Expertise. Locally Delivered.





* Note hydrology and existing development barriers delineated based off imagery from Google Earth.







2022 GROWTH STUDY

**MAP B.31: FORT QU'APPELLE
BARRIERS TO
URBAN EXPANSION**



-  Town
-  Rural Municipality
-  Park/Recreational Area
-  First Nation

Growth Barriers within 1.6 km

-  Federal Jurisdiction
-  Provincial Jurisdiction
-  Hydrology*
-  Existing Development*



1:50,000

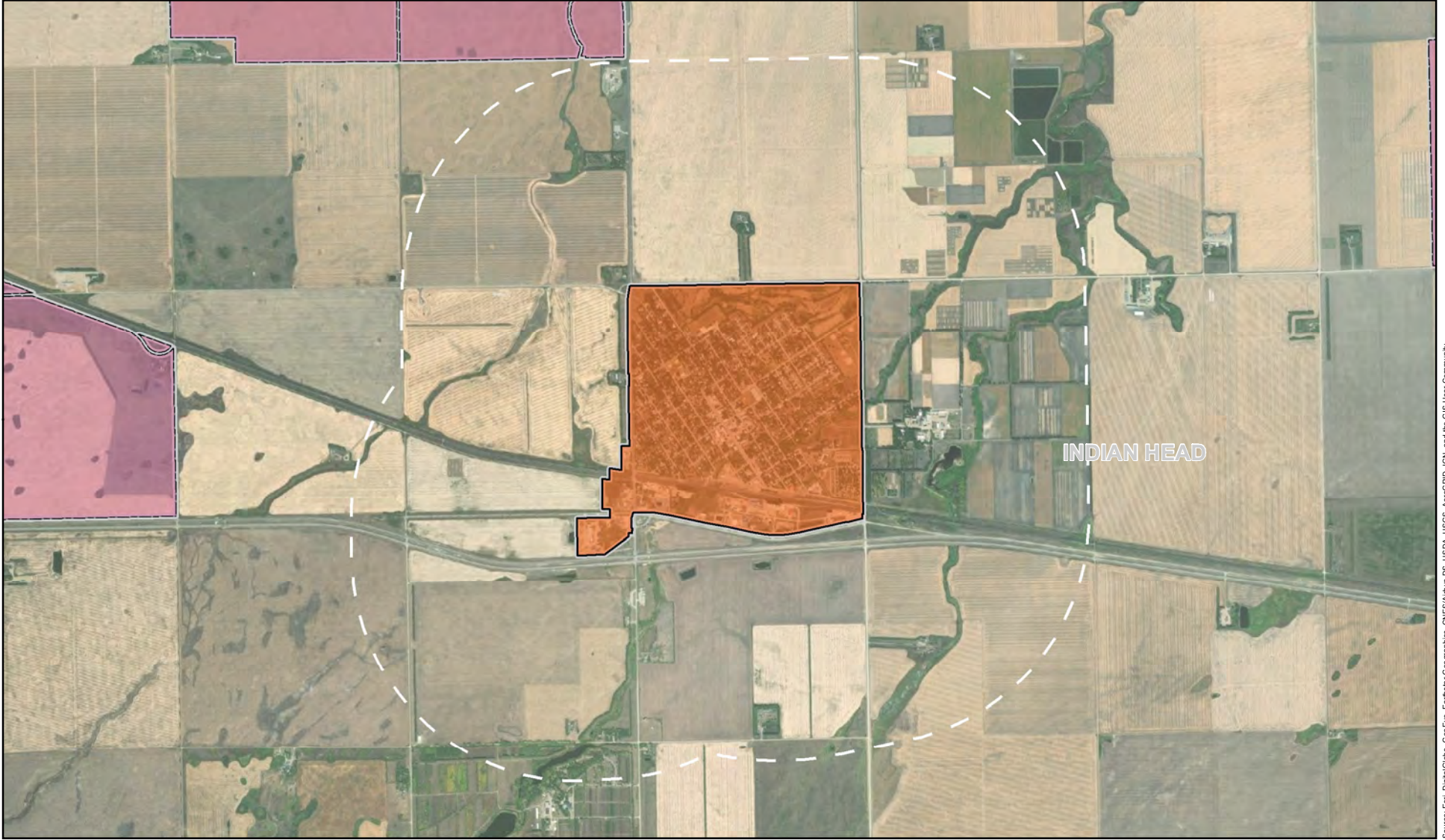
 Integrated Expertise. Locally Delivered.

* Note hydrology and existing development barriers delineated based off imagery from Google Earth.



2022 GROWTH STUDY

**MAP B.32: CANORA
BARRIERS TO
URBAN EXPANSION**



- Town
- Rural Municipality
- Park/Recreational Area
- First Nation

Growth Barriers within 1.6 km

- Federal Jurisdiction
- Provincial Jurisdiction
- Hydrology*
- Existing Development*



1:40,000

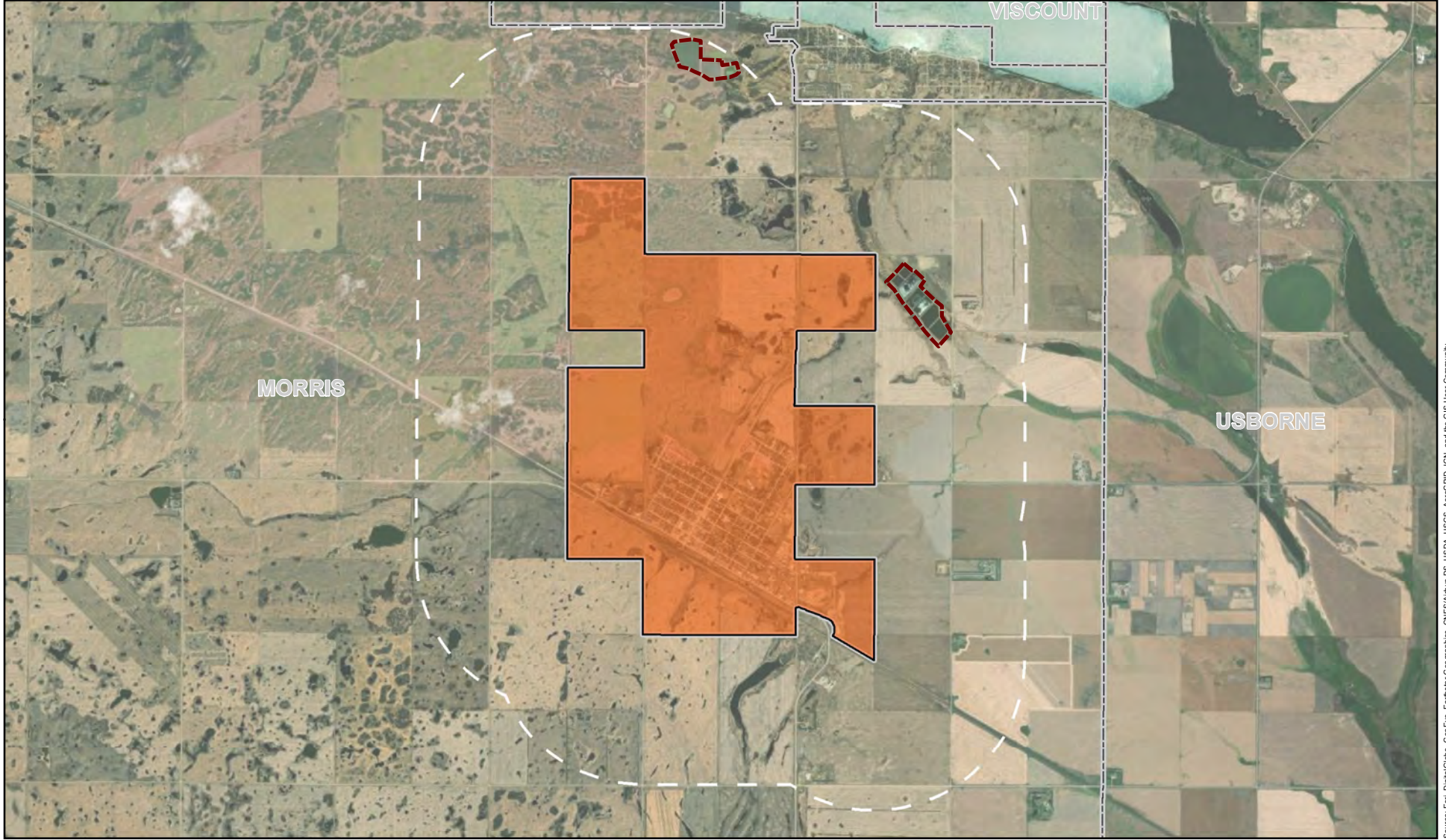
Integrated Expertise. Locally Delivered.

* Note hydrology and existing development barriers delineated based off imagery from Google Earth.



2022 GROWTH STUDY

**MAP B.33: INDIAN HEAD
BARRIERS TO
URBAN EXPANSION**



- Town
- Rural Municipality
- Park/Recreational Area
- First Nation

Growth Barriers within 1.6 km

- Federal Jurisdiction
- Provincial Jurisdiction
- Hydrology*
- Existing Development*



1:60,000

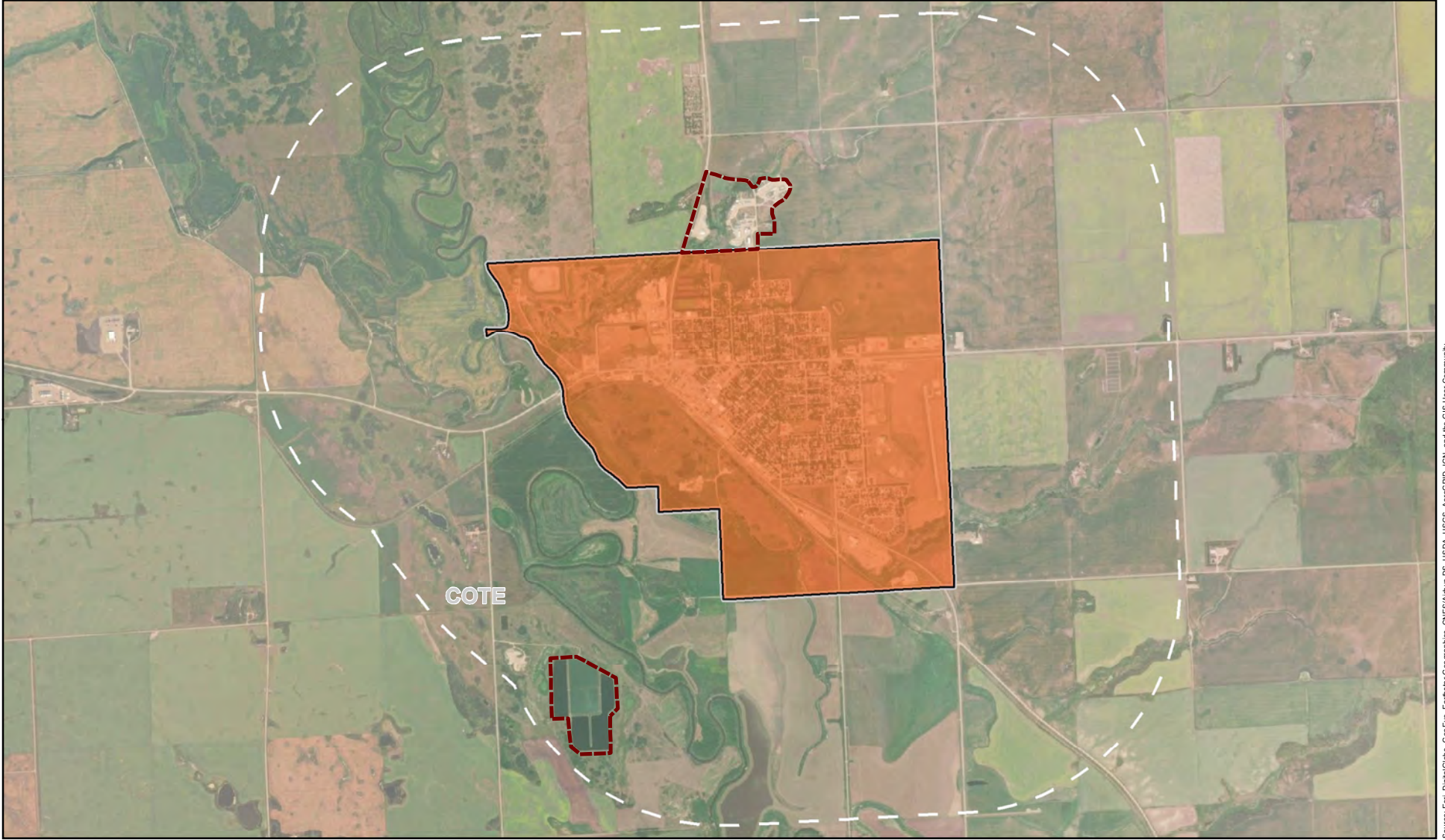
Integrated Expertise. Locally Delivered.





* Note hydrology and existing development barriers delineated based off imagery from Google Earth.







2022 GROWTH STUDY

MAP B.34: WATROUS BARRIERS TO URBAN EXPANSION



-  Town
-  Rural Municipality
-  Park/Recreational Area
-  First Nation

Growth Barriers within 1.6 km

-  Federal Jurisdiction
-  Provincial Jurisdiction
-  Hydrology*
-  Existing Development*



1:40,000

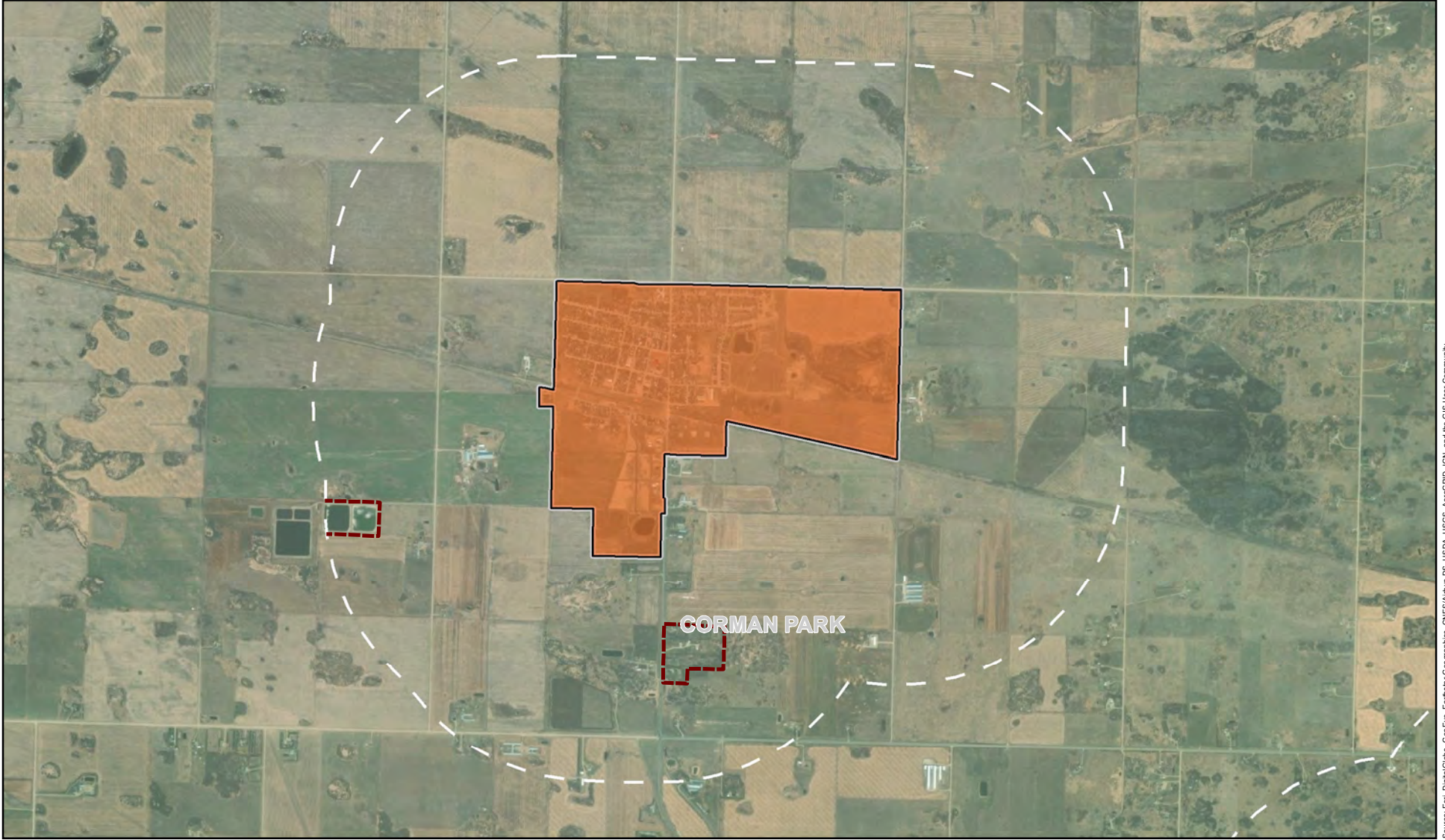
 Integrated Expertise. Locally Delivered.

* Note hydrology and existing development barriers delineated based off imagery from Google Earth.



2022 GROWTH STUDY

**MAP B.35: KAMSACK
BARRIERS TO
URBAN EXPANSION**



- Town
- Rural Municipality
- Park/Recreational Area
- First Nation

Growth Barriers within 1.6 km

- Federal Jurisdiction
- Provincial Jurisdiction
- Hydrology*
- Existing Development*



1:40,000

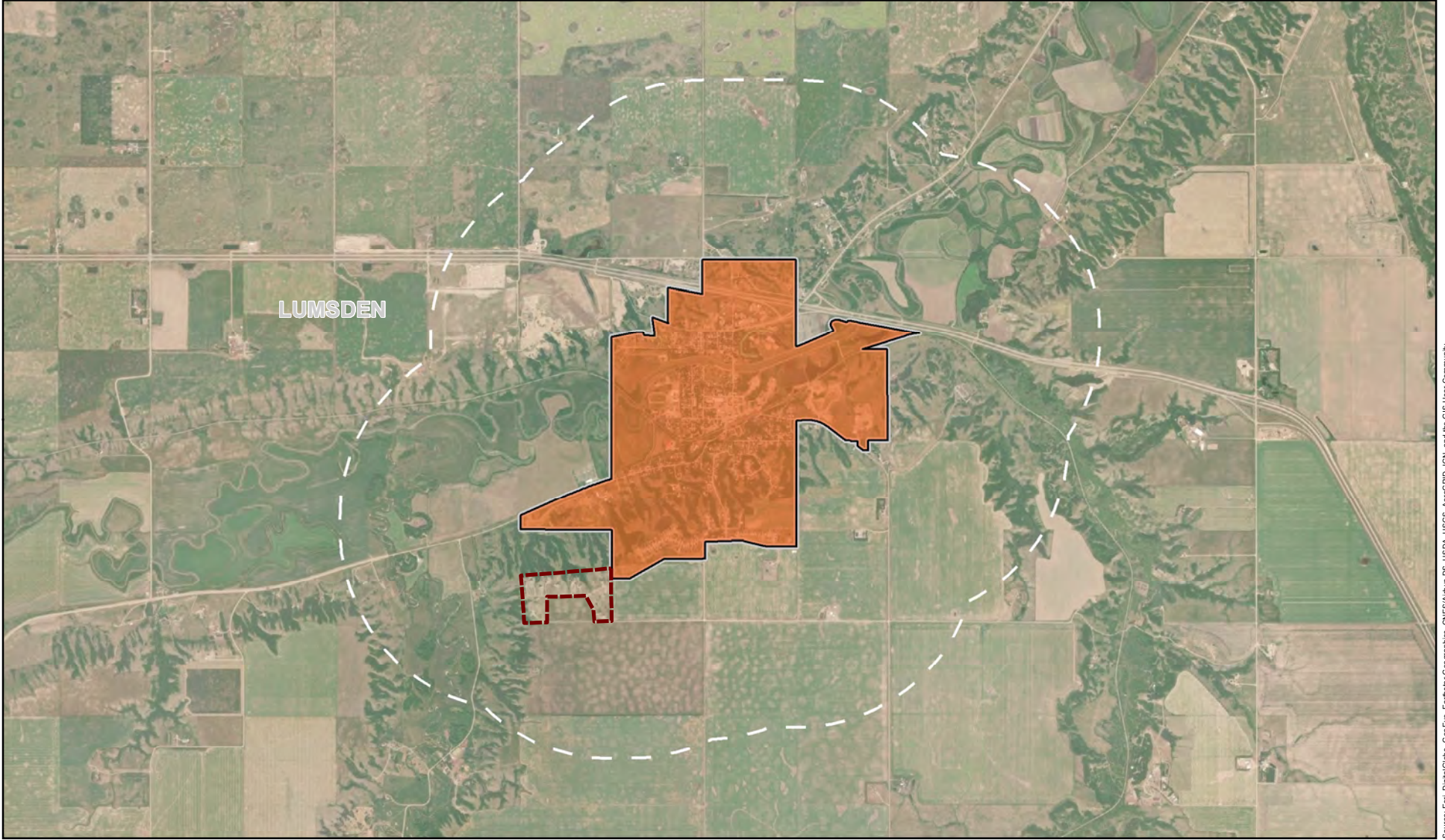
Integrated Expertise. Locally Delivered.





* Note hydrology and existing development barriers delineated based off imagery from Google Earth.







2022 GROWTH STUDY

**MAP B.36: DALMENY
BARRIERS TO
URBAN EXPANSION**



-  Town
-  Rural Municipality
-  Park/Recreational Area
-  First Nation

Growth Barriers within 1.6 km

-  Federal Jurisdiction
-  Provincial Jurisdiction
-  Hydrology*
-  Existing Development*



1:50,000

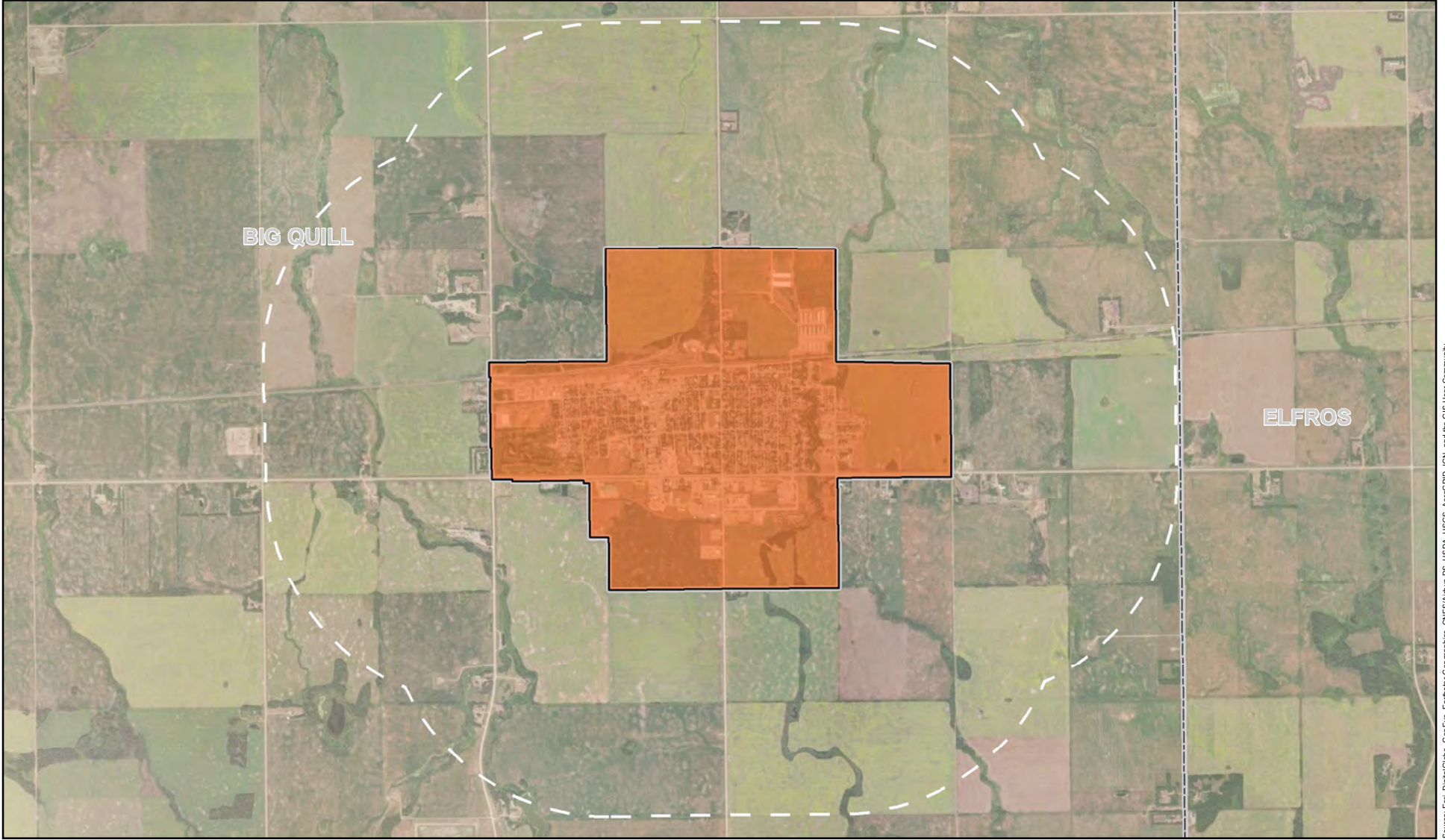
 Integrated Expertise. Locally Delivered.





* Note hydrology and existing development barriers delineated based off imagery from Google Earth.







2022 GROWTH STUDY

**MAP B.37: LUMSDEN
BARRIERS TO
URBAN EXPANSION**



-  Town
-  Rural Municipality
-  Park/Recreational Area
-  First Nation

Growth Barriers within 1.6 km

-  Federal Jurisdiction
-  Provincial Jurisdiction
-  Hydrology*
-  Existing Development*



1:40,000

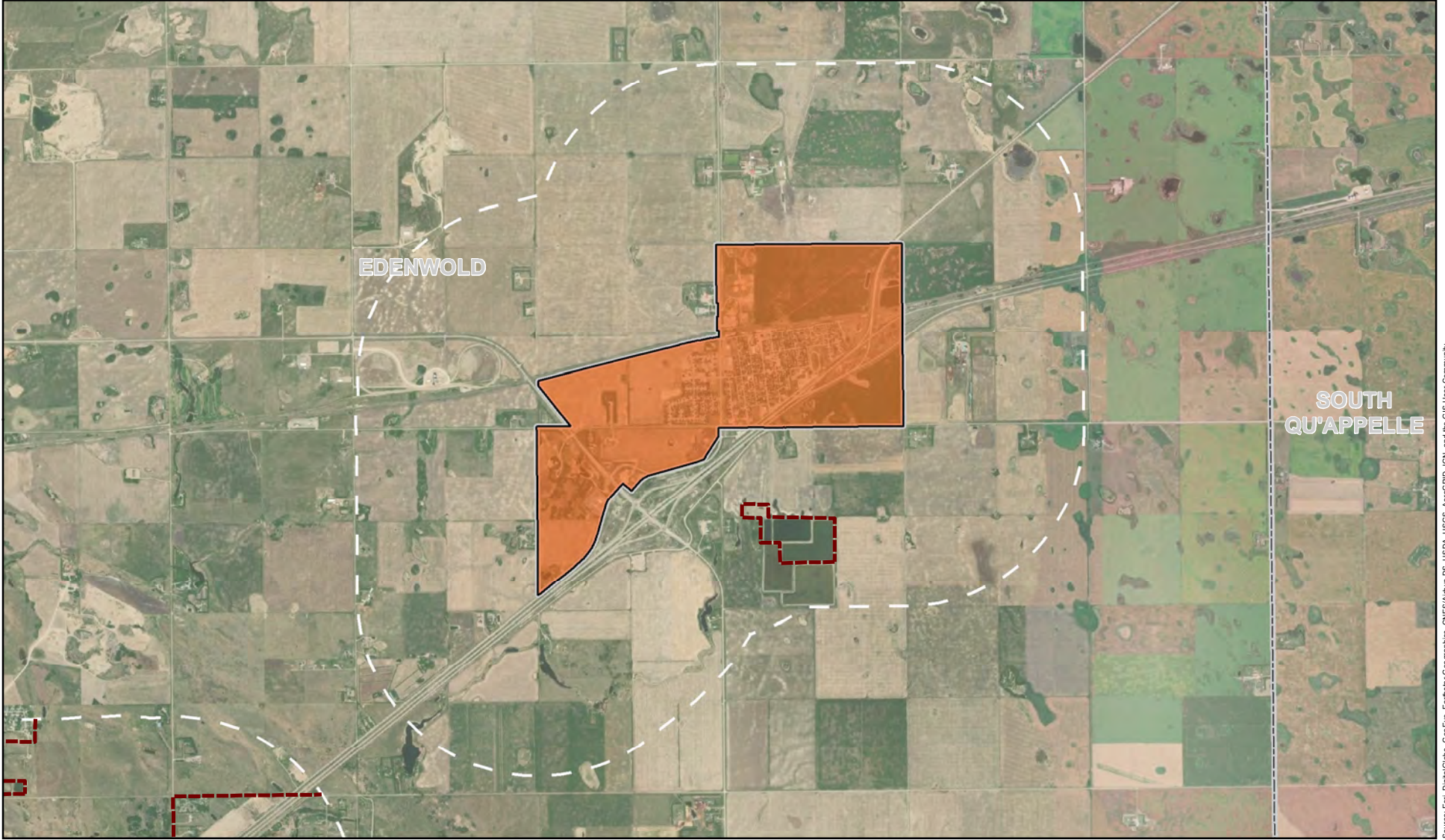
 Integrated Expertise. Locally Delivered.





* Note hydrology and existing development barriers delineated based off imagery from Google Earth.







