



TOWN OF WHITE CITY

Saskatchewan



Official Community Plan

Bylaw No. 580-14

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OFFERING CHOICES



From its humble beginnings as a small group of acreages later incorporated into a Hamlet in 1958, White City has become the fastest growing town in the Province with a 70.2 per cent increase between 2006 and 2011. The community of White City and the neighboring Emerald Park development in the RM of Edenwold could be designated the 17th and newest city in the province if they were

to amalgamate.

White City has succeeded by offering choices to the region's growing numbers of residents, choices which include larger lots with a quiet rural street profile. The goal has been to provide the best of both worlds, the best possible services at the most affordable cost, maximizing the safe, quiet, small town lifestyle with full urban services.

Affordability

The White City area has grown so rapidly in part because the prices for our larger lots have been lower than standard lots in neighboring Regina. To a significant extent, these lower prices have resulted from the type of servicing of lots chosen in White City. This servicing type, known as a *Rural Profile*, features large 5 meter ditches owned by the Municipality that serve as our storm drainage network. While a walking/cycling path network has been developed, and will continue to be incorporated into future subdivisions, the traditional and expensive curb and gutter, underground storm sewer, and concrete sidewalk style *Urban Profile* has been proscribed in favor of a servicing *Profile* which is less expensive to construct and to maintain. The reduced infrastructure maintenance and replacement costs are also one of the reasons why White City can offer the lowest property taxes in the entire White Butte region, another key determinant of affordability.

The *Rural Profile* servicing type does have its challenges, including the requirement that all lot development be kept to engineered design elevations to allow for surface storm drainage. The *Rural Profile* also dictates that streets are shared by vehicles, pedestrians, cyclists, skate boarders, and even the occasional ATV and snowmobile exiting the community. These are not components of traditional "*Urban Profile*" design. They are a series of choices made by successive Councils, incorporated into new subdivision designs, and offered to prospective

homebuyers who make the choice to live in White City. Overall, judging by the rapid growth of the Community, they are choices many people prefer.

Improving Services

A policy of Council adopted many years ago states that new development pays the cost for that development, and that growth should not come at the expense of the existing community. So what is the advantage of growth? A growing community broadens the tax base and allows for the provision of more and better services for all residents, new and old. In recent years, these expanded services have included fully irrigated, lit and sodded baseball fields, a newly sodded football field, a new splash park and play structures for toddlers and a new skate park for older kids. We have upgraded our Community Centre and added new fire trucks and other emergency equipment to the Volunteer Fire Department. The growth we have experienced has made it easier to convince the Federal and Provincial governments to invest in new multi-million dollar RCMP detachments and elementary schools.

As mentioned earlier, growth allows us the opportunity to plan for more and better services for the Community. The Prairie Valley School Division has identified a new High School in our area as a priority for the Division. Town Council has also identified the need for additional recreational facilities that could include a new library, fieldhouse, indoor swimming pool and track and or other as yet undetermined amenities. Council believes a joint use facility with the new high school should be examined with the goal of providing the best services possible combined with the most efficient use of tax dollars.

This Official Community Plan is meant to reflect community values which have been identified through the planning process, public consultation and direction from Council. It states general social, economic and environmental objectives and goals of the Council and the community as well as functioning as the framework for a variety of municipal implementation tools and providing direction and clarity to development proponents. The Plan also serves as a tangible policy tool which Council, Town staff, and the general public can use to evaluate development proposals and helps ensure that development decisions are made in-line with the best interests of the community.

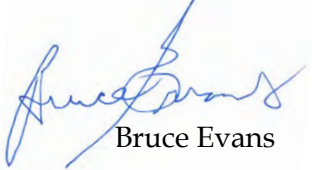
This Official Community Plan enables our community to manage growth in conjunction with our surrounding municipalities and work towards the betterment of the White Butte Region as a whole.

Town Centre

An integral part of this new Official Community Plan is the Town Centre Neighbourhood Plan. Located on a green field site and centrally placed south of existing Emerald Park and White City and north of future development, the Town Centre is envisioned to further enhance the lifestyle and broaden the services available to Community residents. It will do so by offering a central location for professional services, retail, residential and office accommodation, entertainment, food and beverage, grocery, art and cultural facilities in a small town neighborly style. It will be a pedestrian friendly area with wide sidewalks suitable

for outdoor patios reflecting the upscale heartbeat of the Community and it will incorporate walking paths, green spaces and a park and water feature area along Chukka Creek.

For the Town of White City, this is only the beginning.



Bruce Evans
Mayor

October 2014

PART A VISION FOR THE TOWN



CHAPTER 1. PLANNING CONTEXT



1. THE OFFICIAL COMMUNITY PLAN

The purpose and content of an Official Community Plan is legally outlined in sections 31 and 32 of The Planning and Development Act, 2007 (the PDA) as follows;

Purpose of plan

31 The purpose of an official community plan is to provide a comprehensive policy framework to guide the physical, environmental, economic, social and cultural development of the municipality or any part of the municipality.

Contents of plan

32(1) An official community plan must incorporate, insofar as is practical, any applicable provincial land use policies and statements of provincial interest.

32(2) An official community plan must contain statements of policy with respect to:

- (a) sustainable current and future land use and development in the municipality;*
- (b) current and future economic development;*
- (c) the general provision of public works;*
- (d) the management of lands that are subject to natural hazards, including flooding, slumping and slope instability;*
- (e) the management of environmentally sensitive lands;*
- (f) source water protection;*
- (g) the means of implementing the official community plan;*
- (h) the co-ordination of land use, future growth patterns and public works with adjacent municipalities; and*
- (i) if the municipality has entered into an intermunicipal development agreement pursuant to section 32.1, the*

implementation of the intermunicipal development agreement.

32(3) An official community plan may:

(a) address the co-ordination of municipal programs relating to development;

(b) contain statements of policy regarding the use of dedicated lands;

(c) contain concept plans pursuant to section 44;

(d) contain a map or series of maps that denote current or future land use or policy areas;

(e) if a council has been declared an approving authority pursuant to subsection 13(1), contain policies respecting site plan control for specific commercial or industrial development pursuant to section 19; and

(f) contain any other statements of policy relating to the physical, environmental, economic, social or cultural development of the municipality that the council considers advisable;

2. TOWN OF WHITE CITY OFFICIAL COMMUNITY PLAN

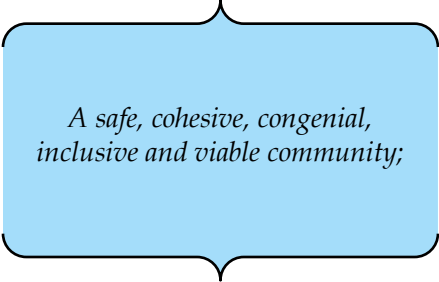
This Official Community Plan is adopted by The Town of White City, in accordance with sections 29 and 35 of the PDA, to provide a comprehensive policy framework to guide the physical, environmental, economic, social and cultural development of the municipality or any part of the municipality and to assist decision makers in securing the current and future goals of the community while evaluating the future effects of decisions regarding land use planning.

The policies of this Official Community Plan shall apply to all development within the incorporated area of the Town. Policies, which address the future development of areas outside the current limits of the Town, shall conform to those policies developed jointly by the Town and the Rural Municipality of Edenwold No. 158.

3. TOWN OF WHITE CITY'S FUTURE

Council has established a Mission Statement that defines the priorities for the community development and is committed to applying a cost effective and strategic approach to provide for:

- *A safe, cohesive, congenial, inclusive and viable community;*
- *High quality in services and facilities that meet the needs and aspirations of our citizens;*
- *Economic, social and environmental well-being;*
- *Wise stewardship of public assets; and*
- *Good governance.*



*A safe, cohesive, congenial,
inclusive and viable community;*

This 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;*
- *Preserving the quiet nature of the Town;*
- *Enhancing and diversifying the economic base of the Town;*
- *Promoting responsible development of residential, commercial, institutional, recreational uses and other opportunities within the community to enhance the viability, safety, enjoyment and character of the Town;*
- *Encouraging development that creates safe, liveable and strong communities that enable economic and community development through sustainable planning practices maximizing appropriate and efficient land use patterns, while minimizing land use conflicts;*
- *Making the Town environmentally, socially, culturally and economically healthy and sustainable for future generations;*
- *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.*

4. COMMUNITY PLAN VISION

The Town of White City's vision is to plan and manage growth to provide peaceful living with high quality, affordable, family oriented services and wide open spaces. Small town atmosphere with big city amenities is what community living should be - meeting the needs and enhancing the quality of life for all.

5. GUIDING PRINCIPLES

Guiding principles are used to help achieve the vision by articulating fundamental values to guide decision making. The following guiding principles were identified as part of the Town of White City. They provide an overarching attitude for the community and provide direction for the municipal growth management.

Healthy & Liveability

The Town will work to retain and attract people, regardless of age, ethnicity, and economic status, by enhancing the liveability of White City to ensure the community remains a safe, healthy and an inspiring place to live, work, play and learn.



Outstanding Places – Healthy by Design

The Town will aim to promote outstanding places in the community by encouraging initiatives such as the creation and promotion of a vibrant and diverse Town Centre, promoting green infrastructure and alternative development standards, and creating excellent neighbourhoods with a mixture of uses and opportunities for a full range of housing options.

Compact and Focused Development

The Town will aim to support compact and focused forms of development by encouraging higher densities within the Town Centre and directing commercial activity into specific concentrated areas. The municipality envisions a Town Centre with convenient amenities, a good living space, privacy, parks and pleasing surroundings.

Local Adaptability and Resilience

The Town will promote local adaptability and resilience by promoting diverse employment opportunities, outstanding local education opportunities, and enhanced local health services. It will also promote local food production and sales, reduced food waste, and innovative approaches to energy conservation and water conservation. The Town will work to encourage a greater range of housing opportunities.

Economic Diversity

The Town will encourage a diverse range of business, employment, and education opportunities, which contributes 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.



The Environment

The Town will work to preserve, protect, and enhance the quality of our land, air, and water. The Town will focus on such areas as parks, natural areas, public reserves, open spaces, wildlife habitat, waste reduction, air quality, and water corridors.

Physical Connectivity

The Town will promote strong physical connections between the Town Centre, regional commercial area, adjacent municipalities and respective development as well as existing and potential green spaces. The Town will support opportunities to create compact areas of development along key corridors, encouraging safe and accessible movement while enhancing the quality of streetscapes within these areas.

Social Connections

The Town will build on existing community pride, identity, volunteerism, and multiculturalism, while recognizing the past and preserving the quiet nature of the Town. The Town will encourage provision of excellent social, arts, recreational and cultural services for the full spectrum of people in White City including youth, families, seniors and others. The Town will also expand connections in the community and beyond through local and regional partnerships.



Engaging the Community

Effective decision making is the result of informed and transparent public consultation and engagement. The Town will engage the community, including all age groups with specific efforts to engage the youth, through meaningful and on-going public involvement in decision making and setting a direction for the future.

6. SIGNIFICANT PLANNING CONCERNS

1. *Population projections extrapolated from expected housing starts suggests that the Town could reach a population greater than 10,000 within the next twenty years.*
2. *Recent development activity suggests that the demand for new housing in White City could reasonably amount to 150 new units per year.*
3. *Areas of future growth should be serviceable from the existing sewer system where possible, and fit in with existing land uses.*
4. *Provision for a range of residential types, including urban single detached dwellings, two-unit dwellings, multiple unit dwellings and group dwellings (including senior citizens housing), are needed to provide a broad range of accommodation.*
5. *Building maintenance and upkeep is important in order to preserve a visually pleasing community. Construction of buildings should be completed and lots landscaped.*
6. *Development of commercial uses in the Town is considered to be desirable by Council.*
7. *The Town location on a major inter-provincial highway offer potential for commercial development capitalizing on high levels of highway traffic.*
8. *The Town location on a major inter-provincial highway offers potential for industrial uses requiring convenient access to major highway transportation routes.*
9. *The White City area exhibits high to extreme sensitivity with respect to the potential for aquifer pollution which could result with inappropriate land use activities.*
10. *Home-based businesses are becoming a common use and further demand for this type of commercial activity is anticipated in the future.*
11. *In areas adjacent to the Town it is important to ensure that developments do not cause adverse effects upon existing or proposed future land uses or servicing requirements. Intensive livestock operations, anhydrous ammonia depots or construction of farm buildings could interfere with future urban land requirements.*

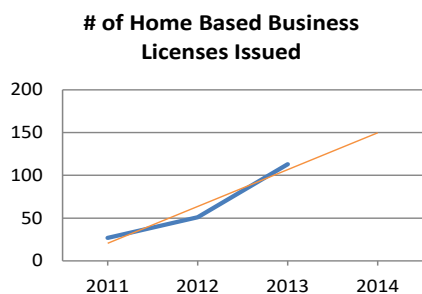


Figure 1.1. # of Home Based Business Licenses Issued

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.*
13. *Adjacent urban style development may limit the opportunities for extension of the Town boundaries, future growth of this area can be expected to place increased demands on community services and infrastructure in the Town and to further potentially unnecessary (and costly) duplication of municipal services.*

7. SHORT-TERM GOALS AND STRATEGIC INITIATIVES

The strategic priorities were established based on current conditions, future opportunities and White City's vision.

White City will:

1. *Accommodate growth in a manner that is sustainable, while maintaining its small town ambience.*
 - a. *Adopt a White City Town Centre Neighborhood Plan that supports development of a convenient and living Town Centre; and*
 - b. *Expand the wastewater treatment facility.*
2. *Provide, encourage, and leverage development of facilities, amenities, and programming to enhance the quality of life for all residents.*
 - a. *Develop and implement a strategy to respond to the recreation and culture needs assessment; and*
 - b. *Lead construction of a multi-use recreational centre.*
3. *Be a safe and protected community.*
 - a. *Update and implement the Emergency Management Plan;*
 - b. *Review the capacity of the volunteer fire department;*
 - c. *Investigate options for increased citizen involvement in policing; and*
 - d. *Adopt a Safe Growth Plan for the Town.*



White City plans and manages growth to provide peaceful living with high quality, family oriented services and wide open spaces. Its small town atmosphere with big city amenities is what community living should be - meeting the needs and enhancing the quality of life for all.

4. *Provide optimal governance and administration.*
 - a. *Develop and implement the strategic plan.*
5. *Be recognized as an integral component and key catalyst for regional planning and cooperation initiatives.*
 - a. *Participate in the White Butte Region Planning Steering Committee;*
 - b. *Support the Regional Level Fire Services Review; and*
 - c. *Update development levy fees.*

8. LONG-TERM GOALS FOR THE TOWN OF WHITE CITY

The principles which provide a foundation for this vision include:

Focus on Quality of Life

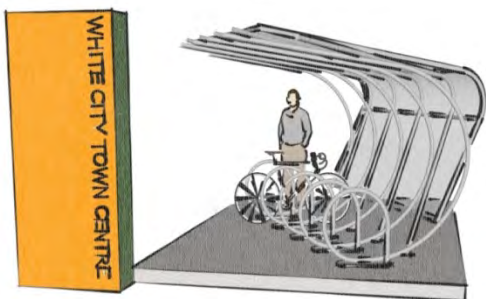
Focus on maintaining and enhancing a high quality of life for residents, giving consideration to the visual, social, environmental, economic and general community impacts.

The Town Centre

Create a strong, living and vibrant Town Centre that is the centre of business activity, and the focus for cultural and recreational activities, provides housing for a diverse residential community, and offers a quality destination for visitors to the Town. Visualize the Town Centre as the showcase for the community, the source of civic pride, and work toward achieving that goal.

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.

Community Involvement

Involve and communicate with the community on land use and community development decisions, provide information on these issues, and build consensus on actions that affect the Town's future.

Promote Positive, Strong and Safe Neighbourhoods

Recognize that quality of life is most important in the local neighbourhood, and promote safer, healthier neighbourhoods that provide housing choices, recreation, open space and services close to home.

Social Responsibility

Ensure that all residents are supported in their needs for housing, education, recreation, safety and overall quality of life.

Diversity

Recognize and support the diverse nature of the community and provide for the needs of all age groups, including social and economic considerations.

Environmental Stewardship

Development and grow in harmony with, and respect for, the natural beauty and natural ecosystems of the area. Preserve important and unique natural features, including watercourses, landforms and habitats. Ensure that land use decisions retain the environmental quality for future generations.

A Beautiful Town

In all design and development decisions, encourage innovative and high quality design which expresses the uniqueness and spirit of the region. Encourage the introduction of color, lighting and structures that can add brightness and year round enjoyment to our winter landscape. Build to reflect the pride of the community.

9. IMPLEMENTING THE VISION – FUTURE LAND USE PLANNING AND DEVELOPMENT

The Vision Statement has been used as a guide in the preparation of the Official Community Plan. The following checklist is provided in the form of questions to be considered when major policy changes are proposed.

Quality of Life

Will this decision enhance the quality of life for the residents of the Town of White City?

The Town Centre as the Heart of the Community

Does this decision support the growth and development of the Town Centre? Will this decision or action make the Town Centre a more successful and attractive part of the Town?

Economic Diversity

Will this decision create long-term, sustainable jobs that are an asset to the community and local economy?

Manage Long-Term Growth

Is this decision compatible with the growth management objectives and strategies and in the best long-term interest of the community?

Community Involvement

Has the community been given full information on this decision, have they been consulted, and does the decision have the understanding of the community?



Build Positive, Strong and Safe Neighbourhoods

Does this decision respect the character and nature of the local neighbourhood? Does it make this neighbourhood a better place?

Does this decision meet Safe Growth principles and policies to create safer and healthier neighbourhoods?

Social Responsibility

Are the needs of all members of the community being met, including those who cannot speak for themselves?

Cost Effective

Is the decision such that community development is economically sound and cost effective from an overall community perspective?

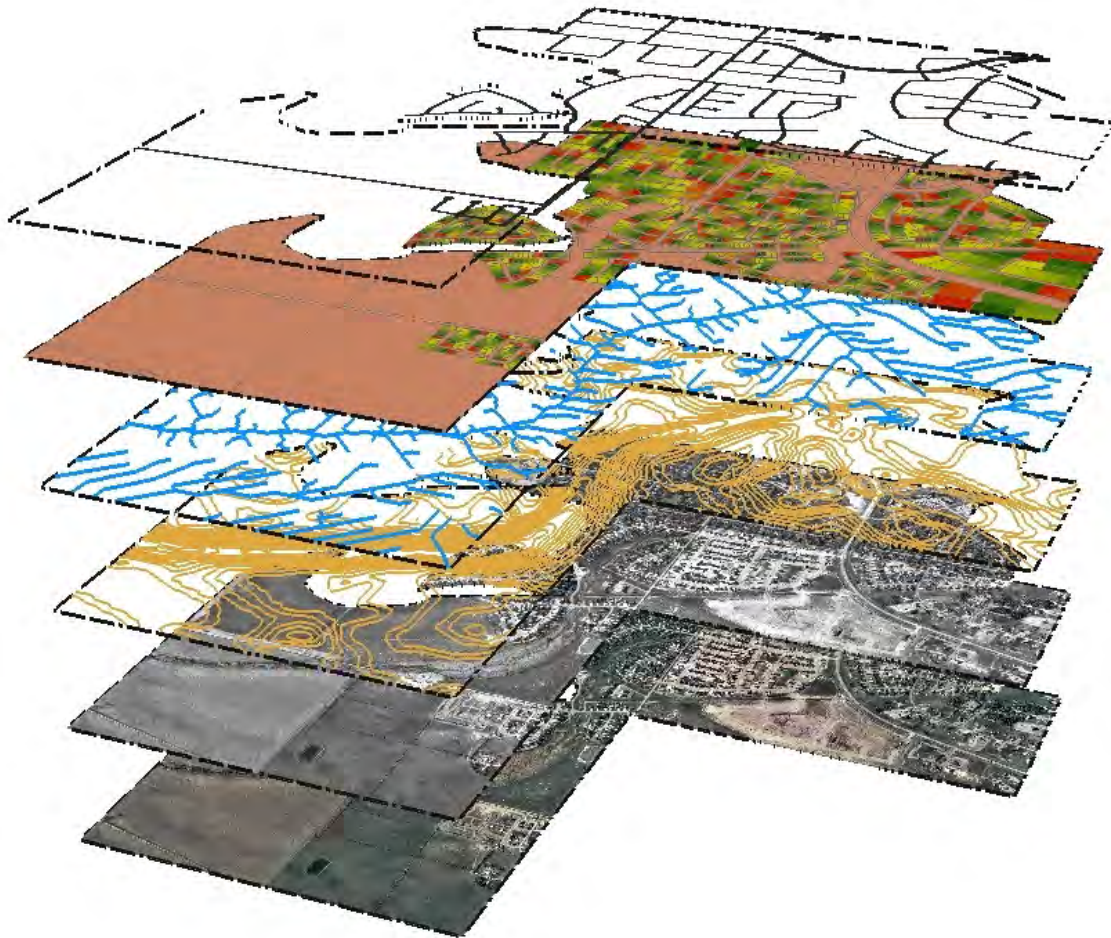
Environmental Stewardship

Will this decision support the Town's commitment to sustainability, and does it respect and enhance the natural environment? Will our children be proud of this decision?

Build a Beautiful Town

Does this decision reflect the unique character of the Town or neighbourhood? Does it bring a positive change to the community? Does it reflect the beauty of the natural surroundings and encourage community pride? Does it account for climatic variations and does it enhance the winter environment?

PART B PLANNING STRATEGY



CHAPTER 2. BACKGROUND AND TRENDS

1. TOWN HISTORY AND DEVELOPMENT



White City's Location

The Town of White City story began in the early 1950's with the subdivision of an 80 acre site into large holdings for residential purposes. It was designed for people who did not want to live in a congested area and who wanted space and the benefits of a community close to the city but far enough away from some of the issues that accompany city life.

In April 26, 1959, White City became an Organized Hamlet under section 19 of the Rural Municipalities Act, 1935. For most, relief from high urban taxes, water rates and many other charges associated with city life was a great attraction to relocate to White City.

Effective November 1, 2000, White City was incorporated as "The Town of White City". The Town has changed significantly since its first days. But the initial vision of large holdings for residential purposes has been maintained through the years. The Town has double its population over the past decade, showing a significantly higher growth in population than those surrounding municipalities over the same period.

2. SUBDIVISION ACTIVITY

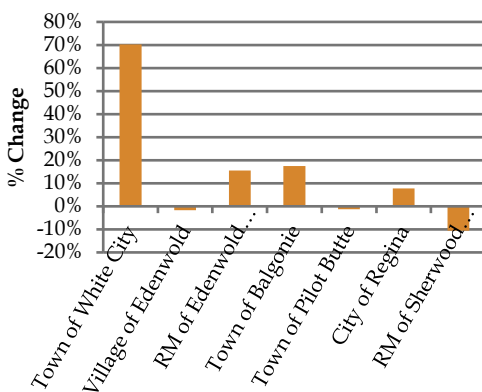


Figure 2.1. Percentage Change in Population 2006 - 2011 (Statistics Canada)

Following the first subdivision of land during the mid 1950's, White City continued to grow steadily until it became what it is today. The following is an outline of subdivision and development in the Town;

1974 - Kingsmere Park Subdivision (Kingsmere, Hummingbird Bay and Ridgedale Bay).

1975 - Confederation Park Subdivision (Confederation Drive, Federal Drive and Capitol Place).

1977 - Wheatlands Estates Subdivision (Meadow Road, Brier Gate, Fernwood Street and Colverdale Heights).

In March 1, 1967, the Organized Hamlet of White City became the “The Village of White City” of the Province of Saskatchewan under the Village Act. With a population of 112 residents, The Village of White City was described as that portion of the southeast quarter of Section 23, lying south of the south boundary of a surveyed road shown on Registered Plans No. 61R28144 and 62R21151; and that portion of the most westerly 4,397.9 feet of the south half of Section 24, lying south of the south boundary of a surveyed road shown on Registered Plan No. 61R28095; all within Township 17, Range 18, West of the Second Meridian in the Province of Saskatchewan.

1983 – *Sunbird Developments west of White City was under review and negotiations between the Town and the RM of Edenwold No. 158 were taking place.*

1984 – *The lands of the proposed project (Sunbird Developments) were de-annexed back into the RM of Edenwold No. 158.*

1994 – *Rosewood Bay Subdivision.*

1997 – *First Phase of Lott Road Subdivision and Emerald Ridge Subdivision.*

2003 – *McKenzie Pointe initial Subdivision.*

2004 – *Subdivision of Bower Estates, Christopher Place, Emerald Vista and Emerald Gate East.*

2005 – *Garden of Eden and Bower Grove Subdivisions.*

2006 – *McKenzie Pointe, Fairway East and Emerald Creek Subdivisions.*

2007 – *Mckenzie Landing Subdivision and Condominium Development.*

2008 – *Bower West Phase I Subdivision.*

2010 – *Bower West Phase II and Bower West Phase III.*

2013 – *Proposed development of Emerald Creek Phase II and Proposed development of Fairway Road South.*



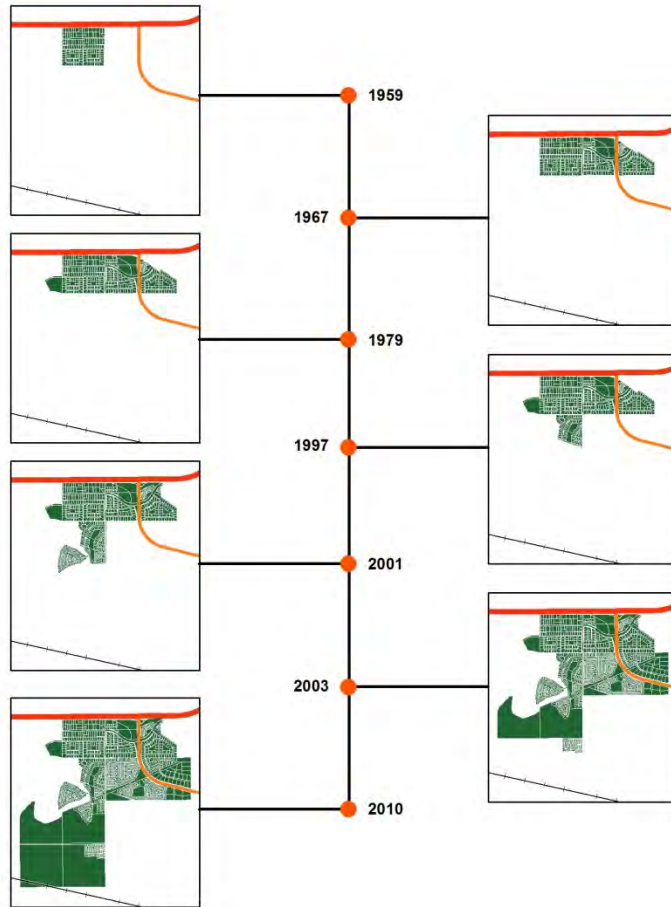


Figure 2.2. Boundary change for the Town of White City since 1959

3. TOWN'S GROWTH PROJECTIONS AND TRENDS

Population growth for the Town of White City is presented in the Figure 2.3. During the period of 1996 – 2002, White City presented a steady average annual population growth. Between 2002 and 2006, the Town presented an average annual growth rate of 7%.

