



From Vision to Reality with Form Based Codes:

EAST STREETCAR

DOWNTOWN SOUTH SALT LAKE

Sharen Hauri
Urban Design Director



In the year 2007...ahead of its time



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IN ALL CASES ATTRIBUTION MUST BE: "KENTLANDS INITIATIVE".

In the year 2011...still ahead but one step closer

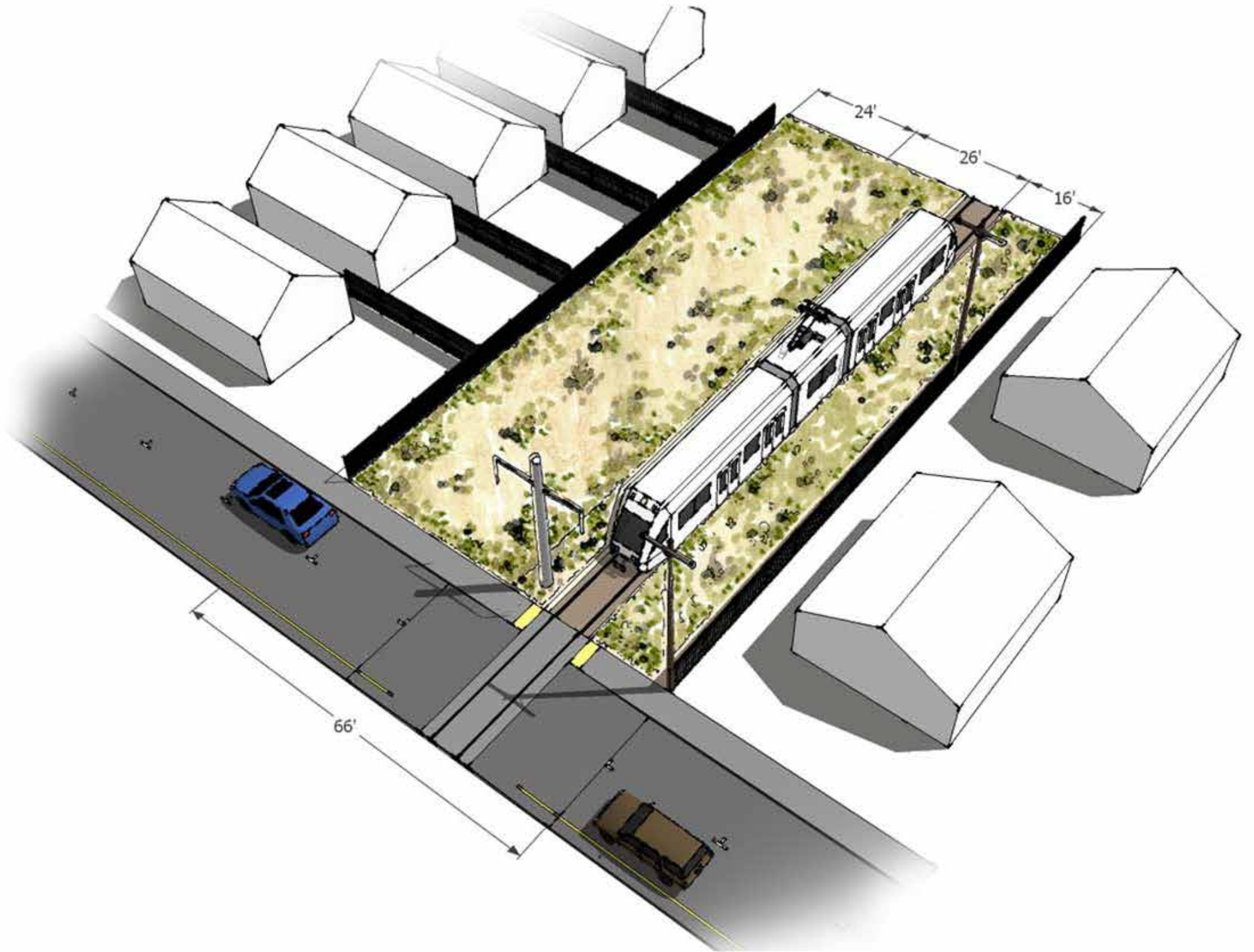


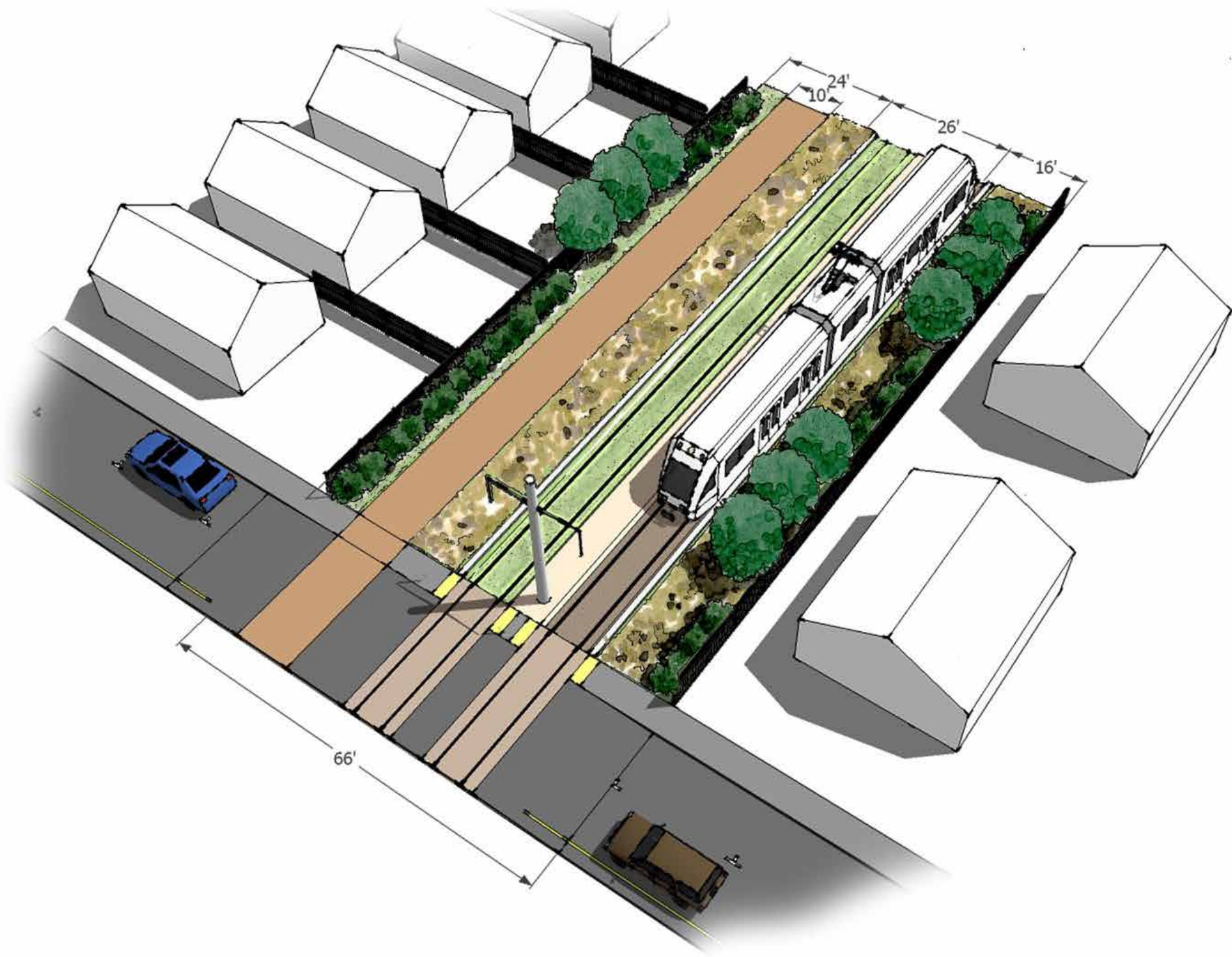












24'

10'

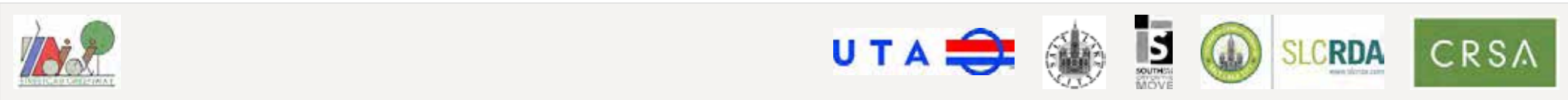
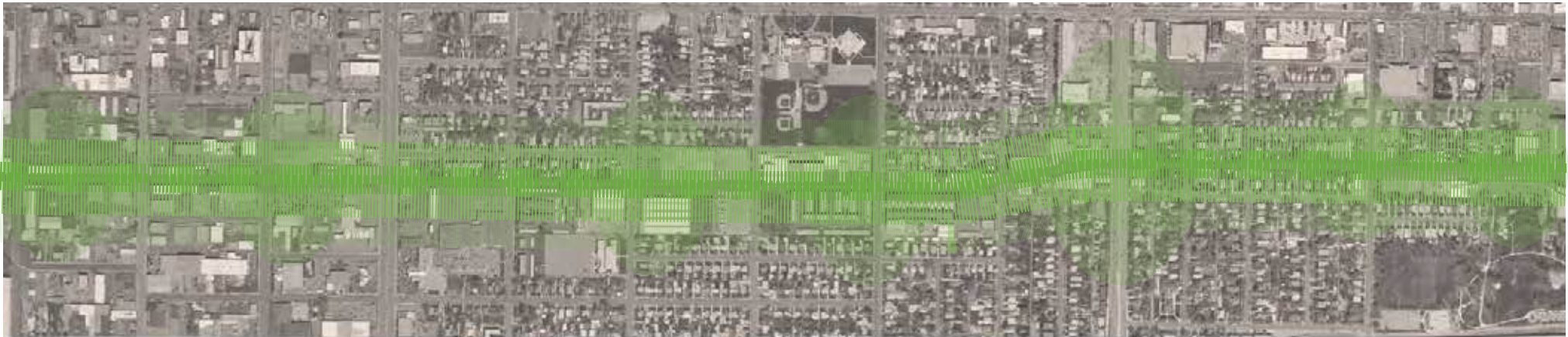
26'