2022 GROWTH STUDY

**MAP B.38: WYNARD
BARRIERS TO
URBAN EXPANSION**



-  Town
-  Rural Municipality
-  Park/Recreational Area
-  First Nation

Growth Barriers within 1.6 km

-  Federal Jurisdiction
-  Provincial Jurisdiction
-  Hydrology*
-  Existing Development*



1:50,000

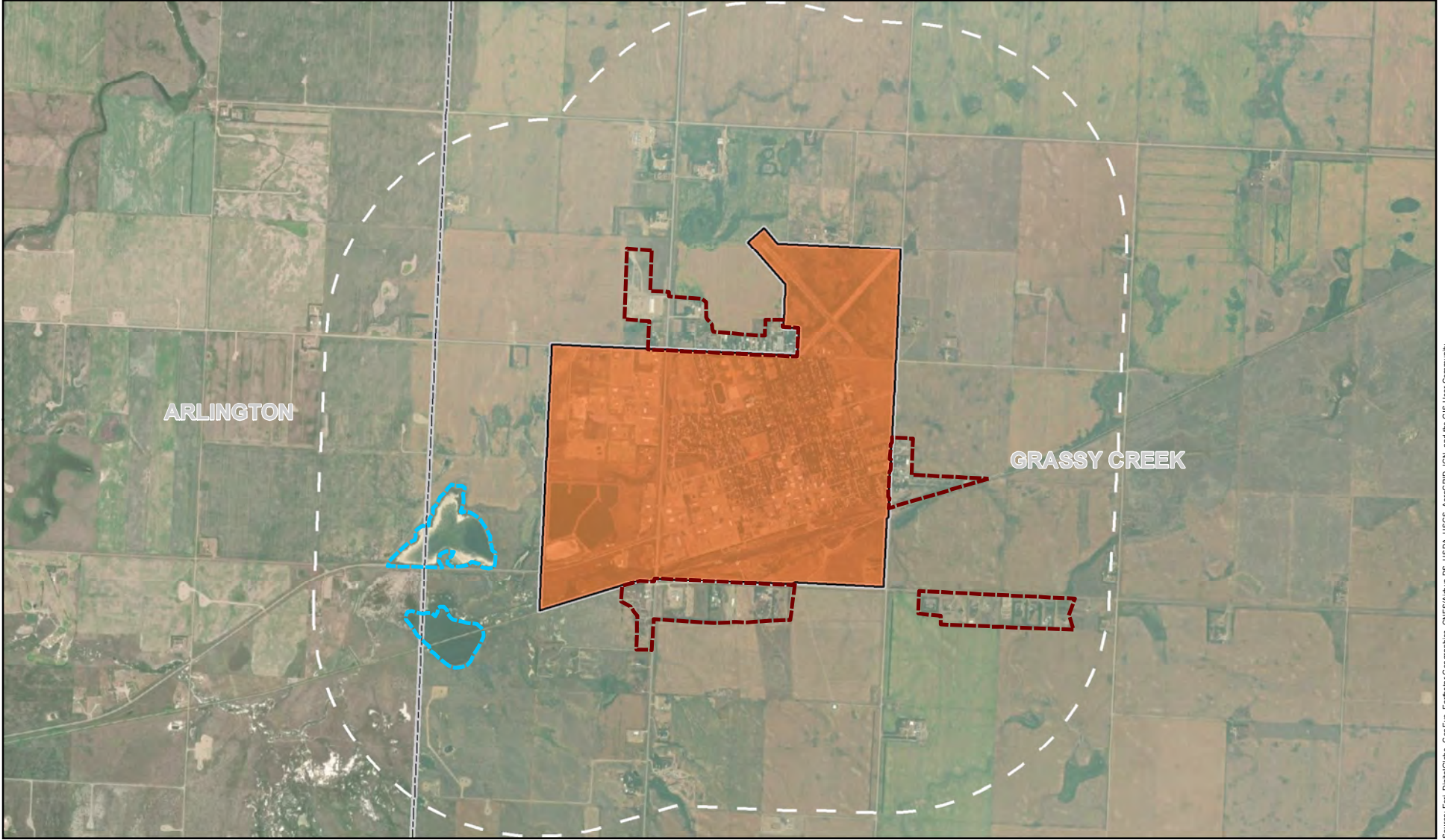
 Integrated Expertise. Locally Delivered.





* Note hydrology and existing development barriers delineated based off imagery from Google Earth.







2022 GROWTH STUDY

**MAP B.39: BALGONIE
BARRIERS TO
URBAN EXPANSION**



-  Town
-  Rural Municipality
-  Park/Recreational Area
-  First Nation

Growth Barriers within 1.6 km

-  Federal Jurisdiction
-  Provincial Jurisdiction
-  Hydrology*
-  Existing Development*



1:40,000

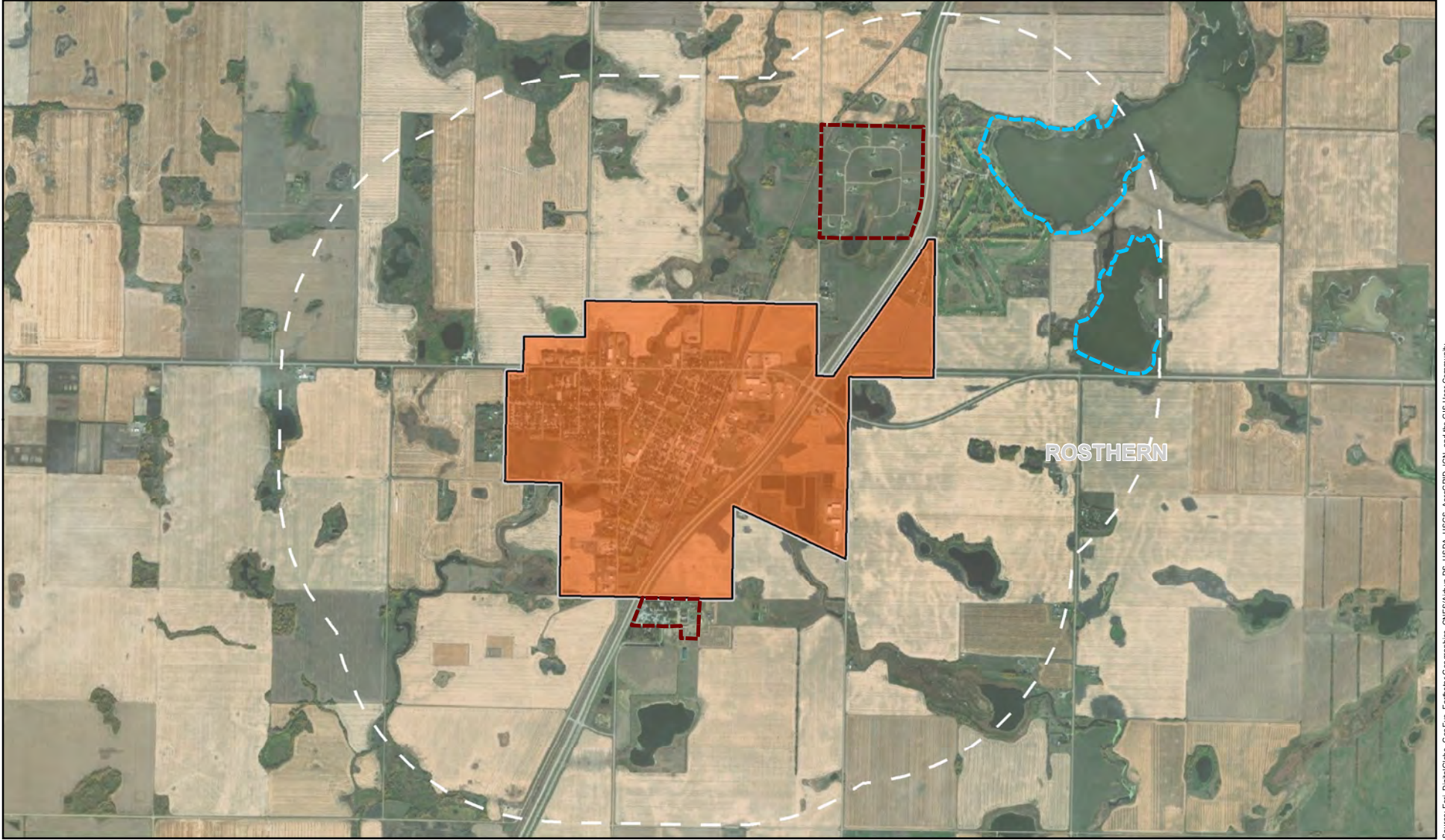
 Integrated Expertise. Locally Delivered.





* Note hydrology and existing development barriers delineated based off imagery from Google Earth.







2022 GROWTH STUDY

**MAP B.40: SHAUNAVON
BARRIERS TO
URBAN EXPANSION**



-  Town
-  Rural Municipality
-  Park/Recreational Area
-  First Nation

Growth Barriers within 1.6 km

-  Federal Jurisdiction
-  Provincial Jurisdiction
-  Hydrology*
-  Existing Development*



1:40,000

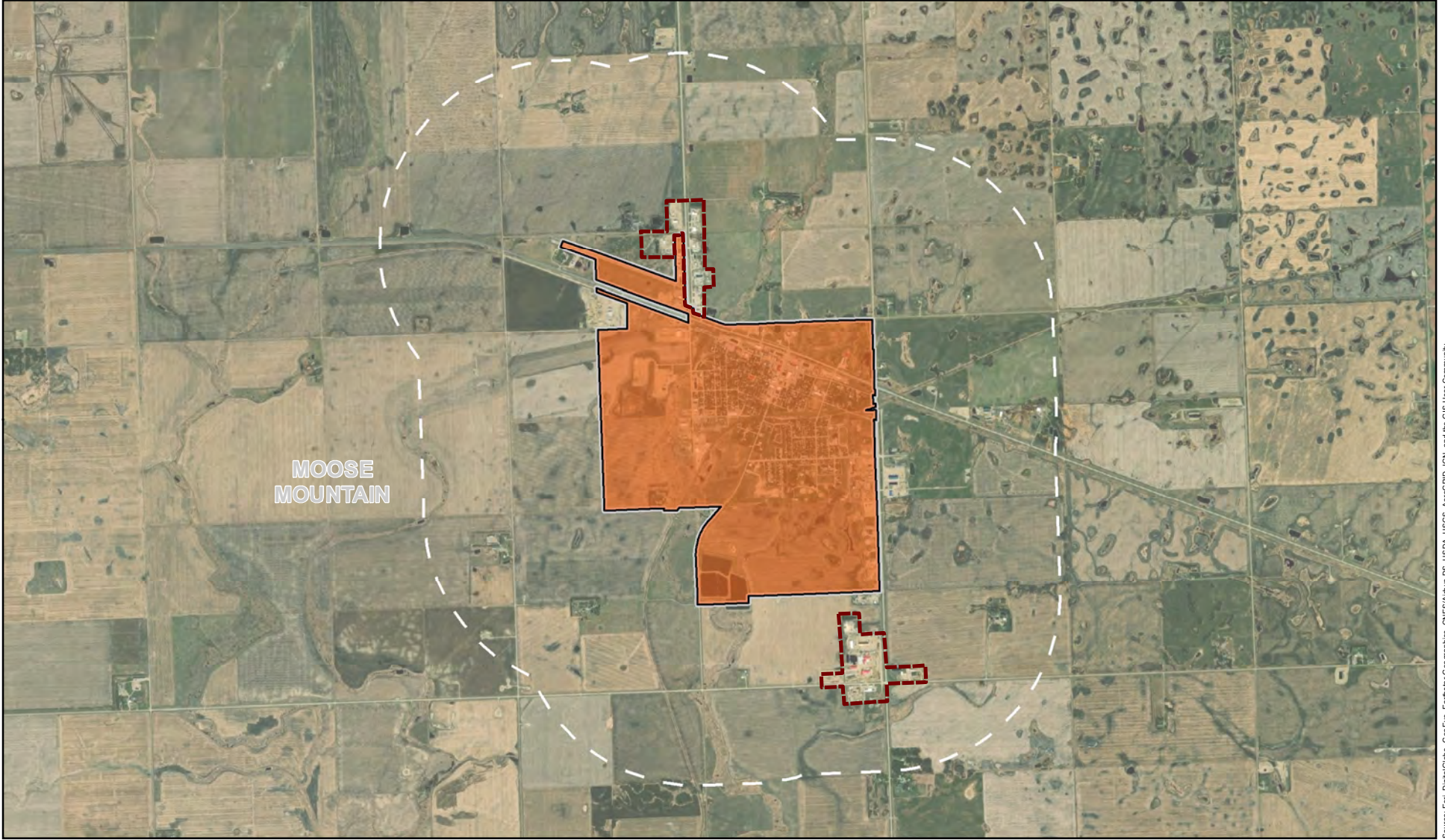
 Integrated Expertise. Locally Delivered.

* Note hydrology and existing development barriers delineated based off imagery from Google Earth.



2022 GROWTH STUDY

**MAP B.41: ROSTHERN
BARRIERS TO
URBAN EXPANSION**



MOOSE MOUNTAIN



- Town
- Rural Municipality
- Park/Recreational Area
- First Nation

Growth Barriers within 1.6 km

- Federal Jurisdiction
- Provincial Jurisdiction
- Hydrology*
- Existing Development*



1:50,000

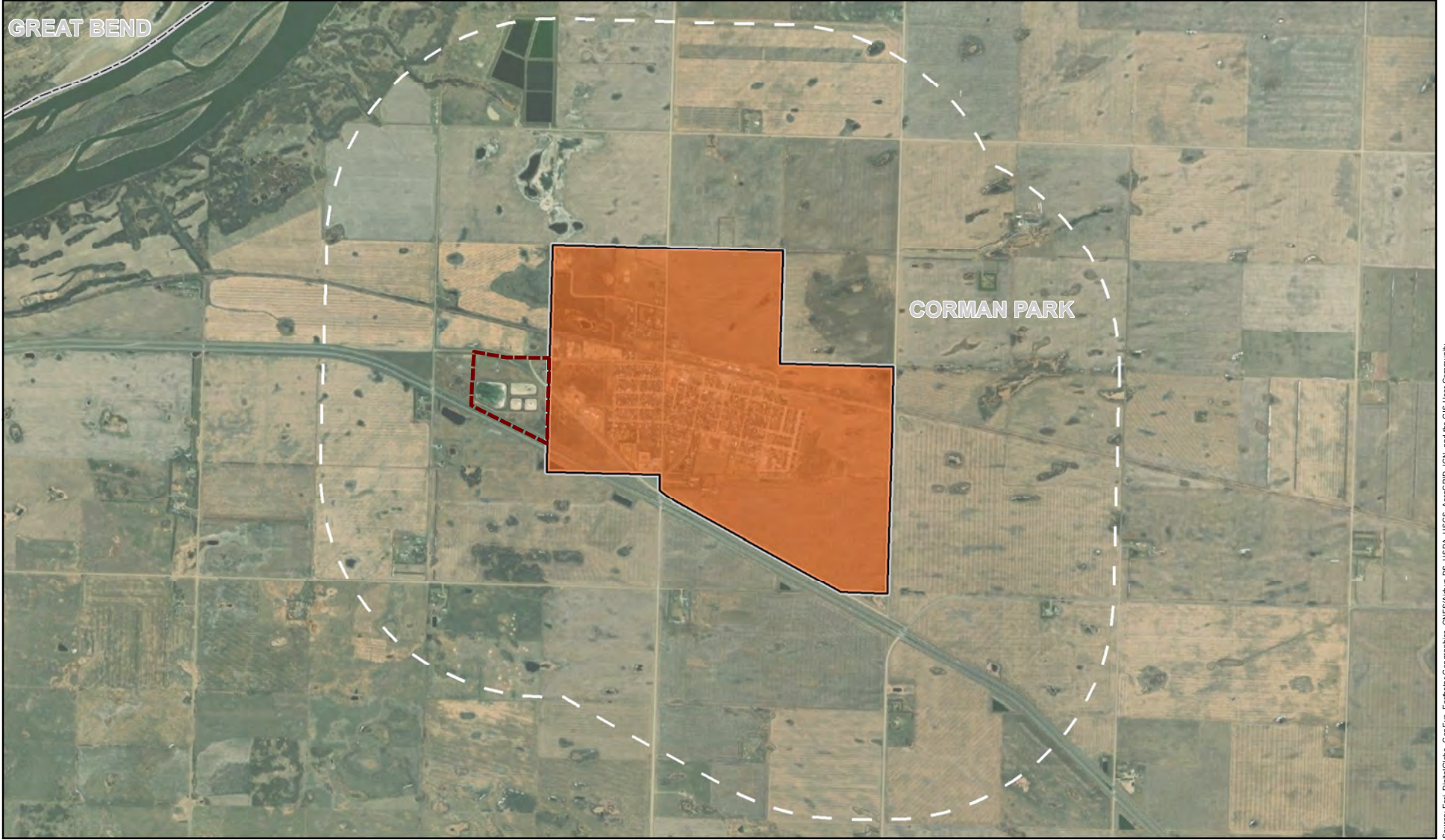
Integrated Expertise. Locally Delivered.

* Note hydrology and existing development barriers delineated based off imagery from Google Earth.



2022 GROWTH STUDY

MAP B.42: CARLYLE BARRIERS TO URBAN EXPANSION



- Town
- Rural Municipality
- Park/Recreational Area
- First Nation

Growth Barriers within 1.6 km

- Federal Jurisdiction
- Provincial Jurisdiction
- Hydrology*
- Existing Development*



1:40,000

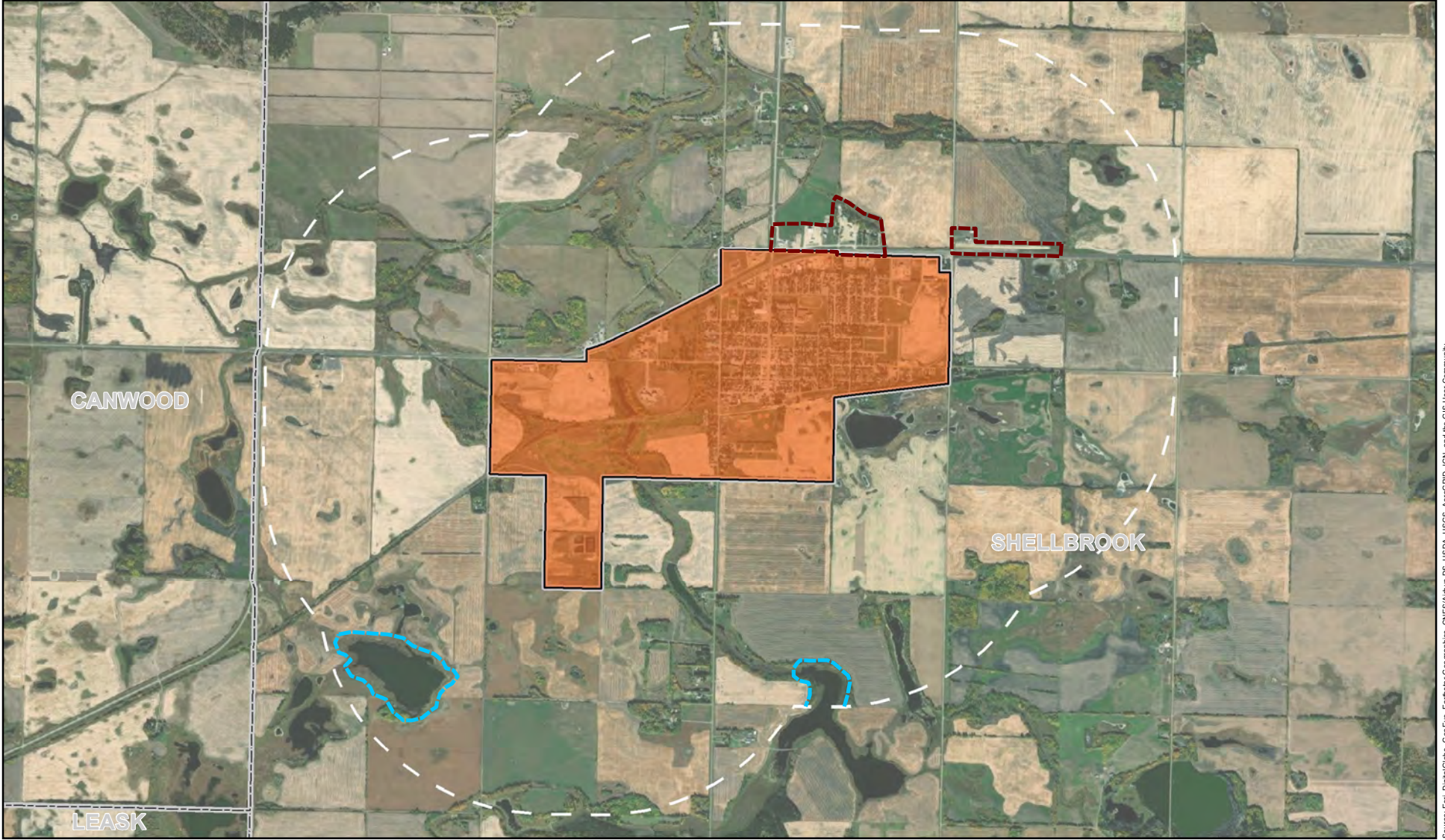
Integrated Expertise. Locally Delivered.

* Note hydrology and existing development barriers delineated based off imagery from Google Earth.



2022 GROWTH STUDY

**MAP B.43: LANGHAM
BARRIERS TO
URBAN EXPANSION**



- Town
- Rural Municipality
- Park/Recreational Area
- First Nation

Growth Barriers within 1.6 km

- Federal Jurisdiction
- Provincial Jurisdiction
- Hydrology*
- Existing Development*



1:40,000

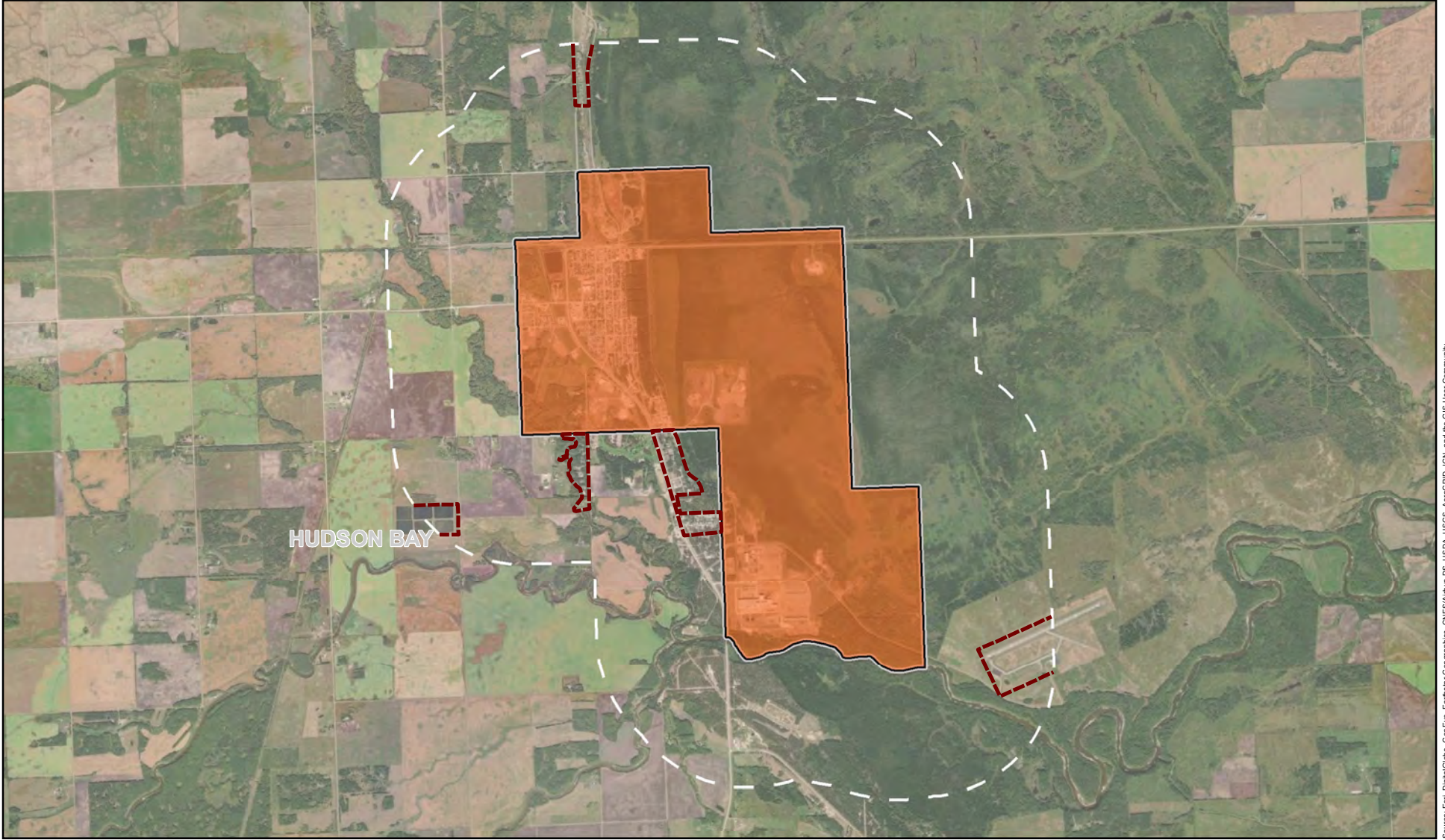
Integrated Expertise. Locally Delivered.

* Note hydrology and existing development barriers delineated based off imagery from Google Earth.



2022 GROWTH STUDY

**MAP B.44: SHELLBROOK
BARRIERS TO
URBAN EXPANSION**



- Town
- Rural Municipality
- Park/Recreational Area
- First Nation

Growth Barriers within 1.6 km

- Federal Jurisdiction
- Provincial Jurisdiction
- Hydrology*
- Existing Development*



1:70,000

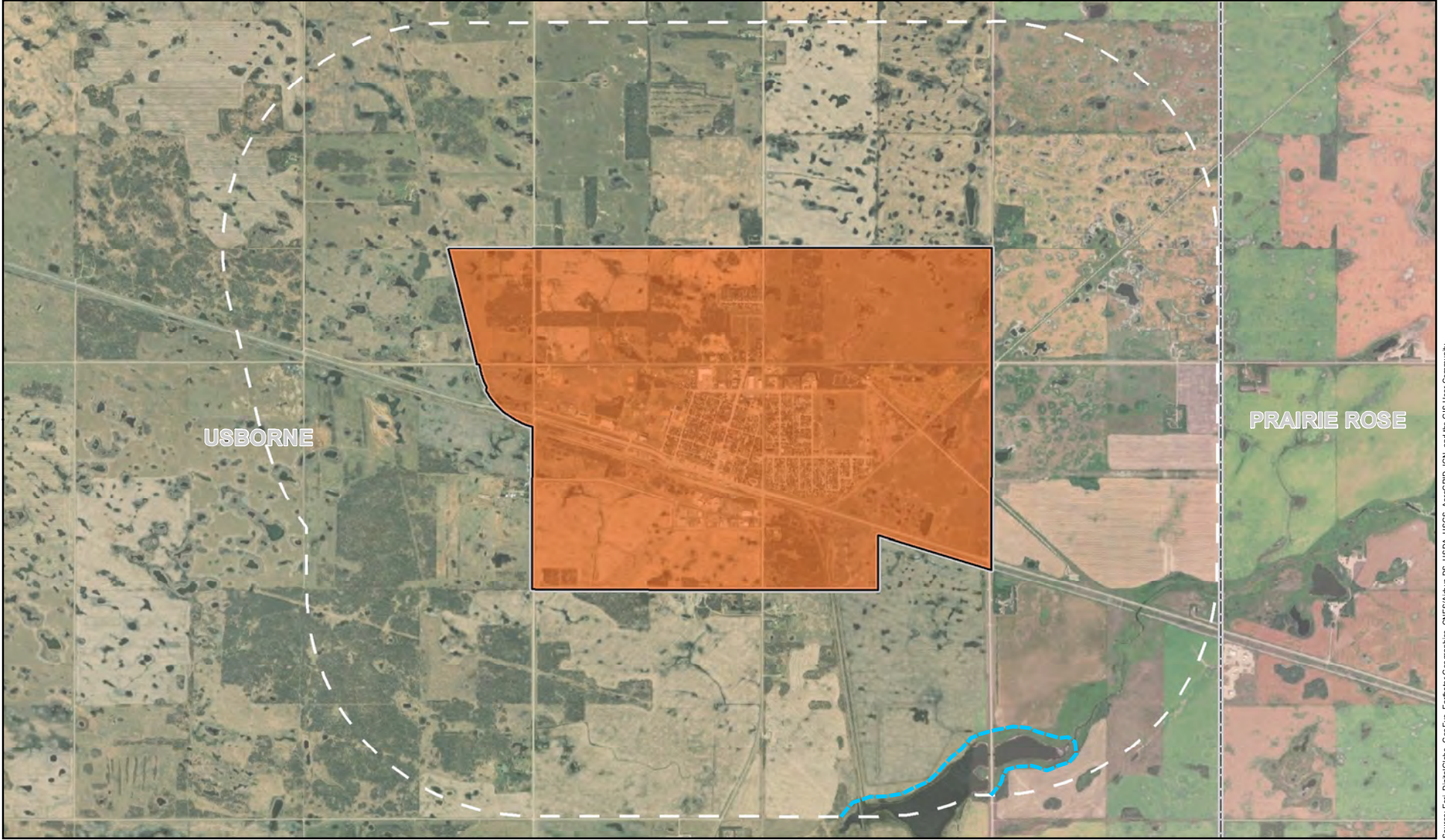
Integrated Expertise. Locally Delivered.





* Note hydrology and existing development barriers delineated based off imagery from Google Earth.







2022 GROWTH STUDY

**MAP B.45: HUDSON BAY
BARRIERS TO
URBAN EXPANSION**



-  Town
-  Rural Municipality
-  Park/Recreational Area
-  First Nation

Growth Barriers within 1.6 km

-  Federal Jurisdiction
-  Provincial Jurisdiction
-  Hydrology*
-  Existing Development*



1:40,000

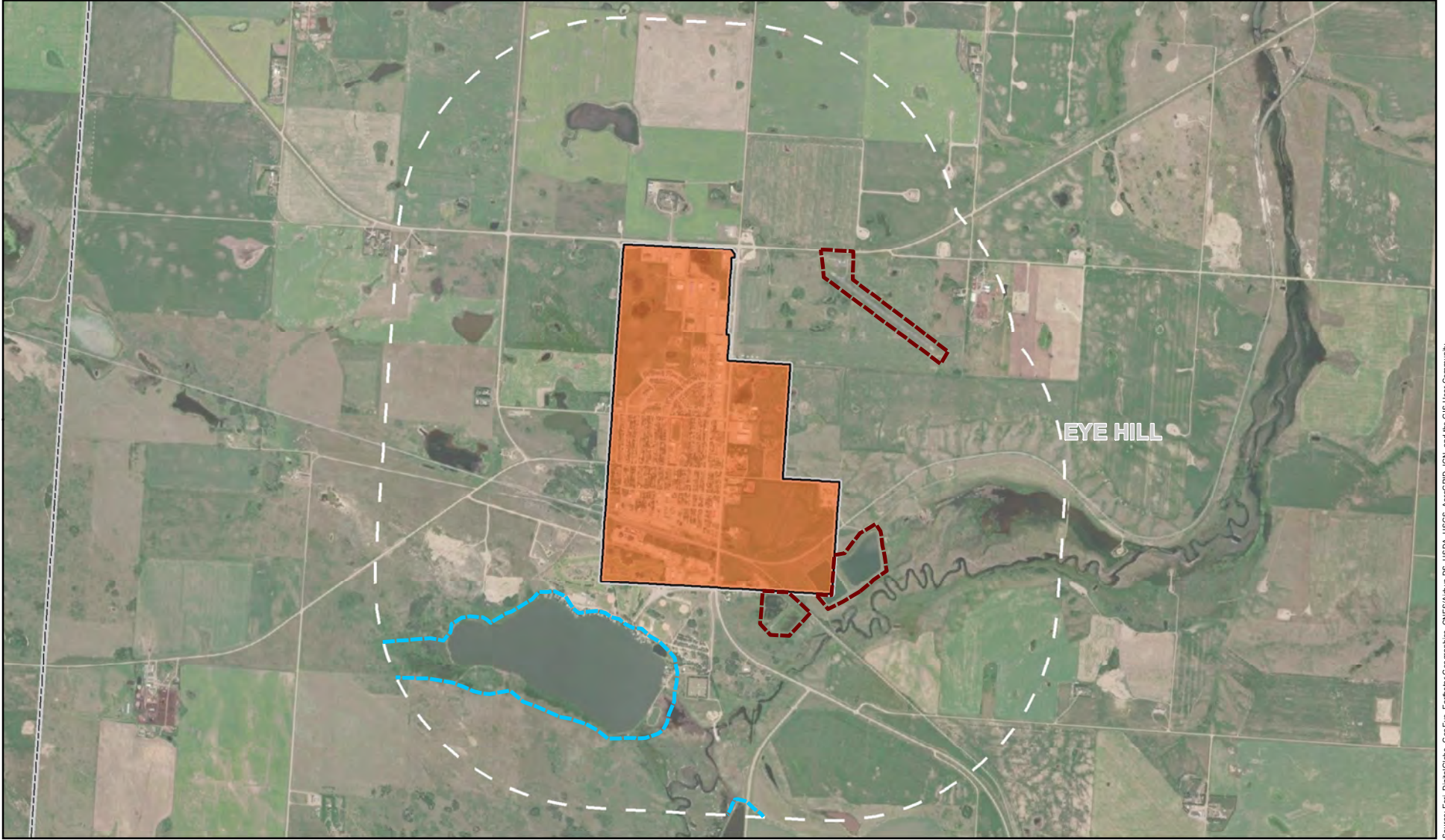
 Integrated Expertise. Locally Delivered.