According to Statistics Canada the population in the Town for the period of 2006 and 2011 changed by 70.2% at an annual rate of 24.5%

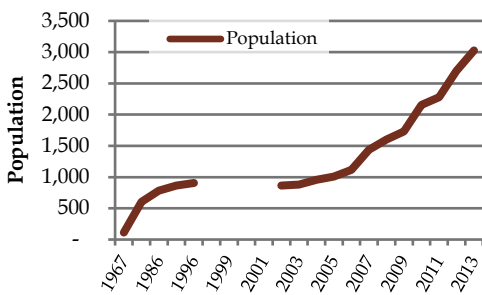


Figure 2.3. Population growth 1967 - 2013

Over the years, growth in the Town has undergone fluctuations responding largely to economic forces in the region. In the recent years however, growth increased dramatically, again in response to a changing economy.

In terms of building permits issued, the Town has presented two characteristic growth periods during the last decade.

Any growth projection or forecast will be dependent to a large degree on economic forces in the region and the province. All economic progress and demographic changes have a major bearing on how the Town developed in the past and how it may change in the future. This Official Community Plan needs to be able to respond to, and channel change, in a way that does not impair the quality of the environment.

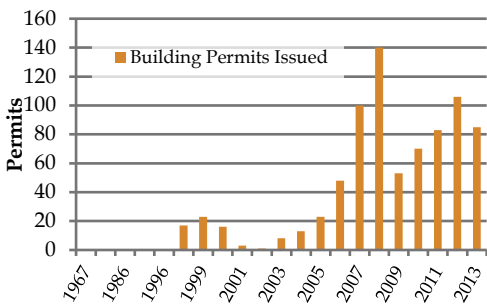


Figure 2.4. Building Permits Issued 1967 - 2013

The projections on which the Official Community Plan is based reflect different percentage growth rates, varying from a stable to slow 1% rate to a relatively high 4 % annual growth rate. In all likelihood, a rate between these two, about 1.5 to 2% over the long term may be the most realistic. However fluctuations, sometimes dramatic, are not unexpected.

The need for future housing in the Town is driven by two major considerations; demographic characteristics and economic growth. The relative age of the community (See Figure 2.6.), combined with income levels, interest rates, and in-migration all influence housing demand, and need for land supply.

Based on current development permits and assuming a conservative growth scenario, the Town is expected to issue an average of 60 to 80 building permits per year. Assuming a forecast timeframe of about 20 years, this will result in a land need of around 250 to 300 acres. This does not account for roadways, municipal reserves and for other land uses such as commercial or light industrial.

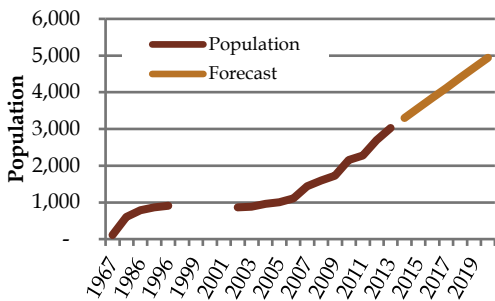


Figure 2.5. Population Change 1967 - 2013 - 5 Year Forecast

The Town of White City landscape has been dominated by single family dwellings, accounting for more than 95% of all development in the Town. The development of the Town Centre and future expansion of the Town boundaries as describe in this Official Community Plan will change development dynamics in the Town, with a trend to more multiple family housing, apartments, small business and retail, general commercial and the potential for light industrial. Increased densities would result in a lesser demand for land.

4. REGIONAL CONTEXT

The Town of White City is a fast growing community located approximately 10 km east of the City of Regina along Highway No. 1 and the intersection with Highway No. 48. White City has experienced substantial growth over the last seven years which has changed the type of development and therefore the direction and characteristics of the community. The type of growth has all been residential development ranging from medium to large type lots.

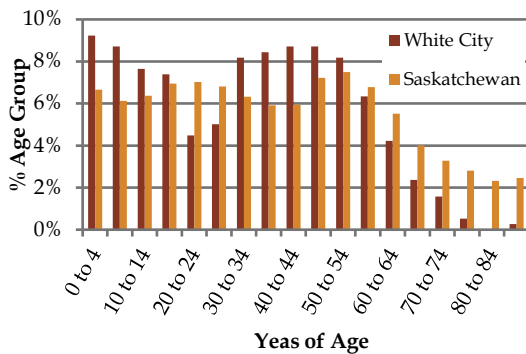


Figure 2.6. Age Group Comparison, 2011 White City – Saskatchewan (Statistics Canada)

The Town of White City forms part of the White Butte Planning Committee which was created through partnership of the RM of Edenwold, Pilot Butte, Balgonie, and the Village of Edenwold. White Butte is an organization which enables the communities involved to work together on the planning and development of joint programs, services, and projects.

The communities of White City, the RM of Edenwold, Pilot Butte, Balgonie, and the Village of Edenwold are all located on the east side of Regina. A study done of the area in 2008 projected that it could grow from its current population of 9,776 according to the recent Census to an estimated 29,193 by 2020.

Each of the communities quickly realized that while the growth would bring opportunities, it would also bring

challenges which would be easier dealt with as an organized group.

In 2011 the five communities agreed to partner on the development of some key programs and services including: transportation, recreation, education, fire protection, public works, land use and water and waste water treatment and management. This group of initially five communities has since expanded to include the City of Regina and the RM of Sherwood No. 159 as regional partners.

The age structure of residents in the Town of White City is shown in the Figures 2.6 and 2.7 for 2011. Compared with the population profiles for the country and for Saskatchewan, the population of the Town tends to have a higher proportion of children and youth 0-19 years old and adults 30-54 years old. There is also a lower proportion of residents aged 20-29 and 60+ than in the rest of the province and the country. That White City has a greater representation of younger families is typical of suburban communities characterized by high rates of recent growth. In the long term, it is expected that multifamily and more affordable single-family housing will be necessary to sustain the community. The population group currently 0-19 years old may leave the community for education, housing, and employment. If the housing supply is constrained and current residents decide to “age in place”, this could lead to a decline in the proportion of children and young families in the community over the mid- to long term.

Conversely, data for Saskatchewan suggests that within the next few years, a significant proportion of the province’s population would be at an age where they would be interested in the housing and quality of life available in the region. Allowing for growth that supports this type of in-migration can be essential to maintain a sustainable age structure in the community over the long term.

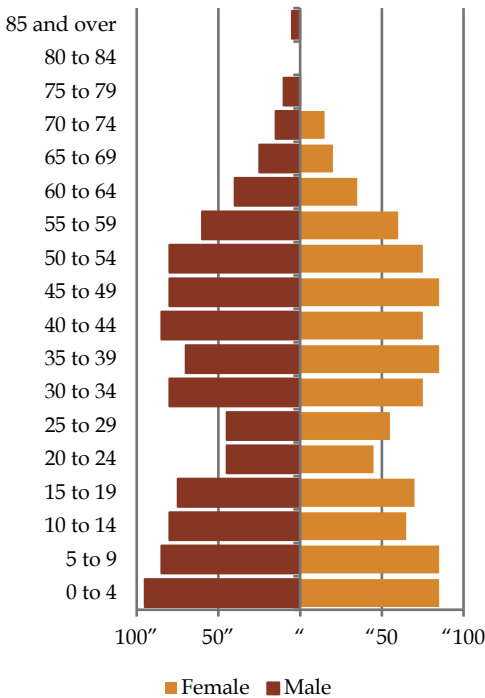
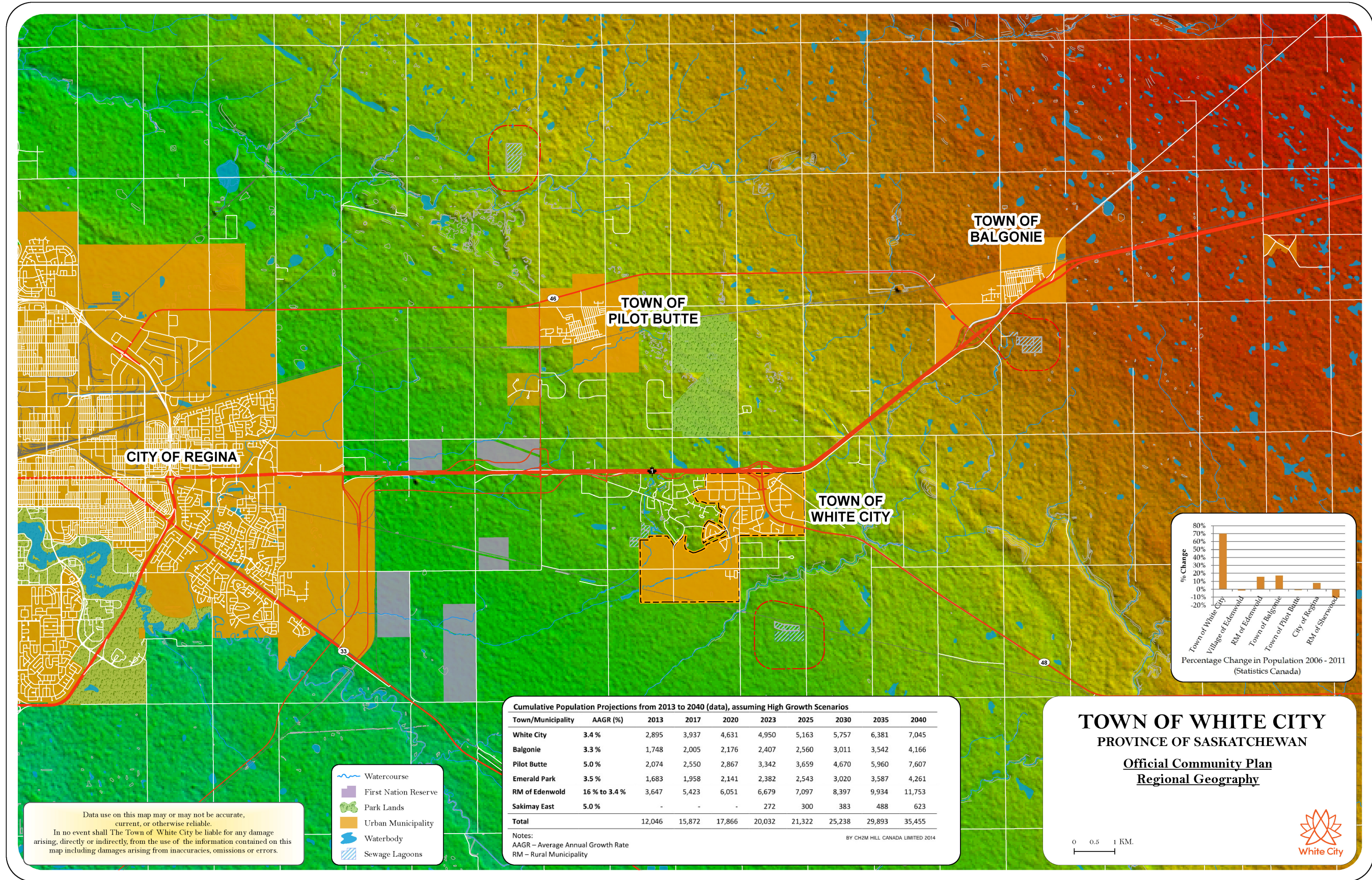


Figure 2.7. White City Population Structure, Census 2011

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No.663-20



Data use on this map may or may not be accurate, current, or otherwise reliable.
In no event shall The Town of White City be liable for any damage arising, directly or indirectly, from the use of the information contained on this map including damages arising from inaccuracies, omissions or errors.

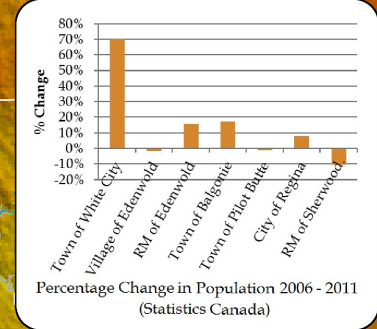
- Watercourse
- First Nation Reserve
- Park Lands
- Urban Municipality
- Waterbody
- Sewage Lagoons

Cumulative Population Projections from 2013 to 2040 (data), assuming High Growth Scenarios

Town/Municipality	AAGR (%)	2013	2017	2020	2023	2025	2030	2035	2040
White City	3.4 %	2,895	3,937	4,631	4,950	5,163	5,757	6,381	7,045
Balgonie	3.3 %	1,748	2,005	2,176	2,407	2,560	3,011	3,542	4,166
Pilot Butte	5.0 %	2,074	2,550	2,867	3,342	3,659	4,670	5,960	7,607
Emerald Park	3.5 %	1,683	1,958	2,141	2,382	2,543	3,020	3,587	4,261
RM of Edenwold	16 % to 3.4 %	3,647	5,423	6,051	6,679	7,097	8,397	9,934	11,753
Sakimay East	5.0 %	-	-	-	272	300	383	488	623
Total		12,046	15,872	17,866	20,032	21,322	25,238	29,893	35,455

Notes:
AAGR – Average Annual Growth Rate
RM – Rural Municipality

BY CH2M HILL CANADA LIMITED 2014



TOWN OF WHITE CITY
PROVINCE OF SASKATCHEWAN
Official Community Plan
Regional Geography

0 0.5 1 KM.



CHAPTER 3. GROWTH MANAGEMENT

1. DIRECTING GROWTH

Growth management issues are closely tied to environmental protection and the preservation of important and unique natural features. Without a long-term plan to focus urban development, new areas of the Town are under pressure for uses such as residential subdivisions, rural lots and commercial development, and such uses can hinder the protection of potentially sensitive areas.

Sustainable and responsible growth is the goal of this Official Community Plan and the goal of the community.

In developing a strategy for future growth management, the guiding principles identified in Chapter 1. are followed, and form the framework for the Official Community Plan policies.

2. FUTURE LAND USE MANAGEMENT

To achieve the goals of the community and to implement the said principles, the following policies will guide future growth in the Town of White City.

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.

One example of how the payment for Municipal Reserve required for residential land might be calculated;

Average residential lot price in the area\$10,000

Minus average per lot servicing costs \$8,000

Unserviced lot market value.....\$2,000

Municipal reserve requirement.....x 10%

Per new lot requirement\$200

Multiplied by number of new lots.....x #

Amount paid to Dedicated Lands Account\$Total

Other methods may use some form of area calculation.

2. Natural Areas; Public Open Spaces

Protect the natural amenities of the Town by retaining valuable green areas such as a ravine, coulee, swamp, and natural drainage course or creek bed as environmental reserves pursuant to provincial regulations.

Ensure the provision of 10% of the land area proposed for residential development and 5% of the land for non-residential development as municipal reserve, and to ensure the said lands are meaningful spaces and for the enjoyment of the general public.

3. Population Growth

Ensure the community has adequate land areas to support long-term development in the Town.

4. Provide for Changing Population Demographics

Support and encourage a wide range of housing types within the Town. More specifically, the Town will encourage a mix of higher density developments and commercial retail uses within the Town Centre.

5. “Sense of Place/Belonging” and Social Cohesion

Promote and encourage strengthening families and fostering community collaboration in a multifunctional, pedestrian friendly and lively community that fosters community collaboration and motivates the development of local employment opportunities.

6. Commercial Development Strategy

Focus major commercial development within the areas indicated on the Future Land Use Map of this Official Community Plan;

The Town Centre will function as The Town of White City’s principal business, cultural, and administrative centre. The

People develop a "sense of place" through experience and knowledge of a particular area. A sense of place emerges through knowledge of the history, geography and geology of an area, its flora and fauna, the legends of a place, and a growing sense of the land and its history after living there for a time.

Dr. Thomas A. Woods.

Town Centre will be the primary location for all future office, specialty retail, entertainment, government and cultural uses. This role will also be expanded to include multi-family housing.

7. Tourism

Recognize the importance of tourism to the economy of the Town and encourage new businesses, services and attractions for the community and visitors such as a museum or a farmers market.

8. Commercial/Light Industrial

Support and focus commercial/light industrial development within the areas indicated on the Future Land Use Map which forms part of the Official Community Plan.

Industrial development within the Town will be in the form of industrial uses which do not create adverse environmental impacts. The Official Community Plan identifies new lands for future industrial use and development which should follow the respective phasing based on available services.

9. Municipal Cooperation and Collaboration

Recognize the importance of working cooperatively to address development pressures and future economic and population growth within the region.

Support inter-municipal agreements to ensure that local and regional growth issues are addressed proactively. A coordinated, integrated and comprehensive approach shall be used when dealing with planning matters within the Town, or which cross municipal boundaries, including:

- Managing and/or promoting growth and development;*
- Managing natural and cultural heritage;*
- Infrastructure, public service facilities and waste management systems;*
- Ecosystem and watershed related issues;*



- *Natural and human-made hazards; and*
- *Population, housing and employment projections, based on regional market areas.*

CHAPTER 4. SAFE GROWTH

1. CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

Crime prevention through environmental design (CPTED) is based on the idea that the planning and design of our community has a substantial impact on the opportunities for crime to occur and potential fear of crime.

This Official Community Plan encourages safe and sustainable development by ensuring the principles of CPTED are met in any new development and enterprise within the Town of White City.

2. CPTED PRINCIPLES AND POLICIES

1. *Territorially*

Promote and support places for which the user identifies with and takes ownership, making it less attractive to criminal activity.

2. *Natural Surveillance*

Encourage development design that provides “eyes on the streets” to deter potential crime.

3. *Access Control*

Facilitate the creation of places that promote a sense of ownership for legitimate users by focusing on formal and informal entry and exit points.

4. *Image*

Recognize the link between the appearance of a place and how this is instrumental in creating a sense of belonging, and how a place’s appearance may invite or deter criminal activity.

Provide a safe, efficient and accessible network of pedestrian, bike and road ways and enable viable alternatives to the car through effective and coordinated land use and transportation planning



White City and Emerald Park Recreation and Culture Needs Assessment Survey Results (April 2010)

- The most used indoor facilities in the community are the Library, Community Centre and the Ice Arena.
- The most used outdoor facilities are the pathways, trails, golf course, Splash Park, playgrounds and soccer fields.
- Most households take part in a variety of activities with the most common being walking, biking and swimming.
- 79% of respondents believe there is a need for a new indoor facility in the community the most often made suggestions were a swimming pool (60%) and a multi-purpose facility (53%). There were also mentions of facilities for younger residents including a youth centre (30%) and pre-school (22%).
- Residents generally show satisfaction with the existing opportunities for activities within the community, however, 69% believe there is a need for new or improved outdoor facilities with swimming pool, Skate Park and playground equipment topping the list of requirements.
- Two-thirds of households would support an increase in taxes to construct and operate new facilities. 37% found \$50 - \$150 annually acceptable and 30% found an increase in excess of \$150 acceptable. 33% would not support an increase in taxes.

Conflicting User Groups

Endeavours to ensure end use compatibility during the planning and/or review process for new and existing development.

Activity Support

Ensure the use and promotion of places that otherwise may become locations with the potential for criminal activity.

Crime Generators

Verify that activity nodes do not increase the opportunity for crime or reduce the perception of safety in the area.

Land Use Mix

Ensure the careful consideration of land uses within the Town and within specific developments to reduce the opportunity for crime and increase the feeling of safety.

Movement Predictors

Provide and encourage the creation of routes, trails and pathways that do not provide potential attackers with places to lie in wait for people on a certain trail.

Displacement

Identify and implement tools to support the positive displacement of potential criminal activity.

Cohesion

Support and encourage the creation of strong relationships and interactions between all users of a place to support and maintain a sense of safety.

Connectivity

Design a non-isolated community and places by ensuring the proper pathways and road connections are provided.

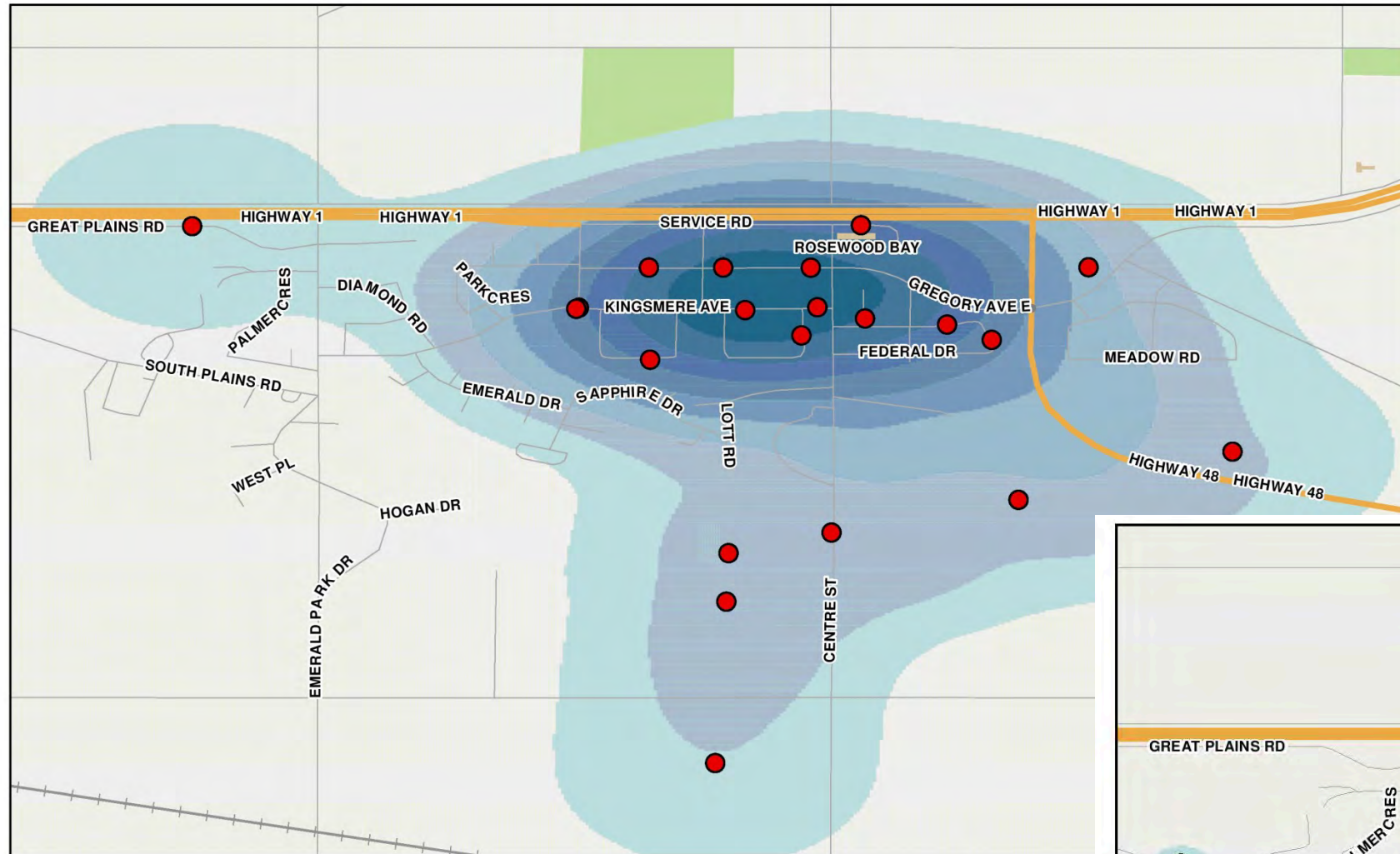
Capacity

Accommodate the right balance of uses with a full range of services which reduces the opportunity for crime.

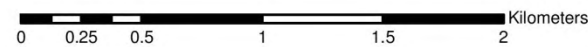


Culture

Promote and encourage a friendly and lively community and Town Centre designed to bring people together and enhance social cohesion.



**White City
Break & Enters
April 2011 to April 2014**

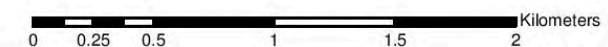


Prepared by: Kim AUDETTE
Crime Analyst
F Division Community Services

Date: 2014/05/28



**White City
Thefts from Vehicles
April 2011 to April 2014**



Prepared by: Kim AUDETTE
Crime Analyst
F Division Community Services

Date: 2014/05/28



CHAPTER 5. ENVIRONMENTAL, RESOURCE AND HAZARD LAND MANAGEMENT

1. ENVIRONMENTAL RESPONSIBILITY AND STEWARDSHIP

The quality of the natural environment is closely tied to the quality of life in the Town of White City. A strong community in a economically competitive environment has the need for a healthy environment. White City promotes sustainable living and biodiversity through development that supports the variety of nature in the Town.

The Town promotes and encourages growth in locations and in forms that safeguards watercourses, woodlands, wetlands and natural habitat and which increase walkability in the community. "Conservation development and conservation planning" can save energy, reduce habitat loss and maintain the rural character of the Town.

New development proposals may require an environmental impact assessment. Decisions shall be made in accordance with the recommendations of the assessments and in compliance with this Official Community Plan.

2. SOURCE WATER AND PROTECTION

White City and the region are located on top of sensitive aquifers which provide abundant water, however, a high level of precautions to ensure long-term sustainability and water quality are required. The Town of White City is committed to the preservation, protection and enhancement of those potentially sensitive areas.

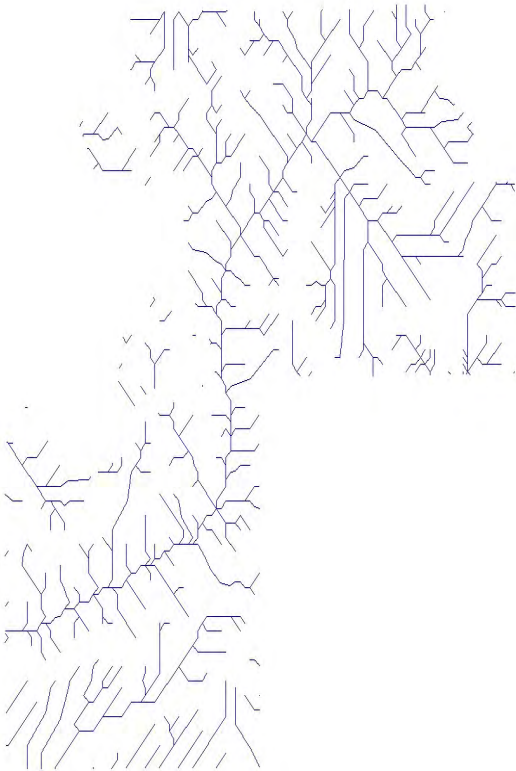
The Town encourages cooperation with the surrounding municipalities to ensure the preservation, protection and enhancement of water supply areas by promoting mitigation

Drinking water quality monitoring is important to both the consumer and the owner of waterworks systems.