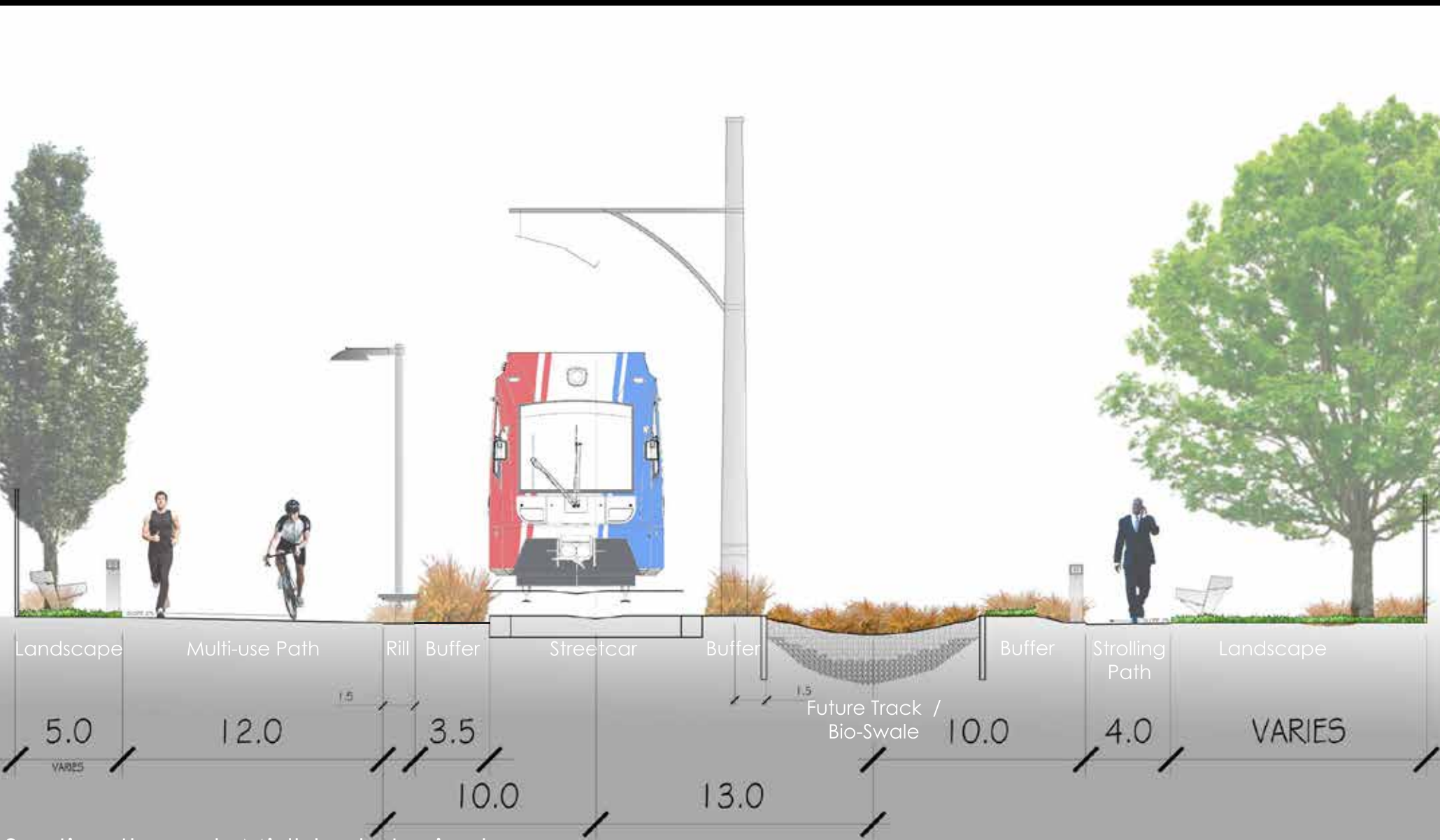
16'