* Note hydrology and existing development barriers delineated based off imagery from Google Earth.







2022 GROWTH STUDY

**MAP B.46: LANIGAN
BARRIERS TO
URBAN EXPANSION**



-  Town
-  Rural Municipality
-  Park/Recreational Area
-  First Nation

Growth Barriers within 1.6 km

-  Federal Jurisdiction
-  Provincial Jurisdiction
-  Hydrology*
-  Existing Development*



1:40,000

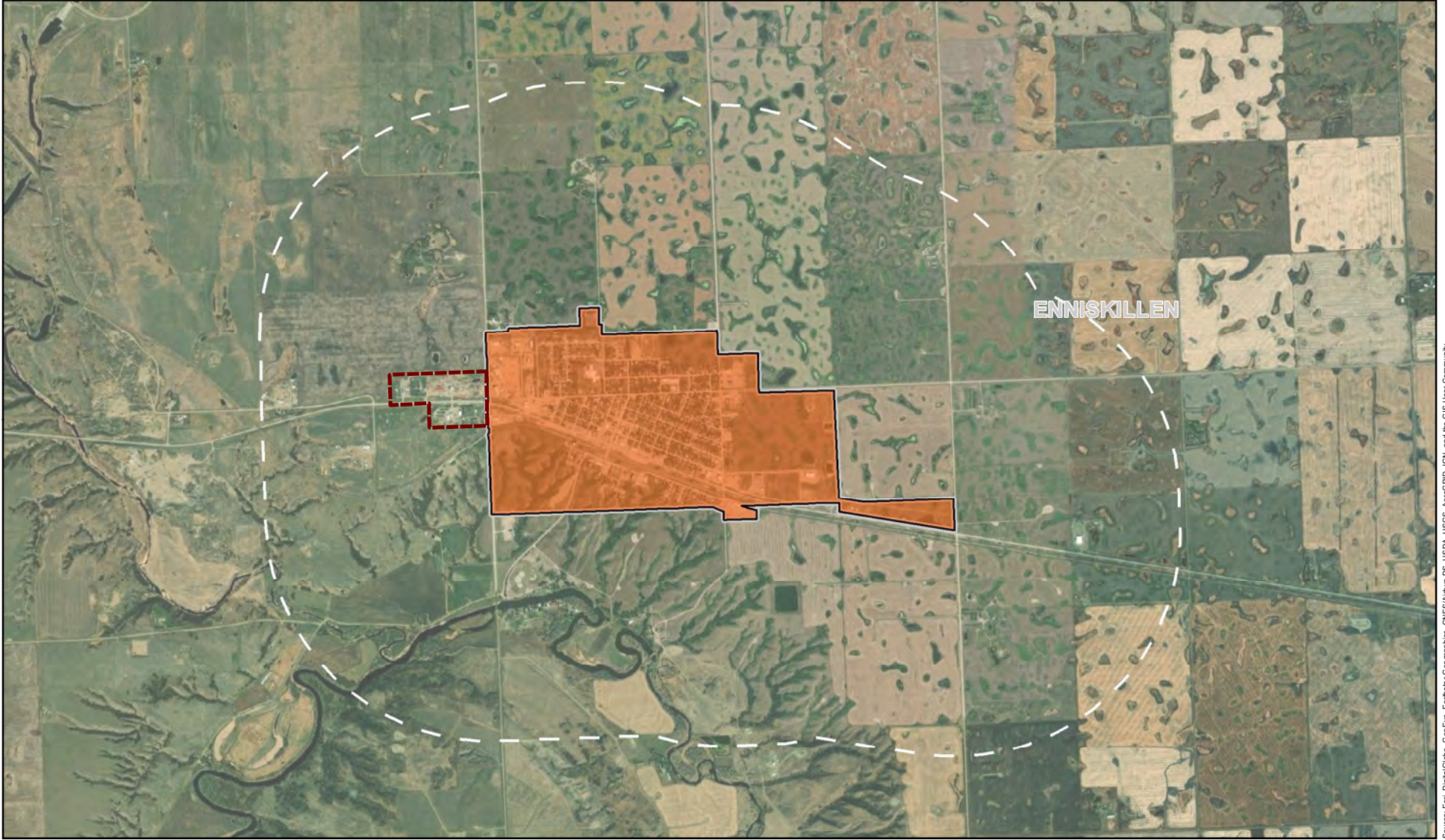
 Integrated Expertise. Locally Delivered.





* Note hydrology and existing development barriers delineated based off imagery from Google Earth.







2022 GROWTH STUDY

**MAP B.47: MACKLIN
BARRIERS TO
URBAN EXPANSION**



-  Town
-  Rural Municipality
-  Park/Recreational Area
-  First Nation

Growth Barriers within 1.6 km

-  Federal Jurisdiction
-  Provincial Jurisdiction
-  Hydrology*
-  Existing Development*



1:40,000

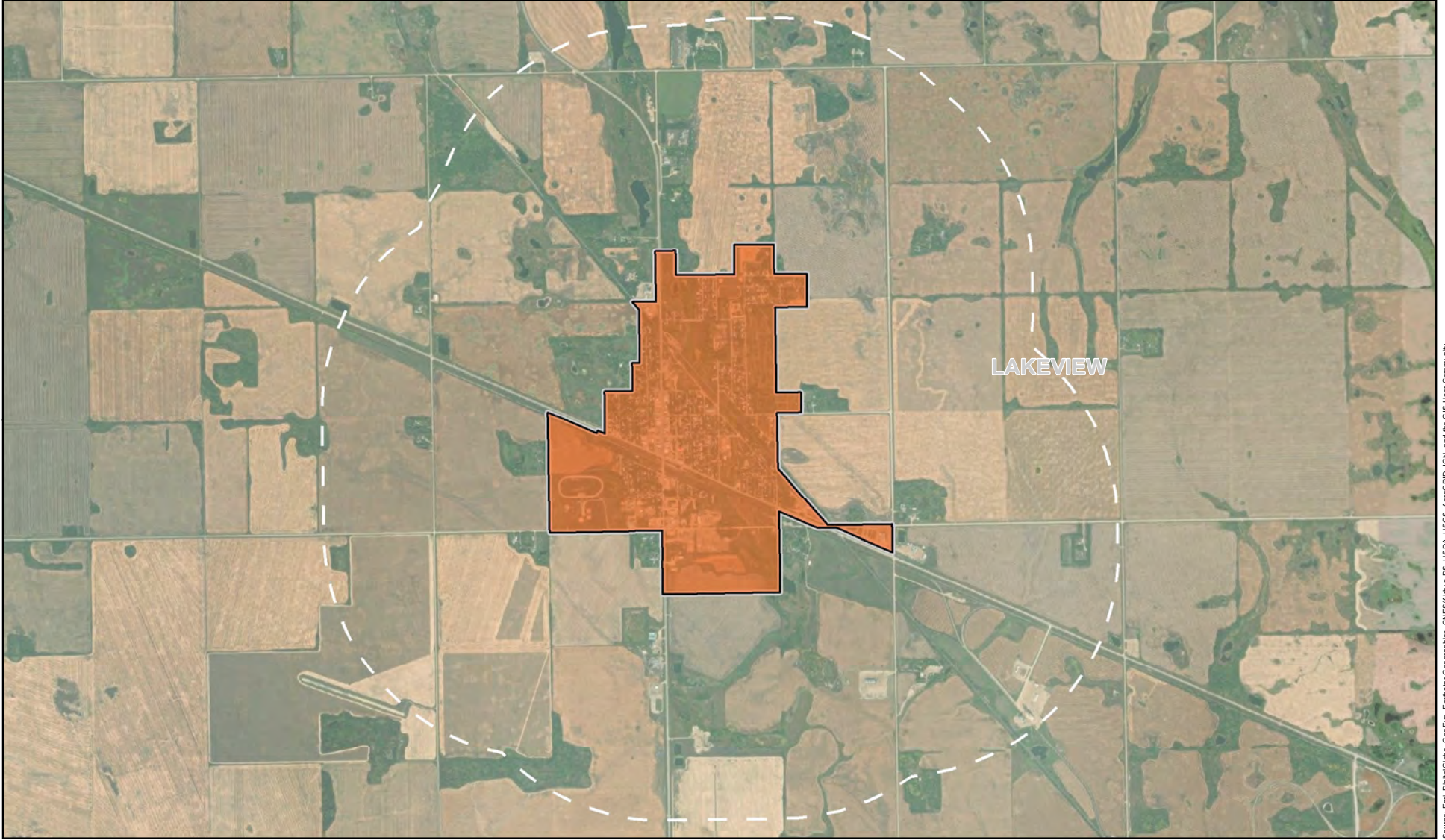
 Integrated Expertise. Locally Delivered.





* Note hydrology and existing development barriers delineated based off imagery from Google Earth.







2022 GROWTH STUDY

**MAP B.48: OXBOW
BARRIERS TO
URBAN EXPANSION**



-  Town
-  Rural Municipality
-  Park/Recreational Area
-  First Nation

Growth Barriers within 1.6 km

-  Federal Jurisdiction
-  Provincial Jurisdiction
-  Hydrology*
-  Existing Development*



1:40,000

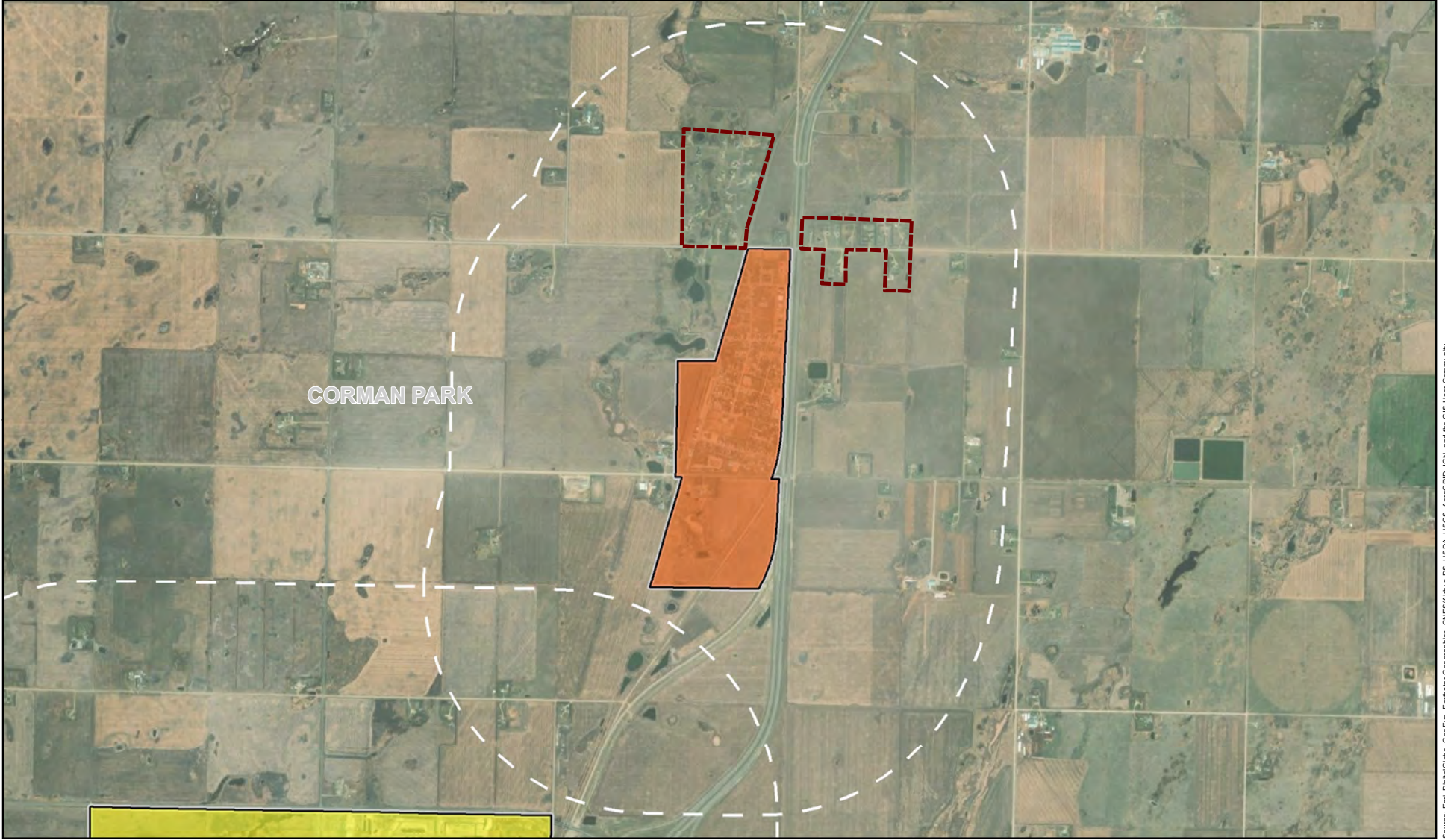
 Integrated Expertise. Locally Delivered.






* Note hydrology and existing development barriers delineated based off imagery from Google Earth.







2022 GROWTH STUDY

**MAP B.49: WADENA
BARRIERS TO
URBAN EXPANSION**



-  City
-  Town
-  Rural Municipality
-  Park/Recreational Area
-  First Nation

Growth Barriers within 1.6 km

-  Federal Jurisdiction
-  Provincial Jurisdiction
-  Hydrology*
-  Existing Development*



1:40,000

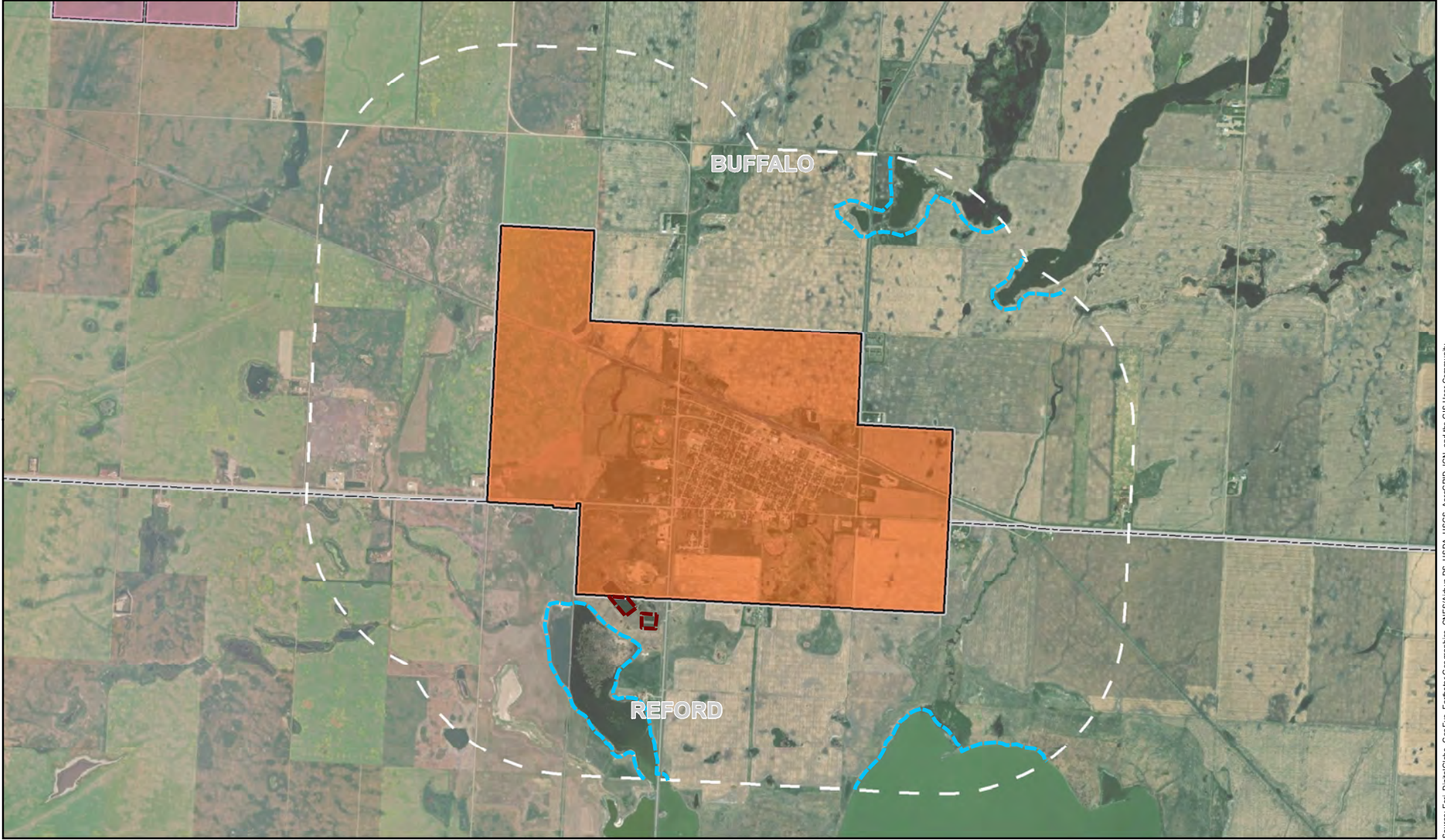
 Integrated Expertise. Locally Delivered.





* Note hydrology and existing development barriers delineated based off imagery from Google Earth.







2022 GROWTH STUDY

**MAP B.50: OSLER
BARRIERS TO
URBAN EXPANSION**



-  Town
-  Rural Municipality
-  Park/Recreational Area
-  First Nation

Growth Barriers within 1.6 km

-  Federal Jurisdiction
-  Provincial Jurisdiction
-  Hydrology*
-  Existing Development*



1:50,000

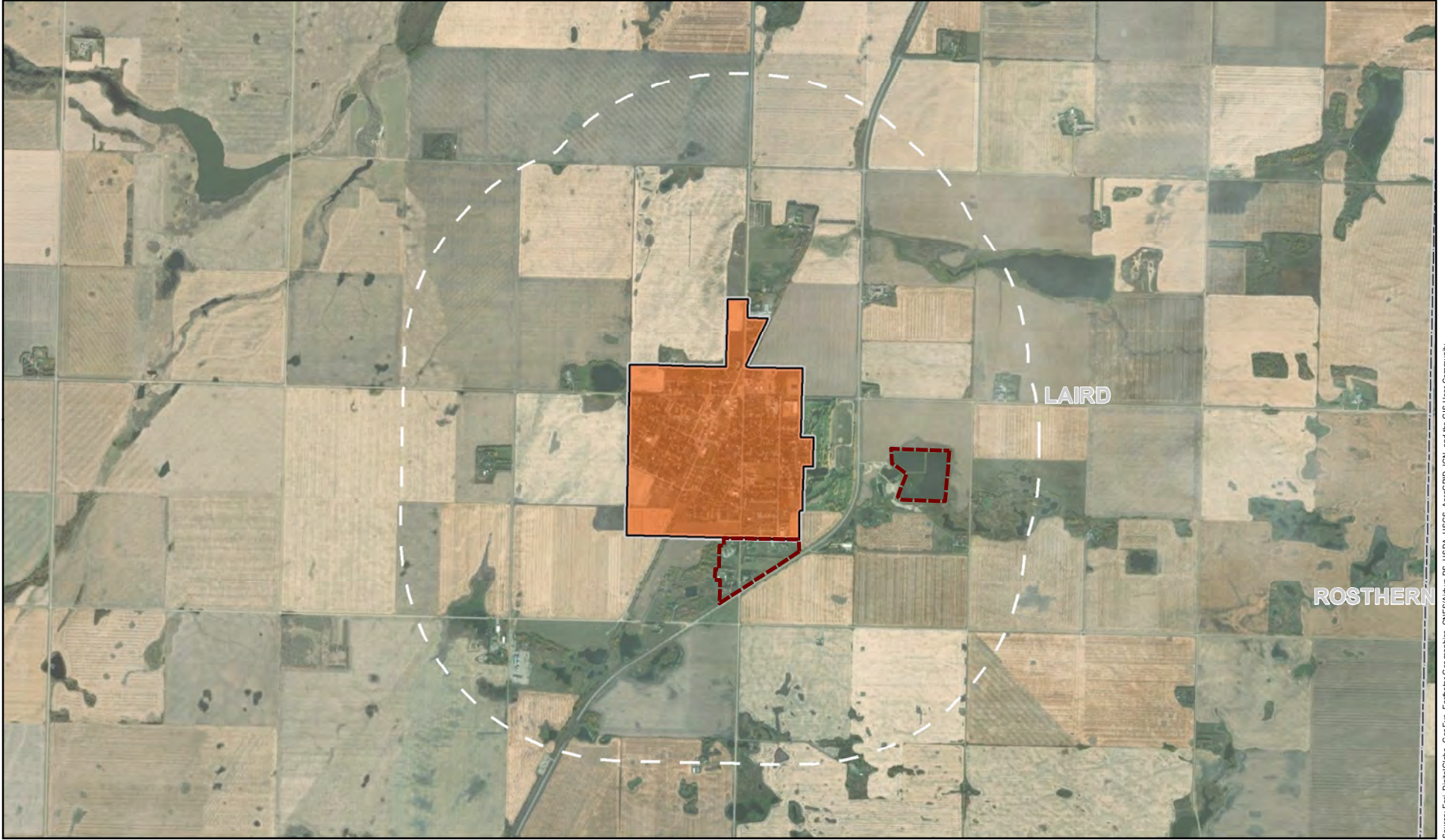
 Integrated Expertise. Locally Delivered.





* Note hydrology and existing development barriers delineated based off imagery from Google Earth.







2022 GROWTH STUDY

**MAP B.51: WILKIE
BARRIERS TO
URBAN EXPANSION**



-  Town
-  Rural Municipality
-  Park/Recreational Area
-  First Nation

Growth Barriers within 1.6 km

-  Federal Jurisdiction
-  Provincial Jurisdiction
-  Hydrology*
-  Existing Development*



1:40,000

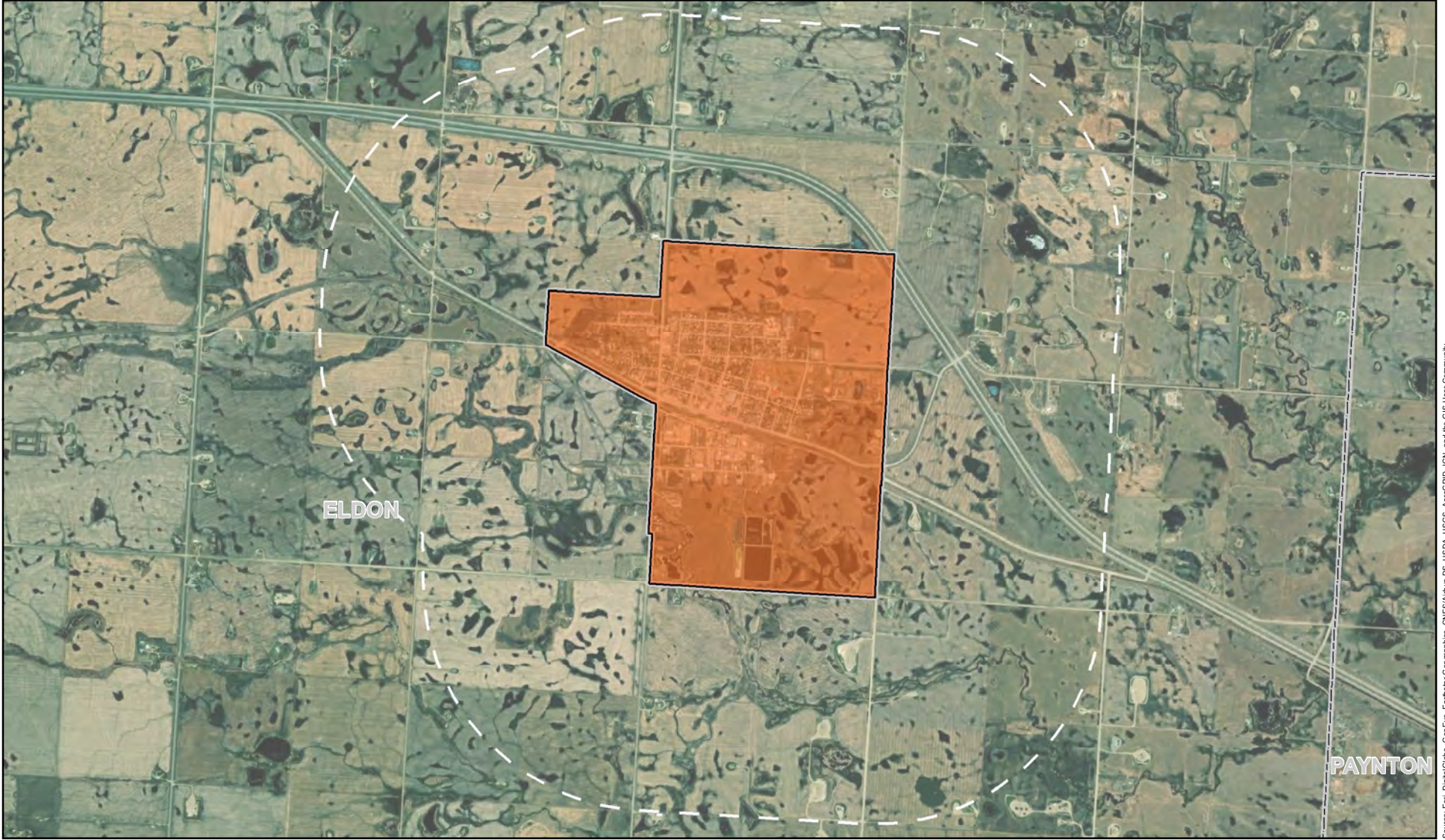
 Integrated Expertise. Locally Delivered.





* Note hydrology and existing development barriers delineated based off imagery from Google Earth.







2022 GROWTH STUDY

**MAP B.52: WALDHEIM
BARRIERS TO
URBAN EXPANSION**



-  Town
-  Rural Municipality
-  Park/Recreational Area
-  First Nation

Growth Barriers within 1.6 km

-  Federal Jurisdiction
-  Provincial Jurisdiction
-  Hydrology*
-  Existing Development*



1:40,000

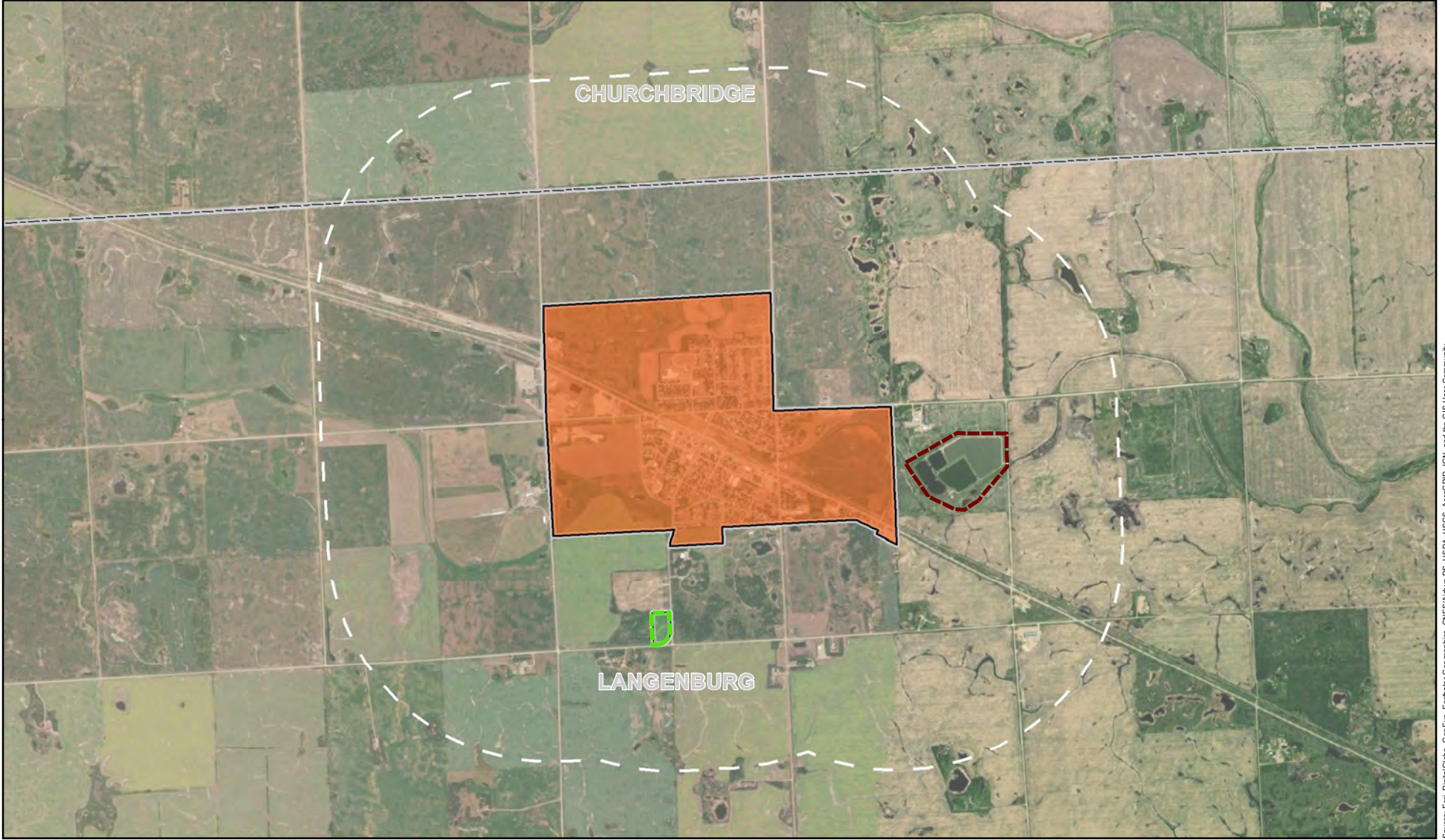
 Integrated Expertise. Locally Delivered.