Reasons for monitoring drinking water include:

- Assessment and assurance of the safety of water for consumptive purposes;
- Suitability of the water to meet consumer's aesthetic needs;
- Assessment of water treatment needs and information to implement process adjustments;
- Assessment of water source protection and/or concerns;
- Provision of information for private, commercial, or industrial users; and;
- Determination of drinking water quality trends and identification of potential concerns.





measures as conditions of approval for new development that has the potential to contaminate water resources, major wetlands, infiltration areas, sizable water bodies and watercourses.

The Town of White City will ensure that all new development will have adequate setback distances from all watercourses, streams, and wetlands in order to prevent erosion, sedimentation, loss of wetlands, runoff and vegetation removal and the potential for water source contamination.

The municipality will ensure the availability of water supply and wastewater capacity for any new proposed development prior to any approval. Any development within the Town boundaries shall be connected to the Town's water distribution system when required, and shall comply with the regulations of the "Waterworks and Water Supply Bylaw - Regulations and Rates".

3. HAZARD LANDS

To assist in meeting the province's public safety interest and to meet our goals and the vision of the community, the Town of White City identifies hazard lands as the following:

- Lands subject to flooding including all lands which would be flooded by the 1:500 year flood event or in any flood prone area;*
- Lands subject to slope instability, subsidence, erosion and slumping;*
- Lands in areas prone to drainage issues; and*
- Areas vulnerable to human-induced hazards, such as train derailments, high pressure pipelines and any other potential applicable hazard uses.*



Development should be directed away from areas of natural hazard and human-induced hazard where there is potential risk to public health or safety.

No development should be permitted in the floodway of the 1:500 year flood elevation of any watercourse or water body.

Development may be permitted within the flood fringe of a watercourse or water body provided the flood proofing of new buildings and additions to buildings to an elevation of 0.5 metres above the 1:500 year flood elevation.

Where necessary, developers will be required to provide professional, certified environmental, geotechnical, hydrological reports to address development hazards.

The Town of White City may require a preliminary analysis by a professional engineer or environmental scientist to identify which hazards may exist in the area of a proposed development. Council may refuse to authorize development of structures on such land or may authorize such developments only in accordance with the respective recommended preventive mitigation and/or remedial measures which eliminate the risk or reduce the risk to an acceptable level.

For those circumstances where it may not be practical or desirable for economic or social reasons to restrict certain development in hazard areas development shall be carefully controlled and planned to ensure that it is compatible with the risks or that the hazard has been eliminated or protected against. In these instances, the following criteria shall be applied:

- Proposed developments shall not obstruct, increase or otherwise adversely alter water and flood flows and velocities unless it is approved and reviewed by the appropriate authority;*
- There shall be no added risk to life, health or personal safety;*

Climate considerations and climate variability should always be considered in the planning, design and construction of new development and structures.

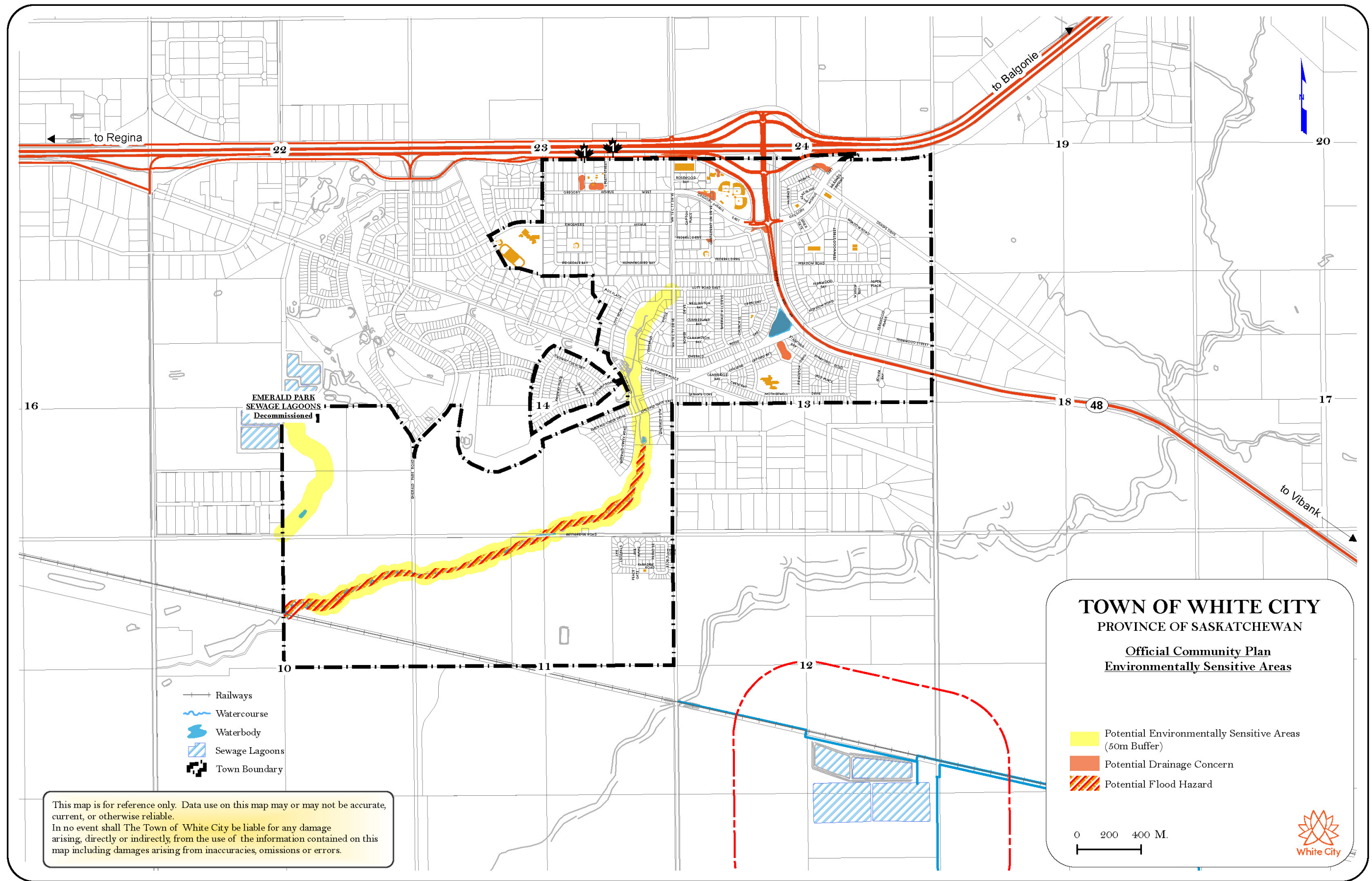
- *Structures and services must be protected against flood damage and shall be fully functional during hazard conditions;*
- *Activities which alter existing slopes and may accelerate or promote erosion or bank instability shall be prohibited, unless appropriate mitigation measures are taken to minimize the potential of such erosion or bank instability; and*
- *Existing tree and vegetation cover shall be preserved where appropriate to reduce erosion and maintain bank stability.*

Adequate surface water drainage will be required throughout the municipality and on new development sites to avoid flooding, erosion and pollutions. Consideration shall be given to the ecological, wildlife habitat and drainage effects of development, including the upstream and downstream implications.

Where an area has been previously or exhibits potential for poor drainage or water pooling due to snowmelt or prolonged rainfall events, all proposed building sites shall be located outside of those areas whenever possible. Otherwise, the proponent shall provide a suitable amount of fill at the building site to provide a satisfactory level of protection for the buildings.

Unauthorized drainage of surface water runoff from any land throughout the Municipality shall be prohibited. Water courses shall not be filled or altered without the prior approval of the Saskatchewan Water Security Agency, and the Municipality.

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by Bylaw
No. 663-20



PART C
LAND USE AND
LAND USE DESIGNATIONS



CHAPTER 6. RESIDENTIAL



The Town of White City is a very desirable place to live, providing alternative residential lifestyles to those typically found in the rural areas or the City of Regina.

With a current population of 3,000 (building permits issued in 2013), The Town of White City has experienced unprecedented and rapid growth over the past several years. At the same time, there has been a considerable increase in the number of senior citizens due to demographic patterns and retirement from rural areas (see Figure 2.7).

The most common form of housing is the single detached dwelling. This housing type is preferred by the majority of the residents and commuters living within the Town. Newer subdivisions within the Town typically provide parcels suitable for single detached dwellings, at a size comparable to development in some areas of the City of Regina and the surrounding municipalities. Single detached dwelling will continue to be the predominant form of development in the near term as areas within the Town are currently under review for subdivision.

Furthermore, there is increasing interest in a greater variety of housing types, particularly within the senior citizens market. Thus, this Official Community Plan promotes a greater range of housing supply. Council wishes to provide for higher density housing in order to improve the sustainability of the community and to meet the market demand.



Such development must be appropriately located with proximity to local services, communal open space, commercial facilities and concentric to the Town Centre Core area or neighbourhood. Areas of future growth should be serviceable from the existing sewer system where possible, and fit in with existing land uses.

A network of safe, secure, and pleasant walkways and bikeways, adequate to enable human-powered transportation and mass transit as the primary means of mobility, shall be provided throughout the Community

A number of factors are driving the shift to a more diverse housing supply, including;

The Town is and will face a change in population demographics. An aging population, more single and two person households and households with one or no children will have a major impact on the form and location of housing;

The desire to create a Town Centre Neighbourhood that provides for a strong, vibrant community and that is the centre of business activity, and the focus for cultural and recreational activities, that enhances social interactions and sense of community.

1. GENERAL RESIDENTIAL OBJECTIVES

- a) To allow for the development of a wide range of residential uses including single-detached, semi-detached, duplex and multiple-unit dwellings, within the corporate limits to the Town;*
- b) To provide for a safe, healthy, liveable, pedestrian and cyclist friendly community;*
- c) To identify areas most suitable for future residential development;*
- d) To strongly encourage residential or commercial residential mixed use development in the specific growth areas; and*
- e) To encourage residential development that is energy efficient.*

2. GENERAL RESIDENTIAL POLICIES

- a) *Redevelopment and infill residential development will be supported to maximize the use of existing infrastructure and services.*
- b) *In considering applications for re-subdivision of lots in existing residential areas, Council will not support subdivisions which;*
 - *would result in the creation of lots which do not conform with all relevant provisions of the Zoning Bylaw; or*
 - *would create new lots with intervening side lot lines that are not more or less perpendicular to the front lot line and which do not extend to the rear of the lot line without a deviation or change in direction.*
- c) *Ready-To-Move (RTM) and modular homes will be regulated by the zoning bylaw and must meet the requirements of the Canadian Standards Association.*
- d) *Residential development is discouraged in areas where natural hazards or human threats present a concern for the safety of citizens or their property.*
- e) *The preservation of open spaces, natural beauty and important environmental areas is encouraged.*
- f) *When considering new subdivision applications, the municipality encourages consultation with responsible agencies to ensure adequate buffer zones for sewage works, railways, pipelines, adequate fire protection and the provision of municipal services.*
- g) *Council encourages an orderly progression of development in areas planned for residential growth.*

- h) *Coordinate with the RM and other urban municipalities in the White Butte Region, to better assess and address needs and attract private investment.*
- i) *Encourage the development of energy and water efficient housing.*
- j) *Home-based businesses are allowed where appropriate at councils discretion with regards to;*
 - *the number of commercial vehicles on-site;*
 - *outside employees;*
 - *the amount of the home or property that can be used for the home business;*
 - *development screening; and*
 - *impact on neighbours.*
- k) *All residential development should promote and support an interconnected street network featuring multiple use pathways and trails.*
- l) *All residential development should promote the importance of public spaces including but not limited to meaningful parks, plazas and community gardens.*
- m) *Promote safe and sustainable residential development by ensuring Safe Growth and CPTED principles are followed.*

LOW DENSITY RESIDENTIAL



Low density residential includes one or two storey dwellings that are accessed from a ground floor entrance. This includes single detached and duplex dwellings but may allow for other forms of low density residential development, such as townhomes. Home-based businesses, neighbourhood parks, limited institutional and limited small scale neighbourhood commercial uses (such as small convenience stores) may also be permitted at council's discretion.

3. LOW DENSITY RESIDENTIAL POLICIES

a) *The Future Land Use Plan will direct the development of residential and compatible land uses to accommodate a variety of housing forms provided for within the zoning bylaw. In planning new residential areas or rezoning portions of land for residential use, Council will consider the following:*

- *compatibility of adjacent land uses;*
- *avoidance of environmentally sensitive and/or hazardous areas;*
- *the ability of the Town to provide cost effective municipal services;*
- *the impact on financial and capital planning by the Town;*
- *zoning, subdivision design, street layout, and site planning;*
- *the use of natural topography and drainage patterns to minimize the cost and risks associated with storm drainage; and*
- *the provision of dedicated lands pursuant to The Planning and Development Act, 2007.*

b) *In the Zoning Bylaw, a series of residential zoning districts will provide for a full range of residential uses. These districts will provide varying levels of restrictions on residential types and dwelling unit densities. Single detached dwellings and certain community facilities as well as other compatible uses such as home-based business will be permitted at council discretion in all residential districts.*

c) *Residential building construction will be regulated by the Town's Building Bylaw to ensure a high quality of housing, consistent with the National Building Code.*



Residential Designation	Density	Housing Form
Low Density Residential	2 units/acre	Single Detached Dwellings
Medium Density ----- Low Rise Apartments Medium Density	5 units/acre ----- 600 m2/units and around 12 units/acre	Single Detached Dwellings; ----- Row Housing; Duplex;Triplex; Fourplex and Apartments up to 4 Stories

Figure 6.1 Housing Densities



MEDIUM DENSITY RESIDENTIAL

Medium density residential areas consist of more intensive residential development, including but not limited to townhouses, apartment buildings, and multiple story residential living spaces depending on the desirable detail development plans. Medium density residential development should be encouraged particularly in the areas identified by the Town Centre Neighbourhood Plan which forms part of this bylaw.

4. MEDIUM DENSITY RESIDENTIAL POLICIES

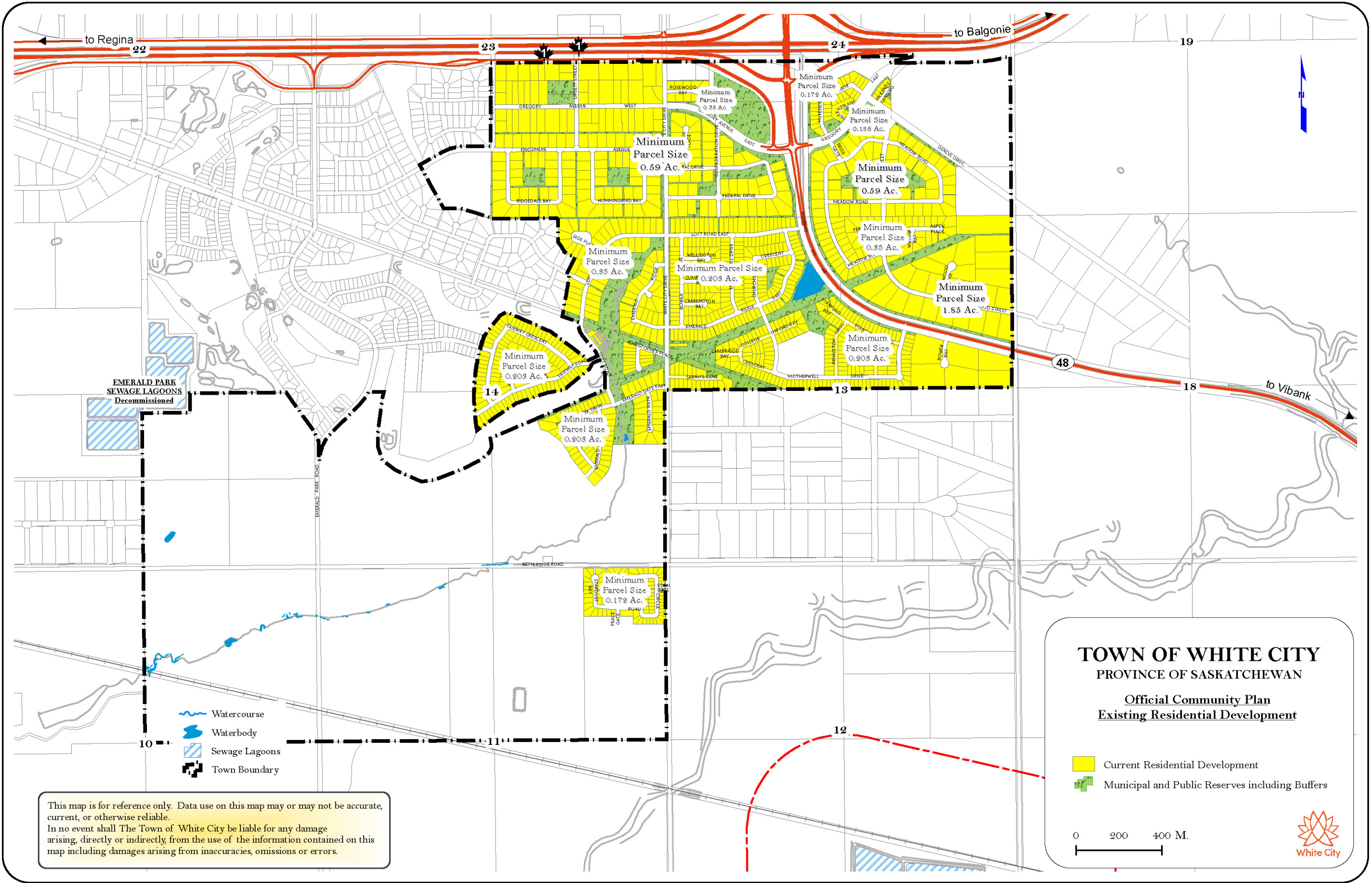
- a) Council encourages multi-unit dwellings in sites that are considered to be compatible with adjacent residential and commercial development, having regard to suitable street and vehicular access, adequate setbacks and screening, and should be located at the periphery or entrance areas of new neighbourhood.
- b) Medium density residential complexes should be located in proximity to or integrated with commercial centres or major community amenities, generally within a 5 minute walking distance.
- c) Medium density residential areas or complexes are highly encouraged particularly in the areas identified by the Town Centre Neighbourhood Plan.
- d) Medium density residential areas or complexes are to be regulated by the Zoning Bylaw and the Town Centre Neighbourhood Plan.
- e) Support higher density development that is up to four stories and consists of multiple dwelling units in the same building including but not limited to townhouses and apartment buildings.



- f) *Commercial uses in a medium density residential designation must be subject to zoning and respect the size and scale of the neighbourhood, be compatible with the residential area, and not negatively contribute to noise pollution and vehicle traffic.*
- g) *Support opportunities for 'live up, work down' mixed use development;*



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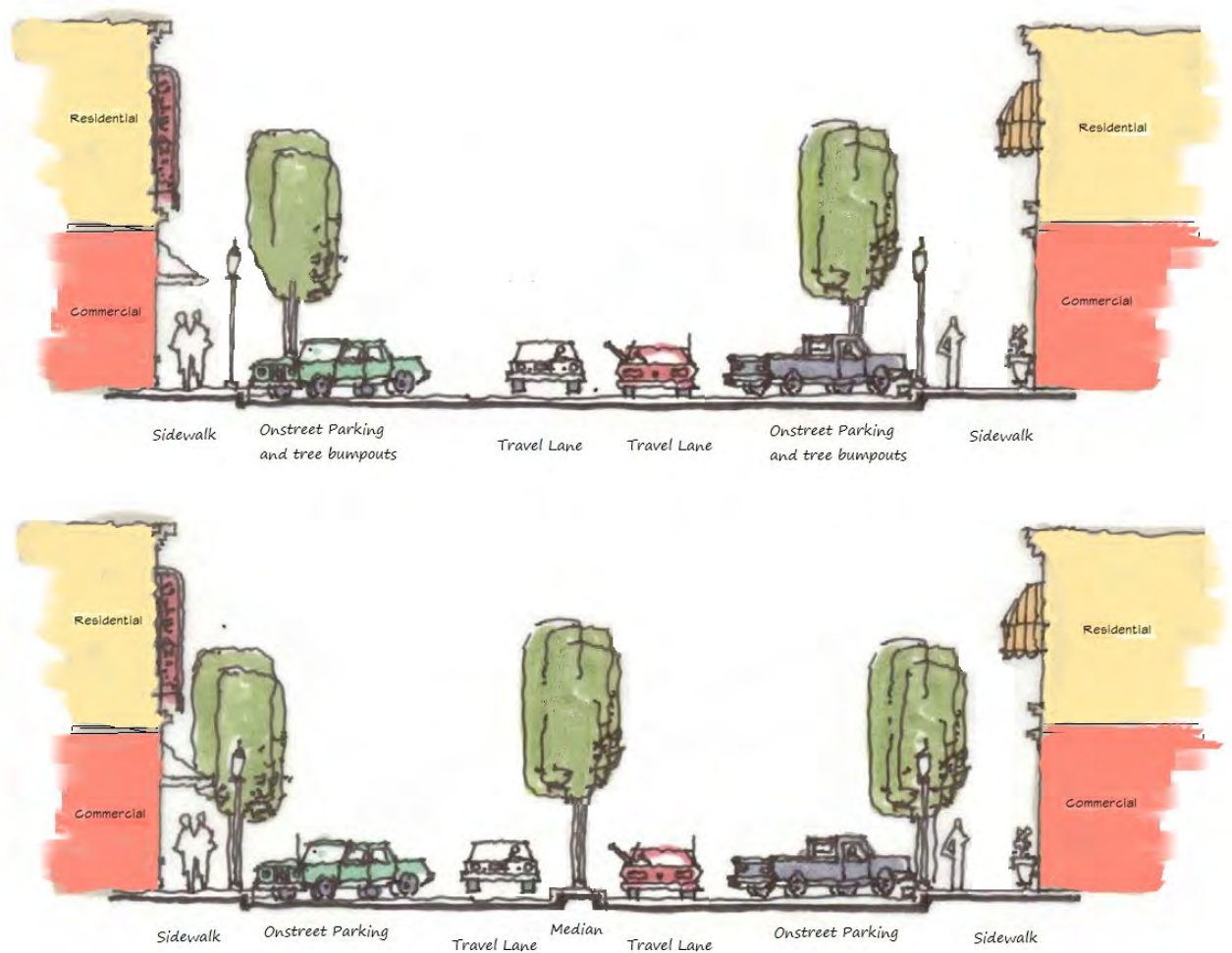
CHAPTER 7. COMMERCIAL

COMMERCIAL CORE AREA - TOWN CENTRE

A Town's Centre has the highest land values, which is indicative of its accessibility to a large number of people and of its function in the financial and leisure life of the town.

Friedman, 2002.

The Town recognizes and values business development as vital to strengthening the character of the community and as a way of inspiring and attracting residents to live, work and play within the Town. The development and diversification of business is important to the economic stability and long-term viability of the community as a local focal point of commerce. A functional Town Centre is considered the most influential element in a municipality.





The Town of White City recognizes the need for a strong, vibrant Town Centre that is the centre of business activity, and the focus for cultural and recreational activities, provides housing for a diverse residential community, and offers a quality destination for visitors to the Town.

The Town of White City visualizes the Town Centre as the showcase for the community as the “heart of the community”, the source of civic pride, and works toward achieving that goal.

Within the Downtown Commercial/Mixed-Use areas the majority of residential development is anticipated to be higher density development including but not limited to townhouses, apartment buildings, multiple story residential living spaces. Development in these areas is expected to be subject to detail development plans and guided by the White City Town Centre Neighbourhood Plan which forms part of this bylaw.



1. COMMERCIAL CORE AREA OBJECTIVES

- a) *To support a vibrant and cohesive commercial sector which serves both local residents and the regional market;*
- b) *To support and promote the development of the Town Centre Neighbourhood as a vibrant, attractive, pedestrian and cycling friendly community, with a strong commercial core; and ensure that appropriate land uses are sited in this area rather than in peripheral locations;*
- c) *To encourage diversification and development of new businesses and to provide opportunities for “live up, work down” mixed use development with ground floor retail use;*
- d) *To provide and promote orderly and well planned mix use development pursuant to the Town Centre*

Neighbourhood Plan part of this Official Community Plan; and

- e) To create high quality and appealing arterial commercial areas throughout the designated areas.*

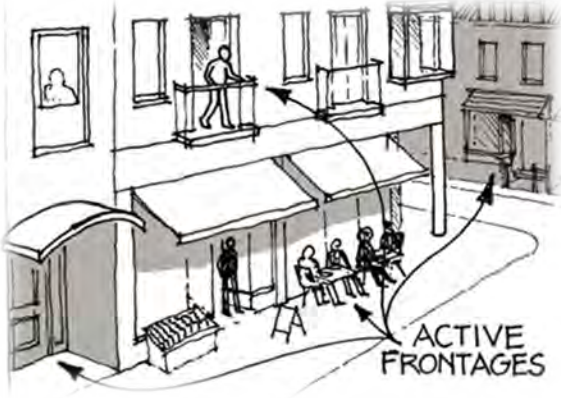
2. COMMERCIAL CORE AREA POLICIES

The land shown as Town Centre on the Future Land Use Plan identifies the location for future retail and other core commercial uses. The zoning bylaw will limit the types of commercial uses that will be permitted to those uses which will not create a risk of aquifer or other environmental contamination or limitation.

