



2022 GENERAL PLAN

White City Metro Township

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Executive Summary

CONTEXT - This 2022 General Plan is a first for White City, Utah. In this Plan, readers find information about the planning process and community context, methods of data collection, the public engagement process, three topical elements—land use, transportation, and lifelong communities—and a work program tailored to each element.

This Plan addresses the current conditions and future aspirations of the community and is intended to guide community decision-making. This Plan should be used by elected and appointed officials, staff, and the public to understand on-the-ground conditions, the community's collective vision, and how to take appropriate actions to realize that vision.

This Plan is heavily driven by public feedback and by data collection and analysis. In fact, public participation is one of White City's greatest strengths as a community. While a small community of 5, people, over approximately 752 written comments were collected from surveys, emails, virtual comment boxes, and paper comment boxes throughout the two-year process. Four in-person workshops and over thirty public meetings were held to discuss the Plan. The public's knowledge of the community is supplemented with credible, comprehensive resources such as the U.S. Census Bureau's American Community Survey and Esri's Community Analyst Program, which provided many of the statistics.

EXISTING CONDITIONS - Home to 5,747 people, White City consists of 432.7 acres in the south-eastern part of Salt Lake County, Utah. Uniquely, White City is an island community completely surrounded by Sandy, a city of 96,385 people. Additionally, White City is bisected by a county-run park, Dimple Dell Regional Park, that residents utilize for recreation. While White City's surroundings feel more urban, White City has retained its close-knit, small-town feel.

White City is more affordable than nearby places in the Salt Lake Valley. For example, 2021 estimates put the median home value at \$338,931 for White City, compared to \$406,810 for Salt Lake County as a whole. In the latest ACS 5-Year Estimates, White City's median household income was \$63,446, which was significantly lower than the county-wide median household income of \$74,865. Residents value their more affordable lifestyle and often cite it as a means of attracting young families and first-time homeowners.

In White City, land is used primarily for residential purposes: 94.7 percent of land is zoned single-family residential, and 5.2 percent is zoned agricultural. Only one property is zoned for commercial uses; however, 34 business licenses were issued in 2020, indicating the presence of home-based occupations. Other land uses and resources of particular community value are the 14.6-acre Big Bear Park, the White Towers Swimming Pool, and the White City Water

Improvement District. Additionally, White City enjoys amenities offered in nearby Sandy City.

KEY STRENGTHS AND CHALLENGES - Key strengths include White City's strong culture of public participation; its groundwater source; the small-town feel; affordable housing; the family-friendly environment; its relative location to major transportation corridors, recreation opportunities, and job hubs; and its retention of agricultural land. Key challenges include being completely built out, few sales-tax generating commercial properties, gaps in pedestrian infrastructure that support walkability, limited places for community gatherings and interactions, worn infrastructure.

KEY OUTCOMES - Among diverse and sometimes conflicting viewpoints, this Plan sought to nurture a collective vision that all residents could stand behind. As such, this Plan focuses on preservation of White City's existing character and suggests small, gradual, and targeted changes aimed to increase White City's access to opportunities and bolster residents' quality of life. The next pages (6-7) outline the Plan's five key recommendations and nineteen goals. The specific actions to accomplish these recommendations and goals can be found at the end of the document in the Work Program.

Photo credits, from top to bottom: Mikala Jordan, GSL-MSD; Maridene Alexander, GSL-MSD; Maridene Alexander, GSL-MSD; Google Street View; Maridene Alexander, GSL-MSD; Google Street View.



Key Recommendations and Goals

Five key recommendations emerged from this Plan. These areas guide the focus of implementation moving forward.

- 1) Focus on area-specific, small-scale infrastructure improvements that incorporate place-making; these will enhance the day-to-day experiences of residents on their land and in public spaces.
- 2) Update land use codes to be tailored to White City's specific wants and needs.
- 3) Work toward implementing streetscape improvements that increase the safety of all modes of travel, the aesthetics of the public right-of-ways, and the walkability of White City.
- 4) Work toward infrastructure implementation that supports successful aging in community, community resilience to natural hazards, and environmental sustainability.
- 5) Increase sales tax revenue to support desired projects by supporting at-home businesses through resources and fast internet speeds.



Goals:

The following goals were developed in the public Steering Committee meetings for each element of the Plan. These goals provide a broad direction toward how White City moves forward with land use, transportation, and lifelong communities decisions.

Land Use (LU)

LU1: Ensure that effective land use planning is kept in balance with preserving the freedom and rights of individual landowners.

LU2: Maintain and promote White City's neighborhood-scale housing character (primarily detached residences) while also promoting a quality of life that attracts and sustains new

families and the housing needs of the Salt Lake valley.

LU3: Promote a sense of pride and identity in the community through maintaining and enhancing place-making infrastructure.

LU4: Establish maintenance standards that continue to make White City a distinctly scenic, fun and appealing place to live and visit.

LU5: Enhance recreational amenities and access to public parks and open spaces.

LU6: All land use decisions include efforts to maintain or improve air and water quality.

Transportation (T)

T1: Encourage good access to and smooth, safe transitions between key locations within and outside of White City.

T2: Support transportation areas becoming more aesthetically pleasing, environmentally friendly, culturally interesting, and health-conscious.

T3: Achieve well-maintained transportation infrastructure.

T4: Support adequate and safe parking.

T5: Increase pedestrian and bicyclist access, safety, and comfort.

Lifelong Communities (LC)

LC1: Foster transparency, collaboration, and clear communication among officials, staff, the public, and other agencies.

LC2: Encourage digital infrastructure to support home-based work, entertainment, and education opportunities.

LC3: Support small-scale local and home-based businesses with access to resources for financial assistance and/or business training and education.

LC4: Ensure that the built environment supports people of all ages and abilities, allowing safe and easy navigation within the community as well as access to important places outside the community.

LC5: Strengthen resilience through emergency preparedness and response.

LC6: Make reasonable efforts to improve the quality of the natural environment and mitigate negative environmental impacts.

LC7: Maintain and make needs-appropriate improvements to infrastructure to support the resilience of the built environment.

LC8: Preserve the heart of White City's character.

CHAPTER ONE:

ALL ABOUT PLANNING

What is a General Plan?

A General Plan is a document that guides future development in a place. Through the planning process, existing conditions are examined, desired future conditions are established, and a path is laid out to bring a community from its present state to its envisioned future. Decision-makers, residents, and other stakeholders can and should use the General Plan to coordinate and implement decisions about land use, infrastructure, parks, recreation and open space, city services, housing supply and affordability, and other public resources. As such, a General Plan is a living, fluid document that should be regularly reviewed and updated.

Why make a General Plan?

Municipalities make plans for many reasons. The main purpose of a General Plan is to aid a community in defining and achieving its desired future. More specifically, municipalities make General Plans because:

- ◇ Utah State Code 10-9a-401 requires each municipality in Utah to prepare a General Plan (LUDMA, 2019).
- ◇ Plans strengthen community autonomy: by establishing a community vision, priori-

ties, and goals, communities avoid change “just happening” to them.

- ◇ Plans enhance decision-making: syncing data, local knowledge, and on-the-ground conditions enable decisions to be comprehensively informed.
- ◇ With plans, communities can bolster strengths, achieve goals, minimize and resolve problems, and prevent threats.
- ◇ Through the establishment of common goals, the planning process brings together various community members.

Planning Authority

White City became an independent municipality with its own governing authority in 2017 after a vote of White City residents in 2015. The municipality is governed by an elected legislative council, one of whom is selected by the others to be the Mayor. The Mayor serves as the chair of the Council. The Metro Township Council has the authority to enact laws and ordinances to carry out its responsibilities such as land use and development regulations (zoning) as long as these laws and ordinances are consistent with the Utah Municipal Code and other state statutes. The Metro Township has all the municipal powers allocated by the Utah Municipal Code,

and as of the 2021 legislative session, even the same powers of taxation. The Metro Township does not have the power to enact a property tax.

White City is a member of the Greater Salt Lake Municipal Services District (GSL-MSD or MSD). The MSD is a local district, created in 2015 under the “Special District Code 17B 2a-11” (Provisions, 2014). The MSD is comprised of five metro townships (Copperton, Emigration Canyon, Kearns, Magna, White City), one town (Brighton), and unincorporated Salt Lake County.

Utah Code 10-2a-4 allows townships to be recognized as municipalities (Municipal Incorporation, 2015). The Metro Townships gained official recognition as municipalities on January 1, 2017 through a general election of the citizens in 2015. The MSD, together with the governmental alliance of the Metro Townships, has formed the first district of its kind in the United States. The MSD is empowered to levy a property tax on real or personal properties located within its boundaries, through the decision of the individual metro townships and the MSD board.

The MSD provides the member municipalities with planning and development, business license, and code enforcement services as part of its membership agreement. The White City Council appoints a Planning Commission, working with MSD planners, to make recommendations regarding land use decisions to the Council.

During the making or updating of General Plans, the White City Council (WCC) appoints a General Plan Steering Committee (Figure 1). This Steering Committee, composed of residents representative of White City’s different backgrounds and ideas, works with MSD Long Range Planners on the development of White City’s General Plan. The Steering Committee and MSD planners produce a document that the Steering Committee then passes to the Planning Commission. The Planning Commission, at a public hearing, makes recommendations to the Council regarding the adoption and amendment of the General Plan. The Council, at a public meeting, can adopt, reject, or revise the General Plan.

Figure 1: The general planning process (adapted from <http://www.ruralplanning.org/assets/general-plan-guide.pdf>).



What is in this document?

There are five sections in this document. Each is further divided into chapters.

Section one consists of the acknowledgments, table of contents, executive summary, and key recommendations.

Section two provides the background information that supports the content in section three. It includes Chapters 1-3:

◆ **Chapter 1 - All About Planning:** explains what a general plan is and White City's authority in making one, as well as what is in the document and how to use it. It outlines the data-gathering methodology too.

◆ **Chapter 2 - Community Engagement:** details how, where, and when public feedback was collected and incorporated.

◆ **Chapter 3 - Community Background:** summarizes White City's existing demographic and economic conditions.

Section three is the meat of the plan; each of Chapters 4-6 delves into a specific topic:

◆ **Chapter 4 - Land Use:** delves into how White City's land is used now and envisions future land use by character areas.

◆ **Chapter 5 - Transportation:** examines modes of transportation, infrastructure, connectivity, and accessibility.

◆ **Chapter 6 - Lifelong Communities:** examines White City's conditions and needs related to governance, economic opportunities, aging in community, and resilience and sustainability.

Section four has the Work Program. It includes the major takeaways and action items from the other chapters.

◆ **Chapter 7 - Work Program:** displays the tangible actions, with info such as cost and funding source, that support the accomplishment of the goals, priorities, and vision.

Section five provides additional information:

◆ **Chapter 8 - References and Resources**

◆ **Chapter 9 - Appendix A - Glossary & FAQ, Appendix B - Survey Results, Appendix C - Moderate Income Housing Plan, Appendix D - GPSC Meeting Reports.**

How do I use this document?

This document uses visual clues to help guide the reader. Text differences indicate the following:

Section Title

Section Subtitle

PARAGRAPH TOPICS

Emphasized text/Figure captions

Normal content text

Additionally, pages (normal letter print sized paper) or spreads (screen view, two pages together) follow visual structures:

Look to these boxes... for background information on planning concepts or ideas.

Look to purple Takeaway text... for the main idea from a section. The Takeaway suggests how to move forward with the information presented.

Look to **white boxes with black text** for quotes from residents or survey responses.

Data Gathering & Methodology

This General Plan utilized several reputable sources and softwares to gather and analyze information on White City's existing conditions. Several resources assisted in the data gathering for most of the chapters. One of these is the United States Census Bureau's American Community Survey 2019 5-Year Estimates, which provide information about population size, demographics, economic traits, commuting traits, housing conditions, household sizes, and more. ESRI Business Analyst Online reports were also used frequently; these reports utilize Census data as well as ESRI's own spatial and consumer analyses to provide current conditions as well as project future trends for a host of topics.

COMMUNITY ENGAGEMENT - Surveys were created and taken virtually through the program Survey1-2-3. The Long Range Planning website, which housed all virtual information for the General Plan, was hosted via the MSD using the program ArcHub. Once the website was created, surveys were linked to on this website.

COMMUNITY BACKGROUND - Statistics came from the United State Census Bureau's American Community Survey, 5-Year estimates from 2019, including tables: DP02 - Selected Social Characteristics, DP04 - Selected Housing Characteristics, DP05 - Demographic and Housing Estimates, and S2001 - Earnings in the Past 12 Months.

LAND USE - Data regarding parcel-based land use came from the Wasatch Front Regional Council's 2018 Salt Lake County Parcels file geodatabase. This information was accessed, displayed, and

analyzed using Geographic Information Systems (ArcPro). The tables of information on acreage, market value, housing built years, and more included in each Character Area also utilized this data source.

Data for the mapping and analysis of parks and trails came from the State of Utah Automated Geographic Reference Center. Additionally, Geographic Information Systems geoprocessing tools were used by staff to trace the section of Dimple Dell Park between 700 E and 1300 E. Geoprocessing tools were also used to identify buffers of various distances around the State of Utah trails and parks layers.

TRANSPORTATION - Information regarding the functional classes of roads in and around White City comes from the Utah Department of Transportation (UDOT, n.d. A). This information was visualized using ArcPro. Data on Segoe Lily parking, speeding, and other conditions comes from the unpublished Segoe Lily Corridor Study. This study was conducted by White City engineers and Avenue Consulting, and the preliminary results were shared at a White City Council's June 4, 2020 meeting and with planning staff. The accessibility analysis was conducted by the Wasatch Front Regional Council for all land within their service area, including White City.

LIFELONG COMMUNITIES - As an interdisciplinary topic, this chapter pulled information from many sources, including the United States Census Bureau, Salt Lake County Health Department, Utah Governor's Office of Economic Development, and ESRI Business Analyst.

CHAPTER TWO:

COMMUNITY ENGAGEMENT

The Importance of Community Engagement

Community engagement, together with data on existing conditions, forms the backbone of any good plan. This is especially true for this General Plan, White City's first ever, which lays out a path to achieve the community's future vision.

Why? A valid community vision cannot be identified without community input. Broad outreach is necessary to gather this input, especially because there is no single opinion on any given topic. Occasionally, strong, conflicting opinions on White City's future arose during the General Planning process. Understanding that different opinions exist and why, and providing opportunities to discuss these opinions was essential to producing a robust General Plan that addresses everyone's concerns.

Knowing this, the White City Council (WCC) and planning staff prioritized obtaining broad and substantial community input, and community input drove this General Plan and its outcomes.

The Engagement Process

Due to the COVID-19 pandemic, the public engagement process looked different than planned. Virtual methods of engagement replaced open houses and in-person workshops.

As a living document, the hope is that future updates and related outreach and education utilize both in-person and virtual engagement methods, which have both been successful.

MEETINGS - The WCC appointed a General Plan Steering Committee (GPSC) to lead the charge on this General Plan. The GPSC started with 20 members; due to the switch to remote meetings and changes in White City's legislation on committees, the process finished with thirteen members. Between January 2019 and April 2021, 25 GPSC meetings occurred as well as 3 updates at Planning Commission (PC) meetings and 9 updates at WCC meetings. All meetings were open to the public, and members of the public did attend. Meeting agendas were posted on the Utah Public Notice website and linked to on the White City Long Range Planning website more than 24 hours prior to meetings; directions for accessing meetings were communicated via the Newsletter, on the website, and by postcards mailed to all White City households.

LONG RANGE PLANNING WEBSITE - In August 2019, a website for the General Planning process was established. Draft plan documents, a timeline of the plan's progress, topical information, active surveys, survey results, maps, and more were posted on the website. The website was advertised on postcards mailed to every household.

IN-PERSON EVENTS - In addition to the standard public meetings, four in-person Open Houses and Workshops were hosted as well. Find details about the noticing, attendance, and outcomes of these events on pages 16-23 of this chapter.

SURVEYS - Especially after the emergence of the COVID-19 pandemic, the Steering Committee and staff utilized public surveys to gather community feedback. Three surveys were distributed to the public: *Transportation and Land Use, Land and Character, and Area Needs and Priorities*. All together, 197 sets of responses were collected from these surveys. For each survey, every household in White City received a postcard in the mail detailing the content and purpose of the new survey and how to access it.

OTHER WRITTEN FEEDBACK - Once any chapter of this General Plan was drafted*, it was posted on the White City Long Range Planning website, along with a virtual comment box. This allowed anyone to access the chapters and provide feedback to the Steering Committee. Additionally, planning staff shared their phone numbers and emails, and fielded questions, comments, and concerns via those mediums.

**Except the Housing Chapter: this was added to the website later.*



Photo credit: Mikala Jordan, GSL-MSD

What types of public engagement are there?

The gold standard for understanding public engagement processes is called the IAP2 Spectrum (IAP2, 2018). It categorizes five types of engagement--inform, consult, involve, collaborate, and empower--based upon the public's increasing ability to impact decisions. With informing, the public has the least impact on decisions; staff provides the public with information. With empowering, the public has the most impact on decisions; the final decision is in the hands of the public, and the public has been working with staff throughout the process. During this general planning process, all five levels of public engagement were utilized at different times. For instance, staff communicated information on planning concepts (inform), and members of the public created the goals for each chapter during meetings (collaborate).

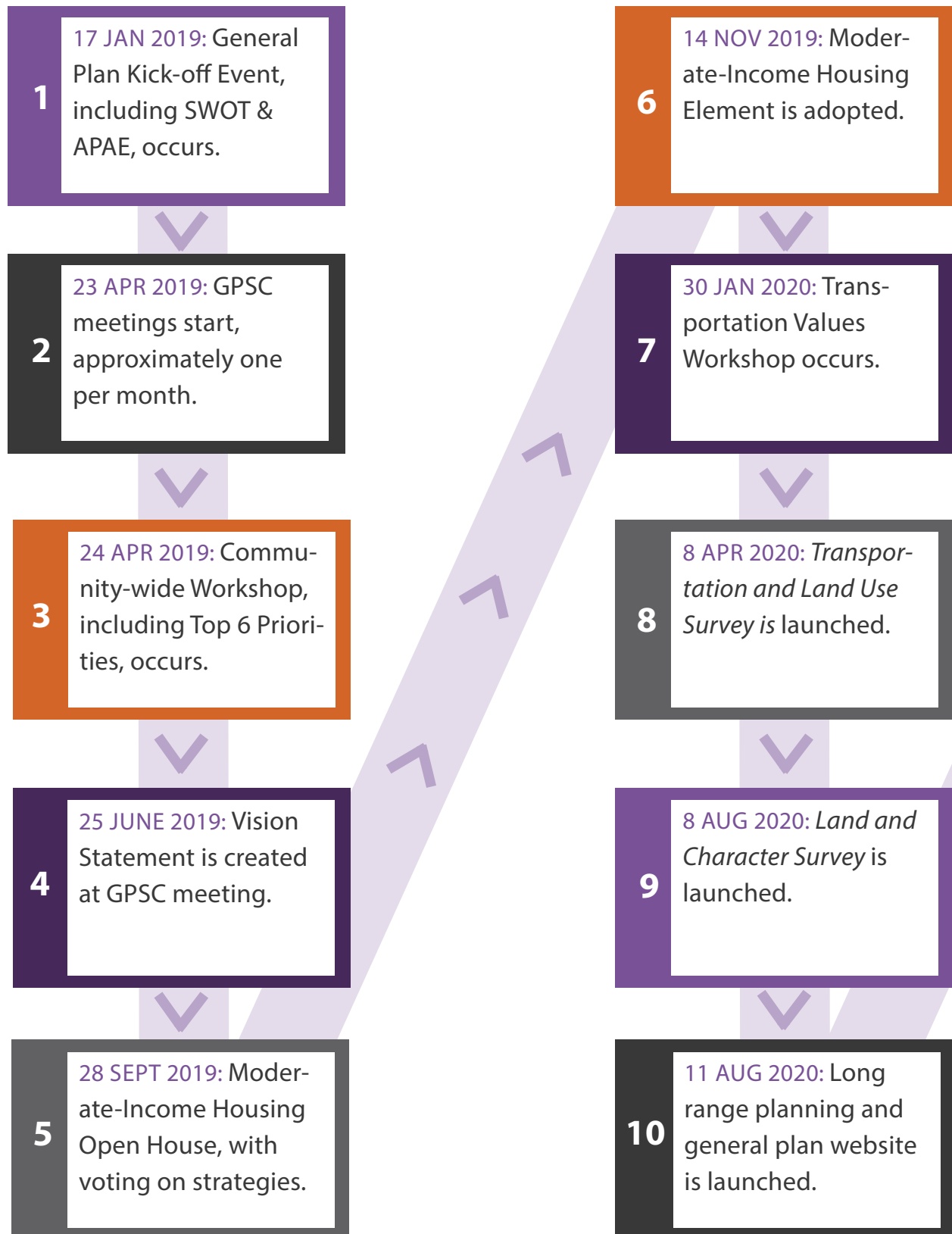
Following the Process:

Starting in December 2019, after GPSC meetings, staff sent out a report summarizing the meeting's purpose, attendees, process, and outcomes. Reports were sent to the GPSC to ensure documentation of meeting efforts and enable a clear written record that committee members could easily reference to jog their memories between meetings.

Additionally, official meeting minutes and/or an auditory meeting recording were posted on the Utah State Public Notice website.

Find the meeting reports in Appendix D.

General Plan Engagement Major Events Timeline



11 3 NOV 2020: Area Needs and Land Priorities Survey is launched.

12 5 JAN 2021: GPSC meetings begin occurring twice per month.

13 13 APRIL 2021: Last GPSC meeting occurs.

14 ??? 2021: PC hears public comments and provides a plan recommendation.

15 ??? 2021: WCC hears public comments and votes on the plan.

THROUGHOUT

25 General Plan Steering Committee meetings

3 Updates at Planning Commission meetings

9 Updates at Council meetings

TOTALS

752+ written comments

197 submitted surveys

5 online feedback opportunity boxes with 13 submissions

5 in-person workshops

7 mailers with updates to residents

General Plan Kickoff

On January 17th, 2019, White City held its General Plan Kickoff event at Eastmont Middle School. This open house started off the process for White City to create this General Plan.

As part of the open house, residents shared their impressions of White City. First, residents completed a Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis. They listed any ideas or observations that came to mind when they considered White City's strengths, weaknesses, opportunities, and threats as a community. This analysis aims to understand a community's needs and possibilities. The list to the right showcases all of the residents' comments.

Then, residents participated in an Achieve, Preserve, Avoid, and Eliminate (APAE) analysis. This analysis looks at the interplay between "yes" and "no." Community members answer yes or no to the questions: "Do we have it?" and "Do we want it?" The answers to these questions guide whether a particular condition, event, or characteristic should be achieved, preserved, avoided, or eliminated. The list to the left includes all resident comments for the APAE.

Together, SWOT and APAE analyses provide the baseline understanding of the community from which the plan is built. The analyses reveal a community's understanding of its current conditions and desired future. The SWOT and APAE show the value White City places on accessing amenities, keeping infrastructure well-maintained, walkability, and being family-friendly, community-oriented, and affordable.

Strengths

Minimal/no commercial development, Already developed, Location, Township, Less regulations, Walking, Low traffic flow, Sewer Insurance Coverage, Horse property/agricultural zoning, Dimple Dell, Bear Park, Pool, Close to Trax, Freeway, Hospital, Stores, Mountains, Quiet, Privacy, Safety, Low crime, Unity, Friends, Community, Pride in their yards, Pride in living here, Long-term residents, Neighbors, Families - few rentals, Single family homes, Size of houses -same, New schools, kids can walk to school, Tasty well water, Water supply: good insurance rates, No HOA's, Affordable housing, Good size lots - 0.25 acres+, Annual Southeast Township Days

Weaknesses

Newly independent organization of community - not understanding metro township government, Infrastructure, Old Homes, No speed bumps, Not enough street lights, No means to attract businesses/families, Fully developed, Surrounded by Sandy City, Police presence and lack of visibility, Governmental transparency, People cutting corners, Speeding, Crimes and Homelessness in Dimple Dell Park, Vandalism, Vacant homes, Need to take better care of homes and properties, Help older people with their yards, No/any commercial tax base, Public transit/alternative transportation, Walkability, No public park - south side, Curb/gutter/sidewalk - maintenance/repair, Internet service/Fiber optic, Lack of enforcing ordinances (knowledge of), Hard to get zoning variances, Afraid of losing homes and property, Value of property - fear of decrease or fear of skyrocketing, Lack of community engagement

Opportunities

Nice environment to raise families, Crime free, Clean up Dimple Dell, Walkable Community - safe, Walking path, Canal trail, Better crosswalks, Street lights, Speed bumps, Homes, not high-density apartments, Limit high density, Beautification programs, Code enforcement, Beautification rules for landlords, Public transit, Home businesses, Modernization of infrastructure, Multiple generations (family), Preserve single family residence feel, Keep values and sense of community, Survey community for input, More community events in addition to Southeast Township Days, Identify White City entrances, Incentives for saving water (reduce grass), Education (home/yard care), Better access to council decisions/visibility, Website, Safety plan in place, Improve road safety - Segoe Lily & Galena

Threats

High density housing, Rezoning - high density, Old infrastructure, Roads, Power/utilities, Sidewalks, Street lighting, Encroachment, Established boundary changes, Not enforcing laws/codes - parking on streets, snow plowing, Widening Segoe Lily brings more traffic, Water rights - keeping WC water under local control (not for sale), Crime, Tagging - Gangs, Insufficient animal control, More commercial, No commercial tax revenue, Absentee landlords - not maintained houses/yards (code enforcement), Overgrowth of yards, Gully fires, Cars - exhaust, idling, School - classroom capacity - higher population, Property values, Increases of taxes for services, On street parking (multiple families in one house), Land theft by big businesses, Annexation/Eminent domain, Lack of police presence, Commercial brings crime, Sandy City, Redevelopment forced - losing homes, Fear of updates/change

Achieve

Bring back annexed businesses, Home based businesses, Commercial property, Back taxes from Sandy to White City, Percentage of taxes spent in Sandy, Special district, More parks & recreation - community activities, Keep Dimple Dell wild, Dimple Dell operation, Playground, Northside swimming pool, Bike lanes, Preserve agricultural area, Trail bridge, Sidewalks walkable, Make canal a walking trail, Walkability, More street lights, Stop signs on major roads, Flashing lights on Segó Lily, Eastmont Crosswalk, & Galena, Street management - winter service, Infrastructure, Underground Power, Speed bumps, Public transportation, Speed enforcement, esp Carnation Drive, Website, Brighter colors on fliers with more information, Effective communication, More information, Internet choice, Single family dwellings 8000 square feet, Reasonable rental/temporary rental policy, Code enforcement (yard & junk), More frequent dumpster (fall & spring), Allow blue garbage bags in blue recycling, Disaster Management Plan, Police presence, Volunteer beautification projects, Better neighborhood clean up

Preserve

The feeling of the neighborhood, The neighborhood as a whole, All current homes and schools, All families, Existing architecture, Single family dwellings, Small town feel, New and low construction, Low traffic, Preserve views, Protect water wells, No change in state laws for townships, Minimal regulations, Gated community, Neighborhood clean-up, Lack of businesses, Open space and parks, Horse property, Preserve gully, Agricultural, 25 mph on Segó Lily, Schools, Swimming Pool, Independence from Sandy, WCWID and rates (minimal)

Avoid

New multi-family homes, Apartments/condo's, High density housing, Existing single-family dwellings converted to three units, Four units per lot, Two units - same structure, Number of people per unit, Number of units per lot, Rentals, Attached units, Dilapidated housing, Homeless, Retail space, Big commercial development, Air BnB, Flipping, Moving families out, Eminent Domain, Overpopulation, High crime, On-street parking, Gravel driveways, Limit vehicle clutter (esp. inoperable), Vehicle code violations, Obstruction of Mountain View, Contention, Close-mindedness,

Eliminate

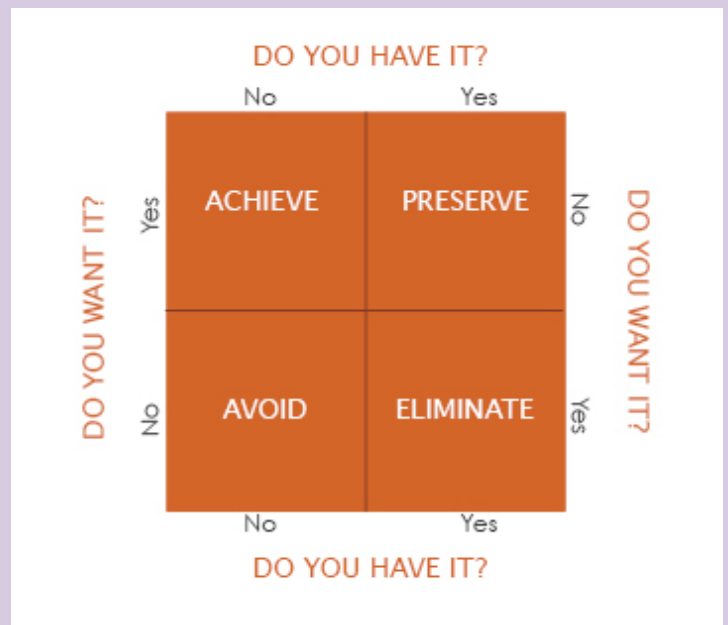
The county changing anything, On-street parking: long term, delivery service, Blight, Weeds, Gravel and dirt driveways, Unregistered vehicles, Vehicles at parks, Overhead power lines, Drugs and drug dealing, Graffiti, Devalue property actions, Fire hazards and response, Speeding - especially on major roads

Throughout this plan, the SWOT and APAE comments related to each chapter's topic are pulled out and presented in that chapter.

White City residents gather around the "Threats" worksheet during the General Plan Kickoff event.



Photo credit: GSL-MSD



This diagram illustrates the interplay between "yes" and "no" with regard to "Does White City have it?" and "Does White City want it?"

Community-Wide Workshop

White City hosted a community-wide workshop on April 24, 2019 in the auditorium at Eastmont Middle School. 107 people attended. The goal of this workshop was to process the SWOT and APAE lists as a community and derive the main, overarching ideas from them. Residents voted on the relative importance of these ideas. Thus, an understanding of the community's top priorities emerged.

What is blight?

"Eliminate blight" emerged as the second highest priority for White City. So what exactly is blight? Do any properties in White City fall into this category? According to Utah State Code 17A-2-1221, blight is an area with two or more of a list of ten characteristics, including issues regarding construction, overcrowding, dilapidation, and inadequate ventilation or sanitation, among others (Senate Bill 53, 1997).

When residents mentioned blight in Steering Committee meetings or during other public outreach processes, they talked about maintenance issues. Roofs, siding, or fences needing repair; over-vegetated yards; and junk in yards were commonly discussed problems. As the fifth characteristic in the State Code includes "deterioration" and "dilapidation," some properties may meet one, but not two, of the characteristics of blight. Therefore, "eliminate blight" as presented in this plan refers to maintenance and upkeep issues, as opposed to an official legislative definition of blight. Often, these issues arise from aging, illness, or financial struggles of the householder.

Top 6 Priorities



1. Preserve single family housing

Photo Credit: Google Maps.



2. Eliminate blight

Photo Credit: Steve Hardy, The Advocate.



3. Horse property

Photo Credit: Google Street View.



4. Preserve natural resources

Photo Credit: Maridene Alexander, GSL-MSD.



5. Walkability

Photo Credit: Flickr, Complete Streets.



6. Explore neighborhood commercial

Photo Credit: Google Street View.

General Plan Steering Committee Meetings

The General Plan Steering Committee meetings are where the bulk of the plan creation occurs. Here, appointed, volunteer members and any members of the public in attendance work together. They develop knowledge of existing conditions and of public opinions. They first use this knowledge to develop an understanding of where White City wants to be ten, twenty years down the road. Then they ideate ways (policies, actions, and projects) to make that future vision possible.

When the Committee was happy with drafts, they were shared with the Planning Commission (PC) and Council (WCC). The PC and WCC's feedback was collected at their meetings. The Steering Committee discussed this feedback and determined which suggestions to act on.

Vision Statement

A vision statement summarizes what a community aspires to be and to embody. It gives an idea of a community's desired future. White City's vision statement was created during a GPSC meeting on June 25, 2019. The Steering Committee used the SWOT and APAE results as well as the Top 6 Priorities to derive the vision statement. It declares:

"White City is a safe, affordable, close-knit, family-oriented, and unique community with access to amenities that meet the diverse needs of its residents."

Moderate-Income Housing Open House

A Moderate-Income Housing Open House occurred on 28 September 2019 for White City, Kearns, and Magna. Each household in White City received a mailed flyer that advertised the event. The Open House flyer was also posted to the State of Utah Public Notice and White City municipal websites. The Council, Steering Committee, and Planning Commission were emailed and provided information on the open house, and they were asked to invite friends and neighbors. Local and state agencies and non-profits concerned with housing were invited as well.

PART 1 - At the Open House, Salt Lake County Regional Development spoke about home repair initiatives. White City could partner with these kinds of programs to strengthen its moderate-income housing supply. Following this presentation, People + Place, LLC spoke with residents about community needs, including regional housing concerns.

PART 2 - Participants were then asked to provide feedback and share their opinions. Planning staff worked with communities in break-out sessions. Large printed maps of current zoning, housing, and transportation systems were used as visual aids. Attendees discussed the 23 Menu Items presented by the State of Utah in Senate Bill 34 as potential strategies for providing moderate-income housing. They talked through what they thought could be implemented and what they thought would be effective. They expressed concerns over zoning changes.



SATURDAY, 28 SEPTEMBER 2019

10:00 am to Noon

Salt Lake County Government Complex
South Building, First Floor Atrium
2001 State Street
Salt Lake City, Utah 84190

YOU'RE INVITED

HOUSING ELEMENT OPEN HOUSE

WHAT IS IT?

An opportunity to learn about [Senate Bill 34](#):
exchange ideas across Metro Townships;
hear from [housing experts](#);
review housing assessments; and
collaboratively work on strategies to plan for housing for all income levels.

The morning includes short presentations, a mapping exercise, and breakout sessions.

SNACKS PROVIDED

Contact:
Mikala Jordan, Long-Range Planner, Planning & Development Services, MSD, at mjordan@msd.utah.gov or 385-468-6714
Lupita McClenning, Division Director, Planning & Development Services, MSD, at lmcclenning@msd.utah.gov or 385-468-6675
Wendy Gurr, Planning Coordinator, Planning & Development Services, SLCo at wgurr@slco.org or 385-468-6707



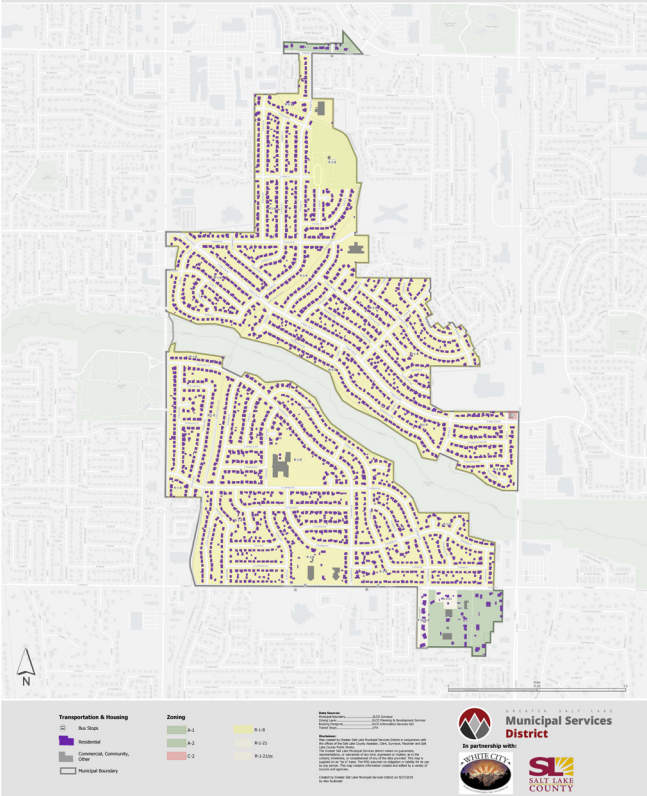
The Open House Flyer.



Part 1 of the Open House - Informing: Residents listen to presentations about planning for moderate-income housing, moderate-income housing programs, and regional housing concerns.

Photo Credit: GSL-MSD.

WHITE CITY HOUSING TRANSPORTATION ZONING



Part 2 of the Open House - Collaborating: Residents gathered around this map and discussed the moderate-income housing strategies most appropriate for White City.



Part 3 of the Open House - Empowering: Residents vote for up to their three favorite moderate-income housing strategies.

Photo Credit: GSL-MSD.

PART 3 - Community members then voted on their top three preferred Menu Items prescribed by Senate Bill 34. These items were listed in large print on easels. Each community was assigned a different color sticker for planning staff to record those items preferred by each community. White City residents voted for 14 of the 23 items (Figure 2). Additionally, a Comments Box was provided for the public to leave opinions not captured by the voting exercise, or people could email comments. Sixteen White City residents left written comments for the Housing Element. The Housing Element was adopted on November 14, 2019.

Figure 2: All 14 menu items that received votes. The top five are highlighted in pink.

Menu Item	Number of Votes
B) Facilitate the rehabilitation or expansion of infrastructure that will encourage the construction of MIH	1
C) Facilitate the rehabilitation of existing uninhabitable housing stock into MIH	25
D) Consider general fund subsidies or other sources of revenue to waive construction related fees that are otherwise generally imposed by the city	1
E) Create or allow for, and reduce regulations related to, accessory dwelling units in residential zones	32
F) Allow for higher density or moderate-income residential development in commercial and mixed-use zones, commercial centers, or employment centers	6
G) Encourage higher density or moderate-income residential development near major transit investment corridors	1
I) Allow for single room occupancy developments	1
K) Utilize strategies that preserve subsidized low to moderate-income units on a long-term basis	4
L) Preserve existing MIH	53
O) Implement a mortgage assistance program for employees of the municipality or of an employer that provides contracted services to the municipality	3
P) apply for or partner with an entity that applies for state or federal funds or tax incentives to promote the construction of MIH	2
Q) apply for or partner with an entity that applies for programs offered by the Utah Housing Corporation within that agency's funding capacity	3
V) Utilize a MIH set aside from a community reinvestment agency, redevelopment agency, or community development and renewal agency	4
W) Any other program or strategy implemented by the municipality to address the housing needs of residents of the municipality who earn less than 80 percent of the area median income	6

Transportation Planning Values Workshop

On January 30, 2020, members of the Greater Salt Lake Municipal Services District gathered to discuss transportation values and principles applicable to all the GSL-MSD communities. The Council, Planning Commission, and Steering Committee were asked to represent their communities in this workshop. Additionally, the workshop was open to members of the public. The workshop had three objectives:

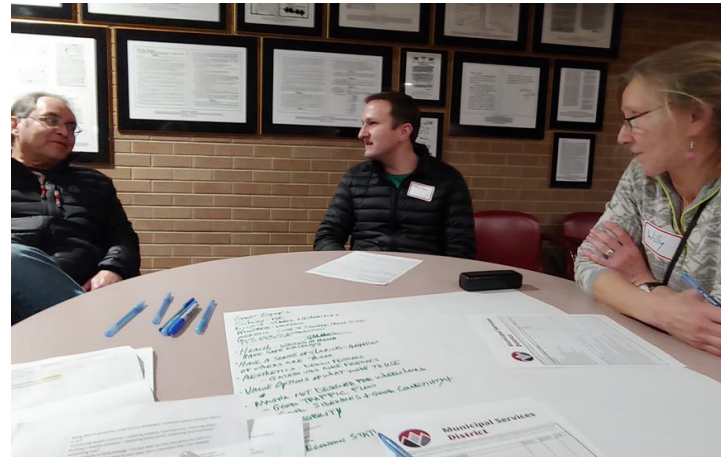
- ◇ to provide background information on transportation trends and innovations to key GSL-MSD decision makers
- ◇ to produce a suite of key transportation values that can be used to guide transportation planning across the GSL-MSD, and
- ◇ to produce a suite of key transportation principles that can be used to link the GSL-MSD to surrounding areas.

PART 1 - Speakers from the Wasatch Front Regional Council and Salt Lake City Division of Transportation Planning provided background information on transportation.

PART 2 - Participants formed breakout groups to share their thoughts on values in the GSL-MSD. A list of values categorized as environmental, social and cultural, economic, or process-based was provided to assist with brainstorming. After discussion and rounds of voting, staff tallied the results (Figure 3).



Three White City residents chat before Part 1 of the Transportation Values Workshop begins.



Residents from different municipalities, including White City, sit together in Part 2 of the workshop. They share their thoughts on local and regional values that inform transportation planning in the MSD-areas.

Photo Credits: Mikala Jordan, GSL-MSD.

PART 3 - The breakout groups were assigned one of the top five most voted for values. Each group discussed some principles that might help to clarify the values and how transportation plans could be implemented in alignment with those values.

RELEVANCE - Because transportation planning crosses jurisdictional boundaries, regional coordination and collaboration regarding transportation is important. At the same time, local transportation conditions and needs differ. For these reasons, when local plans understand regional ones, and when regional plans consider

local ones, both are strengthened. One, the exchange of specific, localized information and broad, overarching information supports depth of knowledge presented in both plans. And two, the alignment of various plans makes implementation of those plans more feasible.

This workshop was summarized to the General Plan Steering Committee, and the values generated from the workshop were found to align with the transportation goals identified by the Steering Committee.

Figure 3: Top Transportation Values picked by GSL-MSD Municipal Representatives



Transportation and Land Use Survey

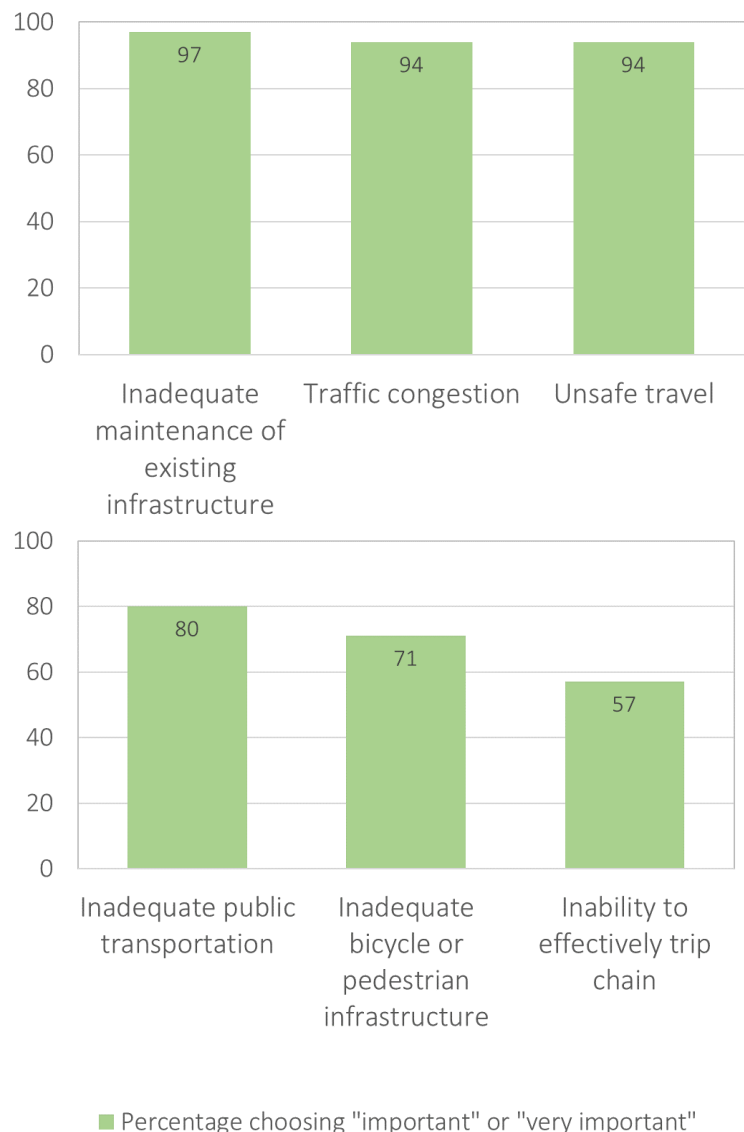
BACKGROUND - A Transportation Workshop for White City specifically was planned for March 2020. A flyer for the event was mailed to each household. However, when the novel COVID-19 broke out, the workshop was postponed. When it became obvious that an open house would not be possible for an indefinite period, staff and the Steering Committee agreed to gather widespread public opinion on transportation needs with a survey.

PROCESS - *The Transportation and Land Use Survey* launched April 8 and closed on August 21, 2020. It was distributed using electronic and paper methods. It was sent to the Council, Planning Commission, and Steering Committee via email, posted on the GSL-MSD website and social media (with paid advertising), and posted on the White City municipal website. Two flyers with the link and QR code were sent to each household. The survey was also mentioned in a blurb in the White City newsletter.

RESULTS - 70 sets of responses were collected, with 208 written comments. The responses correlated closely with Steering Committee discussions. Findings conveyed that residents value safe neighborhoods and would like to see better maintained infrastructure, more public transportation options, and increased walkability. See highlights in Figure 4 to the right, or find the entire survey in Appendix B.



Figure 4: How important are the following transportation concerns? *Not important, Important, or Very Important?*



Land and Character Survey

BACKGROUND - land use planning includes understanding a community's character (unique traits) and its design preferences. This visually-based survey aimed to understand how residents experience White City: do parts of White City differ from each other, and therefore require different planning efforts? It asked residents to upload pictures of places or characteristics of White City that they liked, didn't like, wanted preserved, or wanted prevented. Residents could upload example images or submit written descriptions. The second part of the survey showed images of built environment features and asked residents which images they preferred.

PROCESS - *The Land and Character Survey* opened on August 8 and closed on October 1, 2020. Like the Transportation and Land Use Survey, it was distributed using electronic and paper methods. It was sent to the Council, Planning Commission, and Steering Committee via email, posted on the GSL-MSD website and social media, and posted on the White City municipal website. A flyer with the link and QR code was sent to each household, with contact information if a resident needed assistance with the survey.

RESULTS - 53 sets of responses were obtained, leaving 247 written comments and 33 pictures. White City's small town feel and residential character were emphasized. Results also indicated varying opinions on incorporating mixed use. However, responses about built environment standards can guide design regardless of development type. See highlights in Figures 5 and 6, or find the entire survey in Appendix B.

Please upload pictures of, or describe, places/features of White City that you like, and think should be preserved. *Some submitted images included Quincy Pool and the agricultural properties:*



Images submitted by unknown White City residents.

Figure 5: Select the mixed use building designs that fit the character of White City.

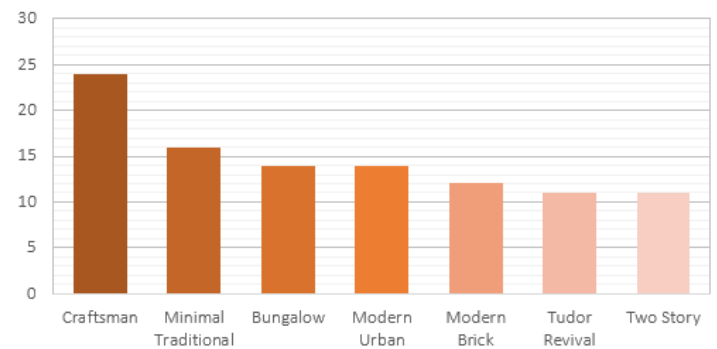
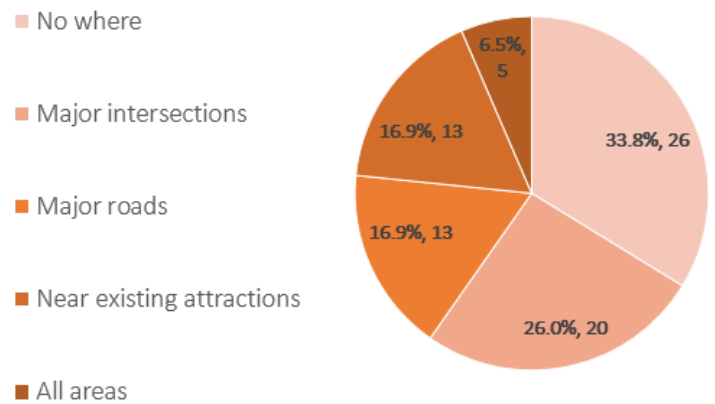


Figure 6: In the future, where do you think it would be most appropriate to allow mixed use areas in White City?



Area Needs and Land Priorities Survey

BACKGROUND - This survey asked residents to identify specific likes and dislikes in five different areas within White City. It also asked residents about land use policies and priorities.

PROCESS - The *Area Needs and Land Priorities Survey* launched November 3 and closed on December 10, 2020. Like previous surveys, it was advertised using electronic and paper methods. It was posted on the GSL-MSD website and social media, and posted on the White City municipal website. A flyer with the link was mailed to each household.

RESULTS - When the survey closed, 74 sets of responses had been collected, with 273 written comments. Land use considerations regarding natural resources, residential opportunities, property rights, and home businesses are all viewed as important, to varying degrees. Residents identified distinct characteristics of, and future visions for, each area. Responses for the Canal Trail, Se-go Lily Corridor, and Residential Neighborhoods areas illustrate a highly unified vision for each of those areas. Responses regarding the Southern Spur and 10600 Corridors convey more than one vision for each of those areas. See highlights below in Figure 7, or find the entire survey in Appendix B.

Figure 7: The graph below depicts the number of “Very Important” responses to five themes: Preserving White City’s agricultural land, especially the ability to raise and ride horses; Preserving the single-family bungalow, ranch, and minimal traditional style housing characteristic of White City; Supporting at-home businesses whose sales tax revenues help fund capital improvement projects in White City; Protecting and valuing natural resources, such as the parks and trails; and, Respecting individuals’ rights to use their properties.