66'



SUGAR HOUSE GREENWAY & TRAIL: CONCEPTUAL WORKBOOK





Section through Midblock, typical

LIGHTING



1



3



4



5

BENCHES



1



5

BOLLARDS & LIGHTING



1



5

BIKERACKS



1



5

PLANTERS



1



5

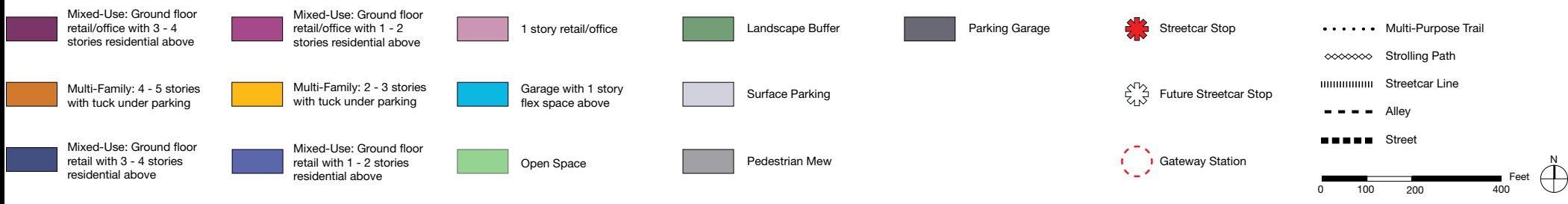
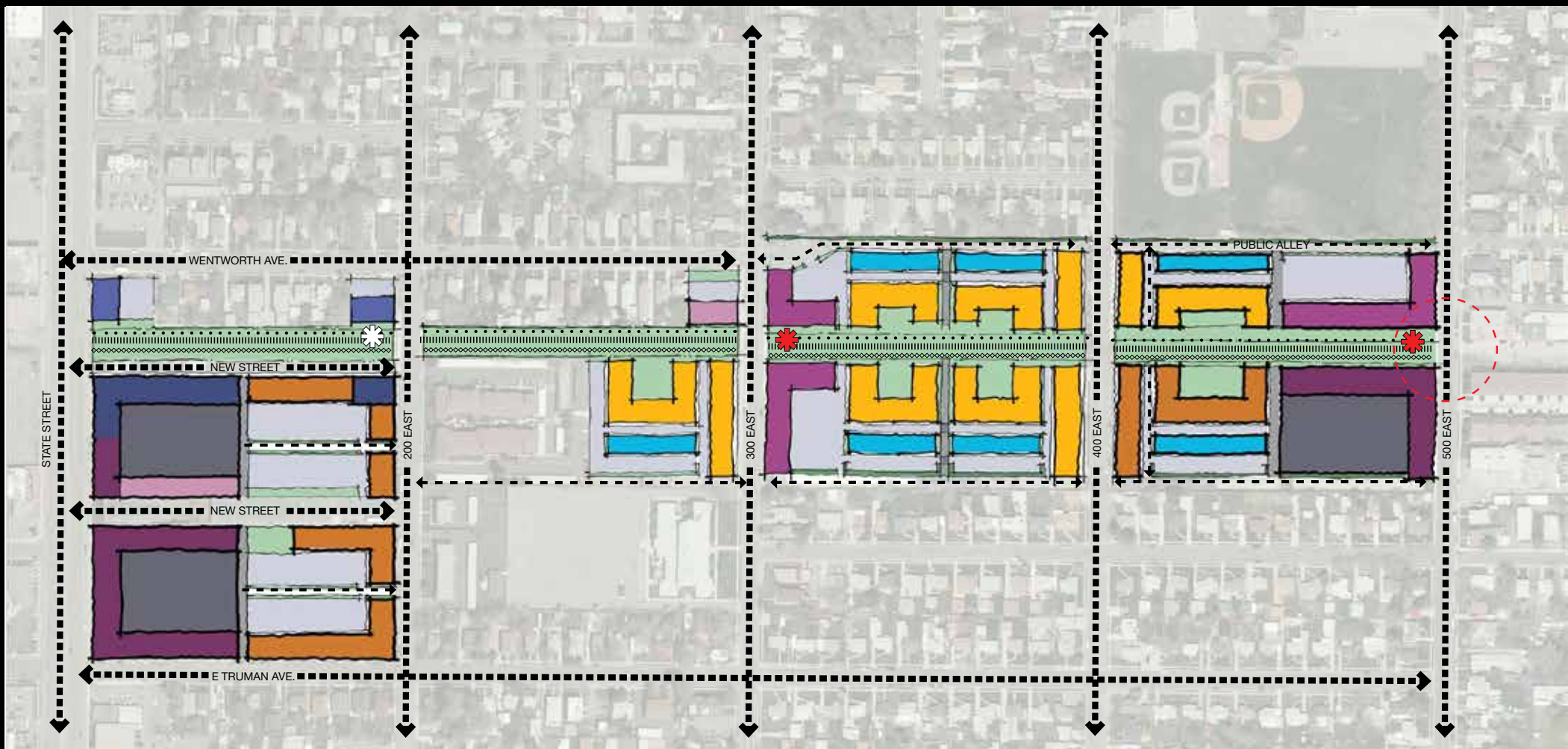