- a) Focus the majority of commercial and office development, and provide for a wide range of commercial uses in the core commercial area.*
- b) Encourage local commercial development and discourage big-box development within the Town Centre Neighbourhood.*
- c) Consider and encourage the development of community facilities which may be combined with other compatible uses that provide a broad range of indoor and outdoor community activity and meeting spaces.*
- d) Encourage community facilities within the Core Area/Downtown Commercial and Mixed-Use identified area and near civic amenities, parks, greenways and trails.*
- e) Explore the possibility of a library, a museum and other related services near other civic amenities to create a civic services hub in the neighbourhood.*
- f) Consider opportunities to relocate the Town of White City's Town Office within the Town Centre Neighbourhood.*



- g) *Work collaboratively with the School Division to identify and evaluate the possible need for additional schools and the appropriate locations, to help reinforce the overall community structure and meet resident's needs.*



- h) *Council is committed to strengthen the viability and vitality of the core commercial area by:*

- *Enhance aesthetic appearance of the downtown and providing public amenities.*
- *Encourage multi-unit development in residential areas adjacent to the core.*
- *Provide opportunities for 'live up, work down' mixed use development with ground floor retail use.*
- *Consider assisted seniors housing projects within or adjacent to the core.*

- i) *Any expansion of the central business/commercial area will be based on maintaining a continuous retail commercial area with regards to adjoining land uses.*

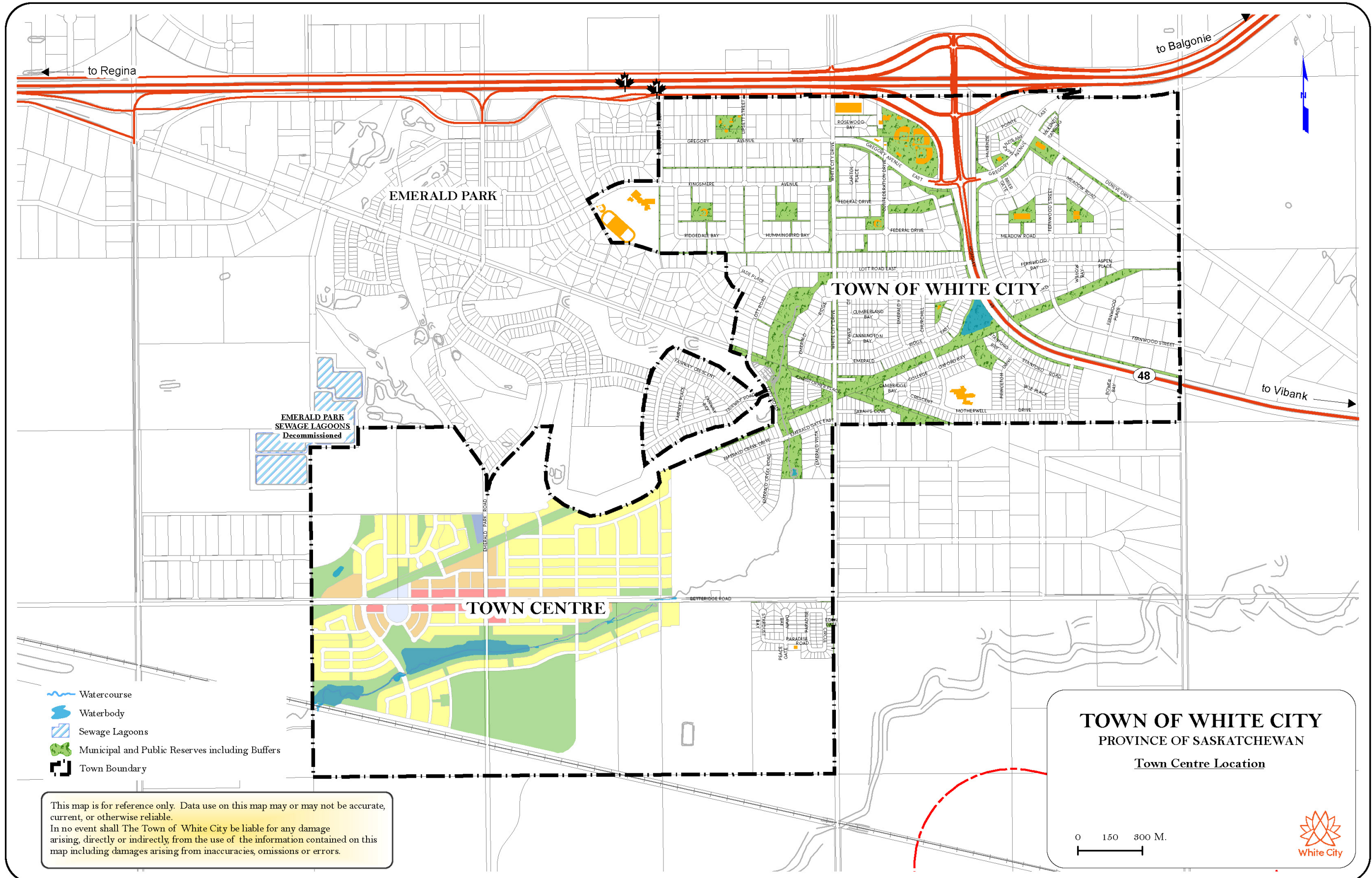
- j) *Industrial uses such as storage, warehousing, or freight and cartage operations are discourage in the Town Centre Neighbourhood areas.*

- k) *Council may provide business incentives to new business to locate in downtown commercial areas, on a case-by-case basis, which may include but not be limited to;*

- *Tax concessions/abatements*

- l) *Promote safe and sustainable commercial development by ensuring the principles of CPTED are met*

Amended
by Bylaw
No. 663-20



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TOWN OF WHITE CITY
PROVINCE OF SASKATCHEWAN
Town Centre Location

0 150 300 M.

COMMERCIAL/LIGHT INDUSTRIAL - ARTERIAL AND HIGHWAY

The Town of White City's location on the crossroad of major inter-provincial highways offers potential for commercial/light industrial uses that require medium to large sites to enable safe and convenient access to major highway transportation routes with high volumes of motor vehicles.

Within the arterial and highway commercial areas, uses may include, but not limited to, auto services establishments, motels, food, and beverage service and related uses serving the traveling public.

Commercial/light industrial development will be encouraged to locate in the areas noted as "Future Mixed Use Urban Development" and "Long-Term Commercial/Light Industrial Urban Development" on the Future Land Use Plan.

Subject to policies contained within this Official Community Plan, Council will initiate required actions to bring the areas noted as "Future Mixed Use Urban Development" and "Long-Term Commercial/Light Industrial Urban Development" within the corporate boundaries of the Town through municipal boundary alternation when required.



The commercial/light industrial designation is intended to encompass manufacturing, processing, repair, research, distribution, and ancillary offices and sales and storage, where the use is confined mainly to an enclosed structure. This designation may also include food, beverage, and accommodation of service establishments.

These areas will be zoned future urban development when they are included within the corporate limits of the Town and they will be rezoned to the corresponding necessary zone once a proposed plan and the provision of municipal services has advanced to the point where additional development in the area can be serviced in a cost-effective manner.

1. COMMERCIAL/ LIGHT INDUSTRIAL OBJECTIVES

- a) *To ensure that commercial/light industrial development does not detract from the predominately residential character of the community;*
- b) *To ensure an available supply of land for commercial/light industrial development; and*
- c) *To ensure that commercial/light industrial development does not create a risk of aquifer or other environmental contamination or limitation.*

2. COMMERCIAL/ LIGHT INDUSTRIAL POLICIES

- a) *New and/or redeveloped commercial developments along major arterials (including service roads) should be aesthetically pleasing, incorporating the following design characteristics and amenities;*
 - *Pedestrian and customer safety; and*
 - *Appropriate landscaping of medians, boulevards and parking areas.*
- b) *Loading areas shall be hidden from view of the highway if at all possible.*
- c) *All large scale developments, including large retail establishments shall require an impact assessment to determine the impacts and improvements necessary to the existing transportation network.*

- d) *Agribusiness will be encouraged and accommodated where appropriate in commercial/industrial areas.*
- e) *Council will promote the Town as a place for new commercial/light industrial development, provided that such development;*
- *is compatible with adjacent uses;*
 - *does not produce dust, odour, noise or other noxious emissions that could detract from the Town as a pleasant residential community;*
 - *does not present an unacceptable risk of environmental (including aquifer) contamination as a result of the production or storage of hazardous products or waste; and*
 - *can be efficiently connected to municipal sewer and water services or does not require such services.*
- f) *Council may provide business incentives to new individuals to locate in industrial areas, on a case-by-case basis, which may include but not be limited to;*
- *Tax concessions/abatements.*
- g) *In support and strength to the viability and vitality of the Town Centre Neighbourhood core commercial area, the*



following uses will be a discretionary use within arterial highway commercial light industrial zoning district;

- *Personal service establishments;*
- *Medical and dental clinics;*
- *Drug store / pharmacy;*
- *Professional offices;*
- *Restaurants;*
- *Bars and pubs; and,*
- *Small-scale retail stores with less than 225.0 m² (2,421.8 ft²) of gross floor area that do not have significant parking needs associated with them.*

h) Adequate buffer zones shall be provided where commercial and light industrial development occurs adjacent to residential uses, through fencing and landscape screens or berms. Such buffers must consist of landscape screening, with the width of landscaping to be at least 1.5 metres.

i) Proper landscaping and buffering shall be provided where parking lots and parking areas are proposed to be along highways, major roads, sidewalks or public walkways.

j) Promote safe and sustainable commercial light industrial development by ensuring the principles of CPTED are met.

NEIGHBOURHOOD COMMERCIAL

In the long-term, additional neighbourhood centres may be justified in the newer residential sectors of the town, and may be sited to specifically serve a neighbourhood function.

When developed, such centres should be designed with more traditional “village” design elements, include public uses and have a streetscape of small stores rather than an automobile focus. Such sites should not fragment neighbourhoods or lead to unnecessary traffic within local neighbourhood streets.



1. NEIGHBOURHOOD COMMERCIAL OBJECTIVES

- a) *To foster distinct, attractive and active residential communities with a strong sense of place;*
- b) *To create walkable neighbourhood; and*
- c) *To support compact, mixed use development within a residential development.*

2. NEIGHBOURHOOD COMMERCIAL POLICIES

- a) *Neighbourhood commercial areas shall provide for local commercial and retail needs such as convenience stores, small offices, and clinics, and shall have a small-format, pedestrian oriented and not negatively contribute to noise pollution and vehicle traffic.*
- b) *Neighbourhood commercial areas should be located on, or be readily accessible to arterial or collector roads. Site size and design is to be compatible with the residential setting to ensure the development retains a local focus.*
- c) *Ground floor treatment of these areas will ensure a high-level of transparency and should not contain blank walls, allowing visual access to internal uses and enabling passive surveillance through providing “eyes on the street”.*
- d) *Outdoor dining and outdoor retailing is encouraged on retail oriented streets, where possible, to help animate and activate the streetscape.*
- e) *These centres shall function as part of an interconnected system with parks, schools, public plazas, natural areas and other open spaces, to contribute to an integrated open space system.*

f) These centres shall promote safe and sustainable neighbourhood commercial development by ensuring the principles of CPTED are met.

CHAPTER 8. COMMUNITY SERVICES



Public leisure is a vital contributor to the quality of life in the Town, and White City residents cherish the available lifestyle opportunities. In addition to significant park and open space, a wide range of community recreation and cultural activities are available to the residents of White City, contributing to the promotion of a strong community spirit. The respect and value of natural areas and the importance of protecting such areas is well recognized, and is evident in several established parks and public reserves.

However, in order to meet future needs the Town of White City strives to protect and enhance public open spaces, parks and green connections by preserving environmentally sensitive areas; protecting and enhancing sensitive habitats and ecosystems; and promoting innovative, low-impact, storm water and drainage management solutions.

It is the goal of the Town of White City to enhance and expand the existing network of public reserves, parks, trails, greenways, and community facilities to provide recreational opportunities for residents and visitors.

1. COMMUNITY SERVICE OBJECTIVES

- a) *To promote a healthy, liveable, pedestrian and cyclist friendly community;*
- b) *To secure the provision of municipal reserves and environmental reserves for new developments through development approval and subdivision processes;*
- c) *To ensure that community services continue to be provided in a cost-effective manner and where they are needed; and*

Pursuant to *The Planning and Development Act, 2007*;

An approving authority may, in consultation with any agency the approving authority may determine, require the owner of land that is the subject of a proposed subdivision to provide part of that land as environmental reserve, in any amount and in any location that the approving authority considers necessary, if the land consists of:

- (a) a ravine, coulee, swamp, natural drainage course or creek bed;
- (b) wildlife habitat or areas that:
 - (i) are environmentally sensitive; or
 - (ii) contain historical features or significant natural features;
- (c) land that is subject to flooding or is, in the opinion of the approving authority, unstable; or
- (d) land that abuts the bed and shore of any lake, river, stream or other body of water and that is required for the purpose of:
 - (i) the prevention of pollution;
 - (ii) the preservation of the bank; or
 - (iii) the protection of the land to be subdivided against flooding.



- d) *To ensure continued convenient access to schools and public locations and facilities is maintained for students in all parts of Town.*

2. COMMUNITY SERVICE POLICIES

- a) *Council will establish a community service district in the Zoning Bylaw to allow for a wide range of community service, institutional uses and compatible development.*
- b) *Examine the feasibility of expanding and varying the types of recreational programs and facilities in the community from time to time.*
- c) *Before supporting any subdivision application for new residential development areas, Council will consult with the local school division, RCMP, Fire Department and any other necessary agency, to ensure that any requirements for new schools or other services have been satisfactorily addressed in the proposed subdivision plan.*
- d) *Inter-municipal partnerships are encouraged to provide for regional open spaces, leisure and tourism opportunities and as a method of reducing cost.*
- e) *Work towards promoting meaningful parks within a 5 minute walking distance, recognizing the topography of the area, for the majority of residents of the community.*
- f) *Provide for adequate links between residential areas, neighbourhood commercial areas, schools, parks and community facilities by a network of trails and walkways.*
- g) *Design parks and public facilities to include amenities for various age groups that encourage active use at various times of the day.*

Every subdivision for residential purposes must designate 10% of its gross area as municipal reserve; for other subdivisions the designation is 5%.



Walkway parcels are required for pedestrian paths through long blocks, at the end of cul-de-sacs, between crescents or at the discretion of council. New walkways are identified on survey plans as Walkway W#.



- h) *Encourage public and private partnerships and other mechanisms to contribute to the expansion and provision of additional parks, recreation and cultural amenities.*
- i) *Secure the provision of municipal reserves and environmental reserves for new developments through development approval and subdivision processes as per The Planning and Development Act, 2007, The Subdivision Regulations, 2014 and The Dedicated Land Regulations, 2009.*
- j) *Ensure that dedicated municipal reserve lands provide a valuable and usable space for the enjoyment of the community and ensure the dedication of watercourses and areas of similar nature as environmental reserves.*
- k) *Council will consider the following factors in making decisions on the provision of municipal reserves;*
 - *Smaller municipal reserve areas within new residential subdivisions can be provided for neighbourhood parks and playgrounds.*
 - *In commercial and industrial subdivisions, cash in lieu will be considered as the primary method of meeting the municipal reserve requirement, unless the requirement can be transferred to an acceptable area and dedicated.*
 - *Buffer strips, walkways and utility parcels shall not be included in the calculation to determine the amount of municipal reserve required, unless they constitute a valuable and usable space.*
 - *Small parcels less than 0.25 hectares in size will not be acceptable for dedication as municipal reserve, except where a special feature is provide.*
 - *At Council's discretion, environmental reserve lands may be, but not required, deducted from the total lands when determining the amount of municipal reserve require.*
- l) *Municipal Reserves may be used to convey storm water runoff, as well as storm water storage basins and act as*

temporary water storage to allow water detention for a temporary period of time after a storm event. Municipal reserve land and land held for storm water management will be integrated in all cases where circumstances permit. Storm water facilities, where located adjacent to parks, must be treated in a manner that complements the park development. Planning and development of all integrated sites will be a collaborative process involving the developers and the Town. Funding for the construction and subsequent maintenance of the storm water management facilities on integrated sites must be one of the issues of this consultative process and subsequent agreement. The developer will be required to cover the cost of necessary landscape plans for the storm water management facility on integrated sites.

- m) The Town of White City will endeavour to develop a Trail System Master Plan to guide the expansion and improvement of the existing trail network by linking destinations on the Town and providing access to all residents for a variety of non-motorized recreational uses.*
- n) Trails and walkways from parks to schools or connection to local roads shall be provided where requested by the Town, and such dedication of land will not be included in the 10% or 5% required by legislation, except when they constitute a valuable and usable space.*
- o) When considering applications for discretionary use or amendments to the Official Community Plan or Zoning Bylaw to permit new educational or institutional uses or the expansion of such existing uses, Council shall consider the suitability of the proposal having regard to;*

- the need for the proposed use and the supply of land currently available in the general area capable of meeting that need;*
- the capability of the existing roadway system and public transit service, and the adequacy of the proposed supply of on-site parking for employees, students, clients and visitors;*

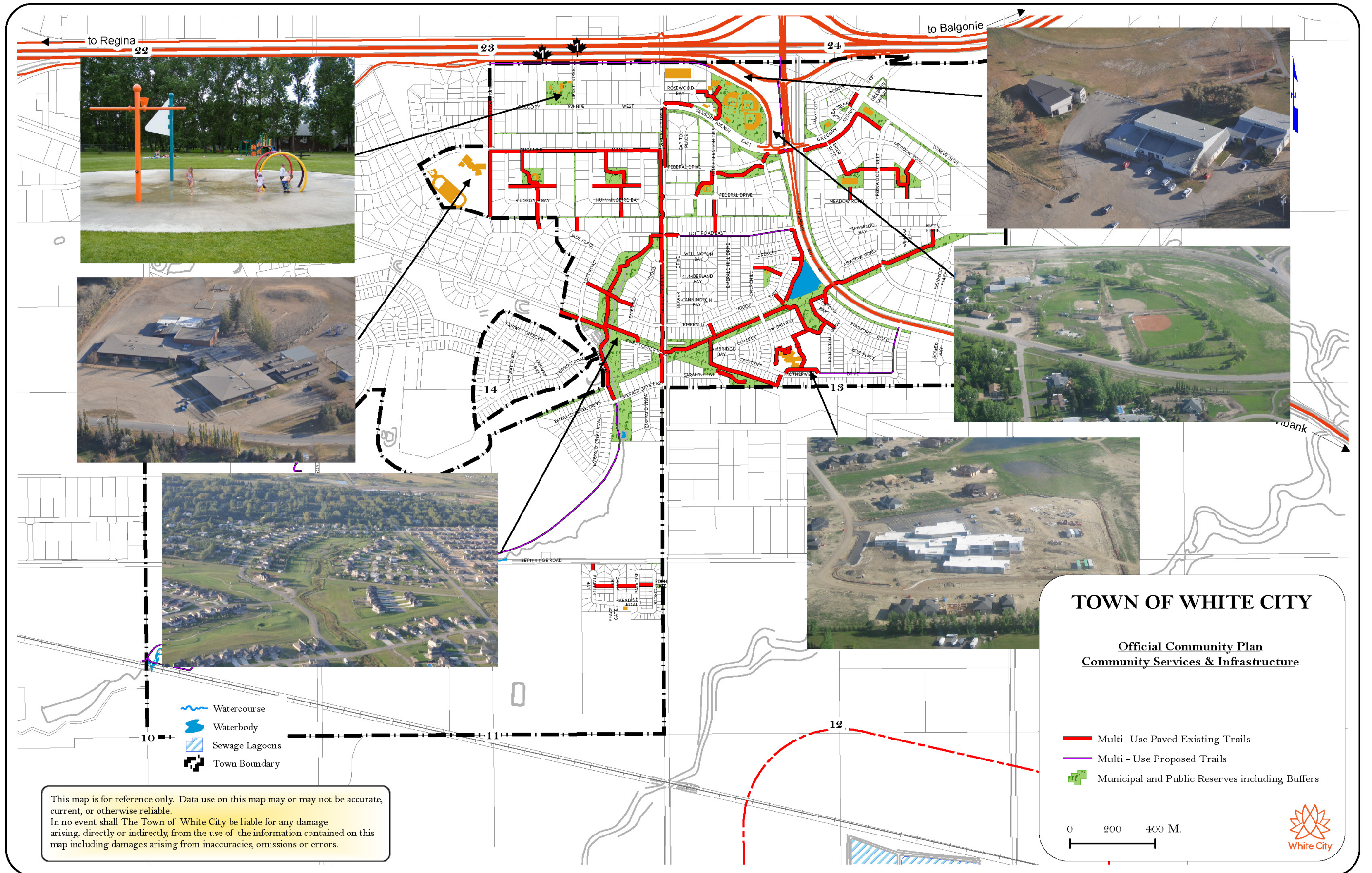




- *the capability of existing community infrastructure, including water and sewer services, parks and other utilities and community facilities;*
 - *the compatibility of the proposal with adjacent land uses, and the height, scale, and design of buildings in the surrounding neighbourhood; and*
 - *the suitability of existing and proposed pedestrian routes providing access to the subject site.*
- p) *Community services should promote safe and sustainable development by ensuring the principles of CPTED are met in any new development and enterprise.*



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No. 663-20



CHAPTER 9. FUTURE DEVELOPMENT

FUTURE URBAN DEVELOPMENT

There is certain amount of available land within the corporate limits of White City to allow council to meet its objectives or implement its policies for residential, developments; however, there is no land available within White City for commercial and light industrial development.

For those areas yet to be developed within the corporate boundaries of the Town, Council will establish a “Future Urban Development” zoning district in the Zoning Bylaw to ensure that land use and development in areas suitable for future urban development does not jeopardize or otherwise improperly restrict such future urban development.

1. OBJECTIVES

- a) *To properly manage land use, development and subdivision within the Town in order to minimize future land use conflict; and*
- b) *To maintain municipal services and prevent associated land use conflicts.*

2. POLICIES

- a) *Council will consider the following factors when dealing with applications to rezone, subdivide, and develop land zoned as “Future Urban Development”;*
 - *Conformity to the Official Community Plan;*
 - *Suitability of the site for the proposed development;*
 - *Compatibility of existing adjacent land use;*
 - *Provision of dedicated lands as may be required for subdivision;*



- The Town's financial capability to support the development;
- The adequate provision and timing of development of municipal services; and
- The completion of a servicing agreement for onsite and offsite services.

JOINT MANAGEMENT PLANNING AREA

The Town of White City strives to develop a strong working relationship with the RM of Edenwold No. 158 to ensure the future development interests of both local governments are protected and land use conflicts are avoided or jointly addressed.

As shown on the Future Land Use Map, White City through this Official Community Plan 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 of regional cooperation.

This area is 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.

1. OBJECTIVES

- To properly manage land use, development and subdivision within the Joint Management Planning Area in order to minimize potential land use conflicts;*



- b) To facilitate growth and boundary alterations based on current and future needs and to provide for orderly and sustainable development of land uses and services; and*
- c) To consult with the adjacent municipality on land use matters and development proposals located in the Joint Management Planning Area and to strength lines of communication between both jurisdictions.*

2. POLICIES

- 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.*
- c) Referrals from the RM of Edenwold No. 158 respecting development proposals on adjacent or nearby rural municipal lands will be evaluated based on the following guidelines;*
 - The potential for land use conflict and compatibility with adjacent municipal development or planned development;*
 - The impact on future land use; and*
 - The effect on municipal services and inter-municipal agreements for services to the rural area.*
- 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. Consideration will be given to;

- Growth plans for the Town, the location of growth in areas designated in concept plans;*
 - Concept plans, and the need to discuss the location extent and timing of concept plans as they are developed, with the RM of Edenwold No. 158;*
 - Agreements with the RM of Edenwold No. 158 concerning development control within the area of a concept plan;*
 - The process for boundary alterations in accordance with an agreed plan to minimize delay between annexation and urban development;*
 - Low density country residential development, its purpose, location and servicing provided capacity exists within the system and the development is not incompatible with future growth of both jurisdictions;*
 - Provision of any specific Town services to rural developments or vice versa; and*
 - Mechanisms to settle disputes in an equitable and timely manner.*
- 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.*
- f) The Town will seek to negotiate a document listing the basic requirements of a complete concept plan that may be required for new development in the Joint Management Planning Area in-line with Section 4 of Chapter 14 of this Official Community Plan and Section 6.6 of the RM of Edenwold No. 158' Official Community Plan.*
- g) The Town encourages the joint development of a comprehensive development review or concept plan for those areas within the Joint Management Planning Area which will serve as a guideline for both jurisdictions, developers and relevant stakeholders. These plans should*



encompass objectives such as land use planning, transportation, servicing, revenue sharing and recreational funding.

- h) Within the context of a comprehensive development review or concept plan for the Joint Management Planning Area, the boundary identified in the Future Land Use Map is subject to change over time through the plan framework process.*

CHAPTER 10. TRANSPORTATION



Transportation policies in this Official Community Plan pertain to surface transportation such as vehicle roads, pedestrian movement, bicycles, and transit. The Town of White City's location, at the junction of two highly important highways denotes the importance of transportation in the Town and the surrounding region.

Highway No. 1 is a four-lane divided highway with a rural cross-section that forms part of the National Highway System. The posted speed limit for Highway No. 1 immediately north of the Town boundaries is 110 km/hr.

Highway No. 48 is a two-lane local highway with a rural cross-section. Highway No. 48 provides access to the communities of White City, Davin, Vibank, Odessa, Kendal and Montmartre as well as a great number of surrounding farms. The posted speed limit within the Town of White City is 60 km/hr (Highway No. 1 and Highway No. 48 at White City Functional Design Interchange Study).

Beyond providing access to properties and allowing for the movement of people and goods at the local level, the transportation network essentially acts as a lifeline for the community, bringing vital resources from the region, province and nation.



The Town recognizes the need to provide for policies and actions that enhance the opportunities for pedestrians and cyclists in the community and the region. There are a number of factors that hinder the ability to foment a more pedestrian and cycling culture within the community, some of these factors include; weather, rolling terrain, low density residential developments, distances from employment centres, and a road network designed exclusively for automobile use.



*Amended
by Bylaw
No. 604-16
Approved
on February
21, 2017.*

1. OBJECTIVES

- a) *To develop and maintain a suitable transportation network that reflects the various functions intended for the community; and*
- b) *To ensure provision of a range of transportation options.*

2. POLICIES

- a) *The Town of White City has established a road networks classification as represented in the following Road Network Classification Map and described as follows;*
 - *Arterial roads; which serve as major traffic routes in the Town designed to facilitate traffic movement and provide limited access; and*
 - *Collector roads; being the principal roads within neighbourhoods designed to collect and distribute traffic offering a medium level of mobility and access.*
- b) *The Town recognizes the importance of highly connected walkways to facilitate pedestrian and cycling traffic.*
- c) *Should there be a need for sidewalks or pathways in any existing areas of the Town, the provision of them shall, over time be in accord with the following;*

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- *Arterial and Collector roads – pathway/sidewalks provided on one sides of the road or both sides when required by Council;*
 - *Short cul-de-sacs – no pathways/sidewalks, but added pavement width when required to facilitate pedestrian and cycling traffic.*
- d) *The Town Centre Neighbourhood shall include sidewalks and pathways as require and desire by Council.*
- e) *Every new development within the Town Boundaries shall make provisions to provide for pathways/sidewalks in accord with the following;*
- *Arterial and Collector roads – pathway/sidewalks provided on one sides of the road or both sides when required by Council;*
 - *Short cul-de-sacs – no pathways/sidewalks, but added pavement width when required by Council to facilitate pedestrian and cycling traffic.*
 - *Development within the Town Centre – sidewalks provided on both sides and according to engineering designs and the Town Centre Neighbourhood Plan.*
- f) *In commercial activity areas, and especially within the Town Centre Neighbourhood, parking requirements may be reviewed with regard to the extent to which parking is required, especially where alternative access is available; and with regards to shared parking between uses, with the intent of reducing the overall requirement for parking.*
- g) *For provincial highways, major arterial roads or in major subdivision gateways in the Town of White City, direct property access is discouraged both for safety and to preserve the opportunity for high mobility, with alternate forms of property access such as local streets and lanes given preference.*
- h) *Provision should be made in new major commercial and public institutional developments to accommodate visitors*

through the provision of bicycle racks, including secure storage.