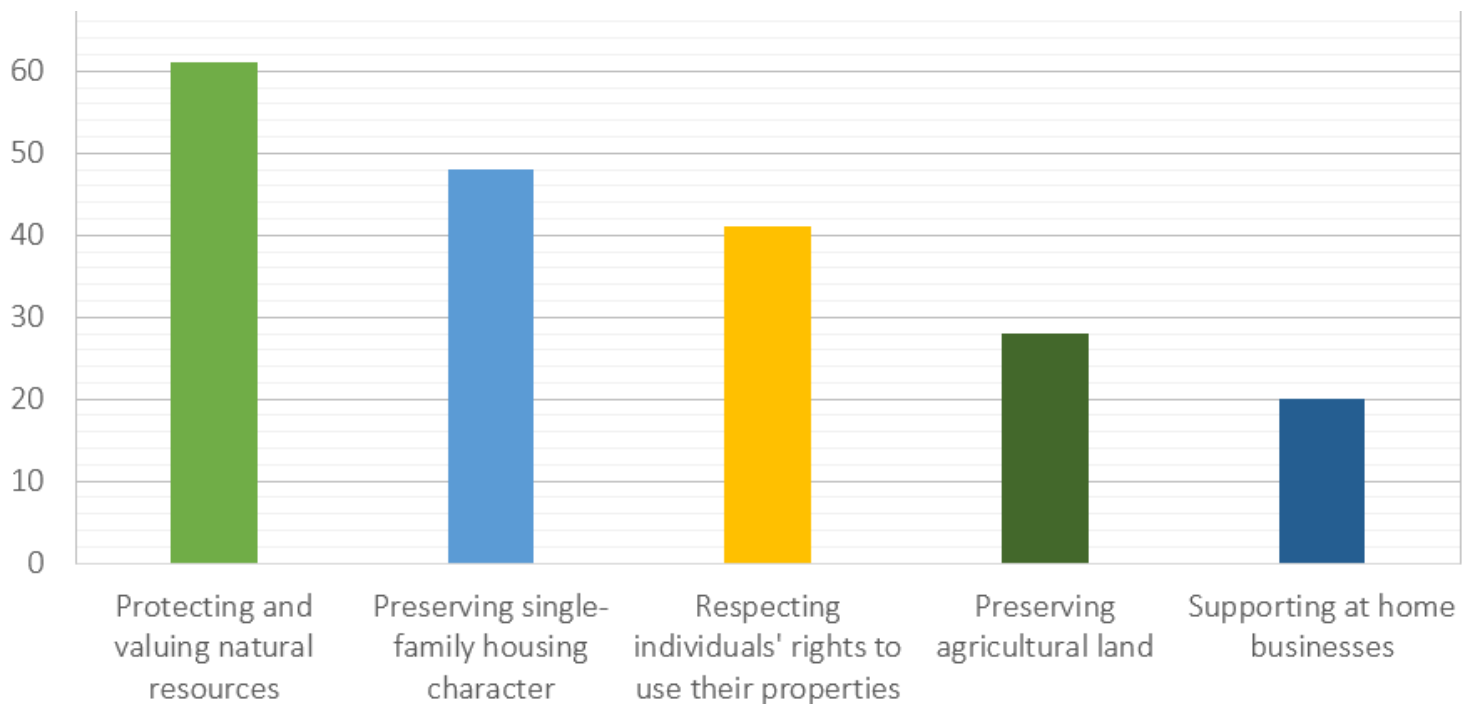


Figure 8a: Feedback Appearance on Website

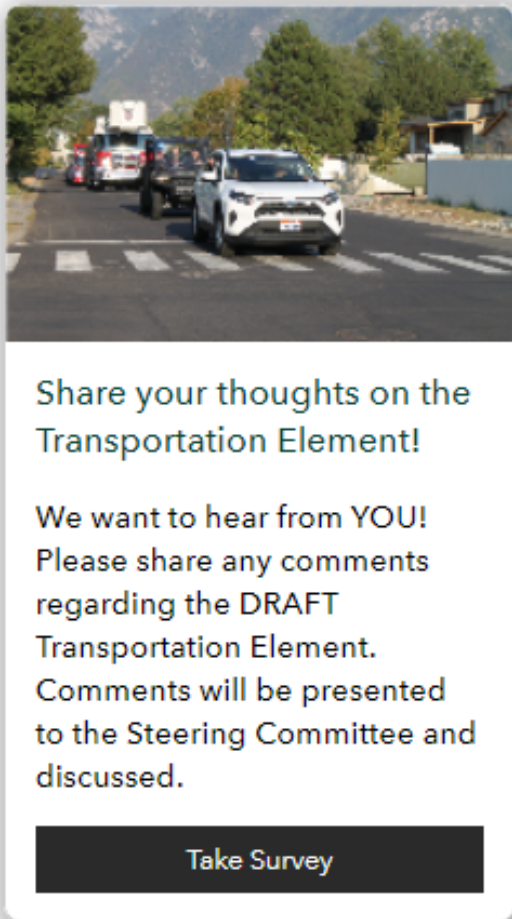


Figure 8b: Feedback Survey

A screenshot of a feedback survey form. The header is a purple bar with the text "Share your thoughts on the Transportation Element!". Below this is a paragraph: "This survey is intended for residents of White City Metro Township and will inform White City's ongoing General Plan. Please share any comments regarding the DRAFT Transportation Element. Comments will be presented to the Steering Committee and discussed." This is followed by another paragraph: "The big takeaways from the Transportation Element are: one, support measures to increase safe and viable transportation options, such as walking and public transport, and two, increase communication with other agencies and communities regarding transportation projects and concerns." The next section is a question: "Does the DRAFT Transportation Element generally reflect your preferences for the future of transportation in White City?*" Below the question is a horizontal scale with five points: "Strongly disagree", "Disagree", "Neutral", "Agree", and "Strongly agree", each with a small circle above it. The next section is: "Please share your comments, concerns, or questions regarding the DRAFT Transportation Element. Please identify the page number relevant to the comment or question, if applicable." Below this is a large white text box with a thin border. In the bottom right corner of the text box, the number "1000" is visible.

“Share Your Thoughts”: Online Comment Boxes

BACKGROUND - When draft chapters (elements) of this General Plan were produced, they were posted on the White City Long Range Planning Hub site.

PROCESS - Comment boxes were provided so that residents could leave feedback on the draft chapter (Figures 8a and 8b). Additionally, a version of this question was posed for each chapter: “Does the draft element generally reflect your preferences for the future of [that element] in White City?” This question was asked for the Transportation, Land Use, and Lifelong Communities elements. When mailers were sent to residents to inform them of new surveys, the opportunities to leave feedback on draft elements were included as well.

RESULTS - Thirteen sets of responses were submitted, including eight written comments. Of the sixteen responses regarding whether a chapter generally reflected a residents’ preferences, eleven agreed or strongly agreed, three were neutral, and two disagreed or strongly disagreed. Comment boxes for individual chapters closed on March 24th, 2021. Upon the closing of the individual comment boxes, a comment box for the entire plan was activated on the website. This comment box is accessible throughout the formal public comment process that happens after the Steering Committee transmitted the fully drafted plan to the Planning Commission and before the Planning Commission hosts their public hearing to consider recommending the plan.

CHAPTER THREE:

COMMUNITY BACKGROUND

History

Native American hunter-gatherers first inhabited what would become Utah as early as 10,000 B.C.E. (Lewis, n.d.). In approximately 400 C.E., the Fremont peoples made northern and eastern Utah their home (Ibid). Later, the Shoshone, Paiute, Goshute, and Ute peoples lived in parts of the Salt Lake Valley (SLCo, n.d. A) and likely traveled in what is today White City.

In 1847, pioneers of the Church of Jesus Christ of the Latter-Day Saints entered the Salt Lake Valley. Some farms were established in the southeastern area of modern day Salt Lake County; otherwise, the area experienced limited development until the 1860s. In 1864, silver was discovered in Little Cottonwood Canyon (Notarianni, n.d.). This discovery spurred the building of mills and smelters in the area. Additionally, railroad expansion, including the Denver and Rio Grande Railroad's Little Cottonwood Branch, encouraged development (UtahRails.net, 2019).

Sandy City was the first community in the area to incorporate, in 1893 (Notarianni, n.d.). Growth in Sandy and the greater southeastern Salt Lake County area remained low during several decades of a "bust," when mining operations slowed. In 1930, Sandy had a population of 1,436

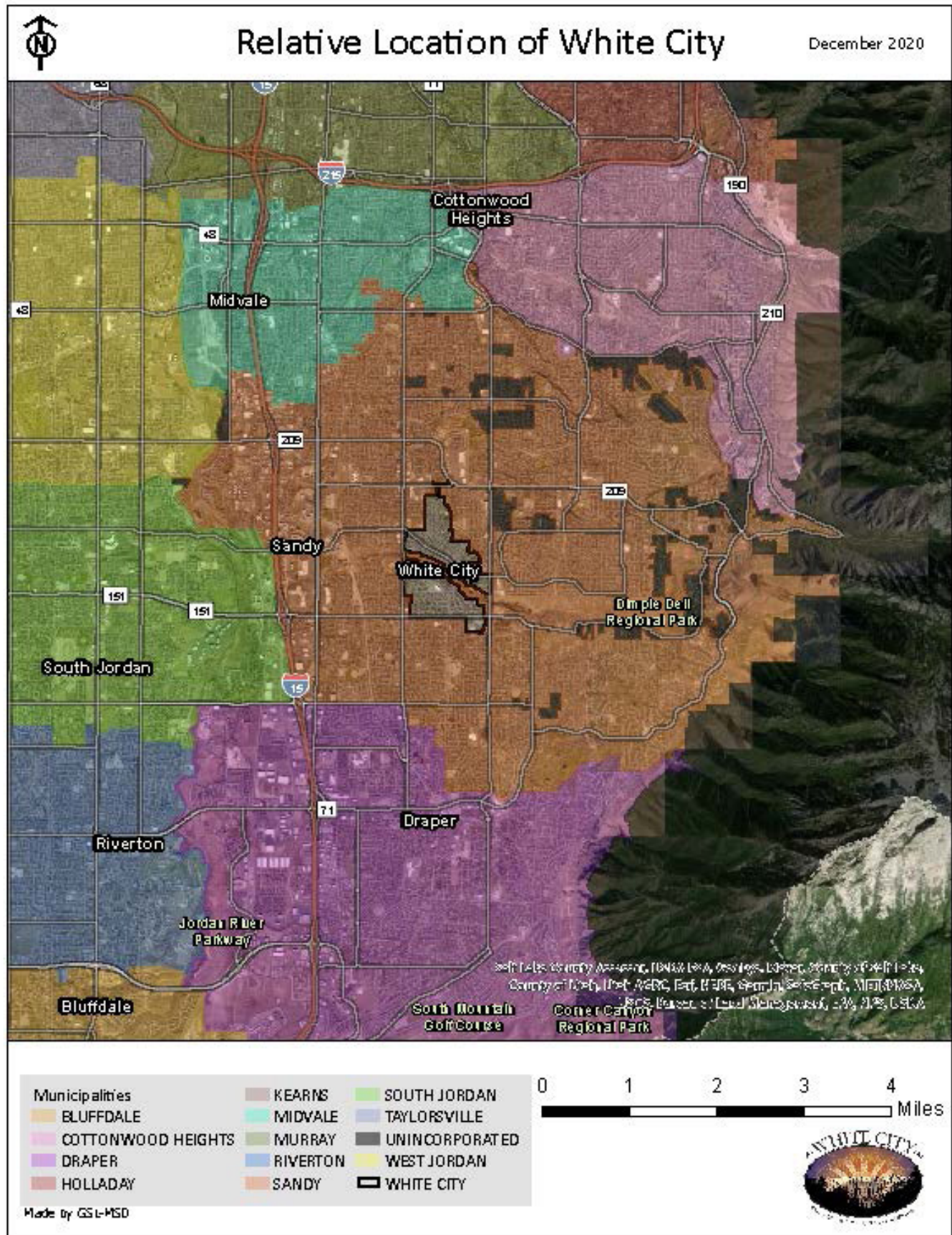
(Salt Lake Surveyor's Office, 1933), and in 1950, Sandy had 2,092 residents (Salt Lake County Surveyor's Office, 1951).

In the 1950s, settlement in the Salt Lake Valley began to pick up again. Two developers, Ken White and Cannon Papanicholas, began building in an area that Ken White dubbed "White City" (White City, n.d.). White City soon became a census-designated place. The community grew, becoming an unincorporated township in 2006 and an incorporated metro township in 2017.

Today

White City today is a community of 5,810 people located in the southeastern part of Salt Lake County, Utah (United States Census Bureau, 2019) (Figure 9). White City is surrounded by Sandy City but retains a distinct, unique identity. Find a summary infographic of demographic and economic trends on pages 30-31; it uses data from the United States Census Bureau's "American Community Survey 5-Year Estimates," 2019. For a thorough report on White City's recent existing conditions, look at the 2019 White City Technical Assessment which predominantly uses 2017 American Community Survey data (GSL-MSD, 2019 B).

Figure 9: White City, Utah



WHITE CITY AT A GLANCE

432.7 acres

0.67 square miles

Southeastern
Salt Lake County,
Utah



\$68,935

median household income

\$50,692

male median earnings

\$33,400

female median earnings

8.5% of families live below
the poverty line based on a
4 person household

POPULATION

1,866 Residential Parcels



5,747 people



3.49 is the average
household size

34.8% of households
have at least one child
under 18 years old

3,094 people
are in the labor force

15.7%
of people have a disability

HOUSING

\$338,931

median house value

1,551

owner-occupied units

276

renter-occupied units

EDUCATION

87.3%

high school graduate or higher

27.7%

bachelor's or graduate degree



47.2% have lived in White City for 20+ years

There are 250 one-person households and 1,421 family households.

219 people do not own or lease a vehicle

776 people aged 65+ years

7.5% of households are a person 65+ years living alone

86.8% speak only English at home

13.2% speak a language other than English at home

7.4% speak Spanish at home

87.0% identify as white alone

3.4% identify as two or more races

2.8% identify as Asian

2021 Esri Community Analyst; All other data presented was derived from United States Census Bureau, 2019.

CHAPTER FOUR:

LAND USE



Photo credit: Maridene Alexander, GSL-MSD

Key Recommendations:

Focus on area-specific, small-scale infrastructure improvements that incorporate place-making; these will enhance the day-to-day experiences of residents on their land and in public spaces. Update land use codes to be tailored to White City's specific wants and needs.

Goals:

- ◇ LU1: Ensure that effective land use planning is kept in balance with preserving the freedom and rights of individual land-owners.
- ◇ LU2: Maintain and promote White City's neighborhood-scale housing character

(primarily detached residences) while also promoting a quality of life that attracts and sustains new families and the housing needs of the Salt Lake valley.

- ◇ LU3: Promote a sense of pride and identity in the community through maintaining and enhancing place-making infrastructure.
- ◇ LU4: Establish maintenance standards that continue to make White City a distinctly scenic, fun and appealing place to live and visit.
- ◇ LU5: Enhance recreational amenities and access to public parks and open spaces.
- ◇ LU6: All land use decisions include efforts to maintain or improve air and water quality.

The Importance of Land Use

The Land Use Element establishes a vision for the future pattern of development in a community. It is the single most important element of the General Plan, bridging each of the plan's unique sections together. Understanding current land use challenges and planning for future land use opportunities is critical because land use is part of the fabric of a community. Why? Land use impacts everything: housing, transportation, economic opportunities, access to daily needs, and quality of life.

For example, thoughtful land use ensures that households have access to transportation and recreational amenities, that schools are not located near sources of pollution, that local businesses receive the traffic they need to stay afloat, and that municipal services and infrastructure can be provided efficiently. The pattern of land use in a community is thus a major determinant of area character and quality of life. Even though White City is entirely built out, having a well-informed, community-driven land use element is essential for the community to realize its vision for itself.

Throughout this chapter, the connections between White City's land use and the aforementioned topics are explored through data-analysis, public feedback, and on-the-ground experiences.

What does the State Code say about Land Use?

The state of Utah acknowledges the importance of land use regulation to community development and wellbeing. To comply with state law, Utah municipalities must incorporate a land use element into the General Plan. According to Utah State Code 10-9a-403, General Plans must include in the land use element:

"The long-term goals and the proposed extent, general distribution, and location of land for housing for residents of various income levels, business, industry, agriculture, recreation, education, public buildings and grounds, open space, and other categories of public and private uses of land as appropriate" (LUDMA, 2020).

Additionally, the land use element may include: *"a statement of the projections for and standards of population density and building intensity recommended for the various land use categories covered by the plan" (LUDMA, 2020).*

This chapter of the General Plan meets and exceeds these requirements. Various land uses are analyzed and discussed, and standards for density and intensity for different areas are proposed. Additionally, a clear vision, with both qualitative and quantitative descriptions, is provided for each area, in order to ensure that development decisions align with the community's wants and needs.

Who is involved with land use planning in White City?

White City has land use authority over the areas within its boundaries. White City has an elected body, the Council, and an appointed body, the Planning Commission, both of which are involved with land use decisions. The Planning Commission makes recommendations to the Council regarding General Plans, zoning, land use ordinances, and subdivision applications. The Council has final land use authority and, as the legislative body, determines land use ordinances.



Photo Credit: White City Metro Township

Land use planning occurs at local, regional, and state levels. White City contracts with the GSL-MSD to provide land use services, including planning and ordinance development. However, land use values relevant to White City appear in state and regional spaces, such as the regional plan, Wasatch Choice 2050 (WFRC, 2019). It is important to recognize these values, as aligning White City's goals with regional and statewide values increases the likelihood of acquiring funding and successfully implementing projects.

What does the community have to say about land use?

MEETINGS - Nine GPSC meetings focused on land use (May 2020 - January 2021). GPSC meetings tackled controversial topics, such as private property rights and how much land use change should occur in White City's future; committee members represented various opinions on these topics.

SURVEYS - White City residents expressed their thoughts on land use via three surveys described in the Community Engagement Chapter: *Transportation and Land Use, Land and Character, and Area Needs and Land Priorities*. In total, 197 unique responses on land use were collected via these three surveys. Surveys showed a desire to maintain White City's primarily residential feel and to improve land use aesthetics via maintenance and landscaping. Surveys also revealed some desire for increased business opportunities, such as by allowing small-scale mixed-use (commercial or institutional and residential) properties in specific areas.

VISION STATEMENT - White City's Vision Statement emphasizes the values placed on community and on neighborliness; these values can and should be supported by land use decisions.

PRIORITIES - The Top 6 Priorities all relate to land use and indicate interest in a predominantly residential community with a mix of other uses.

SWOT AND APAE ANALYSES - Both the SWOT and APAE analyses convey multiple issues and opportunities related to land use. Find the public comments from these analyses on page 35.

Strengths

Minimal/no commercial development, Already developed, Location
Township, Less regulations,
Horse property/agricultural zoning, Dimple Dell, Bear Park, Pool
Close to Trax, Freeway, Hospital, Stores, Mountains
Quiet, Privacy, Community
Pride in their yards, Pride in living here
Single family homes, Size of houses -same
No HOA's
Good size lots - 0.25 acres+

Weaknesses

Newly independent organization of community - not understanding metro township government
No means to attract businesses/families
Fully developed, Surrounded by Sandy City
Vacant homes, Need to take better care of homes and properties
No/any commercial tax base
No public park - south side
Lack of enforcing ordinances (knowledge of)
Hard to get zoning variances, Afraid of losing homes and property
Value of property - fear of decrease or fear of skyrocketing

Opportunities

Walkable Community - Walking path, Canal trail
Homes, not high-density apartments, Limit high density
Beautification programs, Code enforcement
Beautification rules for landlords
Home businesses
Preserve single family residence feel
Identify White City entrances

Threats

High density housing, Rezoning - high density
Encroachment, Established boundary changes
Not enforcing laws/codes - parking on streets, snow
More commercial, No commercial tax revenue
Absentee landlords - not maintained houses/yards (code enforcement)
Overgrowth of yards
Property values, Increases of taxes for services
Land theft by big businesses, Annexation/Eminent domain
Lack of police presence, Commercial brings crime
Sandy City, Redevelopment forced - losing homes
Fear of updates/change

Takeaway: White City should maintain its residential, neighborhood feel, explore options to improve community aesthetics, protect property rights, and protect outdoor amenities.

Achieve

Bring back annexed businesses, Home based businesses, Commercial property
Special district
More parks & recreation - community activities, Keep Dimple Dell wild, Dimple Dell operation, Playground, Northside swimming pool, Preserve agricultural area
Walkability
Flashing lights on Sego Lily, Eastmont Crosswalk, & Galena
Single family dwellings 8000 square feet
Code enforcement (yard & junk)
Volunteer beautification projects, Better neighborhood clean up

Preserve

The feeling of the neighborhood, The neighborhood as a whole
All current homes and schools, All families, Existing architecture
Single family dwellings, Small town feel, New and low construction
Preserve views
No change in state laws for townships, Minimal regulations
Gated community, Neighborhood clean-up, Lack of businesses
Open space and parks, Horse property, Preserve gully, Agricultural
Schools, Swimming Pool
Independence from Sandy

Avoid

New multi-family homes, Apartments/condo's, High density housing
Existing single-family dwellings converted to three units, Four units per lot
Two units - same structure, Number of people per unit, Number of units per lot
Rentals, Attached units
Retail space, Big commercial development, Air BnB, Flipping
Eminent Domain, Obstruction of Mountain View

Eliminate

The county changing anything, Blight, Weeds, Devalue property actions

Takeaway: Exploring small-scale commercial development is viewed both negatively and positively; it appears under "threat" and "avoid," yet the lack of commercial tax base is a "weakness" and annexing businesses is an "achieve": finding a balance is important.

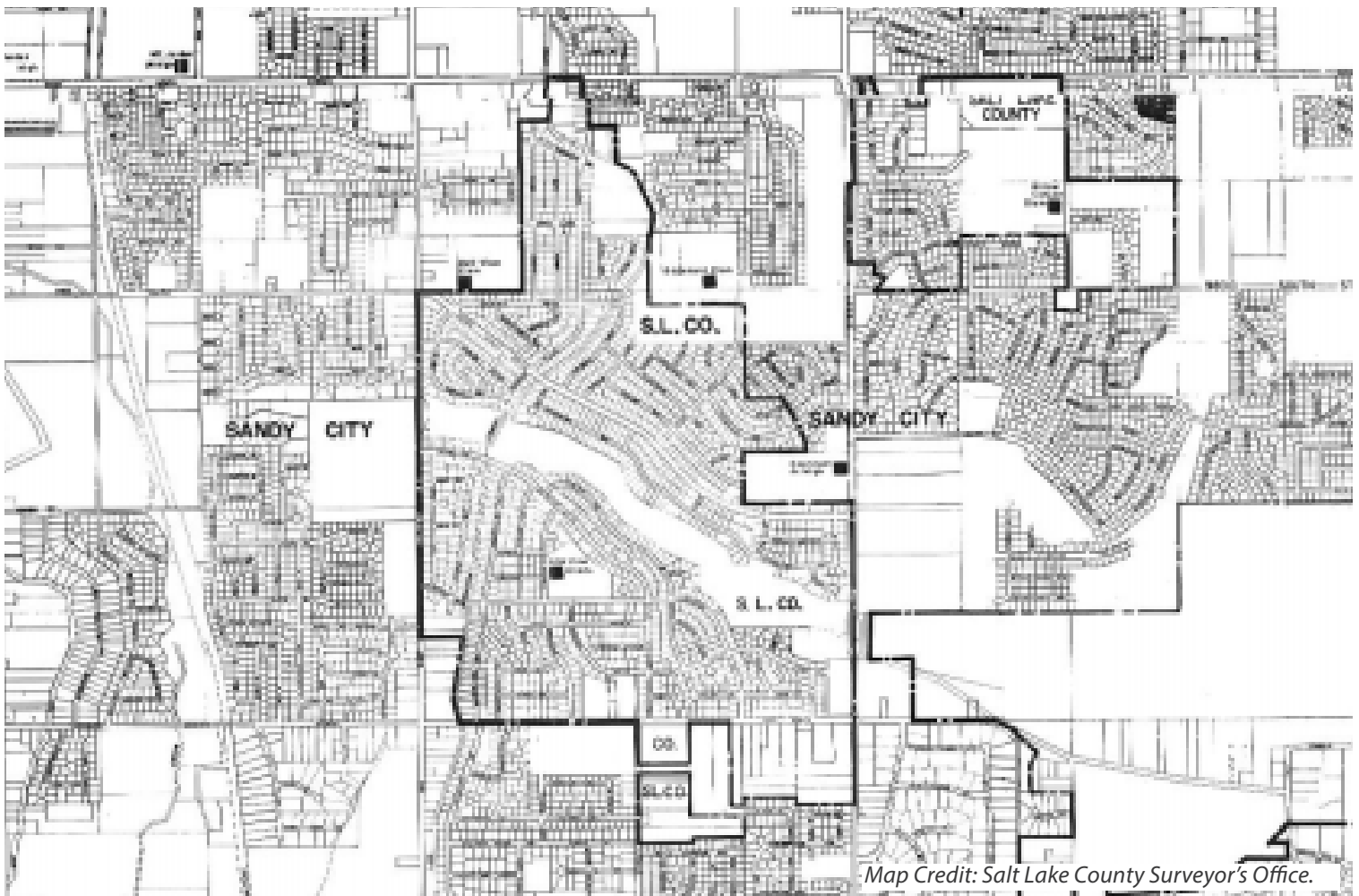
A Brief History of Land Use in and around White City

While two White City structures were built before 1900 (one farmhouse on the corner of Buddlea Drive and Columbine Circle, and one on 10600 South), development of White City took off in 1955 (Figure 9). The first part of White City to be settled was Galena Drive. Development continued around Galena, in the area west of the Canal Trail between Emerald Drive to the north and Larkspur Drive to the south, and east of the Canal Trail around Antimony Lane and Barrium Lane. The majority of the rest of White City developed before 1980. Based on the clear

pattern with few outlying structures, there have been few rebuilds in White City up to this point.

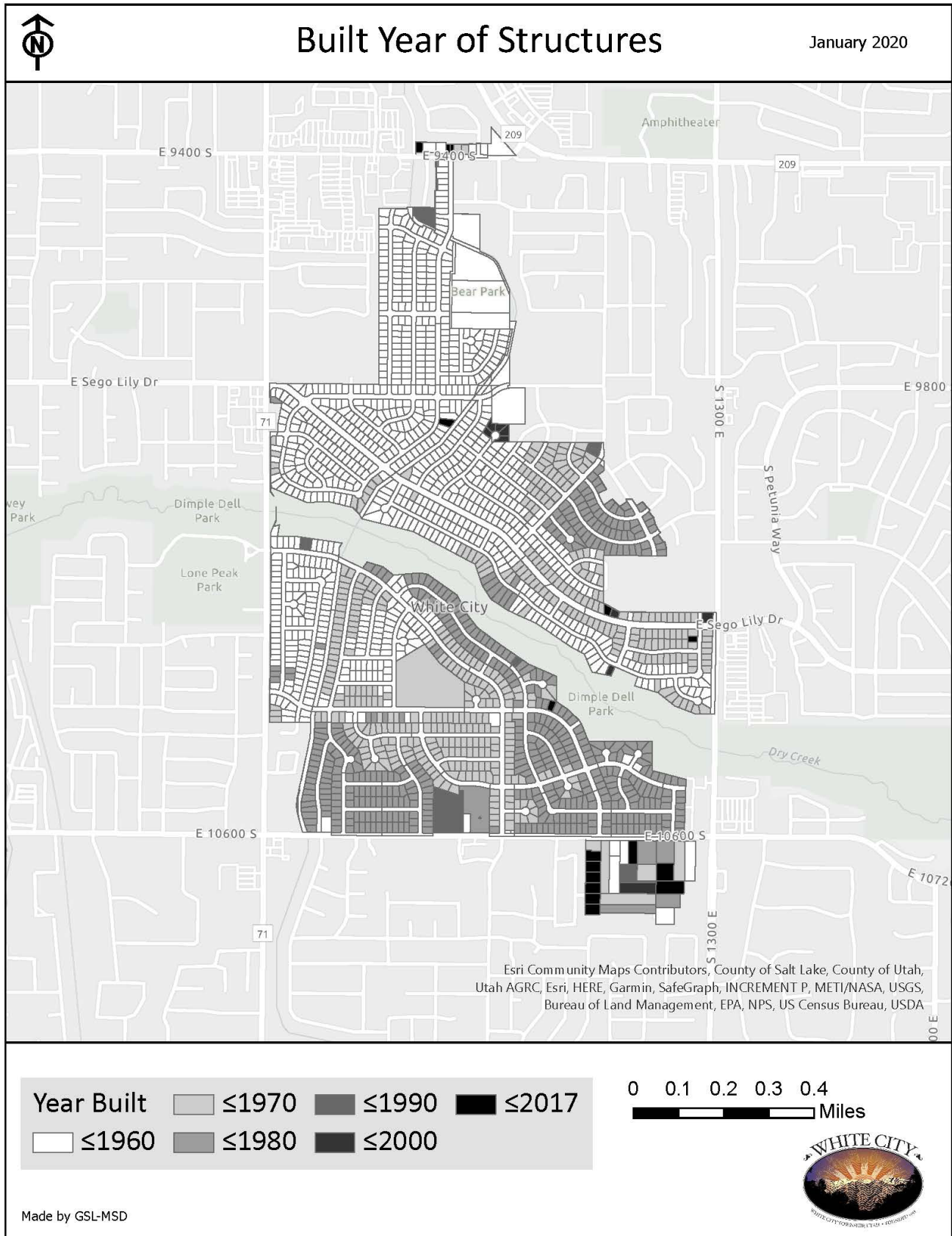
Through this time, White City's boundaries have experienced some change. In 1980, White City was a community but not a recognized township and included additional land below 10600 South but no land above 9400 South (Figure 10). The boundary around S Dolomite Lane and E Cobalt Lane also shifted. Today's boundaries were established in 2006 when White City became an unincorporated township. Dimple Dell Park bisects White City but is not under the jurisdiction of White City nor within its boundaries.

Figure 10: Boundaries from 1980



Map Credit: Salt Lake County Surveyor's Office.

Figure 9: White City developed from the northwest down to the southeast.



Parcel-based Land Use

Land use varies at the parcel level (Figure 11). Variation among parcels can occur within the same zone. For example, within a single-family residential zone, one parcel might have a two-story home, while one adjacent parcel is vacant and another hosts a school. Grouping parcels allows land use patterns to emerge.

The WFRC produced a dataset in 2018 that uses aerial imagery to categorize how parcels are used. While this system is not guaranteed to reflect uses with 100 percent accuracy, comparing the relative amount of parcels per land use category provides an overall picture of land use in the community.

SINGLE FAMILY RESIDENTIAL - Land is primarily used for single family residential purposes. In fact, 386.0 acres, or 70% of White City's 551.5 acres, is used for single family residences. An additional 0.55 acres (0.1%) are associated single family parcels.

Parcel count: 1,889

Median parcel acreage: 0.19 acres

Median building square feet: 1,972

Median parcel value: \$222,900

Earliest & latest year built: 1903, 2017

OPEN AND/OR PARK SPACE - White City land is also used for open and/or park space. Big Bear Park and the Canal Trail together take up 21.5 acres (3.9%).

Parcel count: 26

Median parcel acreage: 0.13 acres

Median parcel value: \$6,450

GOVERNMENT AND INSTITUTIONAL - 24.5 acres (4.4%) are used for government and institutional purposes, including one school and several churches.

Parcel count: 16

Median parcel acreage: 0.14 acres

Median building square feet: 2,006

Median parcel value: \$160,650

Earliest & latest year built: 1969, 2018

COMMERCIAL - 1.7 acres (0.3%) of land are used for commercial purposes.

Parcel count: 2

Median parcel acreage: 0.95 acres

Median building square feet: 6,364

Median parcel value: \$575,400

Earliest & latest year built: 1968, 1996

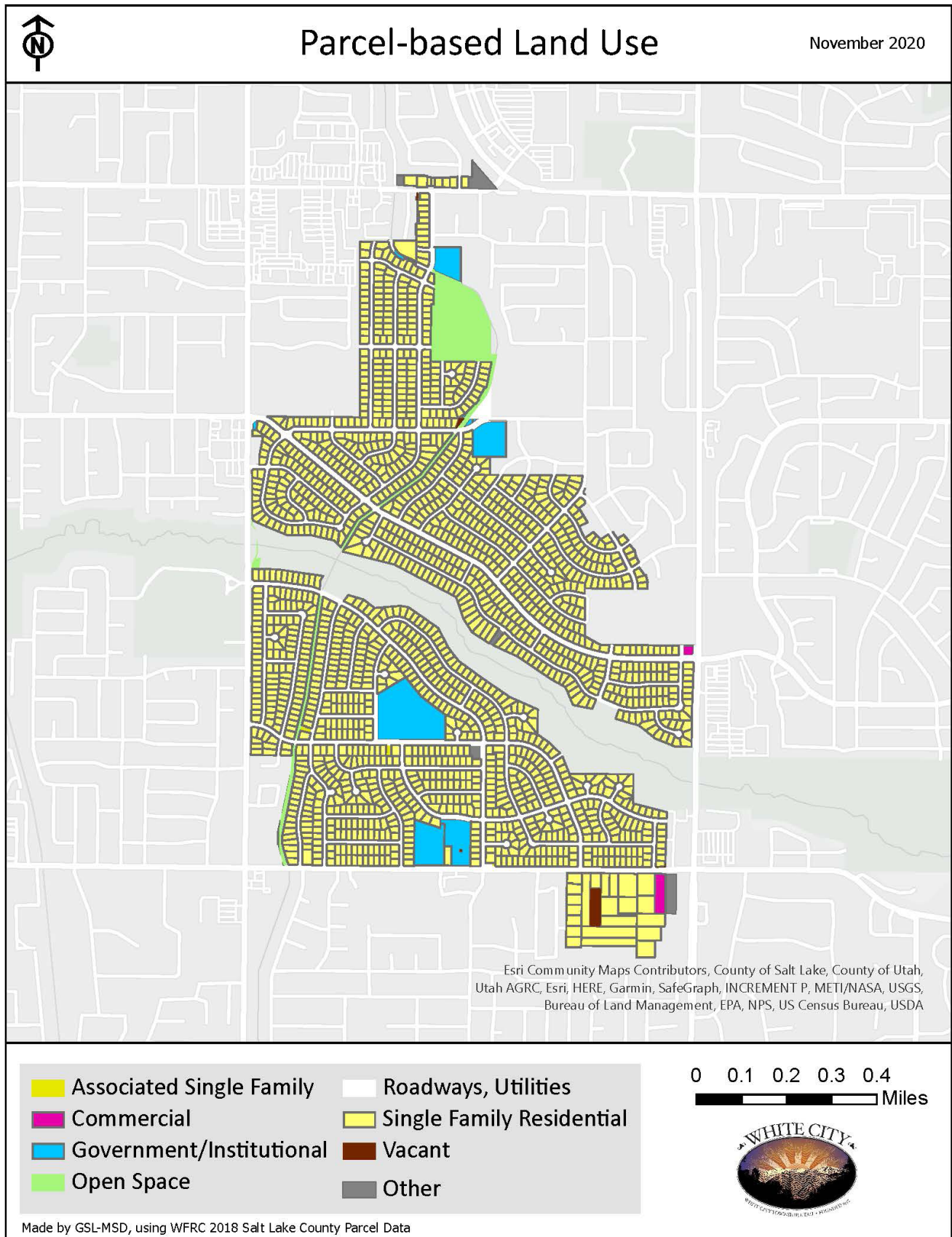
ROADWAYS AND UTILITIES - 114.1 acres (20.7%) and 50 parcels are taken up by roads and utilities.

VACANT - 1.4 acres and 8 parcels register as vacant via the aerial imagery analysis.

OTHER - 1.8 acres and 2 parcels are used for other uses, including the pool.

NEARBY LAND USES: While land near White City is primarily single family residential as well, there is a greater mix of other uses. Commercial and government/institutional properties are concentrated in the State Street and I-15 Corridors to the west, the 700 E Corridor, and between 8600 S and 9400 S. These commercial areas are likely frequented by White City residents. Several large, regional parks are located in the vicinity too - most notably, Dimple Dell Park.

Figure 11: Current Land Use



What is zoning?

Zoning is a mechanism for a municipality to exercise authority regarding its land uses and built environment (any human-constructed or manipulated surroundings) standards. All land within a municipality is assigned to a zone. In Euclidean zoning (which is what White City has), the use of land is dictated by ordinance. Each zone has a set of regulations, including permitted and prohibited uses, that guide development specifically in that area. In most residential single-family zones, for example, one single-family home is permitted per lot, while stores or factories are prohibited.

Zoning

While the previous land use analysis looks at how each parcel is used (regardless of zone), this zoning analysis looks at the zoning ordinances present in White City. So, for example, White City's churches are considered government/institutional land use, but they sit in the R-1-8 zone. However, the zoning analysis generally reflects the parcel-based land use: The vast majority of White City is zoned single-family residential, creating a municipality that feels like one big neighborhood (Figure 12). White City also includes one commercial property and several agricultural properties. Find the breakdown of land by broad zoning category below and by specific zone in the Zoning Map.

BROAD ZONING CATEGORIES

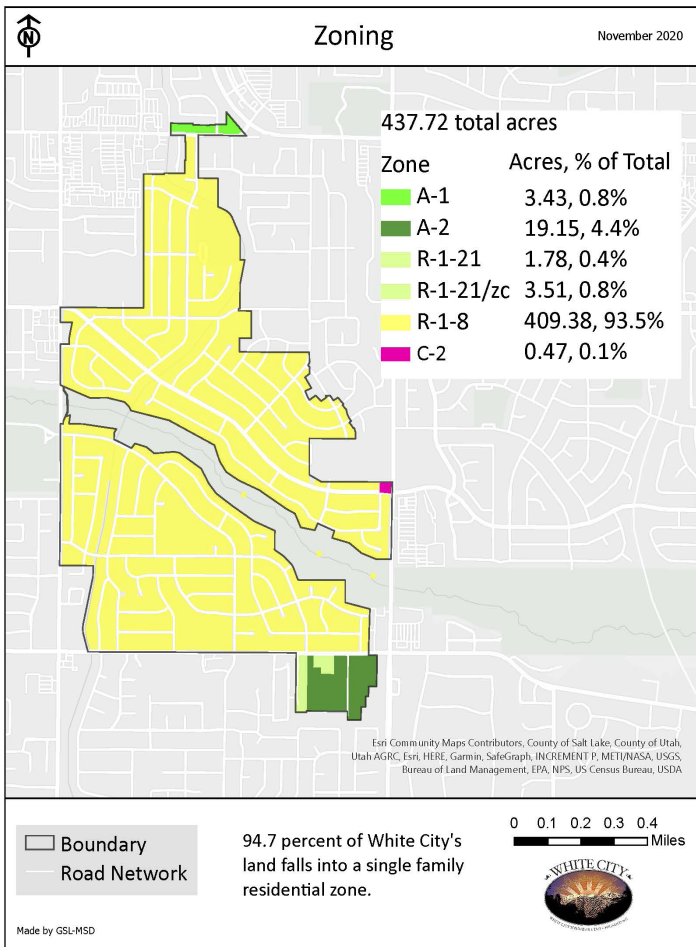
Single-family residential, zones R-1-21 and R-1-8:

- ◇ Takes up 414.67 acres, or 94.7 percent of White City's land
- ◇ R-1-21: low density residential, 2.0 units per acre, minimum 1/2 acre lots
- ◇ R-1-21/zc: the same zone as R-1-21, except that the property has been granted a conditional use too. This occurs on a case-by-case basis.
- ◇ R-1-8: 4.5 units per acre, minimum 8,000 square foot lots

Commercial, zone C-2:

- ◇ Takes up 0.47 acres, or 0.1 percent of White City's land

Figure 12: Zoning



◇ C-2: community commercial development, limited to 60 percent lot coverage

Agricultural, zones A-1 and A-2:

◇ Takes up 22.58 acres, or 5.2 percent of White City's land

◇ A-1: low density residential plus limited agricultural uses, minimum 10,000 square foot lots

◇ A-2: low density residential and agricultural uses, minimum one-acre lots, limited to 70 percent lot coverage

White City's current zoning ordinances and land use codes come from Salt Lake County and are not tailored to White City specifically. White City had to adopt these codes upon its incorporation, but can update them according to an adopted General Plan. Although White City has five zones, there are 50 distinct zones in the municipal code (Muni Code, 2018). Because the zones are included in the code, a landowner could appeal to the Planning Commission to rezone their land to one of the listed zones, even though the list includes dozens of zones not desired for or applicable to White City (industrial zones, forestry zones, high density commercial zones, etc.).

Additionally, new technologies and conditions have emerged since the zoning ordinances were created almost four decades ago. The emergence of rideshares, increased internet use and capacity, and that demand for housing outstrips supply of housing in the Salt Lake Valley, for example, are three factors that impact land uses and needs. Accordingly, these should be considered in zoning ordinances.

Takeaway: Zoning ordinances and other land use codes need to be updated and tailored to White City's voiced needs and desires via a thorough public process, including a working group with planning staff, community representatives, residents, and other staff as needed. Zones not desired for White City should be removed from the ordinance, and remaining zones should take into account current and future needs and opportunities.

The benefits of Parks and Trails:

From health to the economy, there are many benefits of parks and trails to communities. These include:

- ◇ improved physical and mental health of residents;
- ◇ generates customers for nearby businesses;
- ◇ improved community cohesion arises from residents seeing each other out and about;
- ◇ ability for children to have a place to play regardless of a home's yard size;
- ◇ ability to showcase community history and culture using artwork and signage at parks and along trails; and,
- ◇ ecological benefits.

When asked, "Please describe places/features of White City that you like, and think should be preserved," the top theme in the written responses was **parks, trails, and walking paths**. 24 of the 53 responses mentioned this theme - *Land and Character Survey, Summer 2020*.



Photo Credit: Maridene Alexander, GSL-MSD

Parks, Trails, and Open Space

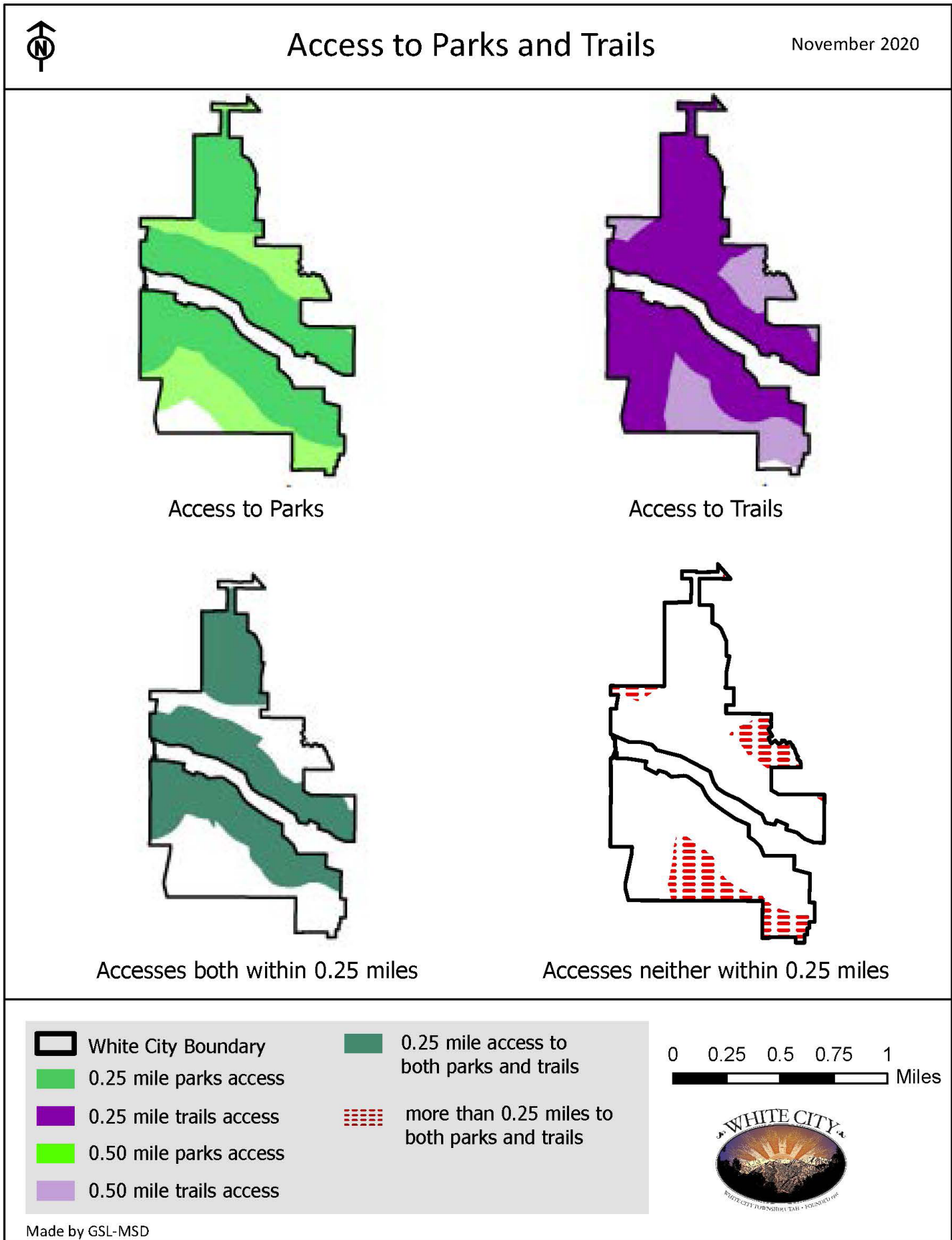
ACCESS - White City enjoys one 14.6 acre park, Big Bear Park. It sits in northeastern White City and includes amenities such as a pavilion, playground, historic bear statue, and sports fields. Dimple Dell Park, a county park, bisects White City and includes multiple trails. The Sandy-Draper Canal Trail, a multi-use, paved, traffic-separated path, runs through White City (becoming the White City Canal Trail) from 10600 S up to Big Bear Park. Additionally, Lone Peak Park is located in Sandy adjacent to White City's western border.

66.9 percent of White City sits within 0.25 miles of a park (including parks of any jurisdiction), while 75.9 percent of White City sits within 0.25 miles of a trail or pathway (Figure 13). Within a 0.25 mile, 81.7 percent access either a park or a trail, and 61.0 percent access both a park and a trail. **About 18.3 percent of White City cannot access a park nor a trail within 0.25 miles; however, all of White City can access either a park or a trail within 0.5 miles.** These access calculations used *direct distances*; in reality, the built environment may force less direct routes.

LEVEL OF SERVICE - According to the National Recreation Association, municipalities ought to provide *10.0 acres of park space per 1,000 people* (NRPA, n.d.). With 5,810 people, White City's parks-to-people level of service is **2.5 acres per 1,000 people**. Including parks of any jurisdiction (i.e. Dimple Dell) the level of service is **14.8 acres per 1,000 people**.

Takeaway: It is important to communicate to Salt Lake County the value of Dimple Dell Park to White City.

Figure 13: Access to Outdoor Recreation (access to Dimple Dell Rec Center not shown)



Natural Conditions & Resources

The western half of Utah, including part of Salt Lake County and White City, sits in the Great Basin Region. The Great Basin Region can be variously defined: by the water system and flow (The Hydrographic Great Basin), the pattern of mountains and valleys (The Basin and Range), and the temperate desert climate and ecosystem (The Great Basin Desert) (National Park Service, 2017).

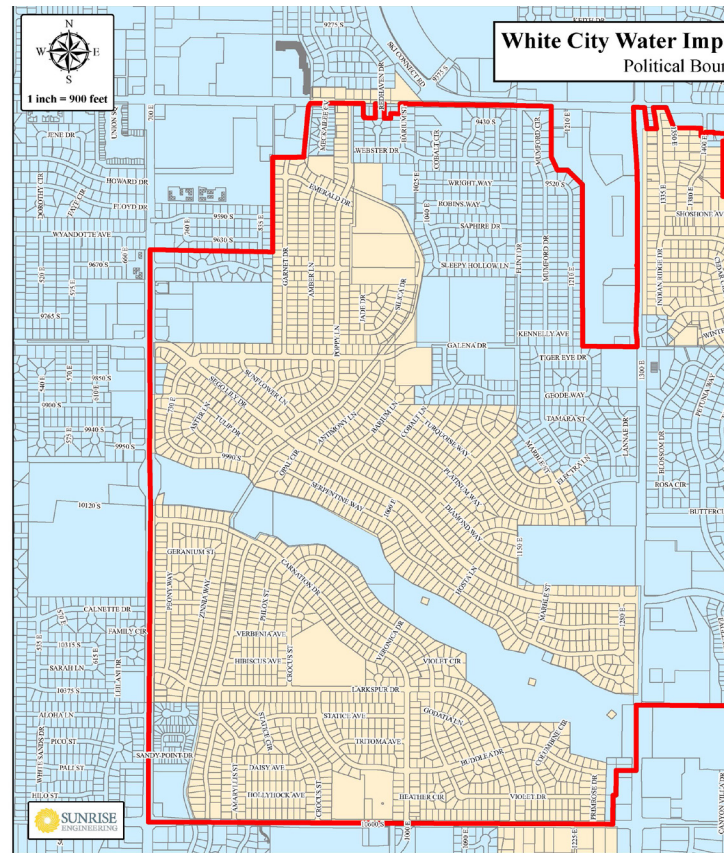
The **Hydrographic Great Basin** occupies about 200,000 square miles, and all precipitation that lands in the region either sinks into the earth, flows into lakes (not any ocean), or evaporates (NPS, 2017).

The **Basin and Range** is the topographic pattern of north-to-south oriented mountain ranges adjacent to flat valleys, including the Wasatch Range to the east of White City (NPS, 2017). This topography often traps pollution and leads to the Salt Lake Valley's notoriously poor air quality.

The **Great Basin Desert** offers a climate characterized by hot and dry summers, short springs and autumns, and snowy winters (NPS, 2017). Where White City sits, native trees and flowers include the narrowleaf cottonwoods, prairie aster, and firecracker penstemon (UNR & USU, 2001).

In response to "How important are the following?" **61 respondents (83.6 percent of respondents) ranked "Protecting and valuing natural resources, such as the parks and trails" as "very important."** - *Area Needs and Priorities Survey, November 2020.*

Figure 14: White City Water Improvement District



Water

White City enjoys pristine water, courtesy of a deep underground aquifer. The aquifer supplies both drinking and irrigation water to White City, and is a critical resource for White City. The water is managed by the White City Water Improvement District (WCWID, n.d.), the boundaries of which are depicted in the map above (Figure 14).

The southernmost parcels of White City are not served by the WCWID (Figure 15). The southernmost parcels are served by Sandy City Corporation Water.

Natural Hazards

◇ White City falls in an “area of minimal flood risk” according to FEMA. But, the part of Dimple Dell that bisects White City is in a “special flood hazard area” (FEMA, 2020).

◇ White City is at low risk of danger from radon (SLCo, 2019).

◇ The northwestern most quarter of White City has a low potential for liquefaction, while the rest has a very low potential for liquefaction (SLCo, 2019).

◇ If a magnitude 7 earthquake occurs with an epicenter in Salt Lake City, then models predict White City will have “very strong” shaking, at 6.3 to 12.2 inches/second (SLCo, 2019).

◇ 80 percent of White City houses are made of unreinforced masonry (SLCo, 2019).

◇ All White City land is considered “urban/developed,” placing it at low risk from wildfires; however, structures closest to Dimple Dell Park may be at higher risk if the park were to catch on fire (UDNR, 2020).

Takeaway: Preventing groundwater contamination, lessening the number of unreinforced masonry structures, and reducing air pollution are the three most important ways to improve resilience to natural resource concerns and hazards.

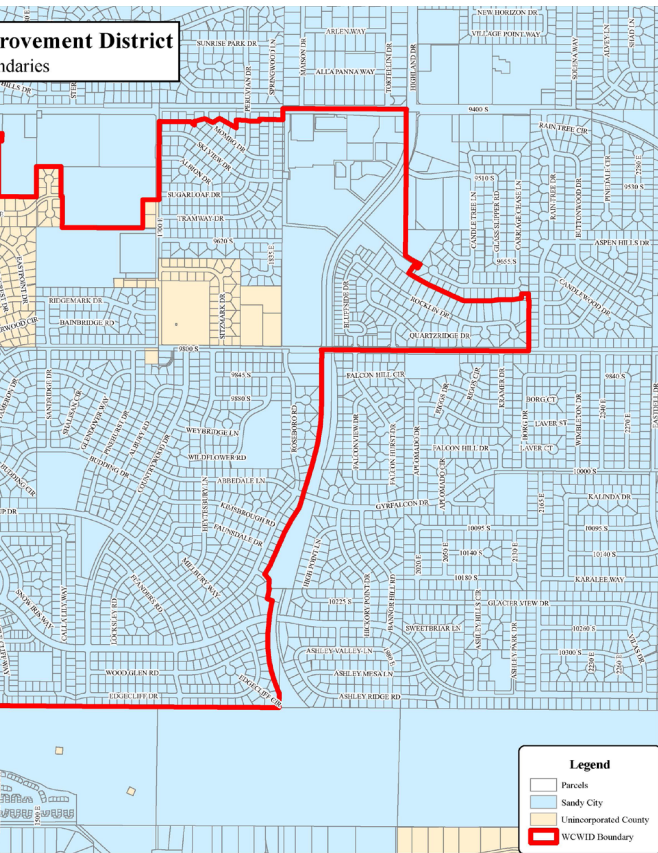
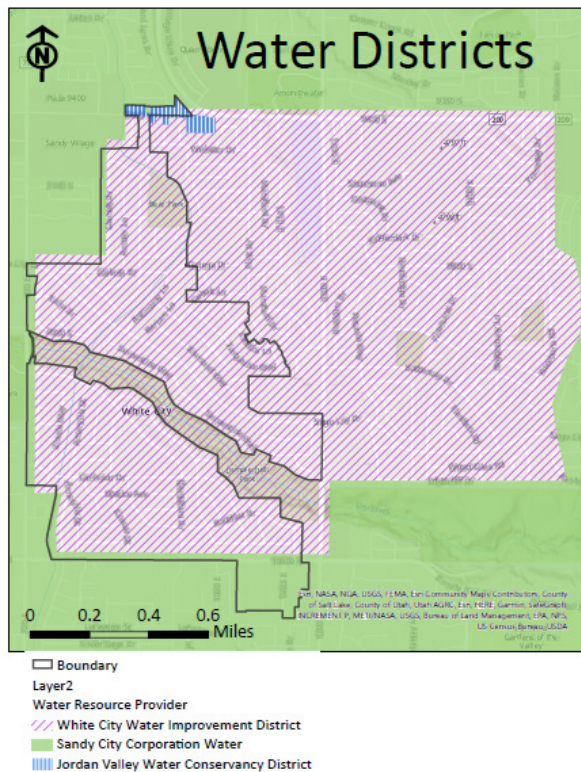


Figure from White City Water Improvement District.