1201 WILMINGTON

1201 Wilmington Avenue, Sugar House, Utah

Summit

Sotheby's
INTERNATIONAL REALTY









812

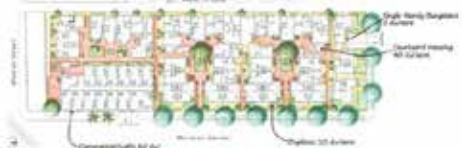
STOP

812

CASE STUDIES

Mission Meridian Village

Master Plan & Project Info



Project Information:

Parcel Size	3.25 acres
Total Units	87
Units Per Block	40
Units Per Acre	26.8
Units Per Floor	1,000/sq ft
Open Space	2.1% Approx. 25,000 sq ft
Parking Spots	Approx. 2,200/sq ft
Parking	100 underground parking spots
Building Heights	3-4 stories
Year Built	2005
Price Point	\$180,000 - \$250,000
Developer	Blackstone Real Estate

Mission Meridian Village

Street View



Mission Meridian Village

Interior View



Mission Meridian Village

Street View



Mission Meridian Village

Architectural Renderings



Tassafaronga Village

Master Plan



Project Information:

Parcel Size	10 acres
Total Units	175
Units Per Block	10
Units Per Acre	17.5
Parking	200 spaces w/ green roof parking
Parking Per Unit	1.1 spaces
Year Completed	2015
Type of Units	100 studio/1-story, 75 2-story/2-bed, 10 3-story/3-bed
Developer	Blackstone Real Estate



Tassafaronga Village

Multi-Family Affordable Housing



Tassafaronga Village

Multi-Family Housing Courtyard



Tassafaronga Village

Multi-Family Housing Courtyard



Tassafaronga Village

Multi-Family Housing Courtyard



Tassafaronga Village

Multi-Family Housing Courtyard



Eastside Apartments

Street View: 600 East



Project Information:

Parcel Size	10 acres
Total Units	175
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Type of Units	100 studio/1-story, 75 2-story/2-bed, 10 3-story/3-bed
Developer	Blackstone Real Estate



Eastside Apartments

Western View of Historic Context



Eastside Apartments

Eastern View



Eastside Apartments

Western View of Historic Context



Eastside Apartments

Blue View



Eastside Apartments

Blue View



Eastside Apartments

Blue View



Waverly Station

Site Comparison



Waverly Station

West Temple View



Waverly Station

Pedestrian Walkway



Waverly Station

Pedestrian Walkway



Waverly Station

Pedestrian Walkway



Waverly Station

Pedestrian Walkway



Waverly Station

Pedestrian Walkway



Waverly Station

Waverly View



Project Information:

Parcel Size	10 acres
Total Units	47 condos
Units Per Block	10
Units Per Acre	4.7
Year Completed	2015
Developer	Blackstone Real Estate

East Streetcar Design Study



Design Study Block 3 Detail - 300 East to 400 East



Block 3: Top View



Southern Facing Perspective



Northern Facing Perspective



①

Front Facade: Mission Meridian Lofts Case Study



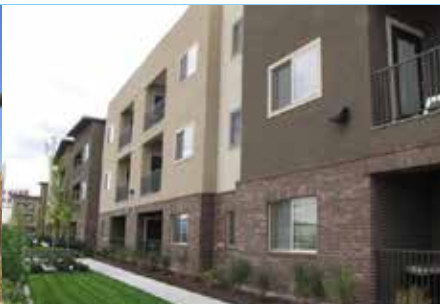
②

Front Facade: Mission Meridian Courtyard Housing Case Study



③

Front Facade: Brickstone on Main Case Study



④

Front Facade: Portland Ave Lofts, Minneapolis Case Study

Unique Qualities:

- Easy street access from 300 East
- Desirable location adjacent to 300 East streetcar stop
- Each side of streetcar corridor occupied by two large warehouses
- Single family homes border length of block on developable parcels

Unique Solutions:

- New street from 300 East to 400 East to provide access to new buildings.
- Opportunity for mixed-use or commercial uses on 300 East corner
- Large parcels help create a large, coordinated project with greater amenities included
- Carefully control design to limit impact to single-family neighbors.