* Note hydrology and existing development barriers delineated based off imagery from Google Earth.



2022 GROWTH STUDY

**MAP B.53: MAIDSTONE
BARRIERS TO
URBAN EXPANSION**



- Town
- Rural Municipality
- Park/Recreational Area
- First Nation

Growth Barriers within 1.6 km

- Federal Jurisdiction
- Provincial Jurisdiction
- Hydrology*
- Existing Development*



1:40,000

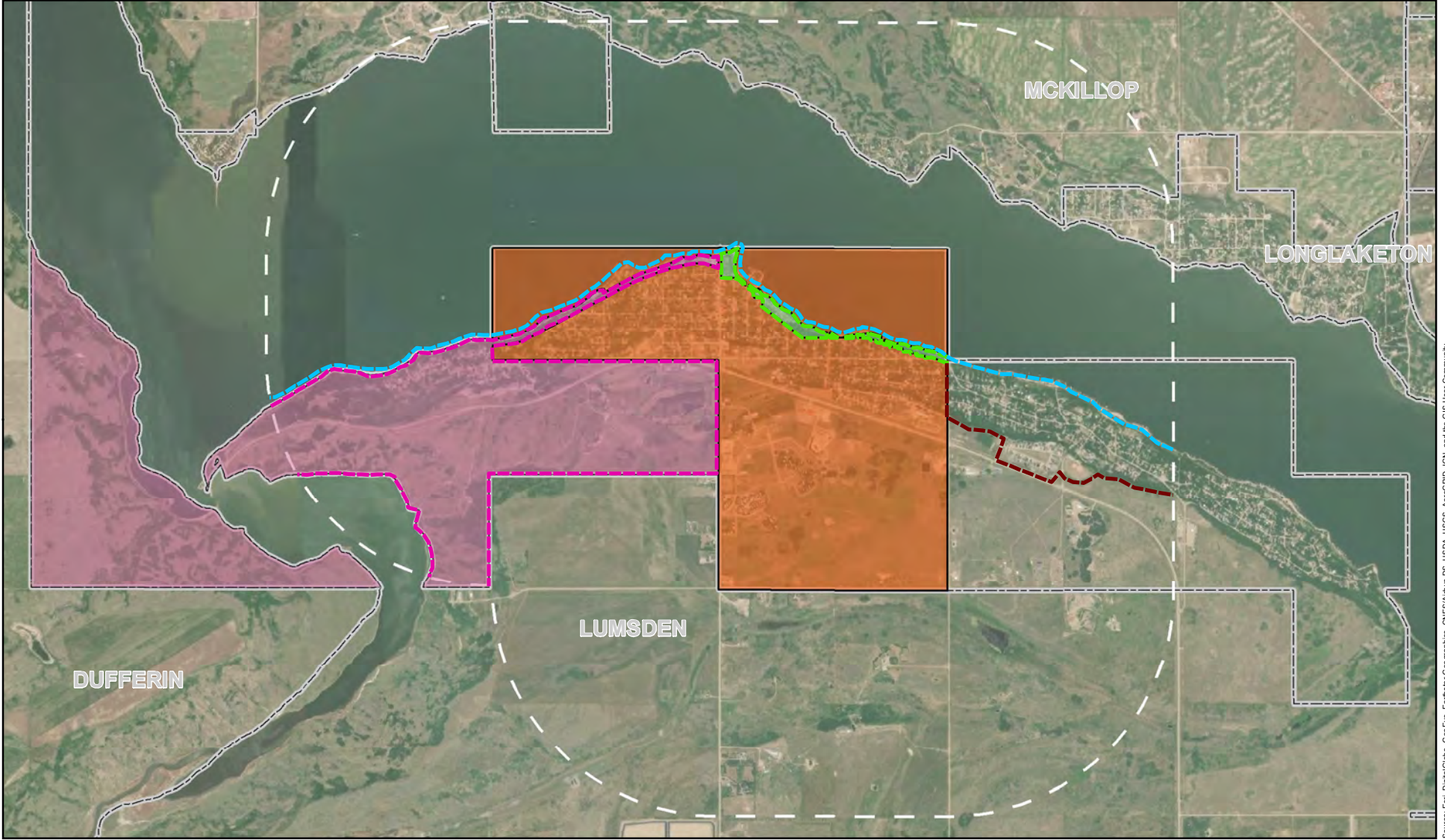
Integrated Expertise. Locally Delivered.





* Note hydrology and existing development barriers delineated based off imagery from Google Earth.







2022 GROWTH STUDY

**MAP B.54: LANGENBURG
BARRIERS TO
URBAN EXPANSION**



-  Town
-  Rural Municipality
-  Park/Recreational Area
-  First Nation

Growth Barriers within 1.6 km

-  Federal Jurisdiction
-  Provincial Jurisdiction
-  Hydrology*
-  Existing Development*



1:40,000

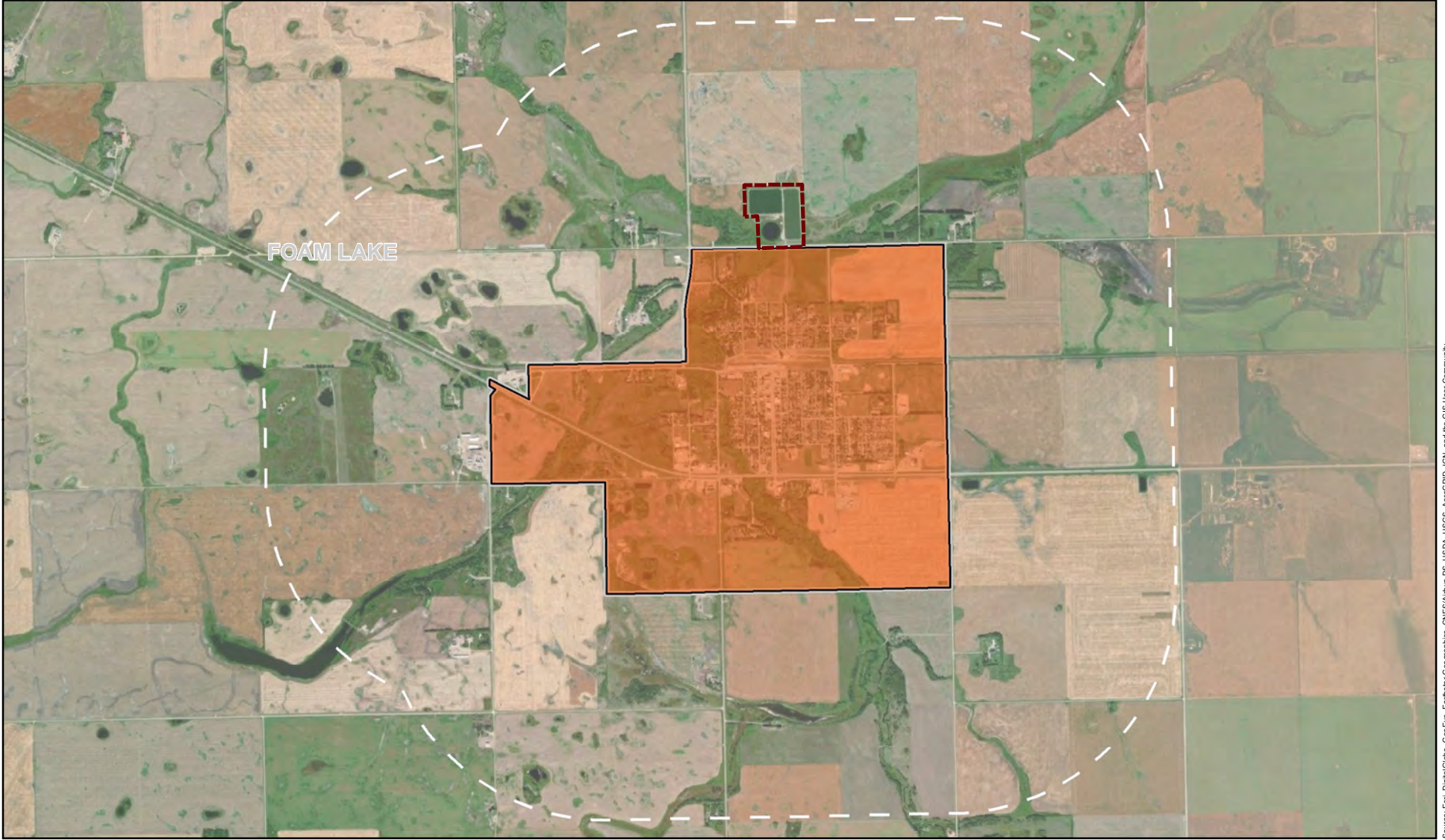
 Integrated Expertise. Locally Delivered.

* Note hydrology and existing development barriers delineated based off imagery from Google Earth.



2022 GROWTH STUDY

**MAP B.55: REGINA BEACH
BARRIERS TO
URBAN EXPANSION**



- Town
- Rural Municipality
- Park/Recreational Area
- First Nation

Growth Barriers within 1.6 km

- Federal Jurisdiction
- Provincial Jurisdiction
- Hydrology*
- Existing Development*



1:40,000

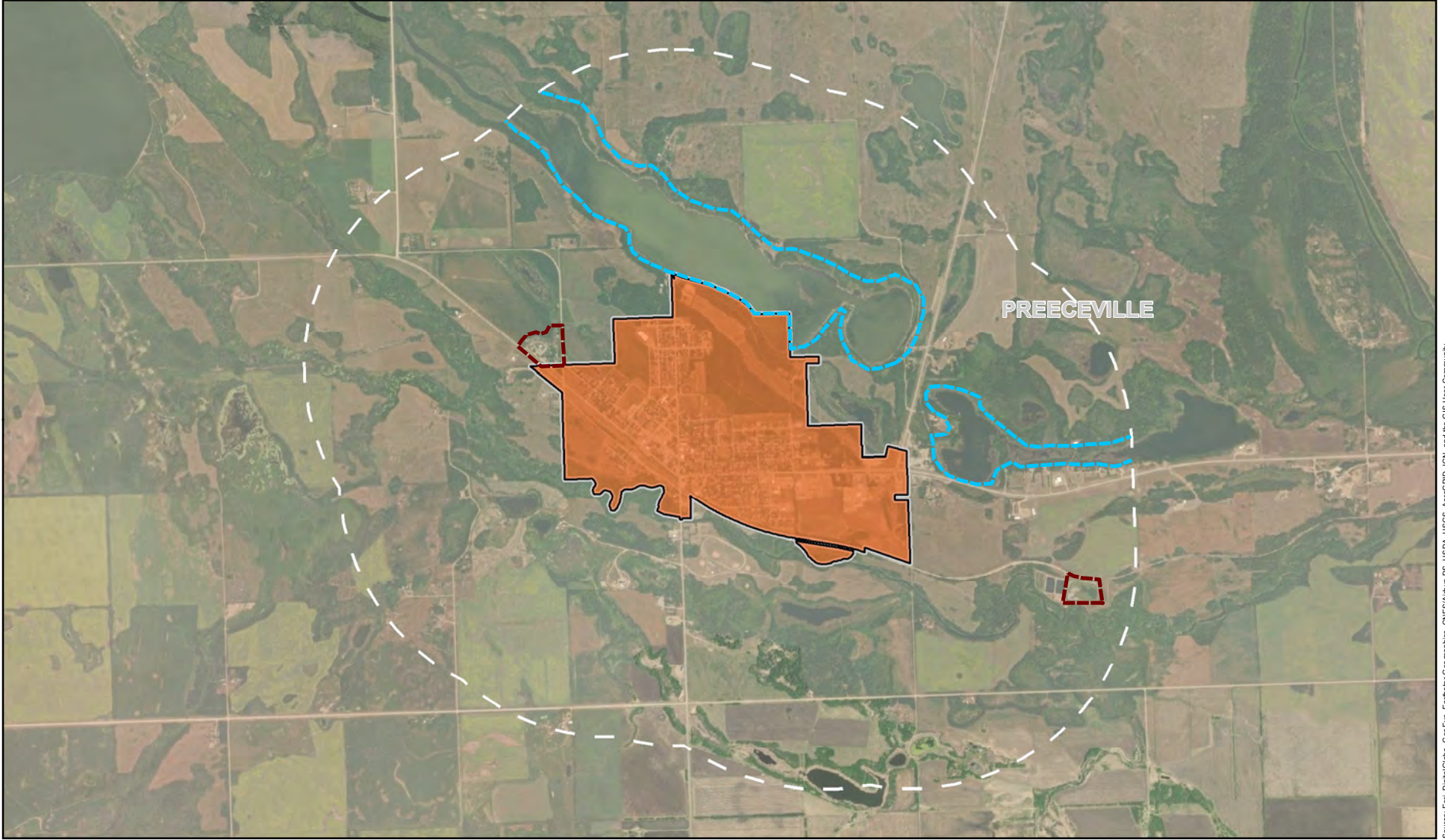
Integrated Expertise. Locally Delivered.

* Note hydrology and existing development barriers delineated based off imagery from Google Earth.



2022 GROWTH STUDY

**MAP B.56: FOAM LAKE
BARRIERS TO
URBAN EXPANSION**



- Town
- Rural Municipality
- Park/Recreational Area
- First Nation

Growth Barriers within 1.6 km

- Federal Jurisdiction
- Provincial Jurisdiction
- Hydrology*
- Existing Development*



1:40,000

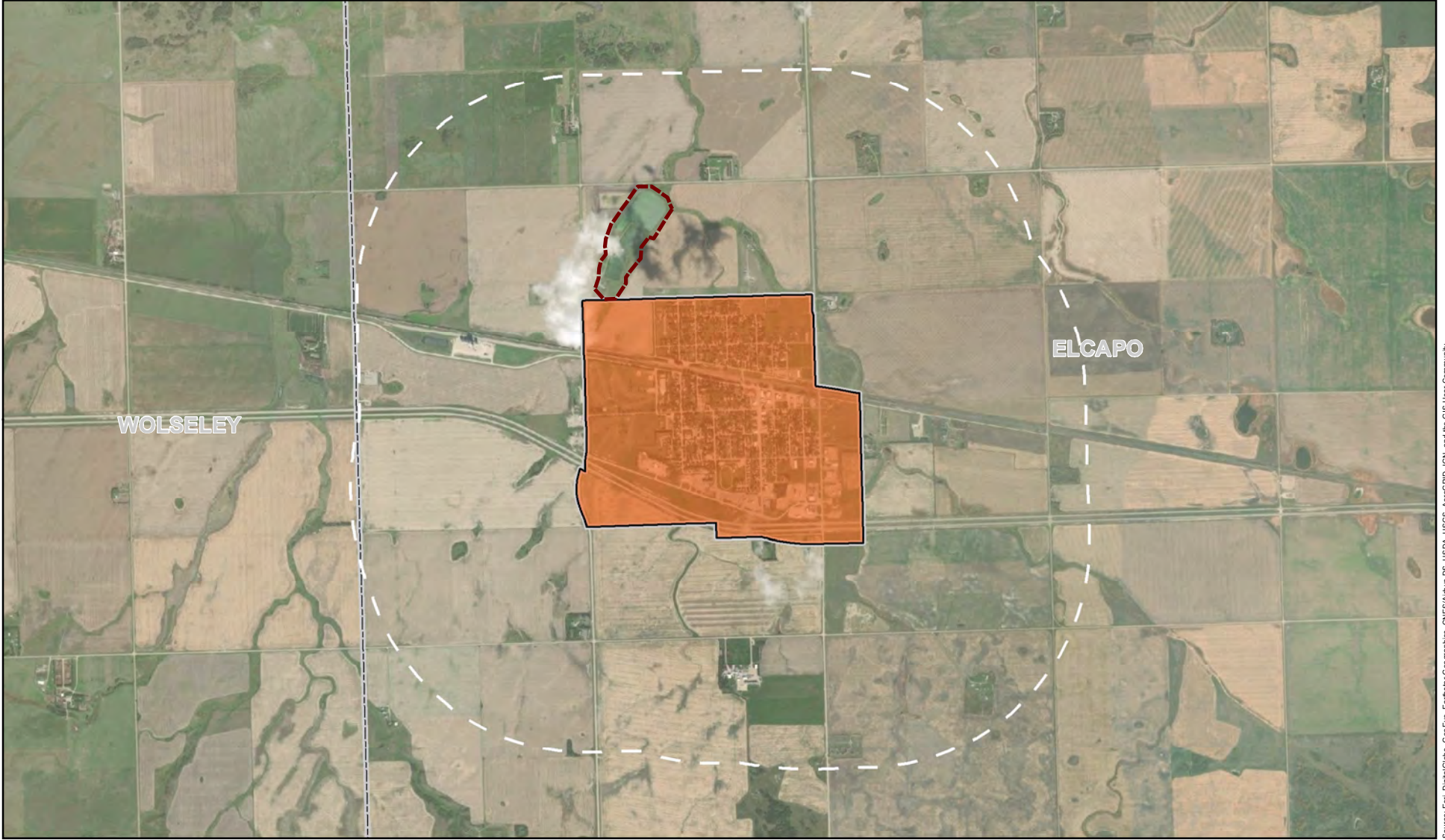
Integrated Expertise. Locally Delivered.





* Note hydrology and existing development barriers delineated based off imagery from Google Earth.







2022 GROWTH STUDY

**MAP B.57: PREECEVILLE
BARRIERS TO
URBAN EXPANSION**



-  Town
-  Rural Municipality
-  Park/Recreational Area
-  First Nation

Growth Barriers within 1.6 km

-  Federal Jurisdiction
-  Provincial Jurisdiction
-  Hydrology*
-  Existing Development*



1:40,000

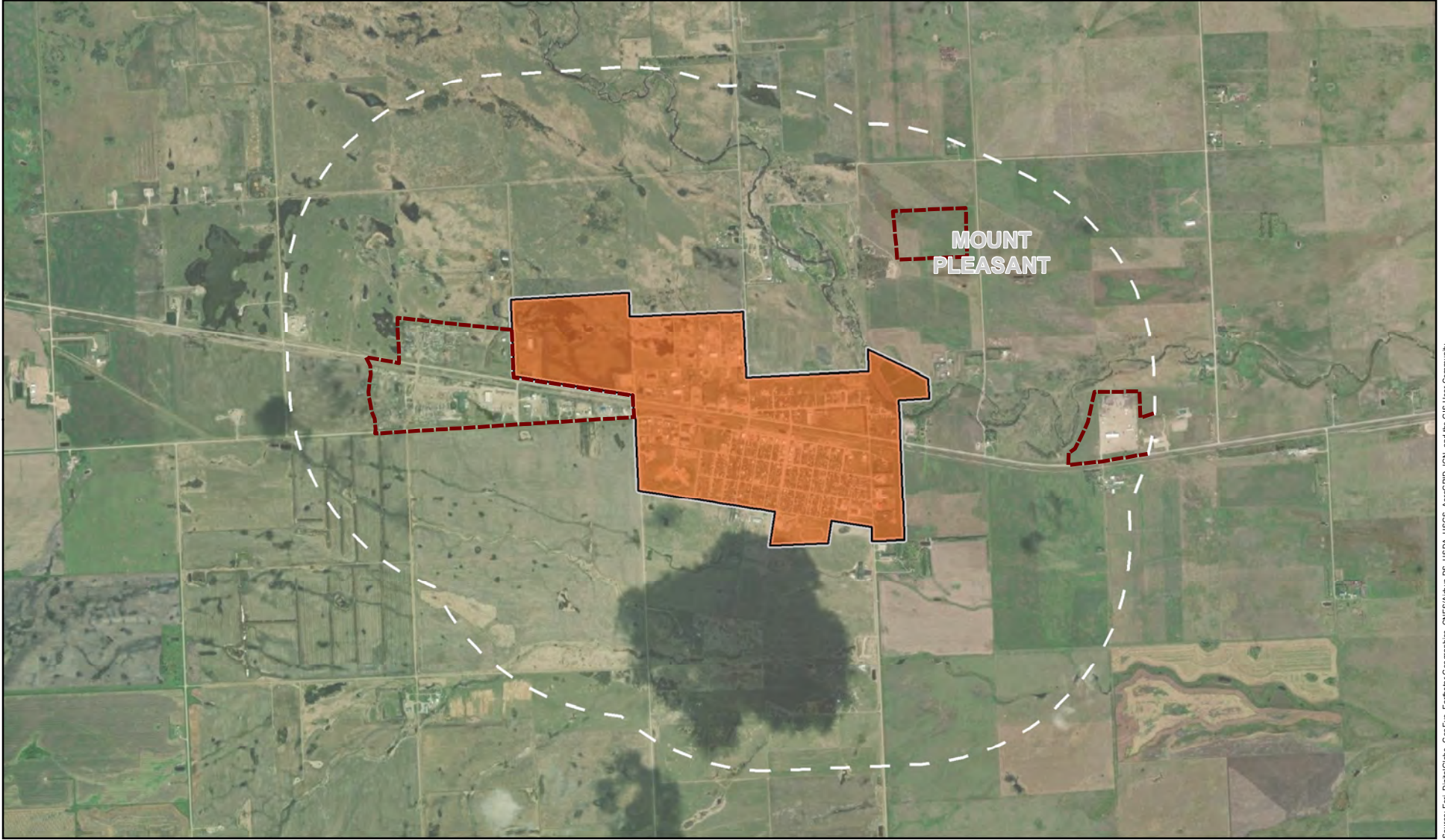
 Integrated Expertise. Locally Delivered.





* Note hydrology and existing development barriers delineated based off imagery from Google Earth.







2022 GROWTH STUDY

MAP B.58: GRENFELL
BARRIERS TO
URBAN EXPANSION



-  Town
-  Rural Municipality
-  Park/Recreational Area
-  First Nation

Growth Barriers within 1.6 km

-  Federal Jurisdiction
-  Provincial Jurisdiction
-  Hydrology*
-  Existing Development*



1:40,000

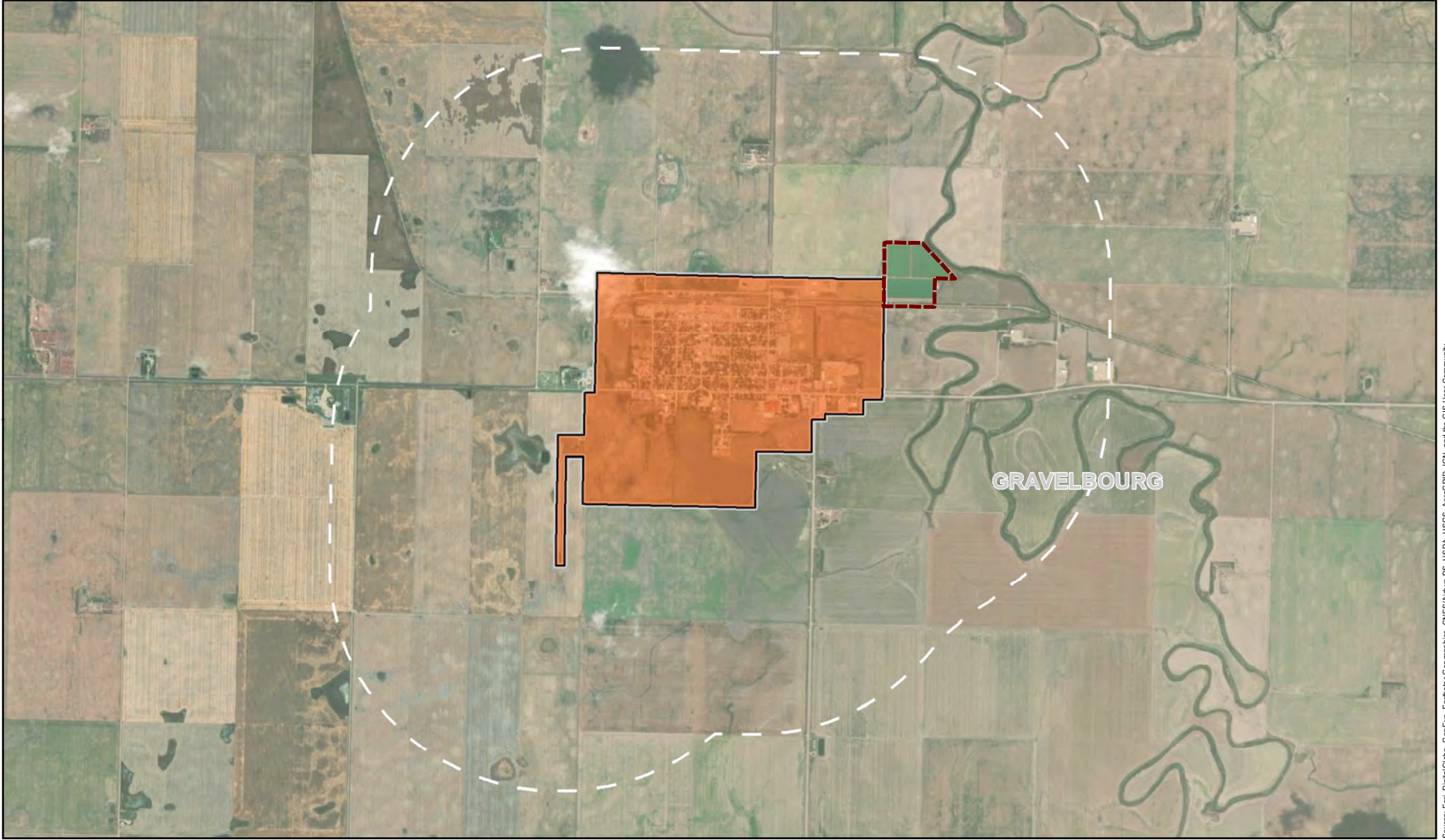
 Integrated Expertise. Locally Delivered.

* Note hydrology and existing development barriers delineated based off imagery from Google Earth.



2022 GROWTH STUDY

**MAP B.59: CARNDUFF
BARRIERS TO
URBAN EXPANSION**



- Town
- Rural Municipality
- Park/Recreational Area
- First Nation

Growth Barriers within 1.6 km

- Federal Jurisdiction
- Provincial Jurisdiction
- Hydrology*
- Existing Development*



1:40,000

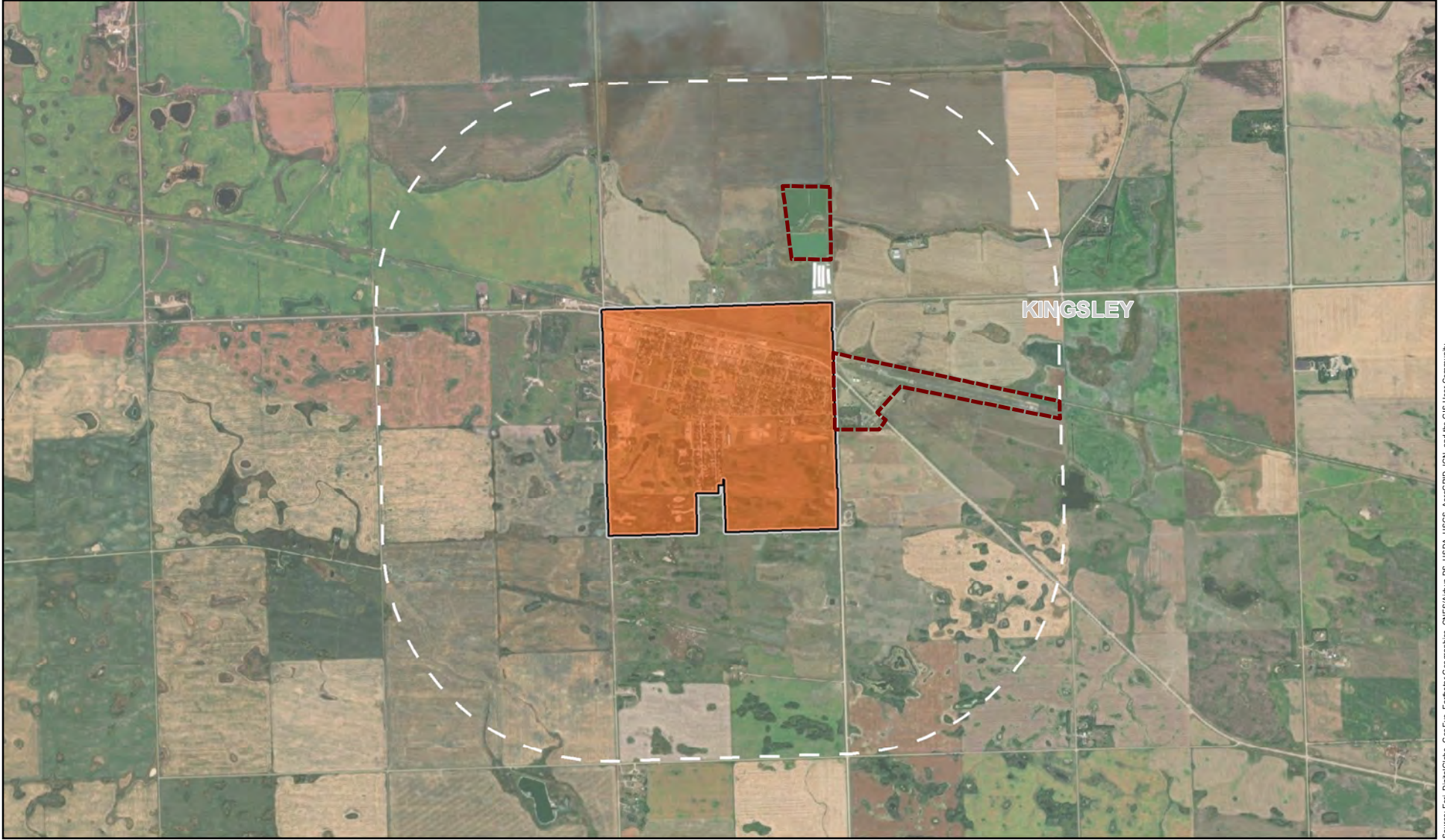
Integrated Expertise. Locally Delivered.





* Note hydrology and existing development barriers delineated based off imagery from Google Earth.