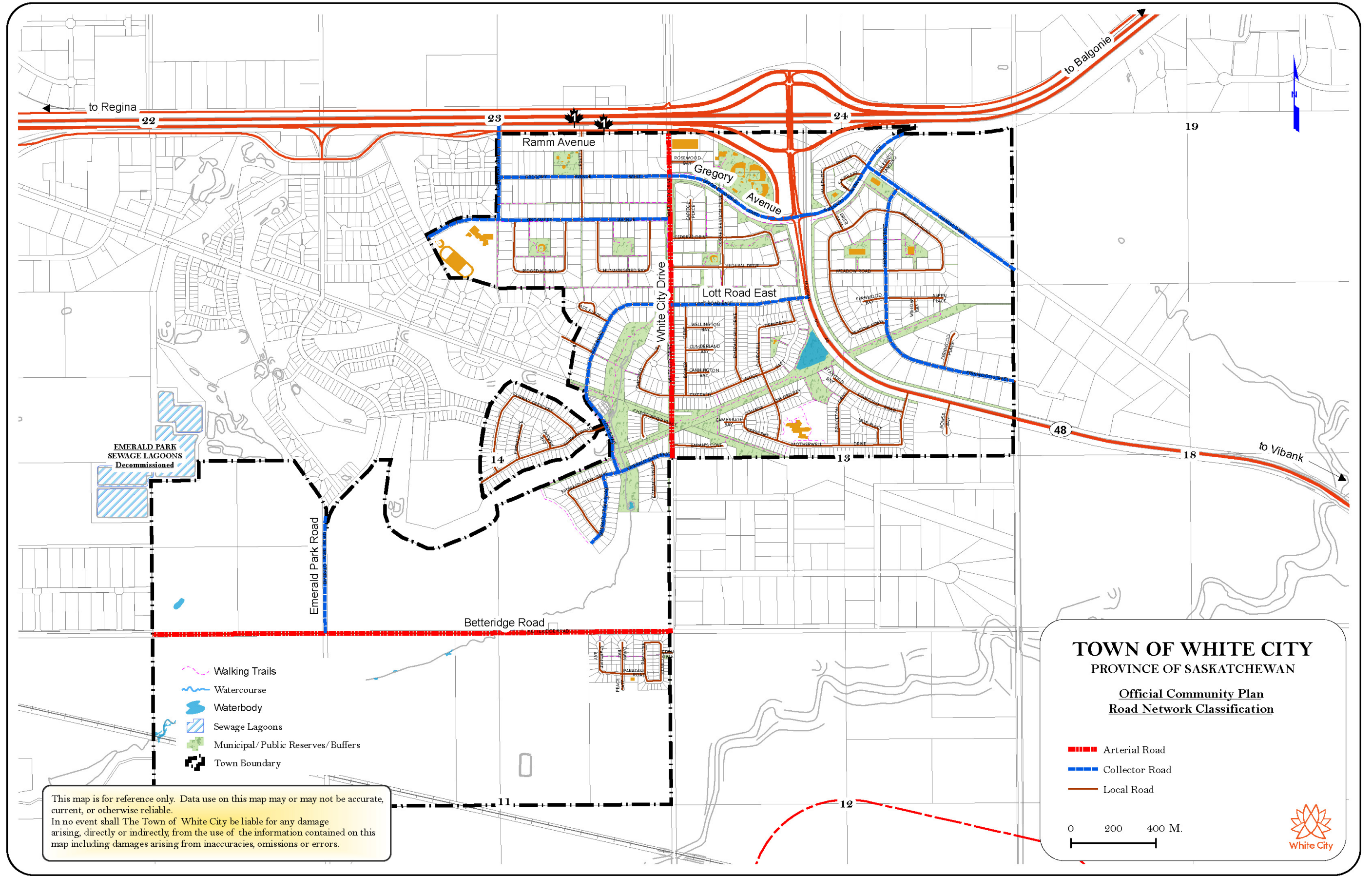
- i) The Town will endeavor to implement and provide signage for pedestrian and bicycle networks as illustrated on the following map.*
- j) An indication of future major road links and road network classification is provided in the Road Network Classification Map and the Pathways and Cycling Network Map. Specific alignment of road would be more clearly defined upon subdivision. Network improvements reflecting the expected growth in population and land use over the next decades are identified as:
 - White City Drive connecting Ramm Avenue and Betteridge Road;*
 - Betteridge Road East and West of the proposed Town Centre Neighbourhood;*
 - Emerald Park Road to the junction with Betteridge Road; and*
 - The general provision of access to Highway 48.**
- k) The provision of future roads and links to service future developments along Betteridge Road and the possibility of a new route connecting to Highway 48 requires detailed exploration.*
- l) The provision and design of new principal and local roads in the Town Centre Neighbourhood area should be reviewed in-line with this Official Community Plan and the Town Centre Neighbourhood Plan to ensure that all forms of mobility are optimized.*
- m) The Town will ensure efficient and effective land use and transportation planning including development consultation with the Canadian National Railway Company.*

n) *A Traffic Impact Assessment reviews the effects that a particular development' traffic will have on the municipal transportation network and whether or not the development is appropriate for the proposed site. Traffic Impact Assessments vary in range and level of detail depending on the type and size of the proposed development. Any new developments within the Town Boundaries is required to provide a Traffic Impact Assessment as follows;*

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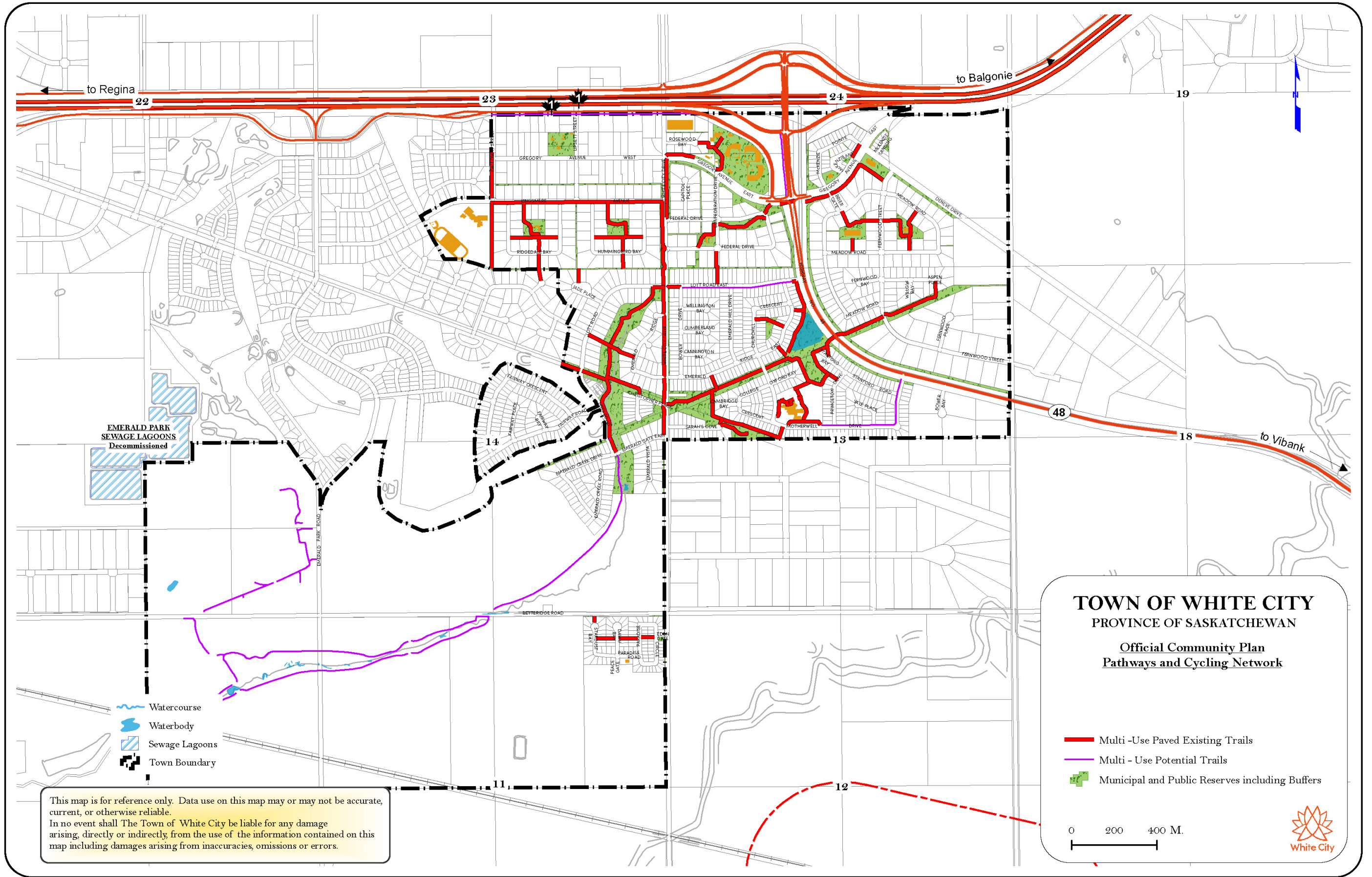
- *A comprehensive and complete Traffic Impact Assessment should be completed whenever a development is expected to generate 100 or more vehicles per hour (vph) in the peak direction of travel;*
- *A Traffic Impact Assessment should be completed if the development results in safety, operational or design issues that require mitigation through study;*
- *Developments containing about 93 single-family homes, 180 multi-family units, 3.4 units per 100 square metre of retail or shopping center would be expected to generate this level of traffic and hence, require a complete traffic analysis;*
- *All other developments expected to generate less than 100 vehicles per hour (vph) in the peak direction of travel shall provide a letter from a Professional Transportation Operations Engineer (PTOE) or a Simplified Transportation Design Report for the development. The letter should address any potential impacts of the development in the existing and future transportation network; and*
- *Developments expected to generate less than 100 vehicles per hour (vph) but which form part of a larger development plan require a complete traffic analysis for the overall development.*

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No. 663-20



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TOWN OF WHITE CITY
PROVINCE OF SASKATCHEWAN

Official Community Plan
Pathways and Cycling Network

- Multi-Use Paved Existing Trails
- Multi-Use Potential Trails
- Municipal and Public Reserves including Buffers

0 200 400 M.



CHAPTER 11. INFRASTRUCTURE AND PHASING

INFRASTRUCTURE

"In 1974 the Town of White City constructed their first central sewage system and the dilemma of how to dispose of 'night soil' was over"

White City, A Celebration of 50 Years. 1959-2009.

All areas of the Town of White City are generally fully serviced by the water distribution and sewage collection systems. The Town obtains its water supply from SaskWater. The water supply, treatment, and treated water storage facilities are owned by SaskWater. The Town owns the water distribution system and has the responsibility to pump water from the water treatment and treated water storage facilities.

The original water distribution system consisted of a 200 mm (8 inch) diameter trunk feeder from the water treatment plant to Gregory Avenue and 150 mm (6 inch) diameter system that was essentially looped except for the crossing to Wheatland Estates. A backup 100 mm diameter line was later on installed under Highway No. 48.

Newer development to the east have used 150 mm pipe although some remote sections are 75 mm (3 inch) and 50 mm (2 inch). To the south both 200 and 150 mm mains are used.



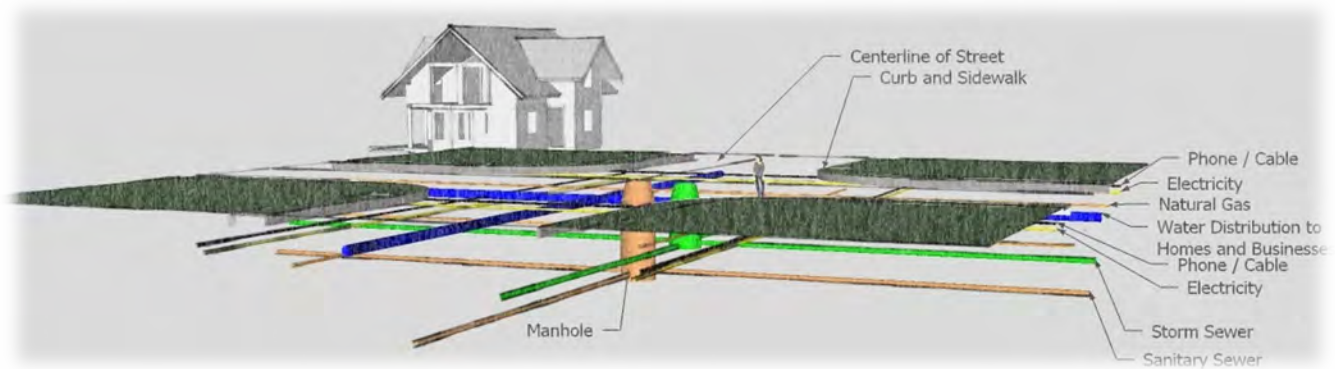
The primary south main is 200 mm diameter. The south and east expansions are essentially linear with no overall looping.

Problems had been encountered with periodic occurrences of low water pressures in the distribution system which have been mainly a result of poor pump performance, specifically during upgrading of the facilities.

Previous studies suggested that both treatment and storage capacities required upgrades to meet the estimated future demands. The Town of White in conjunction with SaskWater has been proactive on the resolution of these issues and signed an agreement on June 6, 2013 to upgrade the existing SaskWater water treatment facility to meet the current and future water requirements. The upgrades involve increased non-potable flow to the water treatment plant, increased treatment capacity and increased storage to meet current and future potable water needs.

The project consisted of two phases. As part of the first phase, SaskWater upgraded its existing two filters in the water treatment plant to allow for increased treatment capacity. The second phase included increased water storage and expansion of the current water treatment plant building during the summer and fall of 2014.

Sewage has been a major obstacle in the growth and development of this community. White City and Emerald Park have experienced unprecedented high growth rates in recent years. The growth has strained the capacity of the wastewater treatment systems for both communities.



"... as species we are approximately 65 percent water – it defines and shapes us in every way imaginable, physically and spiritually, from our first few months in the womb, when we are literally enveloped by it, to life outside the womb, where we need to be constantly replenished with eight to ten cups of clean water each day to survive."

*– Jason F. McLennan, CEO,
Cascadia Green Building
Council*

In order to find a solution to this issue the Town of White City and the RM of Edenwold No. 158 have formed the Wastewater Management Authority (WCRM158), which is joint initiative to work on a long-term joint wastewater treatment facility to be operational shortly. This initiative has opened the door for a great number of opportunities for both municipalities and it is a clear example of how the two municipalities are taking advantage of the opportunities to work together.

Wastewater generated by the two communities is predominantly from residential sources. There is minor commercial and industrial development within the two communities. However, there is a current increase of highway commercial development north and directly south of Highway No. 1, which represents a challenge on the availability of sewage capacity for the RM of Edenwold No. 158 and potentially changes the characteristics of the wastewater and therefore the treatment of it in the joint facility.

1. INFRASTRUCTURE OBJECTIVES

- a) Ensure the Town is constantly striving to enhance infrastructure systems and environmental values by applying innovative and progressive techniques that support good health, and comply with recognized needs, servicing standards and environmental standards;*
- b) Ensure the systematic development of Town-wide drainage system;*
- c) Utilize the capacity of existing infrastructure;*
- d) Ensure over the long term the continuity of high quality services within the ability of residents to pay for those services; and*
- e) Examine the lifecycle costs of new infrastructure, looking holistically at capital, operations and maintenance, and*

Managing Water Consumption

A Water Consumption Management Plan may implement water conservation measures that will offset the need to expand infrastructure.

Water conservation is often perceived to be restrictive and associated with personal inconvenience and rationing. Water conservation is however, not only a matter of using less water through use-limits such as sprinkling regulations, but involves careful management of water resources using a wide variety of methods. Mechanisms to assure and maintain water quality, repair leaks, use water saving technology (such as low-flow-toilets), and xeriscape (low water-use landscaping) all reduce excessive demand and contribute to water conservation.

replacement expenditures to ensure financially responsible decision making.

2. WATER SYSTEM POLICIES

- a) *Reduce peak water use through development guidelines and water conservation programs, measurements and initiatives, such as the universal water metering program under way.*
- b) *Promote water conservation and water efficient hardware throughout the Town and to developer and construction sector.*
- c) *The Town should work with all government forms and agencies to demonstrate leadership in advancing water use efficiency.*

3. SANITARY SEWER SYSTEM POLICIES

- a) *Ensure the sewage treatment meets the best current treatment standards and practices.*
- b) *Ensure the availability of efficient and capable sewage treatment facilities to support the future development of the Town.*
- c) *Continue to retrofit priority Lift Stations to rectify existing deficiencies.*
- d) *Recognize that by supporting water conservation the Town is reducing sewage flows and in turn extending the life and capacity of existing infrastructure.*
- e) *Continue to collect data that will allow for proper investment in reducing inflow and infiltration to the sewage collection system.*

Community water use and release must strive to work in harmony with the natural water flows of the Community and its surroundings.

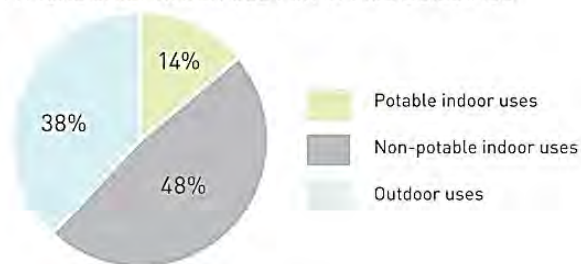
4. STORMWATER AND DRAINAGE MANAGEMENT POLICIES

- a) *Require Stormwater Management or Drainage Plan and Site Plan for any larger development.*
- b) *Manage stormwater runoff in a manner that reduces ecological impact and vulnerability to changing runoff conditions.*
- c) *Promote the use of permeable pavers and permeable pavement surfaces in specific locations such as parking areas, emergency access lanes or other locations where appropriate.*
- d) *Utilize surface channels and swales for major storm events rather than major piped systems or long culverts.*
- e) *Promote the use of bioswales where appropriate, particularly for roadways, parking areas, and channels that follow contours.*
- f) *Promote on-site water management, rather than conveying stormwater to a collection system. On-site stormwater management should strive to direct only overflow to the municipal drainage system.*
- g) *Encourage the use of Low Impact Development stormwater management practices (such as bio-swales) particularly in relatively flat areas. Low Impact Development practices do not function as well in steeper areas due to the potential for erosion and other impacts, so more traditional piped stormwater systems may be required in steeper areas.*

TYPICAL DOMESTIC DAILY PER CAPITA WATER USE



TYPICAL DAILY WATER USE FOR OFFICE BUILDINGS

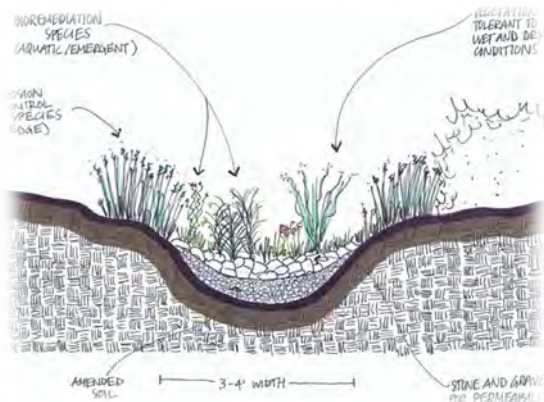


TYPICAL DAILY WATER USE FOR HOTELS



Source: Kloss, Christopher. Managing Wet Weather with Green Infrastructure: Rainwater Harvesting Policies: US EPA, 2008.

5. ADDITIONAL INFRASTRUCTURE POLICIES



Bio-Swale

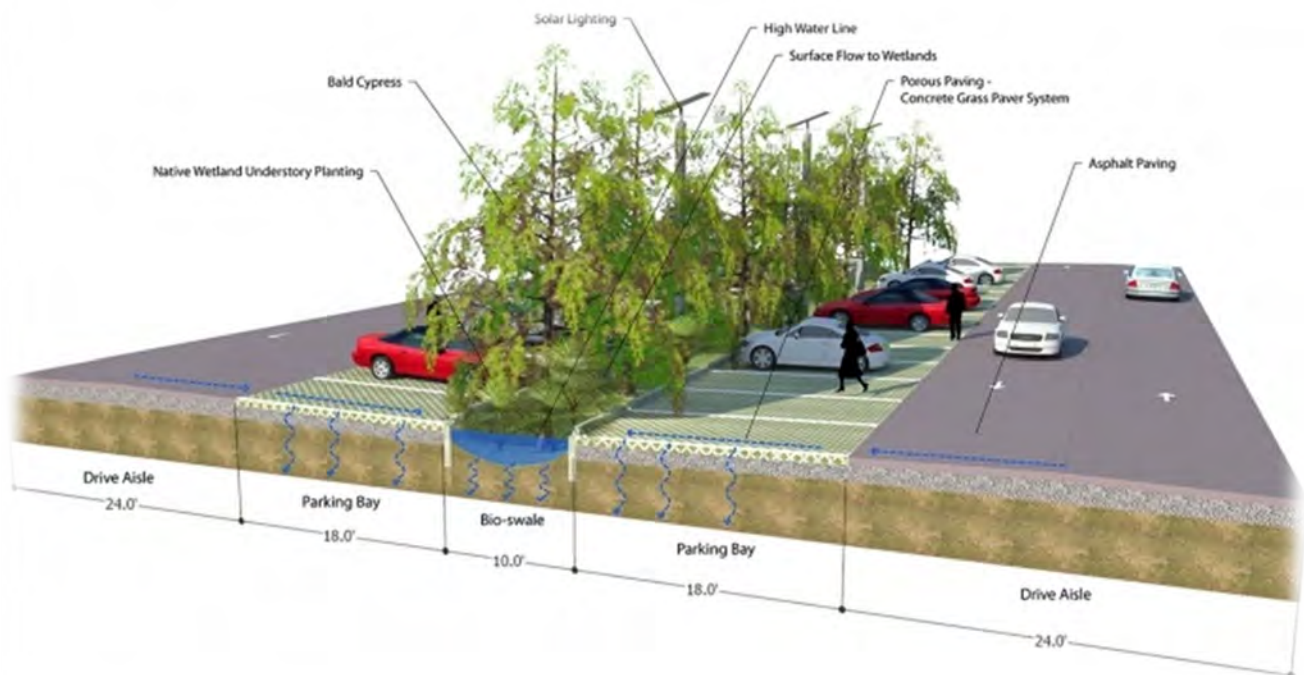
- a) Utility facilities and structures such as pump stations, treatment plants, other utility and buildings, such as those associated with television, computer, telephone, and related communication services would be permitted within any future development plan. Additional controls may be imposed through zoning.
- b) Transmission towers and cables may also be permitted within any of the zoning districts. Specific zoning can provide additional controls where required.

PHASING OF DEVELOPMENT

As noted in Chapter 3, responsible growth is the goal of this Official Community Plan and the goal of the community.

Phasing of development provides direction over long-term growth of the community by maximizing the use of existing utilities. Factors that influenced development phasing considerations include:

- Capacity of existing infrastructure;



- *Cost of new infrastructure to accommodate new developments or link them to existing infrastructure, that would probably have to be carried by the Town;*
- *Topography, and the associated ability to maximize gravity services for sewage and storm water collection and/or drainage;*
- *Access to appropriate transportation network;*
- *Current system deficiencies. Where current capacity deficiencies exist, it is assumed that where these affect existing services, they will have been upgraded prior to any new development – hence the cost of upgrading them is discounted.*

While phasing can be considered from a purely technical perspective, consideration also needs to be given to maintaining competition and choice in the market place, which may favour development in several areas of the Town rather than those identified as the next phases.

Actual cost of development within the phases will vary depending on the distance development occurs from existing services, as well as the amount of development that can be supported before any major upgrade is required.

There may be some anomalies between the suggested phasing and actual conditions in the short term. For example, development of the Town Centre Neighbourhood area may proceed prior to other anticipated areas depending on the will and desire of the developers. Detailed development proposals will need to consider the capacity of the existing systems in relation to the development proposed.

