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WHITE CITY METRO TOWNSHIP GENERAL PLAN

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Acknowledgements

White City Metro Township Council

White City Metro Township Planning Commission

Salt Lake County Planning Staff

Table of Contents

- 1. Plan Summary..... 4
- 2. The White City Community.....5
 - History
 - Population and Demographics
 - General Land Use
 - Residential
 - Public Facilities
 - Transportation
- 3. Goals and Policies.....10
 - Land Use and Development.....10
 - Residential
 - Commercial
 - Agriculture and Equestrian Uses
 - Recreation
 - Environmental
 - Transportation.....15
 - Moderate Income Housing.....16
- 4. Implementing the Plan.....17
- 5. The General Plan Map19
- 6. Amending the Plan.....22
- 7. Addendum
- 8. Appendix

The General Plan

PLAN SUMMARY

This general plan addresses needs and concerns specific to the White City Community. It was developed from issues and concerns expressed by the community through public meetings and open houses conducted by the White City Planning Commission.

Its purpose is to serve as an information source to help guide citizens, developers, and elected officials during the decision-making process and to provide a base from which a balance between competing land uses can be maintained.

This plan is intended to be reviewed and updated periodically to ensure the needs and concerns of the community remain current.

This General Plan includes the following elements:

- Land Use Goals and Objectives
- Transportation Goals and Objectives
- A Moderate Housing Plan

The White City Community

HISTORY

The White City Community covers approximately 646 acres in the south-central part of the Salt Lake Valley. The boundaries of the community are 700 East from 9820 South to approximately 10000 South on the western border, 10600 South on the south, 1300 East to Sego Lily Drive and an irregular boundary line to 9400 South on the east, and 9400 South on the north.

Insert Map of White City/with context

After World War II there was a tremendous boom in housing development in the Salt Lake Valley. On November 1, 1956, Mr. Kenneth White purchased approximately 1100 acres of land. His property began at 700 East to 2500 East and from 9400 South to 10600 South. Mr. White also established a private water company to provide the municipal services for the new community. The land was sold on December 20, 1956 to Magna Investment and Development, i.e., Cannon Papanikolas, to subdivide. The community and the water company were named after this industrious developer who found a way to develop in rural areas.

White City's population exploded from 380 in 1950 to 6,420 in the early 1970's, a 302 percent rise. The growth between 1970 and 1980 increased only slightly. Since 1980 the population decreased due to annexations by Sandy City.

Today, White City Water is owned and maintained by the residents of White City and a small area of Sandy City. Sandy City has grown and surrounds the White City Community. Since the 1980's, residents of the Community have voted three separate times regarding merging with Sandy City or maintaining their independent community.

In November 2015 White City residents were presented with County Proposition 6, a decision to become a Metro Township or a City. White City residents voted to become White City Metro Township with 83.32% of the vote, versus 16.68% voting to become a City.

POPULATION AND DEMOGRAPHICS

The median age for White City residents is 32.7 years old. The average family size in the community is 3.18. the community's population is 89.6% white, 10.2% Hispanic or Latino, 1.4% Asian, 0.8% Pacific Islander, and 0.5% African American.

The total labor force in White City was 2711, 68.3% of the population (2016) 86.5% of these workers use a car, truck or van to commute to work. Unemployment in White City was approximately 5.6 percent. (2016)

Management, business, science and arts occupations employed 35.7% of the White City labor force, sales and office occupations employed 32.2%, service occupations employed 12.7%, and production and transportation roles employed 11.5%. (2016)

The top 3 industries employing the White City labor force are: educational services, health care and social assistance industries employed 26.3%, retail trade employed 15.6%, and professional, scientific, management, and administrative industries employed 10.8%. (2016)

For an in-depth analysis of the White City Metro Township's population, demographics and housing stock refer to the White City Moderate Income Housing Plan, February 2017, Zions Public Finance, Inc. appendix, which is adopted as part of this General Plan.