2022 GROWTH STUDY

**MAP B.60: GRAVELBOURG
BARRIERS TO
URBAN EXPANSION**



-  Town
-  Rural Municipality
-  Park/Recreational Area
-  First Nation

Growth Barriers within 1.6 km

-  Federal Jurisdiction
-  Provincial Jurisdiction
-  Hydrology*
-  Existing Development*



1:40,000

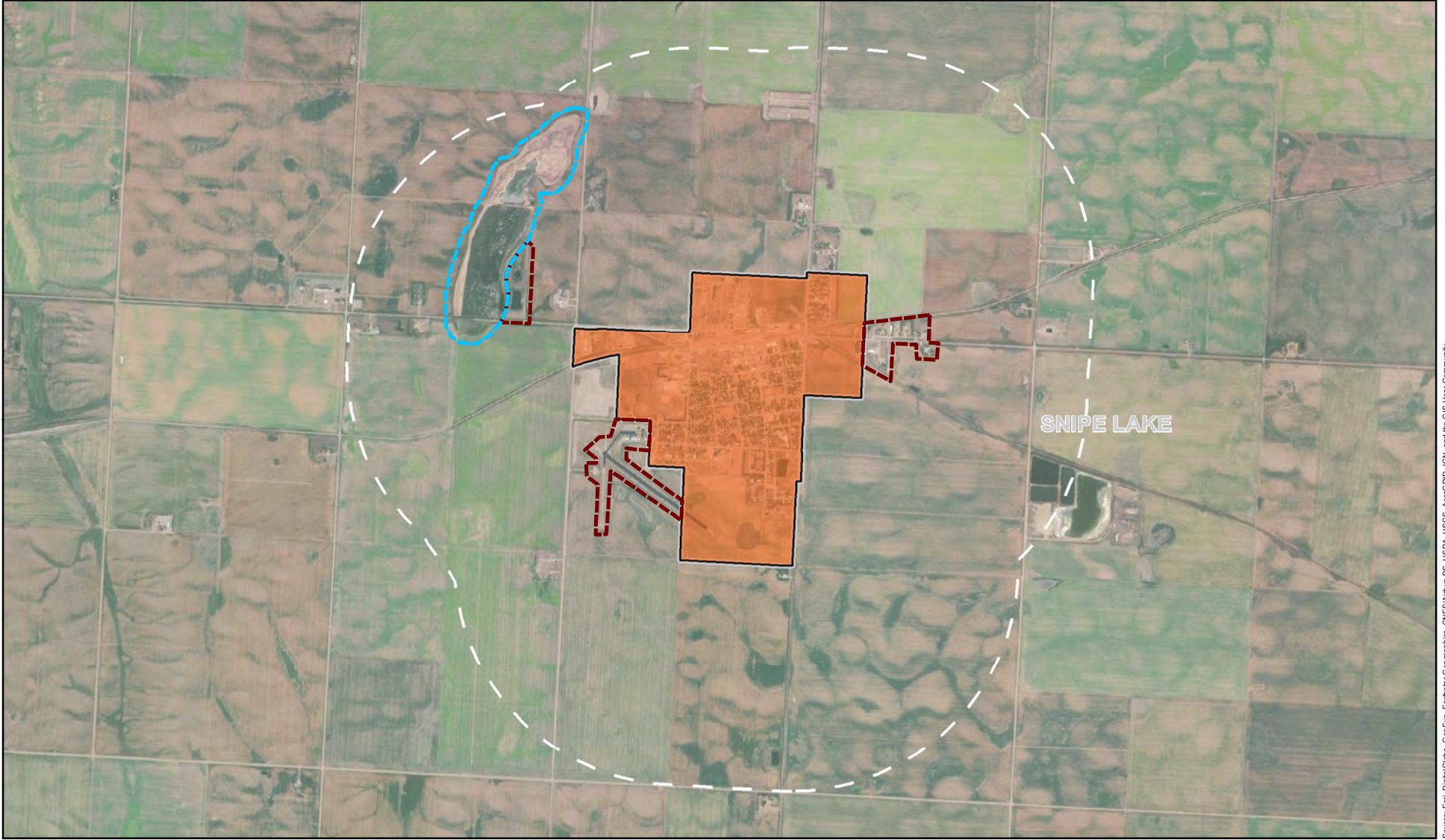
 Integrated Expertise. Locally Delivered.





* Note hydrology and existing development barriers delineated based off imagery from Google Earth.







2022 GROWTH STUDY

**MAP B.61: KIPLING
BARRIERS TO
URBAN EXPANSION**



-  Town
-  Rural Municipality
-  Park/Recreational Area
-  First Nation

Growth Barriers within 1.6 km

-  Federal Jurisdiction
-  Provincial Jurisdiction
-  Hydrology*
-  Existing Development*



1:40,000

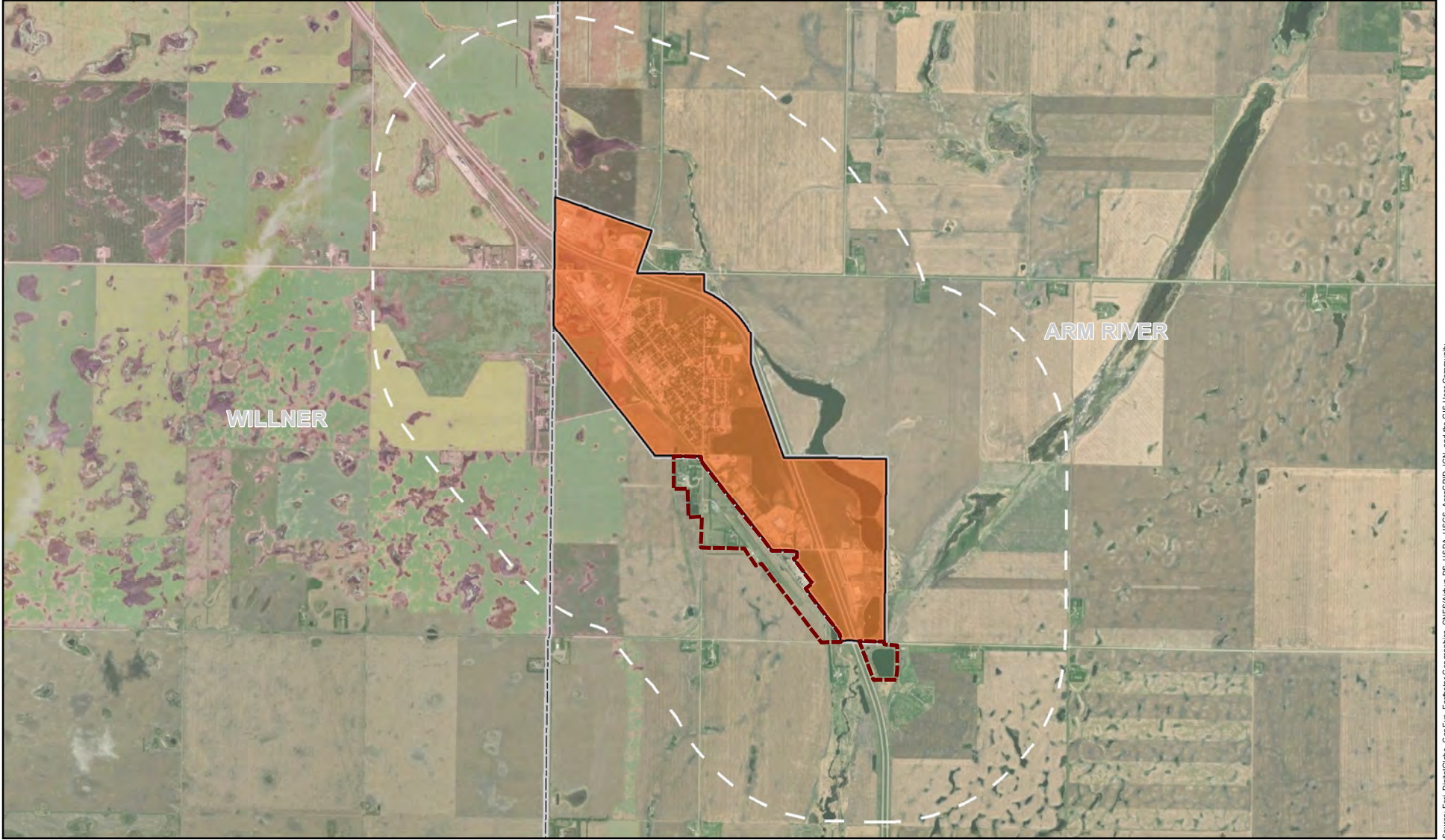
 Integrated Expertise. Locally Delivered.

* Note hydrology and existing development barriers delineated based off imagery from Google Earth.



2022 GROWTH STUDY

**MAP B.62: ESTON
BARRIERS TO
URBAN EXPANSION**



- Town
- Rural Municipality
- Park/Recreational Area
- First Nation

Growth Barriers within 1.6 km

- Federal Jurisdiction
- Provincial Jurisdiction
- Hydrology*
- Existing Development*



1:50,000

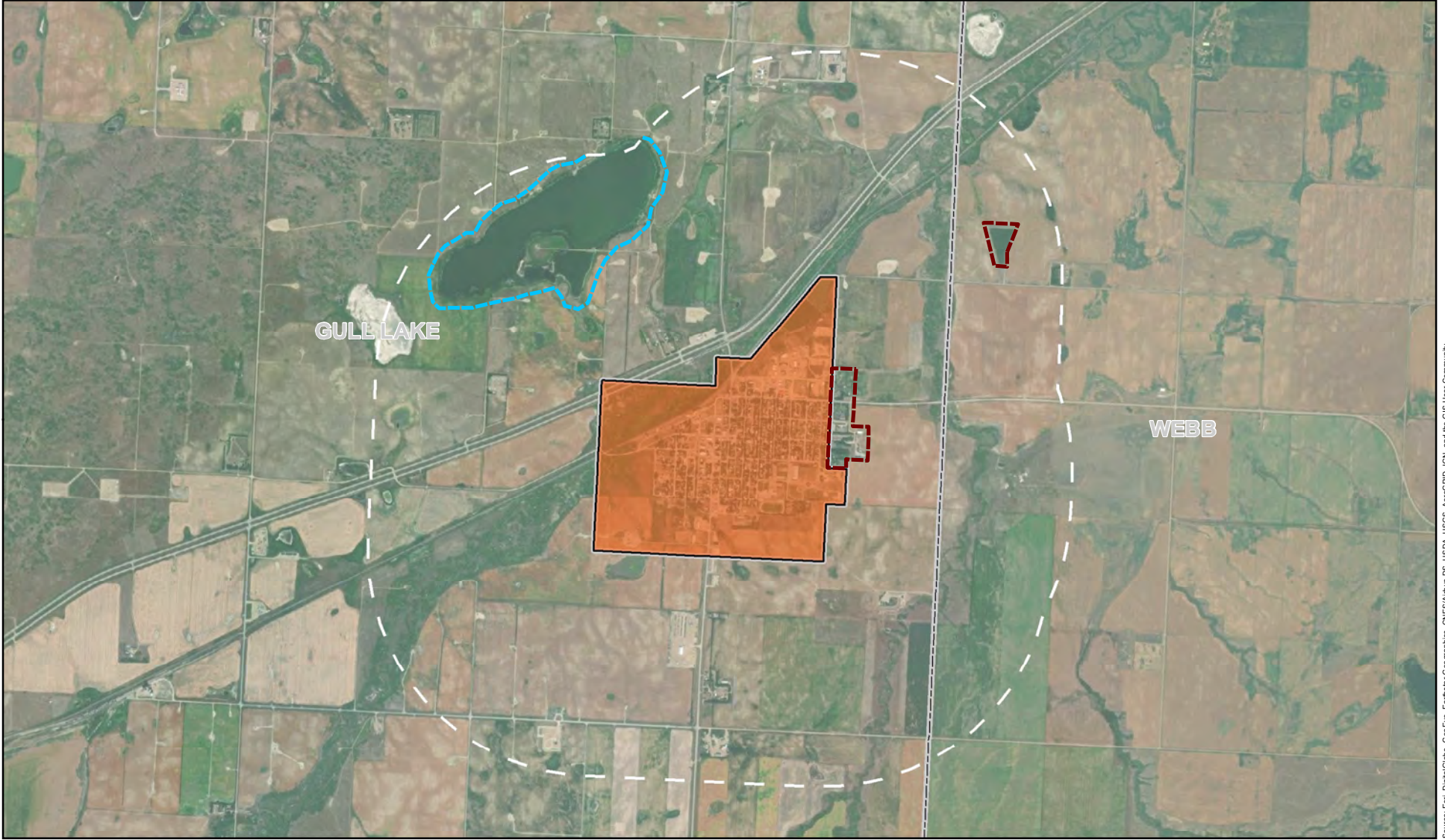
Integrated Expertise. Locally Delivered.

* Note hydrology and existing development barriers delineated based off imagery from Google Earth.



2022 GROWTH STUDY

**MAP B.63: DAVIDSON
BARRIERS TO
URBAN EXPANSION**



- Town
- Rural Municipality
- Park/Recreational Area
- First Nation

Growth Barriers within 1.6 km

- Federal Jurisdiction
- Provincial Jurisdiction
- Hydrology*
- Existing Development*



1:40,000

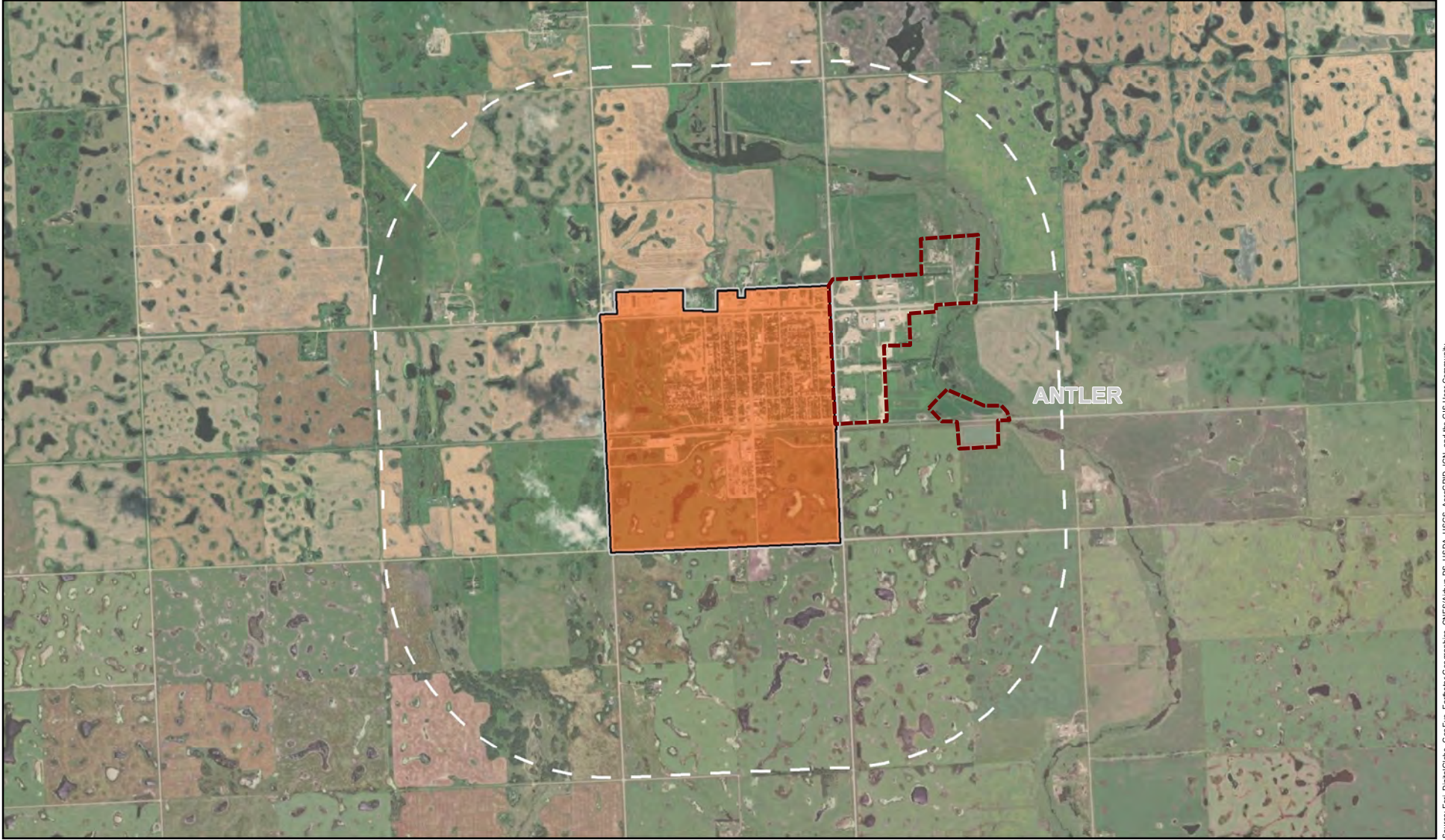
Integrated Expertise. Locally Delivered.





* Note hydrology and existing development barriers delineated based off imagery from Google Earth.







2022 GROWTH STUDY

**MAP B.64: GULL LAKE
BARRIERS TO
URBAN EXPANSION**



-  Town
-  Rural Municipality
-  Park/Recreational Area
-  First Nation

Growth Barriers within 1.6 km

-  Federal Jurisdiction
-  Provincial Jurisdiction
-  Hydrology*
-  Existing Development*



1:40,000

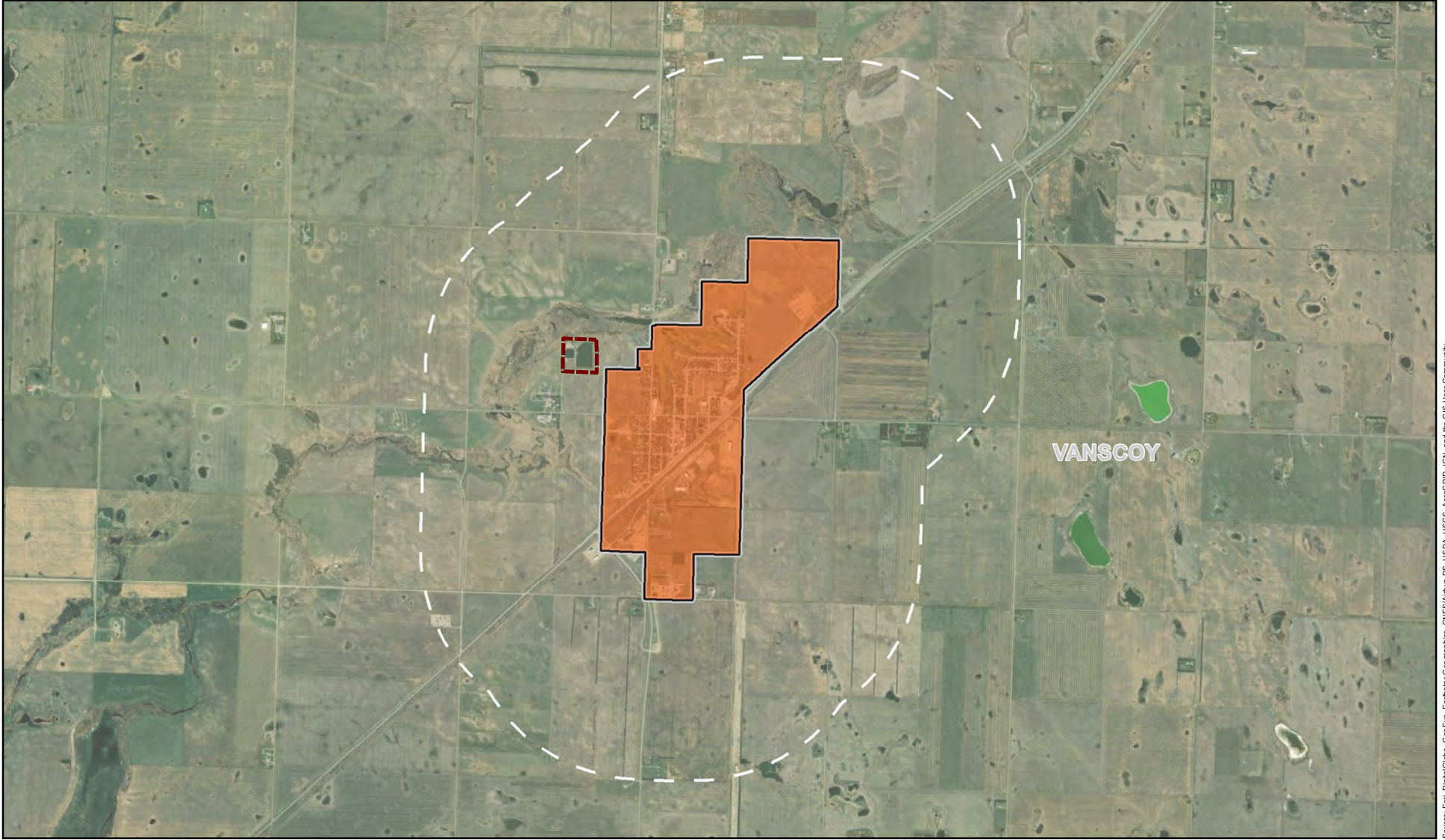
 Integrated Expertise. Locally Delivered.





* Note hydrology and existing development barriers delineated based off imagery from Google Earth.







2022 GROWTH STUDY

**MAP B.65: REDVERS
BARRIERS TO
URBAN EXPANSION**



-  Town
-  Rural Municipality
-  Park/Recreational Area
-  First Nation

Growth Barriers within 1.6 km

-  Federal Jurisdiction
-  Provincial Jurisdiction
-  Hydrology*
-  Existing Development*



1:50,000

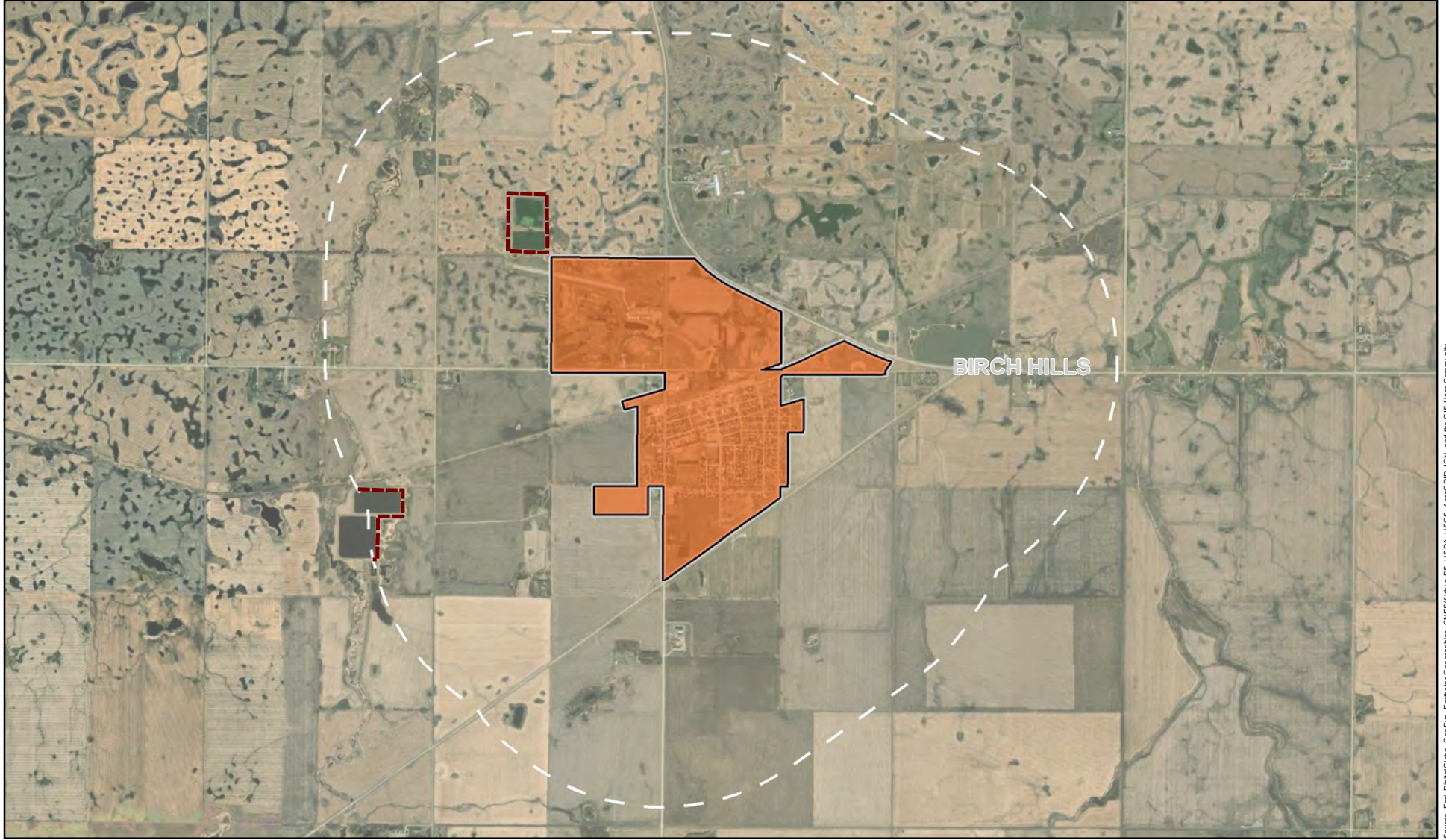
 Integrated Expertise. Locally Delivered.

* Note hydrology and existing development barriers delineated based off imagery from Google Earth.



2022 GROWTH STUDY

**MAP B.66: DELISLE
BARRIERS TO
URBAN EXPANSION**



- Town
- Rural Municipality
- Park/Recreational Area
- First Nation

Growth Barriers within 1.6 km

- Federal Jurisdiction
- Provincial Jurisdiction
- Hydrology*
- Existing Development*



1:40,000

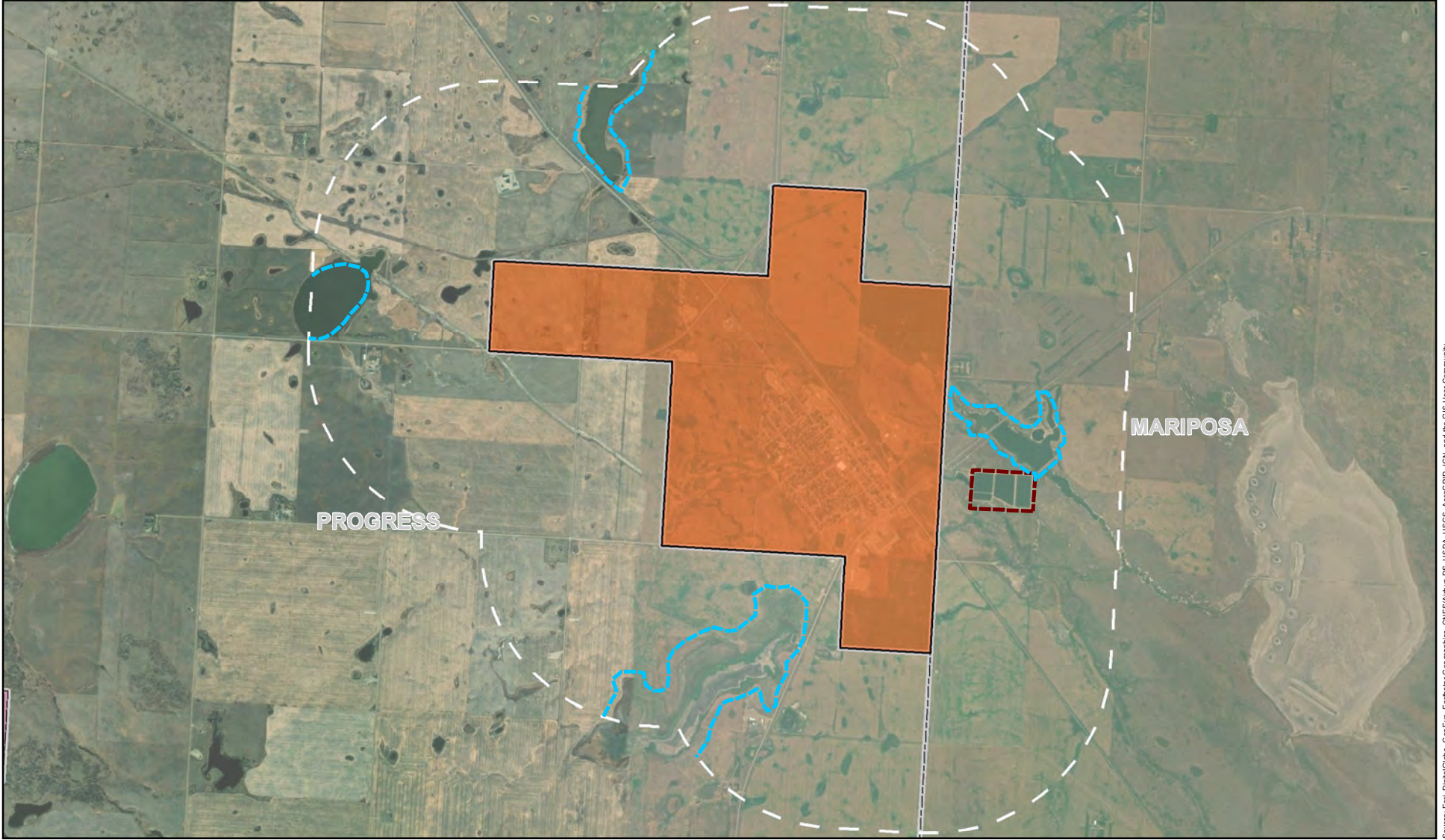
Integrated Expertise. Locally Delivered.





* Note hydrology and existing development barriers delineated based off imagery from Google Earth.







2022 GROWTH STUDY

**MAP B.67: BIRCH HILLS
BARRIERS TO
URBAN EXPANSION**



-  Town
-  Rural Municipality
-  Park/Recreational Area
-  First Nation

Growth Barriers within 1.6 km

-  Federal Jurisdiction
-  Provincial Jurisdiction
-  Hydrology*
-  Existing Development*



1:50,000

 Integrated Expertise. Locally Delivered.

* Note hydrology and existing development barriers delineated based off imagery from Google Earth.



2022 GROWTH STUDY

**MAP B.68: KERROBERT
BARRIERS TO
URBAN EXPANSION**



APPENDIX
Town Correspondence to RM
on RM's OCP Update

C



Town of White City

Box 220 Station Main, White City, SK S4L 5B1
Ph: 306.781.2355 • Fax: 306.781.2194 • www.whitecity.ca

February 21, 2017

Mr. Kim McIvor, CAO
RM of Edenwold No. 158
Box 220
Balgonie, SK S0G 0E0

Dear Mr. McIvor

A handwritten signature in black ink, appearing to read "Kim", written over the printed name "Dear Mr. McIvor".

RE: 2015 Boundary Alteration Agreement

It is just over 16 months since the Boundary Alteration Agreement was signed between the Town and the RM, this letter is to outline the progress taken on the terms of the agreement to date and request clarification with respect to item 5 of the agreement.

Since the passing of complimentary resolutions and execution of the agreement, the Town and the RM have completed or made progress on the following terms:

- 1. The following lands are to be excluded from this boundary alteration agreement;**
Parcel M, Plan No. 101411583, Surface Parcel No. 150318312
Portion of the NW 14-17-18 W2M, Surface Parcel No. 153940383
Portion of NW 14-17-18 W2M, Surface Parcel No. 150318301

The Town considers this item to be completed.

- 2. The Town agrees to remove that portion currently identified in the Future Land Use Map as Commercial/Light Industrial Urban Development north of Highway No. 1.**

The Town recently amended its Official Community Plan maps to address recommendations coming out of a 2015 Traffic Study. The changes reflected the addition of a new Road Network Classification Map and to adopt additional recommendations from the Traffic Study regarding the provision of pathways/sidewalks for new development and to adopt a policy respecting the requirement for Traffic Impact Assessments.

We are aware that the RM objected to the amendments on the basis that the Town failed to remove the designation of Commercial/Light Industrial Urban Development North of Highway No. 1.

The most recent amendments to the Town's land use maps were intended to address the recommendations coming out of the 2015 Traffic Study only.

The Town remains committed to fulfilling its obligation to remove the Commercial/Light Industrial Urban Development designation on its land use map and will do so by December 31, 2017.