Design Study Block 2 Detail - 200 East to 300 East



Block 2: Top View



Southern Facing Perspective



Northern Facing Perspective



①

Front Facade: Axis Apartments Case Study



②

Front Facade: Markea Court Case Study



③

Corner View: Markea Court Case Study



④

Back Facade: Markea Court Case Study

Unique Qualities:

- Desirable location across street from 300 East streetcar stop
- Limited land for redevelopment, but includes prime corners
- Access from 300 East
- Developable parcels bordered by church and apartments
- Only one single family home adjacent to developable parcel

Unique Solutions:

- Opportunity for mixed-use or commercial buildings on corners
- New street from 200 East to 300 East to provide access and May not be possible to extend throughout the whole block
- Smaller parcels drive smaller-scale project
- Limited impacts to immediately adjacent neighbors, allowing more versatile architecture.



East Streetcar Neighborhood

Form-Based Code



*South Salt Lake City, Utah
ADOPTED September 17, 2014*

In the year 2014...finally on our way

2.5 200 East and 400 East.

1. Intent.

These recommendations to existing streets are suggested to calm traffic, and to improve walkability and bicycle access. Special treatment of landscaping and street trees is encouraged to promote and signify the East Streetcar neighborhood identity. Changes in street tree types are encouraged in order to promote and identify the East Streetcar Neighborhood and to accent the S-Line corridor. Street tree requirements are found in 7.7. On street parking is provided. Bike riders share the road on these streets.

2. General Requirements.

This street type shall be developed using the standards in Table 2.5(1).

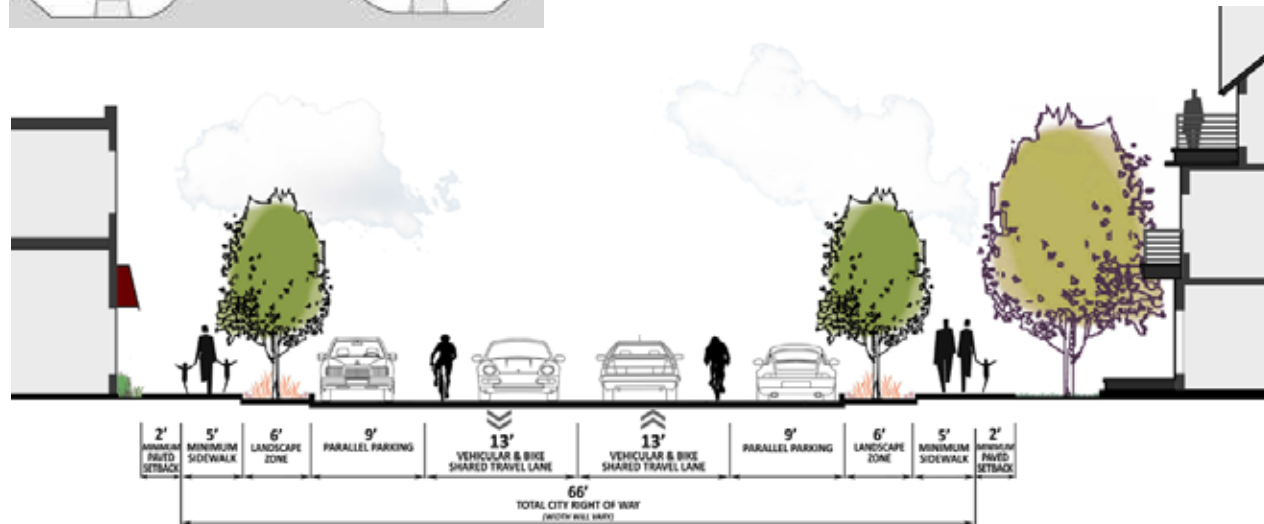
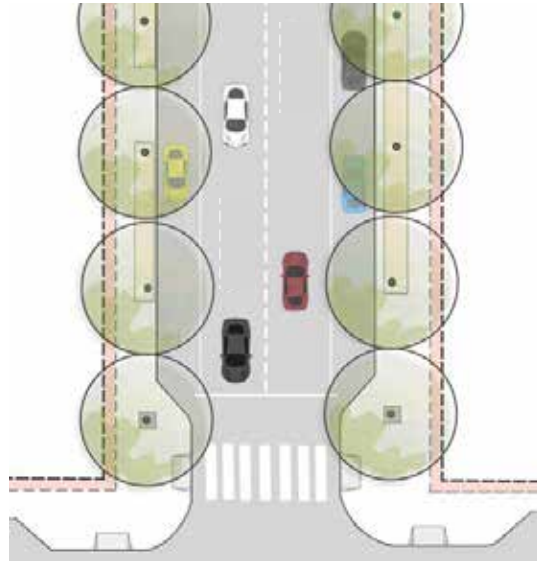


Figure 2.5 (1). 200 E and 400 E Cross Section and Plan-view

Table 2.5 (1). 200 E and 400 E Street Requirements.