1. PHASING OF DEVELOPMENT OBJECTIVES

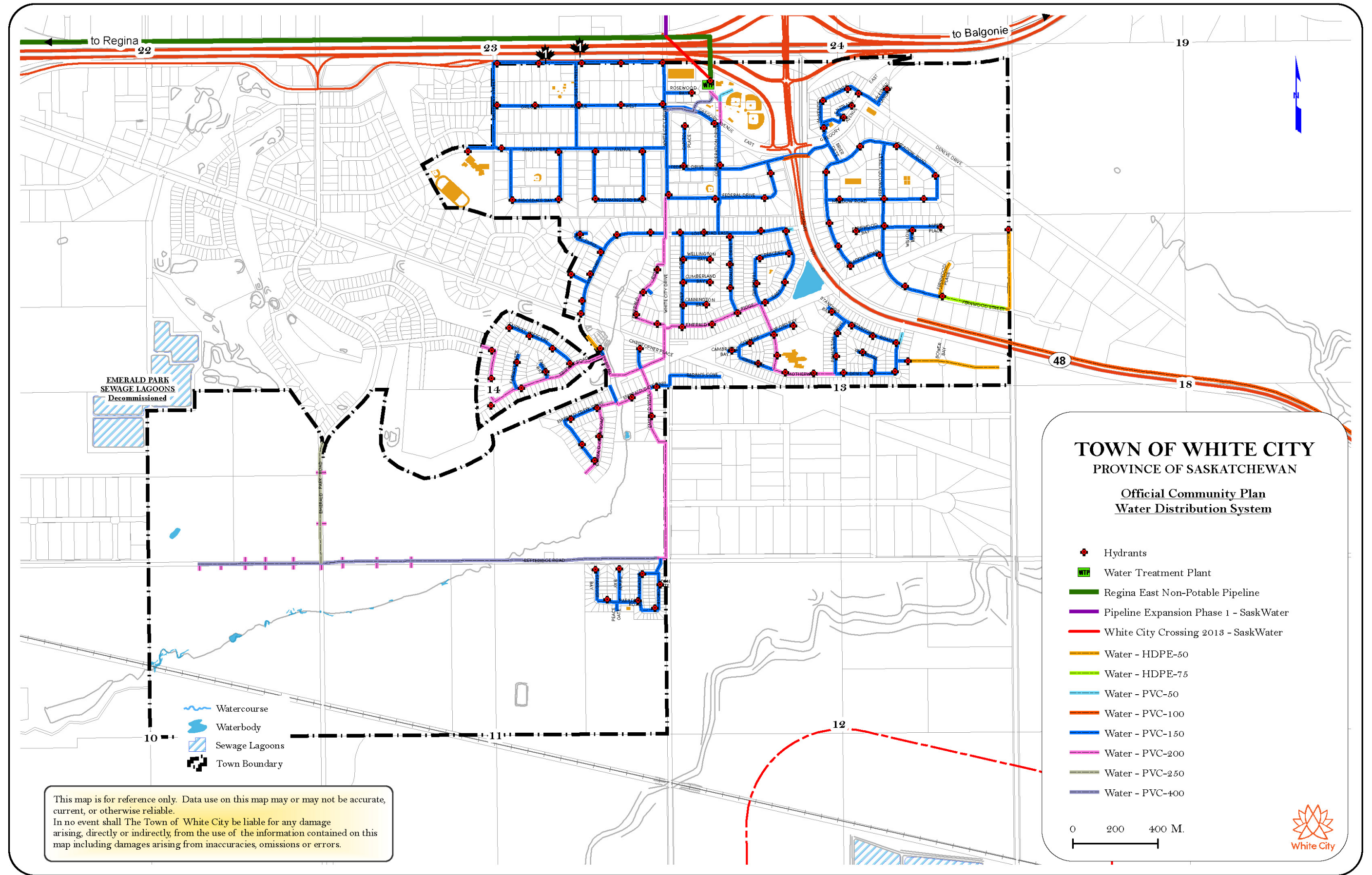
- Develop infrastructure in a planned, cost effective and orderly manner.*
- Consider future growth areas in relation to current infrastructure capacities, accessibility, cost of improvement, and potential population to be served.*

- c) *Ensure that infrastructure is in place to meet the long-term growth requirement of the Town.*
- d) *Optimize utilization of already available infrastructure in the Town.*

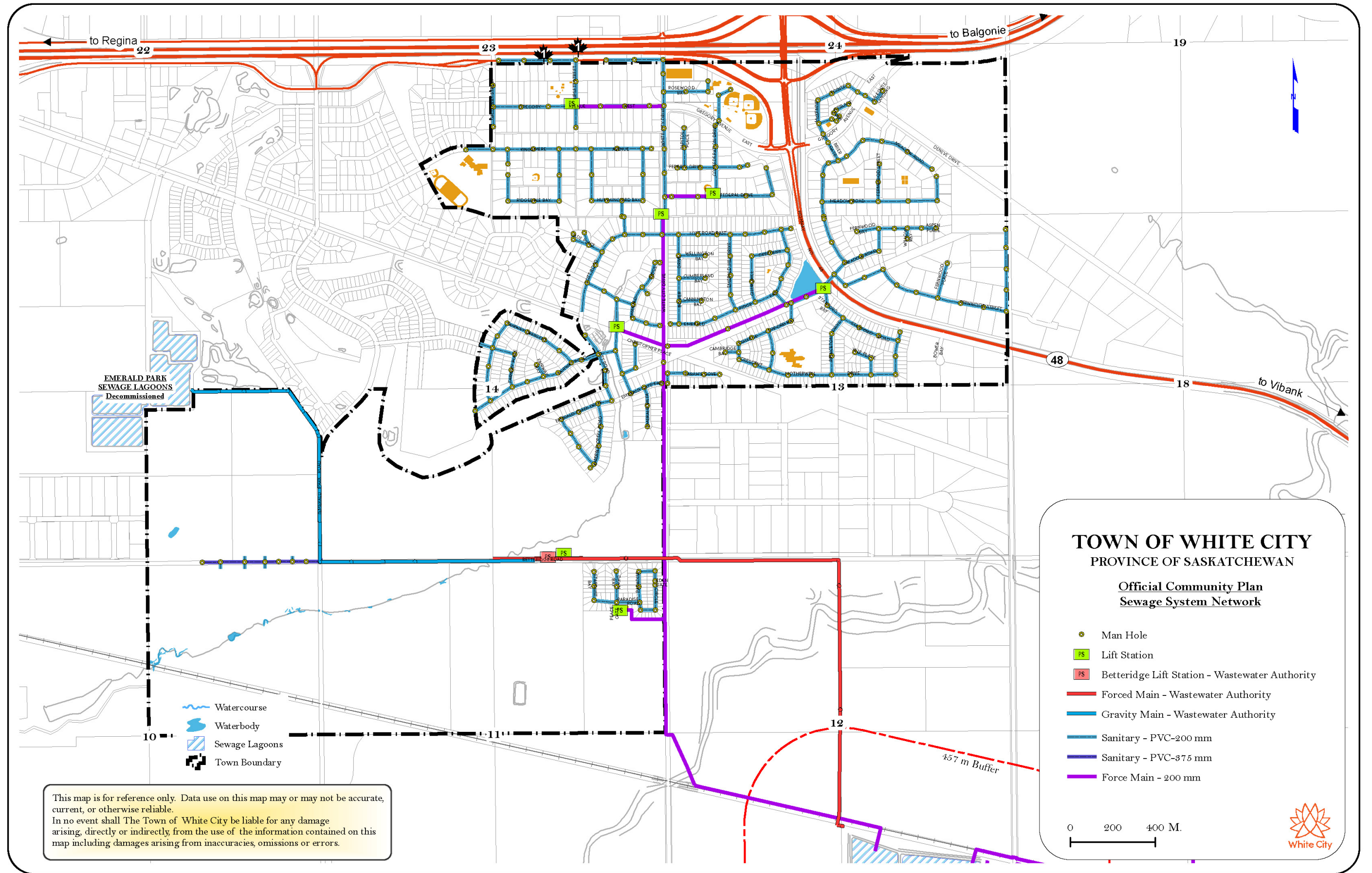
2. PHASING OF DEVELOPMENT POLICIES

- a) *When major new development is proposed in the undeveloped lands within the Town, a concept plan and/or neighbourhood plan is required. Concept plans shall follow section 4 of Chapter 14 of this Official Community Plan.*
- b) *In order to meet the Town's drainage requirements, any future proposed development shall comply with the landscaping regulations as stated in the Zoning Bylaw.*
- c) *The Town is committed to continue with its efforts to reduce the amount of waste destined to the landfill each year and to educate the public around the idea of reducing, reusing and recycling waste products.*
- d) *No application for subdivision approval for residential purposes within 457 metres of land that is used or authorized for use as a sewage treatment plant or a sewage lagoon; or within 457 metres of land that is used or authorized for use as a landfill for the disposal of garbage or refuse, should be approved.*

Amended
by Bylaw
No. 663-20



Amended
by Bylaw
No. 663-20



Support a diverse and resilient local economy that provides quality employment opportunities



CHAPTER 12. ECONOMIC DEVELOPMENT

As a plan to guide the long term physical growth of the Town, this Official Community Plan will help create economic opportunity in the way that it directs growth, guides land use activity and the construction of new buildings. It can also improve our economic health by supporting improvements to the foundation of economic competitiveness.

The designation of suitable growth areas creates opportunities for development to accommodate diverse business ventures in the Town Centre Core Area, along the main highways and service roads and in the yet to be developed areas of the Town.

This Official Community Plan sets out flexible and adaptive policies to meet the changing economic conditions of the future and to enhance an already vibrant community. This Plan has policies and an implementation framework to improve the overall Town's quality of life and encourage a broad base for economic growth.

1. OBJECTIVES

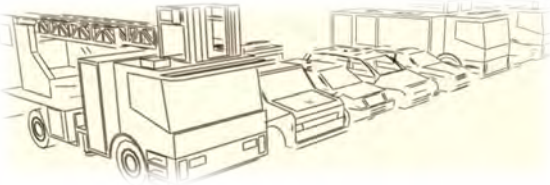
- a) *Promote a strong region to secure investment, growth and prosperity by building on opportunities, services and assets of the municipality and neighbouring areas.*
- b) *Encourage and ensure quality development and urban design.*
- c) *Permit a wide range of business activity in appropriate locations across the Town.*

2. POLICIES

- a) *The Town is committed to guide development where it will be most suitable, with clear and easily understood bylaws and regulations.*
- b) *Development should continue to be of high quality architecture and urban design, and of a type, density and form that is compatible with the character of the area and supports growth in the short and long-term.*
- c) *The Town is committed to protect and enhance transportation networks and utilities (water, sanitary, storm, and other public and private utilities) for the efficient movement of people and materials, as well as the transmission of energy, and communications.*
- d) *Encourage a greater range of residential opportunities, commercial, entertainment, government and administrative uses within the Town Centre Neighbourhood.*
- e) *A strong and diverse retail sector is promoted by;*
 - *Permitting a broad range of shopping opportunities for local residents and employees in a variety of settings; and*
 - *Supporting specialty small scale retailing opportunities that attract tourists and residents of the surrounding communities or region.*

CHAPTER 13. EMERGENCY RESPONSE PLANNING

In conjunction with the municipalities of the White Butte Region, the Town of White City is committed to adopt a new working relationship with respect to the development and delivery of Emergency Services.



1. OBJECTIVES

- a) *To work with the surrounding municipalities in developing required emergency service infrastructure on a regional delivery basis.*
- b) *To ensure that emergency response plans are current and reflect changes in land use or activities.*
- c) *To prepare and educate residents in the area on the need for including emergency planning in everyday activities.*

2. EMERGENCY RESPONSE POLICIES

- a) *Public safety and health requirements shall guide all development. The Town of White City shall ensure that emergency and responsive plans are current and reflect changes in land use or activities.*
- b) *Emergency planning is required to identify risk and to research risk reduction measures that lower the probability of an event even occurring. Good planning can reduce or eliminate the impacts from natural disasters and human-induced threats to individuals, communities and property.*
- c) *The Town of White City will participate with the White Butte Regional Planning Committee, in working with existing emergency planning and response agencies in the*



area. The objective will be to participate in the planning and integration of a regional Emergency Response Plan which is mutually supportive, but reduces unnecessary duplication of resources.

PART D IMPLEMENTATION



CHAPTER 14. IMPLEMENTATION

This Chapter outlines a variety of tools that the Town can bring to accomplish the goals and objectives of this Official Community Plan, including some of the traditional tools that govern plans of subdivision, zoning, servicing and development agreements, among others.

Plans are only as good as their implementation.

1. ZONING BYLAW

Pursuant to The Planning and Development Act, 2007, the Zoning Bylaw will be used to implement the policies and achieve the objectives of this Plan by prescribing the uses of land, buildings or other improvements that will be allowed in the different zoning districts established in the Municipality. In addition, the Zoning Bylaw regulates how these uses may be carried out and the standards that developments must meet. The Zoning Bylaw provides the Town with actual control over land use and the types of development and uses allowed in each zoning district. The associated supplementary requirements and development standards will be specified in the Zoning Bylaw respecting building setbacks, parking, loading, landscaping, signage, buffering and all other relevant standards prescribed by the Town.

To ensure that these regulations work to help achieve the stated goals and objectives, the Zoning Bylaw itself must be consistent with the policies and the intent of this Official Community Plan. In considering a bylaw or an amendment, the Municipality should refer to the policies contained in this Plan to ensure that the development objectives of the Municipality are met.

Council will allow for minor variances to the Zoning Bylaw as a means of providing flexibility in the administration of the bylaw and as a way of providing timely development decisions. The Zoning Bylaw will identify how the site standards may be varied. The Bylaw will also establish a

procedure for processing and recording of minor variance applications.

Council will consider the following factors when dealing with applications that require an amendment to the Zoning Bylaw in order to rezone, subdivide, and develop land:

- Conformity to this Official Community Plan;*
- Suitability of the site for the proposed development;*
- Compatibility of existing adjacent land use;*
- Provision of dedicated lands as may be required for subdivision;*
- The Town's financial capability to support the development;*
- The adequate provision and timing of development of municipal services; and*
- The completion of a servicing agreement for onsite and offsite services.*

2. SERVICING AGREEMENTS AND DEVELOPMENT LEVIES

SERVICING AGREEMENTS

Council may establish fees for the collection of subdivision servicing charges that would be applied in a servicing agreement at the time of subdivision in accordance with Section 172 of The Planning and Development Act, 2007, at the time of subdivision approval to ensure that new subdivisions are developed to the standards of the Municipality and to address other concerns specific to the proposed subdivision.

Where Council requires a servicing agreement, the Agreement becomes a condition of approval of a subdivision by the approving authority. The agreement will ensure that municipal standards are met for capital works and ensure that such infrastructure development costs are borne by the developer and his/her customers. A servicing agreement will be required by all subdivision proponents. The requirements, conditions and fees may vary depending upon service needs

Where development located in the RM of Edenwold No. 158 requires the provision of certain services by the Town of White City, the Town requires the applicant to enter into a servicing agreement with the Town for the provision of those services and to build or cover the cost of infrastructure needed for the subdivision. Capital costs may include upgrades or approaches to existing roads, a share of infrastructure for sewage (lagoons/pipeline) and water (treatment/pipeline) facilities, or recreation facilities (community hall/library/rink/etc).

Site development/service agreement fees shall be payable to the Town upon execution of each servicing agreement and prior to Community Planning Approval.

DEVELOPMENT LEVIES

Council may provide for a Development Levy Bylaw as specified in Sections 169 and 170 of The Planning and Development Act, 2007. Where a development is proposed that is of a greater density and requires the capital upgrading of services beyond those originally provided for in the subdivision of the land, Council may, by Bylaw, provide for the recovery of those capital costs.



Council may adopt a Bylaw that specifies the circumstances when these direct or indirect levies will apply to the development based on the additional capital costs for services created by that development. The Bylaw will contain a schedule of the unit costs to be applied. Before adopting the Bylaw, Council should undertake studies necessary to define the benefiting areas and the costs associated with the required capital upgrading of off-site services. The studies will be used to determine a fair level of development levy charges in relation to the subdivision fees.

3. CONTRACT ZONING, DIRECT CONTROL DISTRICTS AND PLANNED UNIT DEVELOPMENT

CONTRACT ZONING

For purposes of accommodating a rezoning for unique development situations, Council may consider entering into rezoning agreements, pursuant to contract zoning provisions of The Planning and Development Act, 2007, for site specific development based on the following guidelines:



- *The rezoning to permit the development will not unduly conflict with adjacent land uses that are legally permitted uses within the proposed or adjacent zoning district;*
- *The rezoning will be used to allow a specific use or range of uses contained within the zoning district to which the land is being rezoned;*
- *The development or redevelopment of the site for the specific use will be of benefit to the immediate area and the Municipality as a whole; and*
- *The use of these zoning tools does not undermine the intent of this Official Community Plan or any affected legislation such as The Condominium Act or Environmental and Health regulations.*

DIRECT CONTROL DISTRICT

In accordance with The Planning and Development Act, 2007, where it is considered desirable to exercise particular control over the use and development of land and buildings within a specific area, Council may, in the Official Community Plan and Zoning Bylaw, designate an area as a Direct Control District (DCDs).

Direct Control Districts are intended to provide for developments that, due to their unique characteristics, innovative approaches or unusual site constraints, require a more flexible approach to land use regulation than is available

under traditional zoning. DCSs are likely to be applied to small or irregularly shaped lots, lots restricted by physical barriers or existing commercial or industrial areas where comprehensive redevelopment schemes are required in order to ensure proper and desirable development criteria utilized in the evaluation of development in DCDs shall include, but not be limited to the following:

- The development shall provide for a reasonably compatible interface with adjacent land uses and development;*
- The development shall be designed in a manner which will address applicable environmental concerns (ie noise, pollution);*
- The development shall meet the goals and objectives of the relevant section(s) of this Plan; and*
- The development shall provide for adequate off-street parking and loading facilities, as well as special considerations for site layout and landscaping.*

PLANNED UNIT DEVELOPMENT

The purpose of the Planned Unit Development is to allow diversification in the relationship of the various uses and structures to their sites and to permit more flexibility in the use of such sites. The application of planned unit concepts is intended to encourage good neighborhood, housing, or area design securing the advantages of site planning for residential and commercial use.

Planned Unit Development means an integrated design for development of residential and commercial uses, or a combination of such uses, in which one or more of the regulations, other than use regulations, of the zone in which the development is to be situated, is waived or varied to allow flexibility and initiative in site and building design and location in accordance with an approved plan and imposed general requirements.



A Planned Unit Development may be:

- The development of compatible land uses arranged in such a way as to provide desirable living environments that may include private and common open spaces for recreation, circulation, or and/or aesthetic uses;*
- The conservation or development of desirable amenities not otherwise possible by typical development standards; and*
- The creation of areas for multiple use that are of benefit to the community.*

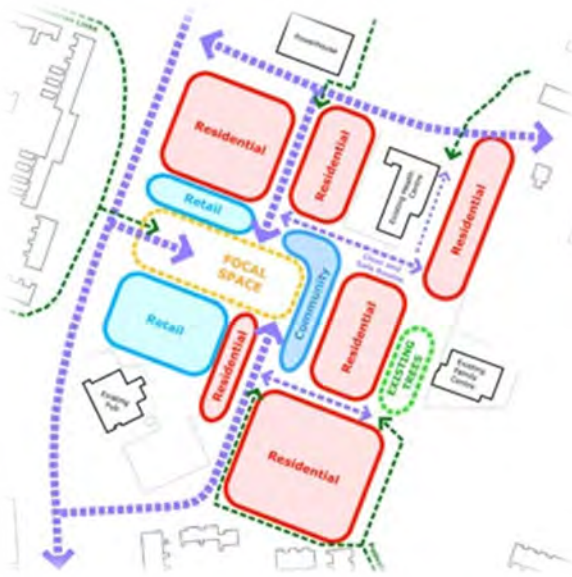
4. NEIGHBOURHOOD AND/OR CONCEPT PLANS

The Town will require either through development proponents or through its own resources the preparation of neighbourhood plans, concept plans or similar special area plans in advance of significant new development.

Neighbourhood plans are intended to allow for development of these neighbourhoods with a variety of housing types or land uses, and to be designed to create a series of attractive, walkable, and livable neighbourhoods. Neighbourhood plans are to be consistent with the policies and provisions of this Official Community Plan and produced by a certified professional.

Such neighbourhood and concept plans must indicate the following, as applicable;

- Environmentally sensitive areas;*
- Local and major roads;*
- Approximate lot location and dimensions/parceling patterns;*
- Housing mix and densities;*
- Commercial land allocations;*
- Public use sites including parks and schools;*
- Trail linkages and transportation networks;*
- Servicing strategies and general location of services; and*
- Development phasing, where applicable.*



5. INTER-MUNICIPAL COOPERATION AND CONSIDERATIONS (ANNEXATION GUIDELINES AND BOUNDARY ALTERATION AGREEMENTS)

The Town of White City has an interest in promoting inter-municipal cooperation that facilitates strong partnerships, joint infrastructure planning and coordinate local development.

There is a need to encourage orderly and timely development in the region to ensure that all future development potential or servicing needs are not compromised and that boundaries can be altered if required to address these needs.

The Town of White City will continue to work with members of the White Butte Regional Planning Committee, and specifically with the RM of Edenwold No. 158 with regards to matters of land use, land use planning and development.

INTER-MUNICIPAL COOPERATION



Inter-municipal agreements shall be pursued to ensure that local and regional growth issues are addressed proactively.

A coordinated, integrated and comprehensive approach shall be used when dealing with planning matters within the Joint Management Planning Area, including:

- Managing and/or promoting growth and development;*
- Managing natural and cultural heritage;*
- Infrastructure, public service facilities and waste management systems;*
- Ecosystem and watershed related issues;*
- Natural and human-made hazards; and*
- Population, housing and employment projections, based on regional market areas.*

The White Butte Regional Planning Committee Terms of Reference clearly articulates the mandate to identify broad regional growth priorities and identify mutual objectives and opportunities for inter-municipal collaboration. A key

implementation strategy includes prioritizing the need to address:

- *Highway Infrastructure;*
- *Waste Management;*
- *Fire and Protection Services;*
- *Recreation;*
- *Wastewater Management;*
- *Water Supply and Management;*
- *Emergency Measures-Planning;*
- *Land Use Planning;*
- *Education; and*
- *Regional Development Plans.*

As stated in the RM of Edenwold No. 158's Official Community Plan, development within the fringe area that may hinder the Town's expansion will be discouraged, or mitigated.

The Town of White City strongly encourages the protection of these areas from incompatible growth by requiring a comprehensive development proposal or concept plan that will be jointly reviewed by the RM of Edenwold No. 158 and the Town of White City. Lands adjacent to Emerald Park and White City should be identified with compatible future land use designations.

The Town of White City encourages consistency in decision making procedures between municipalities in order to reduce wasteful reproduction of services.

Inter-municipal cooperation and public/private sector initiatives that focus on a cooperative approach to providing cost efficient services that optimize both municipalities' financial and infrastructure resources shall be encouraged.

REVENUE SHARING

Inter-municipal revenue sharing and other agreements to equitably share costs and benefits of future development in the region shall be encouraged.

The Town of White City is committed to explore revenue sharing agreements where there are significant opportunities to promote and enhance development and growth within the region by working together in a cooperative manner.

When any “regional type” business or development such as the Vale Potash Mine considers this region, and which represents a significant impact to the region is a great example to explore revenue sharing opportunities that will provide benefit to a number of individual municipalities.

All tax-sharing arrangements should be negotiated on fair and equitable basis with respect to recovery of capital investment, land use development standards, and negotiating compatible servicing agreements.

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.

6. BUILDING BYLAW

In accordance with The Uniform Building and Accessibility Standards Act, the Town will ensure that building construction is regulated so that new construction is physically acceptable to the community. The Building Bylaw will control the minimum standard of construction through the issuance of building permits.

7. VEHICLE AND TRAFFIC CONTROL BYLAW

Under provisions of The Municipalities Act, Council will use its bylaw to control the movement and parking of vehicles, and the weights of vehicles, in the community.

CHAPTER 15. MONITORING AND AMENDMENT

MONITORING

This Official Community Plan establishes the policies required to meet anticipated residential, commercial, and industrial needs within the financial and servicing capabilities of the community. The policies in this Plan will serve as a basis for detailed planning and servicing.

To ensure the effectiveness of the Official Community Plan in meeting the overall community objectives, Council will monitor development progress and evaluate the appropriateness of this document and its policies including;

- *Development of housing, by number and type of units;*
- *Development of commercial floor space, by amount and type;*
- *Provision of public amenities;*
- *Transportation mode, amount of sidewalk and cycling facilities constructed, traffic operations and parking provisions;*
- *The performance of the drainage and storm water management systems; and*
- *Performance and implementation of the Official Community Plan and Zoning Bylaw.*



Council may require an administrative review of the Official Community Plan exploring the need for revisions or for legal consolidation of adopted amendments at least once every five years. An office consolidation shall be maintained to keep the working copies current.

AMENDMENT

Where proposed land uses or developments do not conform to this Official Community Plan, the Plan can be amended in accordance with The Planning and Development Act, 2007, to allow the new development to continue. However, before any amendment is made, the impact of the proposed change on

the rest of the Plan and the future development of the municipality as a whole shall be examined.

Any changes to the Plan shall be in the interest of the future development of the community as a whole. Through periodical review and amendment, the Plan should serve as an effective guide for Council to make decisions on the future development of the municipality. Council will consider such amendments based on:

- Appropriate community development and public interest; and*
- Overall community objectives as established by the Official Community Plan.*

CHAPTER 16. MAPS

All maps included in this Official Community Plan with the exception of the Future Land Use Map are for reference use only. Data use on these maps may or may not be accurate, current, or otherwise reliable.

In no event shall The Town of White City be liable for any damage arising, directly or indirectly, from the use of the information contained on these maps including damages arising from inaccuracies, omissions or errors.

The Future Land Use Map and Growth Management/Joint Management Planning Area represent future land uses, future annexation areas and the Joint Management Planning Area where Council would like to direct growth and jointly manage growth and development with the RM of Edenvold No. 158.

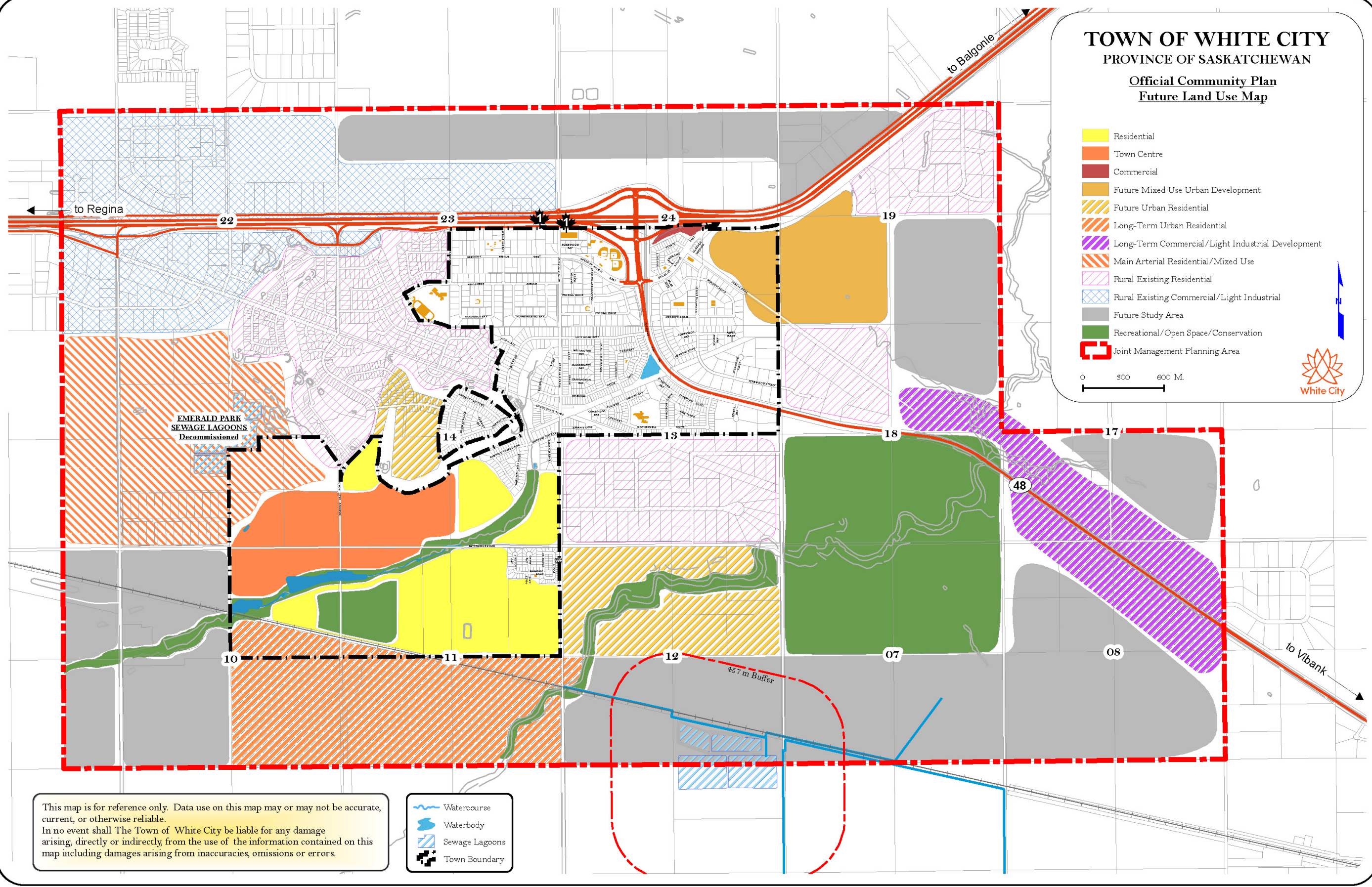
Amended
by Bylaw
No. 663-20

TOWN OF WHITE CITY PROVINCE OF SASKATCHEWAN

Official Community Plan Future Land Use Map

- Residential
- Town Centre
- Commercial
- Future Mixed Use Urban Development
- Future Urban Residential
- Long-Term Urban Residential
- Long-Term Commercial/Light Industrial Development
- Main Arterial Residential/Mixed Use
- Rural Existing Residential
- Rural Existing Commercial/Light Industrial
- Future Study Area
- Recreational/Open Space/Conservation
- Joint Management Planning Area

0 300 600 M.