Figure 15: Water District Boundaries



What are character areas?

White City has several character areas: places of particular importance to, or displaying the distinct personality of, White City. Character areas are specific geographic areas that:

- ◇ have unique or special characteristics;
- ◇ have potential to evolve into a unique area when provided specific guidance; or
- ◇ require attention suitable to its uniqueness.

Building, landscape, and streetscape features combine to form character areas. Within an area, these features are similar; compared to another area, one more of these features may differ, and so the areas feel distinct from one another.

Relating to the Vision Statement:

White City's vision statement: "White City is a safe, affordable, close-knit, family-oriented, and unique community with access to amenities that meet the diverse needs of its residents" provides an overarching image for the community's future. Making this vision statement come true requires establishing spatial context: what parts of White City need increased safety measures? What parts of White City have family-oriented amenities that should be preserved? The answers to such spatially-oriented questions become apparent through the lens of character areas. Each character area has its own narrative, which is more specific than the vision statement, but simultaneously supports it. Specific narratives enable implementable actions that ultimately help accomplish the vision statement.

Character Areas

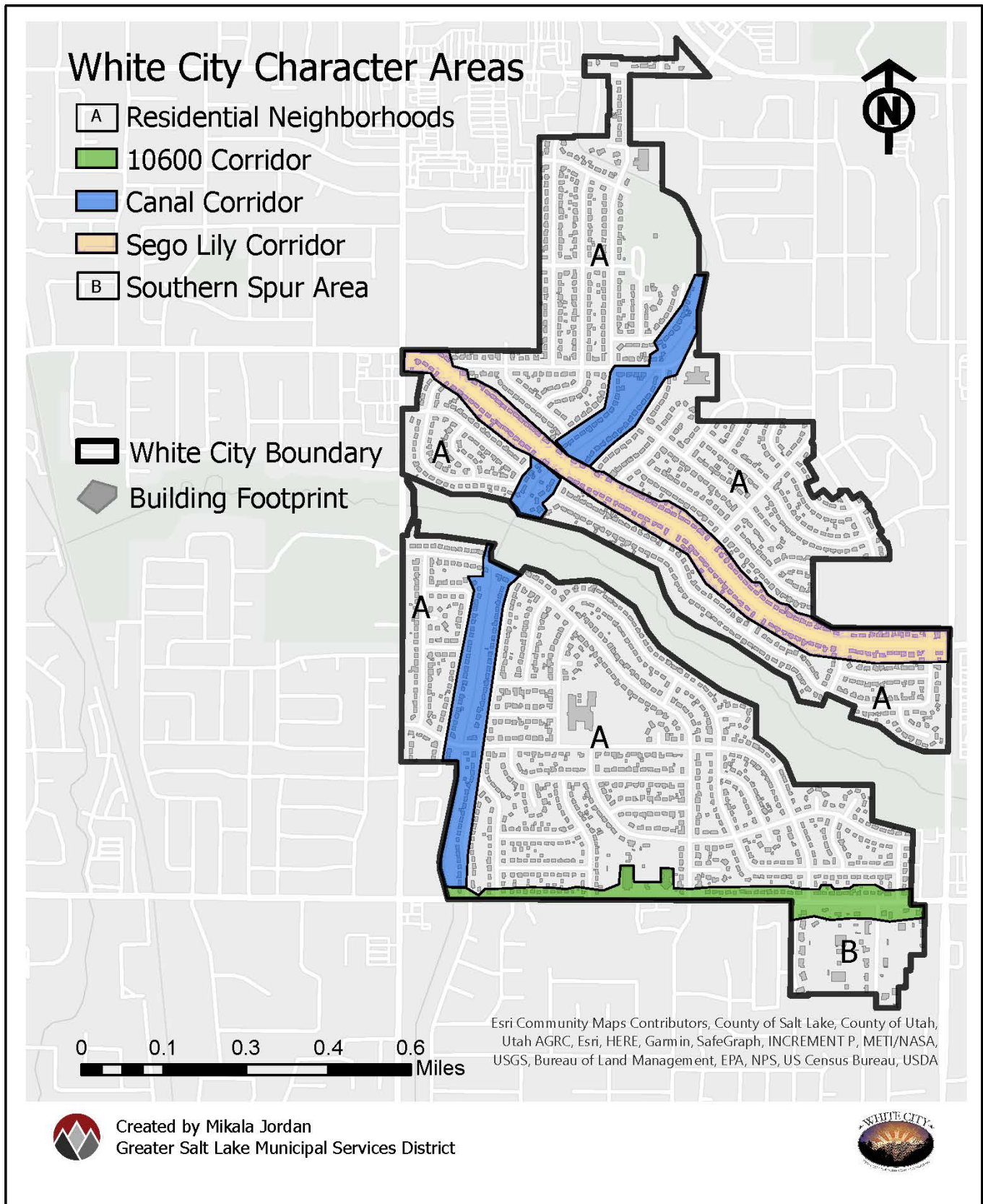
Five character areas have been identified:

1. **Residential Neighborhoods**
2. **10600 South Corridor**
3. **Canal Trail**
4. **Sego Lily Corridor**
5. **Southern Spur Area**

Each character area includes a narrative that lays out a vision, specific goals, appropriate land uses, and implementation strategies for that unique area. This narrative is written from a declarative, future-perspective. For example, if community engagement reveals a need for crosswalks within the Canal Trail, then the narrative reads: "Safe crosswalks connect residents to the Canal Trail." Writing the narratives this way helps us clearly imagine what it would ideally be like to live, work, or travel through each area.

Included in these analyses are considerations regarding future land use. For each character area, appropriate future land uses are proposed, which are predominantly similar to current uses. Proposed future land uses are based upon the synthesis of data analysis and public input. The actual delineation of land use categories would be established at the time a property owner applies for a rezone (i.e. White City could apply for a rezone of Big Bear Park from its current R1 zone to a park/open space zone) or proposes a redevelopment (i.e. a homeowner on 106 S decides to convert their house into a live-work mixed-use unit). Such decisions go before the White City Planning Commission. In some cases, considerations are categorized as **near-term (0-5 years), mid-term (6-15 years), or long-term (15+ years)**, indicating when suggested land use changes may be appropriate.

Figure 16: Character Areas



*Please note that this map was current as of February 2021. Building footprints may have changed since that time.

Residential Neighborhoods

LOCATION - most of White City. *Highlighted in pink.*

NARRATIVE VISION - The Residential Neighborhoods area of White City is an area defined by low density single-family homes, predominantly local roads, and neighborhood amenities such as a school, park, and pool. 93.6 percent of residences in White City were constructed in the 1950s, 1960s, and 1970s (USCB, 2019). Housing styles include bungalows, split-levels, bi-levels, ranches, and minimal traditional. Most residences in White City are owner-occupied (89 percent), but some are rented (11 percent) (USCB, 2019). Residents are a mixture of old and young; some people have called White City home for more than four decades. New owners make improvements to the generally older, modest homes, while long-term owners make improvements as they are financially able and/or find assistance with the labor.

Code enforcement and a culture of neighbor-helping-neighbor help improve the community’s aesthetics, creating well-maintained yards, buildings, and streetscapes. The streetscapes particularly contribute to White City’s character. Where appropriate, there are “place-making” strategies, such as creative street calming measures, as well as walking and biking paths and wide, ADA-compliant sidewalks. Energy efficient lighting enables safe use of the streets at night. The culture of community comes across most strongly in the streets, where residents wave hello as they walk their dogs or push strollers, and in community meetings.

Dwelling Units (DU)
Land area, acres
Land area - Roads/Utilities, acres

#Parcels
Median parcel size, acres

Total market value (\$)
Vacant acreage
Government/Institutional acreage

Roads/Utilities acreage

CURRENT ZONE(S)- A-1, R-1-8

CURRENT LAND USES - Single family residential, Open space, Government/Institutional, Vacant, Roadways/Utilities, Other

EXAMPLE CHARACTER IMAGES



1,632	Gross Density	
425.15	DU/acre	3.84
335.71	Net Density	
	DU/(Land area-RU)	4.86
1,702		
0.19		
399,705,200		
0.47		
18.42		
89.44		

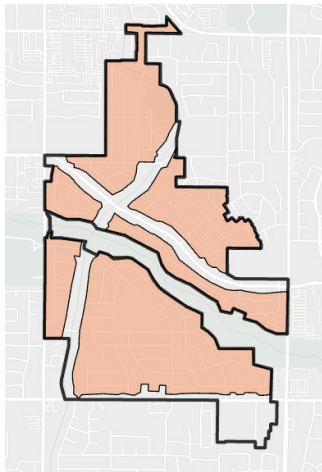


Photo Credits: Maridene Alexander, GSL-MSD, except for Alta View image, from <https://altaview.canyonsdistrict.org/>

ASSETS - Established affordable residential neighborhood, elementary school, swimming pool, pristine groundwater, primarily connected local street network, framed by major and minor arterial roads, proximity to amenities, an historic farmhouse, Big Bear Park, age diversity.

"White City is a pocket of solitude in Salt Lake County. It's quiet. You can see stars at night and hear crickets. You know your neighbors and care about them. The kids are safe walking to school each day or playing on the playground after school" - Resident, Land and Character Survey, Summer 2020.

"White City is a simple town built on an economy budget...This makes it more affordable than living in Sandy. White City enjoys nearby amenities, opportunities, facilities, and transportation options" - Resident, Land and Character Survey, Summer 2020.

"White City is diverse, with a mixture of young and old, different races and ethnicities, and socioeconomic backgrounds. It's also a bit rough around the edges, in the best way" - Resident, Land and Character Survey, Summer 2020.

"...More attention to high weeds, junk cars, junk under tarps in the front and side yards, and trash in general needs to be addressed and enforced. These unsightly homes bring everyone's property values down, and creates an unhealthy environment" - Resident, Area Needs and Land Priorities Survey, November 2020.

"All roads need to be lined with side walks...We need to offer assistance through our community for elderly or disabled to help out ..." - Resident, Area Needs and Land Priorities Survey, November 2020.

"...The only thing I'd like to see would be more parking for people using Bear Park" - Resident, Area Needs and Land Priorities Survey, November 2020.



Photo Credits: Google Street View.

What are micro parks?

Micro parks are tiny parks. They can be as simple as a patch of green space, or more intricate, with features like outdoor workout equipment, a couple sculptures, a water fountain, or flower boxes. Micro parks are often found alongside trails or in alleyways between publicly-owned buildings.



Photo Credit: Skokie Park District.

POTENTIAL CHANGES:

This area will see few land use changes. In the near-term, Big Bear Park should be rezoned as open space to preserve its use as a park. Density may increase if homeowners choose to add IADUs to their property, as allowed by state code (with certain restrictions). If ten percent of homeowners in this area add IADUs to their property, gross density would increase from 3.84 du/acre to 4.22 du/acre. Even if twenty-five percent of homeowners in this area add an IADU, gross density would increase to 4.79 du/acre (low density)*. IADUs are appropriate throughout this character area, with the exception of locations zoned for A-1, A-2, or R-1-21.

FUTURE USES:

This area will continue to be a residential neighborhood. Appropriate uses include:

- ◇ Small-scale housing (single family, IADUs)
- ◇ Churches and religious institutions,
- ◇ Schools,
- ◇ At-home businesses (home office, daycare/preschool)
- ◇ Parks and Open Spaces
- ◇ Micro Parks**
- ◇ Roadways and utilities

PROHIBITED USES:

- ◇ Industrial development
- ◇ Commercial development (strip malls, stand-alone stores, malls, big-box stores)
- ◇ Apartment complexes
- ◇ High-rise development of any sort

FUTURE BUILT ENVIRONMENT CONSIDERATIONS:

Zones: R-1, Open Space

Target Floor Area Ratio: Must comply with the development standards of the underlying zone.

Target Building Height: 1-2 stories (not including basement) and maximum 35 feet

Target Gross Density Range: 3.0 - 5.0 du/acre

Maximum Gross Density: 5.0 du/acre

Parking and Unloading: on-street, on-site-off-street (driveways, carports, garages)

Other Design Features:

Must comply with development standards.

Encourage use of waterwise landscaping in yards, park strips, and medians.

Increase lighting in pedestrian areas.

Encourage upkeep and maintenance of private spaces, and discourage practices that could introduce pollutants to White City's groundwater.

Add crosswalks and other safety-enhancing pedestrian infrastructure, especially near schools.

Introduce small place-making strategies where appropriate, such as free little libraries, colored crosswalks, or signs sharing White City's history.

Preserve historic and place-making Bear Statue in Big Bear Park.

Monitor landscaping at intersections, to ensure high visibility.

Rezone Big Bear Park as park/open space.

**Find definitions of density in the glossary.*

What is place-making?

Place-making is a people-centered approach that utilizes urban design, creativity, and a community's identity to enhance public spaces. Place-making infrastructure is the physical items that support this approach.

EXAMPLE FUTURE CHARACTER IMAGES



Example of a Free Little Library next to a sidewalk.

Photo Credit: Renee Stretzer, Streets for the People.

Example of a walking path with energy efficient lighting.

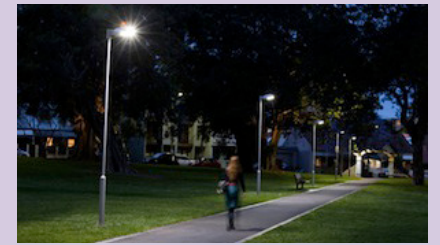
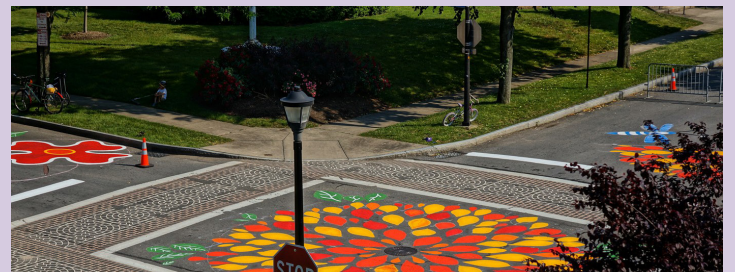


Photo Credit: Vecan.net.



Example of placemaking with a mini music park.

Photo Credit: Jeremy Ruark, NewsGuard.



Example of placemaking and street calming with a colorful crosswalk and street art.

Photo Credit: Jeremy Ruark, NewsGuard.

10600 South Corridor

LOCATION - properties immediately adjacent to 10600 South. *Highlighted in green.*

NARRATIVE VISION - This area faces unique challenges and opportunities, as 10600 is an arterial road with high traffic volumes and bordered by multiple communities. Living opportunities include rented and owned homes, similar in style to other White City residences. Engineers work with residents to ensure that driveway-to-road transitions are as safe as possible. Signs in the area welcome passerby and residents alike into White City. Residents enjoy sidewalks, proper lighting, and storm drainage on both sides of 10600 S. Street calming measures encourage appropriate vehicle speeds. Residents access nearby commercial and institutional assets.

While property owners along 10600 S retain their personal choice in residing there, overtime properties along this area could appeal to the Planning Commission to become uses more appropriate to the existing opportunities and constraints. Long-term future appropriate uses include live-work units comprised of small-scale institutional or commercial mixed-uses (i.e. insurance business in prior home, or café on the first floor with a living space above). Residences may transition to these uses only if approved by the council and as desired by the property owners and when following proper administrative and legal channels; if any properties transition to institutional or commercial mixed-uses, they will be unobtrusive and fit in with the primarily residential character of White City in building and parking lot design and scale.

See page 111 for a detailed example of small-scale mixed use.

Dwelling Units
Land area, acres
Land area - Roads/Utilities, acres
#Parcels
Median parcel size, acres
Total market value (\$)
Commercial building square feet
Government/Institutional acreage
Roads/Utilities acreage

CURRENT ZONE(S)-

R-1-8, A-2, R-1-21, R-1-21/zc,

CURRENT LAND USES - Single family residential, Open space, Government/Institutional, Commercial, Roadways/Utilities, Other

EXAMPLE EXISTING CHARACTER IMAGES



65	Gross Density	
16.39	DU/acre	3.96
13.54	Net Density	
	DU/(Land area-RU)	4.80
81		
0.15		
26,471,000		
52,364		
1.57		
2.85		



*Please note that this map was current as of February 2021. Building footprints may have changed since that time.

EXAMPLE FUTURE CHARACTER IMAGES



Photo Credits: Google Street View.

ASSETS - Affordable residences, religious institutions, pristine groundwater, direct access to a minor arterial road, proximity to amenities, viewshed of Wasatch mountains.

"With the commercial entities on the south side of 106th, this can be a concern down the road for possible conversion of some property to commercial. While this is not a desirable use in the near future, I feel eventually that may become a real possibility. Good planning needs to take place particularly along this corridor. The remainder of the areas within the boundary should remain residential" - Resident, Area Needs and Land Priorities Survey, November 2020.

"I like it how it is and would not enjoy it changing to a non residential area. Street lamps would be nice" - Resident, Area Needs and Land Priorities Survey, November 2020.

"Rezoning to multi family homes and businesses" - Resident, Area Needs and Land Priorities Survey, November 2020.

Thinking about the future, 51 percent of respondents said mixed-use would be appropriate somewhere (38 percent chose near major intersections; 28 percent chose near major roads). 49 percent of respondents said no mixed-use anywhere - *Land and Character Survey, Summer 2020.*

"The only improvement I would like to see happen is people maintaining their property a little better" - Resident, Area Needs and Land Priorities Survey, November 2020.

"I know that commercial has been thrown around for this area, and I'm not completely opposed to it as long as it is well-planned and not a series of hap-hazard strip malls that are frequently vacant" - Resident, Area Needs and Land Priorities Survey, November 2020.

POTENTIAL CHANGES:

In the near future, residential and accessory uses such as churches, remain the primary use of this area. Limited changes may include infrastructure upgrades, such as: street calming measures, high visibility crosswalks, landscaping, welcome signs, and bike and pedestrian infrastructure. As UDOT and Sandy have jurisdiction over parts of 106 S, collaboration is needed to make the greater corridor work for all effected communities. Changes to some parts of 106 S are outside of White City control.

In the long-term future, small-scale mixed uses (residential plus commercial or institutional) following strict guidelines could be introduced (per property owner's desire and following proper administrative and legal channels). Specifically, "one or two unit - above commercial/institutional" spaces would be appropriate. This built type mirrors the scale (height, width) and appearance of single-family residences (see Boulder Case Study). It has several benefits: uses such as cafes, ice cream parlors, or insurance offices increase the community's revenue and provide services. With this built type, business owners live affordably above their business. Institutional uses (library or a satellite university study space) could also be ground-floor uses. With this setup, business owners would not commute or contribute to congestion. Together with walkability improvements, this area would attract foot traffic from residential areas. Uses such as cafes would provide places for positive community interaction and desired amenities.

If 1/4 of properties become two units above commercial, density becomes 4.96 du/acre (low density). Even if all properties did so, density remains under eight at 7.93 du/acre (low to medium density).

Read about Economic Opportunities (pg. 98-103, 108-113) to learn more about benefits and public feedback related to small-scale mixed use.

FUTURE USES:

- ◇ Small-scale residential development (single family, IADUs - except in restricted zones)
- ◇ Churches and religious institutions
- ◇ At-home businesses (home office, daycare/preschool)
- ◇ Small-scale live-work mixed-use:
 - ◇ one or two residential units above a family-friendly, quiet business or institutional use (i.e. library, community art center, satellite university office/study space)
 - ◇ structures are encouraged to look like single family houses
- ◇ Roadways and utilities

PROHIBITED USES:

- ◇ Industrial development
- ◇ Strip mall or big box commercial uses
- ◇ Noisy, disruptive, or heavily polluting commercial uses
- ◇ Apartment complexes
- ◇ High rise development of any sort

FUTURE BUILT ENVIRONMENT CONSIDERATIONS:

Future developments are subject to the development standards of the underlying zone.

Zones:

Near-term: R-1 (Residential Single Family)

Long-term: R-1 & MU-A (Mixed Use A: one or two unit above commercial/institutional).

Target Building Height: 1-2 stories (not including basement) and maximum 30 feet

Target Gross Density Range: 3.75 - 5.0 du/acre

Maximum Gross Density: 5.0 du/acre

Parking and Unloading: for R1: on-site-off-street parking (driveway, carport, garage); for Mixed-Use: on-site-off-street parking and 1) small side lots with landscaping between street facing side and the street, or 2) small back lot

Other Design Features:

Public right-of-way is beautified wherever appropriate with waterwise landscaping. Enclosure-enhancing landscaping is encouraged and does not inhibit visibility of vehicles and pedestrians to each other at intersections. Landscaping choices have a positive impact on water quality and do not harm White City's groundwater.

Add crosswalks, lighting, and other safety-enhancing pedestrian infrastructure. Separate sidewalks from the road. Include traffic calming measures.

Introduce small place-making strategies where appropriate, such as "Welcome to White City" signs or creatively colored crosswalks.

Any houses that transition to mixed uses retain their residential appearance. Any rebuilds resemble houses and are oriented toward the street.

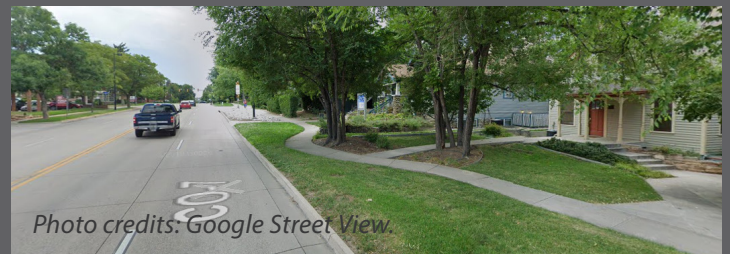
Signs for businesses are unobtrusive.

Ground floors on mixed-use rebuilds aim for at least 30% transparency. Infrastructure changes and new rebuilds are at human-scale. See *glossary for explanation.*

Case Study:

Outer Broadway, Boulder, CO

Broadway, a street running through the center of Boulder, Colorado, transitions through various kinds of development. Broadway, as it runs through a residential area, exemplifies what the 10600 S Corridor could be with a re-imagined right-of-way. It has wide sidewalks separated from the road, making walking safer. The area between the sidewalk and the road is well-landscaped, which serves to make walking in the area more enjoyable as well as to calm traffic and to dampen automobile noise. Bus stops along Broadway have weather guards, lighting, and seating. Intersections have high visibility crosswalks. Development along Broadway has retained its residential character: a variety of beautiful historical houses line the street. Some houses have remained residences, while others have been converted into small, local businesses, which passerby notice only from the small signs.



Canal Trail

LOCATION - properties adjacent to the Canal Trail. *Highlighted in blue.*

NARRATIVE VISION - The Canal Trail encompasses a residential neighborhood with unique access to a multi-use trail. Residences along the trail reflect the character of White City residences: homes are small to moderate sizes, in bungalow or traditional minimal styles, and built in the mid-1900s. While other properties have the public eye on their front yards only, residences within the Canal Trail are exposed to the public view on all sides. Fences of standard look give residences the privacy they desire.

Households here enjoy immediate access to outdoor recreation and an active transportation corridor. Residents can use the trail to exercise, have a safe place to walk separated from vehicle traffic, or commute. Activity zones along the trail delineate the space in which cyclists and pedestrians should move. Not only is the Canal Trail well-maintained, with adequate street lighting, doggie bag dispensers, garbage cans, abatement of goatheads and other weeds, and proper signage, but it is also a source of community pride and enjoyment. Signs convey the history of White City. Waterwise landscaping lines the trail, beautifying it, and there are several seating opportunities. Physical access to the trail is well-thought-out, ensuring residents and visitors can safely get on and use the trail, such as by clear entrances and crosswalks at trail/road intersections.

Dwelling Units

Land area, acres

Land area - Roads/Utilities, acres

#Parcels

Median parcel size, acres

Total market value (\$)

Vacant acreage

Government/Institutional acreage

Roads/Utilities acreage

CURRENT ZONE(S)- R-1-8

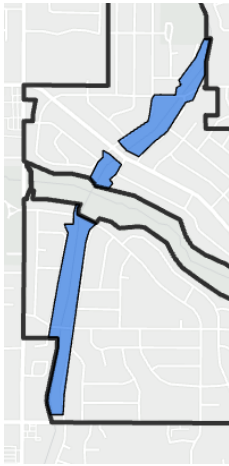
CURRENT LAND USES - Single family residential, Open space, Government/Institutional, Vacant, Roadways/Utilities

EXAMPLE CHARACTER IMAGES



Photo Credit: Salt Lake County

151	Gross Density	
40.31	DU/acre	3.75
33.46	Net Density	
	DU/(Land area-RU)	4.51
178		
0.19		
43,406,700		
0.68		
0.21		
6.85		



*Please note that this map was current as of February 2021. Building footprints may have changed since that time.

ASSETS - Established affordable residential neighborhood, direct access to multi-use paved trail, pristine groundwater, White City Improvement District office, proximity to amenities.

"Lighting along the trail, that is directional and on a motion sensor, with the exception of the bridge, that should have lighting on at night. Keeping the weeds down and the goats heads under control will be a good idea. The trail is fantastic" - Resident, Area Needs and Land Priorities Survey, November 2020.

"The cross walk passing Larkspur Drive is extremely dangerous. Drivers come speeding down the road and the path crosses at a slight hill...Maybe put in speed bumps in this area to slow drivers down. I love the new addition of the trail. Good work to everyone involved!" - Resident, Area Needs and Land Priorities Survey, November 2020.

"The canal trail is a great addition to our community. I would like to see some type of landscaping or just general maintenance done, such as weed control, controlling people who are throwing their cut tree branches over their fence to get them out of their yards, etc. I also would like to know if the trail will be maintained in the winter so people can still use it." - Resident, Area Needs and Land Priorities Survey, November 2020.

"...Some of the homes do have nicer front yards, but their back yards leave the impression that this is a "run-down" community. Not everyone has time to focus on backyard landscaping, and a fence would help with community image. PLEASE provide more garbage cans and dog-baggie stations...Also, the goat heads have wrought havoc on bike tires! They need to really be pulled, not sprayed so they just go to seed!" - Resident, Area Needs and Land Priorities Survey, November 2020.



Photo Credit: Google Street View



Photo Credit: SandyJournal.com



Photo Credit: Google Street View



Photo Credit: Maridene Alexander, GSL-MSD

EXAMPLE FUTURE CHARACTER IMAGES



Example of a high visibility crosswalk.

Photo Credit: Bay Village Police Department Facebook



Example of interpretive, educational, and wayfinding signs.

Photo Credit: Landmark Design

POTENTIAL CHANGES:

This area will see few land use changes. Density may increase if homeowners choose to add IADUs to their property. If ten percent of homeowners here add IADUs, gross density would increase from 3.75 du/acre to 3.99 du/acre (low density). If 25 percent of homeowners did so, gross density would increase to 4.68 du/acre (low density).

FUTURE USES:

This area will continue to be a residential neighborhood. Appropriate uses include:

- ◇ Small-scale housing (single family, Accessory Dwelling Units (IADUs))
- ◇ Churches and religious institutions
- ◇ Small-scale government and institutional uses (WCWID, library)
- ◇ Schools,
- ◇ At-home businesses (home office, daycare/preschool)
- ◇ Parks and Open Spaces, Micro Parks
- ◇ Roadways and utilities

PROHIBITED USES:

- ◇ Industrial development
- ◇ Commercial development (strip malls, stand-alone stores, malls, big-box stores)
- ◇ Apartment complexes
- ◇ High-rise development of any sort

FUTURE BUILT ENVIRONMENT CONSIDERATIONS:

Future developments are subject to the development standards of the underlying zone.

Zones: R-1

Target Floor Area Ratio: Must comply with the development standards of the underlying zone.

Target Building Height: 1-2 stories (not including basement) and maximum 30 feet

Target Gross Density Range: 3.0 - 5.0 du/acre

Maximum Gross Density: 5.0 du/acre

Parking and Unloading: on-street, on-site-off-street (driveways, carports, garages)

Other Design Features:

Encourage use of waterwise landscaping in yards, park strips, medians, and along the canal trail. Maintain canal trail landscaping. Monitor landscaping at intersections, to ensure visibility for pedestrians and vehicles remains high.

Increase lighting, especially along the canal trail.

Encourage upkeep and maintenance of private spaces, and discourage practices that could introduce pollutants to White City's groundwater.

Add crosswalks and other safety-enhancing pedestrian infrastructure, especially at canal trail access points.

Introduce small place-making strategies where appropriate, such as free little libraries or creatively colored crosswalks. Consider signs sharing White City's history along the canal trail, and partner with local organizations to sponsor them.

Best Practices: Tidbits from the Rails-to-Trails Conservancy

The Rails-to-Trails Conservancy "build[s] a nation connected by trails. [They] re-imagine public spaces to create safe ways for everyone to walk, bike and be active outdoors" (Rails-to-Trails Conservancy, n.d.). With over 24,000 miles of trails nationwide, they have a plethora of lessons-learned and best practices for trails:

- ◇ Art along a trail can showcase a community's identity, history, and culture. Example: Kansas City's Riverfront Heritage Trail.
- ◇ To help users with wayfinding, have interpretive signs at trailheads; use mile markers throughout.
- ◇ Centerline striping can increase safety in high use sections of trails.
- ◇ Partner with local schools, non-profits, businesses, or other organizations to sponsor trail signage. Example: Westline, Pennsylvania's Kinzua Valley Trail.



Photo Credit: Chugach Mountain Bike Riders

Sego Lily Corridor

LOCATION - properties adjacent to Sego Lily drive. *Highlighted in purple.*

NARRATIVE VISION - While generally similar to the character of most of White City’s residential areas, the Sego Lily roadway makes this corridor’s character unique from other areas. One of White City’s busiest roads, Sego Lily transects the middle of White City and links to commercial and institutional areas on either side, including White City’s only commercially zoned parcel.

Without infringing upon the properties adjacent to the road, the existing Sego Lily right of way has been re-imagined (via public outreach through the Sego Lily Corridor Study), transforming the road from vehicles-only to vehicles plus an active transportation corridor. Residents get immediate access to outdoor recreation, and other pedestrians and cyclists enjoy recreating on the path lining the road. Streetlights and marked crossings allow safe enjoyment of the active transportation corridor as well as safe access to adjacent schools for various user groups. Traffic calming measures, such as creative landscaping, help manage speeds while improving the aesthetics of the area. The landscaping around Sego Lily helps quiet traffic sounds for adjacent residences.

Dwelling Units
Land area, acres
Land area - Roads/Utilities, acres
#Parcels
Median parcel size, acres
Total market value (\$)
Commercial building square feet
Roads/Utilities acreage

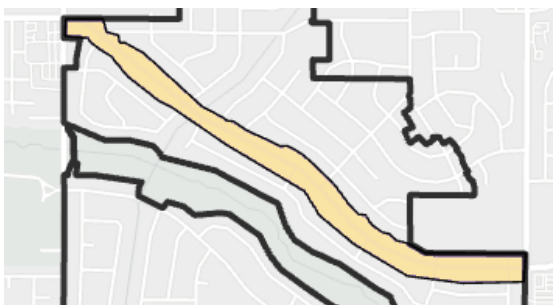
CURRENT ZONE(S)- R-1-8, C-2

CURRENT LAND USES - Single family residential, Open space, Commercial, Roadways/Utilities

EXAMPLE EXISTING CHARACTER IMAGES



212	Gross Density	
40.80	DU/acre	5.20
27.70	Net Density	
	DU/(Land area-RU)	7.65
223		
0.17		
53,765,800		
7,084		
13.10		



*Please note that this map was current as of February 2021. Building footprints may have changed since that time.



Photo Credits: Google Street View

ASSETS - Established affordable residential neighborhood, direct access to a major collector road, road traffic load much lower than road capacity, viewshed of Wasatch mountains, pristine groundwater, proximity to amenities.

"Needs curb, gutter, sidewalks where missing. Needs proper patrol and landscaping to reduce speed and minimize dangerous driving habits" - Resident, Area Needs and Land Priorities Survey, November 2020.

"More street lighting is needed on the major artery. Also sidewalks need to be all the way through the area, not just from 13th to 10th. Also they need to be on both sides of the street, not the plan that showed a combo bike path on one side. Speed is still an issue on the street, any plan to increase the speed limit is not a good idea. They already go 10mph over the speed limit" - Resident, Area Needs and Land Priorities Survey, November 2020.

"Have people clean up their ugly yards and old cars. Better lighting all along Segó Lily. Have something out for people that think they can go 40 in a 25 mile zone" - Resident, Area Needs and Land Priorities Survey, November 2020.

"I would like to see sidewalks running the full length." - Resident, Area Needs and Land Priorities Survey, November 2020.

"We need to add sidewalks along Segó Lily Drive, there currently are none. This would make it easier for students to walk to and from schools safely, also make it safer for people to walk up and down the street as well" - Resident, Area Needs and Land Priorities Survey, November 2020.

EXAMPLE FUTURE CHARACTER IMAGES



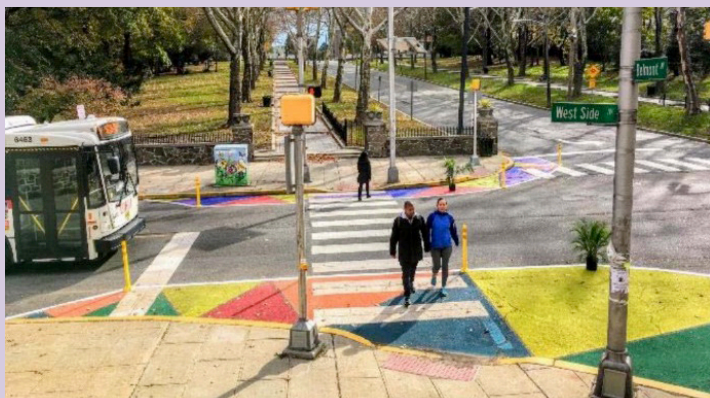
Example of a separated-from-traffic sidewalk with amenities (waste can, lights) and a landscaped, traffic-calming median.

Photo Credit: Google Street View



Example of street calming, a high visibility crosswalk, and streetscape beautification.

Photo Credit: Sustainable Transport, 2003



Example of a creative crosswalk, street calming, place-making, and a separated-from-traffic sidewalk.

Photo Credit: Sean Sullivan, 2020, Natick

POTENTIAL CHANGES:

This area will see few land use changes. Density may increase if homeowners add IADUs. If ten percent of homeowners here got approval to add an IADU to their property, gross density would increase from 5.20 du/acre to 5.71 du/acre; at 25 percent, this increases to 6.50 du/acre (low density).

FUTURE USES:

This area will continue to be a residential neighborhood. Appropriate uses include:

- ◇ Small-scale housing (single family, IADUs)
- ◇ Churches and religious institutions
- ◇ Schools
- ◇ At-home businesses (home office, daycare/preschool)
- ◇ Parks and Open Spaces, Micro Parks
- ◇ Roadways and utilities

The existing commercial property at 10220 S 1300 E can remain commercial, with uses compatible to its neighborhood environment and proximity to a school.

PROHIBITED USES:

- ◇ Industrial development
- ◇ Commercial development (strip malls, stand-alone stores, malls, big-box stores) EXCEPT the one existing commercial property
- ◇ Apartment complexes
- ◇ High-rise development of any sort

FUTURE BUILT ENVIRONMENT CONSIDERATIONS:

Future developments are subject to the development standards of the underlying zone.

Zones: R-1, C-2 (the one existing property)

Target Floor Area Ratio: Must comply with the development standards of the underlying zone.

Target Building Height: 1-2 stories (not including basement) and maximum 30 feet

Target Gross Density Range: 4.5 - 6.0 du/acre

Maximum Gross Density: 6.0 du/acre

Parking and Unloading: on-street, on-site-off-street (driveways, carports, garages)

Other Design Features:

Encourage use of waterwise landscaping in yards, park strips, and medians. Monitor landscaping at intersections, to ensure visibility for pedestrians and vehicles remains uninhibited.

Increase lighting in pedestrian areas.

Encourage upkeep and maintenance of private spaces, and discourage practices that could introduce pollutants to White City's groundwater.

Add crosswalks and other safety-enhancing pedestrian infrastructure, especially near schools. Separate sidewalks from the road. Include traffic calming measures.

Introduce small place-making strategies where appropriate, such as free little libraries or creatively colored crosswalks.

When re-imagining the public-right-of-way, prioritize pedestrian mobility and safety so that

Case Study: Grand Rapids, MI and Residential Complete Streets



Grand Rapids, Michigan shows how a Complete Streets approach is not one-size-fits-all and is helpful in residential settings too (GR, M, 2012). The images from Grand Rapids' Complete Streets plan exemplify how the Complete Streets approach makes roads safer and more accessible.

In the images with a "yes," sidewalks are wide and separated from traffic, and landscaping efforts provide a sense of enclosure to the street that calms traffic. In the images with a "no," there is no safe space for pedestrians and no traffic calming. The roads are only usable for vehicles. Notice that the three "yes" images have streets of different widths, lane amounts, and striping; the complete streets approach is adaptable to the needs of the area.

Photo Credits: Grand Rapids Complete Streets, 2012.

Southern Spur Area

LOCATION - area south of 10600 S. *Highlighted in light blue.*

NARRATIVE VISION - This area is very distinct from other parts of White City and from adjacent areas of Sandy. It is predominantly agricultural. The farm culture of this area connects White City to the historic settlement of the Salt Lake Valley. Many households raise and ride horses, as they easily access the horseback riding trails at Dimple Dell Park. Houses and farmhouses sit on larger lots (median lot size is a half-acre, including the houses in the R1 and A2 zones), contributing to an area of lower density than the rest of White City (1.38 dwelling units per acre compared to 3.84 dwelling units per acre for the Residential Neighborhoods Area). Home occupations as well as strictly agricultural-related businesses, such as riding stables, farm-to-table markets, or produce stands, provide economic opportunities that incentivize agricultural uses to persist in this area.

The Southern Spur Area is a quiet haven amidst growing development. The area is close to two minor arterial roads, 10600 S and 1300 E, and the properties along 1300 E closest to the Southern Spur Area have become commercial. Property owners in the Southern Spur area retain their personal choice in residing there and pursuing agricultural-based lifestyles. However, in the long-term future (15+ years), properties along this area could appeal to the Planning Commission to become other uses if the area ceases to be characterized by agricultural roots. If this happens, then it may be an appropriate place

Dwelling Units

Land area, acres

Land area - Roads/Utilities, acres

#Parcels

Median parcel size, acres

Total market value (\$)

Vacant acreage

Commercial building square feet

CURRENT ZONE(S)- A-2, R-1-21, R-1-21/zc

CURRENT LAND USES - Single family residential, Commercial, Vacant, Roadways/Utilities, Other

EXAMPLE CHARACTER IMAGES

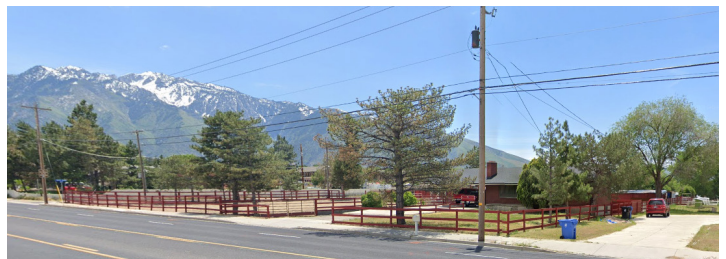
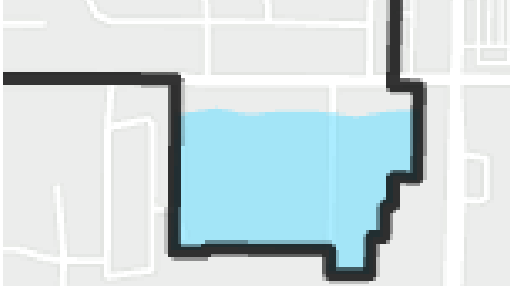


Photo credits: Google Street View

28	Gross Density	
20.27	DU/acre	1.38
20.27	Net Density	
	DU/(Land area-RU)	1.38
33		
0.50		
13,887,400		
0.23		
9,026		

*Please note that this map was current as of February 2021. Building footprints may have changed since that time.

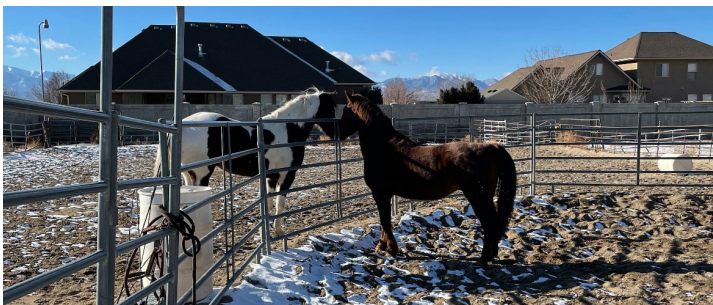


Photo credits: Greg Shelton

to consider small-scale mixed uses, including live-work places. Residences may transition to such uses only as desired by the property owners and when following proper administrative and legal channels. **But, as long as property owners here maintain agricultural lifestyles, agricultural uses should be preserved.**

ASSETS - Agricultural area, ability to raise/ride horses, large lots, affordable residences, access to a minor arterial road, proximity to amenities, viewshed of Wasatch Mountains.

"This area is great...I like living close to horse property and farms" - Resident, Area Needs and Land Priorities Survey, November 2020.

"Keep it residential unless it more than 60% of the space is not used for horses. Then we should consider options of semi condensed housing and commercial" - Resident, Area Needs and Land Priorities Survey, November 2020.

"Keeping this area as an agricultural/horse property is essential. We are so fortunate to have this in the area adjacent to the horse trails in Dimple Dell" - Resident, Area Needs and Land Priorities Survey, November 2020.

"I am not directly involved in anything utilizing that area. I think it is important to listen to the voices of those who do. I know having an area for horse related husbandry is important to many. These type of spaces are becoming rare as urban sprawl continues, and I believe that area is worth preserving" - Resident, Area Needs and Land Priorities Survey, November 2020.

"Provide incentives for people to not develop/subdivide there horse properties. Such as land trusts or tax benefits" - Resident, Area Needs and Land Priorities Survey, November 2020.



Photo Credits: Greg Shelton

POTENTIAL CHANGES:

This area will see few land use changes in the near-term future.

FUTURE USES:

In the near-term future, this area will continue to be a residential, agricultural neighborhood.

Appropriate uses include:

- ◇ Small-scale housing (single family)
- ◇ Family-scale agricultural uses (animal raising and husbandry, and row, crop, tree, and nursery cultivation)
- ◇ Agricultural-support businesses accessory to the primary agricultural use (riding stables, produce stands)
- ◇ At-home businesses (home office, daycare/preschool)
- ◇ Parks and Open Spaces
- ◇ Micro Parks
- ◇ Roadways and utilities

PROHIBITED USES:

- ◇ Industrial development
- ◇ Commercial development (strip malls, stand-alone stores, malls, big-box stores)
- ◇ Apartment complexes
- ◇ High-rise development of any sort
- ◇ Industrial agricultural uses (processing plants, dairy farms)

FUTURE BUILT ENVIRONMENT CONSIDERATIONS:

Future developments are subject to the development standards of the underlying zone.

Zones: A-2, R-1-21 (same as existing zones)

Target Floor Area Ratio: Must comply with the development standards of the underlying zone.

Target Building Height: 1-2 stories (not including basement) and maximum 35 feet

Target Gross Density Range: 1.0 - 2.0 du/acre

Maximum Gross Density: 2.0 du/acre

Parking and Unloading: on-street, on-site-off-street (driveways, carports, garages)

Other Design Features:

Encourage use of waterwise landscaping in yards, park strips, and medians.

Increase lighting in pedestrian areas.

Encourage upkeep and maintenance of private spaces, and discourage practices that could introduce pollutants to White City's groundwater.

Consider safety of horseback riders traveling from this area to the Dimple Dell trails in infrastructure choices; for example, by working to implement a mid-block crossing over 10600 South.

RIDING IN NEARBY DIMPLE DELL REGIONAL PARK

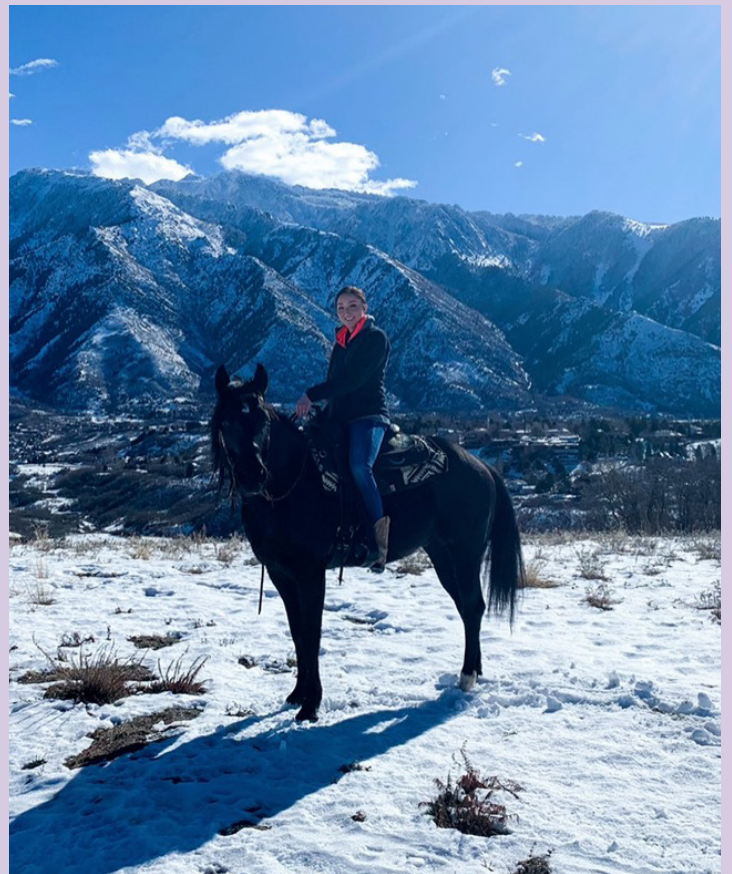


Photo Credits: Greg Shelton

Future Land Use

As shown through the public feedback and data analysis previously presented in this chapter, White City is a primarily residential community with preference toward preserving the existing character, future transportation and infrastructure improvements, and planning and decision-making that increases access to amenities. The character area analysis revealed the qualities that make White City unique, the location of community amenities, and the opportunities for specific areas to evolve to better support White City's needs and desires.

From this process, the Future Land Use Map emerges (Figure 17). It proposes few changes to the existing land use map; the vast majority of White City land remains the same (low density residential zones). The commercial property remains commercial. The agricultural properties in the south remain agricultural.

Adjustments include the following: first, Big Bear Park gets rezoned from low density residential to an open space zone, so there is no question of its desired use. Second, the agricultural properties in the very north of White City are proposed to change from agricultural to low density residential, so that the zone and the on-the-ground use of the properties are consistent.

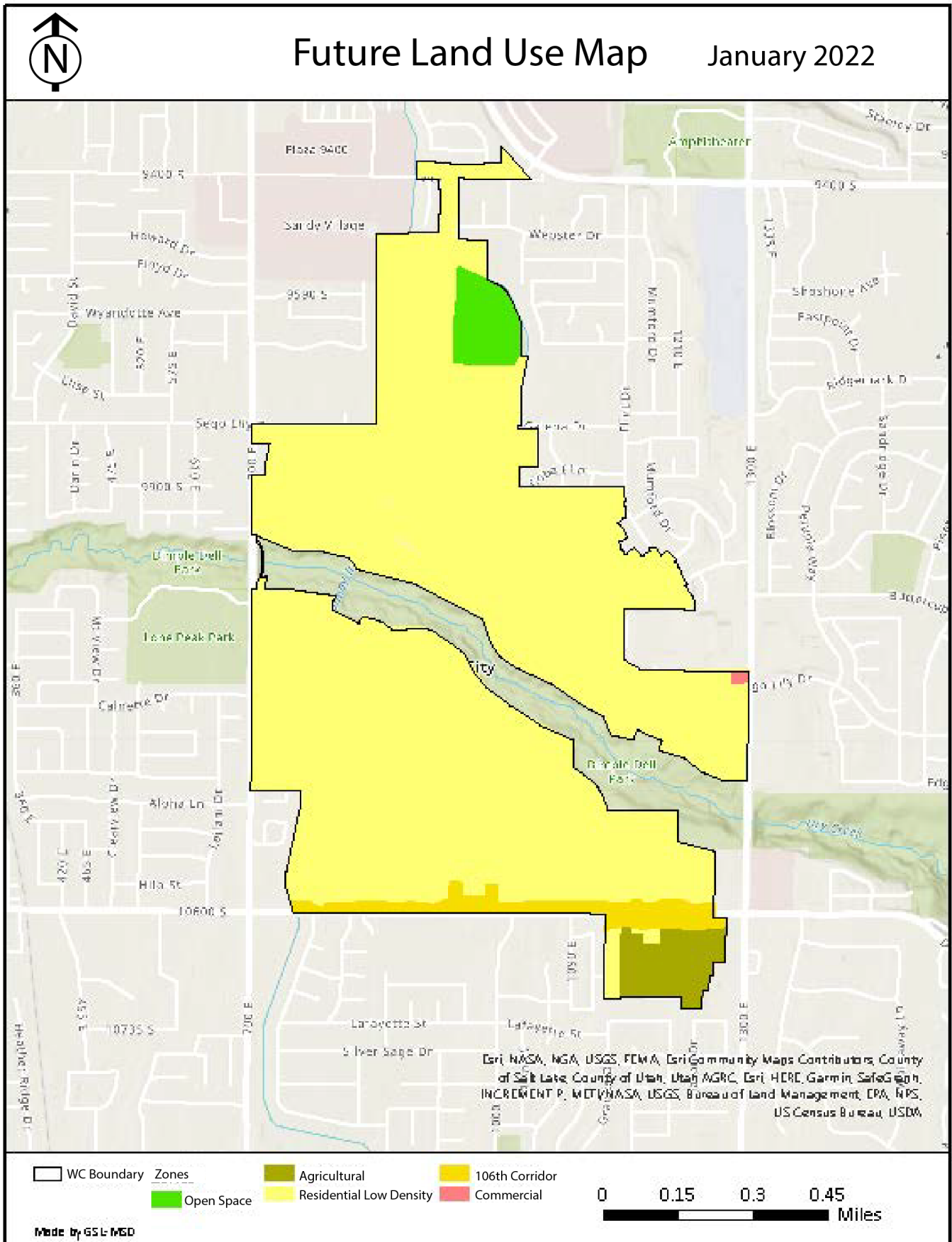
Why is there a “transitional” zone? Why consider allowing any small-scale, live-work mixed-use?

Land use changes are a sensitive topic. Feedback reflected this sensitivity, conveying various stances on what land uses should be present in the community. Strong voices emerged as proponents for no changes ever, and other

strong voices emerged as desiring well-thought out changes to specific parts of White City. There was also key agreement: *most people envision a future White City that closely resembles the character of today's White City and believe in supporting the rights of individual property holders.* The future land use map supports this agreement, focusing on preservation while providing flexibility consistent with community needs.

Completing community improvements that enhance walkability, safety, natural resource protection, and beautification efforts require funds. Utah municipalities get funds from sales tax revenues and class B and C roads. New class B and C roads are unlikely. That leaves increasing sales tax revenues as the way to bring in funds needed for improvements. Businesses are necessary for sales tax revenues, which is why limiting land uses to only residential can hinder the community's ability to adapt to regional or naturally-induced changes and cripple White City economically in the long term. Additionally, one of White City's top goals is improving walkability. Improving walkability requires destinations: places worth walking to that make a walk purposeful and interesting (Speck, 2013). Such places could include parks, small businesses, or libraries. Thus, the community benefits from increasing the mix of uses.