200 East and 400 East Street Requirements	
Permitted Districts	Permitted for 200 East and 400 East
Permitted Adjacent Building Types	All building types
Typical Right-of-Way Width	66'
Vehicular Realm	
Travel Lanes	1 lane in each direction
Lane Width	13'
Allowable Turn Lanes	Not applicable
Parking Lanes	Parallel required on both sides of street
Pavement Width	41'
Median	Permitted
Bicycle Facilities	Shared
Pedestrian Realm	
Pedestrian Facilities	Minimum 5' wide sidewalk combined with an additional adjacent 2' of similarly paved sidewalk within the front yard setback area
Street Buffer	Minimum 6' wide Landscape Zone.





4.0 Uses

4.1 General Requirements.

1. General Provisions.

The following general provisions apply to the uses outlined in this section.

- (1) A lot may contain more than one use.
- (2) Each of the uses may function as either a principal use or accessory use on a lot, unless otherwise specified.
- (3) Uses are either permitted by-right in a subdistrict, permitted by-right with specific development or design parameters, or require a Conditional Use Permit in order to be developed.
- (4) Each use shall be located within a permitted Building Type (Refer to 5.0 Building Types), unless otherwise specified.
- (5) Each use may have both indoor and outdoor facilities, unless otherwise specified.

2. Organization.

The uses are grouped into general categories, which may contain lists of additional uses or clusters of uses.

- (1) Unlisted Similar Use. If a use is not listed but is similar in nature and impact to a use permitted within a zoning district, the Land Use Authority may interpret the use as permitted.
 - (a) The unlisted use will be subject to any development standards applicable to the similar permitted use.
 - (b) If the unlisted use is similar in nature and impact to a use requiring a Conditional Use Permit, the Land Use Authority may interpret the use as also requiring a Conditional Use Permit.
- (2) Unlisted Dissimilar Use. If a use is not listed and cannot be interpreted as similar in nature and impact to a use within a land use that is either permitted or requires a Conditional Use Permit, the use is not permitted and may only be approved through an amendment of this code.

3. Use Table.

Table 4.1 (1). Uses by Subdistrict outlines the permitted uses in each land use subdistrict. Each use is given one of the following designations for each zoning subdistrict in which that use is permitted.

- (1) Permitted ("P"). These uses are permitted by-right in the districts in which they are listed.
- (2) Requires a Conditional Use Permit ("C"). These uses require administrative review and approval in order to occur in the districts in which they are listed and must follow any applicable development standards associated with the use as well as meet the requirements of the Conditional Use.
- (3) Listed uses that are not permitted in the subdistrict are indicated by a blank space.

Table 4.1 (1). Uses by Subdistrict.
Uses

Uses	Subdistricts		
	State Street Gateway	North Haven	5th East Gateway
Residential & Lodging			
Residential	C	C	C
Hotel & Inn	P	P	P
Civic			
Assembly	C	C	C
Transit Station	P	P	P
Library/Museum/Post Office (no distribution)	P	P	P
Police & Fire	P	P	P
School	P ¹	P ¹	P
Retail			
Neighborhood Retail	C	C ¹	C ¹
Small Outdoor Sales Display	P	P	P
Service			
Neighborhood Service	C	C ¹	C ¹
Office & Industrial			
Office	P	P	P
Craftsman Industrial	C ²	C ²	C ²
Infrastructure			
Utility & Infrastructure	C ³	C ³	C ³
Open Space	P	P	P
Accessory Uses			
Home Occupation	*	*	*
Parking Lot	P ⁴	P ⁴	P ⁴
Parking Structure	P ⁴	P ⁴	P ⁴

KEY

P: Permitted

C: Requires a Conditional Use Permit

¹: Within 200' of S-Line intersection (from back of curb)

²: In existing buildings at time of adoption

³: Not on street frontages or S-Line corridor

⁴: Parking facilities shall not occupy ground story within 75' of S-Line corridor intersections.

*: See 17.06.130 of South Salt Lake City Municipal Code

5.0 Building Types

5.1. Introduction to Building Type Standards.

1. Introduction.

The Building Types detailed in 5.0 Building Types outline the required building forms for new construction and renovated structures within the East Streetcar Neighborhood.

2. General Requirements.

All Building Types must meet the following requirements.