- 3. The Town agrees to construct and pave the portion of Emerald Park Road that is within the Town's jurisdiction, and is not currently under contract with a developer to pave, at the same time that Betteridge Road is paved.**

The RM agrees to pay for 42% of the costs to construct and pave that portion of Emerald Park Road.

The Town agrees to repay that 42% to the RM as the lands adjacent to Emerald Park Road are developed and fees are collected.

Construction of Emerald Park Road is to be jointly tendered by the Town and the RM and to commence in 2017.

The Town is proceeding to the design phase of this project and has awarded the design work to Walker Projects.

Walker Projects estimates it will take approximately 6-8 weeks to complete the design.

Once design is completed, the Town will determine if base work for the construction of Betteridge and Emerald Park roads will begin in 2017. Construction will be dependent upon the completion of the Lake Design and approval processes, negotiations with the Regina Bypass Partners concerning the province's requirement for wetland compensation and securing the developer's commitment to begin the Town Centre development.

- 4. That portion of Betteridge Road from White City Drive west to Viterra Road is to be jointly tendered and construct by the Town and RM and to commence in 2017. The Town will pay for the 1.5 mile portion in the Town's jurisdiction and 25% of the costs to construct the ½ mile in the RM's jurisdiction. The RM agrees to repay that 25% to the Town as the lands south of that ½ mile get developed and fees are collected. It is understood that paving these roads is beneficial for both jurisdictions and that there are no plans or current interest to develop the south side of the last ½ mile in the foreseeable future.**

In June, 2016 you and I met with Lee Heebner from Walker Projects to discuss the joint construction of Betteridge Road and Emerald Park Road. At this meeting, the design of the both roads were discussed and it was agreed that Walker's would begin design work and that Betteridge Road would be developed as a four lane street from White City Drive to Viterra Road.

At this meeting, there was a high level of cooperation between the two municipalities to continue with the joint tendering and construction of the both roads.

In late January, the Town was verbally informed that the RM is proceeding to design, tender and construct its portion of Betteridge and Emerald Park Roads independent of the Town. The Town was also verbally informed that the RM would be constructing a two-lane road from the West boundary of the Town east to Viterra Road as it was felt a four-lane roadway wouldn't be required.

The Town requires notification of this decision to be in writing to determine the effect this will have on the overall Boundary Alteration Agreement and the requirement for the Town to pay 25% of the costs of constructing the RM portion of Betteridge and Emerald Park Roads.

- 5. The Town agrees to work jointly with the RM on mutual concerns regarding drainage and drainage management. The RM has paid \$48,000 for a Drainage Study for those lands affected in the surrounds of Emerald Park Road. The map attached hereto in Schedule "B" provides percentages of the improvements and drainage benefits to the RM and to the Town in a rate of 65%/35% respectively. Based on that percentage the Town agrees to pay 35% of the total cost of the Drainage Works. The total cost to include cost of the study, cost of the development of the drainage and maintenance.**

To date, the Town has paid 35% of the costs of the study work and the design of drainage works across the Tarowski lands as this was the initial plan to control drainage from Aspen Village Estates.

I wrote to you on September 14, 2016, outlining the Town's concerns with respect to using the Tarowski lands to provide drainage to Aspen Village Estates. In this email, I provided comments to you from the Water Security Agency, directing the RM use the existing drainage swale as had been approved by the RM in the Aspen Village Estates Subdivision design.

At the October 14, 2016 meeting at Walker Projects in Regina, the RM and the Town discussed the plans to drain Aspen Village Estates using the existing drainage swale between the Tarowski lands and Aspen Village.

At this meeting, there was agreement on the following points:

1. That the project to drain Aspen Village Estates and other RM lands across the Tarowski lands be abandoned;
2. The RM agreed to enhance the existing drainage swale along the back of the properties in Aspen Village Estates, and the cost of this would be borne by the RM;
3. The RM agreed to start the process to expropriate required land from Aspen Links Golf Course to build or enhance the existing drainage ditch, at RM cost;
4. The RM and the Town agreed that a control outlet structure will be constructed between Aspen Village Golf Course and an existing drainage channel south of the golf course property;
5. Total cost of the control structure project is to be presented to property owners or developers to establish their contribution prior to the municipalities up-fronting the costs of the project; and
6. It was agreed that the control structure project was to include a drainage ditch enhancement from the control outlet to Betteridge Road.

After a December 8, 2016 email forwarded to yourself regarding these points, the Town received notification from you on December 16, 2016 that the RM did not agree to the above points and instead indicated that both Council's agreed to the provisions of item #5 in the Boundary Alteration Agreement.

Throughout this process, the Town has been committed to working jointly with the RM on mutual concerns regarding drainage and drainage management in the White City/Emerald Park Subdivision areas. The Town committed to exploring the drainage options across the Tarowski lands and worked with the RM to select a proper design for this purpose. However, upon further investigation

the Town discovered that the existing drainage swale was part of the Aspen Village Estates development plans, that the RM failed to register easements across the abutting lots and failed to execute the terms of its own development agreement with the developer of that subdivision. It appears this information was not known to Council nor the former Town Manager during the negotiation of the Boundary Alteration Agreement.

As I provided previously, the Water Security Agency, in a July 18, 2014 letter to the RM indicated it would not recommend closure of the Aspen Village Estates drainage ditch and directed the RM to work with Aspen Village Properties Ltd. and Clear Vistas Properties Ltd. to construct an outlet ditch on the west side of the Tarowski lands to control the water levels in the golf course ponds and eliminate flooding on the Tarowski lands. The Town agrees with the position of the Water Security Agency.

From the Town's perspective, the terms of the Boundary Alteration Agreement with respect to working jointly with the RM on matters of drainage in the White City/Emerald Park Subdivision areas will continue to require collaboration and cooperation to ensure residents and current landowners are not adversely affected by additional drainage because of new development.

- 6. The Town agrees to pay the RM tax loss compensation in the amount of 15 times the 2015 municipal taxes levied to a total of \$63,867.00 within 30 days of Ministerial approval.**

Payment of \$64,867.00 to the RM was made in November, 2015.

- 7. Any tax arrears owing to the RM of Edenwold No. 158 at the end of December, 2015 with respect to the lands, be paid by the Town of White City to the RM of Edenwold No. 158; and further any and all arrears and penalties be transferred to and become payable to the Town of White City.**

Completed.

- 8. The Town of White City and the RM of Edenwold No. 158 agree the effective date of the boundary alteration is the date the boundary alteration is approved by the Ministry of Government Relations, and the effective date for taxation for the Town of White City is to be January 1, 2016.**

Completed.

- 9. The Town and the RM agree to proceed with developing an inter-municipal agreement to form the basis of any future boundary alterations within the Joint Management Growth Planning Area as identified in the Town's Future Land Use Map attached hereto in Schedule "C".**

The Town's Official Community Plan adopted a policy of promoting inter-municipal cooperation to facilitate strong partnerships, joint infrastructure planning and coordination of local development.

In doing so, the Town will work with members of the White Butte Regional Planning Committee and specifically the RM regarding land use, land use planning and development matters.

To date, I am aware of two or three meetings held between the Town and RM concerning the Joint Management Growth Planning Area. Some attempt has been made to provide notification to each municipality on development proposals in the area and discussions have taken place with respect to potential development conflicts. Additionally, the Town has been invited to respond to development proposals within the RM and we have provided comments.

We have become aware that the RM is conducting an early stakeholder review of its existing Official Community Plan for updating the plan. As you can appreciate, the Town has an interest in the direction of an updated Official Community Plan and would want to ensure the Town and the RM's Official Community Plan's remain compatible with respect to development in the White City/Emerald Park Subdivision area.

The Town's policy also includes a statement of cooperation to work with the RM to develop a Boundary Alteration Memorandum of Understanding that will guide annexation of lands within the White City/Emerald Park Subdivision area.

It is clear the Boundary Alteration Agreement contemplated the development of an agreement between the Town and RM with respect to boundary alterations within the Joint Management Growth Planning Area. In view of this, I would invite the RM to begin talks on executing this part of the Boundary Alteration Agreement with a goal of having this completed by December 31, 2017.

10. The Town agrees to not pursue the incorporation of the W1/2 15-17-18 W2 into White City in the future.

At this time, the Town does not have plans to request the addition of the W1/2 15-17-18 W2 into the Town.

The annexation or alteration of boundaries between the Town and the RM should be part of the negotiation framework contemplated in article 9 above.

As indicated, the Town remains committed to jointly addressing the terms of the Boundary Alteration Agreement. In doing so, I would suggest a regular monthly meeting date be established to address the terms of this agreement and other areas of mutual concern.

Sincerely,



Ken Kolb
Town Manager



Box 220 Station Main
White City, SK. S4L 5B1

306 781 2355 †
306 781 2194 ‡

townoffice@whitecity.ca
whitecity.ca

February 26, 2019

SENT VIA ELECTRONIC MAIL
AND CANADA POST

Mr. Kim McIvor, CAO
RM of Edenwold No. 158
100 Hutchence Road
Emerald Park SK S4L 1C6

Dear Mr. McIvor;

RE: RM of Edenwold No. 158 – New Official Community Plan

We are aware the RM recently released its Municipal Action Plan – February 2019, which highlighted several new policies to be written in the RM’s new Official Community Plan (OCP).

We are aware that the RM has been undertaking consultations regarding its new OCP with residents, ratepayers, businesses and major stakeholders. Consultations are an important part of the development of significant long-term policies for any municipality.

In February 2017, the Town requested advance consultation with the RM concerning its new OCP to ensure compatibility with the Town’s land use planning policies and future growth in the White City area and the joint management planning area.

With the imminent release of the RM’s OCP, the Town is again requesting consultation with the RM regarding it’s new OCP prior to the adoption by Council.

Sincerely,

Ken Kolb
Town Manager



Box 220 Station Main
White City, SK. S4L 5B1

306 781 2355 †
306 781 2194 ‡

townoffice@whitecity.ca
whitecity.ca

July 19, 2019

SENT VIA CANADA POST AND ELECTRONIC MAIL

Jana Jedlic, Manager of Planning and Development
Rural Municipality of Edenwold No. 158
100 Hutchence Road
Emerald Park, SK S4L 1C6

Dear Ms. Jedlic:

RE: RM of Edenwold No. 158 Draft Official Community Plan and Zoning Bylaw Review

Thank you for this opportunity to provide comments on your municipality's Draft Official Community Plan (OCP) and Zoning Bylaw (ZB). We view this exercise as an opportunity to learn about the RM of Edenwold No. 158 (RM) plans and objectives and as an opportunity to identify areas where we can work together as regional partners. I am sure you can appreciate the significant impact of these important documents on the continued growth of the Town of White City, the neighbouring municipalities and First Nations, and the well-being of the region.

Consultation is an important part of the development of significant long-term policies for any municipality. On multiple occasions, the Town requested advance consultation with the RM concerning its new OCP to ensure compatibility with the Town's land use planning policies and future growth in the White City area and the Joint Management Planning Area. Unfortunately, this window was missed, and the OCP and ZB are perceived as written with the intention of approaching the Town after its adoption to impose inter-municipal cooperation, communication and annexation frameworks not mutually agreed or developed in a "mutually-respectful and collaborative manner".

Please see the following comments with respect to each of the documents;

Official Community Plan – Bylaw No. 2019-19

Section 2.4. Growth Management Strategy

The OCP describes the factors that played a role when identifying the RM's Development Overlay Area. Among others, the development plans for neighbouring municipalities was considered. However, the currently adopted and approved development plans and future growth areas identified in the neighbouring municipalities are not included or represented in any of the reference maps of the OCP, including the Future Land Use Map (Map 7A) Development Overlay Area.



It would be of great benefit for coordinated development of the region to include the future growth areas of the Town of White City, the Town of Pilot Butte and the Village of Edenwold to show where these communities can grow in the future.

It is important for the future sustainability of these communities and the ability to grow in areas that are compatible with existing development to have a consistent long-term land use strategy and to efficiently manage infrastructure and delivery of community services.

Section 2.5.4. Development Overlay Area

Clarification should be provided as to the legal status of the Emerald Park Area pursuant to provincial legislation.

Saskatchewan currently has 774 urban, rural and northern municipalities. In southern Saskatchewan there are 749 incorporated municipalities. Of these 749 municipalities 453 are urban municipalities which includes; 16 cities, 147 towns, 250 villages, and 40 resort villages.

While there is no doubt the Emerald Park Area is of an urban “nature”, Emerald Park is not an incorporated municipality. Given the juxtaposition of the two urban communities, the view of Emerald Park as an incorporated municipality makes no sense and fosters the prospect of inefficiency, duplication of services and sub-optimal management of infrastructure and the delivery of community services. The proposed policies in the OCP seek to continue to divide the community and promote inconsistent development. The White City area represents a strategic growth area for the province. Recognizing the need to unify the existing urban complex into one urban municipality will provide the foundation for consistent long-term land use planning and development within one of the fastest growing areas in Saskatchewan and ensure consistent policies, costs and governance.

Section 3.1.2. General Land Use and Development Policies, 1. Conformance with OCP, Sector Plans and Concept Plans

Changes to municipal policies should not be a guarantee to those development proposals that don't fit within the policy adopted by Council, especially when these changes may have significant ramifications in the wellbeing of its residents and the adjacent communities. White City recommends the review of subsection b. to change the statement of this paragraph from its current affirmative nature to clearly specify that Council has a right to decide whether to amend municipal policies to accommodate a development and it is not an obligation of Council.



Section 3.1.2. General Land Use and Development Policies, 3. Complementary and Compatible Development

In order to avoid future potential land use conflicts, consultation with the adjacent municipalities shall not be limited to those proposed developments deemed to have an impact on the adjacent municipality by the RM. White City considers that all proposed developments within the Joint Management Planning Area should as a matter of practice be referred to White City for review, regardless of whether or not development is related to a specific subdivision request. This will ensure the proper consultation and help to achieve compatible development and land use within the White City area.

Section 3.1.2. General Land Use and Development Policies, 6. Consultation

Although a separate section nevertheless in-line with the comments above, section 6. Consultation should as a matter of practice include the Towns of Balgonie, Pilot Butte, White City and the Village of Edenwold as the existing adjacent incorporated urban municipalities.

Section 3.2. Transportation Networks, 3.2.2 Objectives

As effective and efficient transportation networks are a key factor in the sustainability of a community or region, White City believes that transportation planning and transportation network coordination and consultation between municipalities should be an important objective included in this section. The area between the overpasses is a natural planning area that will enhance opportunities for businesses and residents and improve the access and egress to and from the community. Establishing an intelligent and well-connected transportation network is a significant long-term planning requirement. A quick look at a civic map confirms that today's White City is land-locked.

To develop in a responsible and cost-effective manner the community is in need of an efficient transportation network that links it to the regional transportation system, capitalizes upon economic development opportunities and provides efficient and safe traffic management. These services simply cannot be efficiently, and cost effectively provided with a transportation system developed on an ad-hoc basis and policies that promote the perpetuation of disconnected and inefficient transportation networks.

Section 3.2.2. General Transportation Policies, 3. Complementary and Compatible Development

In order to avoid future potential transportation connectivity conflicts or deficiencies, consultation with the adjacent municipalities should be considered. To this respect White City recommends that all proposed developments within the Joint Management Planning Area be referred to White City for review regardless of whether or not they are related to a subdivision. This will ensure the proper consultation and consistent application of transportation policies



within the White City area. We acknowledge this matter has been addressed somewhat in Section 3.2.3. Road Policies, 7. Regional Planning and Projects, nevertheless, it is important to emphasize these consultation requirements in the general transportation policy section.

Section 3.3.2. General Utilities, Services and Infrastructure Policies

As stated previously, emphasis should be given to consultation with the Towns of Balgonie, Pilot Butte, White City and the Village of Edenwold as the existing adjacent urban municipalities. As growth continues, the provision of expanded community services and infrastructure becomes a critical priority. Uncoordinated service delivery will become increasingly overlapped and inefficient.

Without tangible municipal policies and commitments to coordinated service delivery, the need for a consolidated community, guided by a comprehensive planning framework which identifies well in advance the community needs and provides a well-organized land base to support the timely development of these facilities and services becomes more evident.

3.10.3 Country Residential Lands Subdivision Policies

White City is encouraged to see the inclusion of municipal consultation requirements for new country residential proposals adjacent to an urban municipality or within a Joint Management Planning Area. There are numerous circumstances where the lack of such policies has exacerbated municipal differences, increasing the gap between municipalities and negatively impacting the growth of the community. A clear example of this is the Hunter Creek Estates development. This development has a clear and evident direct impact on the services and transportation networks and traffic flow within White City and no ability for joint management or contribution towards capital. The inclusion of policies that promote cost sharing arrangements between municipalities and developers to support the region as a whole is a clear need.

3.10.6 Multi-Parcel Mobile Home Parks Policies

Emphasis should be given to consultation pertaining to new multi-parcel mobile home park proposals adjacent to an urban municipality or within a Joint Management Planning Area.

3.11. Urban Residential Lands (Emerald Park)

As noted above, while there is no doubt the Emerald Park Area is of an urban “nature”, Emerald Park is not an incorporated municipality. The view of Emerald Park as an incorporated municipality and the evident intent to ignore the existence of White City and important development initiatives such as the Town Centre, will continue to divide the community and promote inconsistent development.



The Town of White City Town Centre initiative has been developed with the intention of providing a much-needed community downtown or heart of the community, not just for White City but for Emerald Park and the community as a whole. This initiative has not been acknowledged or mentioned anywhere in the OCP. Instead the OCP, and in particular the policies surrounding Emerald Park and urban residential development, seek to isolate the communities, continue to duplicate services and divide and control rather than cooperate and manage growth jointly.

Nevertheless, White City is encouraged to at the very least see municipal consultation requirements within this section as an objective to ensure compatibility with existing and planned developments in the Town of White City. This statement however, should be included as a policy in subsequent sections 3.11.2. and 3.11.3, and the Municipal Action Plan, respectively.

3.12. Community Service and Institutional Lands

Community and institutional services, facilities and amenities are fundamental to the well-being of our community. White City commends you for the inclusion of objectives and policies that encourage the development of joint-use facilities in the region. To help achieve this objective and better coordinate the development of these facilities, White City recommends this section be revised to add municipal consultation with nearby/adjacent municipalities as a way to appropriately ensure that community service and institutional activities are carried out in such a way as to minimize disruption of nearby/adjacent communities (3.12.2.(3.) & 3.12.3.(2.)).

3.12.4 School Site Policies

As the region grows there are increasing pressures to expand education, recreation and community services and provide them in a logical and cost-effective manner to all residents. Without question, the approach being used in all progressive cities and strongly supported by provincial funding programs is the development of comprehensive, integrated joint use facilities, properly planned and coordinated for the benefit of the community or region. Complementary placement of a new high school in proximity to recreational complexes and green space will help harmonize service delivery and reduce overall cost for infrastructure that will not need to be duplicated.

With this in mind, it is imperative that policies within municipal planning documents clearly identify the need for coordination with adjacent municipalities that are without a doubt, part of the catchment area and have a significant percentage of the population requiring the facilities. The general location of the potential sites shall be evaluated not only in consultation with the Prairie Valley School Division, and the Ministry of Education, as stated in the OCP, but in consultation and coordination with those adjacent urban municipalities that are going to directly contribute to the need of the facility.



Section 3.12.4. of the OCP does not consider the Town of White City as a significant area of influence and an important key component for the need of new educational facilities and services. This is counterproductive to the approval processes, has delayed the location of a high school in White City area or south of Highway No. 1, and puts the Ministry and others at odds with local politics when they have to make a decision one way or the other.

4.1. Inter-municipal Cooperation

Inter-municipal cooperation, collaborative planning and development goes beyond development notifications between municipalities. The broad generalization about cooperation with neighbouring municipalities in Section 4.1 of the OCP ignores the geographic arrangement of the Town of White City, the Town of Pilot Butte, the Town of Balgonie and the Village of Edenwold and the intricate influence of these municipalities on the development of the RM and vice versa.

White City is pleased to see the current Joint Management Planning Area included in the proposed Future Land Use Map, however, the OCP fails to recognize that urban municipalities have a right to grow by not including urban growth areas around each urban municipality. The Future Land Use Map fails to consider the future growth plans of all the adjacent urban municipalities within the area, regardless of whether these growth plans have been approved or are in the process of being approved.

The Town of White City has a Future Land Use Map that was initially developed in consultation with the RM planners and subsequently endorsed and approved by the Ministry of Government Relations. The Town of Pilot Butte has a Future Land Use Map which includes a Regional Area of Planning Interest (joint planning management area) endorsed and approved by the Ministry of Government Relations. The Town of Balgonie has a Future Land Use Map endorsed and approved by the Ministry of Government Relations which only notes growth areas within the current boundary but may benefit from a mutually agreed joint management planning area. The Village of Edenwold Official Community Plan and Future Land Use Map which includes a Joint Management Planning Area is currently under review by the Ministry of Government Relations and has been reviewed by the RM.

Furthermore, while the Joint Management Planning Area with the Town of White City is acknowledged and discussed in the OCP, the Municipal Action Plan does not acknowledge or provide actions related to municipal cooperation and coordination with the Town of White City.

As an example; the promotion and addition of recreational amenities in Country Residential Area surrounding White City represents a great opportunity to collaborate and work together for a better pedestrian network. The same could be included for those areas within the Emerald Park Residential Community



along with intermunicipal coordination of development to ensure compatibility and the mutual benefit of the community.

Public transit services for the area is a mutual interest not only for the RM and White City but most likely for the Towns of Balgonie and Pilot Butte, including specific coordination with the said municipalities in the Municipal Action Plan will greatly contribute to acknowledging the existence of these municipalities and clearly demonstrate an interest to work together.

4.2. Annexation

White City agrees with the following statement of the OCP; “The annexation process is necessary for the continued economic development of all communities located within or adjacent to the RM’s jurisdiction”. However, “in order to ensure a responsible, fair, collaborative and transparent process”, an annexation framework can not be developed and imposed by one municipality as suggested in the OCP. The 2015 Boundary Alteration Agreement included an item intended to initiate the conversation towards a municipal cooperation, communication and annexation frameworks mutually agreed and developed in a mutually respectful and collaborative manner. Unfortunately, this item was ignored and never pursued as an option for truthful municipal coordination and cooperation, regardless of White City’s numerous intents to start the conversation.

Urban municipalities have the right to grow, this growth will always benefit the economic growth of the region, including the RM. Given the sensitive nature of this topic, White City would like to see the Annexation Framework proposed by the RM, please forward it to our attention at your earliest convenience.

Zoning Bylaw – Bylaw No. 2019-20

Zoning Districts

There is a narrow list of permitted uses in the Zoning Bylaw for each land use. Development is best served by having a wide range of permitted uses rather than needing to direct most new development into a review/approval process dictated by the discretionary use process.

The agricultural lands in the RM are all within close proximity to multiple thriving urban municipalities. Such closeness should support a wide range of local agricultural product development and service into urban areas, many of which are very high value that can exist profitably on small land parcels. Yet the draft bylaws are clearly directing the consolidation of agricultural lands into larger and larger land blocks. A reduced agricultural site area for an agricultural commercial activity is only permitted at Council’s discretion and for the purpose of farmland consolidation, estate planning settlement, farm debt restructuring or as a result of a permitted or discretionary subdivision or due to topographical or physical limitations or where legitimate discretionary agricultural activities



require a lesser amount. Perhaps reduced agricultural site area for an agricultural commercial activity should be permitted uses to support high value crops on small land parcels. This will give existing landowners the opportunity to sell to different agricultural interests rather than solely to larger agricultural operators, while increasing tax revenues and taking advantage of the RMs proximity to multiple thriving urban municipalities.

Zoning District Maps

Zoning District Map # 10 is missing.

Thank you for the opportunity to review and provide comments on these important documents. As the bylaw adoption process moves forward, the Town will make sure to provide further comments before the required public hearing takes place and the bylaws are adopted by Council or prior to ministerial approval. Should you have any questions please do not hesitate to contact me at your convenience.

Sincerely,



Mauricio Jiménez
Town Planner



Box 220 Station Main
White City, SK. S4L 5B1

306 781 2355 †
306 781 2194 ‡

townoffice@whitecity.ca
whitecity.ca

Your way of life

November 19, 2018 (sic)*

* Date was actually November 19, 2019.

Reeve Mitchell Huber
RM of Edenwold No. 158
Box 10
BALGONIE SK S0G 0E0

Dear Mr. Huber and Council,

Re: Public Hearing - Bylaw 2019-19: Official Community Plan & Bylaw 2019-20:
Zoning Bylaw

On behalf of the Town of White City (Town), I want to thank you for the opportunity to review the Draft Official Community Plan (OCP) and Zoning Bylaw (ZB) for the RM of Edenwold No. 158 (RM).

To be effective and proactive, every municipality requires a long-term outlook to map out a plan for its future. Without it, there is no plan, and there is no ability to understand what the future state could be. By adopting a 20-year vision and planning strategy, the RM clearly understands the importance of long-term planning and recognizes the need for a long-term comprehensive policy framework for our communities. The short-term ad-hoc development model is no longer the best option.

In reviewing the policies within the Draft OCP there is an important distinction to be made between interpreting these policies as they apply to the entirety of the RM and the implications these policies have on cooperative inter-municipal development between the RM and the adjacent urban municipalities within the Development Overlay Area (DOA).

It is clear from the policies contained in this draft OCP that the RM is actively pursuing intensive urban development within the DOA and around the communities of White City, Pilot Butte and to a lesser extent Balgonie. While the Town does not wish to inhibit growth within the RM and the RM's ability to diversify its assessment base, pursuing policies of intensive urbanization will create tension and unproductive, inefficient competitive behaviour between the RM and its urban neighbours.

While the overriding development goal of the RM is to "form a number of communities that fall along the rural-urban spectrum," pursuing this vision will continue to create:

- confusion for citizens about representation and service provision,



Box 220 Station Main
White City, SK. S4L 5B1

306 781 2355 †
306 781 2194 †

townoffice@whitecity.ca
whitecity.ca

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- conflict and non-cooperative relations between rural and urban municipalities as competition for land development and economic growth increases,
- an inequitable distribution of property taxes to fund urban services; and
- non-strategic development.

The DOA is a primary focus in this OCP and is where the RM wants to direct the majority of clustered residential, commercial, recreational, community service, institutional and light industrial developments. These types of developments normally require a full spectrum of urban municipal services and they benefit from the proximity to existing services, residents and the convenient access to the local network of major highways. Without a clear and transparent set of rules for the management of urban development within the urban fringe, the underlying policies for urban containment imbedded in the OCP, will continue to inhibit the growth of the municipalities in the DOA and exacerbate the issues noted above.

The OCP also makes note of the existing Joint Management Planning Area (JMPA), considered to be an area of mutual interest by the RM and the Town. While the OCP states “the RM will continue to collaborate with the Town on development within the JMPA”, it directly contradicts itself in Section 3.12.4 (1) with the adoption of exclusionary policies regarding location considerations of potential school sites.

Section 3.12.4(1) (a) uses language that advocates for the location of school sites within Emerald Park “only”, but excludes mention of other towns in the DOA, namely the directly adjacent Town of White City. This is a non-cooperative policy being codified within a bylaw that actively promotes the exclusion of the urban communities within the DOA from urban service provision and locational decisions which has a dramatic impact on the growth and development of those communities.

The statement of cooperation within the JMPA is further contradicted in the Future Land Use Map included in this OCP. The Future Land Use Map fails to consider the future growth plans of all the adjacent urban municipalities within the area, regardless of whether these growth plans have been approved or are in the process of being approved.

The “intent of the JMPA is to ensure complementary development in both jurisdictions”, however, little progress has been made on developing a memorandum of understanding or mutually agreed annexation processes to properly manage the JMPA.

This is an opportunity to negotiate a memorandum of understanding or an inter-municipal development agreement for the JMPA prior to the adoption of the OCP. Developing a mutually agreed set of rules, within the purview of *The Planning and Development Act, 2007*, would provide assurances to both the RM and the Town of White City that the agreement effectively addresses both municipalities planning and development interests. Similarly, the Towns of Pilot



Box 220 Station Main
White City, SK. S4L 5B1

306 781 2355 †
306 781 2194 f

townoffice@whitecity.ca
whitecity.ca

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Butte and Balgonie would benefit from the establishment of a JMPA and associated inter-municipal agreements between themselves and the RM to mitigate potentially conflicting development on their boundaries and prioritize joint land use planning and development matters.

Given the underdeveloped state of the JMPA, Draft OCP policies promoting development within it are premature as both municipalities have not yet agreed on defining the roles of each municipality nor how each municipality is to be consulted on different types of planning and development proposals or projects. This includes not only the policy language surrounding the intensification of development within Emerald Park but includes development within the Emerald Park and Butte Business Districts within the JMPA, and how institutional uses are sited, such as the identified school sites referred to in Section 3.12.4(1) (a).

In addition, the OCP's language around annexation (Section 4.2) appears to be a lightly veiled reference to the intermunicipal relationship with the Town of White City. In the absence of a mutually agreed annexation processes, every annexation attempt by an urban municipality within the DOA will continue to be interpreted as hostile and a process that creates winners and losers. A clear example is the 2015 Boundary Alteration Agreement and the unwillingness to participate in discussions regarding a mutually agreed upon annexation framework agreement. Without a clear framework and dispute resolution mechanism to manage a JMPA and future annexations any policies within the OCP are simply words without substance.

The 20-year long-term vision of the OCP is evidence that our communities are growing and with this growth it is time to shift the planning model. In-line with provincial interest and the long-term planning vision now proposed by the RM OCP, the Town of White City recognizes the importance of managing growth in a well-planned and cost-effective manner and has adopted a 25-year long-term planning horizon going forward. This planning horizon is directly linked to the annexation formally presented to the RM, and which has yet to be resolved.

For the Town of White City, development within the JMPA or the DOA is further complicated by the current annexation application for lands within the RM. This annexation is understandably a sensitive topic for both municipalities as it involves annexing Emerald Park along with substantive development that has occurred on the periphery of White City. The potential impacts that this annexation application have on a future JMPA and in fact many of the urbanization and intensification policies within the Draft OCP furthers the argument that the RM should postpone the Draft OCPs completion until a decision is made on the annexation application.

In conclusion, without a clear and transparent set of rules, the active promotion of the urban-scale development directly adjacent to the adjacent urban municipalities, intensifies competition for development and will lead to future servicing inefficiencies and unnecessary duplication.



Box 220 Station Main
White City, SK. S4L 5B1

306 781 2355 †
306 781 2194 ‡

townoffice@whitecity.ca
whitecity.ca

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Considering the potential impacts that the annexation request have on a future JMPA or an intermunicipal development agreement (both spatially and in content), it is our recommendation that the RM postpone the Draft OCP completion and adoption until a decision is made on the annexation application and a new JMPA is established and formally adopted by both Councils through a memorandum of understanding or an inter-municipal development agreement.