Figure 17: White City Future Land Use Map



KEY RECOMMENDATIONS:

Focus on area-specific, small-scale infrastructure improvements that incorporate place-making; these will enhance the day-to-day experiences of residents on their land and in public spaces. Update land use codes to be tailored to White City's specific wants and needs.

LAND USE GOALS:

LU1: Ensure that effective land use planning is balanced with preserving the freedom and rights of individual landowners.

LU2: Maintain and promote White City's neighborhood-scale housing character (primarily detached residences) while also promoting a quality of life that attracts and sustains new families and the housing needs of the Salt Lake Valley.

LU3: Promote a sense of pride and identity in the community through maintaining and enhancing place-making infrastructure.

LU4: Establish maintenance standards that continue to make White City a distinctly scenic, fun and appealing place to live and visit.

LU5: Enhance recreational amenities and access to public parks and open spaces.

LU6: All land use decisions include efforts to maintain or improve air and water quality.

LAND USE TAKEAWAYS:

- ◇ White City should maintain its residential, neighborhood feel, explore options to improve community aesthetics, protect property rights, and protect outdoor amenities.
- ◇ Exploring small-scale commercial development is viewed both negatively and positively; it appears under "threat" and "avoid," yet the lack of commercial tax base is a "weakness" and annexing businesses is an "achieve": finding a balance is important.
- ◇ It is important to communicate to Salt Lake County the value of Dimple Dell Park to White City.
- ◇ Preventing groundwater contamination, lessening the number of unreinforced masonry structures, and reducing air pollution are the three most important ways to improve resilience to natural resource concerns and hazards.

◇ Zoning ordinances need to be updated and tailored to White City’s voiced needs and desires via a thorough public process, including a working group with planning staff, community representatives, residents, and other staff as needed. Zones not desired for White City should be removed from the ordinance, and remaining zones should take into account current and future needs and opportunities.

◇ White City has five distinct character areas. Each character area has a unique vision, with specific future built environment considerations that should guide land use decisions in those areas.

◇ Residential Neighborhoods: For this area to be a family-friendly, amenity-rich residential community, infrastructure and transportation improvements are needed. Big Bear Park should be rezoned as open space in order to preserve its use and prevent future development.

◇ 10600 South Corridor: This is a transitional area. Property owners maintain the right to keep their properties as residences, while the option to consider small-scale mixed use is allowed as well.

◇ Canal Trail: Trail and transportation improvements enhance the

aesthetics and functioning of this area while preserving residential character.

◇ Sejo Lily Corridor: Transportation improvement re-imagine this area into a beautiful corridor that supports the safe travel of pedestrians and cyclists as well as vehicles.

◇ Southern Spur Area: Ordinances continue to support agricultural lifestyles. Transportation enhancements better connect this area to the rest of White City and Dimple Dell Regional Park.



CHAPTER FIVE:

TRANSPORTATION & MOBILITY

KEY RECOMMENDATION:

Work toward implementing streetscape improvements that increase the safety of all modes of travel, the aesthetics of the public right-of-ways, and the walkability of White City.

Goals:

- ◇ T1: Encourage good access to and smooth, safe transitions between key locations within and outside of White City.
- ◇ T2: Support transportation areas becoming more aesthetically pleasing, environmentally friendly, culturally interesting, and health-conscious.
- ◇ T3: Achieve well-maintained transportation infrastructure.
- ◇ T4: Support adequate and safe parking.
- ◇ T5: Increase pedestrian and bicyclist access, safety, and comfort.



Photo Credit: Maridene Alexander, GSL-MSD

The Importance of Transportation and Mobility

Driving to the grocery store, riding a UTA bus to work, hailing an Uber from the airport, or walking the dog – transportation is a part of people’s daily lives. As these examples convey, transportation involves both mobility – the ability to travel between places – and accessibility – the ability to reach valuable destinations within a reasonable amount of time. Both mobility and accessibility enable the expression of personal freedom. We can choose where we go and how to get there. For White City, transportation planning is important to uphold a safe, accessible, and enjoyable transportation system that enables residents to meet their needs in the ways that work for them.

What does the State Code say about transportation and mobility?

The State of Utah requires communities to plan for transportation. In Utah State Code Section 10-9a-403, the State mandates that General Plans include a “transportation and traffic circulation element” (LUDMA, 2020). This element must contain the location of different road types as well as public and active transportation infrastructure, and it must connect to demographic projections and the land use element. Communities without a major transit investment corridor – such as White City – must plan for improved linkages among housing, employment, education, recreation, and commerce.



Photo Credit: Maridene Alexander, GSL-MSD



Photo Credit: Maridene Alexander, GSL-MSD

Linking local and regional efforts

Transportation planning cannot occur in isolation. Think about streets: not only do they often cross political boundaries, neighborhood districts, and various land uses, but they also allow people to move across various boundaries. When planning for a road that stretches 40 miles and crosses seven municipalities, a regional perspective to transportation makes sense. At the same time, the perspective of each of those seven municipalities is necessary for the successful implementation of goals and objectives across scales.

Alignment ensures different entities work toward compatible goals – what one entity does can support the efforts of another entity, and vice-versa. Alignment also opens up opportunities for collaboration, from cross-jurisdictional project implementation to funding acquisition and more.



Roles and Responsibilities

Broad thinking strengthens transportation planning. Several entities and agencies' transportation values and plans are important for White City's local efforts. The MSD provides planning and development services for White City, including this General Plan and its Transportation Chapter. The MSD will continue working with White City to implement transportation projects and programs identified in this chapter. Additionally, the MSD works with various entities to meet White City's transportation needs and plan for accomplishing transportation outcomes. These include the Utah Department of Transportation, the Utah Transit Authority, Salt Lake County, and Sandy City.

UTAH DEPARTMENT OF TRANSPORTATION (UDOT)

UDOT "aim[s] to Keep Utah Moving. That includes everything from improving our roads and traffic lights to providing alternate means of getting from A to B, like bike lanes and public transit. We want to make sure that whatever is being moved, freight and cargo or the people in a vehicle, arrives safe and promptly. It isn't easy, but Keeping Utah Moving is what keeps UDOT going" (UDOT, n.d. B). White City works with UDOT regarding any non-local roads within and adjacent to White City's boundaries, such as 700 E and 10600 S. Additionally, UDOT has an Active Transportation Division that can support White City's initiatives regarding walking and biking. Receiving state funding for transportation projects in White City is dependent upon White City meeting Senate Bill 34 requirements about planning for Moderate-Income Housing.

UTAH TRANSIT AUTHORITY (UTA)

UTA “provides integrated mobility solutions to service life’s connections, improve public health and enhance quality of life”; they “provide an integrated system of innovative, accessible and efficient public transportation services that increase access to opportunities and contribute to a healthy environment for the people of the Wasatch region” (UTA, n.d. A). White City will coordinate with UTA about public transit. Communicating feedback about route pathways, infrastructure conditions, and frequency of stops can be useful for UTA and help public transportation better meet White City’s needs.

WASATCH FRONT REGIONAL COUNCIL (WFRC)

The WFRC is the Metropolitan Planning Organization (MPO) that covers Box Elder, Davis, Morgan, Salt Lake, Tooele, and Weber counties. The responsibilities of the WFRC include regional transportation planning. White City works with the WFRC on regional initiatives involving various numbers of municipalities, from two or three to the entire WFRC. WFRC also provides funding for various types of transportation projects, for which White City is eligible.

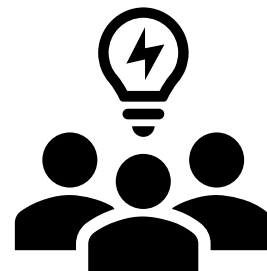
SALT LAKE COUNTY (SLCO)

Salt Lake County Public Works Engineering Department provides engineering services to the MSD, including White City. Public Works Engineering helps to build and maintain roadways and sidewalks, administer encroachment, excavation and special event permits, and enforce stormwater (MS4) management compliance (SLCo, n.d. B).

SANDY CITY

As White City is entirely bounded by Sandy, working with Sandy on transportation projects, opportunities, and challenges is critical for success. Understanding Sandy’s vision and goals regarding transportation is likewise important. Currently, Sandy’s transportation decisions are guided by their 2009 Master Transportation Plan. Sandy City also looks to their Parks, Recreation, and Trails Master Plan and their Proposed Trail Changes to inform active transportation projects. Additionally, Sandy and Draper started a joint Active Transportation Plan, which includes potential trails and routes that would link through White City or touch its borders.

Takeaway: High quality transportation options are necessary for White City, as the residents leave municipal borders for groceries, health care, and more. Moving forward, coordinating and cooperating with other agencies and entities will improve transportation conditions within White City as well as between White City and nearby communities.



What does the community say about transportation?

MEETINGS - Five GPSC meetings focused on transportation (December 2019-July 2020). Additionally, the Transportation Values Workshop provided an opportunity for White City leaders and members of the public to discuss the link between White City's transportation needs and the overarching, regional transportation system. Walkability was often discussed.

SURVEYS - White City residents expressed their thoughts on transportation via the *Transportation and Land Use Survey*. In total, 74 unique responses on transportation were collected in this survey. However, comments offered in the two land use surveys also provided insight into transportation preferences in White City. Together, the surveys showed a desire to improve walkability, increase safety, and add street lighting, sidewalks, and crosswalks.

VISION STATEMENT - White City envisions itself as safe and family-friendly with access to amenities, indicating that transportation should be multi-modal (kids and teens can bike and walk but not drive) with an emphasis on safety features. A safe, walkable system would also allow residents to access nearby amenities without depending upon a vehicle.

PRIORITIES - Walkability is a top six priority. Preserving natural resources, another priority, relates to transportation too: less driving improves air quality, and adding landscaping to streetscapes provides habitat for vegetation and pollinators.

SWOT AND APAE ANALYSES - These analyses convey issues and opportunities related to transportation, such as sidewalk needs, speeding issues, close proximity to the freeway, and lack of viable public or alternative transportation options. Find the public comments from these analyses on page 77.

Takeaway: Residents have identified small-scale infrastructure improvements to the streetscape; these will help fulfill the community's stated desires to increase safety and walkability.

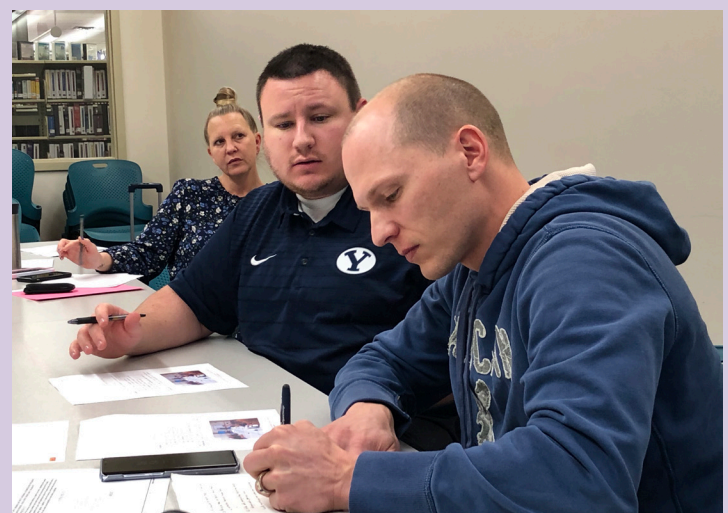


Photo Credits: Mikala Jordan, GSL-MSD

Strengths

Location, Walking, Low traffic flow, Close to Trax, Freeway, Safety, Kids can walk to school

Weaknesses

Infrastructure, No speed bumps, Not enough street lights, Surrounded by Sandy City, Police presence and lack of visibility, People cutting corners, Speeding, Public transit/alternative transportation, Walkability, Curb/gutter/sidewalk - maintenance/repair, Lack of enforcing ordinances (knowledge of)

Opportunities

Walkable Community - safe, Walking path, Canal trail, Better crosswalks, Street lights, Speed bumps, Beautification programs, Code enforcement, Public transit, Home businesses, Modernization of infrastructure, Identify White City entrances, Safety plan in place, Improve road safety - Segó Lily & Galena

Threats

Old infrastructure, Roads, Sidewalks, Street lighting, Not enforcing laws/codes - parking on streets, snow plowing, Widening Segó Lily brings more traffic, Cars - exhaust, idling, On street parking (multiple families in one house), Lack of police presence,

Achieve

More parks & recreation - community activities, Bike lanes, Trail bridge, Sidewalks walkable, Make canal a walking trail, Walkability, More street lights, Stop signs on major roads, Flashing lights on Segó Lily, Eastmont Crosswalk, & Galena, Street management - winter service, Infrastructure, Speed bumps, Public transportation, Speed enforcement, esp Carnation Drive, Volunteer beautification projects, Better neighborhood clean up

Preserve

Low traffic, Protect water wells, Neighborhood clean-up, 25 mph on Segó Lily

Avoid

On-street parking, Gravel driveways, Limit vehicle clutter (esp. inoperable), Vehicle code violations

Eliminate

On-street parking: long term, delivery service, Blight, Weeds, Gravel and dirt driveways, Unregistered vehicles, Vehicles at parks, , Speeding - especially on major roads

What is connectivity? Why does it matter?

Connectivity is the ability to travel more as the crow flies: to reach more destinations. In a more connected place, Olivia accesses her doctor's office, bank, local park, and favorite café all within a mile; in fact, she enjoys a safe walk to reach them. In a less connected place, Xavier travels several miles in different directions to reach these destinations, and he must drive. Connectivity matters because it allows greater access to opportunity. A person can reach their valued destinations in a reasonable time period, spending less time and money on transportation to meet their needs. Connectivity has a positive impact on the economic wellbeing of a community (Sisson, 2019); the WFRC explains this relationship as convenience + amenities = financial health for a community (WFRC, 2019). In more connected areas, active transportation increases. This has six great impacts:

- ◇ reduces congestion,
- ◇ reduces air pollution,
- ◇ increases physical and mental wellbeing,
- ◇ increases community visibility of the street and activity on the street, thereby increasing safety,
- ◇ increases people out and about supporting the local economy, and
- ◇ physical connectivity supports social connectivity.

Street Network

White City's street network can be classified as a Curvilinear Loop Design, the street network design common from the 1930s to 1950s (CNU, n.d.) (Figures 17 and 18). In this network, some streets are linear while others are curved. Additionally, few streets have dead-ends and most streets link to more than one other street. This Curvilinear Loop network is more connected than modern cul-de-sac designs, but less connected than a traditional grid network.

The connected street network benefits White City in several ways. One, it disperses vehicular traffic. Multiple options exist to travel from one destination to another, thereby decreasing traffic loads on any one street. Congestion decreases not only because cars have multiple routes to choose from, but also because more people can walk or bike: connected streets lead to more walking and biking (Napier, 2011).

Additionally, engaging in more physical activity improves health outcomes (Haskell, Blair, & Hill, 2009). Having multiple routes available can increase the sense of safety of an individual, as an individual may not feel comfortable walking a predictable route. A sense of safety also increases with more people out and about on the streets. Thus, this network and the benefits associated with it are assets for White City in terms of congestion relief, active transportation habits, and safety.

Figure 17: The Designs of Street Networks

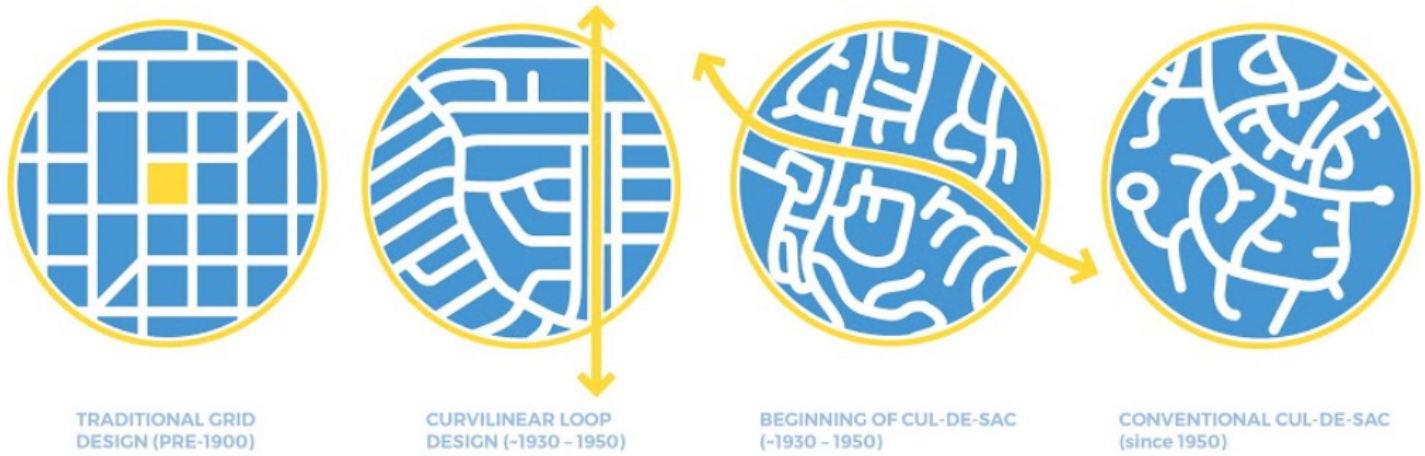
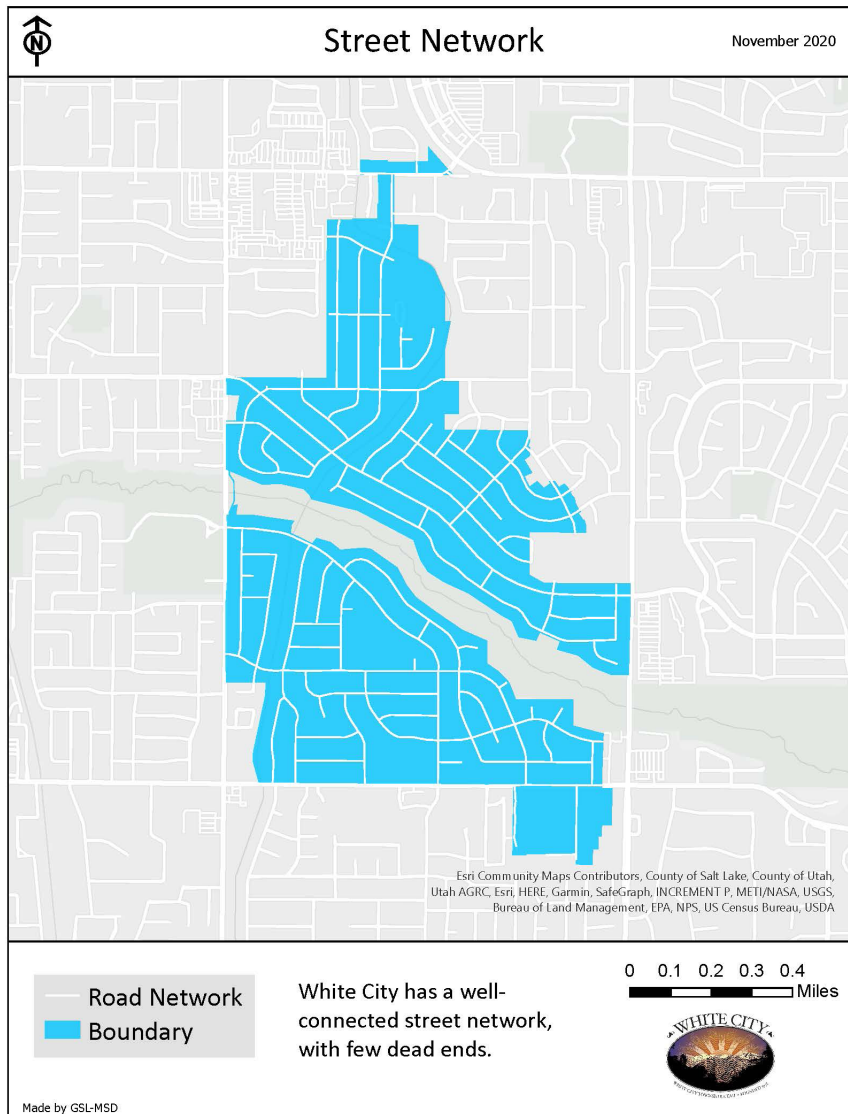


Figure 18: White City's Street Network

Figure Credit: Congress of the New Urbanism, Street Network 101



Street Network, Continued

Figure 19: Areas of Disconnection

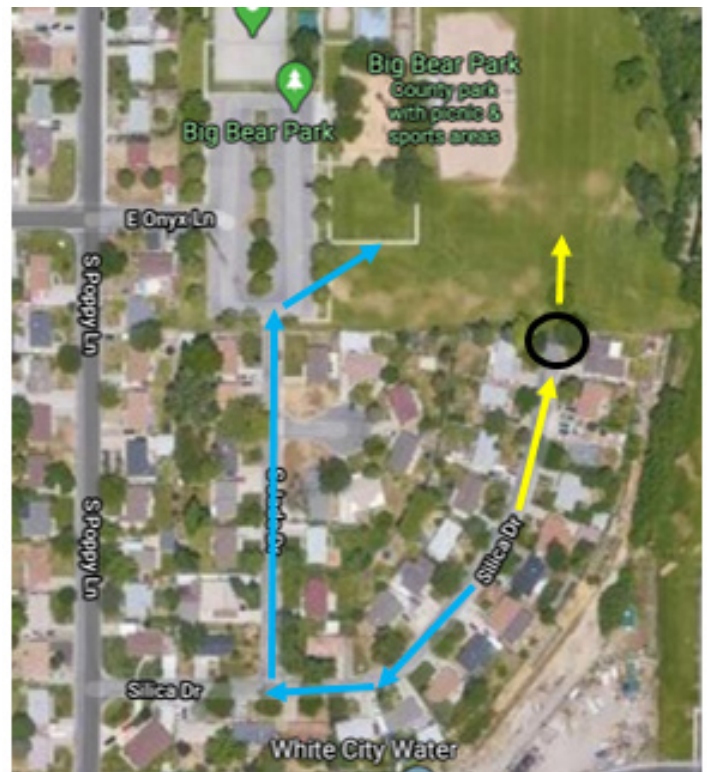





In Figure 19, black X's and arrows indicate potential connectivity issues. X's resemble dead ends. Arrows indicate parallel areas of close proximity that have limited connection. Sometimes connectivity is limited for pedestrians but not vehicles; sometimes vice-versa; and sometimes the street network impacts connectivity for both. For example, Dimple Dell cuts through White City and limits vehicular connections between the northern and

southern parts of White City. However, the lack of east-west connections across the Canal Trail in central White City impacts pedestrians and vehicles.

In some places, purposeful disconnection, such as cul-de-sacs, make sense. When necessary, connectivity for pedestrians remains possible. For example, look at Silica Drive in the north-eastern part of White City (Figure 20). Because Silica Drive ends with open property rather than a private house, residents along Silica Drive enjoy a short, direct route to Big Bear Park.

Figure 20: Access to Big Bear Park



Available travel path: 
 Open-ended termination of street: 
 Travel path if not connected: 

Takeaway: Maintaining or improving connectivity should be a consideration in any proposed land use changes or transportation projects.

Achieving Connectivity: Retrofits

Think about Rome, Italy: while the buildings changed many times since the age of the Roman Empire, the location of the roads has remained largely the same. Given that street networks are essentially permanent, how can existing communities increase their connectivity?

Connectivity can be enhanced at various levels. It is often possible to increase connectivity for pedestrians and bicyclists without altering vehicular pathways. Cul-de-sac cut throughs, such as those depicted below, link a neighborhood and a shared-use path. Now, the residents of the neighborhood can enjoy the trail system and the river. The feasibility of cul-de-sac cut throughs depends on factors such as side-yard size, setback requirements, and property owner desires.

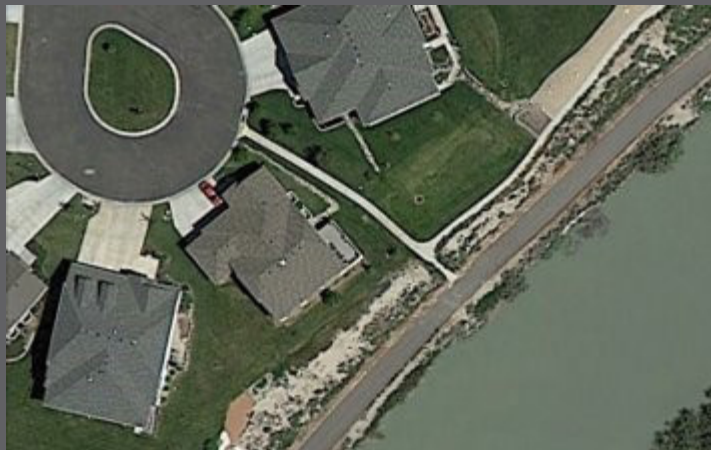


Photo Credit: Ted Knowlton, Presentation, 2019.

Another retrofit for enhancing connectivity is through redesigning the right-of-way. For example, if a four-lane, 60-foot road consistently supports the number of vehicles of a three-lane road, then that road would be opportune for redesigning. The existing 60-foot right-of-way – with no expansion – could turn into a three-lane road with an elevated, separated sidewalk and on-street parking on one side. Suddenly, active transportation becomes viable and parking capacity increases. See the Street Connectivity Guide prepared by the Lehigh Valley Planning Commission for more examples of achieving connectivity, connected areas, and disconnected areas: <https://lvpc.org/pdf/street-Connectivity.pdf> (LVPC, 2011).



Photo Credit: Ted Knowlton, Presentation, 2019.

Street Classifications

The Functional Classification system is based on anticipated traffic throughput and access to property. According to this system, White City's streets are arterial, collector, or local roads (Figure 21) (UDOT, n.d. A). No roads within or immediately adjacent to White City are freeways. Street classifications for streets within and/or adjacent to White City are highlighted below:

700 E (71): principal arterial

Sego Lily Drive: major collector

9000 S (209): principal arterial

Larkspur Drive: minor collector

1300 E: minor arterial

Flint Drive: minor collector

9400 S: minor arterial

10600 S: minor arterial

Carnation Dr: local road

All other streets: local roads

With the Functional Classification system, the assumption is that all streets under one classification should be maintained, planned, and updated the same way, despite the streets' various purposes and needs. While useful for some planning, the Functional system may not be specific enough to deal with the nuances of a community that is predominantly composed of local roads. White City has many local roads, but they are not one-size-fits-all. People utilize different streets to meet different needs. In fact, a street's surrounding land use influences how the street is used. Some local roads bring residents

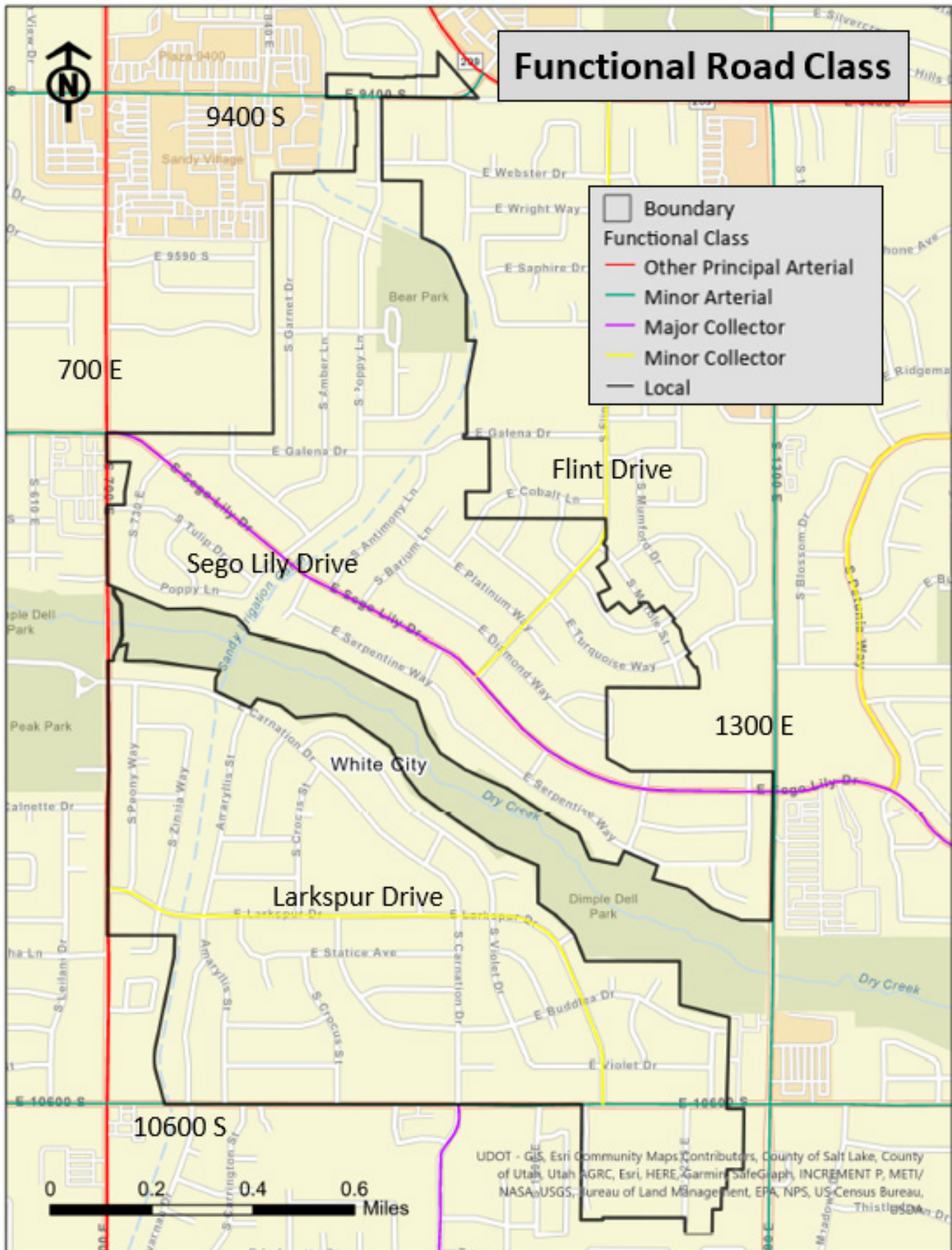
to important destinations, such as churches, Big Bear Park, and schools. Other local roads access residential areas on cul-de-sacs. Streets host various types and/or amounts of travelers. For example, Carnation Drive sees high use and connects to two arterial roads (700 E and 10600 S), yet UDOT classifies it as local. White City's local roads differ in characteristics such as width, amenities (i.e. street lights), connectivity (ie. cul-desac ending versus connected street), grade, adjacent land use (i.e. types of structures or location of structures relative to the road), and active transportation features (i.e. sidewalk).

Takeaway: A more nuanced classification approach would help planners and engineers better understand and strategize for the transportation needs of residents on various streets. Developing a typological classification system for White City's local roads, via a study, would help achieve this.

On Carnation Drive and E 10600 S: *"A right turn lane on the north-east corner to turn into Carnation heading north would be beneficial. You could...add some landscaping and some art to beautify an entrance into White City"* – Respondent, *Transportation and Land Use Survey, 2020.*

On S 1300 E: *"Lack of walkability. Development discourages neighborhood shops, only options involve crossing very busy large roads, virtually no buses, not many bike lanes, etc."* – Respondent, *Transportation and Land Use Survey, 2020.*

Figure 21: Functional Road Classes



Classifications of Streets

FUNCTIONAL - Traditionally, streets are classified into the following categories: Freeway, Arterial, Collector, and Local. These categories—called Functional Classifications—are based upon anticipated traffic throughput and access to property. Freeways carry the highest traffic loads and allow high speeds but have limited access, while local roads carry the lowest traffic loads, at slow speeds, but provide access to many places. Local roads are generally the most comfortable and safest for bicyclists and pedestrians.

TYPOLOGICAL - In recent years, planners and transportation professionals have shifted away from the Functional Classification framework and into a Street Typologies framework. The Typologies framework differs from the traditional Functional framework in that it:

- ◇ Accounts for surrounding land use when planning streets
- ◇ Considers active transportation, such as walking and biking
- ◇ Includes street design considerations, such as lighting and benches
- ◇ Materializes through public input – officials cannot accurately create Typologies without public feedback
- ◇ Considers person mobility, vehicle mobility, placemaking, access, and greening for each street, prioritizing those five purposes for each street

Traffic Volume and Safety

SEGO LILY DRIVE

White City Engineers with Avenue Consultants conducted a study on Segó Lily Drive. The Segó Lily Corridor Study included parking inventories in March and April 2020 and an analysis of historic aerial imagery of parking between 2016 and 2019. The study also analyzed vehicle, bicycle, and walking trends. The following data resulted from this study.

Segó Lily Drive cuts through the center of White City, east-west. As a major collector road, its traffic volumes are some of the highest in the community. Segó Lily supported about 6,600 vehicle trips per day before the Corona Virus 19 outbreak. However, the road is designed for 12,000 to 18,000 trips a day, so it is far from capacity and not expected to reach capacity any time in the near future. Since the Corona Virus 19 outbreak, daily trips dipped to under 4,000.

Segó Lily's estimated 85th percentile speeds range from 27 to 34 mph, depending upon the direction and exact location on the road (Figure 22). Surprisingly, more people speed going up the hill than down the hill. However, overall Segó Lily boasts few crashes due to speed. Maintaining low crash rates is especially important on Segó Lily because Segó Lily is a prospective active transportation corridor, and crashes between vehicles and pedestrians or cyclists can be particularly deadly.

Figure 22: Speed Statistics on Segol Lily Drive

	Eastbound			Westbound		
	9950 South	950 East	1100 East	9950 South	950 East	1250 East
Minimum	5	5	5	5	5	5
Maximum	82	94	80	72	70	56
Average	27.7	26.3	26.9	26.4	26.0	22.6
85th Percentile	31.8	30.9	31.4	31.1	30.2	28.1
% of Traffic 35+ mph	4.5%	2.4%	3.0%	2.6%	2.1%	0.7%

Figure Credit: Segol Lily Corridor Study, 2020

Takeaway: Traffic calming measures would slow 85th percentile speeds on Segol Lily and create a more welcoming environment for pedestrians and cyclists along the street, especially in areas lacking sidewalks.

Classifications of Streets, Con't

Below, find an example of two Street Typologies: a local street with urban low intensity development (left), and a local street with urban medium

intensity development (right). The designs and plans for the streets differ because of the adjacent land use differences.

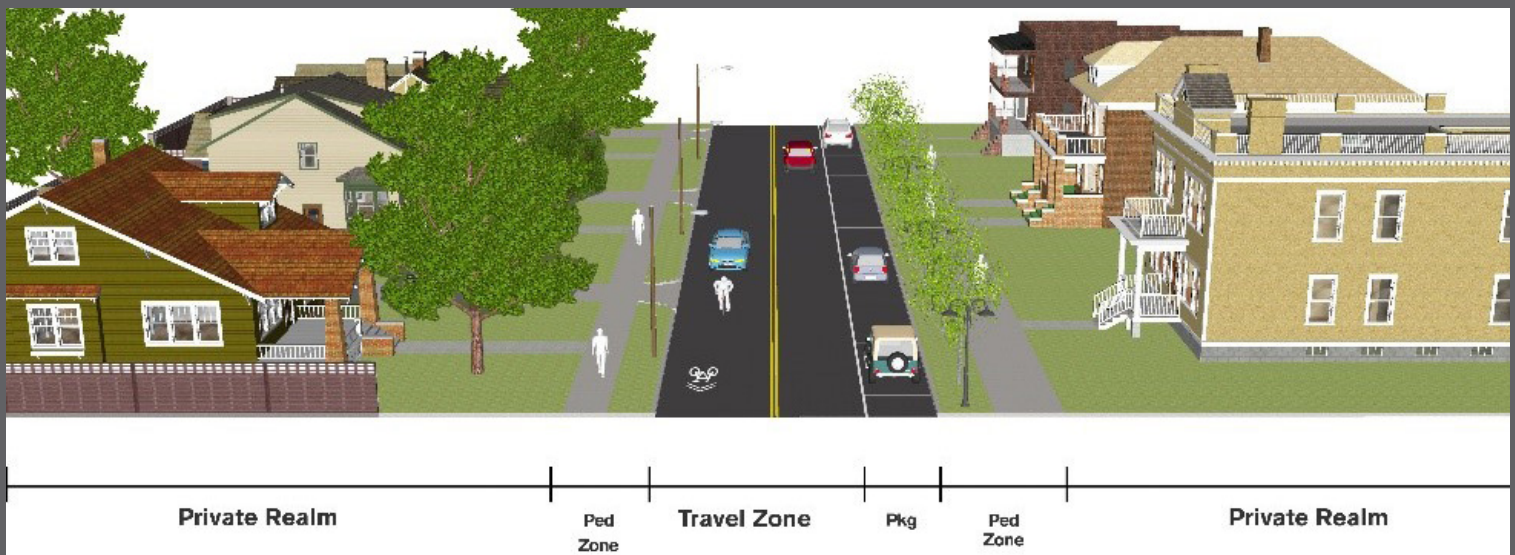
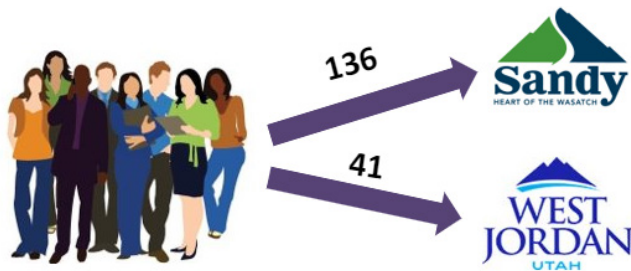


Figure Credit: Plan OKC

Commuting Patterns

White City is located on the east side of the Salt Lake Valley. Much of White City's workforce of 610 commutes to adjacent Sandy City or west to West Jordan City (USCB, 2017) (Figure 23). Other commuting destinations include Draper (34 people), South Jordan (33), West Valley City (22), and Salt Lake City (20).

Figure 23: Workforce to Sandy and West Jordan



Single-occupancy vehicles are the most common method used for commuting by White City residents, but a significant portion carpool as well (Figure 24) (USCB, 2019). Compared to Sandy City, Salt Lake County, and Utah, proportionally fewer White City residents commute by driving alone while more commute through carpooling. Following Corona Virus 19, the percentage of residents who work from home has likely increased significantly and may remain higher than 2019 values in the future.

Takeaway: Encouraging use of other modes and improving infrastructure that supports other modes would reduce dependency on single-occupancy vehicles, thereby reducing wear and tear on roads, lowering air pollution, and increasing access (especially for those who cannot drive).

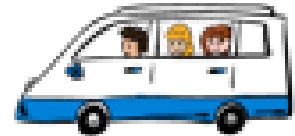
Figure 24: Commuting Patterns in 2019

73.1%



Driving alone

15.2%



Carpooling

3.4%



Public transit

1.9%



Walking

6.1%



Working from home

0.3%



Biking

Public & Alternative Transit

Some public transportation connects White City to other places (Figure 25). Three percent of residents take public transport to work, which slightly exceeds Utah's state average. **BUS STOPS** sit on and near White City's borders on 9400 S, 10600 S, and 1300 E. Routes F94 and F456 sit closest, while F514 and 201 are accessed within 1.5 miles from some points in White City. Access to **LIGHT RAIL** is limited. The Blue Line can be accessed at Sandy Civic Center Station or Sandy Expo Stations, located between 1.1 to 3.0 miles away. Residents have suggested a bus route through White City to the light rail stations.

MICROMOBILITY is a new form of public transportation that includes:

- ◇ VIA is a van shuttle system that services a designated area. Rates are the same as bus rates. UTA tested this in southern Salt Lake County, and it may be viable for White City though it has not yet been tested here (UTA, n.d. B).

- ◇ Electric scooters and bike shares recently boomed in popularity. Great for making 1st/ Last Mile connections between home and work, these inexpensive forms of transportation could likely expand into White City.

Takeaway: Because public transportation service depends on reliable ridership, educational and promotional efforts can make White City a more attractive place for service providers. Micromobility is a less costly alternative that provides options for residents.

White City residents value trip-chaining:

57 percent of White City respondents said the inability to effectively trip chain (reach several destinations in one trip) was an important or very important transportation concern of theirs - *Transportation and Land Use Survey, 2020.*

White City residents desire improved public transportation:

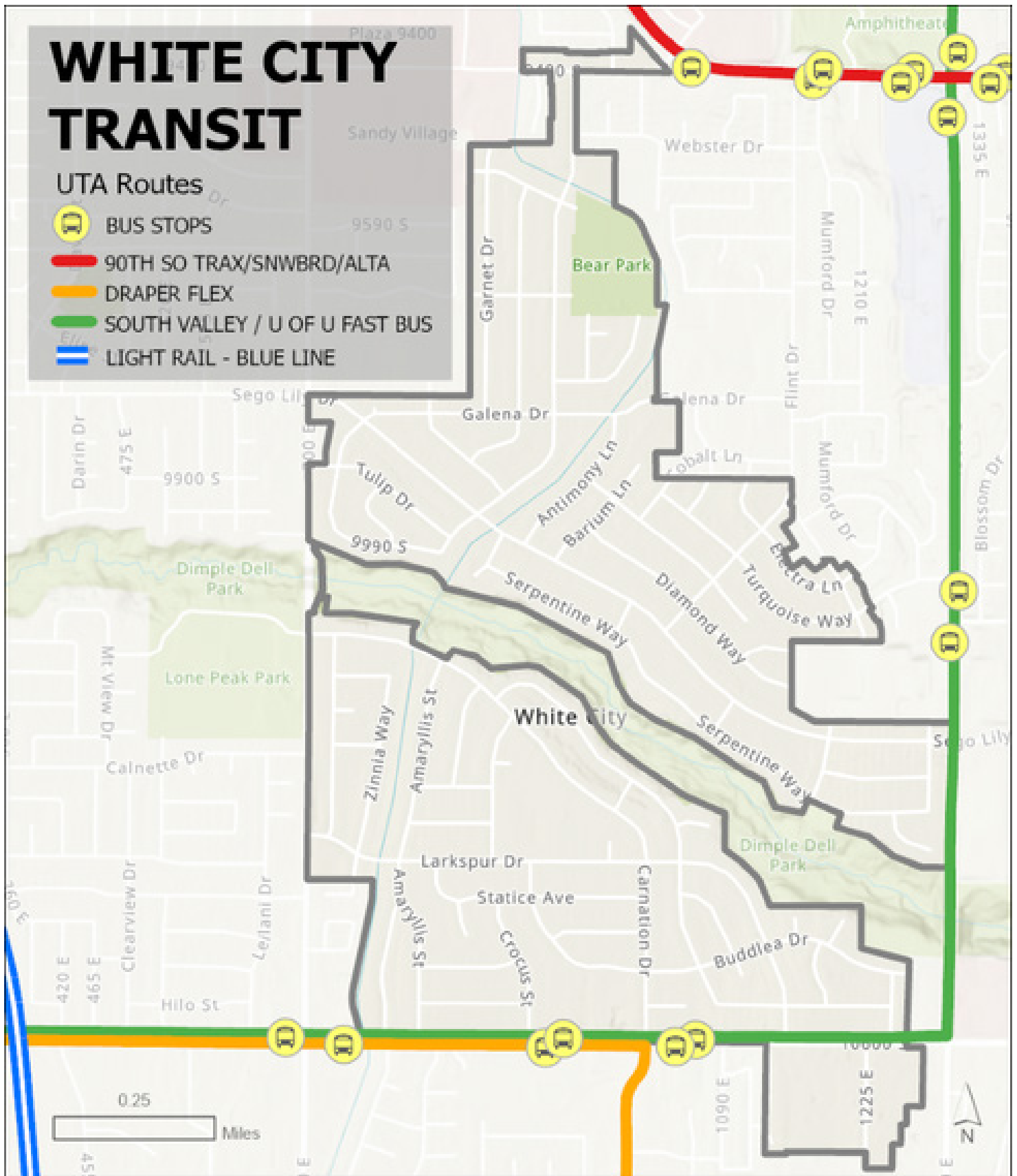
80 percent of White City residents expressed concern about inadequate public transportation - *Transportation and Land Use Survey, 2020.*

"I love the new trail and the bridge that connects us to the north side and Bear park. It makes it so much easier to get around in the neighborhood without having to go down to 7th or up the 13th. Both very dangerous roads..." - Respondent, Land and Character Survey, Summer 2020.

"Sidewalk corners do not always allow for strollers, wheel chairs and bikes to go off on a ramp. We end up clunking off the edge. It would mean so much to have each corner shaved down so we don't have to deal with this problem anymore!" - Respondent, Area Needs and Priorities Survey, November 2020.

Over half of respondents (54 percent) consider unsafe travel a "very important" transportation concern of theirs - *Transportation and Land Use Survey, 2020.*

Figure 25: Transit



Active Transportation

Active transportation is any form of mobility achieved solely through human power – most commonly, walking and biking. Rollerskating, rollerblading, and skateboarding are other forms of active transportation. In White City, walking is the most common form of active transportation. In fact, about two percent of residents commute between work and home by walking (USCB, 2019). And, 76 percent of respondents walk daily or weekly (*Transportation and Land Use Survey, 2020*).

There are several key components in planning regarding active transportation: infrastructure (sidewalks, bike lanes, lighting, road finishing material), land use (relative location of active transportation corridor), existing routes (where do people walk now, where does pedestrian infrastructure exist now), and gaps in routes (where are pedestrians prevented from traveling, where is walking and biking happening but unsafe or without supportive infrastructure).

Takeaway: Active transportation is beneficial to White City as a community as well as individual residents. Increasing participation in active transportation requires a multi-faceted approach that considers infrastructure, land use, and route information. Conducting an active transportation study is the first step in achieving this.

What's the low-down on active transportation?

Active transportation has dozens of individual and societal benefits. Some powerful benefits of active transportation include:

- ◇ Improved physical health
- ◇ Improved mental/emotional health
- ◇ Cost-savings: Reduced wear & tear on roads
- ◇ Lessened traffic congestion
- ◇ Reduced air, noise, and water pollution
- ◇ Inexpensive
- ◇ Supports local business by bringing people onto the streets
- ◇ Safety – driving is the single most dangerous activity the average American engages in (*Driving is Dangerous*).

Utahns want to walk and bike more:

- ◇ 70 percent would like to walk more
- ◇ 53 percent would like to bike more

(*Utah Statewide Household Travel Survey, 2012*).

39 percent of White City respondents said they walked daily and 37 percent said they walked weekly - *Transportation and Land Use Survey, 2020*. If more people work from home, people may walk more regularly. Having safe and adequate sidewalks and bike lanes would spur activity also.

PEDESTRIAN INFRASTRUCTURE

Pedestrian infrastructure is infrastructure that makes biking and walking viable modes of transportation. It includes trails as well as structures such as benches, lighting, signage, sidewalks, crosswalks, pedestrian bridges, pedestrian tunnels, bike lanes, and shared-use pathways. Understanding where infrastructure is present and where it is needed is important; this work began with the General Plan via dozens of resident comments and concerns in the surveys (Appendix B). Additionally, a sidewalk inventory is underway, prioritizing where sidewalks are needed and identifying where maintenance for existing sidewalks is required.

Two main active transportation areas exist for White City residents: the Sandy Draper Canal Trail and various pathways through Dimple Dell Park. (Figure 26). A new paved multi-use trail, the Sandy Draper Canal Trail, runs north to south from 10600 S across Dimple Dell Park via a pedestrian bridge, and will run around Bear Park when completed. Upon completion, this trail will be dedicated and turned over to White City ownership. Running through Dimple Dell Regional Park are unpaved, multi-use trails; while not White City property, these trails are accessible to White City residents and frequented often. However, the Dimple Dell trails are primarily used for recreation and not for getting from point A to point B. Additionally, expected by 2023 is a future active transportation corridor along Segó Lily Drive.

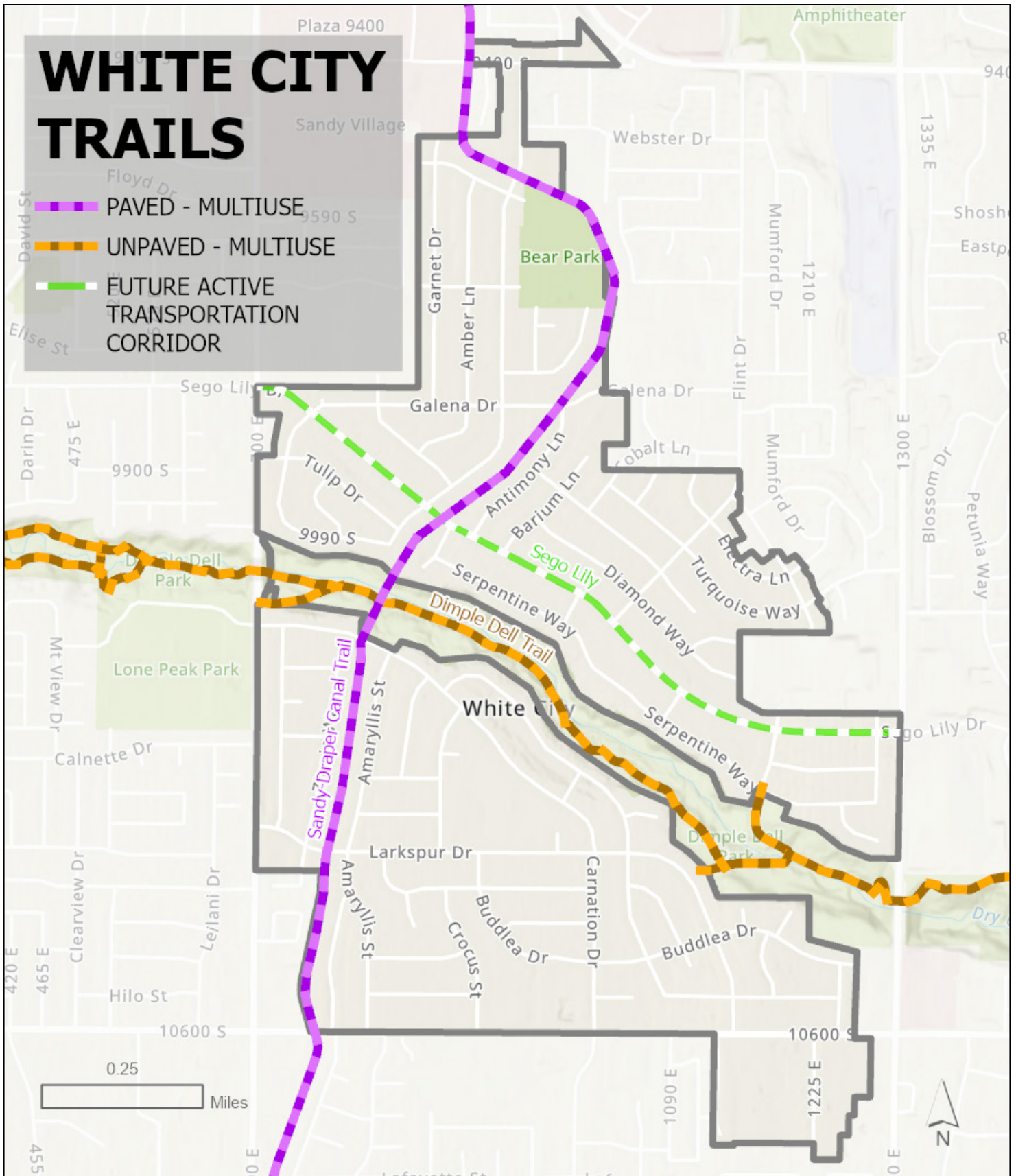
STREET DESIGN AND SEGO LILY

White City Engineering with Avenue Consultants led a Corridor Study on Segó Lily Drive. The project aimed to assess the feasibility of re-imagining Segó Lily within the existing right-of-way as well as to understand what the public desires are regarding the road. In a survey targeted at but not limited to residents along Segó Lily, 119 residents voted on design options. The two most popular designs included increased active transportation options, which makes sense given that Segó Lily supported over 5,000 bicycling trips in one year (SLCo Engineering & Avenue, April 2020). One design offered two five-foot bike lanes, one on the north side and one on the south side (SLCo Engineering & Avenue, June 2020). The second design offered one 10-foot multi-use paved path on the north side of the street (SLCo Engineering & Avenue, June 2020). Work continues to determine the final design before implementation. Cost, safety, aesthetics, supported parking, and supported traffic volume are variables that will influence the final decision.