Information from 2012-2016 American Community Survey-U.S. Census Bureau

GENERAL LAND USE

Insert Current Land Use (zoning) map
and brief comment

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Residential

Single family homes are the dominant land use type and total over 98 percent of the dwellings in the White City Community, with the most common zone designation being R-1-8 which is a single family residential zone which requires a minimum 8000 square foot lot per dwelling. There are no medium or high density residential housing units in the community.

95% of the homes were built between 1940 and 1979 in White City. Since 1979 approximately 73 homes have been constructed. According to census data from 2016 the median value of owner occupied housing units was \$199,200.

The total owner-occupied housing rate was 85.4%; and approximately 50% of the total housing units within the community were occupied by the same homeowner for more than 20 years, while over 70% of the residents in White City Community have had the same home for at least 10 years.

Public Facilities

White City Community has a variety of public facilities not operated by the Community within its borders or adjoining its borders, including:

- Public schools:
Eastmont Middle,
Alta View Elementary,
Bellview Elementary, and
Edgemont Elementary.
- Parks:
Big Bear Neighborhood Park,
Dimple Dell Equestrian Park,
Dimple Dell Recreation Facility,
Lone Peak Park, and
White Towers Pool
- Other:
Unified Police office,
Churches,
Private Schools,
Public Library, and
White City Water Improvement District

Transportation

White City Metro Township's major street system has already been constructed. The largest traffic streets in the community are 9400 South, 700 East, 1300 East, and 10600 South. These streets are around the perimeter of the community. The Community is bisected by the Dimple Dell Park (formerly Dry Creek Ravine). This necessitates travel along 700 East of 1300 East to reach the other side of the Community. The rest of the streets in the community are residential streets.

Currently, public transportation buses operate along 700 East, 1300 East, and 10600 South and 9400 South.

GENERAL GOALS AND POLICIES

The goals and policies of the White City Community General Plan reflect the issues and concerns expressed by council members and concerned citizens during various public meetings held for the development of the plan. These are the heart of the plan and all development proposals and proposed re-zones should be evaluated to ensure that if approved they support the plans goals and help to further long-range objectives. No goal or policy is meant to be overriding but must be weighed against other tools that also relate to an application or decision.

Land Use and Development

Residential Development

Preservation of the existing single-family neighborhoods is a high priority in the community. Residents take great pride in owning their homes. This is reflected in the good condition and excellent maintenance of the residential areas. Subdivisions are presently well established and stable.

1. Single Family homes will remain the predominant housing type however some areas of the community should be made available for development of various types of multi-family and/or apartment type residential uses.
2. Individual property owners should be encouraged to maintain and/or improve their properties through revitalization, rehabilitation and redevelopment programs, building and health code enforcement, zoning enforcement and neighborhood self-help programs as appropriate.
3. Property owners should be encouraged to improve landscaping, fencing and the general appearance of their property.
4. Rehabilitation, beautification and revitalization programs should be used to upgrade housing especially in older areas.
5. Standards for housing redevelopment (tear down and rebuild) should be adopted that would require new homes to be designed in a manner which is compatible with the scale and materials of the surrounding homes. Housing remodels should also follow these suggestions.
6. Each neighborhood should receive all services provided in urban areas such as: street maintenance, street lights, storm water maintenance, etc.

7. Interior undeveloped parcels should be developed with single family dwellings.
8. Adequate off-street parking should be provided for all residential uses.
9. Sidewalks should be installed on streets that currently lack sidewalks, bike lanes should be included where appropriate.
10. More intense uses such as high-density housing should not intrude into low density neighborhoods. Specifically, they should be physically separated from existing single-family neighborhoods via fencing / walls / street design etc. which do not allow traffic *through* the single-family areas to access the commercial or higher density areas.

Commercial

Except for the one existing commercial property within the Township all commercial activity for the community is found outside of its boundaries. Rational and orderly economic development should be encouraged to help provide a stable tax base and stimulate employment opportunities consistent with maintaining community desired lifestyle and environment.