Sincerely,

Bruce Evans
Mayor
Town of White City



APPENDIX
Latest Municipal Assessment
Split Comparison

D

**Table D.1: Latest Municipal Assessment Split Comparison
of Cities, Towns, Villages and Northern Villages**

Municipality Information		Latest Assessment Split			
Name	Status	Residential	Rank	Non-Residential	Rank
GRAND COULEE	Town	100.0%	1	0.0%	421
WALDECK	Village	99.6%	2	0.4%	420
RUSH LAKE	Village	99.5%	3	0.5%	419
TANTALLON	Village	99.5%	4	0.5%	418
WHITE CITY	Town	99.0%	5	1.0%	417
WEBB	Village	98.7%	6	1.3%	416
WELDON	Village	98.7%	7	1.3%	415
BUENA VISTA	Village	98.6%	8	1.4%	414
EDENWOLD	Village	98.4%	9	1.6%	413
GLENSIDE	Village	98.4%	10	1.6%	412
ALBERTVILLE	Village	98.4%	11	1.6%	411
LEBRET	Village	98.2%	12	1.8%	410
STAR CITY	Town	97.5%	13	2.5%	409
LAIRD	Village	97.4%	14	2.6%	408
PENSE	Town	97.1%	15	2.9%	407
STOCKHOLM	Village	97.0%	16	3.0%	406
DALMENY	Town	96.9%	17	3.1%	405
MORTLACH	Village	96.8%	18	3.2%	404
NEUDORF	Village	96.8%	19	3.2%	403
ASQUITH	Town	96.8%	20	3.2%	402
ST. LOUIS	Village	96.7%	21	3.3%	401
TRAMPING LAKE	Village	96.7%	22	3.3%	400
DENARE BEACH	Northern Village	96.6%	23	3.4%	399
BALGONIE	Town	96.6%	24	3.4%	398
REGINA BEACH	Town	96.5%	25	3.5%	397
BEATTY	Village	96.4%	26	3.6%	396
WASECA	Village	96.4%	27	3.6%	395
FRANCIS	Town	96.4%	28	3.6%	394
WEIRDALE	Village	96.3%	29	3.7%	393
HEPBURN	Town	96.3%	30	3.7%	392
PILOT BUTTE	Town	96.2%	31	3.8%	391
PILGER	Village	96.2%	32	3.8%	390
DUNDURN	Town	96.1%	33	3.9%	389
MANOR	Village	96.1%	34	3.9%	388
LIPTON	Village	96.1%	35	3.9%	387
FOSSTON	Village	96.0%	36	4.0%	386
SINTALUTA	Town	96.0%	37	4.0%	385
DISLEY	Village	96.0%	38	4.0%	384
KENOSEE LAKE	Village	95.9%	39	4.1%	383
CALDER	Village	95.8%	40	4.2%	382
MENDHAM	Village	95.8%	41	4.2%	381
MAKWA	Village	95.8%	42	4.2%	380
BJORKDALE	Village	95.7%	43	4.3%	379
SANDY BAY †	Northern Village	95.7%	44	4.3%	378
CUMBERLAND HOUSE	Northern Village	95.7%	45	4.3%	377
PINEHOUSE	Northern Village	95.6%	46	4.4%	376
MARQUIS	Village	95.6%	47	4.4%	375
DUBUC	Village	95.6%	48	4.4%	374
MEOTA	Village	95.6%	49	4.4%	373

**Table D.1: Latest Municipal Assessment Split Comparison
of Cities, Towns, Villages and Northern Villages**

Municipality Information		Latest Assessment Split			
Name	Status	Residential	Rank	Non-Residential	Rank
HARRIS	Village	95.5%	50	4.5%	372
ILE A LA CROSSE	Northern Village	95.4%	51	4.6%	371
HOLDFAST	Village	95.4%	52	4.6%	370
HAZLET	Village	95.3%	53	4.7%	369
MERVIN	Village	95.2%	54	4.8%	368
SPRINGSIDE	Town	95.1%	55	4.9%	367
MACOUN	Village	95.1%	56	4.9%	366
WAPELLA	Town	94.8%	57	5.2%	365
ABERNETHY	Village	94.8%	58	5.2%	364
WALDHEIM	Town	94.5%	59	5.5%	363
MUENSTER	Village	94.4%	60	5.6%	362
LEASK	Village	94.4%	61	5.6%	361
LUMSDEN	Town	94.4%	62	5.6%	360
CUDWORTH	Town	94.3%	63	5.7%	359
KINCAID	Village	94.3%	64	5.7%	358
PADDOCKWOOD	Village	94.2%	65	5.8%	357
YELLOW GRASS	Town	94.0%	66	6.0%	356
PARKSIDE	Village	94.0%	67	6.0%	355
WILLOW BUNCH	Town	94.0%	68	6.0%	354
TORQUAY	Village	94.0%	69	6.0%	353
ALAMEDA	Town	94.0%	70	6.0%	352
ST. BENEDICT	Village	93.9%	71	6.1%	351
LEOVILLE	Village	93.8%	72	6.2%	350
LIBERTY	Village	93.7%	73	6.3%	349
KENASTON	Village	93.7%	74	6.3%	348
MARSHALL	Town	93.7%	75	6.3%	347
FLEMING	Town	93.6%	76	6.4%	346
QU'APPELLE	Town	93.6%	77	6.4%	345
BROCK	Village	93.6%	78	6.4%	344
MEATH PARK	Village	93.6%	79	6.4%	343
BETHUNE	Village	93.6%	80	6.4%	342
ENDEAVOUR	Village	93.6%	81	6.4%	341
DILKE	Village	93.6%	82	6.4%	340
OSLER	Town	93.6%	83	6.4%	339
PENNANT	Village	93.5%	84	6.5%	338
VALPARAISO	Village	93.5%	85	6.5%	337
ELBOW	Village	93.5%	86	6.5%	336
PAYNTON	Village	93.5%	87	6.5%	335
MCLEAN	Village	93.5%	88	6.5%	334
CODERRE	Village	93.5%	89	6.5%	333
FLAXCOMBE	Village	93.4%	90	6.6%	332
WOOD MOUNTAIN	Village	93.4%	91	6.6%	331
RIDGEDALE	Village	93.3%	92	6.7%	330
CONQUEST	Village	93.3%	93	6.7%	329
SPEERS	Village	93.2%	94	6.8%	328
PRUD'HOMME	Village	93.2%	95	6.8%	327
BORDEN	Village	93.2%	96	6.8%	326
ROULEAU	Town	93.2%	97	6.8%	325
MILDEN	Village	93.2%	98	6.8%	324

**Table D.1: Latest Municipal Assessment Split Comparison
of Cities, Towns, Villages and Northern Villages**

Municipality Information		Latest Assessment Split			
Name	Status	Residential	Rank	Non-Residential	Rank
CRAIK	Town	93.1%	99	6.9%	323
WAKAW	Town	93.1%	100	6.9%	322
BLADWORTH	Village	93.1%	101	6.9%	321
PIERCELAND	Village	93.0%	102	7.0%	320
GRAYSON	Village	93.0%	103	7.0%	319
BIRCH HILLS	Town	92.9%	104	7.1%	318
WEEKES	Village	92.9%	105	7.1%	317
HYAS	Village	92.9%	106	7.1%	316
STURGIS	Town	92.8%	107	7.2%	315
BULYEA	Village	92.8%	108	7.2%	314
DYSART	Village	92.7%	109	7.3%	313
VISCOUNT	Village	92.6%	110	7.4%	312
DORINTOSH	Village	92.6%	111	7.4%	311
KILLALY	Village	92.6%	112	7.4%	310
MOSSBANK	Town	92.6%	113	7.4%	309
CODETTE	Village	92.5%	114	7.5%	308
TUXFORD	Village	92.5%	115	7.5%	307
SEDLEY	Village	92.5%	116	7.5%	306
LANGHAM	Town	92.4%	117	7.6%	305
MARCELIN	Village	92.4%	118	7.6%	304
CANWOOD	Village	92.4%	119	7.6%	303
SUCCESS	Village	92.4%	120	7.6%	302
HAFFORD	Town	92.4%	121	7.6%	301
WHITE FOX	Village	92.3%	122	7.7%	300
LAKE LENORE	Village	92.3%	123	7.7%	299
KENDAL	Village	92.3%	124	7.7%	298
GLEN EWEN	Village	92.3%	125	7.7%	297
DRAKE	Village	92.3%	126	7.7%	296
CHURCHBRIDGE	Town	92.3%	127	7.7%	295
LANG	Village	92.2%	128	7.8%	294
CHRISTOPHER LAKE	Village	92.2%	129	7.8%	293
CRAVEN	Village	92.2%	130	7.8%	292
BRADWELL	Village	92.2%	131	7.8%	291
SALTCOATS	Town	92.2%	132	7.8%	290
ALLAN	Town	92.2%	133	7.8%	289
CADILLAC	Village	92.1%	134	7.9%	288
KRYDOR	Village	92.1%	135	7.9%	287
LOVE	Village	92.1%	136	7.9%	286
HERBERT	Town	92.1%	137	7.9%	285
ABERDEEN	Town	92.0%	138	8.0%	284
RHEIN	Village	92.0%	139	8.0%	283
WINDTHORST	Village	91.9%	140	8.1%	282
DUVAL	Village	91.8%	141	8.2%	281
OUTLOOK	Town	91.7%	142	8.3%	280
BRODERICK	Village	91.7%	143	8.3%	279
RIVERHURST	Village	91.6%	144	8.4%	278
GREEN LAKE	Northern Village	91.6%	145	8.4%	277
HAWARDEN	Village	91.6%	146	8.4%	276
MARKINCH	Village	91.6%	147	8.4%	275

**Table D.1: Latest Municipal Assessment Split Comparison
of Cities, Towns, Villages and Northern Villages**

Municipality Information		Latest Assessment Split			
Name	Status	Residential	Rank	Non-Residential	Rank
PORCUPINE PLAIN	Town	91.5%	148	8.5%	274
LANIGAN	Town	91.2%	149	8.8%	273
BRUNO	Town	91.2%	150	8.8%	272
TOMPKINS	Village	91.1%	151	8.9%	271
FOX VALLEY	Village	91.1%	152	8.9%	270
IMPERIAL	Town	91.1%	153	8.9%	269
VIBANK	Village	91.1%	154	8.9%	268
PANGMAN	Village	91.0%	155	9.0%	267
KENNEDY	Village	91.0%	156	9.0%	266
GLENAVON	Village	91.0%	157	9.0%	265
ROCHE PERCEE	Village	91.0%	158	9.0%	264
MIDDLE LAKE	Village	91.0%	159	9.0%	263
CLAVET	Village	90.9%	160	9.1%	262
LOREBURN	Village	90.9%	161	9.1%	261
LASHBURN	Town	90.8%	162	9.2%	260
LOON LAKE	Village	90.8%	163	9.2%	259
MAYMONT	Village	90.8%	164	9.2%	258
MEDSTEAD	Village	90.7%	165	9.3%	257
ERNFOLD	Village	90.6%	166	9.4%	256
MILESTONE	Town	90.6%	167	9.4%	255
BEAUVAL	Northern Village	90.6%	168	9.4%	254
ARRAN	Village	90.3%	169	9.7%	253
PREECEVILLE	Town	90.3%	170	9.7%	252
QUILL LAKE	Village	90.3%	171	9.7%	251
BURSTALL	Town	90.2%	172	9.8%	250
CLIMAX	Village	90.2%	173	9.8%	249
WAWOTA	Town	90.0%	174	10.0%	248
ROSTHERN	Town	89.9%	175	10.1%	247
SHELL LAKE	Village	89.8%	176	10.2%	246
GOVAN	Town	89.8%	177	10.2%	245
ARBORFIELD	Town	89.7%	178	10.3%	244
WISETON	Village	89.7%	179	10.3%	243
ROCKGLEN	Town	89.6%	180	10.4%	242
STORTHOKS	Village	89.6%	181	10.4%	241
EARL GREY	Village	89.6%	182	10.4%	240
SPALDING	Village	89.4%	183	10.6%	239
FORGET	Village	89.4%	184	10.6%	238
ZENON PARK	Village	89.4%	185	10.6%	237
SHELLBROOK	Town	89.3%	186	10.7%	236
NORQUAY	Town	89.2%	187	10.8%	235
PLEASANTDALE	Village	89.2%	188	10.8%	234
EASTEND	Town	89.1%	189	10.9%	233
PERDUE	Village	89.1%	190	10.9%	232
NAICAM	Town	89.1%	191	10.9%	231
LEROY	Town	89.0%	192	11.0%	230
OSAGE	Village	89.0%	193	11.0%	229
DUCK LAKE	Town	88.9%	194	11.1%	228
GAINSBOROUGH	Village	88.8%	195	11.2%	227
MAJOR	Village	88.8%	196	11.2%	226

**Table D.1: Latest Municipal Assessment Split Comparison
of Cities, Towns, Villages and Northern Villages**

Municipality Information		Latest Assessment Split			
Name	Status	Residential	Rank	Non-Residential	Rank
WADENA	Town	88.8%	197	11.2%	225
FILLMORE	Village	88.8%	198	11.2%	224
CHAPLIN	Village	88.7%	199	11.3%	223
DENHOLM	Village	88.7%	200	11.3%	222
CEYLON	Village	88.6%	201	11.4%	221
VAL MARIE	Village	88.6%	202	11.4%	220
ITUNA	Town	88.6%	203	11.4%	219
RADISSON	Town	88.6%	204	11.4%	218
CORONACH	Town	88.5%	205	11.5%	217
GERALD	Village	88.4%	206	11.6%	216
LA LOCHE †	Northern Village	88.4%	207	11.6%	215
PLENTY	Village	88.4%	208	11.6%	214
TURTLEFORD	Town	88.4%	209	11.6%	213
MARTENSVILLE	City	88.3%	210	11.7%	212
BREDENBURY	Town	88.3%	211	11.7%	211
AIR RONGE	Northern Village	88.3%	212	11.7%	210
MEACHAM	Village	88.2%	213	11.8%	209
EATONIA	Town	88.0%	214	12.0%	208
FRONTIER	Village	87.9%	215	12.1%	207
CHOICELAND	Town	87.7%	216	12.3%	206
KINLEY	Village	87.7%	217	12.3%	205
GOODSOIL	Village	87.6%	218	12.4%	204
MISTATIM	Village	87.5%	219	12.5%	203
HAGUE	Town	87.5%	220	12.5%	202
MINTON	Village	87.5%	221	12.5%	201
GOLDEN PRAIRIE	Village	87.5%	222	12.5%	200
RADVILLE	Town	87.5%	223	12.5%	199
COLONSAY	Town	87.5%	224	12.5%	198
AYLESBURY	Village	87.4%	225	12.6%	197
CANORA	Town	87.4%	226	12.6%	196
BIENFAIT	Town	87.2%	227	12.8%	195
BATTLEFORD	Town	87.2%	228	12.8%	194
BLAINE LAKE	Town	87.0%	229	13.0%	193
WILCOX	Village	87.0%	230	13.0%	192
ODESSA	Village	86.9%	231	13.1%	191
DELISLE	Town	86.8%	232	13.2%	190
LINTLAW	Village	86.8%	233	13.2%	189
PELLY	Village	86.7%	234	13.3%	188
RICHARD	Village	86.7%	235	13.3%	187
GULL LAKE	Town	86.6%	236	13.4%	186
CARONPORT	Village	86.6%	237	13.4%	185
STRASBOURG	Town	86.5%	238	13.5%	184
INVERMAY	Village	86.5%	239	13.5%	183
WARMAN	City	86.5%	240	13.5%	182
MAIDSTONE	Town	86.5%	241	13.5%	181
MARSDEN	Village	86.4%	242	13.6%	180
JANSEN	Village	86.3%	243	13.7%	179
KELVINGTON	Town	86.3%	244	13.7%	178
WILKIE	Town	86.2%	245	13.8%	177

**Table D.1: Latest Municipal Assessment Split Comparison
of Cities, Towns, Villages and Northern Villages**

Municipality Information		Latest Assessment Split			
Name	Status	Residential	Rank	Non-Residential	Rank
MORSE	Town	85.9%	246	14.1%	176
THEODORE	Village	85.9%	247	14.1%	175
PONTEIX	Town	85.8%	248	14.2%	174
BIG RIVER	Town	85.8%	249	14.2%	173
YOUNG	Village	85.8%	250	14.2%	172
WHITEWOOD	Town	85.7%	251	14.3%	171
PLUNKETT	Village	85.7%	252	14.3%	170
ESTERHAZY	Town	85.6%	253	14.4%	169
WYNYARD	Town	85.6%	254	14.4%	168
ALVENA	Village	85.5%	255	14.5%	167
EBENEZER	Village	85.4%	256	14.6%	166
DINSMORE	Village	85.3%	257	14.7%	165
STEWART VALLEY	Village	85.3%	258	14.7%	164
ROSE VALLEY	Town	85.3%	259	14.7%	163
SILTON	Village	85.2%	260	14.8%	162
WATSON	Town	85.2%	261	14.8%	161
DENZIL	Village	85.1%	262	14.9%	160
PRELATE	Village	85.1%	263	14.9%	159
MACNUTT	Village	85.1%	264	14.9%	158
MANKOTA	Village	84.7%	265	15.3%	157
GRENFELL	Town	84.6%	266	15.4%	156
ROCANVILLE	Town	84.5%	267	15.5%	155
MACRORIE	Village	84.4%	268	15.6%	154
LEMBERG	Town	84.4%	269	15.6%	153
MELVILLE	City	84.4%	270	15.6%	152
TISDALE	Town	84.3%	271	15.7%	151
ELROSE	Town	84.2%	272	15.8%	150
SOUTHEY	Town	84.1%	273	15.9%	149
SWIFT CURRENT	City	84.0%	274	16.0%	148
LANGENBURG	Town	84.0%	275	16.0%	147
ARCHERWILL	Village	84.0%	276	16.0%	146
RUDELL	Village	83.9%	277	16.1%	145
ESTON	Town	83.8%	278	16.2%	144
FORT QU'APPELLE	Town	83.7%	279	16.3%	143
SMILEY	Village	83.7%	280	16.3%	142
ELFROS	Village	83.7%	281	16.3%	141
CARIEVALE	Village	83.7%	282	16.3%	140
LAFLECHE	Town	83.6%	283	16.4%	139
STRONGFIELD	Village	83.5%	284	16.5%	138
CARROT RIVER	Town	83.5%	285	16.5%	137
KIPLING	Town	83.4%	286	16.6%	136
WOLSELEY	Town	83.1%	287	16.9%	135
SPY HILL	Village	83.1%	288	16.9%	134
ENGLEFELD	Village	82.9%	289	17.1%	133
MARYFIELD	Village	82.8%	290	17.2%	132
LUCKY LAKE	Village	82.8%	291	17.2%	131
MELFORT	City	82.5%	292	17.5%	130
BUFFALO NARROWS †	Northern Village	82.3%	293	17.7%	129
TESSIER	Village	82.3%	294	17.7%	128

**Table D.1: Latest Municipal Assessment Split Comparison
of Cities, Towns, Villages and Northern Villages**

Municipality Information		Latest Assessment Split			
Name	Status	Residential	Rank	Non-Residential	Rank
INDIAN HEAD	Town	82.3%	295	17.7%	127
SCEPTRE	Village	82.2%	296	17.8%	126
FOAM LAKE	Town	82.2%	297	17.8%	125
DEBDEN	Village	82.2%	298	17.8%	124
CUPAR	Town	82.0%	299	18.0%	123
GRAVELBOURG	Town	81.9%	300	18.1%	122
BEECHY	Village	81.8%	301	18.2%	121
SENLAC	Village	81.7%	302	18.3%	120
VONDA	Town	81.7%	303	18.3%	119
BROWNLEE	Village	81.7%	304	18.3%	118
WATROUS	Town	81.6%	305	18.4%	117
TOGO	Village	81.5%	306	18.5%	116
SPIRITWOOD	Town	81.4%	307	18.6%	115
NOKOMIS	Town	81.4%	308	18.6%	114
HEWARD	Village	81.3%	309	18.7%	113
SIMPSON	Village	81.2%	310	18.8%	112
BENGOUGH	Town	81.1%	311	18.9%	111
CABRI	Town	81.1%	312	18.9%	110
RICHMOUND	Village	81.0%	313	19.0%	109
ROSETOWN	Town	81.0%	314	19.0%	108
OGEMA	Town	81.0%	315	19.0%	107
BROADVIEW	Town	80.8%	316	19.2%	106
WEYBURN	City	80.4%	317	19.6%	105
NEILBURG	Village	80.3%	318	19.7%	104
HUMBOLDT	City	80.2%	319	19.8%	103
SEMANS	Village	79.7%	320	20.3%	102
RAMA	Village	79.7%	321	20.3%	101
ANNAHEIM	Village	79.6%	322	20.4%	100
LEADER	Town	79.6%	323	20.4%	99
REDVERS	Town	79.5%	324	20.5%	98
NIPAWIN	Town	79.4%	325	20.6%	97
SHEHO	Village	79.3%	326	20.7%	96
SMEATON	Village	79.0%	327	21.0%	95
HANLEY	Town	78.6%	328	21.4%	94
DAVIDSON	Town	78.2%	329	21.8%	93
MONTMARTRE	Village	78.2%	330	21.8%	92
SHAMROCK	Village	78.2%	331	21.8%	91
MOOSE JAW	City	78.2%	332	21.8%	90
LIMERICK	Village	78.1%	333	21.9%	89
KYLE	Town	78.1%	334	21.9%	88
VANGUARD	Village	78.1%	335	21.9%	87
MIDALE	Town	77.9%	336	22.1%	86
YARBO	Village	77.7%	337	22.3%	85
BRIERCREST	Village	77.7%	338	22.3%	84
GOODWATER	Village	77.5%	339	22.5%	83
ST. WALBURG	Town	77.4%	340	22.6%	82
STENEN	Village	77.3%	341	22.7%	81
NORTH PORTAL	Village	77.2%	342	22.8%	80
EDAM	Village	77.1%	343	22.9%	79

**Table D.1: Latest Municipal Assessment Split Comparison
of Cities, Towns, Villages and Northern Villages**

Municipality Information		Latest Assessment Split			
Name	Status	Residential	Rank	Non-Residential	Rank
MCTAGGART	Village	76.9%	344	23.1%	78
PRINCE ALBERT	City	76.9%	345	23.1%	77
UNITY	Town	76.9%	346	23.1%	76
PUNNICHY	Village	76.9%	347	23.1%	75
MEADOW LAKE	City	76.4%	348	23.6%	74
KELLIHER	Village	76.4%	349	23.6%	73
CREELMAN	Village	76.3%	350	23.7%	72
SCOTT	Town	76.3%	351	23.7%	71
LAMPMAN	Town	76.1%	352	23.9%	70
CHAMBERLAIN	Village	76.0%	353	24.0%	69
KINISTINO	Town	76.0%	354	24.0%	68
OXBOW	Town	75.8%	355	24.2%	67
KERROBERT	Town	75.7%	356	24.3%	66
CARNDUFF	Town	75.4%	357	24.6%	65
MAPLE CREEK	Town	75.1%	358	24.9%	64
SASKATOON	City	75.1%	359	24.9%	63
KAMSACK	Town	74.8%	360	25.2%	62
MOOSOMIN	Town	74.8%	361	25.2%	61
BALCARRES	Town	74.8%	362	25.2%	60
ARCOLA	Town	74.7%	363	25.3%	59
ASSINIBOIA	Town	74.3%	364	25.7%	58
REGINA	City	73.9%	365	26.1%	57
LA RONGE †	Northern Village	73.8%	366	26.2%	56
ABBEY	Village	73.8%	367	26.2%	55
HALBRITE	Village	73.4%	368	26.6%	54
KISBEY	Village	73.3%	369	26.7%	53
ESTEVAN	City	73.2%	370	26.8%	52
COLEVILLE	Village	72.7%	371	27.3%	51
FROBISHER	Village	72.7%	372	27.3%	50
LANCER	Village	72.6%	373	27.4%	49
BRACKEN	Village	72.4%	374	27.6%	48
BELLE PLAINE	Village	72.1%	375	27.9%	47
CARLYLE	Town	72.1%	376	27.9%	46
DRINKWATER	Village	71.9%	377	28.1%	45
BUCHANAN	Village	71.7%	378	28.3%	44
DODSLAND	Village	71.4%	379	28.6%	43
NORTH BATTLEFORD	City	71.0%	380	29.0%	42
CENTRAL BUTTE	Town	70.8%	381	29.2%	41
RAYMORE	Town	70.3%	382	29.7%	40
SHAUNAVON	Town	69.8%	383	30.2%	39
VANSCOY	Village	69.6%	384	30.4%	38
MACKLIN	Town	69.3%	385	30.7%	37
LUSELAND	Town	69.2%	386	30.8%	36
PARADISE HILL	Village	69.1%	387	30.9%	35
EYEBROW	Village	68.9%	388	31.1%	34
CUT KNIFE	Town	68.9%	389	31.1%	33
YORKTON	City	68.8%	390	31.2%	32
PELICAN NARROWS	Northern Village	67.9%	391	32.1%	31
LANDIS	Village	67.7%	392	32.3%	30

**Table D.1: Latest Municipal Assessment Split Comparison
of Cities, Towns, Villages and Northern Villages**

Municipality Information		Latest Assessment Split			
Name	Status	Residential	Rank	Non-Residential	Rank
HODGEVILLE	Village	67.2%	393	32.8%	29
BIGGAR	Town	66.2%	394	33.8%	28
AYLSHAM	Village	66.0%	395	34.0%	27
AVONLEA	Village	65.9%	396	34.1%	26
STOUGHTON	Town	65.8%	397	34.2%	25
GLASLYN	Village	65.8%	398	34.2%	24
ZELMA	Village	62.7%	399	37.3%	23
QUINTON	Village	61.9%	400	38.1%	22
HAZENMORE	Village	61.7%	401	38.3%	21
ST. GREGOR	Village	61.6%	402	38.4%	20
CONSUL	Village	61.5%	403	38.5%	19
HUBBARD	Village	60.9%	404	39.1%	18
GOODEVE	Village	60.7%	405	39.3%	17
KINDERSLEY	Town	60.2%	406	39.8%	16
ST. BRIEUX	Town	58.0%	407	42.0%	15
TUGASKE	Village	57.3%	408	42.7%	14
NETHERHILL	Village	57.0%	409	43.0%	13
ZEALANDIA	Town	55.4%	410	44.6%	12
ALIDA	Village	55.1%	411	44.9%	11
FENWOOD	Village	53.9%	412	46.1%	10
WALDRON	Village	53.1%	413	46.9%	9
CREIGHTON	Northern Village	49.6%	414	50.4%	8
HUDSON BAY	Town	49.0%	415	51.0%	7
ATWATER	Village	46.0%	416	54.0%	6
BANGOR	Village	45.6%	417	54.4%	5
LEROSS	Village	39.3%	418	60.7%	4
NEVILLE	Village	39.2%	419	60.8%	3
FAIRLIGHT	Village	27.0%	420	73.0%	2
MARENGO	Village	27.0%	421	73.0%	1
Combined Villages		87.1%	—	12.9%	—
Combined Towns		83.7%	—	16.3%	—
Combined Northern Villages		78.6%	—	21.4%	—
Combined Cities		75.4%	—	24.6%	—

Source: Saskatchewan Assessment Management Agency, Confirmed Municipal Assessment Totals by Year, 2021 except where noted

Notes:

Municipalities in light blue include all cities, all towns with 2021 population counts exceeding 3,000 people, and all other towns in the Regional CMA.

† Data not yet confirmed for Buffalo Narrows, La Loche, La Ronge, and Sandy Bay so data from 2020 presented instead.



APPENDIX
Top 50 Fastest Growing Towns and Cities in
Canada With Over 1,000 People (2006–2021)

E

**Table E.1 Cities and Towns in Canada Over 1,000 People with
the Greatest Percent Change in Population, 2006–2011**

Rank	Name	Status	2011 Population	2006 Population	Percent Change (%)
1	White City SK	Town	1,894	1,113	70.2
2	Milton ON	Town	84,362	53,889	56.5
3	Martensville SK	City	7,716	4,978	55.0
4	Whitchurch-Stouffville ON	Town	37,628	24,390	54.3
5	Chestermere AB	Town	14,824	9,923	49.4
6	Warman SK	Town	7,084	4,769	48.5
7	Beaumont AB	Town	13,284	8,961	48.2
8	Airdrie AB	City	42,564	28,927	47.1
9	Niverville MB	Town	3,540	2,464	43.7
10	Leduc AB	City	24,279	16,967	43.1
11	Okotoks AB	Town	24,511	17,150	42.9
12	Paradise NL	Town	17,695	12,584	40.6
13	Sainte-Marthe-sur-le-Lac QC	Ville*	15,689	11,311	38.7
14	Blackfalds AB	Town	6,300	4,618	36.4
15	Marieville QC	Ville*	10,094	7,527	34.1
16	Spruce Grove AB	City	26,171	19,541	33.9
17	Two Hills AB	Town	1,379	1,047	31.7
18	Lac du Bonnet MB	Town	1,328	1,009	31.6
19	Langford BC	City	29,228	22,459	30.1
20	Vaudreuil-Dorion QC	Ville*	33,305	25,789	29.1
21	Saint-Colomban QC	Ville*	13,080	10,136	29.0
22	Coalhurst AB	Town	1,963	1,523	28.9
23	Cochrane AB	Town	17,580	13,760	27.8
24	Pincourt QC	Ville*	14,305	11,197	27.8
25	Carstairs AB	Town	3,442	2,699	27.5
26	Fort Saskatchewan AB	City	19,051	14,957	27.4
27	Morinville AB	Town	8,569	6,775	26.5
28	Bromont QC	Ville*	7,649	6,049	26.5
29	Sainte-Catherine-de-la-Jacques-Cartier QC	Ville*	6,319	5,021	25.9
30	Mascouche QC	Ville*	42,491	33,764	25.8
31	Dieppe NB	City	23,310	18,565	25.6
32	Black Diamond AB	Town	2,373	1,900	24.9
33	Candiac QC	Ville*	19,876	15,947	24.6
34	Saint-Lin--Laurentides QC	Ville*	17,463	14,159	23.3
35	Sexsmith AB	Town	2,418	1,969	22.8
36	Steinbach MB	City	13,524	11,066	22.2
37	Stony Plain AB	Town	15,051	12,363	21.7
38	Ajax ON	Town	109,600	90,167	21.6
39	Coaldale AB	Town	7,493	6,177	21.3
40	Mirabel QC	Ville*	41,957	34,626	21.2
41	Stratford PE	Town	8,574	7,083	21.1
42	Brampton ON	City	523,911	433,806	20.8
43	Vaughan ON	City	288,301	238,866	20.7
44	Massey Drive NL	Town	1,412	1,170	20.7
45	High River AB	Town	12,920	10,716	20.6
46	Penhold AB	Town	2,375	1,971	20.5
47	Vauxhall AB	Town	1,288	1,069	20.5
48	Sylvan Lake AB	Town	12,327	10,250	20.3
49	Prévost QC	Ville*	12,171	10,132	20.1
50	Flatrock NL	Town	1,457	1,214	20.0

* In Quebec, 'ville' can translate to 'town' or 'city' depending on local usage.