"The new bike/walk bridge over dimple dell will be wonderful. It allows pedestrians and bicyclists the option to stay away from vehicle traffic, yet connecting them through an active path for exercise," Respondent, Transportation and Land Use Survey, 2020.

Residents called the new pedestrian crossing over Dimple Dell as an asset but also pointed out privacy and security concerns for homeowners whose properties border the trail, *Area Needs and Priorities Survey, November 2020.*

Figure 26: Trails



Accessibility

Accessibility is a measure of how many destinations can be reached within a reasonable distance. The WFRC measures job accessibility by automobiles and by transit. By personal automobile, White City residents can reach 254,000 to 264,000 jobs (Figure 27) (WFRC, n.d.). By public transit, White City residents can reach 10,000 to 32,000 jobs (Figure 28). Compared to other southeast Salt Lake County areas, White City’s job accessibility by automobile is slightly below average, while White City’s job accessibility by transit is below average. Western White City ranks in the bottom 20 percent of job access via transit.

“Access into White City by bus has not always been non-existent. The populous is getting older, many are becoming unable to drive. With fewer options and fewer conveniences” – a respondent identifies the link between access and age, Transportation and Land Use Survey, 2020.

“I want local small business to move in! I want to be able to walk to a small business and inject money into the area I live in instead of giving everything to Sandy and Draper. I'd like to see more multi-family housing go up. I'd like to see sidewalks” - a respondent links the economy, housing opportunities, transportation, and accessibility, Land and Character Survey, Summer 2020.

Figure 27: Access to Jobs via the Automobile

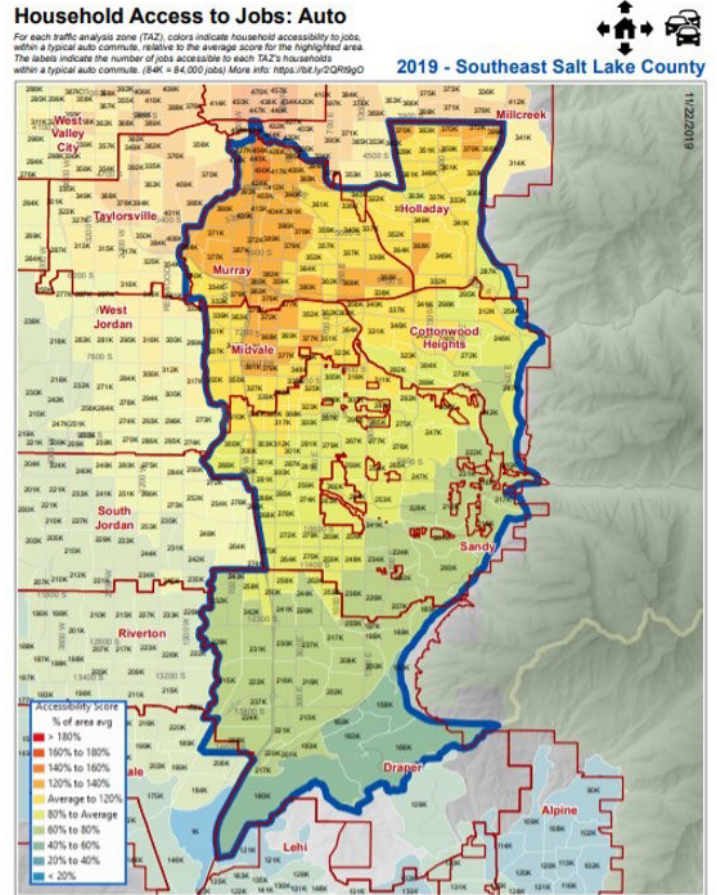


Figure Credit: WFRC, n.d.

Takeaway: Improving internet speeds to support home occupations, and engaging in regional planning efforts that connect White City to other places.

Figure 28: Access to Jobs via Transit

Household Access to Jobs: Transit

For each traffic analysis zone (TAZ), colors indicate household accessibility to jobs, within a typical transit commute, relative to the average score for the highlighted area. The labels indicate the number of jobs accessible to each TAZ's households within a typical transit commute. (84K = 84,000 jobs) More info: <https://bit.ly/2QRt9gO>



2019 - Southeast Salt Lake County

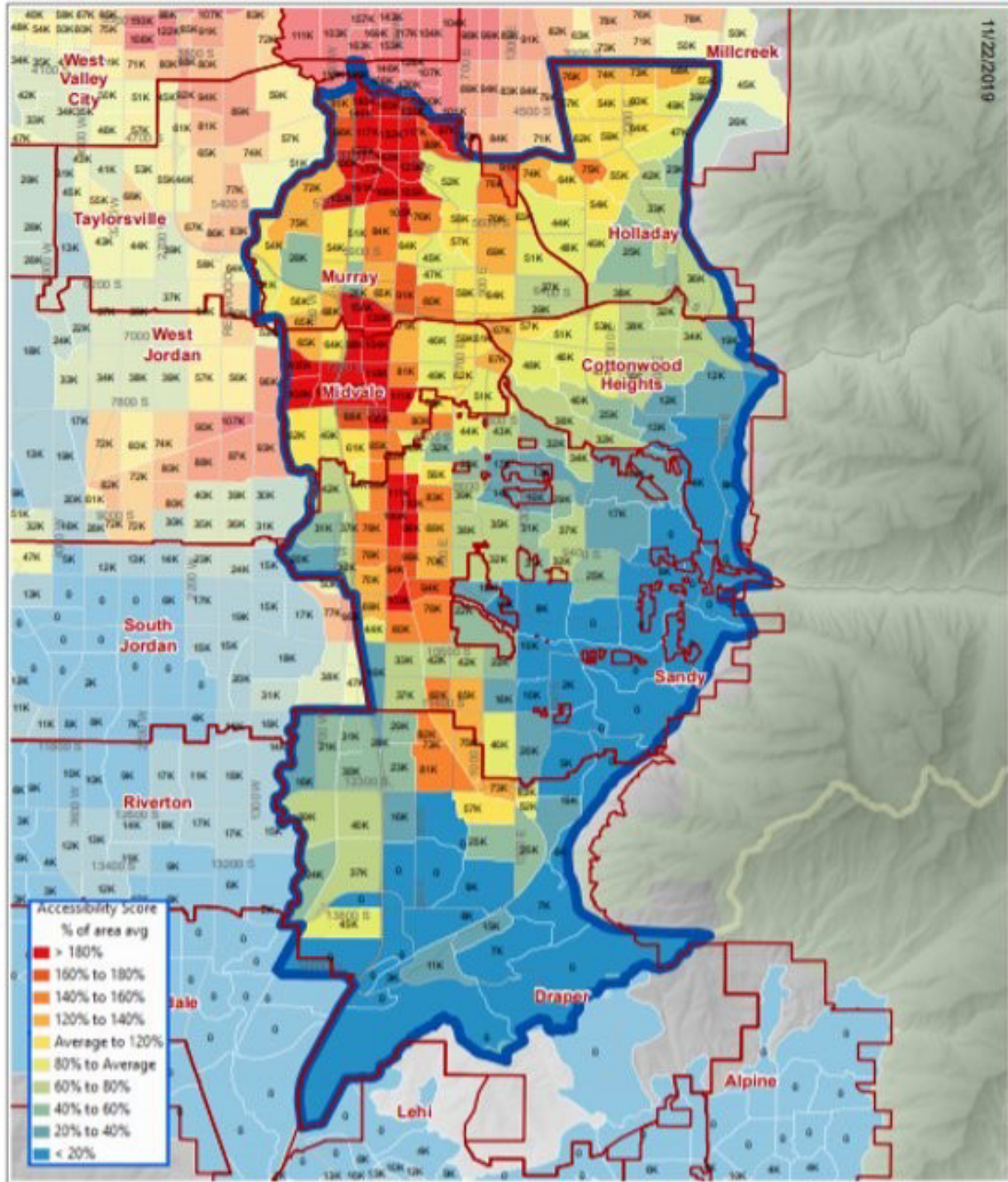


Figure Credit: WFRC, n.d.

Future Transportation

White City's opportunities and challenges regarding transportation fall into several categories: modal choice, collaboration and communication, infrastructure maintenance, safety, connectivity, and place-making. Connectivity between homes and jobs will remain important for White City going forward.

ACCESSIBILITY - The WFRC predicts that, by personal automobile, White City residents will reach 347,000 to 415,000 jobs in 2050 (WFRC, n.d.). By public transit, White City residents may reach 32,000 to 79,000 jobs (WFRC, n.d.). Therefore, the number of accessible jobs by either mode is predicted to increase. Relative to accessibility of other communities, White City's accessibility remains the same for automobile and improves slightly for transit. That the number of jobs accessible will increase is due to improved travel options and/or new jobs added closer to White City.

TRANSPORTATION AND DEMOGRAPHICS - As shown through the 2020 *Transportation and Land Use Survey* and the American Community Survey results, White City depends on single-occupancy vehicles to travel. Yet, White City's demographics indicate that a more multi-modal transportation system, with safe active transportation options, will be increasingly important to the community in the coming years. Sixty-eight percent of White City's population is categorized as "Parks and Rec" by ESRI's Tapestry program (ESRI, 2018). The "Parks and Rec" group "take[s] advantage of local parks and recreational activities. Their exercise routine is a balance of home-based exercise; a

session at their local community gym; or a quick jog, swim, or run" (ESRI, 2019 B). Additionally, about 17 percent of the population is 65 years and older, and 8.7 percent of the population is 75 years and older (USCB, 2019); some residents may no longer be comfortable driving and will depend on walking or public transportation to access daily needs. Bringing back previous bus routes or adding additional bus routes may bolster access for those unable to drive.

Additionally, "kid-friendly neighborhoods" such as those in White City are "now attracting a new generation of young couples" (ESRI, 2019 B). White City's population pyramid also points toward this trend: there is a bulge of residents between 25 and 39 years-old – the ages that start or have young families (GSL-MSD, 2019 B). Why do these patterns matter? Aging couples who prefer no-cost exercise, such as running or biking in the neighborhood, as well as families with young children who take family walks, both value safe, walkable areas. Thus, demographics indicate that investing in a high-quality active transportation system will be beneficial and that the system would be well-utilized.

TRANSPORTATION, COMMERCE, AND EMPLOYMENT - With only one commercially zoned property in White City, residents rely on transportation to access almost all economic needs. Most residents commute for work, to dine out, to purchase clothing or other goods, to access health care, and to pursue education. This makes efficient, safe travel in and out of White City critical to the financial stability of residents. Transportation connections between White City and Sandy City and West Jordan, (the first and

second most traveled to cities for work), are especially important.

With current alternative transportation options, White City residents primarily use personal vehicles, which are the most expensive transportation mode (Gössling et al, 2019). On average, Americans spend \$10,288 per year on direct automobile-related costs (INRIX, Inc, 2018). By another metric, shifting 1,000 miles of travel by automobile to travel by active transportation, for example, saves communities and individuals \$14,300 from roadway cost savings, vehicle cost savings, parking costs, air pollution reduction, and more, after taking pedestrian infrastructure costs into account (Litman, 2020). Additionally, driving is the single most dangerous activity the average American engages in (Drive Safely, n.d.).

Dependency on an expensive and less safe mode of travel to make a livelihood does not bolster security for White City residents, especially those of lower-socioeconomic status. Opportunities to expand modal choice and connectivity can reduce this dependency, increase residents' financial security, and support residents' value of personal freedom. This does not mean driving should be discouraged: personal automobiles are important and beneficial transportation modes for many people; rather, by adding to the already acceptable transportation conditions in White City via personal automobiles, residents gain choice. Many of the 14.8 percent of residents with disabilities (USCB, 2018), for example, would experience enhanced freedom and connectivity with expanded public transportation options.

TRANSPORTATION AND HOUSING - Per Senate Bill 34, White City must plan for moderate-income housing options. One strategy that White City selected to increase moderate-income housing options is Accessory Dwelling Units (IADUs). Because owning a car is expensive (i.e. car payment, car insurance fees, maintenance costs, gas, license and registration fees), the low or moderate-income families who would seek IADUs for housing options may not be able to afford a vehicle or may have more household members commuting to workplaces than cars available for the household. Therefore, moderate-income housing options offered in White City would be most beneficial when located closest to the bus stops and nearby commercial areas of Sandy; this way, residents can access goods and transportation without owning a vehicle. If future IADU renters own cars, however, the data shows White City is not near on-street parking capacity. On Sego Lily Drive, White City's main thoroughfare, only 11 percent of available parking spaces were utilized at the busiest time (the busiest time documented was March 21, 2020 from 1:22 – 2:27 pm) (SLCo Engineering & Avenue Consultants, April 2020).

Additionally, White City's neighbors are focusing on active transportation: Sandy and Draper have put energy into active transportation projects to much success. In conjunction with White City's more affordable housing, pursuing active transportation projects will help White City economically compete, attracting new families who value walking and biking.

TRANSPORTATION AND LAND USE - Transportation and land use are tightly connected; in White City's case, this is especially true when it comes to improving walkability and enhancing accessibility. While White City is entirely built-out and primarily residential, the introduction of pedestrian-oriented infrastructure can connect residents to nearby businesses and reduce vehicular traffic. Potential future land use changes along 10600 South would introduce amenities to the community, reduce auto-dependent travel when compared to having to reach those amenities in other communities, and help convert 10600 South into a complete street.



Photo credit: Maridene Alexander, GSL-MSD

KEY RECOMMENDATION:

Work toward implementing streetscape improvements that increase the safety of all modes of travel, the aesthetics of the public right-of-ways, and the walkability of White City.

TRANSPORTATION GOALS:

T1: Encourage good access to and smooth, safe transitions between key locations within and outside of White City.

T2: Support transportation areas becoming more aesthetically pleasing, environmentally friendly, culturally interesting, and health-conscious.

T3: Achieve well-maintained transportation infrastructure.

T4: Support adequate and safe parking.

T5: Increase pedestrian and bicyclist access, safety, and comfort.

TRANSPORTATION TAKEAWAYS:

- ◇ High quality transportation options are necessary for White City, as the residents leave municipal borders for groceries, health care, and more. Moving forward, coordinating and cooperating with other agencies and entities will improve transportation conditions within White City as well as between White City and nearby communities.
- ◇ Residents have identified small-scale infrastructure improvements to the streetscape; these will help fulfill the community's stated desires to increase safety and walkability.
- ◇ Maintaining or improving connectivity should be a consideration in any proposed land use changes or transportation projects.
- ◇ A more nuanced classification approach would help planners and engineers better understand and strategize for the transportation needs of residents on various streets. Developing a typological classification system for White City's local roads, via a study, would help achieve this.
- ◇ Traffic calming measures would slow 85th percentile speeds on Sego Lily and create a more welcoming environment for pedestrians and cyclists along the street, especially in areas lacking sidewalks.

- ◇ Encouraging use of other modes and improving infrastructure that supports other modes would reduce dependency on single-occupancy vehicles, thereby reducing wear and tear on roads, lowering air pollution, and increasing access (especially for those who cannot drive).
- ◇ Because public transportation service depends on reliable ridership, educational and promotional efforts can make White City a more attractive place for service providers. Micromobility is a less costly alternative that provides options for residents.
- ◇ Active transportation is beneficial to White City as a community as well as individual residents. Increasing participation in active transportation requires a multi-faceted approach that considers infrastructure, land use, and route information. Conducting an active transportation study is the first step in achieving this.
- ◇ While White City's current accessibility is low, it would improve by allowing small scale mixed use on 10600 South, improving internet speeds to support home occupations, and engaging in regional planning efforts that connect White City to other places.

CHAPTER SIX:

LIFELONG COMMUNITIES

Key Recommendations:

Work toward infrastructure implementation that supports successful aging in community, community resilience to natural hazards, and environmental sustainability.

Increase sales tax revenue to support desired projects by a) supporting at-home businesses through resources and fast internet speeds and b) updating land use ordinances to allow small, home businesses in areas.

Goals:

- ◇ LC1: Foster transparency, collaboration, and clear communication among officials, staff, the public, and other agencies.
- ◇ LC2: Encourage digital infrastructure to support home-based work, entertainment, and education opportunities.
- ◇ LC3: Support small-scale local and home-based businesses with access to resources

for financial assistance and/or business training and education.

◇ LC4: Ensure that the built environment supports people of all ages and abilities, allowing safe and easy navigation within the community as well as access to important places outside the community.

◇ LC5: Strengthen resilience through emergency preparedness and response.

◇ LC6: Make reasonable efforts to improve the quality of the natural environment and mitigate negative environmental impacts.

◇ LC7: Maintain and make needs-appropriate improvements to infrastructure to support the resilience of the built environment.

◇ LC8: Preserve the heart of White City's character.

The Importance of Lifelong Communities

Lifelong communities are places where people can live safely and comfortably throughout all life stages, from childhood to retirement age and beyond. Lifelong communities enable older residents to stay at their home of several decades, rather than be forced to leave for more age-friendly places. Such communities invite healthy lifestyles through walkability, clean air, and clean water. Their social and built environments, such as community organizations and neighborhood gathering places, both encourage strong relationships. Lifelong communities provide access to meaningful job opportunities, affordable housing, community services, recreational opportunities, and participation in local government and community life. All in all, lifelong communities support happy, healthy individuals and happy, healthy towns.

Planning for lifelong communities is becoming increasingly important. First, the United States is aging. By 2030, one in five Americans will be older than 65 years (AARP, n.d.). White City's demographics align with this projection: **about 17 percent of White City's population is currently 65 years old or older** (USCB, 2019). Second, involving all voices in government, community, and planning processes is becoming increasingly recognized as necessary for making the most resilient, appealing, equitable, and close-knit communities.

White City's lifelong communities element takes a holistic approach to planning for White City's future. It investigates and envisions White City

as a lifelong community through the lenses of governance, economic opportunities, aging in community, and resilience and sustainability.

Why do we talk about governance, economic opportunities, aging in community, and resilience and sustainability?

These themes arose from the culmination of discussions and public feedback throughout the General Plan process. For example, meeting attendees identified that older residents may not be able to travel to public events hosted outside of White City and may not know how to access virtual meetings. Survey respondents identified public safety concerns as well as commented on the difficulty of navigating sidewalk corners with a stroller or by wheelchair. Balancing the wants and needs of current residents with considerations of what today's children would someday need and desire often underlied discussions too.

That these themes tied in with community engagement, land use, and transportation discussions makes sense. Together, these four themes shape the human experience of community. Does fair and just governance facilitate a trusting, equitable, tight-knit, and safe community? Does economic vitality enable options for individuals and families to live comfortably? Are the conditions of the physical and built environments conducive to healthy living at any age? Can the community move forward from hardships and operate in a way that will carry the community successfully into the future? As affirmative answers to these questions are important, this chapter aims to provide goals and tangible actions around these themes.

Governance and Services

Governance is the ways by which a community structures its rules, regulations, norms, and actions. In the United States, governance functions at the national, state, regional, and local levels. This Plan looks at White City's local governance.

Governance and services influence people's everyday lives. They encompass many important functions, ranging from emergency services to water provision to organizing community events. These functions range from helping us meet our basic needs to facilitating better quality of life and social wellbeing. For example, White City is led by a Council, and they coordinate with essential services like the Unified Fire Authority and the White City Water Improvement District. They also support the White City Community Council, which plans events, such as the car show, that bring the community together. In lifelong communities, governance and services support residents at all life stages.

Aging in Community

Our experience of age impacts our lives. As toddlers, we want splash pads and playgrounds; as teens, we need parks to explore and sidewalks to safely bike to our friends' houses. As adults we may prioritize home-owning, nearby daycare, or a go-to restaurant for date night. Regardless of our age, a lifelong community works to balance its residents' various needs. This is especially important in White City, due to the community's diverse age demographics. 26.9 percent of residents are under 18 years old, 16.6 percent are older than 65 years, and the biggest 5-year

population bracket is 30-34 years, which only is 10.4 percent of the population (USCB, 2019).

Being able to remain in your community as you age is fundamental to lifelong communities. So what does it mean to safely and comfortably live in your residence, on your street, and in the greater community? It means that a person of any age can retain autonomy in their daily life. They can continue utilizing their home while also maintaining access to community amenities. Therefore, a person's residence must support their changing needs. For example, support bars can make showers safer; ramps can replace stairs. Additionally, the transportation network needs to support aging. For instance, bus stops can include benches for resting, and crosswalk signals can be lengthened to accommodate slower walkers. Finally, the greater community considers and is inclusive of older adults. For example, community events provide activities of interest to older adults, and older adult voices are taken seriously in public meetings.

Economic Opportunities

Economic opportunities are the means by which we make a living. To be a lifelong community, residents of all ages must access economic opportunities. Teens seek part-time jobs to save for college; married couples pursue dual-income households to pay mortgage and support their children; single-parents often work two jobs to get by; and retired folks may need to supplement retirement or social security income.

Why should economic opportunities exist near residences? First, commuting costs time and money, and cost increases with distance. Those

with lower incomes (such as the 8.5% of families below poverty based on a 4 person household) may less easily afford things like gas, car maintenance, or daycare, all of which are correlated with longer commutes. Second, people may not be able to drive. In fact, we saw on pages 30-31 15.7 percent of residents have a disability. It is important that people with different financial, physical, or mental needs can access economic opportunities.

Finally, economic opportunities are important for the financial health of the community. Sales tax community funds necessary for transportation and infrastructure improvements.

In today's world, digital infrastructure is tied to the accessibility of economic opportunities. For example, the internet allows people to operate home-based businesses, or further their education to improve their economic prospects. Allowing White City's access to high quality digital infrastructure can be one way to increase economic opportunities.

Resilience and Sustainability

Resilience is the ability for complex systems to change, adapt, and transform, in positive ways and within a reasonable time frame, following hardships and disasters (adapted from Davoudi, 2012). True resilience is when we learn from and improve upon past experiences, rather than returning to a "normal" that may not have benefited everyone.

In planning, systems include social ones, such as the relationships of people within a community to each other, as well as ecological ones, such as the interactions of animals, plants, climate, and

people. Hardships and disasters comprise short and long term, sudden or gradual, expected or unexpected, small or large, experiences. Natural disaster (the Salt Lake Valley's 2020 earthquake), environmental degradation (poor air quality), discrimination (civil unrest throughout 2020), pandemic and economic recession (COVID-19), and the digital revolution (remote and virtual work) are all examples of hardships and disasters that White City may experience.

Sustainability is meeting the economic, social, and environmental needs of the present without compromising the ability of future generations to meet those same needs. Sustainable communities balance their current daily needs with considerations of people's needs 10, 20, 50, even 100 years into the future. They plan ahead so that they can facilitate positive change. In White City, thinking sustainably could look like considering what the needs of White City's large population of children will be as they become adults, or considering how to encourage active transportation options to prevent worsening congestion and air quality.

Working toward resilience and sustainability helps a community be strong, adaptable, equitable, healthy, and long-lasting. As White City grows more resilient and sustainable, the breadth and depth of the impact of hardships and disasters decreases, and the ability to bounce back increases. This is essential to being a lifelong community, as the most vulnerable people in a community are the ones who suffer the most from hardships and benefit the most from a strong, adaptable, and healthy community.

What does White City say about lifelong communities?

MEETINGS - Three GPSC meetings specifically addressed themes of lifelong communities. And, as an interdisciplinary topic, lifelong community ideas arose throughout the process. The role of government in land use, how government representatives interact with the public, aging and public transportation, aging and community

engagement, at-home businesses, small-scale mixed-use, air quality, public safety, and problems related to code enforcement were all discussed, among other ideas.

SWOT AND APAE ANALYSIS - In the following pages, find the SWOT and APAE public comments for each of the four themes of Lifelong Communities. Afterward find additional feedback from surveys and meetings for each theme.

Governance and Services

Strengths

Township, Less regulations, Unity, Community, No HOA's, Annual Southeast Township Days

Weaknesses

Newly independent organization of community - not understanding metro township government, Governmental transparency, Lack of enforcing ordinances (knowledge of), Hard to get zoning variances, Lack of community engagement

Opportunities

Code enforcement, Beautification rules for landlords, Keep values and sense of community, Survey community for input, More community events in addition to Southeast Township Days, Better access to council decisions/visibility, Website

Threats

Established boundary changes, Not enforcing laws/codes - parking on streets, Increases of taxes for services, Annexation/Eminent domain, Fear of updates/change

Achieve

Special district, Website, Brighter colors on fliers with more information, Effective communication, More information, Reasonable rental/temporary rental policy, Code enforcement (yard & junk), More frequent dumpster (fall & spring)

Preserve

The feeling of the neighborhood, The neighborhood as a whole, Small town feel, No change in state laws for townships, Minimal regulations, Independence from Sandy

Avoid

Eminent Domain, Vehicle code violations, Contention, Close-mindedness,

Eliminate

The county changing anything, Blight, Weeds, Gravel and dirt driveways, Unregistered vehicles, Vehicles at parks

Economic Opportunities

Strengths

Minimal/no commercial development, Pool, Close to Trax, freeway, hospital, stores, and mountains

Weaknesses

No means to attract businesses/families, Fully developed, No/any commercial tax base, Internet service/Fiber optic, Value of property - fear of decrease or fear of skyrocketing,

Opportunities

Home businesses, Modernization of infrastructure

Threats

More commercial, No commercial tax revenue, Property values, Increases of taxes for services, Land theft by big businesses, Commercial brings crime, Fear of updates/change

Achieve

Bring back annexed businesses, Home based businesses, Commercial property, Back taxes from Sandy to White City, Percentage of taxes spent in Sandy, Northside swimming pool, Internet choice

Preserve

Existing architecture, New and low construction, Low traffic, Lack of businesses, Swimming Pool

Avoid

Retail space, Big commercial development, Air BnB

Eliminate

On-street parking: long term, delivery service, Devalue property actions

Aging in Community

Strengths

Walking, Quiet, Privacy, Safety, Unity, Friends, Community, Pride in their yards, Pride in living here, Long-term residents, Neighbors, Affordable housing

Weaknesses

Infrastructure, Old Homes, No speed bumps, Not enough street lights, Speeding, Vacant homes, Need to take better care of homes and properties, Help older people with their yards, Public transit/alternative transportation, Walkability, Afraid of losing homes and property, Value of property - fear of decrease or fear of skyrocketing, Lack of community engagement

Opportunities

Nice environment to raise families, Crime free, Walkable Community - safe, Better crosswalks, Street lights, Public transit, Multiple generations (family), Education (home/yard care)

Threats

Sidewalks, Street lighting, Absentee landlords - not maintained houses/yards (code enforcement), Overgrowth of yards

Achieve

More parks & recreation - community activities, Playground, Northside swimming pool, Sidewalks walkable, Walkability, More street lights, Stop signs on major roads, Flashing lights on Sego Lily, Eastmont Crosswalk, & Galena, Public transportation, Code enforcement (yard & junk), Volunteer beautification projects, Better neighborhood clean up

Preserve

Avoid

Moving families out

Eliminate

Blight, Weeds

Resilience and Sustainability

Strengths

Sewer Insurance Coverage, Privacy, Safety, Low crime, Unity, Friends, Community, Long-term residents, Tasty well water, Water supply: good insurance rates

Weaknesses

Police presence and lack of visibility, People cutting corners, Speeding, Crimes and Homelessness in Dimple Dell Park, Vandalism, Vacant homes, No public park - south side, Curb/gutter/sidewalk - maintenance/repair

Opportunities

Crime free, Clean up Dimple Dell, Incentives for saving water (reduce grass), Education (home/yard care), Safety plan in place, Improve road safety - Sego Lily & Galena

Threats

Not enforcing laws/codes - parking on streets, snow plowing, Water rights - keeping WC water under local control (not for sale), Crime, Tagging - Gangs, Insufficient animal control, Overgrowth of yards, Gully fires, Lack of police presence

Achieve

Keep Dimple Dell wild, Dimple Dell operation, Underground Power, Speed enforcement, esp Carnation Drive, More frequent dumpster (fall & spring), Allow blue garbage bags in blue recycling, Disaster Management Plan, Police presence, Volunteer beautification projects, Better neighborhood clean up

Preserve

Preserve views, Protect water wells, Neighborhood clean-up, Open space and parks, Preserve gully, WCWID and rates (minimal)

Avoid

Homeless, Overpopulation, High crime, Obstruction of Mountain View

Eliminate

Drugs and drug dealing, Graffiti, Fire hazards and response, Speeding - especially on major roads

Who provides what?

As addressed in Chapter One: All About Planning, White City's representative government consists of five council members elected by residents. Other organizations and entities provide necessary community services and impact how White City functions as a community. Some entities are below:

- ◆ **Governing Body:** White City Council
- ◆ **Land Use Recommending Body:** White City Planning Commission
- ◆ **Community Organization:** White City Community Council
- ◆ **Planning and Development Services:** Greater Salt Lake Municipal Services District
- ◆ **Public Safety:** Unified Police Department
- ◆ **Fire and Emergency Response:** Unified Fire Authority
- ◆ **Waste Pick-up:** Wasatch Front Waste & Recycling
- ◆ **Water:** White City Water Improvement District
- ◆ **Schools:** Canyons School District
- ◆ **Park Maintenance:** Salt Lake County Parks and Recreation

Some of these organizations are specific to White City, while other organizations are contracted to serve White City in addition to other communities.

Governance and Services

How a community structures its rules, regulations, norms, and actions is its governance. Governance and services influence people's everyday lives and are thus part of lifelong communities.

SWOT AND APAE ANALYSES- The SWOT and APAE analyses revealed public thoughts related to governance: namely, better transparency and public engagement in government decision-making, and education of code enforcement rules and standard administration of those rules.

SURVEYS - Property rights, balanced land use policies, and diverse outreach methods were the ideas related to governance that emerged from the surveys. For example, 70% said "Protecting resident's private property rights and land use values" was the highest priority or a high priority (*Area Needs and Priorities Survey*, November 2020). Additionally, 58% said "Land use policies in White City are a good balance of restrictive and enabling" (*Area Needs and Priorities Survey*, November 2020). In response to "What is the best way for you to participate in the planning process?" 25% said, "Receive and fill out surveys," 21% said, "Receive physical, written updates," and 20% said, "Receive electronic updates" (*Area Needs and Priorities Survey*, November 2020).

EXISTING CONDITIONS-

- ◆ The Council consists of five members. A quorum is three members.
- ◆ The Planning Commission has five members with two alternates.

◇ White City collects various taxes from residents, such as sales taxes, and then remits this to the GSL-MSD. White City and other GSL-MSD member communities each approve their own budget. Then the GSL-MSD board adopts the budget and allocates it back to White City (and the other communities).

◇ Current municipal code for White City was adopted in 2017 from the Salt Lake County Code. As such, some parts of the code have been updated and some have not (Muni Code, 2018).

◇ White City's current zoning map only uses five zones of the possible 50 inherited from the County outline in the municipal code (Muni Code, 2018).

◇ Between January first and November eighteenth of 2020, the MSD issued 34 business licenses and 92 building permits in White City. During this time, the MSD also responded to 59 code enforcement violations (GSL-MSD, 2019 A).

◇ White City is about 6.7% of the total population served by the GSL-MSD (USCB, 2019). In 2019, White City produced \$578,600 in sales tax, which equated to 4.32% of the sales tax revenues generated by GSL-MSD communities (GSL-MSD, 2019 A).

◇ White City offers one elementary school within its boundaries but no high school or middle school.

"I firmly believe we can find an answer that will bring us successfully into the next thirty years. Times have changed tremendously since I moved here (1967). We must move forward. We must make difficult decisions. We can retain the quaint and charming community, but it will definitely look different. Population will only get larger, we have a civic and moral obligation to plan for the future, difficult decisions and sacrifices must be made" – Respondent, Land and Character Survey, 2020.

"First off let the residents know what White City land policies are [because] I have no idea and I've lived here 35 years. See more transparency with our community council, steering committee and our mayor" – Respondent, Area Needs and Priorities Survey, November 2020.

Takeaway: Beginning an ongoing education and outreach program regarding code enforcement would encourage compliance, facilitate understanding, and increase transparency.

Takeaway: Respect private property rights in how White City goes about governance; this is a core community value.

Takeaway: Continue utilizing diverse outreach methods (in-person, virtual, audio/visual, and physical materials) to transparently involve various members of the White City community in planning and government processes.

Aging and Universal Design

The design of the built environment matters, influencing if people comfortably, safely age-in-place. The National Disability Authority's Center promotes the use of the 7 Principles of Universal Design, developed by Ronald Mace (NDA, n.d.). These 7 Principles show how to design our built environment to support people of various abilities. See page 108 for example images.

- ◆ **Equitable Use:** The design is useful and marketable to people with diverse abilities.
- ◆ **Flexibility in Use:** The design accommodates a wide range of individual preferences and abilities.
- ◆ **Simple and Intuitive Use:** Use of the design is easy to understand, regardless of the user's experience, knowledge, language skills, or current concentration level.
- ◆ **Perceptible information:** The design communicates necessary information effectively to the user, regardless of ambient conditions or the user's sensory abilities.
- ◆ **Tolerance for Error:** The design minimizes hazards and the adverse consequences of accidental or unintended actions.
- ◆ **Low Physical Effort:** The design can be used efficiently and comfortably and with a minimum of fatigue.
- ◆ **Size and Space for Approach and Use:** The design can be used efficiently and comfortably and with a minimum of fatigue.

Aging in Community

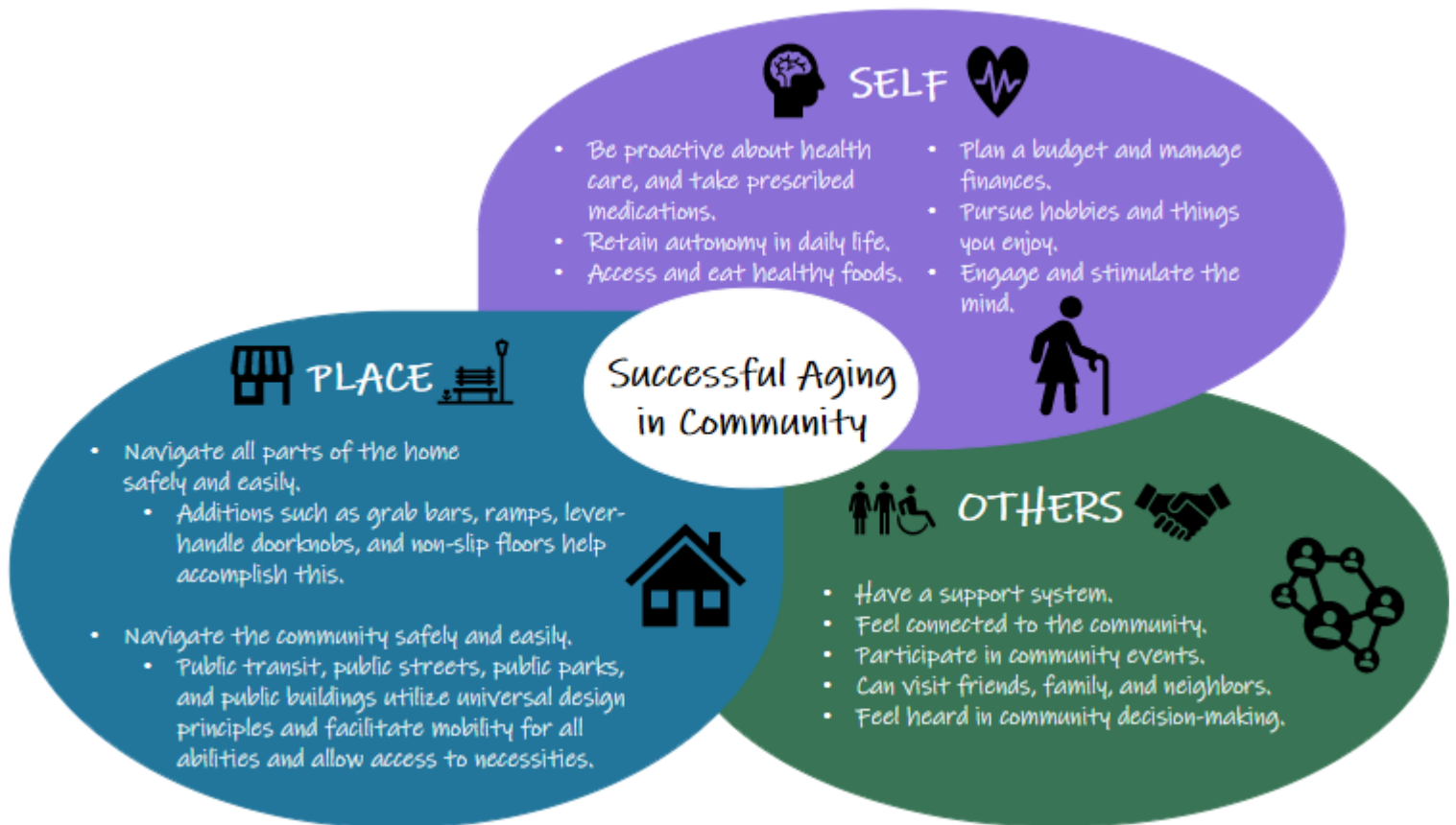
Lifelong communities allow everyone, whether infant, teenager, middle-aged adult, or older adult, to live safely and comfortably in their residence, on their street, and in their community. In other words, they are places and spaces that work for people of all ages.

SWOT AND APAE ANALYSES- These analyses revealed ideas about successfully aging in White City. Identified issues such as better crosswalks, increased street lighting, public transportation options, and increased walkability would facilitate older adults safely moving in and around the community. Maintaining friendships, sense of community, and neighborliness, and creating more community activities all facilitate bonds that lead to social support and facilitate mental and emotional wellbeing. See how these ideas relate to successfully aging in Figure 29.

SURVEYS - The following responses convey important considerations for supporting all White City residents, especially older adults:

- ◆ 67% said "Availability of Cultural Activities" was important or very important (*Transportation and Land Use Survey, 2020*).
- ◆ 100% said "Safe Homes and Neighborhoods" was important or very important (*Transportation and Land Use Survey, 2020*).
- ◆ 70% said "Connecting homeowners with grants/volunteer assistance if they need support for home and yard repair and maintenance" was the highest priority or a high priority (*Area Needs and Priorities Survey, November 2020*).

Figure 29: Successfully aging in community consists of factors relating to self, places, and others.



EXISTING CONDITIONS-

- ◇ 962 adults are aged 65 years and older.
- ◇ 15.7% of the population has a disability.
- ◇ 452 people are below the poverty line.
- ◇ 119 households have no access to a vehicle.
- ◇ There is no community center or senior center.
- ◇ There is limited service by public transit and limited walkability to grocery stores.

Data comes from the USCB, 2019 (bullet points one through four) and GSL-MSD (bullet points five and six).

“An elderly neighbor on our street is in dire need of a new roof, but does not have the money to replace it. It looks like the roof may collapse soon if not replaced. Are there any grants available to help him?” – Respondent, Land and Character Survey, 2020.

“We could use more sidewalks to make it easier for people to get around, especially the elderly. I walk around this area everyday with my dog, I feel cleaning up some of the current spaces and enforcing code would improve the look of our community” – Respondent, Land and Character Survey, 2020.

EXAMPLES OF AGE-FRIENDLY AND ACCESSIBLE PLACES



Example of a senior exercise park.

Photo credit: Samantha Bartram, NRPA.



Example of a kitchen sink and cabinetry created to universal design standards.

Photo credit: Kitchen and Bath Design News.



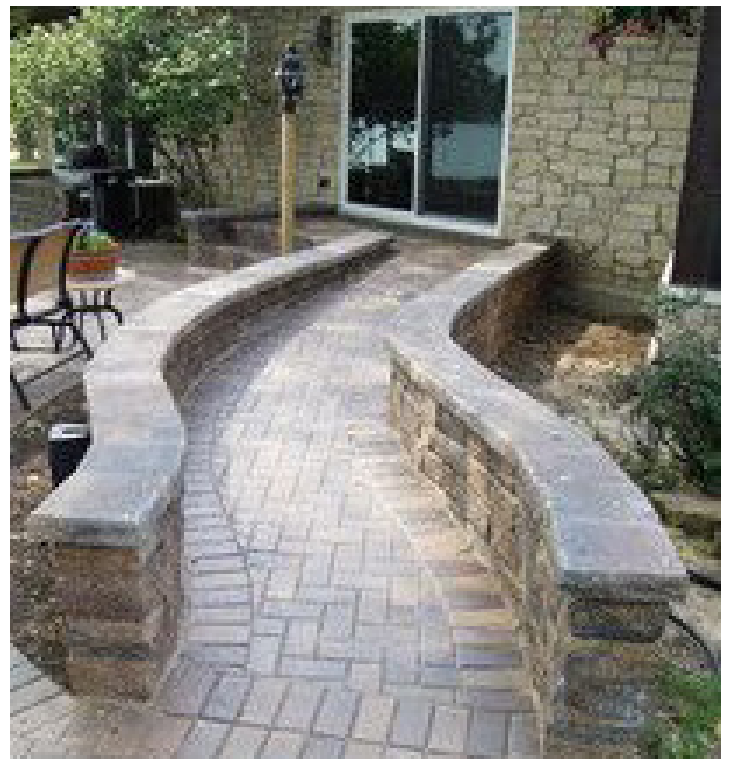
Example of older adults from the community meeting up for a social game night.

Photo credit: Age-Friendly Strategy, Township of Langley.



Example of a bathroom with features for universal access.

Photo credit: Age-Friendly Strategy, Township of Langley.



Example of an accessible building entrance.

Photo credit: Pinterest.

Takeaway: Prioritizing age-friendliness in the design and functioning of the built environment not only facilitates safe movement and access, but also promotes social connection.

Economic Opportunities

Economic opportunities are the ways by which we supports our lives financially. Since everyone has basic needs, economic opportunities are an essential part of lifelong communities.

SWOT AND APAE ANALYSES- The SWOT and APAE analyses revealed various public opinions, such as a desire to bring businesses back to White City, that had been annexed by Sandy City, viewing a lacking commercial tax base as a weakness, viewing no commercial development as a strength, and a desire to avoid big commercial development.

SURVEYS- Surveys revealed tensions surrounding economic opportunities. Communicated via written comments, many wanted more business opportunities, the ability to spend money in White City rather than Sandy, and the ability to have White City-based services. Others feared that expanding economic opportunities may change the character of White City. For example:

◇ 83% said “Limiting growth and development” was important or very important; in the same survey, 56% said that “Business mix” was important or very important (*Transportation and Land Use Survey, 2020*).

◇ In the *Land and Character Survey*, for the question: “In the future, where do you think it would be most appropriate to allow mixed use areas in White City?” 34% chose “nowhere” while various other locations, such as near major intersections, comprised the remaining 66% (November 2020).

Among survey respondents and in GPSC meetings, there was key agreement that strip malls, big box development, and large scale commercial endeavors are not appropriate for White City. In written comments, when residents opposed to additional economic opportunities, they often correlated businesses with congestion, noise, losing White City’s character, and taking away existing residents’ homes.

EXISTING CONDITIONS-

- ◇ 452 people are below the poverty level.
- ◇ 3,398 people are in the labor force.
- ◇ 24.9% of people have a Bachelor’s degree or higher.
- ◇ \$63,446 is the median household income.
- ◇ \$50,692 is the median earnings for males.
- ◇ \$33,400 is the median earnings for females.
- ◇ At present, none of White City accesses the highest broadband speeds.
- ◇ There is one commercially zoned property.
- ◇ 34 business licenses were issued between January first and November eighteenth, 2020.

Figure 30: The one commercially zoned property.



Photo credit: Alta View Orthodontics

These quotes illustrate the diverse opinions on economic opportunities in White City. The purpose of the General Plan is to balance competing interests to find the middle ground: a path forward that all residents can support.

"I like the park and the community pool. I don't want high density housing and strip malls that will bring in undesirable businesses or will sit empty" – Respondent, Land and Character Survey, 2020.

"I like the single family dwellings and do not want commercial development or mixed use" – Respondent, Land and Character Survey, 2020.

"I think there are very few areas where mixed use could make sense in White City, but I am in favor of looking for ways to allow more home based businesses. If mixed use was incorporated I would support a model that allows a home to be used as a business, but also has to maintain a residential unit on site to maintain sense of community. Or not allow major changes that wouldn't allow it to easily be used as a residence by the next owner. And I would limit it to specific areas instead of community wide" – Respondent, Land and Character Survey, 2020.

"Now more than ever with the rise of work from home situations, I think we will see the demand for walkability and conveyance of mixed use be a high priority for residents looking to move here" – Respondent, Land and Character Survey, 2020.

"Mixed use. New larger homes for young families. See trees that shade the streets and sidewalks like in Sugarhouse. A nice community center for White City for meetings and recreation. Large, welcome park entrances for Bear and Dimple Dell parks, and trails" – Respondent, Land and Character Survey, 2020.

"Areas of Sugarhouse and [Holladay] that have 1 or 2 small shops scattered in the neighborhood should be used as an example for the potential here. Adding small community-focused amenities would enhance the appeal and encourage walking" – Respondent, Land and Character Survey, 2020.

"I would love to see fiber come into our community especially with the changes to workplace locations being from home now and in the foreseeable future" – Respondent, Land and Character Survey, 2020.

"We moved to White City because of the small town feel, the friendly neighbors, the walk ability, and the closeness to other places. Please do not make this area a mixed use area. We live on Hollyhock Avenue, just on the other side of 106th. We are very concerned about the effects of mixed use properties on the safety and desirability of our neighborhood" – Respondent, Land and Character Survey, 2020.

"No [noisy] business like tire shops etc. The business should be low keyed and blend in. We do not want White City to look like State Street." – Respondent, Land and Character Survey, 2020.

"Why do you keep trying to get rid of peoples homes? We have enough crummy strip malls and chain restaurants in Sandy. Let's preserve some neighborhoods!" – Respondent, Land and Character Survey, 2020.

"We desperately want a local pub or restaurant in the area. Something that we could walk to on cooler evening and actually enjoy within White City instead of having to go to Sandy or Draper" – Respondent, Land and Character Survey, 2020.

Case Study of Walk Up Small-scale Home Business

Camie and Doug faced a dilemma: how to have a dual-income household while always having one person at home to support their son with special needs. Living in a small town near popular recreation sites, visitors often asked them where to grab good coffee; their answer was a town 30 miles away. So, Camie and Doug had an idea. They redesigned the front room of their home as a cozy coffee nook, with a window to their kitchen. To do so, they worked closely with the town of Orangeville, who connected them to economic development expertise and grants and assisted them in meeting local ordinances.



Camie and Doug feel blessed to have a home-based business that brings them joy, fits their financial needs, allows them to provide the support their son needs, connects them to the community, and acts as a gathering place in the community. Their story exemplifies how households have different needs and what local ordinances allow impacts whether certain households can succeed in the community. Orangeville's ordinances and response to Camie and Doug enabled Orangeville to be a lifelong community for their family.

This case study exemplifies the kind of small-scale live-work development that could be appropriate for 10600 South. It blends in seamlessly and reflects community character.



Photo credits: The Swell Utah; <https://www.thecupofjoes.com/>

Tapestries: A Market Approach to White City’s Demographics

The geospatial tech company ESRI produces tapestry segment analyses for various geographies across the United States. These tapestry segments divide the U.S. population into groups based on sociodemographic status, shopping patterns, and place of residence. Esri’s tapestry system classifies White City into two segments: “Home Improvement” (41 percent of White City’s population) and “Parks and Rec” (59 percent of the population) (ESRI, 2018).



Both tapestries have higher median household incomes and higher median net worths than the U.S. median values. However, these tapestry groups are careful with their money, spending conservatively on big ticket items and valuing deals. Both tend to enjoy dining out, although Home Improvement prefers fast food while Parks and Rec enjoys family dining. Overall, these profiles indicate a market preferring family-friendly businesses, lower cost entertainment, recreation options, and home improvement opportunities. Small-scale home businesses that target these preferences may do well in White City.

LifeMode Group: Family Landscapes

Home Improvement

Households: 2,114,500
 Average Household Size: 2.88
 Median Age: 37.7
 Median Household Income: \$72,100

- ◇ Enjoy working on home improvement projects.
- ◇ Make frequent trips to warehouse/club and home improvement stores in a minivan or SUV.
- ◇ Own a giant screen TV and premium cable; rent DVDs or watch Netflix.
- ◇ Very comfortable with new technology; embrace the convenience of completing tasks on a mobile device.
- ◇ Enjoy dining at Chili’s, Chick-fil-A, and KFC.
- ◇ Frequently buy children’s clothes and toys.

LifeMode Group: GenXurban

Parks and Rec

Households: 2,449,600
 Average Household Size: 2.51
 Median Age: 40.9
 Median Household Income: \$60,000

- ◇ Cost and practicality come first when purchasing a vehicle, which is likely a SUV or truck.
- ◇ Budget-conscious consumers stock up on staples at warehouse clubs.
- ◇ Pass time at home watching documentaries on Animal Planet, Discovery, or History channels. For an outing, they choose to dine out at family-style restaurants and attend movies.
- ◇ Convenience is important in the kitchen; they regularly use frozen or packaged main course meals.
- ◇ Residents take advantage of local parks and recreational activities. Their exercise routine is a balance of home-based exercise, a session at the local gym, or a quick jog, swim, or run.

Information credit: ESRI, 2019 A and ESRI, 2019 B.

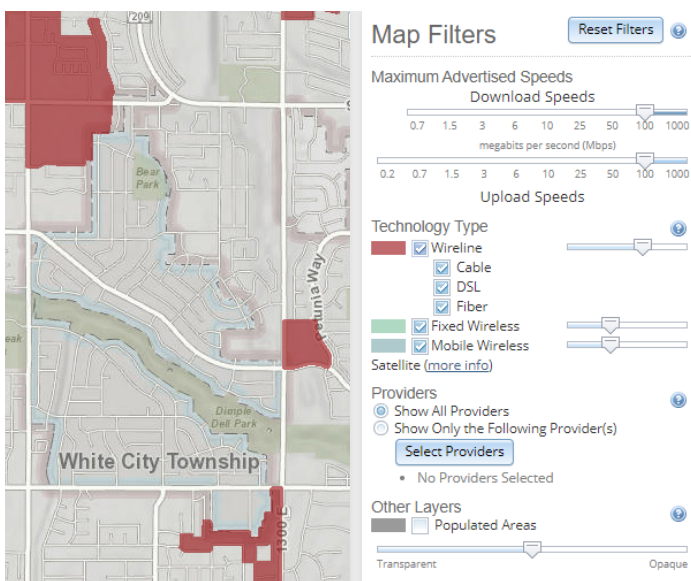
Digital Infrastructure

Digital infrastructure is the set of fundamental structures and facilities necessary for a society's information technology capabilities, such as internet access and reliability. The internet is increasingly part of many aspects of daily life; we use the internet in our careers, to connect with family and friends, to find information, to study for school, and more. In this digital age, where does White City stand?

- ◇ All of White City has access to the minimum standard for high speed internet (GSL-MSD, 2020).
- ◇ All of White City has access to the average standard for high speed internet (GSL-MSD, 2020).
- ◇ White City is not served by fiber or by Mbps greater than or equal to 100 at present, but is moving forward to allow higher speed broadband. (Figure 31).

Find definitions of internet speeds in the glossary.

Figure 31: No Fiber Access in White City



Map credit: Utah Residential Broadband, Utah's Office of Economic Development (GOED, 2021).

Takeaway: Encourage the reach and quality of high speed internet services are ways to support home-based businesses, boost access to information, and increase social connectivity when in-person gatherings are impossible.

Takeaway: Businesses are not one-size-fits-all and do not have to be loud, obtrusive, and unattractive: design and scale matter. Policies can require businesses to fit in with the character of White City's built environment.*

Takeaway: Clear, creative, and strategic economic policies and programs can alleviate the underlying concerns of those opposed to business opportunities in White City while increasing opportunities for those desiring of them.

*For example, for the future 10600 South Corridor only, this plan allows small-scale mixed use buildings with the character and appearance of homes, but it does not allow strip malls, big box stores, or large commercial development. It also specifies that the rights of property owners are first and foremost; if an owner wants to keep their house a single-family home, then they can. Thus, if any changes would be incremental, which not only promote private property rights, but also is considered the most fiscally responsible form of land use development (Marohn, 2020). These clarifications address concerns of losing White City's character and taking away existing residents' homes.