1. Cooperation should be encouraged between the public and private sectors to obtain mutually beneficial objectives, i.e. co-development, density incentives, mixed use projects, etc.
2. Commercial development should occur primarily at the Township boundaries and at significant nodes and corridors and should not otherwise intrude into the low density residential areas. Specifically, they should be physically separated from existing single-family neighborhoods via fencing / walls/ street design etc. which do not allow traffic *through* the single-family areas to access the commercial or higher density areas.
3. Provision should be made for mixed use development particularly along significant corridors. Finding uses which allow for some commercial while maintaining the residential character of the area.

Agriculture and Equestrian

It is very important to the community to maintain the agricultural heritage and particularly

the equestrian uses that are associated with the community and the Dimple Dell Regional Park. The community desires that these uses be protected and enhanced for future generations.

1. Maintain all the agriculturally zoned areas within the community.
2. Prohibit adjacent land uses which would undermine the use of the agricultural area for equestrian and other agricultural uses.
3. Maintain all current public access points to Dimple Dell Park and provide appropriate enhancements when possible.

NAME AND/OR INSERT A MAP OF THE CURRENT ACCESS POINTS

Recreation

1. Support and encourage the development of pedestrian and equestrian trails along

Dimple Dell Park.

2. Support and encourage the development of pedestrian and bicycle trails along the Sandy Irrigation Canal.
3. Bicycle lanes should be considered, and if feasible, be developed along roadways including 700 East, 10600 South and 1300 east. The lanes will provide opportunities for recreation and ease pedestrian movement. The lanes should be installed as the roads are widened.
4. Appropriate street and pedestrian scale lighting should be considered as part of all recreational development plans/projects. These will help to reduce the potential of accidents and help to enhance community safety and security.
5. Work to reduce the transient population in recreational areas.

Environmental

Protecting the health and well-being of residents, the physical safety of property and maintaining the high quality of water available to the residents of White City is very important. These should be protected through compliance with air and water pollution controls and by avoiding areas of physical or geological hazards during development.

1. All development should follow best practices for protecting water quality.
2. Any development near or discharging to Dimple Dell Park/Dry Creek should be prohibited if a reduction in water quality would result.
3. Development standards for landscaping should be enacted which prohibit landscaping which eliminates the use of live plant materials in favor a landscaping approach which allows for live plant materials while at the same time supporting water conservation through appropriate plant selection and the reduction in the amount of lawn which is used.
4. Encourage the planting of trees and particularly street trees to help reduce reflected heat and increase air quality.
5. Wildlife habitat should be preserved along Dimple Dell Park / Dry Creek Ravine. Any new development in the community should take into consideration the habitat needs of wildlife.

For information about the history of the White City Water Improvement District and its significance to the White City Metro Township and the surrounding community see Appendix 1.

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Transportation

Improving the general safety for pedestrians, bicyclists and automobiles, is a high priority for the community.

1. Planning efforts should consider traffic volumes along residential street routes, and where needed, implement traffic management techniques to prevent congestion and maintain safe speeds.
2. Awareness of and participation in the development of Regional Transportation Plans should be maintained.
3. All proposed road widenings or improvements should include the addition of curb, gutter, sidewalk, and bicycle paths where feasible.
4. Arterial streets should have curb, gutter, sidewalks installed and should include bicycle lanes where appropriate.
5. Safe access using crosswalks, traffic signals, etc. should be provided for citizens and particularly children crossing streets to all schools, parks and other public facilities.
6. Appropriate measures should be taken to slow traffic along local residential, collectors, and arterial streets throughout the community.
7. Developers whose projects would generate traffic, should submit a traffic impact analysis prepared by a qualified traffic engineer, and follow best practices to reduce or negative impacts to the community and particularly to pedestrians.
8. Internal traffic circulation should be improved by connecting “dead end” streets where needed. Streets should be terminated with cul-de-sacs or other methods which allow emergency and residential traffic to turn around in a safe manner.
9. Before modifying residential streets careful review which includes public input should be undertaken.
10. Increased mass transportation use should be encouraged.