Source: Statistics Canada (2011)

**Table E.2 Cities and Towns in Canada Over 1,000 People with
the Greatest Percent Change in Population, 2011–2016**

Rank	Name	Status	2016 Population	2011 Population	Percent Change (%)
1	White City SK	Town	3,099	1,899	63.2
2	Warman SK	City	11,020	7,104	55.1
3	Blackfalds AB	Town	9,328	6,300	48.1
4	Cochrane AB	Town	25,853	17,580	47.1
5	Airdrie AB	City	61,581	43,271	42.3
6	Shelburne ON	Town	8,126	5,846	39.0
7	Witless Bay NL	Town	1,619	1,167	38.7
8	Penhold AB	Town	3,277	2,375	38.0
9	Coalhurst AB	Town	2,668	1,978	34.9
10	Chestermere AB	City	19,887	14,824	34.2
11	Beaumont AB	Town	17,396	13,284	31.0
12	Milton ON	Town	110,128	84,362	30.5
13	Niverville MB	Town	4,610	3,540	30.2
14	Spruce Grove AB	City	34,066	26,171	30.2
15	Ste. Anne MB	Town	2,114	1,626	30.0
16	Sainte-Brigitte-de-Laval QC	Ville*	7,348	5,696	29.0
17	Neepawa MB	Town	4,609	3,629	27.0
18	Fort Saskatchewan AB	City	24,149	19,051	26.8
19	Contrecoeur QC	Ville*	7,887	6,252	26.2
20	Bradford West Gwillimbury ON	Town	35,325	28,077	25.8
21	Martensville SK	City	9,645	7,716	25.0
22	Holyrood NL	Town	2,463	1,995	23.5
23	Leduc AB	City	29,993	24,304	23.4
24	Saint-Colomban QC	Ville*	16,019	13,080	22.5
25	Sainte-Catherine-de-la-Jacques-Cartier QC	Ville*	7,706	6,319	21.9
26	Whitchurch-Stouffville ON	Town	45,837	37,628	21.8
27	Fossambault-sur-le-Lac QC	Ville*	1,960	1,613	21.5
28	Langford BC	City	35,342	29,228	20.9
29	Paradise NL	Town	21,389	17,695	20.9
30	Mirabel QC	Ville*	50,513	41,957	20.4
31	Sylvan Lake AB	Town	14,816	12,362	19.9
32	Saint-Lin--Laurentides QC	Ville*	20,786	17,463	19.0
33	Carignan QC	Ville*	9,462	7,966	18.8
34	Carstairs AB	Town	4,077	3,442	18.4
35	Bromont QC	Ville*	9,041	7,649	18.2
36	Turner Valley AB	Town	2,559	2,167	18.1
37	Fernie BC	City	5,249	4,448	18.0
38	Winkler MB	City	12,591	10,670	18.0
39	Wasaga Beach ON	Town	20,675	17,537	17.9
40	Okotoks AB	Town	28,881	24,511	17.8
41	Waldheim SK	Town	1,213	1,035	17.2
42	Steinbach MB	City	15,829	13,524	17.0
43	Bay Bulls NL	Town	1,500	1,283	16.9
44	Langham SK	Town	1,496	1,290	16.0
45	Pilot Butte SK	Town	2,137	1,843	16.0
46	Massey Drive NL	Town	1,632	1,412	15.6
47	Iqaluit NU	City	7,740	6,699	15.5
48	Flatrock NL	Town	1,683	1,457	15.5
49	Sainte-Marthe-sur-le-Lac QC	Ville*	18,074	15,689	15.2
50	Morinville AB	Town	9,848	8,569	14.9

* In Quebec, 'ville' can translate to 'town' or 'city' depending on local usage.

Source: Statistics Canada (2016)

**Table E.3 Cities and Towns in Canada Over 1,000 People with
the Greatest Percent Change in Population, 2016–2021**

Rank	Name	Status	2021 Population	2016 Population	Percent Change (%)
1	East Gwillimbury ON	Town	34,637	23,991	44.4
2	Ste. Anne MB	Town	2,891	2,114	36.8
3	The Blue Mountains ON	Town	9,390	7,025	33.7
4	Langford BC	City	46,584	35,342	31.8
5	Grand Valley ON	Town	3,851	2,956	30.3
6	Niverville MB	Town	5,947	4,610	29.0
7	New Tecumseth ON	Town	43,948	34,242	28.3
8	Thorold ON	City	23,816	18,801	26.7
9	Winnipeg Beach MB	Town	1,439	1,145	25.7
10	Bromont QC	Ville*	11,357	9,041	25.6
11	Cochrane AB	Town	32,199	25,853	24.5
12	High Level AB	Town	3,922	3,159	24.2
13	Carignan QC	Ville*	11,740	9,462	24.1
14	Pilot Butte SK	Town	2,638	2,137	23.4
15	Neepawa MB	Town	5,685	4,609	23.3
16	Cornwall PE	Town	6,574	5,348	22.9
17	Sainte-Marguerite-du-Lac-Masson QC	Ville*	3,367	2,763	21.9
18	Bradford West Gwillimbury ON	Town	42,880	35,325	21.4
19	Mirabel QC	Ville*	61,108	50,513	21.0
20	Snow Lake MB	Town	1,088	899	21.0
21	Milton ON	Town	132,979	110,128	20.7
22	Crossfield AB	Town	3,599	2,983	20.7
23	Wolfville NS	Town	5,057	4,195	20.5
24	Airdrie AB	City	74,100	61,581	20.3
25	Wasaga Beach ON	Town	24,862	20,675	20.3
26	Contrecoeur QC	Ville*	9,480	7,887	20.2
27	Saint-Philippe QC	Ville*	7,597	6,320	20.2
28	Carstairs AB	Town	4,898	4,077	20.1
29	Beaumont AB	City	20,888	17,457	19.7
30	White City SK	Town	3,702	3,099	19.5
31	Fossambault-sur-le-Lac QC	Ville*	2,327	1,960	18.7
32	Innisfil ON	Town	43,326	36,566	18.5
33	Carleton Place ON	Town	12,517	10,644	17.6
34	Tillsonburg ON	Town	18,615	15,872	17.3
35	Fernie BC	City	6,320	5,396	17.1
36	Smoky Lake AB	Town	1,127	964	16.9
37	Saugeen Shores ON	Town	15,908	13,715	16.0
38	Waterloo ON	City	121,436	104,986	15.7
39	Saint-Lin--Laurentides QC	Ville*	24,030	20,786	15.6
40	Caledon ON	Town	76,581	66,502	15.2
41	Sainte-Brigitte-de-Laval QC	Ville*	8,468	7,348	15.2
42	Saint Andrews NB	Town	2,048	1,786	14.7
43	Dawson YT	Town	1,577	1,375	14.7
44	Morden MB	City	9,929	8,668	14.5
45	Sackville NB	Town	6,099	5,331	14.4
46	Canmore AB	Town	15,990	13,992	14.3
47	Montréal-Est QC	Ville*	4,394	3,850	14.1
48	Mont-Tremblant QC	Ville*	10,992	9,646	14.0
49	Farnham QC	Ville*	10,149	8,909	13.9
50	Collingwood ON	Town	24,811	21,793	13.8

* In Quebec, 'ville' can translate to 'town' or 'city' depending on local usage.

Source: Statistics Canada (2021)



APPENDIX
Largest Rural Municipalities in
Saskatchewan (1981–2021)

F

Table F.1: 25 Largest Rural Municipalities in 1981

Rank	Rural Municipality	Population
1	Corman Park No. 344	6,357
2	Buckland No. 491	3,328
3	Prince Albert No. 461	3,282
4	Meadow Lake No. 588	2,514
5	Torch River No. 488	2,440
6	Orkney No. 244	2,254
7	Hudson Bay No. 394	2,224
8	Canwood No. 494	2,162
9	Moose Jaw No. 161	2,116
10	Rosthern No. 403	1,980
11	Vanscoy No. 345	1,959
12	Spiritwood No. 496	1,949
13	Wilton No. 472	1,884
14	Shellbrook No. 493	1,879
15	Swift Current No. 137	1,827
16	Edenwold No. 158	1,773
17	Porcupine No. 395	1,750
18	Sherwood No. 159	1,700
19	Moose Range No. 486	1,679
20	Preeceville No. 334	1,563
21	Frenchman Butte No. 501	1,504
22	Bjorkdale No. 426	1,477
23	Sasman No. 336	1,433
24	Nipawin No. 487	1,429
25	St. Louis No. 431	1,426

Table F.2: Ten Largest Rural Municipalities in 1986

Rank	Rural Municipality	Population
1	Corman Park No. 344	6,506
2	Prince Albert No. 461	3,500
3	Buckland No. 491	3,460
4	Meadow Lake No. 588	2,503
5	Torch River No. 488	2,292
6	Vanscoy No. 345	2,215
7	Moose Jaw No. 161	2,146
8	Hudson Bay No. 394	2,100
9	Orkney No. 244	2,094
10	Edenwold No. 158	1,992

Table F.3: Ten Largest Rural Municipalities in 1991

Rank	Rural Municipality	Population
1	Corman Park No. 344	6,809
2	Buckland No. 491	3,556
3	Prince Albert No. 461	3,340
4	Meadow Lake No. 588	2,445
5	Edenwold No. 158	2,349
6	Vanscoy No. 345	2,308
7	Torch River No. 488	2,022
8	Moose Jaw No. 161	1,959
9	Orkney No. 244	1,899
10	Hudson Bay No. 394	1,889

Table F.4: Ten Largest Rural Municipalities in 1996

Rank	Rural Municipality	Population
1	Corman Park No. 344	7,152
2	Buckland No. 491	3,444
3	Prince Albert No. 461	3,322
4	Edenwold No. 158	2,738
5	Meadow Lake No. 588	2,612
6	Vanscoy No. 345	2,423
7	Moose Jaw No. 161	1,856
8	Torch River No. 488	1,827
9	Rosthern No. 403	1,816
10	Orkney No. 244	1,810

Table F.5: Ten Largest Rural Municipalities in 2001

Rank	Rural Municipality	Population
1	Corman Park No. 344	8,093
2	Buckland No. 491	3,529
3	Prince Albert No. 461	3,380
4	Edenwold No. 158	3,005
5	Meadow Lake No. 588	2,761
6	Vanscoy No. 345	2,617
7	Rosthern No. 403	1,801
8	Orkney No. 244	1,728
9	Shellbrook No. 493	1,728
10	Torch River No. 488	1,723

Table F.6: Ten Largest Rural Municipalities in 2006

Rank	Rural Municipality	Population
1	Corman Park No. 344	8,349
2	Edenwold No. 158	3,611
3	Buckland No. 491	3,429
4	Prince Albert No. 461	2,918
5	Vanscoy No. 345	2,629
6	Meadow Lake No. 588	2,627
7	Rosthern No. 403	1,840
8	Orkney No. 244	1,721
9	Shellbrook No. 493	1,636
10	Lumsden No. 189	1,627

Table F.7: Ten Largest Rural Municipalities in 2011

Rank	Rural Municipality	Population
1	Corman Park No. 344	8,354
2	Edenwold No. 158	4,167
3	Buckland No. 491	3,658
4	Prince Albert No. 461	3,580
5	Vanscoy No. 345	2,714
6	Meadow Lake No. 588	2,677
7	Swift Current No. 137	2,032
8	Rosthern No. 403	2,015
9	Orkney No. 244	1,860
10	Blucher No. 343	1,787

Table F.8: Ten Largest Rural Municipalities in 2016

Rank	Rural Municipality	Population
1	Corman Park No. 344	8,568
2	Edenwold No. 158	4,490
3	Prince Albert No. 461	3,562
4	Buckland No. 491	3,375
5	Vanscoy No. 345	2,840
6	Meadow Lake No. 588	2,501
7	Dundurn No. 314	2,404
8	Rosthern No. 403	2,300
9	Britannia No. 502	2,153
10	Blucher No. 343	2,006

Table F.9: Ten Largest Rural Municipalities in 2021

Rank	Rural Municipality	Population
1	Corman Park No. 344	8,909
2	Edenwold No. 158	4,466
3	Prince Albert No. 461	3,438
4	Buckland No. 491	3,277
5	Vanscoy No. 345	2,799
6	Meadow Lake No. 588	2,553
7	Rosthern No. 403	2,473
8	Dundurn No. 314	2,101
9	Britannia No. 502	2,061
10	Blucher No. 343	1,984

Table F.10: Greatest Absolute Change, 1981-2021

Rank	Rural Municipality	Change
1	Edenwold No. 158	2,693
2	Corman Park No. 344	2,552
3	Dundurn No. 314	1,533
4	Mervin No. 499	855
5	Vanscoy No. 345	840
6	Aberdeen No. 373	780
7	Lumsden No. 189	780
8	Blucher No. 343	697
9	Britannia No. 502	686
10	Lakeland No. 521	637

Table F.11: Greatest Percent Change, 1981-2021

Rank	Rural Municipality	Change
1	Dundurn No. 314	269.9%
2	Edenwold No. 158	151.9%
3	Aberdeen No. 373	114.5%
4	Mervin No. 499	99.9%
5	Lakeland No. 521	96.1%
6	Lumsden No. 189	65.7%
7	Blucher No. 343	54.2%
8	McKillop No. 220	54.1%
9	Britannia No. 502	49.9%
10	Vanscoy No. 345	42.9%



APPENDIX
Urban Complex Annual Land
Requirements by Land Use

G

Table G.1: Urban Complex Annual Residential Land Requirements

Year End	Year Count	Projected Population Growth	Net Land Required (ac)	Overheads (ac)				Gross Land Required (ac)	Market Allowance (ac)	Total Land Required (ac)
				Open Space	Public Utility	Circulation	Total			
2021	—	—	—	—	—	—	—	—	—	—
2022	stub	86	6.3	1.2	0.5	2.0	3.7	10.1	1.0	11.1
2023	stub	459	33.9	6.5	2.7	10.8	19.9	53.8	5.4	59.2
2024	1	834	61.6	11.7	4.9	19.5	36.2	97.7	9.8	107.5
2025	2	834	61.6	11.7	4.9	19.5	36.2	97.7	9.8	107.5
2026	3	714	52.7	10.0	4.2	16.7	31.0	83.7	8.4	92.0
2027	4	603	44.5	8.5	3.5	14.1	26.1	70.6	7.1	77.7
2028	5	621	45.8	8.7	3.6	14.5	26.9	72.7	7.3	80.0
2029	6	641	47.3	9.0	3.8	15.0	27.8	75.1	7.5	82.7
2030	7	664	49.0	9.3	3.9	15.6	28.8	77.8	7.8	85.6
2031	8	681	50.3	9.6	4.0	16.0	29.5	79.8	8.0	87.8
2032	9	696	51.4	9.8	4.1	16.3	30.2	81.5	8.2	89.7
2033	10	709	52.3	10.0	4.2	16.6	30.7	83.1	8.3	91.4
2034	11	712	52.5	10.0	4.2	16.7	30.9	83.4	8.3	91.7
2035	12	705	52.1	9.9	4.1	16.5	30.6	82.6	8.3	90.9
2036	13	698	51.6	9.8	4.1	16.4	30.3	81.9	8.2	90.0
2037	14	704	52.0	9.9	4.1	16.5	30.5	82.5	8.2	90.7
2038	15	719	53.1	10.1	4.2	16.9	31.2	84.3	8.4	92.7
2039	16	727	53.6	10.2	4.3	17.0	31.5	85.2	8.5	93.7
2040	17	728	53.7	10.2	4.3	17.1	31.6	85.3	8.5	93.8
2041	18	727	53.6	10.2	4.3	17.0	31.5	85.1	8.5	93.7
2042	19	723	53.4	10.2	4.2	16.9	31.3	84.7	8.5	93.2
2043	20	724	53.5	10.2	4.2	17.0	31.4	84.9	8.5	93.4
2044	21	731	54.0	10.3	4.3	17.1	31.7	85.7	8.6	94.3
2045	22	740	54.6	10.4	4.3	17.3	32.1	86.7	8.7	95.3
2046	23	746	55.1	10.5	4.4	17.5	32.4	87.4	8.7	96.2
2047	24	754	55.7	10.6	4.4	17.7	32.7	88.4	8.8	97.3
Total		17,679	1,305.2	248.6	103.6	414.3	766.5	2,071.7	207.2	2,278.9

Source: ISL Engineering and Land Services (2022)

Table G.2: Urban Complex Annual Commercial Land Requirements

Year End	Year Count	Projected Population Growth	Net Land Required (ac)	Overheads (ac)				Gross Land Required (ac)	Market Allowance (ac)	Total Land Required (ac)
				Open Space	Public Utility	Circulation	Total			
2021	—	—	—	—	—	—	—	—	—	—
2022	stub	86	0.7	0.1	0.1	0.2	0.4	1.2	0.1	1.3
2023	stub	459	3.9	0.7	0.3	1.2	2.3	6.2	0.6	6.9
2024	1	834	7.1	1.4	0.6	2.3	4.2	11.3	1.1	12.5
2025	2	834	7.1	1.4	0.6	2.3	4.2	11.3	1.1	12.5
2026	3	714	6.1	1.2	0.5	1.9	3.6	9.7	1.0	10.7
2027	4	603	5.2	1.0	0.4	1.6	3.0	8.2	0.8	9.0
2028	5	621	5.3	1.0	0.4	1.7	3.1	8.4	0.8	9.3
2029	6	641	5.5	1.0	0.4	1.7	3.2	8.7	0.9	9.6
2030	7	664	5.7	1.1	0.5	1.8	3.3	9.0	0.9	9.9
2031	8	681	5.8	1.1	0.5	1.9	3.4	9.3	0.9	10.2
2032	9	696	6.0	1.1	0.5	1.9	3.5	9.5	0.9	10.4
2033	10	709	6.1	1.2	0.5	1.9	3.6	9.6	1.0	10.6
2034	11	712	6.1	1.2	0.5	1.9	3.6	9.7	1.0	10.6
2035	12	705	6.0	1.2	0.5	1.9	3.5	9.6	1.0	10.5
2036	13	698	6.0	1.1	0.5	1.9	3.5	9.5	0.9	10.4
2037	14	704	6.0	1.1	0.5	1.9	3.5	9.6	1.0	10.5
2038	15	719	6.2	1.2	0.5	2.0	3.6	9.8	1.0	10.8
2039	16	727	6.2	1.2	0.5	2.0	3.7	9.9	1.0	10.9
2040	17	728	6.2	1.2	0.5	2.0	3.7	9.9	1.0	10.9
2041	18	727	6.2	1.2	0.5	2.0	3.7	9.9	1.0	10.9
2042	19	723	6.2	1.2	0.5	2.0	3.6	9.8	1.0	10.8
2043	20	724	6.2	1.2	0.5	2.0	3.6	9.8	1.0	10.8
2044	21	731	6.3	1.2	0.5	2.0	3.7	9.9	1.0	10.9
2045	22	740	6.3	1.2	0.5	2.0	3.7	10.1	1.0	11.1
2046	23	746	6.4	1.2	0.5	2.0	3.8	10.1	1.0	11.2
2047	24	754	6.5	1.2	0.5	2.1	3.8	10.3	1.0	11.3
Total		17,679	151.5	28.9	12.0	48.1	89.0	240.4	24.0	264.5

Source: ISL Engineering and Land Services (2022)

Table G.3: Urban Complex Annual Industrial Land Requirements

Year End	Year Count	Projected Population Growth	Net Land Required (ac)	Overheads (ac)				Gross Land Required (ac)	Market Allowance (ac)	Total Land Required (ac)
				Open Space	Public Utility	Circulation	Total			
2021	—	—	—	—	—	—	—	—	—	—
2022	stub	86	1.1	0.2	0.1	0.4	0.7	1.8	0.2	2.0
2023	stub	459	6.1	1.2	0.5	1.9	3.6	9.6	1.0	10.6
2024	1	834	11.0	2.1	0.9	3.5	6.5	17.5	1.8	19.3
2025	2	834	11.0	2.1	0.9	3.5	6.5	17.5	1.8	19.3
2026	3	714	9.4	1.8	0.7	3.0	5.5	15.0	1.5	16.5
2027	4	603	8.0	1.5	0.6	2.5	4.7	12.7	1.3	13.9
2028	5	621	8.2	1.6	0.7	2.6	4.8	13.0	1.3	14.3
2029	6	641	8.5	1.6	0.7	2.7	5.0	13.5	1.3	14.8
2030	7	664	8.8	1.7	0.7	2.8	5.2	13.9	1.4	15.3
2031	8	681	9.0	1.7	0.7	2.9	5.3	14.3	1.4	15.7
2032	9	696	9.2	1.8	0.7	2.9	5.4	14.6	1.5	16.1
2033	10	709	9.4	1.8	0.7	3.0	5.5	14.9	1.5	16.4
2034	11	712	9.4	1.8	0.7	3.0	5.5	14.9	1.5	16.4
2035	12	705	9.3	1.8	0.7	3.0	5.5	14.8	1.5	16.3
2036	13	698	9.2	1.8	0.7	2.9	5.4	14.7	1.5	16.1
2037	14	704	9.3	1.8	0.7	3.0	5.5	14.8	1.5	16.3
2038	15	719	9.5	1.8	0.8	3.0	5.6	15.1	1.5	16.6
2039	16	727	9.6	1.8	0.8	3.1	5.6	15.3	1.5	16.8
2040	17	728	9.6	1.8	0.8	3.1	5.7	15.3	1.5	16.8
2041	18	727	9.6	1.8	0.8	3.1	5.6	15.3	1.5	16.8
2042	19	723	9.6	1.8	0.8	3.0	5.6	15.2	1.5	16.7
2043	20	724	9.6	1.8	0.8	3.0	5.6	15.2	1.5	16.7
2044	21	731	9.7	1.8	0.8	3.1	5.7	15.4	1.5	16.9
2045	22	740	9.8	1.9	0.8	3.1	5.7	15.5	1.6	17.1
2046	23	746	9.9	1.9	0.8	3.1	5.8	15.7	1.6	17.2
2047	24	754	10.0	1.9	0.8	3.2	5.9	15.8	1.6	17.4
Total		17,679	233.9	44.6	18.6	74.3	137.4	371.3	37.1	408.4

Source: ISL Engineering and Land Services (2022)

Table G.4: Urban Complex Annual Institutional Land Requirements

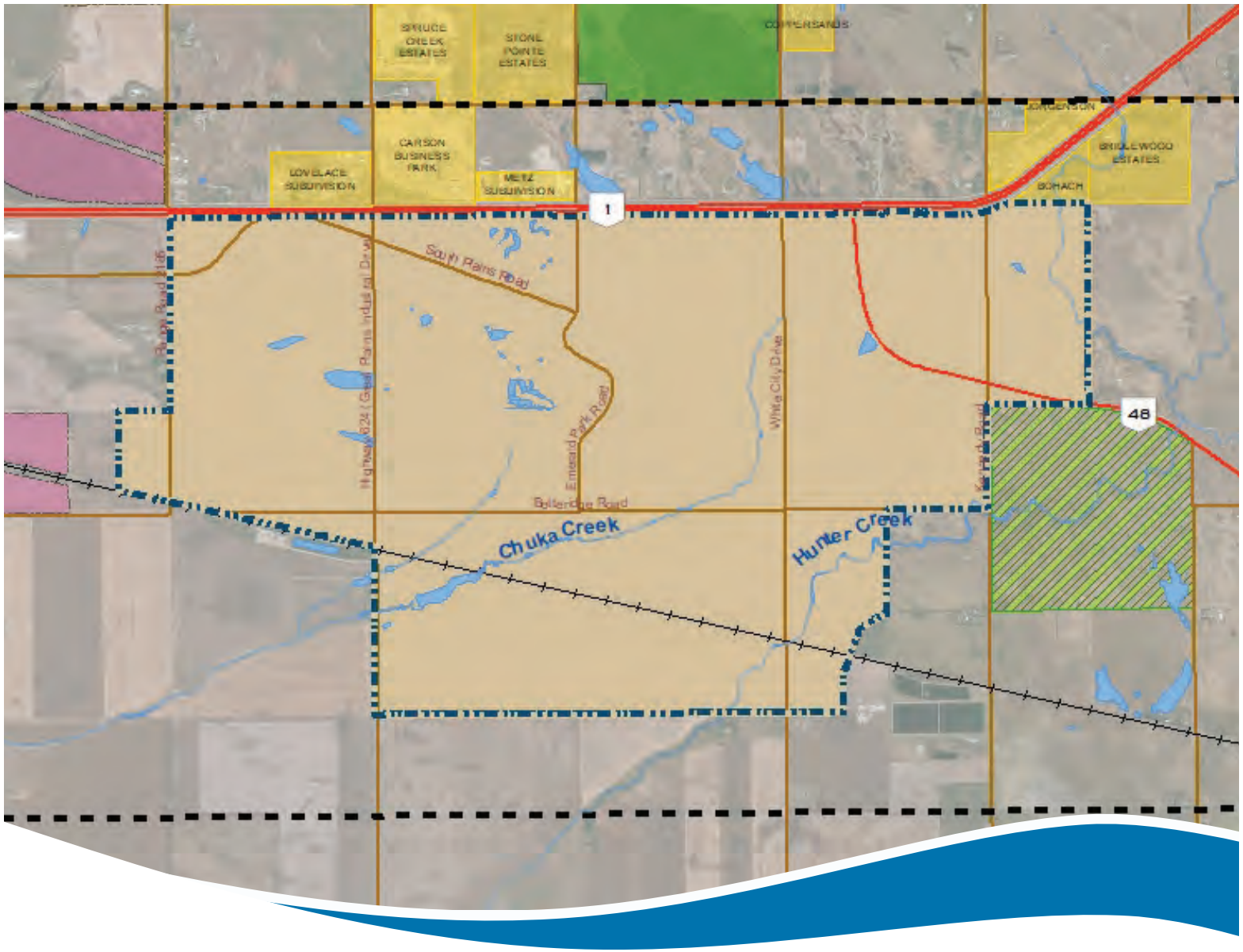
Year End	Year Count	Projected Population Growth	Net Land Required (ac)	Overheads (ac)				Gross Land Required (ac)	Market Allowance (ac)	Total Land Required (ac)
				Open Space	Public Utility	Circulation	Total			
2021	—	—	—	—	—	—	—	—	—	—
2022	stub	86	0.4	0.1	0.0	0.1	0.2	0.6	0.0	0.6
2023	stub	459	2.1	0.4	0.2	0.7	1.3	3.4	0.0	3.4
2024	1	834	3.9	0.7	0.3	1.2	2.3	6.2	0.0	6.2
2025	2	834	3.9	0.7	0.3	1.2	2.3	6.2	0.0	6.2
2026	3	714	3.3	0.6	0.3	1.1	2.0	5.3	0.0	5.3
2027	4	603	2.8	0.5	0.2	0.9	1.7	4.5	0.0	4.5
2028	5	621	2.9	0.6	0.2	0.9	1.7	4.6	0.0	4.6
2029	6	641	3.0	0.6	0.2	1.0	1.8	4.8	0.0	4.8
2030	7	664	3.1	0.6	0.2	1.0	1.8	4.9	0.0	4.9
2031	8	681	3.2	0.6	0.3	1.0	1.9	5.0	0.0	5.0
2032	9	696	3.2	0.6	0.3	1.0	1.9	5.2	0.0	5.2
2033	10	709	3.3	0.6	0.3	1.1	1.9	5.3	0.0	5.3
2034	11	712	3.3	0.6	0.3	1.1	2.0	5.3	0.0	5.3
2035	12	705	3.3	0.6	0.3	1.0	1.9	5.2	0.0	5.2
2036	13	698	3.3	0.6	0.3	1.0	1.9	5.2	0.0	5.2
2037	14	704	3.3	0.6	0.3	1.0	1.9	5.2	0.0	5.2
2038	15	719	3.4	0.6	0.3	1.1	2.0	5.3	0.0	5.3
2039	16	727	3.4	0.6	0.3	1.1	2.0	5.4	0.0	5.4
2040	17	728	3.4	0.6	0.3	1.1	2.0	5.4	0.0	5.4
2041	18	727	3.4	0.6	0.3	1.1	2.0	5.4	0.0	5.4
2042	19	723	3.4	0.6	0.3	1.1	2.0	5.4	0.0	5.4
2043	20	724	3.4	0.6	0.3	1.1	2.0	5.4	0.0	5.4
2044	21	731	3.4	0.7	0.3	1.1	2.0	5.4	0.0	5.4
2045	22	740	3.5	0.7	0.3	1.1	2.0	5.5	0.0	5.5
2046	23	746	3.5	0.7	0.3	1.1	2.0	5.5	0.0	5.5
2047	24	754	3.5	0.7	0.3	1.1	2.1	5.6	0.0	5.6
Total		17,679	82.6	15.7	6.6	26.2	48.5	131.1	0.0	131.1

Source: ISL Engineering and Land Services (2022)

Table G.5: Urban Complex Annual Combined Land Requirements

Year End	Year Count	Projected Population Growth	Net Land Required (ac)	Overheads (ac)				Gross Land Required (ac)	Market Allowance (ac)	Total Land Required (ac)
				Open Space	Public Utility	Circulation	Total			
2021	—	—	—	—	—	—	—	—	—	—
2022	stub	86	8.6	1.6	0.7	2.7	5.1	13.7	1.3	15.0
2023	stub	459	46.1	8.8	3.7	14.6	27.1	73.1	7.0	80.1
2024	1	834	83.6	15.9	6.6	26.6	49.1	132.8	12.7	145.4
2025	2	834	83.6	15.9	6.6	26.6	49.1	132.8	12.7	145.4
2026	3	714	71.6	13.6	5.7	22.7	42.1	113.7	10.8	124.5
2027	4	603	60.4	11.5	4.8	19.2	35.5	95.9	9.1	105.1
2028	5	621	62.2	11.9	4.9	19.8	36.6	98.8	9.4	108.2
2029	6	641	64.3	12.3	5.1	20.4	37.8	102.1	9.7	111.8
2030	7	664	66.6	12.7	5.3	21.1	39.1	105.7	10.1	115.8
2031	8	681	68.3	13.0	5.4	21.7	40.1	108.4	10.3	118.7
2032	9	696	69.8	13.3	5.5	22.1	41.0	110.7	10.6	121.3
2033	10	709	71.1	13.5	5.6	22.6	41.8	112.8	10.8	123.6
2034	11	712	71.4	13.6	5.7	22.7	41.9	113.3	10.8	124.1
2035	12	705	70.7	13.5	5.6	22.4	41.5	112.2	10.7	123.0
2036	13	698	70.1	13.3	5.6	22.2	41.1	111.2	10.6	121.8
2037	14	704	70.6	13.4	5.6	22.4	41.5	112.1	10.7	122.7
2038	15	719	72.1	13.7	5.7	22.9	42.4	114.5	10.9	125.4
2039	16	727	72.9	13.9	5.8	23.1	42.8	115.7	11.0	126.7
2040	17	728	73.0	13.9	5.8	23.2	42.9	115.9	11.0	126.9
2041	18	727	72.9	13.9	5.8	23.1	42.8	115.7	11.0	126.7
2042	19	723	72.5	13.8	5.8	23.0	42.6	115.1	11.0	126.0
2043	20	724	72.6	13.8	5.8	23.1	42.7	115.3	11.0	126.3
2044	21	731	73.4	14.0	5.8	23.3	43.1	116.4	11.1	127.5
2045	22	740	74.2	14.1	5.9	23.6	43.6	117.8	11.2	129.0
2046	23	746	74.8	14.3	5.9	23.8	43.9	118.8	11.3	130.1
2047	24	754	75.7	14.4	6.0	24.0	44.4	120.1	11.5	131.6
Total		17,679	1,773.1	337.7	140.7	562.9	1,041.4	2,814.5	268.3	3,082.8

Source: ISL Engineering and Land Services (2022)



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