Resilience and Sustainability

At their core, resilience and sustainability are about a holistic, systems-wide approach to lifelong communities. They consider how systems like health, the environment, and the economy, as well as changes in those systems, effect communities.

SWOT AND APAE ANALYSES - The SWOT and APAE analyses showed opportunities regarding water supply, police presence, preservation of natural resources, fire hazards, disaster management planning, and neighborhood beautification.

SURVEYS - Support for resilience to natural conditions and environmental sustainability came across strongly in the surveys. For example, in the *Transportation and Land Use Survey*:

- ◇ 90% said, “Clean Air” was important or very important;
- ◇ 96% said, “Managing Light and Noise Pollution” was important or very important; and
- ◇ 86% said, “Sustainability and Energy Efficiency” was important or very important (2020).

Additionally, 93% said, “Protecting and Valuing Natural Resources, such as the Parks and Trails” was important or very important (*Area Needs and Priorities Survey*, November 2020).

EXISTING CONDITIONS-

- ◇ There is a police office on 700 E & 9400 S, and a fire station on 700 E and 10700 S. There is a hospital and an InstaCare on 1300 E from 9400 S to 9800 S.

◇ There are common issues with home and yard care (White City Survey Comments).

◇ Water is sourced predominantly from the White City Water Improvement District (WCWID, n.d.).

◇ 93.6% of houses were constructed in the 1950s to 70s before masonry reinforcement requirements existed (USCB, 2019). Now, considering retrofits and structures built in later years, 80 percent of White City houses are made of unreinforced masonry (SLCo, 2019).

◇ There are few “third places” - public places where anyone feels welcome and that facilitate positive social interactions. Big Bear Park and Canal Trail.

◇ White City falls in an “area of minimal flood risk” according to FEMA. But, the part of Dimple Dell that bisects White City is in a “special flood hazard area” (FEMA, 2020).

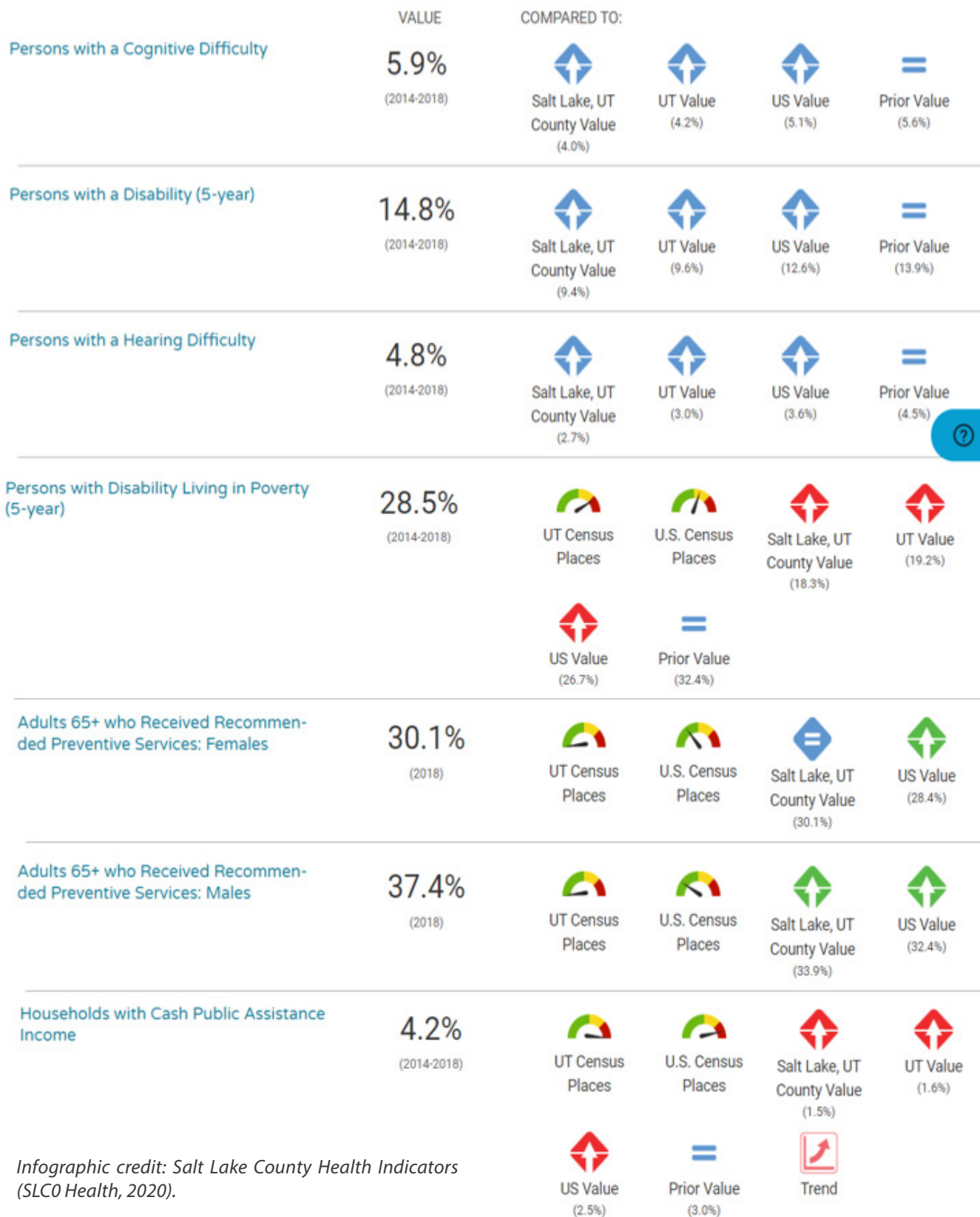
◇ White City is at low risk of danger from radon (SLCo, 2019).

◇ The northwestern most quarter of White City has a low potential for liquefaction, while the rest has a very low potential for liquefaction (SLCo, 2019).

◇ If a magnitude 7 earthquake occurs with an epicenter in Salt Lake City, then models predict White City will have “very strong” shaking, at 6.3 to 12.2 inches/second (SLCo, 2019).

◇ Some of White City’s health statistics indicate good health while others indicate poor health (Figure 32).

Figure 32: Resilience and Health - What are White City's health indicators?



Infographic credit: Salt Lake County Health Indicators (SLCO Health, 2020).

Progressing Resilience and Sustainability

There are many ways to approach increasing resilience and sustainability in White City with regard to lifelong communities, and White City's efforts have been ongoing.

A recently accomplished asset to resilience and sustainability is the Canal Trail. It promotes active transportation, which supports clean air and environmental sustainability. It offers opportunities for exercise, which, by promoting physical and mental wellbeing, supports individual and community resilience. As a public amenity, it provides space for residents to interact with each other positively. This supports social wellbeing, a component of both successful aging in community and sustainability.



Photo Credit: Salt Lake County



Photo Credit: SandyJournal.com

"White City has been an excellent place to raise children with a low crime rate and homes that are affordable. Even my daughter would have loved to live in White City after she married and had a family, but the homes became unaffordable even if desirable." – Respondent, Land and Character Survey, 2020.

"Safety, quiet, [and] the neighborhood feel should be preserved because they make the community who it is. Low traffic, walk-ways, [and] the gully should be preserved because they allow families and individuals to be safe and have access to nature to enjoy" – Respondent, Land and Character Survey, 2020.

"I love encouragement of tall trees, shadows, and darkness at night. Walkability is a plus, and I do like the increased presence of sidewalks. Lots of nice gardens in the area" – Respondent, Land and Character Survey, 2020.

"I like ordinances that make it harder to remove large trees, that encourage natural or artificial shade, that keep homes small, that encourage foot traffic over vehicles, and that protect darkness at night (so late night pedestrians don't lose their dark adaptation from blinding lights)." – Respondent, Area Needs and Priorities Survey, November 2020.

Based on the data analysis and public feedback, some of the most prominent challenges to resilience and sustainability include future earthquakes, ongoing air quality concerns, worries of losing White City's small-town feel, lack of universal accessibility, and preserving White City's water quality. Maintaining ongoing efforts and developing new efforts related to earthquake preparedness, air pollution mitigation, social wellbeing, accessibility for people of all ages and abilities, and water quality protection will thus continue to be important for White City.

Takeaway: Minimizing pollution and promoting a clean, healthy environment are ways to support White City's resilience and sustainability.

Takeaway: Maintaining positive, communicative relationships with other entities benefits White City's health and safety, as several important facilities are located outside of White City's borders.

Takeaway: White City has higher rates of disability than Salt Lake County, Utah, or the U.S. Understanding how the community can best support people with different disabilities will help promote resilience and wellbeing.

Takeaway: White City men over 65 years old seek preventative health care treatment at a higher rate than White City women in the same age category. Targeted outreach and research can help explain this gap.

Piecing Together the Themes of Lifelong Communities

As this chapter shows, there are many components to lifelong communities. In White City, governance, aging in community, economic opportunities, and resilience and sustainability are all important pieces of lifelong communities. Together, these themes contribute an interpersonal, multigenerational, economic, health, and environmental perspective to community decision-making. Using the holistic lifelong communities framework thus supports White City in strengthening its social, environmental, and economic conditions. While some of the suggested ideas stand alone, many of them provide guidance to the implementation of land use, transportation, and housing projects and policies.

KEY RECOMMENDATIONS:

Work toward infrastructure implementation that supports successful aging in community, community resilience to natural hazards, and environmental sustainability.

Increase sales tax revenue to support desired projects by supporting at-home businesses through resources, fast internet speeds, updating land use ordinances and encourage purchases online.

LIFELONG COMMUNITIES

GOALS:

LC1: Foster transparency, collaboration, and clear communication among officials, staff, the public, and other agencies.

LC2: Encourage digital infrastructure to support home businesses entertainment, and education opportunities.

LC3: Support small-scale local and home-based businesses with access to resources for financial assistance and/or business training and education.

LC4: Ensure that the built environment supports people of all ages and abilities, allowing safe and easy navigation within the community as well as access to important places outside the community.

LC5: Strengthen resilience through emergency preparedness and response.

LC6: Make reasonable efforts to improve the quality of the natural environment and mitigate negative environmental impacts.

LC7: Maintain and make needs-appropriate improvements to infrastructure to support the resilience of the built environment.

LC8: Preserve the heart of White City's character.

LIFELONG COMMUNITIES

TAKEAWAYS:

- ◇ Beginning an ongoing education and outreach program regarding code enforcement would encourage compliance, facilitate understanding, and increase transparency.
- ◇ Respect private property rights in how White City goes about governance; this is a core community value.
- ◇ Prioritizing age-friendliness in the design and functioning of the built environment not only facilitates safe movement and access, but also promotes social connection.
- ◇ Continue utilizing diverse outreach methods (in-person, virtual, audio/visual, and physical materials) to transparently involve various members of the White City community in planning and government processes.
- ◇ Encourage the reach and quality of high speed internet services are ways to support home-based businesses, boost access to information, and increase social connectivity when in-person gatherings are impossible.
- ◇ Businesses are not one-size-fits-all and do not have to be loud, obtrusive, and unattractive: design and scale matter. Policies can require businesses to fit in with the character of White City's built environment.



- ◇ Clear, creative, and strategic economic policies and programs can alleviate the underlying concerns of those opposed to business opportunities in White City while increasing opportunities for those desiring of them.
- ◇ Minimizing pollution and promoting a clean, healthy environment are ways to support White City's resilience and sustainability.
- ◇ Maintaining positive, communicative relationships with other entities benefits White City's health and safety, as several important facilities are located outside of White City's borders.
- ◇ White City has higher rates of disability than Salt Lake County, Utah, or the U.S. Understanding how the community can best support people with different disabilities will help promote resilience and wellbeing.
- ◇ White City men over 65 years old seek preventative health care treatment at a higher rate than White City women in the same age category. Targeted outreach and research can help explain this gap.

CHAPTER SEVEN:

LOOKING FORWARD

From the robust public feedback, Steering Committee discussions, and data analyses, White City's goals emerged. Looking forward, how can White City, overtime, strive to make sure that these goals are being observed in the City's day to day functions and larger projects? How can the city monitor it's progress in providing opportunities to help these goals become a reality for residents that want to see them. There are many different strategies the White City Council may choose to take depending the opportunities presented to them over the years. However, White City is a relatively new metro township and, therefore, is working quickly to implement strategies that may already meet some the goals outlined.

In fact, some the things White City does on a daily, monthly or yearly basis continually embody the spirit of the goals you see in this plan. Even during the time this plan was worked on and finalized White City enacted many decisions that work toward reaching these goals.

This chapter reviews the goals established in the plan and demonstrates how residents, over the years, might see the plan being utilized in the community.

Depending on how the Council decides to prioritize projects every year to meet these goals, they may decide to partner with outside organizations like UTA or UDOT which can, at times, increase the feasibility of a potential project. If the Council decides to prioritize projects relating to internal processes, like ordinance changes, they may choose to utilize the services provided at the Greater Salt Lake Municipal Services District (MSD) where the City's Planning and Development service come from.

The Council also may, throughout the years, seek external funding through grants, or other sources, to fund projects without compromising the City's budget. In fact, as of 2021, the first grant funded project to help meet transporta-





Photo credit: Maridene Alexander, GSL-MSD

tion goals was secured and is estimated to be completed in Summer 2022. Further details on that project are given below.

What's next?

Over the next five years, or until this plan is updated, White City will consistently work towards upholding the values and goals in this plan.

Who gets this done?

White City partners with agencies from all over the valley to look after different aspects of the town. The MSD is a large provider of planning and development services that can accomplish a lot of these goals, but many other agencies work to keep White City a great place to live. Details can be found below.

When does this happen?

There is no specific timeline for the goals in this plan to be accomplished. It is anticipated that the community will continue to work towards these goals in small or large steps every year. See the ongoing work details below.

Ongoing Work

Below is a detailed list of ongoing work that White City does every year to improve the community and uphold these goals.

Possible Project Ideas

The MSD has provided a lengthy list of project ideas that may vary in cost, time and resources for the council to consider depending on funding opportunities or capacity of staff time over the years.

Possible Policy Ideas

During the public engagement process there were a couple of possible solutions to problems that would require policy changes, like changing city ordinances. Those have been suggested below.

Other Possible Actions

There may be other smaller actions that can be taken occasionally to help meet the goals of this plan which have been shown below.

Any project, policy, or action that may be shown throughout this General Plan document and including this chapter is a suggestion of possible solutions or milestones to reach the goals outlined in the General Plan. The Council is not obligated to follow through or complete any of the goals in this document but these suggestions were derived from the public engagement comments we received through the multi-year process of creating the General Plan and could be considered where or when resources permit.

LAND USE GOALS:

LU1: Ensure that effective land use planning is balanced with preserving the freedom and rights of individual landowners.

LU2: Maintain and promote White City's neighborhood-scale housing character (primarily detached residences) while also promoting a quality of life that attracts and sustains new families and the housing needs of the Salt Lake Valley.

LU3: Promote a sense of pride and identity in the community through maintaining and enhancing place-making infrastructure.

LU4: Establish maintenance standards that continue to make White City a distinctly scenic, fun and appealing place to live and visit.

TRANSPORTATION GOALS:

T1: Encourage good access to and smooth, safe transitions between key locations within and outside of White City.

T2: Support transportation areas becoming more aesthetically pleasing, environmentally friendly, culturally interesting, and health-conscious.

T3: Achieve well-maintained transportation infrastructure.

T4: Support adequate and safe parking.

LIFELONG COMMUNITIES GOALS:

LC1: Foster transparency, collaboration, and clear communication among officials, staff, the public, and other agencies.

LC2: Encourage digital infrastructure to support home businesses entertainment, and education opportunities.

LC3: Support small-scale local and home-based businesses with access to resources for financial assistance and/or business training and education.

LC4: Ensure that the built environment supports people of all ages and abilities, allowing safe and easy navigation within the community as well as access to important places outside the community.

LC5: Strengthen resilience through emergency preparedness and response.

LC6: Make reasonable efforts to improve the quality of the natural environment and mitigate negative environmental impacts.

LC7: Maintain and make needs-appropriate improvements to infrastructure to support the resilience of the built environment.

LC8: Preserve the heart of White City's character.

Ongoing Work

White City and it's partners perform jobs every year to meet these goals.

Providing planning commissioners with annual training to ensure that commissioners make data-backed, fiscally responsible, and legally viable land use recommendations.

The Planning Commission receives training every year from the MSD, legal advisors, or state or county agencies as required by state law.

Providing elected and appointed officials with data and best practices on land use planning, via a presentation and accompanying report every even year.

The MSD provides the Council and Planing Commission all current data and best practices for land use planning in all reports and at public meetings.

Support the importance of Dimple Dell Regional Park to Salt Lake County Parks and Recreation and collaborating to solve issues and preserve the parks beauty.

White City is a strong partner with Salt Lake County Parks and Rec. that oversee and maintain parks level service and WC sits on the committee to decide future plans for Dimple Dell Park

Maintain or improve the existing parks level of service.

Auditing and updating land use codes and zoning ordinances to reflect White City's needs and preferences as outlined in this General Plan.

The long range planning department at the MSD is currently working on updating ordinances and removing zones that are not compatible with the General Plan.

Meet as needed with Sandy City transportation engineers and planners to coordinate on projects that affect both communities.

Coordinate with UTA and UDOT regarding White City's transportation needs.

The MTC and MSD staff collaborate with all agencies in the valley on community improvement initiatives and will continue to work together to solve problems.

Participate in WFRC regional meetings and working groups, actively sharing White City's transportation needs with others as well as bringing back regional perspectives and ideas to White City.

Advocate for Engineering and Public Works projects to consider impacts on connectivity,

Ongoing Work

including pedestrian connectivity, and work toward maintaining or improving existing connectivity.

Advocate for preventative maintenance on gutters, drains, and other transportation infrastructure.

Reach out to Engineering and Public Works about their system for scheduling road repairs and maintenance, and support communication of this system to residents.

Prioritize maintenance of existing infrastructure before the construction of new infrastructure. Reach out to residents regularly for input on maintenance needs and work with staff to include maintenance projects in the Capital Improvements Plan.

Advocate for no parking areas adjacent to crosswalks by schools to improve visibility and enhance safety; develop this standard into a parking ordinance.

Support air quality improvement by prioritizing land use changes and infrastructure improvements that increase the feasibility of active transportation and public transit.

Meet with Engineering to share public feedback regarding increased street lighting, sidewalk maintenance, new sidewalks, crosswalks, street calming measures, and other streetscape infrastructure, as the first step toward addressing issues and capitalizing on opportunities.

The MSD works with the Salt Lake County Public Works department on projects relating to White City infrastructure like road improvements, lighting and pedestrian facilities. The Council directs the Public Works Department on priority projects for each year.

Ongoing Work

Work with Engineering and Public Works to apply for grants to create, identify locations for, and install signage that identifies White City.

Pursue \$60,000 funding from UDOT Technical Planning Assistance Grant for a Walk White City study.

In a Walk White City study, audit speed limits and analyze compatibility of streets' speeds and pedestrian usage, to inform recommendations on adjustments to improve safety.

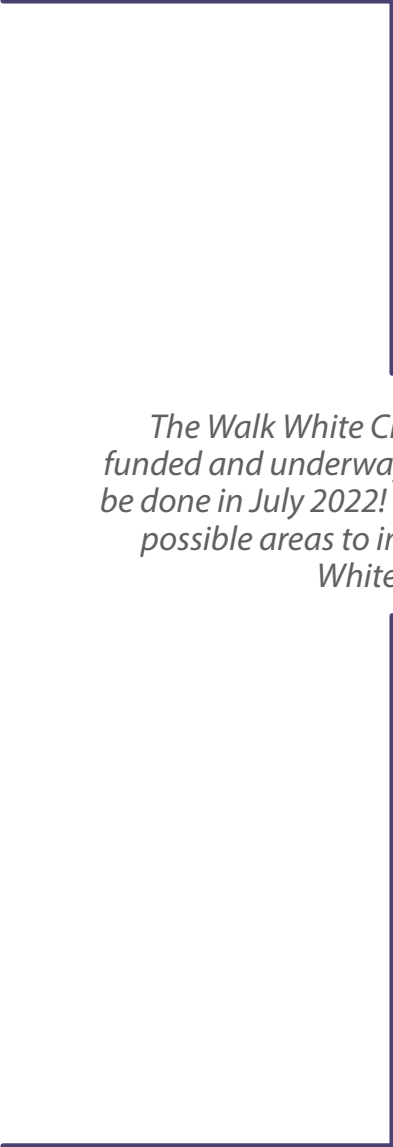
In a Walk White City study, audit speed limits and analyze compatibility of streets' speeds and pedestrian usage, to inform recommendations on adjustments to improve safety.

In a Walk White City study, audit the sidewalk network for gaps in connections and then prioritize new sidewalks and sidewalk maintenance projects.

In a Walk White City study, identify needed crosswalks and prioritize crosswalk completion and improvements by pedestrian usage, adjacent traffic volume, and school children usage.

Support community efforts to accomplish the annual Southeast Township Day and other community-wide events and host an informational booth on planning projects at these events.

Support MTC and PC in a semiannual review of the General Plan.



The Walk White City Projects is fully funded and underway and is estimated to be done in July 2022! This will help identify possible areas to improve walking in White City.

Ongoing Work

Conduct an annual report of accomplishments on the status of this General Plan's Work Program.

Continue maintaining an up-to-date, online hub of planning information and resources tailored to White City.

Promote the MSD Citizen Problem Reporter.

Participate in a MSD-hosted education and outreach program that focuses on one planning theme per month and provides opportunities for the community to learn, interact, collaborate, and provide feedback.

Collaborate with SLCo Economic Development and internet service providers to improve services in White City, especially to expand fiber optic access.

The MSD provides outreach and education to all White City residents online and in-person and will continue to educate the public regarding property maintenance and code enforcement, updates on General Plan or other planning work, providing online services, and providing educational materials and opportunities.

The MTC is currently working with internet service providers to expand services in White City. The MSD is also performing a digital infrastructure study which will analyze where more services or other resources can be expanded or improved.

Possible Project Ideas

The council may, at times, be given the opportunity or funding to seek out new projects that could promote the goals in this plan. Some projects have been suggested below that may be worked on when resources and capacity permit.

Provide a report on potential locations for and costs of various place-making strategies in White City to the community, including potential grants to support such projects.

Identify desired micro park locations and activities along the Canal Trail and work toward an implementation plan.

For streetscape design projects, advocate for waterwise and other environmentally friendly methods.

For transportation infrastructure projects, advocate for the use of recycled and/or lower impact materials.

Meet with Engineering to share public feedback regarding Canal Trail improvements and concerns.

Investigate strategies for increasing privacy and clearly designating private versus public space along the Canal Trail and present strategies to MTC.

Investigate public transportation linkages between critical points in White City and the two Sandy Trax stations and develop a plan to progress implementation.

Audit bicyclist needs and advocate for bicycle lanes and/or other bicyclist infrastructure on streets where appropriate.

Identify bike-safe passages through public access areas (to parks, trails, schools, and commercial areas near White City's borders).

Work with Engineering and Public Works to identify specific lighting needs in White City and target installation to accomplish goals of increasing pedestrian and vehicular safety (such as motion-censored lighting on pedestrian paths, lighting at major intersections, etc.).

Work with UTA to identify and implement public transportation boarding site enhancements that encourage ridership and enhance safety.

Produce a RFP to design a wayfinding system for White City that showcases White City's identity while improving navigation for pedestrians, cyclists, public transport users, and drivers (including clear parking guides), and invite local artists via the Utah Arts Alliance to collaborate on the design.

Partner with community organizations to sponsor signs on the Canal Trail.

Advocate for age and ability friendly infrastructure choices, such as adequate crosswalk times, wheelchair navigable sidewalks and corners, sitting areas at parks and along trails, and picnic tables at parks that are wheelchair friendly.

Actively engage older adults in planning processes to understand the aging perspective.

Advocate for age and ability friendly transportation choices to regional entities.

Update ordinances to include principles of lifelong and livable communities.

Include universal design standards in design guidelines for small-scale mixed use development and IADUs.

Utilize existing and emerging technologies to support transparency among PDS, MTC, PC, and White City residents.

Use toolboxes from Tactical Urbanism and the Better Block Foundation to help achieve desired infrastructure changes incrementally and fiscally responsibly.

Use equity framework to evaluate the decision-making and prioritizing of projects.

Investigate barriers to participation in planning processes and develop an action plan to reduce these.

Explore options to purchase and put up community bulletin boards, one north of Dimple Dell and one south of Dimple Dell, for meeting postings, community events, directions to municipal websites, and other key community information.

Support a community-wide contest to redesign the White City logo.

Advocate for UPD and UFA to train law enforcement officials and first responders to detect and report elder abuse.

Advocate for UPD and UFA to train law enforcement officials and first responders to respond effectively to persons with Autism, persons with intellectual disabilities, and persons with physical disabilities in emergency situations.

Encourage Neighborhood Watch Programs.

Discuss with Engineering and Public Utilities the importance and feasibility of using water sensitive infrastructure and waterwise landscaping practices in park strips and public spaces to protect the water supply.

Work with UPD and Engineering to identify common speeding areas and investigate ways to enforce appropriate vehicle speeds.

Investigate the possibility of expanding dumpster services, whether to twice annually or to another preferred setup.

Work with White City Water Improvement District to develop educational brochures about waterwise landscaping in yards and water sensitive home practices and then distribute biennially.

Investigate the possibility of expanding the Fix the Bricks initiative to include unreinforced masonry dwellings in White City.

Investigate the possibility of a community-wide partnership with an earthquake insurance provider.

Investigate the possibility of creating a shared community tool shed to support home maintenance efforts and mitigate cost barriers.

Promote workforce development programs and volunteer opportunities for and by older adults.

Support the creation of the SLCo Economic Development's Business Retention and Expansion program, and link residents to it for support for their home-based businesses.

Work with South Valley Chamber of Commerce to promote White City's at-home businesses.

Partner with South Valley Chamber of Commerce to connect business owners, improve workforce training, and provide educational opportunities.

Develop and then distribute resources for local business owners, including webinars, tips, home business best practices, and more. Create and maintain an online hub with similar information.

Distribute information on high speed internet options.

Possible Policy Ideas

The council may, at times, choose to enact policy changes to better promote the goals in this plan. All policy changes will follow a formal and rigorous public process as required by state code. Depending on the policy some further public engagement strategies may be utilized in order to be completely transparent with residents of White City.

Rezone Bear Park into an open space/park zone to better ensure its long-term preservation.

Audit and update the ordinances as they relate to code enforcement, property maintenance, and parking to address issues of compliance.

Update sign ordinance to ensure compatibility with White City's character areas.

Other Possible Actions

There are other changes or actions the council may choose to do in order to better accomplish these goals that may be simple in scope like educating the public on various topics of code enforcement, building permits, business resources etc. These do not necessarily involve additional funding or budgeting but may be merely a change in staff time to focus on other areas. The MSD can assist in many of these potential actions.

Develop and then distribute educational information (brochures, website content, etc.) about code enforcement regulations and strategies to accomplish compliance.

Develop and then share a guide that clearly communicates standards and regulations about public engagement in various planning and government processes (ordinance amendment versus General Plan versus new resolution, etc.).

Host an educational open house regarding code enforcement and building permitting rules, regulations, and processes.

Work with the Utah Aging Alliance to provide resources for White City residents on aging adult needs and opportunities, incorporate age-friendly practices to government practices and the built environment, and provide a platform for residents to share experiences.

Develop and then distribute educational information (brochures, website content, etc.) about reinforced masonry, energy efficiency, and home

improvement, including any programs or grants that can aid residents in such efforts.

Develop and then distribute educational information (brochures, website content, etc.) about firesafe landscaping and defensible yards, especially to residences bordering Dimple Dell Regional park.

CHAPTER EIGHT:

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CHAPTER NINE:

Appendix

Glossary

Accessibility: Regarding transportation: the ability to access important destinations in a reasonable time frame. Also refers to the ability of any person, regardless of ability or age, to utilize a space or travel through an area.

Active Transportation: Any form of mobility achieved solely through human power – most commonly, walking and biking.

ADA: Americans with Disabilities Act (1990). Offers critical protections for persons with disabilities. ADA legislation also has implications for public right-of-way design, including sidewalk width, curb ramps, signals, and maintenance. All new construction and major renovations or alterations are required to comply with ADA standards.

IADU/Accessory Dwelling Unit: A small residential unit also known as a granny flat, in-law unit, backyard cottage, or basement apartment. IADUs are one way to introduce affordable housing options into a single-family neighborhood without changing the character of the neighborhood.

Ageing in Place: The ability for people of any age to live healthy, happy, and independent lives in their residence and in their community; they do not have to move out because of age-related factors.

APAE Analysis: The act of building consensus on items that a group or community would like to 'Achieve, Preserve, Avoid, or Eliminate'. The APAE Analysis for White City was conducted at a public workshop in January of 2019.

Blight: "In general, the undesirable appearance or aesthetic quality of a site, including vandalism, disrepair, or abandonment, leading to a reduction in the development and investment in the surrounding area. Where community redevelopment laws require that an area is declared 'blighted' to receive redevelopment funds, these laws contain specific language to define blight" (Greenbelt Alliance).

Broadband: "High-speed internet access that is always on and faster than the traditional dial-up access" (Federal Communications Commission). Broadband connections can be provided using various technologies: Digital Subscriber Lines (DSL), Cable Modems, and Fiber are three popular types.

Built Environment: All of the human-constructed or manipulated surroundings, such as roads, buildings, utility infrastructure, parks, and farms.

Character Area: Specific geographic areas that have unique or special characteristics, have potential to evolve into a unique area when provided specific guidance, or require attention suitable to its uniqueness. Each character area has its own set of zoning considerations. There are five total character areas in White City.

Code Enforcement: The following of ordinances related to the built environment, especially the upkeep of property as related to the community's health and safety. Code enforcement promotes creating and maintaining beautiful communities with sustained property values and low crime rates.

Complete Street: A street whose design and function allow safe access and use for all modes of travel. Pedestrians, cyclists, and vehicle drivers of any age or ability can move along or across the street safely.

Connectivity: The ability to travel more as the crow flies: to reach more destinations.

Density: Simply put, the number of units in a given land area. Higher density development supports services such as dining and transit. But, higher densities may increase traffic congestion and noise. While low density development may lead to quieter residential streets, it can make it difficult for municipalities to provide services and results in land being used up faster.

◇ **Gross Density:** Total dwelling units divided by total acreage in the area.

◇ **Net Density:** Total dwelling units divided by total acreage not counting acreage taken up by roads and utilities.

◇ **Standard Density Ranges:**

0-3 dwelling units per acre – VERY LOW

3-7 dwelling units per acre – LOW

7-10 dwelling units per acre – LOW-MEDIUM

10-20 dwelling units per acre – MEDIUM

20-50 dwelling units per acre – MEDIUM-HIGH

> 50 dwelling units per acre – HIGH

Digital Infrastructure: The set of fundamental structures and facilities necessary for a society's information technology capabilities, such as internet access and reliability.

Esri Tapestry Groups: "Tapestry segmentation provides an accurate, detailed description of America's neighborhoods—U.S. residential areas are divided into 67 distinctive segments based on their socioeconomic and demographic composition" (Esri, 2020). Planners use tapestries to understand demographics and spending patterns of subsets of a community population. White City has two primary tapestry groups: 1) Parks and Rec and 2) Home Improvement. These terms, as well of the characteristics of each group, come directly from Esri and may not represent how those groups see or refer to themselves.

Esri: Esri is an international supplier of geographic information systems software, web GIS, and geodatabase management applications. They are also a large producer of demographic data for communities and offer a wide range of demographic variables. This data is updated yearly and, in some cases, is more reliable than census data.

Eyes on the Street: A planning concept introduced by Jane Jacobs that relates the level of street activity and visibility to the sense of safety people have when they are on the street. For example, streets lined with buildings with glass windows allow many “eyes” to view the street; this makes street goers feel that the community is aware of the street and its happenings, thus keeping them safe. Additionally, streets with high pedestrian use also have more “eyes,” which makes people feel safe, which in turn encourages more people to be out on the street.

Fiber: A technology that provides broadband connection by using fiber optics and that operates faster than other current broadband technologies. “Fiber optic technology converts electrical signals carrying data to light and sends the light through transparent glass fibers about the diameter of a human hair” (Federal Communications Commission). Fiber typically has 250 Mbps download and upload speeds.

Floor Area Ratio: FAR. A measurement representing the floor area of a building in relation to the area of the site that the building occupies. It can be expressed as a ratio or a decimal number. FAR guidelines are applied on a parcel-by-parcel basis: each parcel has to meet its designated FAR

(as opposed to a group of parcels averaging out to the designated FAR).

Functional Classification: A system for defining streets based on anticipated traffic throughput and access to property; it uses four categories: freeway, arterial, collector, and local.

General Plan Steering Committee: GPSC. The GPSC was a group of volunteers, appointed by the Mayor, to work closely with staff during the general planning process. The GPSC met throughout the general planning process, and meetings were open to the public.

Governance: How a community structures its rules, regulations, norms, and actions.

High-Speed Internet: Internet that supports at minimum a 25 Mbps (megabits per second) download speed and 3 Mbps upload speed.

Human-scale: A description of the dimensions of the built environment. It reflects an environment that prioritizes the experience of a person walking in the area; the building and street designs enhance feelings of safety and comfort in pedestrians. Design choices such as building setbacks, building heights, building materials, and transparency shape whether an area feels scaled to people (versus scaled to automobiles, industry, etc.).

IAP2: International Association for Public Participation. An organization that promotes public participation in decision-making and has established the go-to standard for types of public engagement, called the IAP2 Spectrum for Public Participation.

Land Use: A characterization of land based on the types of uses that are occurring there. Land use differs from zoning, which describes what is allowed on a site by code. Zoning and land use may not always match. For example, a re-zone of a subdivision may have changed the permitted uses on the land from residential to commercial. The primary land use in that area will still be residential. But if someone tries to develop in that area in the future, they will have to build commercial property in compliance with the zoning code.

Level of Service: A measure of how a community is served by park and open space. It is calculated by the number of acres of park and open space per the number of people. The minimum adequate level of service is considered 10 acres per 1,000 people.

Lifelong Community: A community where people can live safely, independently, and comfortably throughout all life stages, from childhood to retirement age and beyond.

Median: A method of determining the typical amount in a group of numbers. The median is the middle number when you line up all numbers from lowest to highest; for example, 7 is the median of this list: 0.5, 2, 7, 8, 20.

Metro Townships: There are five Metro Townships in Salt Lake County, White City being one of them. These Metro Townships are independent municipalities with their own elected government (Mayor and Council). The Metro Townships fund the MSD, which provides each of the Metro Townships with services, including planning and development. Metro Townships have discretion over spending of sales tax revenue, but not property tax revenue.

Micromobility: Forms of mobility that operate at lower speeds (typically below 15mph), are used for shorter distances (typically under five miles), and cost much less than buses, personal automobiles, or rail. Shared electric scooters and bikes are two forms of micromobility.

Mixed-Use: Development that combines two or more use categories (residential, commercial, industrial, civic/institution). The mixing of uses can occur vertically (different uses on different floors of the same building) or horizontally (different uses on the same property or block). Mixed use development generally leads to a more walkable built environment. Mixed use can range in scales and be specifically tailored to fit in with a community's character and meet a community's needs.

Mobility: The ability to travel from point A to point B.

Moderate Income Housing: According to Utah Code, “housing occupied or reserved for occupancy by households with a gross household income equal to or less than 80% of the median gross income for households of the same size in the county in which the city is located.”

MSD/GSL-MSD: The Greater Salt Lake Municipal Services District. The MSD was established in 2015 by the Salt Lake County Council. It provides services, such as planning and development, to its member communities, including the five Metro Townships, the Town of Brighton, and unincorporated areas of Salt Lake County. The MSD helps to identify the needs of its member communities and uses funding to help support those needs.

Neighborhood-scale: A description of the dimensions of the built environment; it reflects older, traditional neighborhood qualities, such as shorter building heights, smaller lots, and buildings oriented to the street.

Ordinance: A law or regulation adopted by a public agency – in this case, by White City Council.

Parcel: A piece of real property with defined borders that is usually considered a unit for development purposes.

Park Strip: The portion of land in the public right-of-way between the front of a sidewalk and the rear of a curb.

Pedestrian Infrastructure: Infrastructure that makes biking and walking viable modes of transportation.

Permitted Use: A use of land expressively authorized in a zone.

Place-making: A people-centered approach that utilizes urban design, creativity, and a community’s identity to enhance public spaces.

Public Hearing: A meeting open to the public that requires 10 days’ notice and is governed largely by the Land Use and Development Act. This type of meeting provides the public with the opportunity to provide input on a specific item. General Plan adoptions, General Plan amendments, the adoption of land use ordinances, and the adoption of zoning maps all require public hearings.

Public Meeting: A meeting open to the public that requires 24 hours’ notice and is governed largely by the Open and Public Meetings Act. General Plan Steering Committee Meetings and regular Planning Commission and Council meetings fall into this category.

Public Right of Way: Land intended to be used or occupied by public use facilities. For example, the area occupied by public roads and the area between these roads and the outer edge of the sidewalk; this area is public property and open to public use. It is not considered part of the lot size of private properties adjacent to the sidewalk and/or public road.

Resilience: The ability for complex systems to change, adapt, and transform, in positive ways and within a reasonable timeframe, following hardships and disasters (adapted from Davoudi, 2012).

Rezoning: An amendment to a community's zoning map or zoning ordinance text that changes the nature, density, or intensity of the uses of the land in an area.

Safe Routes to School: A program that encourages students to walk and bike to school, through infrastructure improvements, safety education, incentives, increased enforcement and other means. These programs can be carried out by a department of transportation (such as UDOT), a metropolitan planning organization (such as WFRC), a local government (such as White City), a school district (such as Canyon Schools), or a school (such as Alta View Elementary).

Survey: A poll consisting of prompts and questions. Planning staff used surveys to understand opinions of the public and guide goals and actions in the General Plan. All surveys used in this plan were advertised via a mailed postcard to every residence as well as on websites and social media accounts.

Sustainability: Meeting the economic, social, and environmental needs of the present without compromising the ability of future generations to meet those same needs.

SWOT Analysis: The act of building consensus on items that a group or community perceives as 'Strengths, Weaknesses, Opportunities, or Threats'. The SWOT Analysis for White City was conducted at a public workshop in January of 2019.

Third Place: Refers to the place where people spend time between their home ('first' place) and work ('second' place). These can be anything from social activities, education, or daily life.

Total Market Value: (as used in the Land Use Chapter) represents Salt Lake County's 2018 total assessed value of the property (land and building). Assessed value is not the same as market value (i.e. what a home would sell for). This assessment was conducted by the Wasatch Front Regional Council.

Traffic Calming: Methods that influence slower automobile speeds, such as street trees, narrow

Transparency: An urban design concept about the percentage of a building front that a passerby can see through; usually this is achieved through windows/glass. High transparency feels safer and more comfortable to pedestrians.

Typological Classification: A system for defining streets. This system is defined by each community to suit its needs. When defining streets, it accounts for surrounding land use, considers active transportation needs, and includes street design (the Functional Classification system does not do these three things).

UDOT: The Utah Department of Transportation. UDOT has authority over state roads. UDOT also works closely with counties and municipalities on large projects related to transit or active transportation.

Universal Design: Design of the built environment that supports people of various abilities. Such design allows equitable use, allows flexibility in use, is simple and intuitive to use, communicates perceptible information, has a tolerance for error, requires low physical effort, and adequate size and space for approach and use.

UTA: The Utah Transit Authority. UTA provides transit, including bus, TRAX line, Front Runner, and on-demand services to the Wasatch Region.

Utah Code 10-9a: (Also known as LUDMA – Municipal Land Use, Development, and Management Act) Utah Code 10-9a defines a municipality’s ability to create and enact land use regulations. LUDMA is also the legislation that authorizes White City Metro Township to be able to craft and adopt this General Plan.

Utah Public Notice Website: A website that hosts the agendas and meeting notices for public meetings in Utah for local, county, and state governments. Posting agendas and notices on this website is part of noticing requirements for public hearings and meetings.

Walkability: The ability to have a walking experience that meets four criteria: it is *functional* (physical infrastructure supports walking), *safe* (pedestrians are protected from vehicles, the street is well-lit), *comfortable* (shade keeps the street from being too hot), and *interesting* (there is a reason to walk there, such as a restaurant).

Waterwise: A description of the water needs of plants; waterwise plants evolved in areas with lower precipitation and require less water during the growing season than traditional lawn plants.

WFRC: Wasatch Front Regional Council. WFRC is the metropolitan planning organization (MPO) for Box Elder, Davis, Morgan, Salt Lake, Tooele, and Weber counties. They provide a Regional Transportation Plan every four years. WFRC also provides guidance to municipalities, and administers funding through grant programs.

White City Metro Township Council: WCC. (Also White City Council or The Council). The WCC is the governing body of White City. There are five members of the Council, including the Mayor. The WCC acts as the legislative authority for White City.

White City Metro Township Planning Commission: PC. The PC is responsible for providing recommendations to the White City WCC regarding the general plan, land use regulations, and various application processes. The White City PC has five members, appointed by the Council.

Work Program: The work program describes White City’s strategy for reaching its future vision. The work program is categorized by topic. The work program lists specific actions that White City can take to achieve its goals. For each action, the following information is included: the responsible party, likely partners, expected timeframe for completion, estimated costs, funding sources, the goal or goals supported by the action, and the type of outcome.

Zoning: Zoning is a tool used by municipalities to govern how land can be used, how large buildings can be, and how buildings relate to one another. A municipality’s authority to enact a zoning ordinance is related to the police power: the responsibility to protect the health, safety, and welfare of the public.

Frequently Asked Questions (FAQ)

“Will a land use ordinance or zoning code update consistent with this General Plan result in the loss of my property or my home?”

The answer is no. In fact, keeping land use ordinances and zoning codes updated to reflect the General Plan helps the community preserve its assets and bring about the future it envisions.

Even if a land use ordinance or zoning update made an existing use or structure nonconforming (which is not the intent of this General Plan), that use or structure would be allowed to continue in compliance with State Code. Even if a fire or storm damaged the building or hindered the use, the building or use can be re-built consistent with the previous legal non-conforming use.

An owner of a legal non-conforming use or structure may only be made to come into compliance with updated codes if that owner is found to have abandoned the use or structure consistent with state code, or if White City enacts a termination ordinance for the non-conforming use (which can only occur after a property owner has received a return on his or her investment on the property).

However, this General Plan protects existing uses by ensuring that they are allowed to be maintained by property owners even in character areas where long-term transition is expected.

“Then why is this plan suggesting White City update its land use ordinances and zoning code?”

Because White City’s land use code comes from the County, White City’s code includes dozens of ordinances and zones tailored to a large region but poorly suited to a small municipality.

For example, there are dozens of zones in White City’s inherited zoning code that aren’t applicable to or desired for White City (industrial, forestry, high density commercial, high density residential, etc.). By updating the code and tailoring it to White City, White City can better protect its character and achieve its desires.

A person could appeal for a rezone to any zone listed in the zoning code. So, having zones in the code that the community does not desire puts it at risk for undesirable zone changes.

“When an IADU ordinance is passed, does that mean that every household can add an additional unit to their property?”

No. The IADU ordinance will include considerations regarding property size limitations, setback guidelines, water and infrastructure availability, and more. First, a property would have to meet these standards. Second, the property owner would have to apply for the necessary use and building permits, pay applicable fees, and undergo an inspection to ensure the unit meets building safety standards.

“Why do the parcel-based land use and the zoning land use analyses differ in the acreage and location of types of land use?”

The zoning analysis shows what land uses are allowed based on existing codes. The parcel-based analysis shows data on the purposes for which land is currently being used, regardless of the zoning district (this data is obtained via satellite imagery analysis).

Example one: There is one commercially-zoned property in White City; the zoning map reflects this. The parcel-based land use analysis shows two commercial properties. Why? It includes the property that is zoned and used for commercial as well as a landscaping business that is a commercial use conditionally approved in a residential zone.

Example two: Several properties appear as government and institutional land uses on the parcel-based map, yet the zoning map shows these in a residential zoning district. The residential zone allows for government and institutional land uses, such as churches and schools along with residences. So although the zoning map only shows one district in that area, the parcel-based land use map shows a mix of existing uses.

“Do businesses increase crime and make a neighborhood undesirable?”

There is no direct link between an increase in neighborhood businesses and increased crime; in fact, research has made connections that suggest the opposite.

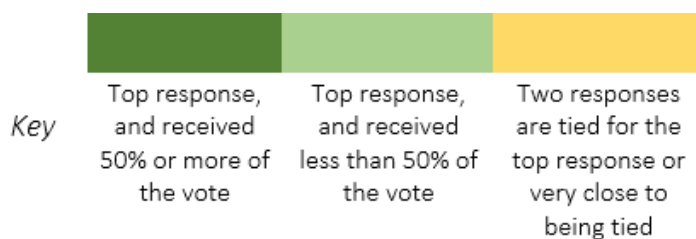
One of the most important factors contributing to a very safe community is having a vibrant street life. (Jane Jacobs, called attention to this in the 1960s, and it is now well-documented). A vibrant street life results in community members being out in the public at all times of the day. These community members provide eyes on the street and informally enforce codes of social conduct and safety standards.

So, how can municipalities encourage a vibrant street life? A vibrant street life requires the street to have purposeful destinations (reasons for people to spend time there) and places to interact (a space for people to engage with each other positively); businesses can fulfill both these criteria by bringing together customers, employees, and passerby and giving them a place to converse outside of private residences. Thus, there is reason to believe that an influx of neighborhood businesses, when tied with principles of walkable neighborhoods and place-making, leads to a vibrant street life, decreasing crime informally through the expectations and enforcement of community members.

Additionally, from a financial perspective, businesses make a neighborhood more desirable. For example, in Neighborhood M, a family can run a coffee shop on the first floor while living on their second floor. The economic potential of that property is far higher than of a similarly sized property located in Neighborhood Q that does not allow businesses. So, the value of the Neighborhood M property is higher.

In addition to higher property values, neighborhood M may be more desirable for residents because it offers access to amenities. With a coffee shop nearby, a woman in Neighborhood M can work from home without a car and still fulfill her craving for that chai latte. Did we mention that the woman's purchase, made locally, contributes to White City's sales tax revenue, which goes directly toward paying for police and fire services? That's a 'latte' of good reasons to support increased opportunities for small, local businesses.

Transportation and Land Use Survey Results



This survey was sent to all MSD-member communities. White City's responses are listed below and on the next pages. Responses to questions 1, 2, 5, 6, 8, and 9 are depicted numerically in tables.

What are your transportation concerns?	Traffic congestion		Inadequate public transportation		Unsafe travel	
	Count	Percentage	Count	Percentage	Count	Percentage
Very important	29	41.4	17	24.3	38	54.3
Important	37	52.9	39	55.7	28	40.0
Not important	4	5.7	14	20.0	4	5.7
SUM	70	100	70	100	70	100

What are your transportation concerns?	Bike/Pedestrian infrastructure		Inadequate maintenance of existing infrastructure		Inability to effectively trip chain	
	Count	Percentage	Count	Percentage	Count	Percentage
Very important	25	35.7	29	41.4	8	11.4
Important	25	35.7	39	55.7	32	45.7
Not important	20	28.6	2	2.9	30	42.9
SUM	70	100	70	100	70	100

How important are the following in terms of development in your area?		Very Important	Important	Not Important	SUM
Affordability of housing	Count	27	27	16	70
	Percentage	38.6	38.6	22.9	100
High standards for design and aesthetics	Count	13	38	19	70
	Percentage	18.6	54.3	27.1	100
Linking economic development with transportation and housing decisions	Count	12	35	23	70
	Percentage	17.1	50.0	32.9	100
Availability of cultural activities	Count	10	37	23	70
	Percentage	14.3	52.9	32.9	100
Limiting growth and development	Count	33	25	12	70
	Percentage	47.1	35.7	17.1	100
Managing light and noise pollution	Count	33	34	3	70
	Percentage	47.1	48.6	4.3	100
Parking availability	Count	11	39	20	70
	Percentage	15.7	55.7	28.6	100
Sustainability and energy efficiency	Count	28	32	10	70
	Percentage	40.0	45.7	14.3	100
Walkability	Count	30	30	10	70
	Percentage	42.9	42.9	14.3	100
Digital infrastructure	Count	38	28	4	70
	Percentage	54.3	40.0	5.7	100
Safe homes and neighborhoods	Count	57	13	0	70
	Percentage	81.4	18.6	0.0	100
Historical preservation	Count	32	32	16	70
	Percentage	45.7	45.7	22.9	100
Parks and open spaces	Count	44	24	2	70
	Percentage	62.9	34.3	2.9	100
Business mix	Count	7	32	31	70
	Percentage	10.0	45.7	44.3	100
Clean air	Count	35	28	7	70
	Percentage	50.0	40.0	10.0	100
Access to economic and educational opportunities	Count	19	39	12	70
	Percentage	27.1	55.7	17.1	100

How often do you use the following modes of transportation?		daily	weekly	monthly	every few months	once per year	never	SUM
Drive Alone	Count	46	21	2	0	1	0	70
	Percentage	65.7	30.0	2.9	0.0	1.4	0.0	100
Carpool	Count	7	15	5	5	5	33	70
	Percentage	10.0	21.4	7.1	7.1	7.1	47.1	100
Rideshare	Count	0	1	4	9	9	47	70
	Percentage	0.0	1.4	5.7	12.9	12.9	67.1	100
Bus	Count	0	1	0	3	7	59	70
	Percentage	0.0	1.4	0.0	4.3	10.0	84.3	100
Rail	Count	2	1	3	19	23	22	70
	Percentage	2.9	1.4	4.3	27.1	32.9	31.4	100
Bike	Count	1	7	5	12	2	43	70
	Percentage	1.4	10.0	7.1	17.1	2.9	61.4	100
Walk	Count	27	26	2	8	0	7	70
	Percentage	38.6	37.1	2.9	11.4	0.0	10.0	100

Other questions asked residents to identify areas on a map and comment on those areas. Residents could choose to talk about an area in White City or an area elsewhere. For example, one White City respondent identified the Jordan River Trail, which is not in White City, as a great place for exercising, while another White City resident identified the new Canal Trail as an asset. The written responses to the seven questions that allowed written comments are in the following pages.

Question A. "Are there any historic areas in your community that you think should be preserved? Why is this structure/area important to you?"

No historic areas.

in white city, south of 10600 S. we have an area zoned as A2, this is important to preserve, there is a cluster of horse properties and we just don't see that anymore. many white city residents get to enjoy these spaces and remember Utah's' history, right here in Salt Lake County.

White City has no historically significant areas. Culturally the White Towers Pool has some significance.

No.

This is History Sandy which I think should be preserved

Our community is small, but White Towers Swimming Pool has been an important community gathering space since the subdivision was built. Dimple Dell gully is also an important area in the community.

Dimple Dell. It is an outdoor community resource that defines our neighborhood. We are just another suburb without it.

Open space in Dry Creek/ Dimple Dell

PRESERVE EXISTING HOMES-THEY DON'T MAKE AFFORDABLE HOUSING LIKE THIS ANYMORE

I'm not aware of any

Leave existing single family dwellings alone. All high density housing is just going to cause greater street, school, shopping congestion. We have enough in our already land-locked built up areas.

White City Neighborhoods are unique and historical. They should be preserved

My neighborhood.

Schools are often the learning center of the community. While our children attended school in my area and has had a strong impact in my home, I never thought that it was a place of such significance its edifice should be preserved. It was recently razed to provide space for a new school. It is a beautiful building and will provide several generations of community service. And when it is time it needs to be replaced I hope they replace it. We do not have any historic buildings.

none

I don't know

White Towers Pool. It's a great gathering space and a reminder of the neighborhood's character.

bear park. We wouldn't want to lose green space, since we can't get that back

I work at the landfill. No public transport goes at the hours I need.

I don't know of any historic areas in my community.

No

n/a

Our homes. Midcentury modern gems. Let's make them beautiful like Palm Springs

Nothing in particular in the south valley, but the old city/county downtown SLC should be preserved.