Moderate Income Housing

In 2017 Salt Lake County contracted with Zion’s Public Finance, Inc. to prepare a *Moderate Income Housing Plan* which would comply with Utah State Code 17-27a-408.

Part of that plan includes a section specific to the White City Metro Township. That section is included here as Addendum 1 and is adopted as part of this General Plan.

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Implementing the Plan

The success of any general plan is contingent upon what happens after the plan is adopted. As a general guide, it is important that the recommendations contained in this document are followed by the policy and decision-making bodies. This plan represents an important perspective that can assist and direct future planning decision.

Zoning

While the General Plan is a comprehensive, long range, general guide, the Zoning Ordinance and associated Zoning Maps are specific, immediate and used to direct private land development.

1. Because zoning provides control over almost every aspect of development, the zoning ordinance is the most important tool used to implement the General Plan. It must insure high standards of land development without unduly restricting private initiative or causing unnecessary costs to the land owner, the developer, or the public. The zoning ordinance should be revisited to ensure that its requirements support the goals and objectives of the General Plan.
2. It is very important to neighborhood preservation to maintain development standards that foster compatibility with existing neighborhoods. When conditional use applications and subdivision requests are reviewed they should be studied to determine how they will relate to the character of the surrounding area. New development should have conditions to make them as compatible as is reasonably possible. Strengthening and improving development standards and ordinances for building heights and mass, landscaping fencing, access and signs will insure that desired qualities for the community are implemented and protected.
3. Adjacent uses which differ in intensity should be made compatible through detailed review of building mass, height and orientation, landscaping, setbacks, walls, building materials, location of parking and circulation areas, open space, recreation and other amenities which should be governed by development standards/best practices and site plan review.
4. Any new or expanded commercial area should be planned in a manner which protects nearby low-density neighborhoods through buffering with landscaped areas, transition uses, separation by streets or other barriers, limitation of operation hours etc.
5. Code compliance should be encouraged through educational efforts, coordinated neighborhood actions/events and the use of knowledgeable code inspectors that can identify health, safety, building and zoning violations and work with community leaders and business and home owners to maintain compliance with regulations.

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The General Plan Map

The General Plan Map is intended to serve as a guide to areas where change is anticipated and desired. It also indicates areas where no change is anticipated or desired. Changes to the General Plan Map occur when the General Plan is amended.

The General Plan Map should be consulted when making planning and development decisions.

The colors on the General Plan Map indicate different levels of anticipated change. The colors do not relate to any particular type of land use or to any particular zoning designation.

The General Plan Map does not allow planning staff to suggest whether a proposed zone change would be approved. rather each development proposal or re-zone application should be compared against the General Plan to ensure that the goals and objectives stated therein are being supported and brought to fruition by the individual decisions being made over time.

Best Practice for using the General Plan Map:

1. Locate the area of proposed change on the Map.
2. Determine the level of change anticipated for the area. (Green, Blue, Yellow, Red, Corridor)
3. Determine if the proposed change is consistent with the General Plan Map.
4. Determine if the proposed change is consistent the General Plan Goals and Objectives.
5. Based on the preceding: determine whether to support or approve the proposed change.

The colors on the General Plan Map indicate the following:

Green: A Green area is one that is considered to be Very Stable. The land uses here would generally have limited diversity uses: these are areas such as parks, recreation corridors etc.

- a. Very limited or no change in land use would be anticipated.
- b. Improvements would generally be limited to maintenance or improvements to pedestrian and recreational facilities: trails, parking area resurfacing, signage etc.
- c. Transportation networks would consist of access and through roads, trails, and parking areas. Generally, these areas would be accessed by foot, bicycle, or horse. Vehicular traffic would generally travel to rather than through these areas.