This map is for reference only. Data use on this map may or may not be accurate, current, or otherwise reliable. In no event shall The Town of White City be liable for any damage arising, directly or indirectly, from the use of the information contained on this map including damages arising from inaccuracies, omissions or errors.





- Watercourse
- Waterbody
- Sewage Lagoons
- Town Boundary

Amended
by Bylaw
No. 663-20

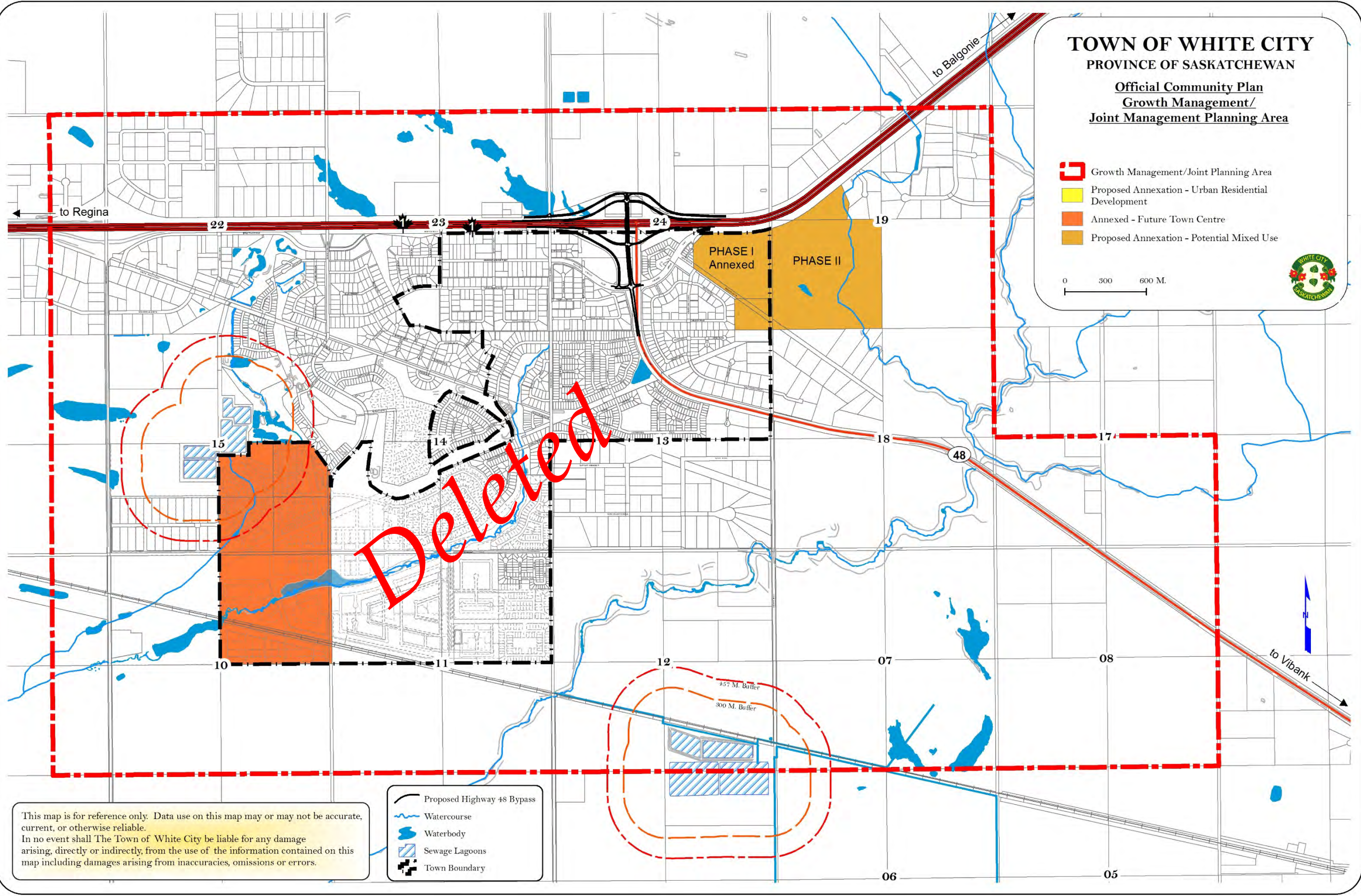
TOWN OF WHITE CITY

PROVINCE OF SASKATCHEWAN





Official Community Plan Growth Management/ Joint Management Planning Area

-  Growth Management/ Joint Planning Area
-  Proposed Annexation - Urban Residential Development
-  Annexed - Future Town Centre
-  Proposed Annexation - Potential Mixed Use

0 300 600 M.



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-  Proposed Highway 48 Bypass
-  Watercourse
-  Waterbody
-  Sewage Lagoons
-  Town Boundary

EFFECTIVE DATE OF THE BYLAW

Repeal

Town of White City Official Community Plan - Bylaw No. 375-02 and all its amendments are repealed.

Coming Into Force

This Bylaw shall come into force on the date of final approval by the Minister of Government Relations.

Mayor

SEAL

Town Administrator/Manager

INTRODUCED AND READ a first time this 14th day of October, 2014.

READ A SECOND TIME this ____ day of _____, 20__.

READ A THIRD TIME and passed this ____ day of _____, 20__.

*CERTIFIED a true copy of Bylaw No. ____
adopted by Resolution of Council on the
____ day of _____, 20__.*

Town Administrator/Manager

DEFINITIONS

Whenever the subsequent words or terms are used in the Town of White City's Official Community Plan and Zoning Bylaw, they shall have the following definition unless the context indicates otherwise.

Abattoir: A facility for butchering or slaughtering animals, and to dress, cut, inspect meats, refrigerate, cure and manufacture by-products.

Accessory: A building or use that:

- a) Is subordinate to and serves the principal building or principal use;
- b) Is subordinate in area, mass, extent, and purpose to the principal building or principal use served;
- c) Contributes to the comfort, convenience, or necessity of occupants of the principal building or assists the principal use;
- d) And Is located on the same site as the principal building or use.

Act: *The Planning and Development Act 2007*, Province of Saskatchewan, as amended from time to time.

Adjacent: Contiguous or would be contiguous if not for a river, stream, railway, road or utility right-of-way or reserve land; and any other land identified in this Bylaw as adjacent land for the purpose of notification.

Administrator: The Administrator/Manager of the Town of White City.

Aggregate Resource: Mineral materials including sand, gravel, clay, earth or mineralized rock, including recycled concrete.

Agricultural: A use of land, buildings or structures for the purpose of animal husbandry, fallow, field crops, forestry, market gardening, pasturage, private greenhouses and includes the growing, packing, treating, storing and sale of produce produced on the premises and other similar uses customarily carried on in the field of general agriculture.

Alteration or Altered: With reference to a building, structure or site means a change from one major occupancy class or division to another, or a structural change such as an addition to the area or height, or the removal or part of a building, or any change to the structure such as the construction of, cutting into or removal of any wall, partition, column, beam, joist, floor

or other support, or a change to or closing of any required means of egress or a change to the fixtures, equipment, cladding, trim, or any other items regulated by this Bylaw such as parking and landscaping.

Ancillary Use: A secondary and subordinate use to the principle use, which is specifically allowed, and may include an associated building that is specifically allowed pursuant to this Bylaw.

Animal Clinic: A building or part thereof used by a qualified veterinarian for the treatment of animal health needs where animals are not kept on the premises for surgery or kept overnight.

Animal Hospital: The premises of a veterinary surgeon where small, large domestic animals and livestock are treated or kept involving surgery and the keeping of animals in outdoor or indoor pens.

(Animal)Veterinary Clinics: A place for the care and treatment of small animals involving outpatient care and medical procedures involving hospitalization, but shall not include the keeping of animals in outdoor pens.

Apartment Block: A building containing three or more dwelling units as herein defined, each of which is occupied or intended to be occupied as a permanent home or residence as distinct from a hotel or rooming house.

Applicant: A developer or person applying for a Development Permit under this Bylaw or for a subdivision approval to an approving authority under *The Planning and Development Act 2007*.

Attached Covered Patio or Deck - A patio or deck which is covered with a permanent roof structure which may be enclosed by windows or screens and which is not integrated into the dwelling unit by virtue of the extension of the dwelling unit's heating or cooling system or the removal of the exterior door between the patio or deck and the dwelling unit or principal building. Typically an attached covered patio or deck will provide up to three-season accommodation and would not provide fully furnished livable floor space.

Attic: That portion of a building situated wholly or in part within the roof and which is less than one-half story.

Automobile (Motor Vehicle): A self-propelled passenger vehicle that usually has four wheels and an internal-combustion engine, used for land transport.

Auto Wrecker: An area where motor vehicles are disassembled, dismantled or junked, or where vehicles not in operable condition, or used parts of motor vehicles, are stored or sold to the general public.

Awning: A structure that is mechanical and fabricated from plastic, canvas or metal that is spread across a frame designed to be attached to a wall and hung above a doorway or window.

Basement: That portion of a building that is partly or wholly underground.

Bed and Breakfast: A dwelling unit, licensed as a tourist home under *The Tourist Accommodation Regulations, 1969*, in which overnight accommodation within the dwelling unit, along with one meal served before noon, is provided to the traveling public for a charge.

Billboard: An electronic or non-electronic free standing sign, including supporting structure, which advertises

goods, products, services, organizations, or facilities that are available from, located on, or refer to, a site other than the site on which the sign is located.

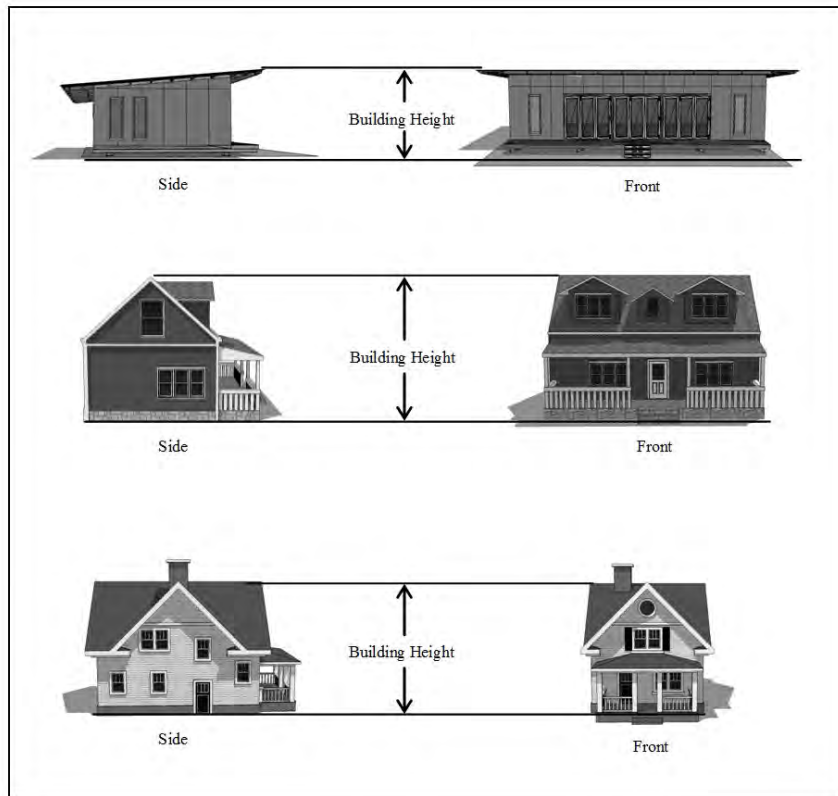
Buffer: A strip of land, vegetation or land use that physically separates two or more different land uses.

Building: A structure constructed on, in, or over land and used for the shelter or accommodation of persons, animals, goods, or chattels, and includes any structure covered by a roof supported by walls or columns.

Building, Accessory (see Accessory)

Building Bylaw: A Bylaw of the Town of White City authorized by *The Uniform Building and Accessibility Standards Act (UBAS Act)* to regulate the erection, placement, alteration, repair, renovation or reconstruction of a building.

Building Height: The vertical distance of a building measured from the finished grade level to the highest peak of the roof.



Building Height Measurement

Building Permit: A permit, issued under The Building Bylaw of the Town of White City, authorizing the construction of, or the addition to, any building but does not include a Development Permit.

Building, Principal: A building in which is conducted the main or primary use of the site on which said building is situated.

Building Line, Established: The average distance from the street line to the main wall of existing buildings on any side of any block where more than half the frontage of the block has been built on.

Boulevard: That portion of a right-of-way that extends from the edge of the street to the property line of the adjacent property, not including the sidewalk.

Bulk Fuel Sales and Storage: Includes land, buildings, and structure for the storage and distribution of fuels and oils including retail sales or key-lock operation.

Business Support Services: Activities intended to provide administrative, promotional or technical support for commercial and industrial activities.

Bylaw: The Town of White City Zoning Bylaw.

Campground: An area used for a range of overnight camping experiences, from tenting to serviced trailer sites, including accessory facilities which support the use, such as administration offices and laundry facilities, but not including the use of mobile homes or trailers on a permanent year-round basis.

Cardlock Operation: A petroleum dispensing outlet without full-time attendants.

Carport: A building or structure or part thereof, where at least 40% of the area of the perimeter is open and unobstructed by a wall, door, post or pier and which is used for the parking or storage of motor vehicles.

Cemetrey: A cemetrey or columbarium within the meaning of *The Cemetries Act* Chapter C-4, R.S.S. 1981, as amended from time to time.

Club: A group of people organized for a common purpose, to pursue common goals, interest or activities, and usually characterized by certain membership qualifications, payment of dues or fees, regular meetings, and a constitution and bylaws.

Commercial Use: The use of land, building(s), or structure(s) for the purpose of buying and selling commodities, and supplying professional and personal services for compensation.

Commercial/Industrial Use, Large Scale: Commercial or Industrial land uses maintaining a lineal frontage in excess of 91.0 metres (298.56 feet).

Commercial/Industrial Use, Small Scale: Commercial or Industrial land uses maintaining a lineal frontage of 91.0 metres (298.56 feet) or less.

Communication Facility: (See Telecommunication Facility)

Community Facilities: Buildings or facilities used for recreational, social, educational or cultural activities and that are owned by a municipal corporation, non-profit corporation or other non-profit organization.

Compost: Materials used in gardening, agriculture, landscaping, erosion control, wetland construction, and landfill cover.

Concrete and Asphalt Plant: An industrial facility used for the production of asphalt or concrete, or asphalt or concrete products, used in building or construction, and includes facilities for the administration or management of the business, the stockpiling of bulk materials used in the production's process or of finished products manufactured on the premises and the storage and maintenance of required equipment.

Condominium: Land, buildings, and units, including private and common property as defined under *The Condominium Property Act*.

Conservation: The planning, management and implementation of an activity with the objective of protecting the essential physical, chemical and biological characteristics of the environment.

Construction Trades: offices, shops and warehouses, with or without retail sales for trades associated with construction of buildings.

Contractors Yard: The yard of a contractor or company, including landscaping materials used as a depot for the storage and maintenance of equipment used by the contractor or company, and includes facilities for the administration or management of the business and the stockpiling or storage of supplies used in the business.

Convenience Store: A store offering for sale primarily food products, beverages, personal care items, hardware and printed matter and which primarily provides a convenient day-to-day service to residents in the vicinity.

Council: The Council of the Town White City

Cultural Institution: Establishments such as museums, art galleries, libraries and similar facilities or historical, educational or culturally interests which are not commercially operated.

Day Care Centre: An establishment providing for the care, supervision and protection of children (or adults) but does not include the provision or overnight supervision.

Deck: Any raised floor structure at least 0.31 metres (1 foot) above the average ground level upon which it is constructed, either adjacent to a building or free-standing with stairway, ramp, or similar access.

Development: The carrying out of any building, engineering, mining, or operations in, on, or over land, or making of any material change in the use or intensity of use of any building, or land, and shall include, but not be limited to, excavating, filling, grading or drainage of land.

Development Officer: A person appointed by the Town Council to act as a Development Officer to administer this Bylaw.

Demolition Permit: A permit issued for the removal or dismantling of a building or structure with the Town's boundaries as prescribed under Section 13 of *The Uniform Building and Accessibility Standards Act*.

Development Permit: A document issued by the Council of the Town of White City that authorizes development pursuant to this Bylaw, but does not include a building permit.

Directional Signage: Signage located off-site providing direction to, and information about, a specific enterprise or activity which does not contain general advertising.

Discretionary Use: Uses or development of land, buildings, or other structures that may be permitted in a Zoning District only at the discretion of Council and which conforms to all discretionary use regulations and other regulations applicable to the district in which the use is located.

Dwelling: A building or part of a building intended for residential occupancy.

Dwelling Unit: One or more habitable rooms used, or fully capable of being used as a residence, where each unit provides sleeping, cooking and toilet facilities, but does not include rooming houses or rooming units.

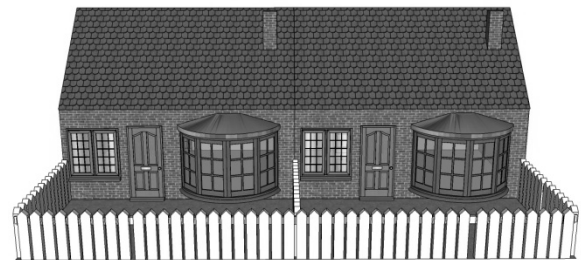
Dwelling, Converted: A dwelling that is more than 30 years old that was originally designed or used as a one or two unit dwelling and in which additional dwelling units have been created.

Dwelling, Duplex: A building, including a bare land condominium, which is divided either vertically or horizontally into two dwelling units with separate entrances

Dwelling Group: A group of single-detached, semi-detached, or multiple unit dwellings clustered on one lot or site, built as one development.

Dwelling, Multiple Unit: A building containing four or more dwelling units and shall include condominiums, townhouses, row houses, and apartments, but not include a converted dwelling, rooming house, hotel, or motel.

Dwelling, Semi-Detached: A building divided vertically into two (2) dwelling units by a common wall extending from the base of the foundation to the roofline.



Semi-Detached Dwelling

Dwelling, Single-Detached: a building containing only one dwelling unit, including a bareland condominium and shall not include a mobile home as herein defined.



Single-Detached Dwelling

Dwelling, Town House: A dwelling, designed as one cohesive building in terms of architectural design, which contains three (3) or more similar attached dwelling units each of which fronts on a street, has direct access to the outside at grade and is not wholly or partly above another dwelling.



Town House Dwelling

Dwelling, Tri-plex: A building, including a condominium which is divided vertically into three dwelling units, each with its own entrance.

Educational Institution: An establishment dedicated for the purpose of providing education and instruction in any branch of knowledge.

Existing: In place, or taking place, or with all approvals and permits in place on the date of the adoption of this Bylaw.

Farm Building/Yard: Improvements such as barns, granaries, etc used in connection with the growing and sale of trees, shrubs and sod or the raising or production of crops, livestock or poultry, fur production, bee keeping and situated on a parcel of land used for the farm operation.

Fence: A structure used to enclose or screen areas of land.

Fill (Clean Fill): Soil, rock or other material approved by the Town.

Flanking: Means to the side of a lot, parcel or site.

Flood: A temporary rise in the water level that results in the inundation of areas not ordinarily covered by water.

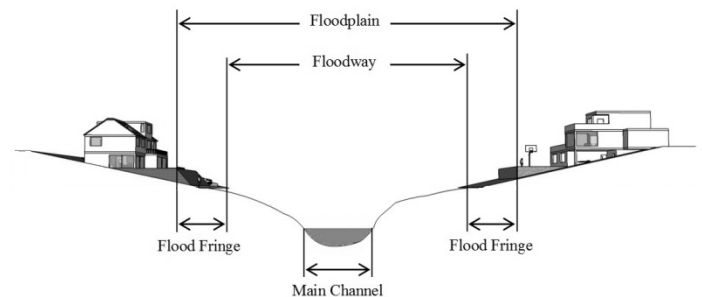
(Design) Flood Level:

- a) a 1:500 year flood;
- b) a flood having a return period greater than 1:500 years;
- c) a recorded flood having a water surface elevation equal to or exceeding that of a 1:500 year flood

Flood Fringe: The portion of the floodplain where the waters in the 1:500 year flood are projected to be less than a depth of one metre or a velocity of one metre per second.

Floodproofed: A measure, or combination of structural and non-structural measures, incorporated into the design of a structure which reduces or eliminates the risk of flood damage to a defined elevation.

Floodway: The portion of the flood plain adjoining the channel where the waters in the 1:500 year flood are projected to meet or exceed a depth of one metre or a velocity of one metre per second.



Floor Area: The maximum area contained within the outside walls of a building, excluding in the case of a dwelling, any private garage, porch, veranda, open deck, unfinished attic, or unfinished basement or cellar and in a commercial or industrial building, any utility room.

Freeboard Elevation: The elevation of the Design Flood Level (the 1:500 flood elevation) plus an extra 0.50 metres (1.64 feet) to provide protection against wave run-up and ice surge.

Frontage (Lot Frontage): The distance across the street side of a lot (a lot must front on a street), between the points where the side lines of the lot meet the street right of way or boulevard; or, where a lot is irregular in shape and is narrowest at the front street end, the width of the lot shall be measured parallel to the street line at the centre of the front lot line, and at a setback from the front lot line no greater than the minimum permitted building setback.

Future Land Use Map: In its projections, the map specifies certain areas for residential growth and others for residential, industry, commercial and conservation.

Garage, Private: A building or part of a building used for or intended to be used for the storage of motor vehicles and wherein neither servicing nor repairing of such vehicles are carried on for remuneration.

Garage, Public: A building or place where motor vehicles are stored or repaired for remuneration but does not include car washing establishments, an auto sales lot or an automobile service station.

Garden (Granny) Suite: A second, small, dwelling on the site of a primary, single-family dwelling that accommodates one or two family members of the owner/occupants of the primary residence and is intended to allow the family to live independently but with the support nearby of the extended family.

Gas Bar: A building or place where fuel and automotive fluids are sold and may be added to a vehicle on the property, and which may have a convenience store and/or restaurant.

General Commercial Type I: Those developments where activities and uses are primarily carried on within an enclosed building intended to provide for the merchandising of refined goods and services targeted for the travelling public and the surrounding community for financial gain.

General Industry Type I: Those developments where activities and uses are primarily carried on within an enclosed building where no significant nuisance factor is created or apparent outside an enclosed building. Developments of this type shall not pose, in the opinion of a Development Officer, any significant risk of interfering with the amenity of adjacent sites because of the nature of the site, materials or processes and shall include but not be limited to the following activities:

- a) the assembling of goods, products or equipment.

- b) the limited processing of raw, value-added or finished materials.
- c) the storage or trans-shipping of materials, goods and equipment.
- d) the training of personnel in general industrial operations.

It may include any indoor display, office, technical or administrative support areas or any sales operation accessory to the general industrial uses.

General Industry Type II: Those developments in which all or a portion of the activities and uses are carried on outdoors, without any significant nuisance or environmental factors such as noise, appearance, or odour, extending beyond the boundaries of the site.

Developments of this type shall not pose, in the opinion of a Development Officer, any significant risk of interfering with the amenity of adjacent sites because of the nature of the site, materials or processes and shall include but not be limited to the following activities:

- a) manufacturing, fabricating, processing, assembly, finishing, production or packaging of materials, goods or products.
- b) the storage or transshipping of materials, goods and equipment.
- c) the cleaning, servicing, repairing or testing of materials, goods and equipment normally associated with industrial or commercial businesses or cleaning, servicing and repair operations to goods and equipment associated with personal or household use, where such operations have impacts that would make them incompatible in non-industrial districts.

Grade: The average elevation of the natural ground level at the walls of a building or structure as determined by the elevation of the four outside corners of the building.

Greenhouse, Commercial: A building for the growing of flowers, plants, shrubs, trees and similar vegetation that are not necessarily transplanted outdoors on the same site, but are sold directly at wholesale or retail from the site.

Greenhouse, Private: A building for the growing of flowers, plant, shrubs, trees and similar vegetation that are transplanted outdoors on the same site containing such

greenhouse(s), and where greenhouse products may not be offered for sale.

Greenways: A linear park which may accommodate pathways principally for foot traffic and/or bicycles. Typically, greenways are planned along creeks or streams and managed as natural environments, or bikeways along landscaped roads.

Group Home (see Personal Care Home)

Hard landscaping; Includes concrete, unit pavers, brick pavers, or quarry tile, but does not include gravel, shale or asphalt.

Hazardous Industry/Substance: A substance that, because of its quality, concentration or physical, chemical or infectious characteristics, either individually or in combination with other substances on the site is an existing or potential threat to the physical environment, to human health or other living organisms.

Hazard(ous) Land: Land having inherent environmental hazards; land subject to flooding, earth movement, or slope instability, land with poor natural drainage, ground water seepage, erosion, steep slopes, rock formations, or other similar features.

Health Service Facility (Health Clinic): A building or part thereof used by qualified health service practitioners for the treatment of human health needs.

Heritage Resource: The history, culture and historical resources of an area and its residents.

Highway Commercial: Commercial activities normally located along highways, major roadways and in other locations considered strategic by the type of business involved serving the needs of local residents and the traveling public.

Highway Sign Corridor: A strip of land parallel and adjacent to a provincial highway, where private signs may be permitted to advertise goods and services of local area businesses and attractions, as provided by regulations of the Department of Highways entitled "*The Erection of Signs Adjacent to Provincial Highway Regulations, 1986*", as may be amended from time to time.

Home Occupation (Home Based Business): An occupation, trade, profession, or craft customarily conducted for gain in a dwelling unit or accessory building by the resident or residents, which is clearly

incidental and secondary to the principal use of the site and which does not create or become a public nuisance as a result of noise, traffic, pollution, or parking. Home occupations shall not occupy more than 25% of the total finished floor area of a dwelling unit in any Residential District.

Hotel: A building or structure or part of a building or structure in which sleeping accommodation with or without meals is provided for tourists or travelers, and where a guest register or record is kept, but does not include a motel or rooming house.