Why is the focus on historic areas and not on restoring native vegetation in Dimple Dell. There are so many invasive weeds in Dimple Dell, including goatheads. We need to prioritize restoration of native vegetation in Dimple Dell.

The original homes in White City, one of the first communities in the south end of the valley.

Question B. "Please specify any other transportation concerns that are not included in the list above."

Public transit should be a service, not a for profit business. I think that many of our mass transit transportation options are severely hindered because of a desire for profitability over usability. Compounded by that are frequently changing schedules because of "profitability" that result in a distrust in the system for routine travel.

Increase covered bicycle parking at trax stations

Travel in the salt lake valley is impossible to travel from east to west and back on public transportation. Travel between Sandy and South Jordan should be easy, but no bus line exists to go east-west.

UTA BUS IS TERRIBLE-NO GOOD FOR TRAVEL CAN'T GET THERE FROM HERE

Too few Front Runner Times. 1/2 hour between pickups makes Front Runner useless in the AM and PM drive times.

why can't we fix or create a route or highway without having to fix or redo it within 5 years?

Listed in my comments above

Street lights

lack of street lighting in WC

How about a crosswalk at 9400 and Poppy?

Currently no convenient access to bus or rail.

SPEEDING DOWN SEGO LILY!!!!!!

Speeding in residential neighborhoods

Question C. "Other?"

Enforcing building standards and bringing neighborhoods up to new standards is important. Our community looks very run down, infrastructure and homes.

Keep White City an intimate little city, with smaller homes, bigger lot sizes. let's not over develop it bringing in more and more people for the sake of growth, let's preserve what we have, and just improve on it. not growth for the sake of growth. Quality over Quantity.

On the subject of light pollution, controlling the brightness of signs like schools and local business are putting up would be fantastic. The excessively bright signs are really frustrating and an eyesore.

LEAVE WHITE CITY ALONE, DON'T MESS WITH IT, PEOPLE LIVE HERE BECAUSE THEY LIKE HOW IT IS

Make it easy to get to a business. These divider medians that limit your opportunity to access a business is an idiot idea, like 1300 e and 10600 s

Leave White City as it is.

limited government and its involvement in my life.

Na.

White City was established as a residential community, where businesses within the community, or even a tax base was not considered. There were businesses within the area to meet their needs. Most came here for affordable housing. However, change or progress may be acceptable as the community at large sees the necessity. Many do not want an HOA but the freedom to live as they choose with no regard of their neighbors. I believe in the concept of raising the median level of affordable housing, enforcing a level of property management. I strongly disagree with replacing homes with businesses.

Keep White City residential!!!

It would be nice to NOT have large apartment buildings here in WC

no bus or rail goes to the mine or dump

Restriction of high density housing

Restore the native vegetation of Dimple Dell. Create Monarch waystations there.

Question D. "Is there something else you'd like to add?"

Consider changing church property zoning into school zoning and have a charter school come into the area. Or change rundown commercial property into multi-family housing and parks, or community centers.

There is no need to add commercial pieces to our suburb. There are plenty of commercial destinations around White city. Apartments and townhome should be forbidden.

The board of UTA needs to stop pouring money into light rail and forcing all bus lines to feed the light rail, while ignoring needs in the southern end of the valley. Look into making east west bus lines that go further than the closest Trax stop.

Remove speed bumps in White City

Don't build stupid intersections!!!! Like 12300 s and the frontage road in Draper, that has to be one of the dumbest ideas brought to Utah.

preserve my constitutional rights.

No

I have observed while there is a dialog on the surface, I feel there are some of our leaders, who have their own personal agenda that take precedence over the desires or needs of the majority. I want to believe they have the best interest of WC at heart. My greatest concern is we may destroy why we came here in the first place.

Please investigate our crooked elected White City Officials. They are not listening to their constituents and receiving some kind of kickback or compensation thats fueling their alternative agenda.

The charm should remain.

Our neighbors use the dead end of Emerald Dr as their own personal parking lot despite two empty, unused driveways for weeks at a time. Again, no code enforcement...y

More detailed definitions of the items above would be helpful. Not sure exactly what many of them are talking about.

Our access to public transportation has been dramatically reduced over the last few years. I am a fan of Trax but having interline busses to get you there is a necessity. I like the new plan where you can call for a van in the neighborhood, which will route you to available train/bus, unfortunately it is not available in our township. I realize Covid is currently impacting things, but we need long range plans to provide public transportation to our commuities.

Cleanliness of neighborhoods.

Restore the native vegetation of Dimple Dell. Create Monarch waystations there.

White City should be left as single family homes, not changed to high density housing/business mix. There long term residents and young families starting out and this is an area that is affordable. Many people have lived here their whole life's, this is their home and roots!!

Question E "What do you like about this place?"

Bike, walking, rain, buses, and cars all work together well through this area. Its close to a park, food, entertainment, parking, etc.

Multiple streets coming together, but some are now dedicated for walking and biking, areas just for beautification, slower traffic. Its a destination location while still allowing traffic to flow through.

I used to live in south Jordan, and could take the UTA up to the U. now I live in white city and work in west valley. there is no good option for me any longer.

Frequent transportation options, mixed use development, walkable, pedestrian friendly streets.

Its not in the community, but this has an amazing light rail station, wide crosswalks, slow traffic speeds, quick access to parks, and close to a downtown arts district. It has sculptures and art along the roads, in the sidewalks, and more. Its beautiful.

This is a beautiful way to tie lots of traffic, multiple intersections, pedestrians, biking, cars, buses, and destinations all together. A section of road became a boardwalk, unusable land became a mini park/monument. Traffic is slowed down, but it still works for all modes of transportation.

The new bike/walk bridge over dimple dell will be wonderful. It allows pedestrians and bicyclists the option to stay away from vehicle traffic, yet connecting them through an active path for exercise.

Quick access from home to freeway

Close to home, easy to walk.

Traffic flows well, bike lanes are easy to access, it's well maintained

This map is not useable

Lightrail frequency, evening and weekend service.

Sandy tracks station with buses

I don't have a place

CLOSE TO HOME

bus service

Trax drops me off at Temple Square for holiday visits

All of the above.

it's a residential neighborhood close to grocery, gas, and hardware stores, dr. offices, pharmacies.

Downtown easy to walk about

We need more bus service to a from trax.

I seem to either have entered information on this topic as I cannot find the map. I like WCities openness, it is close to schools. churches. Most of us are close enough to friends walking should not be a hindrance. Most streets are open enough bike riding can be enjoyable.

Things are accessible by walking or taking the trax

Good mix of Trax, bike paths, buses, parking

Close to home. Trail connects for a few miles down into Draper. New bridge allows us to cross north quickly.

It's downtown. so many shops to walk and dine

Home

easy to walk around

Yes.

Close to home, and the new walking/biking path through white city, that connects through, is very convenient and safe.

Close to home, easy to walk and run

sidewalks in the neighborhood

Regular bus service.

Regular bus service from the tracks station.

On my way just about anywhere I need to go.

Good developed corridor for travel.

Easy access

Close to home

E 9000 S was recently expanded, signs are clear, and traffic runs smoothly. I never feel like I'm stuck at a light.

Regular trax service

Easy access to I 15 from my home, 90th South has become a nightmare even before the current construction.

Close to home, lights are timed just right to ensure traffic keeps flowing

Close to home

Question F. "What don't you like about this place?"

Main entrance into the community but is narrow and tight. Blind corners due to homeowners trees/plants. Should have a right turn lane, Sidewalks are a mess. Traffic goes well over the speed limit through here. North/Sidebound traffic has to slow for dips. Traffic light can be long to get out of community.

Street is narrow. People park on both sides of street, making only room for 1 car to pass through. Cars park on driveways, blocking the sidewalks.

people don't stop for right hand turns, they speed, usually they don't slow down.

Lack of walkability. Development discourages neighborhood shops, only options involve crossing very busy large roads, virtually no buses, not many bike lanes, etc.

The traffic light takes too long to allow north and southbound traffic to move. The sidewalks are narrow, dirty, and not safe for pedestrians. A right turn lane on the north-east corner to turn into Carnation heading north would be beneficial. You could use the vacant land to build it, add some landscaping and some art to beautify and entrance into White City.

Too much traffic and not easy to get from place to place.

The "continuous flow" intersection does not work well

This map is not useable

It's an unsafe intersection. People drive too fast. Or they stop when they shouldn't. It should be a 4 way stop instead of a 2 way.

Lack of bus connection.

No bus service

There is no transportation from here. We use to have a bus stop at Larkspur and Carnation and it went everywhere and stopped every hour or so. They took it away when they built tracks.

WHOLE THING IS A CLUSTER

no buses

This is close to my house. Bus stops are not convenient and Trax does not get me close.

Cumbersome U turns instead of lefthand turns at intersections. Roundabouts with obstructions in the middle of the island so you can't see the traffic coming.

Unsafe intersection

We need more bus service to and from trax stations.

Access into WC by bus has not always been non-existent. The populus is getting older, many are becoming unable to drive. With fewer options and fewer conveniences. WC had access to 5 grocery stores within walking distance of their homes. Today there is only one. For many the must travel in excess of 1 or more miles for produce, etc. Eteries surround WC yet none are or were within the township, yet all entities mentioned were or are within the tax base of Sandy. People purchasing homes within WC did not do so with the convenience of a WC business nearby or helping their communities tax base.

Things are far away and the only way to get places effectively is by driving.

busy intersection, unsafe

Only option is a car.

We don't want public transport in white city!

No place to bike or walk

WC is isolated. We can't walk and dine

isolated

Experiment gone wrong.

No regular service

No regular bus service.

Poor visibility looking west. Screwy intersection heading east. Needs a traffic light.

Q

unknown

Too crowded

This intersection going into the parking lot has no clear signage for traffic flow. There are frequent slowdowns and congestion because cars in both lanes try to go straight or don't know who has the right of way.

Cars in the right turn only lane frequently drive straight through the intersection.

It is difficult to turn left on Segal Lily Dr from north bound 1300 E.

A lot of accidents

Awkward street and flow of traffic

Getting impossible to use 90th. even before current restrictions

I catch every stinking red light on 7th east all. the. time

Public transportation does run at times I need.

Question G. "Why is this building or area important to you?"

Big Bear Park. This park could become amazing with many purposes - sports fields and courts, children play areas, covered picnicing, etc. Its needs easier and more access in and out of by car, bike, or walking from all directions. It needs more parking.

This church building is old and run down. Attendance is very low. This property could be rezoned for multi-family homes and a small neighborhood park.

This church property is very large. The parking lot is never full. Maybe the north section could be re-purposed into a neighborhood park or community center of some kind.

This shopping center should be annexed into White City and made amazing. Add stand-alone restaurants, rec center, redo the theater, etc. Add an apartment complex or townhomes. Add a small park. It could be amazing.

Many of my clients and regular (non pandemic) dining and entertainment destinations are located here.

Big Bear Park. It could be an amazing destination. It needs more - softball field, racketball courts, more parking, more than 1 entrance, pedestrian/bike entrances from east and north.

This church is old and attendance is very low. The congregations could be moved to another church building. It could be rezoned for townhomes and a small park, or maybe a charter school to compete with public schooling.

This church lot is huge. The back portion is just an always empty parking lot. It could be rezoned for townhomes or a small park, or maybe a charter school to compete with public schooling.

There is a small section of Dimple dell park that could be updated to have an activity area for kids and families. Maybe benches, covered eating area, playground, and small parking lot.

Groceries at Walmart, home improvement at Lowes, haircuts, restaurants, etc

Shopping area.

Shopping area.

Our Water District

BEAR PARK

new trail and bridge

It's one of the very few community areas in white city

Religious community

It has everything I need - gas, Lowes, Walmart, many restaurants, etc.

FREEDOM TO LEAVE

education

work

Library

My church building.

White City Neighborhoods are important. We should preserve them.

it's where I live

Winter and summer recreation.

My church is on 10600 South. Weather permitting I often walk to church, It kind of puts you in control of the spirit before you enter the doors and a chance to reflect on the way home. If I walk this is a pleasure walk. I also walk to the park in Sandy. It is a pleasure to do so without having time constraints

This is the mall we are most familiar with and that is closest to where we live.

This is the school where I work.

Because it's a quiet residential neighborhood free of commercialization.

We love the Dimple Dell regional park area and are so glad to have the great outdoors at our fingertips.

The Univ is an important area since I work here. the commute via train 40 min the drive 25

family

This area is so convenient and we love it for shopping and eating.

This is where I work, and have to travel to regularly.

The walking area is great for walking my pet or just myself.

Wall falling apart, missing gate, homeless foot traffic to Bear Park, lots of garbage everywhere on west side of wall.

Long distance travel

Alta View Clinic - medical care

Bear Park - family leisure/recreation

walking, exercise, leisure time

Grocery shopping and trail access

A place to hike and bike

Library for books

Keeping the open space of Dimple Dell is a necessity to this community, we are so lucky to have such a natural area in our metropolitan area.

I use Dimple Dell- I walk there daily.

We frequent the climbing GYM.

It is where I work

Land and Character Survey Results

Q1. Please describe the "character of White City".

A bedroom community which has good access to city conveniences as well as close access to nature and wilderness.

A lot of elderly residents and young families with children. Quiet and minimal traffic

A smaller community where there are many long term/life long residents who look out for each other. A nice mix of young and old, quiet and safe. Single family homes that are affordable with nice yards where houses are crammed so close together.

Calm. Enough business to support the community but not so much that it feels like a city.

Certain parts of White city need help, however having lived here for 29 years, i believe that we have taken out some of the stigma that existed with White city.

Charming

Close knit resident community, aware, observant, and protective of history and amenities, particularly the Water Company and parks. Transition community, caring for last original owners while welcoming young family move in's who often remodel and update.

Dimple Dell

Feels like you're transported back to the 60's - 80's. In a good way...

Funky houses with some interesting landscaping features near to Dimple Dell. McMansions are absent thankfully, and it's not a treeless wasteland like much of Draper.

Getting run down and trashy.

I community of moderate income housing that is a pleasant, and so far, safe place to live.

I did not upload a picture and not sure on question

I did not upload pictures.

I do not believe that WC has a particular character. I have lived in the area for over 28 years and nothing seems to have changed. So this might be a good idea. Violence is going up so that should be a concern

I don't think white city has much character. Certainly nothing I'd want to replicate across the area. I'd characterize it as old and worn, with little modern amenities or initiatives.

I have lived in White City for 48 years and feel that we live in a quite residential area, and that it should stay that way. In speaking to people in my area, no one is interested in mixed use buildings, they were surprised that it was even being discussed.

I haven't uploaded any photos. Character is traditional mostly mid century and rambler single family dwellings. Very little commercial areas in the community.

I love the small neighborhood feel. I moved back in the neighborhood almost 3 years ago. I know more people and talk to more people in that 3 years then I did in my old neighborhood of 15 years. People are more friendly in general.

I think these images typify the intentions of the original developer. Modest, well kept, single family dwellings.

I'm not sure what you mean by "character", but I would say uninvolved. I've never been part of a community that care so little. I feel more part of Sandy, than I do White City.

In general, White City, unfortunately, has an overall run-down, tired, unkempt character. I appreciate the neighbors who take care of their homes and yards, but those are exceptions, not the rule.

Inadequate street lighting with plenty of urban blight. Any code enforcement going on?

It was better before it started emulating other cities and not seriously considering or helping residents with increased crime and privacy issues from "upgrades" within the city

Mostly small, single-family homes built very simple in nature. The majority of development is 50+ years old, worn, and in disrepair. There are many mature trees. Mix of wide and narrow streets, some with and without sidewalks and parkstrips.

Nice neighborhood community

No photos uploaded

No pictures uploaded. We feel the character of White City includes single family homes, schools, churches, and parks and trails.

Not at this time. No photos at this time.

Old, trashy, unkempt, slums

Quiet affordable neighborhood. Free of the commercialization the plagues the rest of our lives.

Quiet family neighborhood

Small, quaint, modest, neighborly

Smaller houses, well-kept good-size yards, and unique styles - not cookie-cutter houses or identical landscaping.

Suburban family neighborhood.

To me, the character of White City is a peaceful, family oriented community

Up and coming 1960's vintage neighborhood with small and functional homes full of solid middle class folk.

When I tell people I live in White City, their response can be negative. Even though many maintain their yards, there are more that do not. It's sad that some just don't care. I hope for a more tight knit community where people take care of each other

White City has been an excellent place to raise children with a low crime rate and homes that are affordable. Even my daughter would have loved to live in White City after she married and had a family, but the homes became unaffordable even if desirable.

White City is a pocket of solitude in Salt Lake County. It's quiet. You can see stars at night and hear crickets. You know your neighbors and care about them. The kids are safe walking to school each day or playing on the playground after school.

White City is a quiet residential community within a more bustling area of the valley.

White City is a simple town built on an economy budget (unlike the nicer homes in Sandy). This makes it more affordable than living in Sandy. White City enjoys nearby amenities, opportunities, facilities, and transportation options.

White City is a suburb with too many bi-levels, some split levels, and some nice ramblers. It has narrow streets with homes that have some nice landscaping and some with weeds. It's character is that of a suburb, a place away from work and storefronts.

White City is diverse, with a mixture of young and old, different races and ethnicities, and socioeconomic backgrounds. It's also a bit rough around the edges, in the best way.

White City, to us, in 1975 was the suburbs. That is why we moved here and that is what we think it should stay. We lived here and worked in Salt Lake City. No business. No multi-family dwellings. With one family living there.

White city is a lovely neighborhood. It is close to shopping and schools and I'd prefer to keep it that way and not incorporate business into the neighborhood.

an area of families and neighbors caring for each other and our properties

family and community centered

independence

suburban residential

no pictures

In addition to the comments, seven images were submitted by survey respondents. These images suggest that the character of White City is defined by well-kept, modest, one-two story split-level, bi-level, or ranch-style homes.





Q2a. Please describe places/features of White City that you like, and think should be preserved.

No pictures

All residential areas. We don't want commercial or any businesses.

Bear Park with current Bear Statue. No photos at this time.

Bear Park, Canal Trail Dimple Dell, White Towes Swimming Club

Big Bear Park and Dimple Dell Canyon

Big Bear Park.

Definitely the gully and parks and small homes.

Dimple Dell park along with community access points, general single family housing types, and preservation of large lot / agricultural areas.

Family atmosphere in residential areas

Green spaces like Bear Park have been a good community resource. Although I don't live next to the park, it seems like efforts have been successful in keeping the park safe and well maintained.

Historical places should be preserved. The population density level we have now is good. I don't want it to increase too much or too fast, especially if it would affect traffic.

I did not upload a picture.

I enjoy the look of red brick houses, Bear Park, most people take care of their yards, new sidewalks, walking paths, churches and schools in very close proximity.

I generally like Big Bear Park, though the constant sports teams tend to ruin the space for actual residents and bring a lot of noise. I also like the canal trail. That was a very good addition to the area.

I like that our neighbors, for the most part, get a long. But I would only keep the areas that look upkept and clean.

I like the humble and clean aspect - not fancy or gaudy, but nice and welcoming.

I like the new sidewalks and improvements that have been made, and hope more of that is on the horizon.

I like the park and the community pool. I don't want high density housing and strip malls that will bring in undesirable businesses or will sit empty.

I like the single family dwellings and do not want commercial development or mixed use.

I like the trails, dimple dell, and other parks. Single family homes should also be preserved.

I like well kept yards and that we have light neighborhood traffic not heavy traffic for businesses.

I love the new trail and the bridge that connects us to the north side and Bear park. It makes it so much easier to get around in the neighborhood without having to go down to 7th or up the 13th. Both very dangerous roads. I also love Dimple Dell park.

I really like the idea of our white city pool

I think Segoe Lily and surrounding streets should stay how they are because there are a lot of schools and children. Too much traffic would be dangerous.

I want White Towers Pool preserved, because it captures the family nature of the community and offers something unique. I also want to preserve the Last Blast of Summer for the same reasons.

I would like to see the residential aspect of White City preserved, as well as Bear Park and the new Canal Trail.

Needs updating

No photos uploaded

Parks, open spaces

Residential only

Safety, quiet, the neighborhood feel should be preserved because they make the community who it is. Low traffic, walk-ways, the gully should be preserved because they allow families and individuals to be safe and have access to nature to enjoy.

Small community and easy access to stores and main arteries.

The fact that we live in neighborhoods that have big yards, and homes that are average. I like the feel of the community. We do not need to go to a High density housing community.

The original White City. Single family houses with one family living there.

The parks and trails, and mainly retain the single family dwellings. Very little area for commercial development unless large areas of housing were to be torn down. Not a popular option.

The single family homes should be preserved and not sacrificed for high density housing or businesses.

The suburb itself should be preserved as a suburb. It does not need to change. It functions for what it is. Mixed use is used by progressives who want to cut down their carbon footprint.

There is an old farmhouse at 10470 S Columbine Cir that should be preserved and recognized, clean up the yard and house and add a plaque as a historical site. White Towers pool is pretty neat. Properties should mostly remain single-family residents.

They've already been changed so there's nothing to preserve

Trails and parks and homes/yards that are neat and cared for.

Trees. Tall trees - as many as possible. As much as possible we should make it darker at night (especially in the bike paths around the drainage project).

Water Company staying resident managed and in White City ownership. Parks being maintained. Home ownership with residents.

We could use more sidewalks to make it easier for people to get around, especially the elderly. I walk around this area everyday with my dog, I feel cleaning up some of the current spaces and enforcing code would improve the look of our community.

White City swimming pool. Parks in area

White Towers Swimming Club, Canal Trail, Big Bear Park, Dimple Dell Park and connections from the community into the park. Schools (Alta View and others on White City borders). Quiet community. Friendly neighborhoods.

White city enjoys single family housing and not the congestion that comes along with high density housing. It also is relatively quiet as compared to mixed-use areas containing restaurants, bars, clubs, convenient stores, etc.

bear park

big bear park, white tower swimming pool, gully

the homes and park to continue to be kept up, neat and clean and watered properly. the park and its ammenties. the new trail is great but proper landscaping should have been in place at the time of construction.

this is a quiet non-commercial neighborhood and it should remain that way maintain the status quo

water saving yards

In addition to the comments, three images were submitted by survey respondents. They identify White City's oldest home, the pool, and the horse properties as places to preserve.



Q3a. Please describe places/features that you like, and that are a good model for future development in White City.

no pictures

Areas of Sugarhouse and Holiday that have 1 or 2 small shops scattered in the neighborhood should be used as an example for the potential here. Adding small community-focused amenities would enhance the appeal and encourage walking.

Bear Park and the trail across the ravine are nice - can walk through neighborhoods and also are pleasant places.

Big Bear Park.

Care must be taken to rejuvenate what we already have since there is no land for development.

Dimple Dell park is a major asset

Every home that has residents is a good example of why we don't need businesses.

Home upgrades are welcome as long as they adhere to the intentions of the original development plan. Single family dwellings. No purposed rental properties, no duplexes, no fourplexes, no business interests.

I enjoy the new Pathways and sidewalks, Bear Park, schools and churches.

I like our residential only city with no commercial or mixed use.

I like parks

I like that there are not obvious businesses on Sego Lily. It is nice to drive down Sego Lily and see kids playing in their yards etc. If there is going to be mixed then it should be down towards the 7 Eleven and storage place.

I like the access we have to walking trails in the gully. I like the playground at Alta Views which serves as a park. I like that I'm able to feel safe in my neighborhood and that my home where I've lived for over 45 years seems secure.

I like the new lights in the light polls. I especially like the addition of the lights on Zinnia Way! Makes it much safer at night.

I like the path that leads to the new bridge over Dimple Dell, and the bridge. I love encouragement of tall trees, shadows, and darkness at night. Walkability is a plus, and I do like the increased presence of sidewalks. Lots of nice gardens in the area.

I like the quiet close knit neighborhood that doesn't have major traffic that businesses or high density housing will bring.

I think the trail could be a good thing for development, though I'm not sure it has been executed in the best. way. I like that I can walk to the park and access other parts of the neighborhood (like schools) on foot.

I want local small business to move in! I want to be able to walk to a small business and inject money into the area I live in instead of giving everything to Sandy and Draper. I'd like to see more multi-family housing go up. I'd like to see sidewalks.

I would not like to see a lot of growth in White City, outside of upgrading some homes or yards to meet code. Adding sidewalks or walkways on the north side of the gully might increase the safety for children going to school.

I'd hate to see homes lost but there are a couple places that could be good for future development in White City. There are 3 homes on 700 east house numbers 10375, 10385, 10395 also the SE corner of SegoS Lily/700 east could be good for future development.

I'd like to see a continued push for sustainable, affordable housing. White City offers some of the only real estate left in the valley a young family can afford.

Jordan River is starting to become a better model for trail signage and wayfinding with small amenities along the trail. On a smaller scale that could be nice along the canal trail. Walkable safe community maintaining access to surrounding commercial.

Mix use. New larger homes for young families. See trees that shade the streets and sidewalks like in Sugarhouse. A nice community center for White City for meetings and recreation. Large, welcome park entrances for Bear and Dimple Dell parks, and trails.

More trees

No image uploaded

No photos uploaded

Not a lot of business traffic

Nothing

Parks and residential areas are nice.

Parks and trails. Homes and yards that are clean and orderly.

Photos will not upload. I grew up in White City then lived in 5 other states and recently returned purchasing my parents home. Other towns had quaint planned areas that built a strong community bond. Look up photos of Geneva Illinois 3rd Street for ideas

Single family dwellings with requirements to water your grass and take care of your property. No slumlords allowed.

Sugarhouse area

Sugarhouse- walkable neighborhoods, pretty houses, connected to businesses but no businesses in the neighborhoods

Tall concrete/cement walls protecting residents safety and privacy along the trail

The new walking path is nice. I hope it continues to be developed

The newly street lights. Keeps crime away, with well lit street lights. Have to an eye out for streets that still have very dark areas.

The suburb area near Buttercup Park in Sandy is a good model for future development in White City.

The walking trail that was recently opened is wonderful, although it could use some landscaping and weed control. Placing Pet cleanup bags, similar to Dimple Dell and the N side of 106 would help people clean up after their pets. Small parks on S side WCT

There is no room and no need for future development except for neighborhood home improvement. People seek out White City to get away from urban areas.

There is no room for future development.

There is not a need for future development in White City. Where are you going to put it? I like the improvement of sidewalks

Township and county parks are of good quality. Maintain open spaces.

We have very little area for development. City is primarily built out and the majority of the residents want to keep the integrity of this type of community.

We need better street lights. We need more code enforcement for those with too many vehicles, junky yards and motor homes, etc. We need people to clean up their yards.

Where to start!? A website that doesn't look like it was built in 90's would be nice. How about official city social media pages? It's almost like our city is still living in the year 2000

White city is landlocked. We do not need to turn it into California and change areas that will be developing to look like some of those communities.

any open spaces within White City could be made into small parks for families to utilize for family get togethers and other related activities.

more lights, and better safety

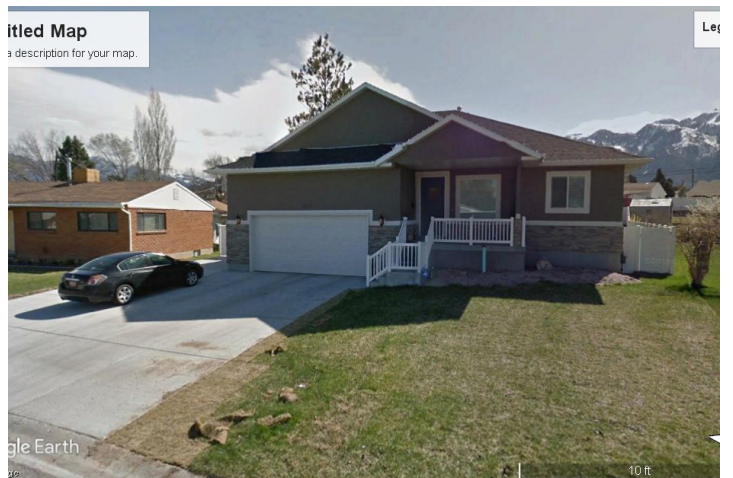
none

the new bridge across the gully

walking path

In addition to the comments, eleven images were submitted by survey respondents. These pictures identify tree-lined streets, a community center/library, park access, sidewalk maintenance, neighborhood businesses, duplexes that resemble single-family homes, White City's existing lot sizes, and single-family homes as good models for future development in White City. Find these images on the next two pages (next spread).





Q4a. Please describe places/features that you dislike, which even if they can't be remedied, at least shouldn't be repeated with future development in White City.

no pictures

Big new developments that have houses right on top of each other.

Crowded communities without adequate parking should be avoided. Neighborhoods without sidewalks are not family friendly.

Dislike homes that have unkempt yards, if you can't afford, or don't want to water, then landscape with appropriate landscape that doesn't require frequent water. Also we must get the junk off of our properties.

Generally, I like White City. I don't see industry sandwiched against residential. Larkspur, Budlea and Violet drives could use more streetlights. Some places are a little scary at night if you're alone.

Gutters and sidewalks that need replacing.

Homes / business that are cheap, junk yards, or poorly kept.

Homes allowed to accumulate lots of stuff looks like hoarding

Homes in extreme disrepair. Weeds everywhere including goatheads and overgrowth covering sidewalks. Makeshift materials for fencing. Unapproved / non-standard building practices. Unfinished additions, makeshift roofing. Yards unattended and full of junk.

Houses with trash, non kept yards.

I dislike have lots of really big homes.

I dislike that there aren't sidewalks throughout all of White City

I dislike the areas without sidewalks or street lights. I also wish some houses were better landscaped and cared for.

I dislike the smaller Bi-Level houses and narrow roads. I also dislike townhomes and apartments.

I don't like that we don't have enough street lights. I don't like that sidewalks are sinking and uneven. I don't like that people just don't care about their yards.

I don't like the Speedway building on the corner of 10600 and 700 East. It seems like a building that it meant for tiny geographic of our population. I would like to see a business or business that meant the needs of more families. (I miss the aquarium.)

I would add lighting on the trail at night as a security measure. I would love to see fiber come into our community especially with the changes to workplace locations being from home now and in the foreseeable future.

Keep NSEW address. Keep small areas for community garden spaces. Corner of 7th e and 98th s Blue-light based LED lighting. Return private property rights - land grants & alloidal title property ownership, not rental of real estate from IMF.

Lack of street lights

Many homes in different areas of White City are in disrepair; too many homes have multiple autos/trucks in driveways and on streets (suspect more than one family live in these areas).

Many properties have room for improvement in terms of landscape and curb appeal. However, I am unsure how to accomplish better curb appeal while still respecting owner's wishes and rights. You cannot force someone to keep things neat and tidy...can you?

Many years ago I stopped at the end of a street to assess why it looked unkempt and noticed it was chain link fences, old abandoned cars in the front yards and WEEDS. I wish keeping up yards could be enforced.

Na

No image.

No photos uploaded

No sidewalks in the residential areas, always been a poor choice.

No traffic light at 9400 S and Poppy Ln. Big dip heading east towards Poppy reduces visibility when I need to turn west there. Going east towards Walmart the first intersection you come to is a mess. Off center??

Not placing sidewalks. Sidewalks are a must!

Only dislike is unkept run down yards in White City. Can these be remedied with organized service or a fund to provide a 1 day curb appeal mini makeover for residents unable to do manual labor? Hire a small seasonal community landscaper?

Other areas of White City - residential areas which streets still have very darkness at night.

Some streets have no sidewalks. Some properties are not very well maintained.

Speeding on Segoe Lily

The lack of sidewalks and street lights is something I hate. It makes the neighborhood feel unsafe.

The low skill diy changes people have made on their properties, including perpetually unfinished projects should be discouraged. The shallow curved gutters should gradually be replaced with more effective options.

The non existent safety and privacy wall along the trail, it was very callous and disrespectful to not have that be a priority and is causing many many problems for the residents directly affected

The only negative thing I can think of is how run down some of the homes in the Township are, they are neglected and overrun with trash and such, just turning into our Township in some areas is embarrassing, don't we have codes that can be enforced.

The trashy yards and unkempt property.

The walkway with NO PRIVACY FENCING for people living on either side. ABSOLUTLY IRRESPONSIBLE, UNCARING, AND A VIOLATION OF PRIVACY!! SHAME ON WHITE CITY, SANDY CITY AND SLCO. Your lack of concern for the safety and privacy for citizens is sickening.

There are places on/near Larkspur that do not have sidewalks. It feels unsafe to walk around there or as a driver be more vigilant that you don't encounter walkers.

There is a tree on a corner of 106th South and Primrose the was pruned and has now overgrown so it blocks the vision for cars pulling out onto 106th which I feel is dangerous.

There isn't anything that comes to mind.

Trashy yards that renters do not up keep. No noisy business like tire shops etc. The business should be low keyed and blend in. We do not want White City to look like State Street.

We could use more street lights. Also white city water crews need to be more conscientious when repairing lines. I now have a sinking sidewalk because of their lack of concern.

We live on Silver Mountain Drive which is a block east of 700 East and very close to 10600 South. It is already quite noisy with various businesses and the fire department near, so more commercial development would make it noisier.

While some businesses may do a good job of not being detrimental or disruptive to the neighborhood, rezoning or allowing businesses is a terrible idea. NO mixed use/business interests. Residential properties only.

Worst feature has got to be our current elected officials. They are crooked and undermining the wishes of the community. And most likely involved in some kind of illegal payback from potential developers.

Yards that are full of weeds, or dying grass. Trash in the yards. We should have clean, well kept homes and yards. We have plenty of stores that can be walked to if needed. We don't need any more business. We don't need Big 5.

n/a

no knowledge

no proper landscaping plans for the areas along the new trail.

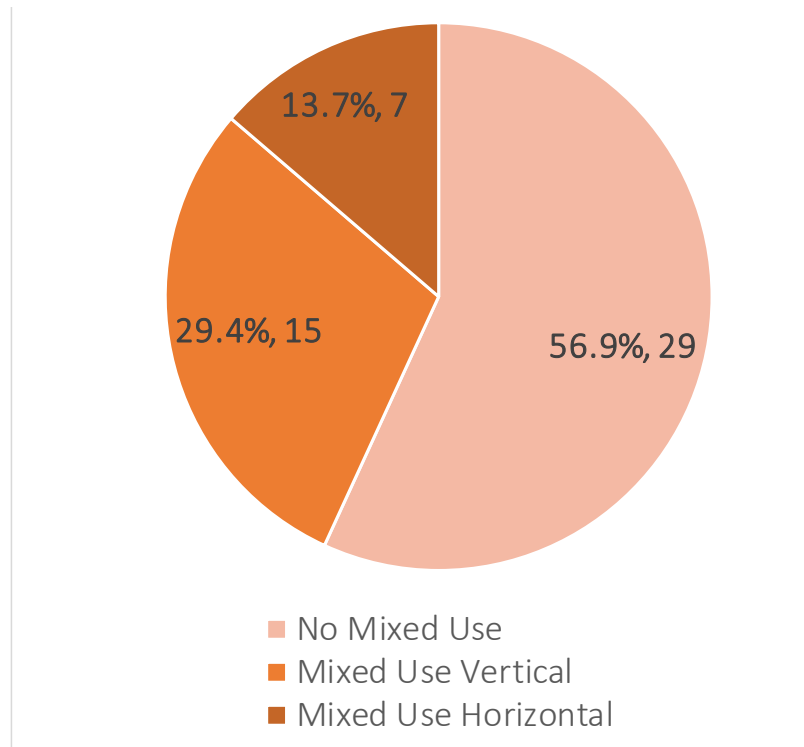
nothing

the lack of sidewalks and walkable routes. How old and worn everything looks.

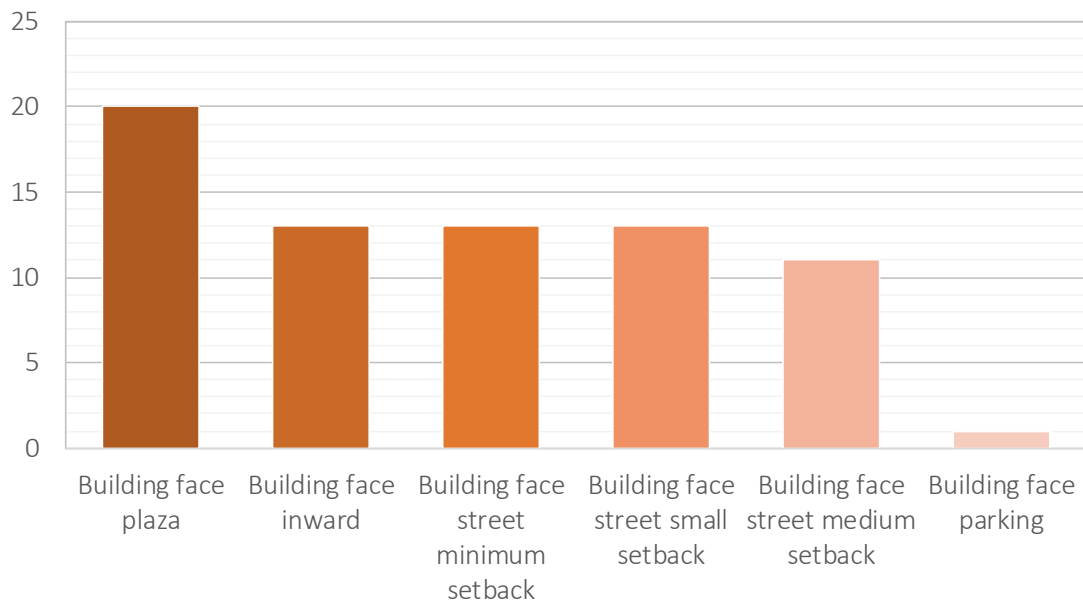
In addition to the comments, thirteen images were submitted by respondents. Please note that seven pictures depict a resident's home/yard and are not included for privacy reasons. Those pictures convey buildings in disrepair, with potential safety issues, as well as weed-filled and unkempt yards. The six pictures below show unkempt vegetation that inhibits walking on the sidewalks, fences, and on-street parking of large trailers and boats.



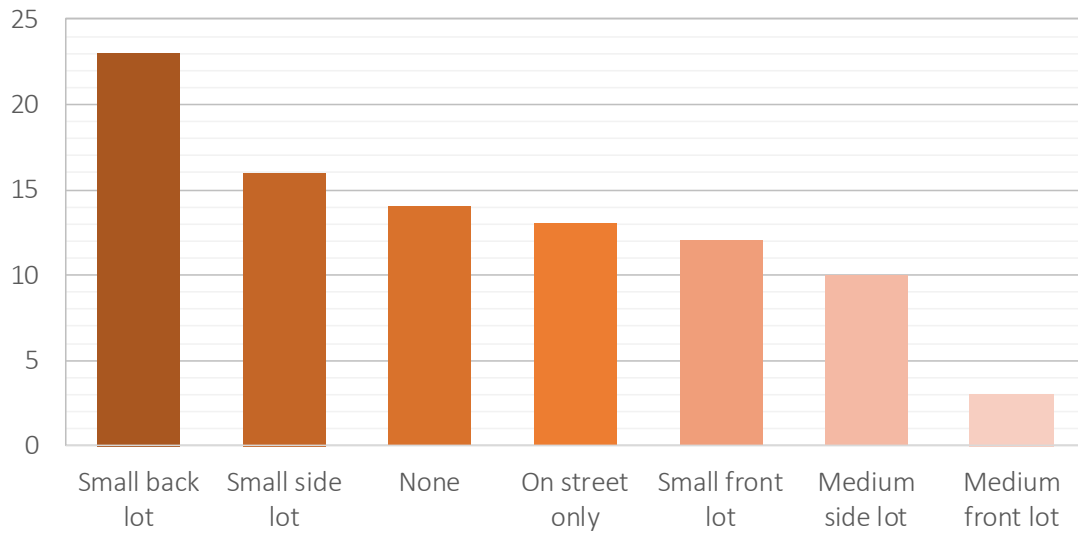
Q5. For a small-scale mixed-use area (residential and small business), what kind of building design do you prefer? (51 respondents, 51 responses, 2 skips)



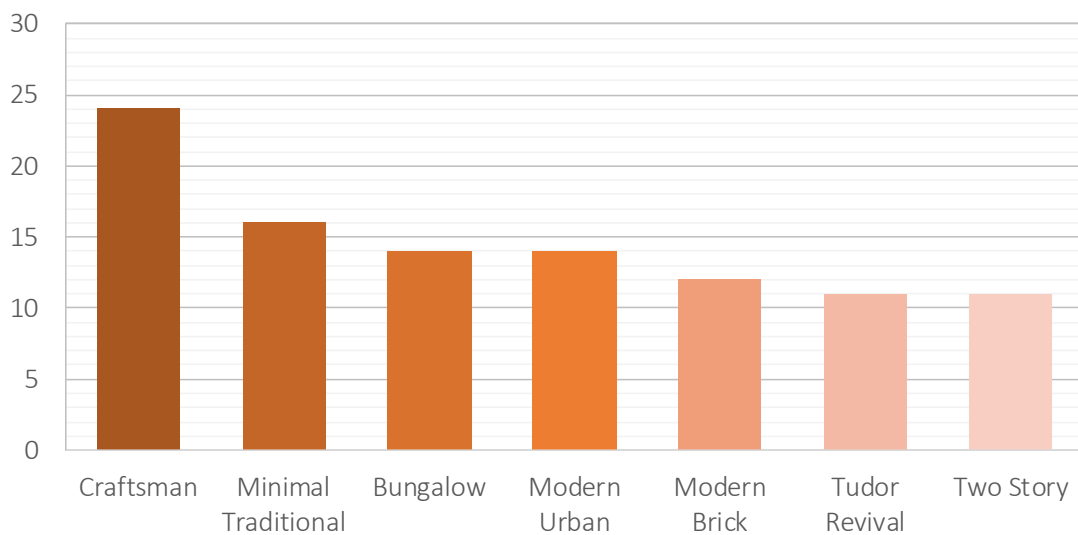
Q6. Building Frontage. What type of building relationships to streets or spaces are desirable for mixed-use areas in White City? Choose all that apply. (35 respondents, 71 responses, 18 skips)



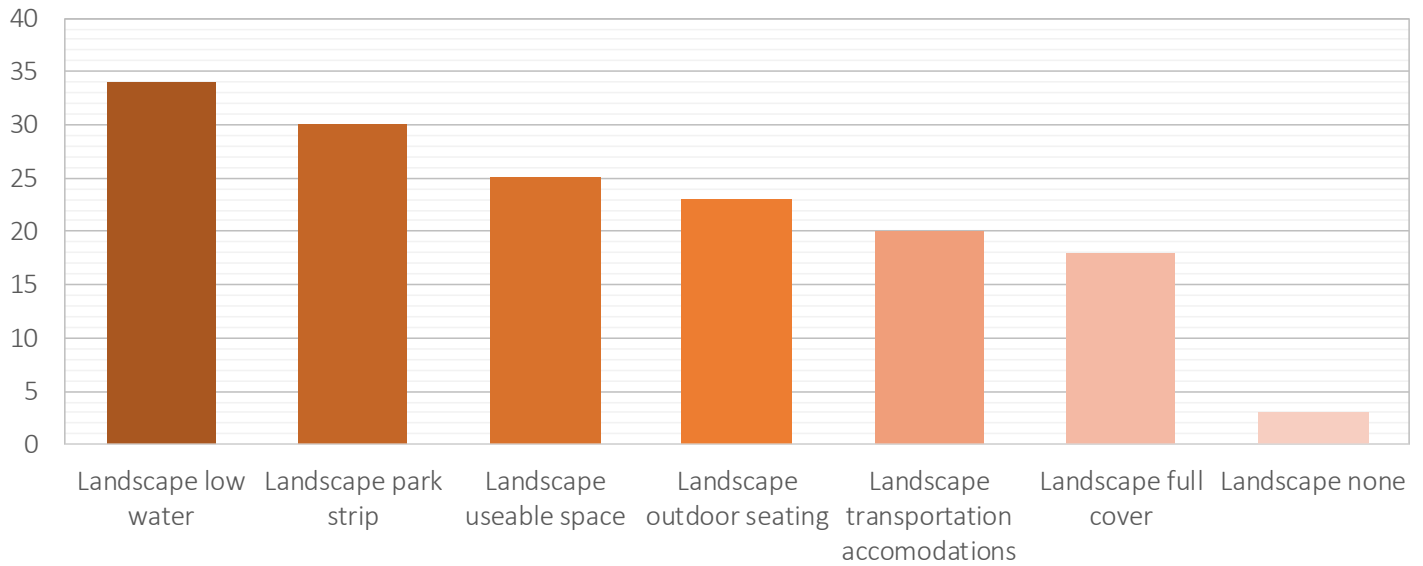
Q7. Which parking locations are desirable for mixed use buildings in White City? Choose all that apply. (45 respondents, 91 responses, 8 skips)



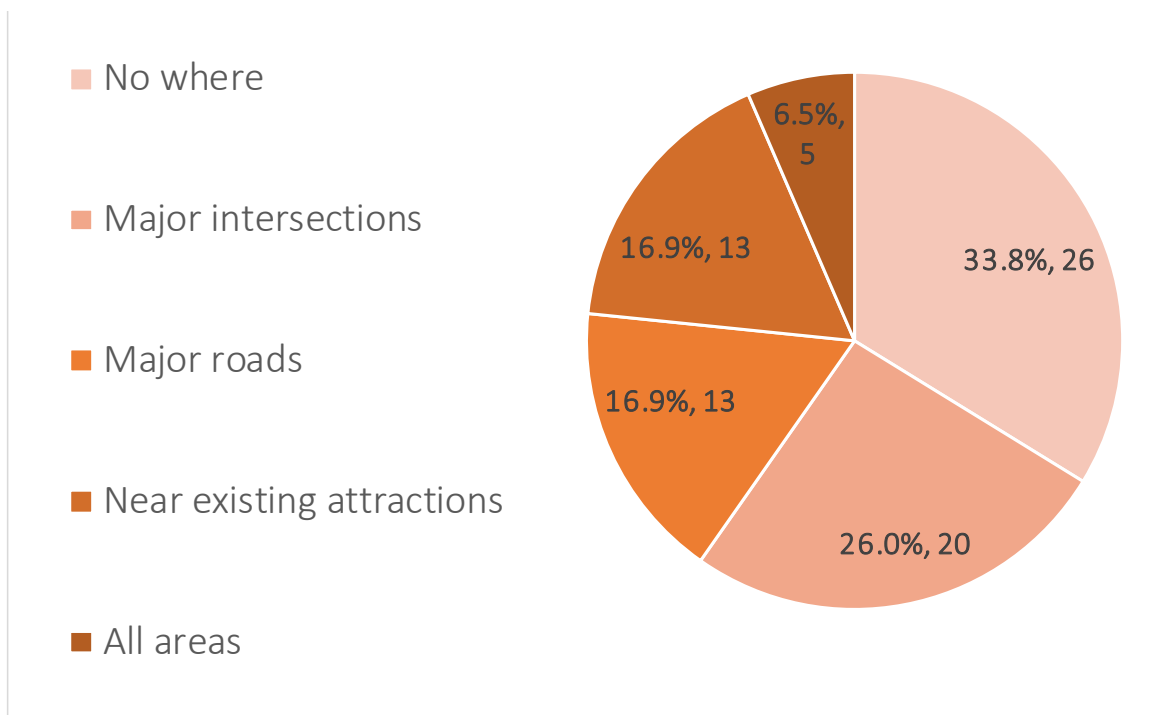
Q8. Select the mixed use building designs that fit the character of White City. Choose all that apply. (37 respondents, 102 responses, 16 skips).



Q9. What landscaping or public spaces are desirable for White City mixed use developments? Choose all that apply. (39 respondents, 153 responses, 14 skips)



Q10. In the future, where do you think it would be most appropriate to allow mixed use areas in White City? (53 respondents, 77 responses)



Is there anything else you'd like to add?

At most I'd be interested in a public use area on the south side of Dimple Dell similar but maybe not as big as Big Bear. Also maybe a small convenience store where I don't have to cross 700 or 10600

I like the small-town feel. Please don't advocate for making everything large apartment buildings or jammed-together townhouses.

Why are we continually asked about mixed use facilities when we have expressed each time that we do not want to loss any houses for mixed-use. Are you still considering eliminating houses? I must say that the pathway is fantastic and glad to have a sidewalks along Galena for pedestrians safety.

Improve what's already here. Stop coming up with plans that are going to pull people out of their homes!

I'd like the focus to be on affordable housing instead of McMansions.

Why do you keep trying to get rid of peoples homes? We have enough crummy strip malls and chain restaurants in Sandy. Let's preserve some neighborhoods! We all are wondering where you are getting the kickback from and want current white city elected people out of office ASAP! Crooks!

Please keep White city as it is. We do not need to become like the rest of urban cities. You think you are doing good by changing the feel of white city. It isn't needed.

We don't want mixed use in Whl don't know how many times we as a community have to make it known, WE DON'T WANT MIXED USE IN WHITE CITY!!! LEAVE. IT. ALONE !!!!! It is time for the "mayor" to step down. We need leadership that does not bow down to her. It is not acceptable for her to have her thumb on the other members who seem to worship her. There is something seriously wrong with that picture. New members of the community council are being shunned for speaking the truth. How unfortunate.

Most of the residents in White City do not want mixed use buildings in our township,that is not why this community was established. Why are we pushing this concept? I have seen mixed use buildings in Sugarhouse, the living spaces are filling up but many of the business are not in use, they have also built some mixed use buildings in Draper, some of the living spaces are occupied, but not the businesses. Maybe you need more input from the residents of the community. Many were not even aware of this plan!

No multi-family dwellings or business is in White City. Single family dwellings only with maintained property

Love the little 'police station' at 94th & Poppy. The crack-house look right next door to it is interesting. No code enforcement there either, I guess

I'd like to existing homeowner/landlords to clean up thei properties.

Leave White City as it is!!!!

We moved to White city because of the small town feel, the friendly neighbors, the walk ability, and the closeness to other places. Please do not make this area a mixed use area. We live on Hollyhock Avenue, just on the other side of 106th. We are very concerned about the effects of mixed use properties on the safety and desirability of our neighborhood.

just to be left as a ""bedroom community"" and to be encouraged to keep property neat and clean thank you

I'd like to keep the residential feel and relatively low traffic of White City and see more streetlights.

We became separate and didn't integrate with Sandy so we could stay united as a community and no one wants businesses we are a residential area that's what people believed wouldn't change so it would be very discouraging if we were misled into thinking we would stay a safe family residential community and be turned into Sandy that we didn't want

White City needs sidewalks everywhere, bike lanes, repairs to streets, gutters and curbs. Residents need to be forced to take care of landscaping and have no weeds and to repair their homes with new roofs and siding, paint, windows, etc. Streets should be modified for more trees, narrow in spots to slow traffic and attractive entrances into the town.

I like ordinances that make it harder to remove large trees, that encourage natural or artificial shade, that keep homes small, that encourage foot traffic over vehicles, and that protect darkness at night (so late night pedestrians don't lose their dark adaptation from blinding lights).

We desperately want a local pub or restaurant in the area. Something that we could walk to on cooler evening and actually enjoy within white city instead of having to go to Sandy or Draper.

No not at this time.

I wish we would have just merged with Sandy.

I grew up in White City, and I love living here now. Would love to see more life and modernization in the area.

Now more than ever with the rise of work from home situations, I think we will see the demand for walkability and conveyance of mixed use be a high priority for residents looking to move here.

This township was forced on us. We would have done better if we could have incorporated into our neighbor Sandy City. I'd like that to be a possibility.

Once again please consider what you have done to our neighborhood by allowing a walkway without protection for homes that back the walkway. Without privacy fencing - at least 12 ft tall - but 15-20 ft is really needed our crime will continue to increase, our children continue to be at risk, and no enjoyment had by those living along the walkway. Who wants to live in a fishbowl. Shame on the approval to move forward on this project without planning for privacy for the citizen's already living in the space!

White City is a suburb. Don't make it into a mixed use.

survey options, that don't have to have pictures. feed back that allows everybody to leave responses

I like White City to remain a residential only community without commercial development or mixed use.

Maximize Freedom and flexibility and limit corporate government oversight.

I realize that this ""community"" needs a tax base. In the long run the committees are going to do what they want. Asking residents to upload pictures is crazy. Especially the older residents. We need to keep our township clean and help neighbors with their property. We have residents that have junk all over the yards and have for years. Maybe that's a good place to start?