Blue: A Blue area is one that is seen as Stable. The land uses here would generally have limited diversity and consist of low intensity uses. it is anticipated that only minor changes in overall character would occur. (low density residential

uses)

- a. It is anticipated that only minor changes in overall character would occur and changes would be limited to a small number of dispersed sites, leaving the majority of the area/corridor unchanged.
- b. Improvements which subtly alter the appearance, economics, or sustainability of the area/corridor would be anticipated, however most improvements would consist of individual projects which would not generally impact other parcels beyond the immediate vicinity.

Transportation networks would remain largely as built, but minor changes could occur. Public transit typically would not have a dedicated right-of-way through these areas.

Yellow:

A Yellow area is one that has modest potential change and for the absorption of new growth and development and therefore moderate changes in land uses and area character would be anticipated.

- a. Changes might generally occur in clusters, while the land uses of the overall area/corridor would remain largely consistent. Growth in these areas will begin to trend upward, in intensity and density providing for a transition to more intensive land uses.
- b. Improvements which moderately alter the appearance, economics or sustainability of the area/corridor would be anticipated. Improvements should be carefully coordinated because these changes often begin to create (new) identifiable places thus changing the character of the (existing) area.
- c. Transportation networks should be carefully considered with walkability and connectivity to existing networks being critical to the success of the area/corridor. At this point public transit may need a dedicated right-of-way.

Red:

A Red area is one that has high potential for new growth and development and therefore significant changes in land uses and area character would be anticipated.

- a. Major changes in land use can be anticipated which would represent a significant diversion from the typical land uses in the area/corridor. Growth in these areas will increase, significantly raising the intensity of land uses. Changes in land uses may affect the majority of the area/corridor and would not be limited to a specific cluster.
- b. Improvements are likely to occur which would significantly alter the appearance, economics, or sustainability of the area/corridor. Improvements should work toward creation of a theme, destination or

attraction. Development of this type would typically include consolidation of land/parcels and coordinated planning efforts.

- c. Transportation networks should be redesigned and should include highly connected, formalized, and multi-modal facilities. Public transit should have dedicated or fixed rights-of-way. Walkability and connectivity would be critical to the success of the area/corridor and must be included as an essential part of the development.

White:

Major Corridor – A Major Corridor is a linear vehicular transportation route (a road) including all lots/parcels directly adjacent to it which could experience significant changes. Major Corridors typically experience change over time in response to changing market conditions and new approaches to land use and transportation planning which can result in diverse land uses and functions along their entire length.

Because of their limited access and impact on adjacent land uses, corridors considered here do not include minor arterials, highways or other high-speed limited access roads or rail corridors etc.

- a. Frequent changes can be anticipated along Major Corridors, particularly at significant nodes - usually where two major corridors intersect. These areas are generally intensified to absorb and respond to new growth in the community. Additionally, focusing growth in centers along corridors can help to create walkable neighborhoods or town centers and help to reduce traffic demand through the rest of the community.
- b. Improvements may include: roadway redesign to increase capacity, either for transit improvement, automobile use, or other transportation modes (bicycle or pedestrian lanes/paths) or public transportation routes. Alternatively, reducing capacity may be recommended on some corridors in order to reduce speeds where appropriate. Changes to corridors would obviously affect adjacent land uses.
- c. Transportation is the key function of corridors. Major Corridors should change over time to include more types of transportation and to achieve improved transit service, capacity for safe use by cyclists, and improved pedestrian infrastructure. The ultimate goal for a Major Corridor should be to evolve into “Complete Streets” which would safely accommodate all modes of travel.

Insert the General Plan Map

Note: The Map will not be created until after the 2 Public Open Houses have been completed so that information from the public can be illustrated on the map.

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Amending the Plan

A General Plan cannot be effective unless it can change in response to the changing conditions and needs of the community as well as to the changing ideas and desires of the citizens of the community.

In five years this plan will likely require revising.

This should be done by the same process used in creating the plan itself. Input should be received for the community and the updated plan should be approved by the Planning

Commission and Metro Township Council.

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Addendum 1

Attach White City Moderate Income Housing Plan

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Appendix 1

Attach

White City Water Improvement District

Information

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