Industrial Use: The use of land, buildings or structures for the manufacturing, assembling, processing, fabrication, warehousing or storage of goods and materials.

Industrial Park: An area of land set aside for industrial development, usually located close to transport facilities, especially where more than transport mode coincides, i.e. highways, railroads, airports.

Infill Development: Re-development within existing areas or neighbourhoods.

Institutional Use: The use of land, buildings, or structures for religious, charitable, educational, health or welfare purposes and includes churches, public or private schools, nursery schools, hospitals, and special care.

Intensive Landscaping: Means the planting ratio of trees and shrubs per linear metre must be at least 25% greater than the Zoning Bylaw requirement.

Kennel, Boarding: The temporary accommodation of more than four dogs, cats or other domestic animals for commercial purposes.

Kennel, Breeding: The keeping of domestic animals, male and female, and which are more than 12 months old, for breeding purposes.

Kennel, Enclosure: An accessory building or enclosure intended to house one of more domestic animals.

Landfill: A specially engineered site for disposing of solid waste on land, constructed so that it will reduce hazard to public health and safety.

Landscaping: The provision of any horticultural and other related compatible features or materials designed to enhance the visual amenity of a site or to provide a visual

screen consisting of any combination of the following elements:

- Soft landscaping consisting of vegetation such as trees, shrubs, vines, hedges, flowers, grass and ground cover; and
- Hard landscaping that consists of concrete, unit pavers, brick pavers, or quarry tile, but does not include gravel, shale or asphalt.

Landscaped Area: An area not built upon and not used for any purpose other than as an open space that may include grass, shrubs, flowers, trees, and similar types of vegetation and may contain paths, walks, patios, fences and similar outdoor amenities, but does not include parking areas, parking lots, driveways or ramps.

Landscaping Plan: A legible drawing of suitable size identifying all of the proposed landscape development required and shown in context with any proposed development for which a Landscaping Permit is applied.

Land Use Zoning District: Divisions identified in the Zoning Bylaw establishing permitted and discretionary uses of land or buildings with attendant regulations.

Lane: A secondary public thoroughfare intended primarily to give access to the rear or side of the abutting property.

Livestock: Domesticated animals used primarily as beasts of burden or for the production of fur, hides, meat, milk, eggs or other product, or as breeding stock, but excluding companion animals.

Loading Space: A space measuring at least 3.0 metres (9.84 feet) in width and 8.5 metres (27.88 feet) in depth, located on a lot, and having access to a street or lane, in which a vehicle may park to load or unload.

Lot (see Site): An area of land with fixed boundaries on record with the Information Services Corporation (ISC) by Certificate of Title. For the purposes of this Bylaw the terms "lot" and "site" shall be deemed not to mean the same.

Lot Coverage: The percentage of the lot area covered by all the buildings above the ground level.

Lounge: A room or area adjoining a restaurant set aside for the sale of beverage alcohol for consumption on the premises, with or without food, and where no area has been set aside for dancing or entertainment, either in the lounge or in the adjoining restaurant. The area of a lounge

may not exceed 50% or the public assembly area in the adjoining restaurant, subject to Provincial Regulations.

Manufacturing Establishment: A firm or business engaged in the mechanical or chemical transformation of materials or substances into new products including the assembling of components parts, the manufacturing of products and the blending of materials.

Marquee: A roof-like structure of a permanent nature which projects from the wall of a building that is independently supported by a system of columns or piers without walls over an entrance to a building.

Mayor: The Mayor of the Town of White City.

Minister: The member of the Executive Council to whom for the time being is assigned the administration of *The Planning and Development Act, 2007*.

Mini-Mall/Strip Mall: An open-air shopping mall where the stores are arranged in a row, with a sidewalk in front. Strip malls are typically developed as a unit and have large parking lots in front. For the intent of this Official Community Plan, mini-malls and Strip malls should provide for high pedestrian connectivity with the municipal system.

Mini-Storage: A commercial facility made up of more than one unit in which customers can rent space to store possessions.

Mixed-Use: A mix of land uses that facilitate the mixing, rather than separation of, land uses in one distinctive environment, either vertically in the same building or horizontally adjacent. It is intended to be compatible with adjacent uses.

Mobile Home: A prefabricated trailer coach supported on a steel frame that conforms to the *Canadian Standards Association # Z240 MH*. A trailer coach may be used as a dwelling all year round; has water faucets and shower or other bathing facilities that may be connected to a water distribution system; has facilities for washing and a water closet or other similar facility that may be connected to a sewage system.



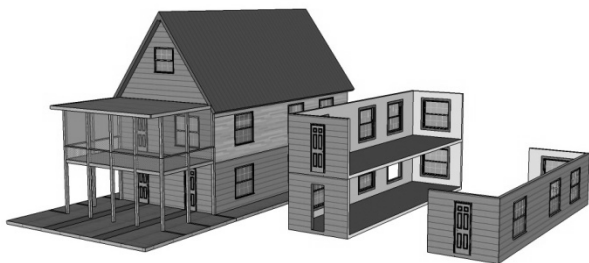
Double-Wide Mobile Home

Mobile Home Park: A site under single management for the placement of two or more mobile homes and shall include all accessory buildings necessary to the operation but does not include an industrial or construction camp or tourist campsite. For the purpose of this Bylaw the terms mobile home park and mobile home court shall be deemed to mean the same.

Mobile Home Site: An area of land in a mobile home park that is intended to be occupied by one mobile home and for exclusive use of its occupants with access to a driveway or a public street.

Mobile Home Subdivision: Any subdivision of land and the development thereof for the purpose of accommodating mobile homes in such a manner that each home is situated on its own site, which shall contain a minimum site area of 450.00 m² (5000.0 ft²) and in which all such sites, public open spaces, internal streets and lanes, buffer zones and other amenity areas form a contiguous area of development.

Modular (Manufactured) Home: A residential dwelling that is constructed off site in a yard or factory, in one or more sections, transported to a site for permanent installation on a permanent foundation (may have a basement), having architectural features similar to permanent residential dwellings built on site in the *Town, and conforming to Canadian Standards Association (CSA) # A277.*



Modular (Manufactured) Home

Modular (Manufactured) Home Subdivision:

Any subdivision of land and the development thereof for the purpose of accommodating modular homes in such a manner that each home is situated on its own site, which shall contain a minimum site area of 450.00 m² (5000.0 ft²), and in which all sites, public open space, internal streets, buffer zones, and other amenity areas form a contiguous area of development.

Motel or Motor Hotel: A building or buildings consisting of a number of individual rental units, intended for the use of the traveling public, each containing at least a bedroom and bathroom, and each having convenient access to a parking space for the use of the occupants of the units and may or may not provide food service.

Multiple-Unit Building: A building containing two (2) or more distinct uses, each of which is allowed in the Zoning District in which the building is located.

Multiple Complimentary (Vertically Integrated) Activities: The accommodation of multiple complimentary activities which could be considered principal permitted uses under single or multiple ownership within one or more buildings on a single parcel where these uses are considered to provide additional processing and/or the sale of manufactured goods produced onsite.

Municipality: The Town of White City.

Municipal Reserve: Dedicated lands that are provided to a municipality for public use, or that were dedicated as public reserve and transferred to a Municipality pursuant to of *The Planning and Development Act, 2007.*

Museum: An institution that is established for the purpose of acquiring, conserving, studying, interpreting, assembling and exhibiting to the public for its instruction and enjoyment, a collection or artifacts of historical interest.

Natural Areas: An area relatively undisturbed by human activities and characterized by indigenous species including remnant or self-sustaining areas with native vegetation, water, or natural features.

Non-Conforming Use: Any use of land, building or structure lawfully existing or under construction where permits have been issued at the time of the passing of this Bylaw, the use of which does not comply with all the regulations of this Bylaw governing the Zoning District in which it is located.

Noxious Use or Condition: Any use or facility that causes or produces harmful or hazardous noise, vapours, smoke, dust (particles suspended in or transported by air), vibrations, electrical or electromagnetic fields, glare, or light.

Office or Office Building: A building or part of a building used primarily for conducting the affairs of a business, profession, service, industry or government in which no goods or commodities of business or trade are stored, trans-shipped, sold or processed.

Official Community Plan (OCP): The Town of White City Official Community Plan Bylaw No. 580-14.

Open Space: Passive and structure leisure and recreation areas that enhance the aesthetic quality and conserve the environment of the community, including parks, recreation and tourism nodes, and natural areas.

Park Model Trailer/Unit: A unit designed to facilitate occasional relocation, with living quarters for a temporary or seasonal use; has water faucets and shower or other bathing facilities that may be connected to a water distribution system; and has facilities for washing and a water closet or other similar facility that may be connected to a sewage system. It has a gross floor area not exceeding 50 m² (540 ft²). CSA Number Z241.



Park Model Trailer 102



Park Model Recreational Unit

Parking Lot: An open area, other than a street, used for the temporary parking of more than four vehicles and available for public or private use.

Parking Space: A space within a building or parking lot for the parking of one (1) motor vehicle including convenient access to a public lane or street and shall be not less than 2.5 metres (8.20 feet) wide and 6.0 metres (19.69 feet) in length.

Pasture: A site that is used for the raising and feeding of livestock by grazing.

Patio: Any hard surface or floor structure less than 0.31 metres (1 foot) above the average ground level upon which it is constructed.

Permitted Use: The use of land, buildings or other structures that shall be permitted in a Zoning District where all requirements of this Zoning Bylaw are met.

Person: A "person" shall apply to an individual, association, firm, partnership, corporation, trust, or agent, and their heirs, executors, or other legal representatives of a person to whom the same can apply according to the law.

Personal Service Trades: A building or part of a building in which persons are employed in furnishing services and administering to customer's personal and or grooming needs, but does not include the provision of health related services.

Places of Worship: A building set aside by any religious organization for public worship. Typical uses include churches, chapels, mosques, temples, synagogues and parish halls.

Pond: Any constructed containment of water for the purpose of landscape enhancement, keeping ornamental fish or aquatic plants, or for other similar purposes, but not a swimming pool.

Portable Storage Unit: a transportable storage structure that is designed and used for the storage of building materials, household goods, personal items and other materials for use on a temporary basis on a residential property. Such units are uniquely designed for their ease of loading to and from a transport vehicle

Principal Use: The main or primary activity, for which a site or its buildings are designed, arranged, developed or intended, or for which is occupied or maintained.

Public Work: A facility as defined under *The Planning and Development Act, 2007* including a system, work, plant, equipment, or service, whether owned or operated by the Municipality, or by a corporation under Federal or Provincial statute, that furnishes any of the following services and facilities to, or for the use of, the inhabitants of the Town of White City:

- Communication by way of telephone lines, optical cable, microwave, and cable;

- Television services;
- Delivery of water, natural gas, and electricity;
- Public transportation by bus, rail, or other vehicle production, transmission;
- Collection and disposal of sewage, garbage, and other wastes; and
- Fire and Police Services.

Real-Estate Signage: Signage directly associated with the sale of a property on which it is located and which maintains a gross surface area of less than 1.0 m² (10.76 ft²).

Recreational Use: The use of land for parks, playgrounds, tennis courts, lawn bowling greens, indoor and outdoor skating rinks and curling rinks, athletic fields, golf courses, picnic areas, swimming pools, day camps, community centres and all similar uses, together with the necessary and accessory building and structures; but does not include the racing of animals or motorized vehicles.

Recreational Vehicle: A vehicle used for personal pleasure or travels by an individual or a family which may or may not be towed behind a principle vehicle. Notwithstanding the generality of the above a recreational vehicle includes motor homes, camper trailers, truck campers, 5th wheels and tent trailers.

Recreational Vehicle (RV) Park: An area of land, managed as a unit, providing short-term accommodation for motor homes and camping trailers, including accessory facilities such as administration offices and laundry facilities.

Recycling Collection Depot (Neighbourhood): A building or structure used for the collection and temporary storage of recyclable household material such as bottles, cans, plastic containers, paper and paint, but shall not include the processing of recyclable material other than compaction; the collection and storage of oil, solvents or other hazardous material; or outdoor compaction or storage.

Recycling Collection Facility (Commercial): A building or structure intended to accommodate the collection, sorting, processing and temporary storage of recyclable materials that would otherwise be considered waste. These types of uses include outdoor processing or storage.

Redevelopment (see infill development)

Residential Care Home: A licensed or approved group care home governed by Provincial regulations that provide, in a residential setting, 24 hour care of persons in need of personal services, supervision or assistance essential for sustaining the activities of daily living or for the protection of the individual.

Residential Use: The use of land, buildings, or structures for human habitation.

Restaurant: A building or part of a building wherein food is prepared and offered for sale to the public primarily for consumption within the building. Limited facilities may be permitted to provide for a take-out food function provided that such a facility is clearly secondary to the primary restaurant use.

Retail Store (Shop): A building or part thereof, or a place, where goods, wares, merchandise, substances, or articles are offered or kept for sale or rent, and may include servicing and the manufacture of products on site for sale on the site so long as the gross floor area used for manufacturing does not exceed 25% of the gross floor area of the retail store.

Right-Of-Way: The land set aside for use as a roadway or utility corridor. Rights of way are purchased prior to the construction of a new road or utility line, and usually enough extra land is purchased for the purpose of providing mitigative features. Sometimes road rights of way are left vacant after the initial roadway facility is constructed to allow for future expansion.

Rooming House (Boarding House): A building which contains a room or rooms for accommodation other than a dwelling unit or other form of accommodation defined elsewhere in this Bylaw, where meals may or may not be provided, with sleeping facilities and with or without private toilet facilities.

RTM (Ready to Move) Home: A residential dwelling that is constructed off-site in a yard or factory to Canadian National building Code and transported as a single unit to a site for permanent installation on a permanent foundation including a basement.



RTM (Ready to Move) Home

Runoff: Drainage or flood discharge that leaves an area as either surface or pipeline flow.

Satellite Dish: A parabolic antenna utilized for the reception of satellite transmitted television or radio waves.

Salvage Yard (Wrecking): A parcel of land where second-hand, discarded or scrap materials are bought, sold, exchanged, stored, processed or handled. Materials include scrap iron, structural steel, rages, rubber tires, discarded goods, equipment, appliances or machinery.

School: An educational facility under the jurisdiction of a Board of Education, a college, university, or any other school established and maintained either wholly or partially at public expense, whether or not the same is a boarding school and includes any dormitory building accessory to such school.

Self-service storage facility: A commercial business that rents or leases storage rooms, lockers, containers, modular storage units and/or outdoor space, for businesses and individuals to store and access their goods.

Service Station: A site used for the retail sale of lubricating oils and gasoline, automobile accessories, and for the servicing and repairing of motor vehicles essential to the operation of a motor vehicle; but does not include an auto body or painting shop, car sales lot, or a car washing establishment.

Setback: The distance required to obtain the front yard, rear yard or side yard provisions of this Bylaw.

Shipping Container: A container originally designed for use as a means of storing and transporting cargo via ship, rail, air or truck.

Shopping Centre: A building or group of buildings located on one or more contiguous and/or non-contiguous lot or site, in which four (4) or more of the uses allowed in the Zoning District are co-located for their mutual benefit including the use of off-street parking and other joint facilities.

Should, Shall or May;

- Shall is an operative word which means the action is obligatory.
- Should is an operative word which means that in order to achieve plan objectives, it is strongly advised that the action be taken.
- May is an operative word meaning a choice is available, with no particular direction or guidance intended.

Sign: Any device, letter, symbol, emblem or picture, that is affixed to or represented directly or indirectly upon a building, structure, or a piece of land and that identifies or advertises any object, product, place, activity, person, organization, or business in such a way as to be visible to the public on any street, thoroughfare, or any other public place.

Sign, Billboard: A private free standing sign, including supporting structure, which advertises goods, products, services, organizations, of facilities that are available from, located on, or refer to, a site other than the site on which the sign is located.

Sign, Canopy: A sign attached to, or painted on an awning, canopy or freestanding canopy.

Sign, Fascia: A sign fastened to, or painted on the wall of a building or structure in such a manner that the wall becomes the supporting structure for, or forms the background surface of the sign and which does not project more than 0.5 metres (1.64 feet) from such building or structure.

Sign, Freestanding: Sign, except a billboard, independently supported and visibly separated from a building or other structure and permanently fixed to the ground.

Sign, Height: The vertical distance measured from the highest point of the sign to grade level at the centre of the sign.

Sign, Marquee: A sign that is mounted or painted on, or attached to an awning, canopy, or marquee.

Sign, Off-Premises: A sign which contains any message chosen by a person other than the person in control of the premises upon which the sign is located.

Sign, Portable: A freestanding sign mounted on a portable frame with a single sign face area of not less than 1.9 m² or greater than 6.0 m² (64.59 ft²) than can be readily moved or transported.

Sign, Projecting (Awning): A sign which is wholly or partially dependent upon a buildings for support and which projects more than 0.5 metres (1.64 feet) from such building. (including Awning Signs).

Sign, Temporary: A sign which is not permanently installed or affixed in position, nor connected to any service, advertising a product or activity on a limited basis.

Site: An area of land, consisting of one or more lots consolidated under a single certificate of title or tied at Information Services Corporation (ISC), considered as a unit devoted to a certain use or occupied by a building or a permitted group of buildings, and the customary accessories and open spaces belonging to the same.

Site Area: The total horizontal area within the site lines of a site.

Site, Corner: A site at the intersection of two or more public streets, or upon two parts of the same street, the adjacent sides of which street or streets (or, in the case of a curved corner, the tangents at the street extremities of the side site lines) contain an angle of not more than one hundred and thirty-five (135) degrees. In the case of a curved corner, the corner of the site shall be that point on the street at the point of intersection of the said tangents.

Site Coverage: The percentage of the site area covered by all the buildings above the ground level.

Site Depth: The horizontal distance between the front site and rear site lines, but where the front and rear site lines are not parallel the site depth is the length of a line joining the midpoint of such site lines.

Site, Through: A site other than a corner site, having separate frontages on two streets. The front site line of a through site shall be determined by predetermined building lines. This is only applicable for Commercial and Industrial Zones.

Site, Width: The horizontal distance between the side boundaries of the site measured at a distance from the front lot line equal to the minimum front yard required for the district in which the site is located.

Site Line: Any boundary of a site.

Site Line, Front: The line separating the site from the street; for a corner site, the shorter line abutting a street; but in the case of a corner site with two street lines of equal length, the front site line shall be designated by predetermined building lines.

Site Line, Rear: The site line at the rear of the site, opposite the front site line.

Site Line, Side: A site line other than a front or rear site line.

Site Plan: A plan showing the location of existing and proposed buildings on a site in relationship to the site lines.

Special Care Facility (Home): An institutionalized nursing home, supervisory care home, sheltered care home or other facility used for the purpose of providing supervisory care, personal care, and nursing care.

Special Needs Housing: Multiple unit dwellings or dwelling groups operated by a non-profit corporation or public authority and used exclusively for the domestic habitation of senior citizens, disabled persons, occupants of subsidized housing, or the cohabitant spouse and children of persons noted above.

Storey: That portion of a building, other than an attic or basement, between the upper surface of any floor and the upper surface of the floor next above.

Storey, One-Half: That portion of a building situated wholly or in part within the roof and in which there is sufficient space to provide a height in accordance with the National Building Code of Canada, between finished floor and finished ceiling over a floor area which is not less than one-third nor more than two-thirds of the floor area of the story next below.

Stakeholders: Individuals, groups or organizations who have a specific interest or "stake" in a particular need, issue situation or project and may include members of the local community residents, community groups or local, provincial and federal governments.

Street: The whole and entire width of every highway, public road, or road allowance vested in Her Majesty in the right of the Province of Saskatchewan and shown as such on a plan of survey registered at *Information Services Corporation (ISC)*.

Strip Mall (Mini Mall): A building of not more than 604.0 m² (6501.61 ft²) in gross floor area in which a minimum of three (3) and a maximum of six (6) of the permitted or discretionary uses of the Zoning District are located together for their mutual benefit.

Structural Alteration: The construction or reconstruction of supporting elements of a building or other structure.

Structure: Anything that is built, constructed or erected that is located on the ground or attached to something located on, or in the ground.

Subdivision: A division of land, and includes a division of a quarter section into legal subdivision as described in the regulations made pursuant to *The Land Surveys Act, 2000*.

Swale: Low areas of land designed into a landscape and forming part of the drainage system that capture water and allow it to infiltrate and slowly drain instead of immediately running off the property.

Swimming Pool: Any body of water permanently located outdoors or indoors, contained by artificial means and used and maintained for the purpose of swimming, wading, or diving and having a depth of 0.61 metres (2.0 feet) or more at any point.

Tavern: An establishment, or portion thereof, where the primary business is the sale of beverage alcohol for consumption on the premises, with or without food, and where no live entertainment or dance floor is permitted, subject to Provincial Regulations.

(Tele)communication Facility: A structure situated on a non-residential site that is intended for transmitting or receiving television, radio or cellular communications, excluding those used exclusively for dispatch communications.

Temporary Garage: Shall mean a temporary prefabricated shelter constructed with a metal or plastic frame and covered with a tarpaulin or other similar type of fabric or plastic cover used primarily for the storage of vehicles or other equipment accessory to a residential use only.

Tourist Campground: An area of land, managed as a unit, providing short-term accommodation for tents, camping trailers, motor homes and campers, including accessory facilities such as administration offices and laundry facilities.

Town: The Town of White City.

Town Administrator: The Administrator/Manager of the Town of White City.

Trailer (Camping), Motor Home: Any vehicle designed, constructed or reconstructed in such a manner as will permit occupancy as a dwelling or sleeping place for one or more persons, notwithstanding that its running gear is removed or jacked up, is used or constructed in such a way as to enable it to be used as a conveyance upon public streets or highways, and includes self-propelled and non-self-propelled vehicles.



Motor Home – Camping Trailer

Trucking Firm Establishment: The use of land, buildings or structures for the purpose of storing, servicing, repairing, or loading trucks, transport trailers and/or buses, but does not include an automobile service station, transportation sales or rental outlets.

Use: The activity or purpose for which any land, building, structure, or premises, or part thereof is arranged, designed, or intended, occupied, or maintained.

Used For: Includes “arranged for”, “designed for”, “intended for”, “maintained for”, and “occupied for”.

Utility Shed: An accessory building or structure used for the storage of goods with a maximum floor area of 14.0 m² (150.70 ft²). No Sea-Cans are allowed within the Town of White City.

Vehicle Repair and Maintenance Service

Indoor: Includes all land uses which perform maintenance services to motorized vehicles and contain all operations (except vehicle storage) entirely within an enclosed building.

Outdoor: Maintenance services have all or any portion of their operations located outside of an enclosed building.

Warehouse: A building used for the storage and distribution of wholesale goods and materials.

Waste Disposal Facility, Liquid: A facility to accommodate any waste which contains animal, mineral or vegetable matter in solution or suspension, but does not include a septic system for a single residence or farmstead, or a manure storage area for an intensive livestock operation.

Waste Disposal Facility, Solid: A facility or a temporary storage facility, to accommodate discarded materials, substances or objects which originated from residential, commercial, institutional and industrial sources which are disposed of in municipal or private

landfills, but not including dangerous goods, hazardous waste or biomedical waste.

Wind Energy Conversion System: A system composed of a wind turbine, tower and associated control electronics with a capacity of less than 100 kW for non-residential use or 10 kW for residential use. It will be considered an accessory use and is intended to provide on-site power for a principal use.

Wind Turbine: The individual component of a Wind Energy Conversion System that converts kinetic energy from the wind into electrical energy, independent of the electrical conductors, electrical storage system, electrical metreing, or electrical inverters.

Wind Turbine, Electrical: An individual component of a Wind Energy Conversion System which converts kinetic wind energy to electrical energy through electric currents.

Wind Turbine, Mechanical: An individual component of a Wind Energy Conversion System which converts kinetic wind energy to mechanical energy through motion.

Work Camp: A temporary Industrial or Construction camp established for the purpose of providing accommodation for employees, and without restricting

the generality of the above, the camp is usually made up of a number of mobile units, clustered in such a fashion as to provide sleeping, eating and other basic living facilities.

Xeriscape: A water-efficient landscape design that makes use of low-water-use plants.

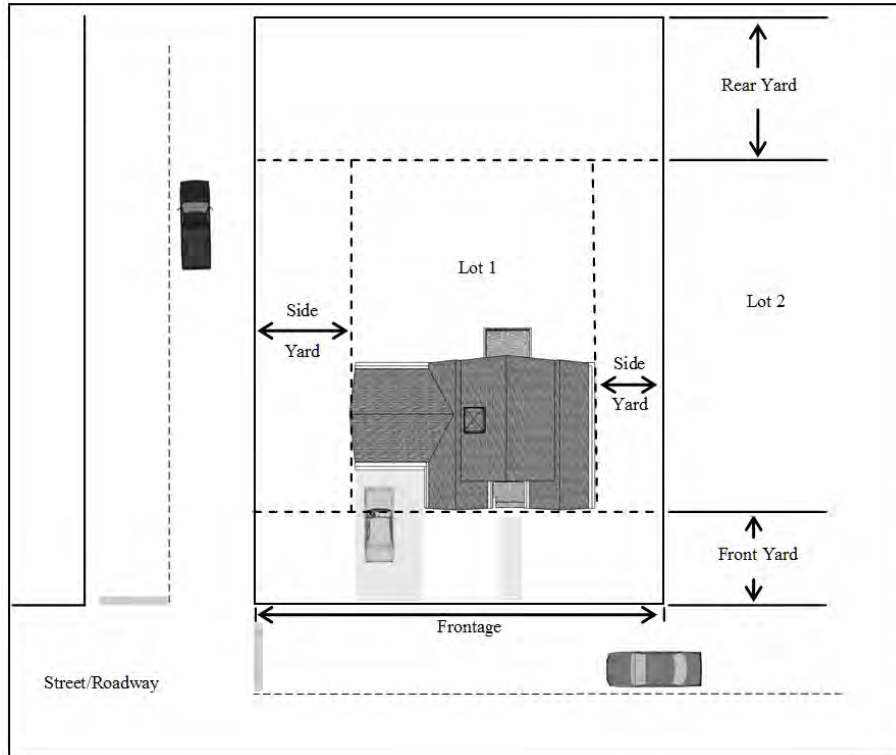
Yard: Open, uncovered space open to the sky on the same site with a building or structure.

Yard, Front: The area between the side site lines and the front site line to the front building line (See Location and measurement of setbacks drawing).

Yard, Rear: The area between the side site lines and the front site line to the rear building line. (corner and interior) (See Location and measurement of setbacks drawing).

Yard, Required: The minimum yard required by a provision of this Bylaw and within which, unless specifically permitted, no building or structure, or part of a building or structure shall be erected.

Yard, Side: The area between the front and rear yards and between the side site line and the side building line (See Location and measurement of setbacks drawing).



Location of yards and measurement of setbacks

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