I'm not sure what needs to be said to make it clear that the majority of residents in White City want developers to basically leave us alone. The community has been successful for 60 years. NO NEW GRAND PLANS!

Create progressive areas to bond move ins to community. Keep home ownership in the community. Against realtors and investors buying properties and turning them into rentals or duplex's. I'm ok with residents who rely on short term rental income, with strict rules (ie No parties). Being owner occupied and renting part of the home helps insure that guest renters are screened. Ratings help insure that the home and yard is kept in good shape. Quality owners and guests contribute to the community.

We feel that this survey is slanted toward incorporating mixed use development into White City whether we want it or not. Is there anyplace in White City that is not already occupied by residential homes other than schools, parks, and churches? Who is volunteering to tear down their homes in order to add mixed use development? (All of the normal places for development have already been annexed into Sandy City.) We like the community as a residential community. Encourage clean and orderly residences/yards.

I think there are very few areas where mixed use could make sense in White City, but I am in favor of looking for ways to allow more home based businesses. If mixed use was incorporated I would support a model that allows a home to be used as a business, but also has to maintain a residential unit on site to maintain sense of community. Or not allow major changes that wouldn't allow it to easily be used as a residence by the next owner. And I would limit it to specific areas instead of community wide.

I am old-fashioned and like White City the way it is now with no changes. I have lived here for 35 years.

Area Needs and Priorities Survey Results

This survey is intended for residents of White City Metro Township and will inform White City's ongoing General Plan. Responses guide your neighbors on the General Plan Steering Committee in developing goals and actions related to land use in White City. Thanks for taking the time to help shape White City's future!

The survey takes approximately 5-10 minutes to complete.

Questions 1-5 ask about observations specific to different areas in White City. Refer to the map to identify the areas (the Character Area Map on page 47 of this General Plan). Consider a wide variety of likes, dislikes, and opportunities. For example, you can comment on the amount of crosswalks, neighborly relationships, yard maintenance, streetscape aesthetics, access to trails, the need for a specific road sign, etc. Why is this information helpful? Area-specific feedback helps the Steering Committee and planning staff identify spatial goals, such as "Improve street lighting in X area."

1. Consider the area around 10600 South. Please share anything you like, dislike, or see as an opportunity for improvement specifically in this area.

The South side of 106th South that have remained unused and vacant for more than a decade.

We need lights and sidewalks

We live behind the raceway which is generally quiet unless there is a parking lot event. The traffic and ambulances and fire trucks are noisy but we can live with the noise.

This area is appropriate for commercial development. An East/West commuter train could also be added to this area. Multi-family housing development in this area would be appropriate also.

The traffic light is too short for the crosswalk and you have to run to get across the road that needs to have a longer time frame

The street crossing for the bike trail sound be a raised street crossing with an island in the middle. This will create a safe crossing and slow traffic down

The only improvement I would like to see happen is people maintaining their property a little better.

The canal trail crossing at 106th is very cumbersome to have to go down to 700 East to cross. Often I just turn around at that point and am generally unwilling to make the crossing. I wish it was easier access to cross the street near the trail.

The canal trail crossing at 106th is quite burdensome. I often just turn around at 106th since taking the time to cross the street at 7th East is a perceived challenge. I'd like to see the gas station go and see more small businesses like the chocolate cottage.

Rezoning to multi family homes and businesses

Rebuild with a grocery store and shopping area, where the rock church was. Fill in that lot with stores.

Please keep it residential.

Please don't make the area on 10600 south mixed use. We like that it's all residential. We live on hollyhock and are concerned about what that would do to our block. We have little kids and would feel unsafe with businesses in our backyard.

Nothing comes to mind.

Nothing

Not in favor of any more businesses in this area.

No opinion.

Many homes have upgraded their landscaping. However, there are still many who do not maintain the property. Hundreds of thousands of people travel up and down 10600 South and see the images. Many of these properties are rental units and have such small front yards, driveways, etc. that it creates a hazard. Wider or curved frontal driveways would reduce risk and look better.

Like the single family homes on 10600 South. Keep that neighborhood feel.

Keep 106 residencial! People don't want businesses in their backyards.

I would like it if people would take care of their yards more, but otherwise, I like the area and don't really want to see a lot of change.

I think this area would be a good area for businesses.

I think it's important to preserve the rights of home owners already living up 106 South. I understand the desire to have more opportunities for businesses, but that shouldn't come at the expense of residents. A cross walk or other pedestrian safety measure would be a welcome addition at the intersection of 106 S and the Canal Trail. I witness many jaywalkers bolt across the road to get to the other side of the trail, and to be honest, I can understand. The cross walk at the light is quite a ways away.

I like the sidewalks on both sides and that we have trees along most of it. It's also nice to have the cross walk at 1000th east, the midpoint between the two big intersections.

I like the residential nature of 10600 S to provide a nice contrast to the busier Main Street area. It prevents us from turning into the awful garbage pile that currently is Salt Lake City. A strip mall is a great way to destroy the neighborhood.

I like the rec center on the south side. I like the nice wide road. Traffic moves nicely here. The left turn up near mcdonalds is a nice improvement.

I like the area the way it is now, as residential area. I don't want anything to change for it at all.

I like it how it is and would not enjoy it changing to a non residential area. Street lamps would be nice.

I like it as it is.

I know that commercial has been thrown around for this area, and I'm not completely opposed to it as long as it is well-planned and not a series of hap-hazard strip malls that are frequently vacant. It does depend, however, on how many homes are actually OWNED as opposed to rented.

I cannot think of anything that I dislike too much. 10600s is an easy to manage quick road to important arteries without feeling too crowded or obnoxious for what it is. When walking/jogging I try to avoid it as much as possible since it is loud and less pleasant, but it can be avoided without too much trouble.

Getting off the Canal Trail with a bike and trailer is difficult at many of the breaks at streets. I have to stop and wiggle Mike bike and my 2yr olds trailer around.. so difficult.

For the most part, I like it.

Encourage clean up of yards.

Dislike, this area is not congested as is and is only used as a raceways at night and early hrs of the morning. Widening this road will cause more problems and take lower income house away from people who do not have funds to buy hosuing in the higher market.

Better crossing for the canal trail. Ideally a separated crossing.

Add a crosswalk at the canal trail

A crosswalk would be nice where the trail passes on 10600 south (about across from Brews on 7th).

A code needs to be written and enforced for junk in yards and dead grass, weeds, etc. There is a definite difference between the North and South sides of 106th. We need sidewalk improvements and beautification.

10600 s. is fine to me. A little busy, but nothing that can really be changed. I really don't think commercial would do well along 10600 s. if that's what you are asking.

1. A lot of vehicles run red lights at 106 S. and Carnation. What can be done about this? 2. What's up with the vacant lot next to big five sports? What are the plans for this space? 3. It could always look better if people put a little more effort into their yards. 4. I dislike that crime is drastically increased in our area.

2. Consider the area around Sego Lily Drive. Please share anything you like, dislike, or see as an opportunity for improvement specifically in this area.

We need to add sidewalks along Sego Lily Drive, there currently are none. This would make it easier for students to walk to and from schools safely, also make it safer for people to walk up and down the street as well.

We need lights and sidewalks

traffic control would be nice.

This would be a great boulevard. There's plenty of room for trees in the middle which would make the street feel more like a neighborhood and community rather than a busy throughway.

This road would be a great boulevard. There's room for trees in the median and would help improve the feel of the community.

This is a very busy road that is frustrating as a vehicle and as a pedestrian. I'm unsure of how it could be improved. Sidewalks is probably the biggest improvement. I feel uncomfortable driving it. "Will I hit someone?" "I'm going too fast, crap." and "Shit, another crosswalk." are common thoughts. Overall, it does not seem to be an intuitive road. There are sections where there are no sidewalk, which I think is the maybe most of the problem with it feeling uncomfortable, as both a pedestrian and as a driver. With the new Canal Trail, there is easier access to walk Segó Lily. Once free from the protected trail you emerge right on a road that's much bigger than a normal side-residential road where it wouldn't be a bother. You are left either walking a bit into people's front yards, or gambling your life walking on the road-side of parked cars. I avoid Segó Lily as both a driver and pedestrian as much as possible.

This area needs sidewalks!

There needs to be a traffic light at the new crosswalk that was installed on segó Lily after the trail opened up people disregard the lights and blow through the crosswalk it is quite dangerous for people to use. The city and eastmont need to get together about the traffic conditions in the morning of parents exiting eastmont from the top parking lot. There is a no left turn sign and parents will turn right and then flip a u-turn on segó Lily to continue to go East which causes even more traffic problems in the morning. There needs to be sidewalks all the way down segó Lily they're also needs to be a cross guard at the top crosswalk for eastmont closest to 1300 East for students use. The car eating manhole covers going east of segó Lily. Street lights

There is a tall stone fence on the corner of Segó Lily & Poppy Lane (northeast corner) which makes it impossible to turn from Segó Lily onto Poppy Lane safely. If there is anyone walking there or even a car parked there, it would be easy to have an accident.

The speed limit is way too low and varies from the parts of Segó Lily that are in Sandy. It would be nice if White City and Sandy would work together to plan Segó Lily so that it's consistent.

The road could use repair - like a good rip out and new, not another coating-- its extremely rough. Other than than that, I LOVE this area and have lived here for 21 years - and directly across the gully since I was born. I do NOT want any changes to structures, traffic, housing, ect. Leave us alone... PLEASE.

The majority of properties surrounding this area are residential. This area should remain primarily residential. Some multi-use zoning could possibly be appropriate though restrictions would need to be made to maintain the integrity of the community. Honestly, the road needs to be completely revamped. I personally believe sidewalks on both sides and remove the center turning lane!!! Flow of traffic WILL slow down. If studies have proven this to be true then let's go with studies!! I support East/West single lane traffic flow, no middle 'turning' lane, bicycle lanes both sides (painted), side walks, curb and gutter on north and south sides of the street! Center island with trees! Yes, let's make it look as charming as we KNOW our community is!!

Sidewalks, traffic calming\slowing improvements

Sidewalks would be a good think to have on segó lily drive. Kids walk to school on the side of the street right now.

Sidewalks on the West end would be nice. We should coordinate with Sandy City to make Segó Lily where it runs through White City, consistent with Segó Lily where it runs West of 700 East and East of 1300 East.

sidewalks needed.

Sidewalks are needed

Segó Lily Drive seems fine and does not need any improvements.

Seems okay.

Same as above. It is nice to drive around an area where families can come together.

Safer/easier turning out of the smiths parking lot to Segó Lilly going west.

Put this road on a diet and give it bike lanes and sidewalks! It is so scary to try and walk or bike along here.

Please put in more measures to slow drivers down. A sidewalk would also be nice.

Not in favor of anything more being built in this area. Do not want any high density housing going in anywhere in this area.

Needs sidewalks

Needs curb, gutter, sidewalks where missing. Needs proper patrol and landscaping to reduce speed and minimize dangerous driving habits.

Need sidewalks.

More street lighting is needed on the major artery. Also sidewalks need to be all the way through the area, not just from 13th to 10th. Also they need to be on both sides of the street, not the plan that showed a combo bike path on one side. Speed is still an issue on the street, any plan to increase the speed limit is not a good idea. They already go 10mph over the speed limit.

It would be nice to have sidewalks all the way down both sides of the street, and maybe more street lights. I don't want to see any zoning changes or significant widening of the road. A slightly increased speed limit would be nice!

I would like to see the houses and yards looking nicer. Some of the neighbors exteriors and yards just look so trashy and make our neighborhood look ghetto. Every person could receive money that they have to use on the exterior or front yard?

I would like to see sidewalks running the full length.

I would like to see sidewalks on both sides of the road. Maybe more speed bumps, I don't like how everyone treats it like a speed way.

I would like to have sidewalks.

I truly do not drive on Segó Lily often. It seems like a good road. Some corners are a bit hard to see around, but not much can be done in that regard.

I love the new walking trail. Segó Lily needs bushes trimmed and Flint Drive badly needs speed bumps.

I like the width of the street

I like the lower speed limit. It helps the neighborhood feel safer. Crossing guards working at the bottom of the hill near Eastmont Middle school report frequent speeding possibly due to the steep hill facilitating acceleration.

I do not use that road frequently and have no strong opinions on its use at this time other than to note that if any commercial or multi family development is being considered, I would prefer not to have lots of high-rise/density multi-story buildings.

Have people clean up their ugly yards and old cars. Better lighting all along segó lily. Have something out for people that think they can go 40 in a 25 mile zone.

Exact same. I want it to stay the same. White City is already developed, we don't need to change things.

Dislike the slow speed limit. Should be 35mph

Dislike the fact people treat Segó Lily like a race track. Also I would like to see sidewalk all the way up and down both sides of Segó Lily.

Change speed limit to 35mph between 700 and 1300 east

Bike lanes and sidewalks would be a nice addition to this street

Better sidewalks would be nice.

Add sidewalks on both sides where there are no sidewalks.

A nice road to bike and connect to other major roads and trails.

1. I'm disappointed they're putting in another car wash, across from 7-Eleven. Seems like the last thing we need in a desert. 2. The White city water improvement District work yard sure looks like a big crap heap.

3. Consider the area around the Canal Trail. Please share anything you like, dislike, or see as an opportunity for improvement specifically in this area.

You should make it easier to cross Larkspur with a bike. The access pinches off to where it is difficult to negotiate it on a bicycle.

Wonderful addition to this community

Weed control in the summer

We need some landscaping attention! The trail especially between 10600 and the gully is a minefield of goat heads. We enjoy the trail immensely and appreciate all the effort that was put into getting developed in the first place and use it frequently, however the goat heads and stickers are a huge nuisance and make it very expensive to enjoy the trail on bikes because of the expense of replacing tires all the time.

We need lights and sidewalks

We have property that borders the Canal Trail and have had no problems with it. We see it is used very regularly and are happy about that, although we haven't used it yet.

TREES!! Plant trees along the path .. shade & sitting tables. Work out stations! How about an air compressor for bicycle tires? Goat head thorns!! These need to go!! How about a water station .. you know, someplace you can fill a water bottle? Also.. safe access to the gully would be nice! You know ... a designated access area near the bridge .. on both sides!

Too many bright lights along the path at night, either from backyards or the sports field lights from the nearby park.

This has increased the homeless and drug use. The trail needs to be maintained for weeds and needs to have some type of crime watch. There needs to be a mitigation plan for goatheads. These weeds pop bike tires making the trail not as desirable to ride. More green space next in areas there is room next to the trail would help.

The trail is lovely. Personally I am not fond of over-manicured landscaping. It feels like a departure from the natural local vegetation that should be grown, but I am probably an outlier. I hope in the future the trail will feel less like new construction and will gain some larger vegetation and mature plants. Rosehips, scrub oak, sagebrush, and other native grasses would be great additions. I love seeing more low-water, and biodiverse areas to improve the valley for wildlife and overall natural health. (We must give more homes for local insects and of course, quail. :D)

The trail is almost unusable to ride bikes on because of how many goatheads are always on the paths. I've gotten 3 flat tires on that trail, and now I just stick to the roads instead of using it.

The trail has had some nice improvements lately.

The cross walk passing Larkspur Drive is extremely dangerous. Drivers come speeding down the road and the path crosses at a slight hill. Drivers will not be able to see pedestrians from a distance and I see this area as very dangerous. Maybe put in speed bumps in this area to slow drivers down. I love the new addition of the trail. Good work to everyone involved! Now just some minor improvements needed.

The canal trail really needs to be xeriscaped. There are tons of bikers and walkers with dogs and the area is over run with goat head weeds. Considering that is what the trail is for the weeds are dangerous and costly. We have popped several tires on our bikes when riding this trail.

The canal trail needs better functioning and better signed crossings. The Galena crossing is too far from the main trail to be discovered. The whole trail needs better maintenance to remove goat heads and other weeds. Please provide landscape, especially trees! The trail is too exposed to be useful during the summer.

The canal trail is a great addition to our community. I would like to see some type of landscaping or just general maintenance done, such as weed control, controlling people who are throwing their cut tree branches over their fence to get them out of their yards, etc. I also would like to know if the trail will be maintained in the winter so people can still use it.

The Canal Trail has been amazing since it was completed, however it's absolutely full of goat's heads/thorns. I am always hesitant to take a bicycle on this trail or even my dogs because there's such a high chance of getting a thorn. In addition to getting rid of those, it would be so nice if this trail were landscaped a bit more. The bridge over Dimple Dell is amazing!

The canal in its entirety needs park benches every so many yards lamps or lights a crosswalk painted on the asphalt and crosswalk lights put in on larkspur drive at the canal trail. There needs to be fence and vegetation put in in the Gap along carnation by the bridge on the south side of the neighborhood. Safety fence on the south side of the bridge like there is on the north side of the bridge right at the entrance of the bridge. Use the space along the north side of the trail just past the bridge as a possible community garden ran by community residents we have so many talented people that could do that and so many residents that could use that garden or a community garden somewhere inside of White City

Soooooo many goathead thorns. Helping people privatize their back yards. Landscape this area

Some people's yards reek of dog poo. This isn't pleasant while on a walk. Speaking of dogs, please put up doggy bags for people to pick up after their dogs and trash cans. If people can't clean up after their dogs please prohibit dogs on the path. Benches would be nice along the path.

Possible needs include weed control and landscaping. The trail is nice although privacy has been lost for residents whose backyards line the trail.

No changes are needed

Needs plants & trees along entire path. This would not only increase the beauty of the trail, but would provide needed privacy for the homes on the trail.

Love the trail. Would pimento see better weed control along it.

Love the trail! I love the new paved trail and bridge. My only concern is the pokey weeds that have been taking over. I've gotten a couple of flat tires along the trail.

Love the new bridge. Like the homes and quiet neighborhood feel.

Lights and poop bags to encourage owners to pick up after their animals

Lighting along the trail, that is directional and on a motion sensor, with the exception of the bridge, that should have lighting on at night. Keeping the weeds down and the goats heads under control will be a good idea. The trail is fantastic

Leave as is

Landscaping

Keep the weeds and trash cleared. Keep it simple, natural.

It would make the trail much prettier and more relaxing if the backyards of several of the homes along the trail could be encouraged or helped with getting fences. Some of the backyards are very concerning. The first time we walked the trail, we were actually shocked at how some of the yards looked - yikes! Wondered if we should call DCFS or other authorities to check things out for safety.

It needs to be maintained- they let goat head thorns grow and now they are in yards, in bike tires, shoes and pet paws. They sprayed them, which is worse bc once they die you NEVER get rid of them. Very angry about this, as I tore up my entire yard to get rid of them and now they are back. I am also angry that between Segoe and Galina, they built the trail up so high and all of my privacy is gone. And to have to pay for a fence extension is expensive AND I have to get a building permit. If my privacy was secure and the weeds were gone, it would be perfect.

It is ABSOLUTELY irresponsible of the Township, County, and City to not have a privacy wall for residents whose backyards back the canal. The privacy and safety of residents should be the #1 priority. It should not be the homeowners responsibility to put up a wall for a PUBLIC walkway. Taxes should cover the expenses. It is a nominal one time expense to the citizens as a whole for the benefit of the walkway. If the county and public want a walkway, hey should pay for the comfort, privacy and safety of that walkway to the citizens most impacted by it.

is it possible to provide grants/funding for fencing in people's backyards? some of the homes do have nicer front yards, but their back yards leave the impression that this is a "run-down" community. Not everyone has time to focus on backyard landscaping, and a fence would help with community image. PLEASE provide more garbage cans and dog-baggie stations. I'm not a fan of all the dog poop that people don't pick up. Also, the goat heads have wrought havoc on bike tires! They need to really be pulled, not sprayed so they just go to seed!

I would like to see more greenery and sitting places along the trail.

I wish there were more uniform fences- I feel bad seeing into everyone's backyard. Also, some more lighting at night would be nice.

I very much appreciate the Canal Trail and the new bridge connecting the two sides over the gully. I think increased lighting could be good just for safety purposes along the trail. I have often wondered if neighbors along the trail would benefit from being offered a tall privacy fence, as some of the existing walls are quite short and don't provide much privacy.

I really love having access to this trail and use it almost daily. I'd love to see more landscaping done trailside. Planting some trees to provide shade and some native plants alongside the trail will not only add beauty but hopefully reduce invasive species like goat heads. Goat heads should be sprayed for, they are a problem! Also crossing Larkspur can be very difficult on a bike, too tight of turns to stay on the trail.

I love the trail! I get scared, as a 27 year old woman, to go in there alone though. Maybe some patrolling could be nice!

I love the paved trail. I think we need a fence, to keep the property's that back the trail, save and some privacy

I love the new bridge! It looks great and makes it so easy to access the other half of White city!

I love having access to the canal trail and use it daily. I would like to see more landscaping alongside the trail with trees to eventually shade the trail and native plants to both beautify and keep invasive species, like goat heads, at bay. The trail should be sprayed for goat heads, they are a real problem. Crossings are generally good, but Larkspur crossing can be very awkward and difficult to navigate on a bike, the turns are too tight.

I like the recent upgrades to the trail with crosswalks. It

I honestly haven't used it all that much, but it always seems to be fairly dark on the trail, which is a little concerning near sunset/night.

High fences around unkept yards

Great value in having this to use. Encourage more use. For safety purposes it might be wise to install cameras so illegal activities can be reduced.

Getting off the Canal Trail with a bike and trailer is difficult at many of the breaks at streets. I have to stop and wiggle Mike bike and my 2yr olds trailer around.. so difficult.

Get rid of the goat horns!! They are horrendous!

Get rid of puncture weeds.

Fun recreational activities.

Enjoy walking on the trail. We like the connection between the north and south areas of White City. Encourage dog owners to clean up after their pets. Maintain and control weeds.

Dislike: - lack of safety for anyone after dark (no lighting, cameras etc) - lack of privacy provided by construction of trail Like: - ease of access

Better fencing so we can't see everyone's backyard. Also, so many goat heads! Let's get that under control so I can stop popping my bike tires. Maybe rocks in the canal to help keep weeds down.

1. Better maintenance with removal of the weeds. Put in plants that are Desert friendly. 2. Trash cans at Each intersection where the trail crosses over the street would be great. With Plastic bags for dog poop removal 3. At Carnation right above 7th east right before you get to the bridge they need to paint a crosswalk there. 4. Maybe in the middle of each trail you could put a bench for people that are walking to rest on or take a break.

4. Consider the "Southern Spur" area - the agricultural area south of 10600 South (marked "B"). Please share anything you like, dislike, or see as an opportunity for improvement specifically in this area.

We should have s more distinguished entry and maintain the space for horse property. Keep it residential unless it more than 60% of the space is not used for horses. Then we should consider options of semi condensed housing and commercial.

We need lights and sidewalks

Used to be beautiful, but they really let it go. It's a shame. The owners should either care for it or move on.

This looks like something people would want to develop, but we really DO still need some open space, and the horse property isn't causing any problems.

This area is great and I hope it doesn't change. I like living close to horse property and farms.

This area could be developed for commercial use. It is ideal without taking people's homes away from them.

Support those keeping animals on their land.

Seems fine from driving by. Can think of no improvements or changes needed.

Provide incentives for people to not develop/ subdivide there horse properties. Such as land trusts or tax benefits

Preserve it! Do something with it for the public, like Wheeler Farm or a U-pick orchard. DO NOT develop it for retail. That would just sit empty and look bad. If it must be developed keep it residential to help the housing shortage.

Our kids love taking walks to see the horses! We hope that the horses will remain!

No changes please

Nice area

Love the remnants of what the area used to be. Nice to have the horse trail nearby.

Let this agricultural section in the southern spur stay an agricultural section please allow for the contemplation of a community garden

Leave it the way that it is.

Leave as is.

Keeping this area as an agricultural/horse property is essential. We are so fortunate to have this in the area adjacent to the horse trails in Dimple Dell.

Keep it as it is.

Its good.

Is this land owned by White city? Seems like a prime opportunity for a small retail strip. Right now it's just a big weed patch. It looks bad and just causes more weeds in the area around it.

Is this area still zoned as agricultural, before you do anything wouldn't that area need to be rezoned.

Is it agricultural? Or is there some commercial dev there?

If White City wanted to add Business Tax revenue. I feel like this area would make the most sense.

I'd like to see this area remain as is. The residents seem happy to be part of the community. I would only suggest the look see at possibly paving 1225 E.

I think that area should remain the same. I'm glad we have some agricultural land in White City, and I think we should keep it, as other cities have been getting rid of theirs.

I think if you are going to zone something commercial, this area makes the most sense. That being said, there are very few areas left on this side of the valley for agriculture uses and it would be a shame to see this area disappear. Would be nice to see some kind of agriculture protections put in place that keep that land agriculture no matter who owns it.

I see this becoming a good spot for commercial purposes. Perhaps mixed-use development with first floor businesses and residential above. I'd love to have a more natural grocery store close to home (Trader Joe's, sprouts, etc).

I see this as an opportunity for growth with a commercial influence. Perhaps mixed use with commercial on the main floor and residential above. I'd love to see a more natural grocery store come, like trader joes or sprouts.

I like that it is more agricultural/horse property and would really like to see it stay that way.

I don't know much about this area.

I don't know much about this area or utilize it. No comment.

I didn't realize that was part of White City boundaries. I do not have any suggestions at this time.

I am not directly involved in anything utilizing that area. I think it is important to listen to the voices of those who do. I know having an area for horse related husbandry is important to many. These type of spaces are becoming rare as urban sprawl continues, and I believe that area is worth preserving.

Honestly, this is a tough one to say but, that is prime multi-family dwelling property. This area could have property that has businesses on bottom level and housing above. Think .. karate dojo & owner lives above; coffee shop & owner lives above, palates studio & owner lives above .. the list goes on. Bakery!! Oowner lives above! Covered parking/garage included.

Don't know much about this area.

Didn't know this area existed.

5. Consider the other residential areas (properties not bordering 10600 South, Seago Lily, or the Canal Trail) (marked "A"). Please share anything you like, dislike, or see as an opportunity for improvement specifically in this area.

We are on the South side of the gully, so most of my thoughts are in regard to this half of white city. I think more efficient streetlights are greatly needed. On Buddlea Drive, a fairly large and often used road, there are not many streetlights, and some of the existing lights have not worked since we moved in. It seems more and more we are hearing about attempted break ins, people snooping around yards, and car break ins/thefts. I believe having more streetlights could greatly help discourage such behaviors. Additionally, I think it would be well worth looking into streetlights that angle light downwards to help reduce light pollution. We live in a great area, there are ways to improve safety while maintaining our beautiful night skies.

This area does have a lot of people violating zoning ordinances by having more than one family per home. (That can lower property values) ANY development here would lower property values. The only thing I'd like to see would be more parking for people using Bear Park.

The section of Poppy Lane between Sego Lily & Galena is used as a speedway. The speed limit is 25 mph but, cars are traveling much faster than that...especially around the curve on that section. Since this is one of the main streets that runs through White City, a speed bump between 9884 & 9874 running between 9889 & 9881 may solve this problem. Also, the stop sign on the south east corner of Galena & Poppy Lane is often covered by the tree on that property and needs to be cut back regularly. People tend to not stop there because they don't see the sign....especially when the leaves are on the tree.

The only complaint I have is the lack of people who don't maintain their property, such as junk everywhere, non running unlicensed vehicles sitting in their yards and on the street. At times you can't walk on the sidewalks because of trees and shrubbery blocking it. I don't expect anyone to keep a home and garden yard, just tidy and maintained.

The gully is great. It would be nice to see this improved. NOT developed but kept up for trails and walking etc.

The deep road dips are annoying, but I don't know if that's mandated by a superordinate entity - if these could be made shallower and all speed bumps removed, that would be preferred. I would like to see fewer offensively bright lights at night, these are irritating in much the same way as very loud sound is.

Square off corners. My home sits on a corner and people speed thru and cut the rounded corner ALL the time!! Sidewalks!!!

Some residents may benefit from knowing more about programs that support house and/or yard maintenance.

Some areas seem dark and could use more streetlights. The addition of sidewalks on Carnation heading east from 700 were a great improvement and it would be nice if sidewalks could be added in other areas where they are lacking.

Some areas are extremely run down. Im not sure the best way to fix these areas, however it would be nice for some improvement.

Sidewalks on at least one side of the road would be nice.

Sidewalks & stop or yield signs at cross-sections

Sidewalk corners do not always allow for strollers, wheel chairs and bikes to go off on a ramp. We end up clunking off the edge. It would mean so much to have each corner shaved down so we don't have to deal with this problem anymore!

Side walks could improve the neighborhood areas, along with additional lighting.

Roundabouts at all the stop signs on Carnation. Small roundabouts not giant ones with huge art and landscaping stuff in the middle. Keep it simple.

Property maintenance in some area is becoming a problem. More attention to high weeds, junk cars, junk under tarps in the front and side yards, and trash in general needs to be addressed and enforced. These unsightly homes bring everyone's property values down, and creates an unhealthy environment.

Please put more lighting in the side neighborhoods and better lighting in the neighborhoods.

No changes.

Need to clean up yards at least maintain a clean weed free front yards

More sidewalks would be an added benefit to the neighborhood. I could also like to see corners updated to modern corners and not so rounded to help prevent people from cutting corners as they drive.

More night time lighting is needed throughout White City. Better sidewalks are also needed.

Many of the residential areas feel pretty unkept. I think that the intersection of Larkspur and Violet Drive should have a stop sign. People speed through this all the time and I've almost been hit before.

Love the feel of this neighborhood with single family homes a neighborhood pool, park, and elementary schools nearby in safe walking distance.

Leave these areas alone, no business, no high density housing at all.

Leave our neighborhoods as they are. We like them.

Keep White City safe, clean, affordable.

Keep them as they are

It would be appreciated if homeowners and occupants would be required to keep their front yards looking nice (weeds less than 6" high, lawns mowed, junk removed, etc). We would welcome enforcement of this rule.

I'd love to be able to do AirBnb at my residence if I choose to do so.

I would like to see the houses and yards looking nicer. Some of the neighbors exteriors and yards just look so trashy and make our neighborhood look ghetto. Every person could receive money that they have to use on the exterior or front yard?

I would like to see more street lighting. I would like to see a stop light at 9400 South and Poppy Lane. If we were to have to evacuate quickly for any reason, those of us north of Galena Drive would never make it out of White City. I have lived here for 60+ years. Many attempts have been made to put a Stop Light at this intersection, all to no avail. We have one street light on Emerald Drive, none on Amber Lane, or Garnet Drive. The only light is from individual house porch lights. Poppy Lane hasn't a street light either. Very dangerous situation.

I would like to see code enforcement go nuts and cite everybody in White city. This area is especially bad. Looks trash quite a bit of the time. Far too many cars on the street. Multiple families living in a single-family residence. All of these things should be cited. Yards with weeds that are out of control. Dilapidated fences, houses that look like nobody cares. If the homes are owned which city should offer help to those individuals or get volunteers to help with yard cleanup and home maintenance. If their rentals the landlords should be cited for lack of maintenance.

I would consider these areas the heart of White City. Beautiful area, continued street improvement would be nice.

I think they are just fine. They are residential areas just like any other part of this side of the valley. People maintain them as best they can. Although White City does an awful job with maintaining all the surface streets... potholes everywhere.

I think our city looks great, and is great. I don't think we should change anything at all.

I love my neighborhood. Keep it how it is.

I like that they are more affordable houses, and I really don't want to see a lot of change. I don't want rezones, and would like to keep the character of the area that it has now. I would like more street lighting because some of the areas feel really dark.

I like it.

I generally really enjoy not having sidewalks in my neighborhood. The streets are quiet and wide enough that I don't feel like my safety is threatened, or my children. Although larger or busier streets should have sidewalks, like Poppy drive to access the park. Some homes can be unkept, but I don't know how to improve that. Buildings should have restrictions on height and character to match what is already here. I'd hate for an older home to be taken down and to build some new tall, big house that is not in character.

I generally am okay with no sidewalks in the area as the roads and streets are quiet enough and I feel safe. I like the neighborhood feel with no sidewalk. However main arterials or busier streets should have them, specifically on Poppy Drive to access the park. There should be priority for new construction to match the height and character of current buildings. I'd hate to see some older homes torn down to build new, tall, out of character homes.

I dislike the lack of street lights.. Also there should be a four way stop sign at onyx and poppy lane. The large dips make the N/S bound traffic slow down and it confuses people.

Help those on the canal trail to privatize their back yards

For people to have clean front yards and side yards and more information either mailed or stuck to the door of the home that you do not park on the road from November 1st to April 1st. And for people not to park over the sidewalk with car sticking out of their driveway and also the sidewalk from Carnation to sego Lily that gaps the road and bridge over the goalie on 7th East needs to be shoveled and snow removed during winter months. There needs to be stop signs put at the end of road such as hibiscus and amaryllis and verbena and amaryllis they're also needs to be more Ada accessible sidewalk entrances. stop sign should truly be put on the ends of every street that doesn't already have a stop sign

Encourage clean up of yards. Continue to repair/replace gutters and sidewalks as funds allow.

Big Bear park traffic flow is awful during regular years. Need separate in/out or additional parking lot in NW corner. Overall, it's a good community, but the population and traffic is growing. We don't need to do things that would attract even more people and traffic.

All roads need to be lined with side walks. Those properties not maintained need to be assessed if left derelict for more than 3yrs. We need to offer assistance through our community for elderly or disabled to help out and those unqualified for assistance should be fined by the county.

Adding sidewalks on all streets, more street lighting

Add sidewalks and bike lanes to key streets, such as Poppy, Galena, Flint, Carnation and Larkspur. Need a continuous system for people to use and feel safe on these thru streets.

A1 - A area on 9400 South —> prime commercial area A2 - A area bordering 700 East, south of the gully .. multi family housing similar to what is currently south of there. This area could be transitional .. multi family housing that transitions into duplex .. that transitions to what is currently there. A3 - A area where Carnation intersects with 700 East .. possibly multi-use zone? I can envision a small cafe, coffee shop, breakfast shop, childcare facilities in this area. Again, transitioning to the Quaint and Charming Neighborhood Township that is White City Township. A4 - A area west of canal, north of gully and east of 700 east and south of Tulip .. multi family housing in the form of duplexes & fourplexes. NO APARTMENT COMPLEXES!! AND NO HOUSING BUTTING UP AGAINST THE GULLY!! But, dang, that could make it very valuable housing with the nature walk RIGHT there!!

A stoplight at Larkspur and Violet Dr. Both roads feel like the “main road” and I see a lot of careless drivers speed through that intersection (especially on Violet Dr.). If it was clear one direction or the other is the through street, or make it obvious to treat it as a four-way (I know it already should, but it isn’t always observed.) The upgrades to Carnation off 700e are amazing. For years that narrow section of road has been a disaster waiting to happen for pedestrians accessing 700e and the park. With the additional sidewalks it is SO much safer. However, now that the (amazing) sidewalks have been added, I am concerned that the south-east corner is not wheelchair friendly. (It wasn’t before either) The stone sound-barrier/fence from 700e extends into the narrow sidewalk. I hate to disrupt the house on that corner any more than necessary, but the sidewalk is still narrow. Is it ADA compliant? If it is, great, ignore more. :)

6. The following statements have arisen from previous public feedback and Steering Committee discussions. How are important are the following?

	<i>RESPONSE</i>	<i>PERCENTAGE</i>
Preserving White City’s agricultural land, especially the ability to raise and ride horses		
Very important	28	37.8
Important	15	20.3
Not important but generally in favor	24	32.4
Not important and not in favor	7	9.5
SUM	74	100.0

Preserving the single-family bungalow, ranch, and minimal traditional style housing characteristic of White City.

Very important	48	64.9
Important	14	18.9
Not important but generally in favor	6	8.1
Not important and not in favor	6	8.1
SUM	74	100.0

Supporting at-home businesses whose sales tax revenues help fund capital improvement projects in White City

Very important	20	27.4
Important	28	38.4
Not important but generally in favor	18	24.7
Not important and not in favor	7	9.6
SUM	73	100.0

Protecting and valuing natural resources, such as the parks and trails.

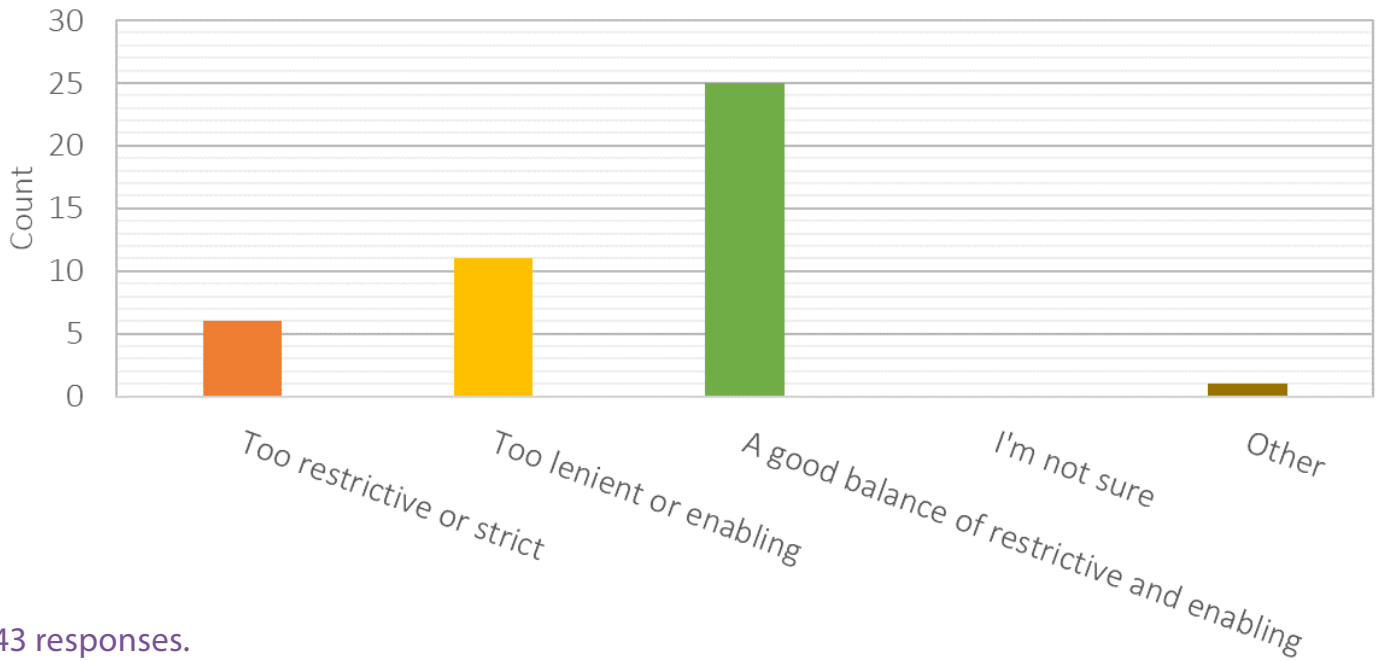
Very important	61	83.6
Important	7	9.6
Not important but generally in favor	4	5.5
Not important and not in favor	1	1.4
SUM	73	100.0

Respecting individuals' rights to use their properties.

Very important	41	55.4
Important	23	31.1
Not important but generally in favor	9	12.2
Not important and not in favor	1	1.4
SUM	74	100.0

Item	Very Important Responses
Protecting and valuing natural resources	61
Preserving single-family housing character	48
Respecting individuals' rights to use their properties	41
Preserving agricultural land	28
Supporting at home businesses	20

7. Land use policies in White City are:



8. What do you believe local government's priorities should be with respect to the development of private property?

RESPONSE *PERCENTAGE*

Developing design standards so that new structures and/or remodels reflect White City's existing character (bungalows, ranch, and minimal traditional style homes).

The highest priority	22	29.7
A high priority	17	23.0
A priority	13	17.6
Not a priority but generally in favor	9	12.2
Not a priority and not in favor	13	17.6
SUM	74	100.0

Protecting existing resident's private property rights and land use values.

The highest priority	30	40.5
A high priority	22	29.7
A priority	16	21.6
Not a priority but generally in favor	6	8.1
Not a priority and not in favor	0	0.0
SUM	74	100.0

Supporting measures that enable increased sales tax revenues (these help fund capital improvement projects).

The highest priority	4	5.4
A high priority	18	24.3
A priority	19	25.7
Not a priority but generally in favor	18	24.3
Not a priority and not in favor	15	20.3
SUM	74	100.0

Connecting homeowners with grants and/or volunteer assistance if they need support for home and yard repair and maintenance.

The highest priority	25	33.8
A high priority	27	36.5
A priority	12	16.2
Not a priority but generally in favor	9	12.2
Not a priority and not in favor	1	1.4
SUM	74	100.0

9. Use this space to share any additional thoughts on area needs and land priorities that you have.

White City Township is a unique area that is very safe and is a very nice place to live. By changing it you may cause unforeseen consequences that will ruin a good thing.

We would like to maintain White City as single family residences. Would like to see continued upgrade and repair of sidewalks and gutters. Also would like yards to be neat and clean.

we should be able to have mother in law apartments or renters.

We really need more lights around the neighborhood

We need to address homes that are renting out their basements, we need an accurate count of those and make rules and inspections to make them legal, and up to code. Parking at these addresses is a real problem.

This proposal has come up for the past 3 yrs in different fashions. Stop trying to take peoples homes away to add business and widen roads in our area (10600th projects) they are not needed or wanted. We have spoken against these projects every time they come up and our comments are ignored and new proposals keep being brought in. You have a community of people that fear for the removal of homes they have lived in for years. These house are not of higher value, we can not move to a newer home with the higher values in this market. This year has been bad enough stop adding stress to your residents!

This is basically a lower income area now. If people struggle with their yard maintenance, and it bothers you, then the local government should figure out a way to help them. It's their property to do with as they wish. My neighbor's yard is usually an eye sore, but it's none of my business and if I were to want to make it the government's business, then the government should try to help, not punish.

There should be some sort of improved or increased commercial district to provide more taxes and funds for projects, rather than taxing the small number of businesses higher.

The creation of the walkway has utterly ignored the privacy and safety of the residents whose homes back the canal. We are no longer able to enjoy our backyards. No longer safe from trespassers that were not so much a problem before the canal was built. No longer able to sit outside without strangers stopping to looking your backyard or back doors/windows. It is an utter invasion of basic privacy. Shame on White City for putting the burden and expense of a privacy wall for a PUBLIC walkway for many, on only those residents affected. Put your home, children, life, privacy in our position and see how you would enjoy the same. So disappointing. Such a let down. And such an embarrassment. Landscaping and trail maintenance should have also been considered.

Remember this is a township not a city. Don't make us bigger than we are now. It's worked for 60 plus years don't change it because you see a potential short gain that in the end will cost the citizens of White "City" (township) more.

Open space is a priority. The tendency of urban sprawl from Salt Lake City and slow encroachment of multi storied buildings like in Sandy City should be resisted. The loss of quality of life is not worth the price of gaining tax base. It's like selling your soul.

One possible option would be xeriscaping of yards give the home owner a discount on water costs. The yard plan should need to be approved by An appropriately trained landscaper. So people just don't do crazy crap in their yard and say it's low water maintenance.

No tear down and rebuilt- leave that up to the home owners. No high density housing no matter what.

Low income housing is not a good idea. We also should not put a strip mall on 10600 S. It's a way to destroy the neighborhood and increase traffic.this would mean increasing green house emissions in our area and worsen air quality if the strip mall is approved.

Love the neighborhood would like to see more people care abouy the look of their homes and the neighborhood.

Keep White City single family residential.

It is important to me that the neighborhood maintains mostly single-family homes, but I have zero concern about new construction or remodels that deviate from the current style. I like diversity. Homes can look however the owner wants them to look. While a multiple-story apartment would not be okay. A purple home with a giant mushroom dog-house out front is perfectly fine.

I'd rather see increase in commercial district rather than increasing the taxes of the small amount of businesses that are here.

I would love to have more streetlights on Amaryllis Street, specifically south of Larkspur.

I want to keep white city they way it is and has been. No new development housing or outside land development people coming in and trying to take our housing land to build apartments or anything else

I think White City is great as it is and does not need any major changes. And it definitely doesn't need rezoning of ANY kind.

I love the idea of grants to help the neighborhood look nicer. Sometimes I am embarrassed of my neighborhood because of the people who do not upkeep their yards or homes

I firmly believe we can find an answer that will bring us successfully into the next thirty years. Times have changed tremendously since I moved here (1967) We must move forward. We must make difficult decisions. We can retain the quaint and charming community, but it will definitely look different. Population will only get larger, we have a civic and moral obligation to plan for the future, difficult decisions and sacrifices must be made. Oh! A community garden would be super awesome also!! Not everyone is LDS, so, the garden off Poppy doesn't 'fit the bill'! A community garden could support a community farmers market . A White City Township Community Center with classes and DAY CARE!! (REVENUE) This would be an awesome opportunity for our community!!

I feel like many of the questions contained in this survey are leading. If you want to change White City, just come out and say it, please. It's disrespectful to your residents for you to try to garner support for redevelopment via carefully constructed and leading questions/surveys.

I believe whoever occupies a property, be it a renter or homeowner, that property needs to look nice. No broken cars on lawn (or on the street for weeks on end), no 4 foot tall weeds and other such eyesores. It's not fair for those of us residing who care for our property to have a neighbor that is lazy and thoughtless.

I absolutely am not in favor of high-density housing in White City. I believe that traditional neighborhoods do need to be preserved, especially this one that is so close to nature with Dimple Dell, and also not right on the TRAX line. Any master plan should strongly reflect the values of a traditional neighborhood.

First off let the residents know what White City land policies are cuz I have no idea and I've lived here 35 years. See more transparency with our community council steering committee and our mayor.

Do people really value the existing style of the structures in White city? I don't think there is hardly anything of merit here. The house style is generally incredibly boring and cookie-cutter, not to mention somewhat ugly. I think all types of building styles should be encouraged.

An elderly neighbor on our street is in dire need of a new roof, but does not have the money to replace it. It looks like the roof may collapse soon if not replaced. Are there any grants available to help him?

Questions 10-11 (optional) ask how you participate in the General Planning process. The Steering Committee and Planning Staff value public input. Answering these questions helps us make participation increasingly easier.

10. How have you participated in the planning process so far? Select all that apply.

Attended one or more Steering Committee meetings	17	7.5%
Listened to one or more recorded Steering Committee meetings	22	9.7%
Completed a survey (Transportation and Land Use, Land and Character)	49	21.6%
Attended an in-person event (General Plan Kick-off, Community-wide Workshop, or Moderate Income Housing Open House)	33	14.5%
Read about the General Plan progress in the White City Newsletter	56	24.7%
Read about the General Plan in the mailed postcards	44	19.4%
I haven't participated	3	1.3%
Other	3	1.3%
SUM	227	100.0%

11. What is the best way for you to participate in the planning process?

Receive physical, written updates (the Newsletter and postcards) to my mailing address	44	20.8%
Receive electronic updates via email	42	19.8%
Receive and fill out surveys	52	24.5%
Visit the White City Long Range Planning website and leave feedback there on my own time	18	8.5%
Attend the (virtual) Steering Committee meetings	20	9.4%
Attend a (virtual) Open House	20	9.4%
Chat with a Steering Committee member or Planning Staff on my own time	14	6.6%
Other	2	0.9%
SUM	212	100.0%

Questions 12-14 (optional) ask about your demographics. We use this information to understand if our survey responses are representative of the White City community.

12. Select your gender:

Gender	Responses	Percentage
Female	43	59.7%
Male	26	36.1%
Other	3	4.2%
SUM	72	100%

13. Select your age range (in years):

Age Range	Responses	Percentage
<18	0	0%
18-34	17	23.6%
35-49	29	40.3%
50-64	14	19.4%
65+	10	13.9%
Prefer Not to Say	2	2.8%
SUM	72	100%

14. Select the racial or ethnic identity(ies) that describe you. Select all that apply.

Racial or Ethnic Identity(ies)	Responses	Percentage
White	63	94.0%
Other	3	4.5%
American Indian or Alaskan Native	0	0%
Asian	0	0%
Black or African American	0	0%
Native Hawaiian or other Pacific Islander	0	0%
Latinx or Hispanic	1	1.5%
SUM	67	100%

“Share Your Thoughts”: Online Comment Box Results

Online Comment Boxes asked residents about their reactions to each of the following chapters: All About Planning, Community Engagement, Community Background, Land Use, and Transportation. 13 sets of responses were collected with a total of eight written comments.

Pg 18 - Since Blight is not being used as the legal term, maybe consider changing the term and eliminate the confusion. Maybe: Reduce property and home disrepair and dilapidation.

In every meeting that I have attended, it has been made abundantly clear that the majority of people want White City to remain single-family housing. I am honestly astounded that this conversation is still ongoing. I live on Hollyhock Avenue. The idea that the buildings behind me could be turned into businesses is very disheartening. We moved here to have a quiet lifestyle where we could enjoy the neighborhood and our back yard, raise our family, go on walks, and enjoy friendly neighbors. As I have talked to neighbors and friends that live in White City, I have found that they want the same things. How would this general plan contribute to that goal? I was also frustrated that Boulder CO was referenced as a model to develop White after. the average house in Boulder is on sale for around for \$800,000 as compared to White City's average of around \$300,000. With that difference alone, it is ridiculous that people would make that a realistic goal for White city.

Pg 5 - add a heading to the diagram and decrease its size to fit within the margins Pg 16 - connectivity issues on the map are hard to see. Maybe a bold color instead of black? Pg 18 - I think Carnation Dr should be considered and shown on the map as a major or minor collector street.

I would like to see more sidewalks in and around the neighborhoods particularly around Segoe Lilly and the areas around Big Bear Park.

I think it looks great and gets me excited for more walkability and other improvements. The sidewalks near Daisy and Hollyhock are not bike friendly as they don't end or start with a ramp. I hope lighting on neighborhood streets could also be addressed. It is very dark when you walk on many of the streets here on the south side of white city, and when it gets dark at 5:20 that means we walk in the dark a lot.

I have concerns regarding 10600, if residents wish to run a business out of their home, what about parking, at this time there is no way to park except in the driveway of each home, then to get back on 10600, is very difficult, I have witnessed many close calls as it is, it is very difficult for the current home owners to access 10600, and adding business parking would increase the risk of accidents. How will this be addressed.

Generally good. Strongly disagree with another respondent's ask for more parking and vehicle access to Big Bear Park. Absolutely not! The parking lot is more than enough and is rarely full, maybe once a week for a couple of hours during peak season at best. And don't even get me started on vehicle access. Poppy Lane is already a raceway for all these people coming from outside the neighborhood, even with the speed bumps. Leave Big Bear as it is, things work well in the current configuration.

Because of telecommuting it may be valuable to invest in high speed internet access. Sidewalks need to be present and sloped curbs to street need to be in place (stative ave has stepped curbs which makes it difficult for strollers.). Biking is difficult because of all the goat heads that are extremely common around the canal trail.

Responses		
Strongly Agree	1	Does the DRAFT All About Planning Chapter communicate the authority and need for a General Plan in White City?
Agree	0	
Neutral	0	
Disagree	0	
Strongly Disagree	0	
Total Responses	1	

Responses		
Strongly Agree	1	Does the DRAFT All About Planning Chapter help you understand how the documented is structured?
Agree	0	
Neutral	0	
Disagree	0	
Strongly Disagree	0	
Total Responses	1	

Responses		
Strongly Aligns	1	How does the information in the DRAFT Community Background Chapter align with your understanding of White City?
Somewhat Aligns	0	
Does not Align	0	
Total Responses	1	

Responses		
Strongly Agree	1	Does the DRAFT Land Use Element generally reflect your preferences for the future of land use in White City?
Agree	0	
Neutral	1	
Disagree	0	
Strongly Disagree	1	
Total Responses	3	

Responses		
Strongly Agree	1	Does the DRAFT Land Use Element generally reflect the diversity of opinions regarding land use decisions in White City?
Agree	1	
Neutral	0	
Disagree	0	
Strongly Disagree	1	
Total Responses	3	

Responses		
Strongly Agree	1	Does the DRAFT Transportation Element generally reflect your preferences for the future of transportation in White City?
Agree	4	
Neutral	2	
Disagree	0	
Strongly Disagree	0	
Total Responses	7	



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WHITE CITY



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