- (1) Zoning Districts. Each Building Type shall be constructed only within its designated subdistricts. Refer to Table 5.1 (1) Allowed Building Types by Subdistrict.
- (2) Uses. Each Building Type can house a variety of uses depending on the subdistrict in which it is located. Refer to 4.0 Uses for uses permitted per subdistrict. Some Building Types have additional limitations on permitted uses.
- (3) No Other Building Types. All buildings constructed must meet the requirements of one of the Building Types permitted within the zoning district of the lot.
- (4) Permanent Structures. All buildings constructed shall be permanent construction without a chassis, hitch, or wheels, or other features that would make the structure mobile, unless otherwise noted.
- (5) Accessory Structures.
 - (a) Attached accessory structures are considered part of the principal structure.
 - (b) Detached accessory structures are permitted per each Building Type and shall comply with all setbacks except the following:
 - (i) Detached accessory structures are not permitted in the front yard.
 - (ii) Detached accessory structures shall be located behind the principal structure in the rear yard.
 - (iii) Detached accessory structures shall not exceed the height of the principal structure.
 - (c) Accessory structures shall be built in a manner compatible with the primary building.

5.2 Explanation of Building Type Table Standards.

The following explains and further defines the standards outlined on the tables for each Building Type, refer to 5.3 through 5.9.

1. Building Siting.

The following explains the line item requirements for each Building Type Table within the first section entitled "Building Siting."

- (1) Multiple Principal Structures. The allowance of more than one principal structure on a lot.
- (2) Front Property Line Coverage. Refer to Figure 5.2 (1). Measuring Front Property Line Coverage. Measurement defining the minimum percentage of street wall or building facade required

Table 5.1 (1). Allowed Building Types by Subdistrict.

Building Types by Subdistrict		Subdistricts		
		State Street Gateway	North Haven	5th East Gateway
Building Types	Storefront	A	A	A
	Urban Style	A	A	A
	Townhome	A	A	A
	Mansion Style	A	A	A
	Civic Building	A	A	A
	Parking Structure	A	A	A
	Adaptive Reuse	A	A	A

KEY
A: Allowed

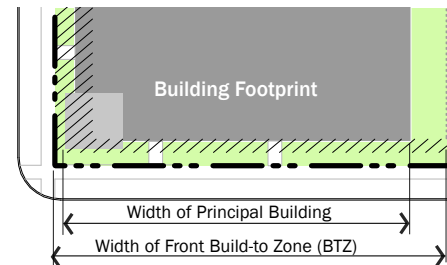


Figure 5.2 (1). Measuring Front Property Line Coverage.

along the street. The width of the principal structure(s) (as measured within the front build-to zone) shall be divided by the maximum width of the front build-to zone.

- (a) Certain buildings have this number set to also allow the development of a courtyard along the front property line.
- (b) Some building types allow side yard parking to be exempted from the front lot line coverage calculation. If such an exemption is permitted, the width of up to one double loaded aisle of parking, located with the drive perpendicular to the street and including adjacent sidewalks and landscaping, may be exempted, to a maximum of 65 feet. No parking, under any circumstances, is allowed along the S-Line.

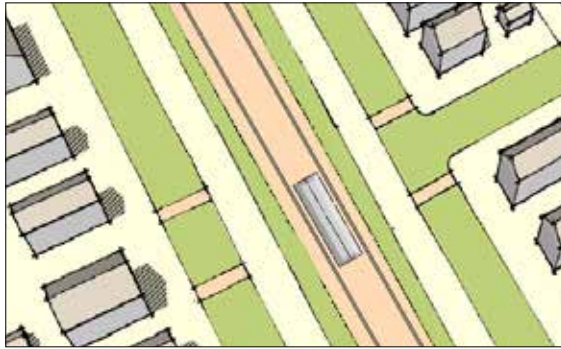


Figure 6.2 (1). S-Line Corridor.

6.2 S-Line Corridor.

1. Intent.

To complete the greenway as the premier open space for the neighborhood. The corridor includes Parley’s Trail, a strolling path, landscaping, public art, and unique experiences. Open space on private property adjacent to the S-Line that supports public access and/or enjoyment is encouraged. Activities in the entire corridor include walking, bike, recreation, commuting, and relaxing. Additional new amenities must support the UTA safety guidelines and regulations for safe streetcar operations.

Parley’s Trail is a primary feature and destination in this neighborhood. It is a dedicated, multi-use trail with pedestrian and bike traffic moving at both fast and slow speeds. It should be protected for trail users and should not be used for site-specific pedestrian circulation or uses such as seating, dining or merchandising. Frequent connections and parallel sidewalks are encouraged where appropriate.

Open space that is enhanced with landscaping, street furnishings and pathways adjacent to the S-Line, but within required property setbacks, is encouraged and can be counted for a reduction in the open space requirement. Landscaping that enhances the overall corridor, such as shade trees and screening, is encouraged. Improvements should enhance pedestrian connections to the corridor, create a safer environment by adding “eyes on the corridor” and support building designs that open onto the S-Line corridor. Improvements shall follow the Urban Design standards for the S-Line.

- (1) Additional improvements may be installed in the S-Line corridor and become credited to the open space requirement as approved by the Land Use Authority.

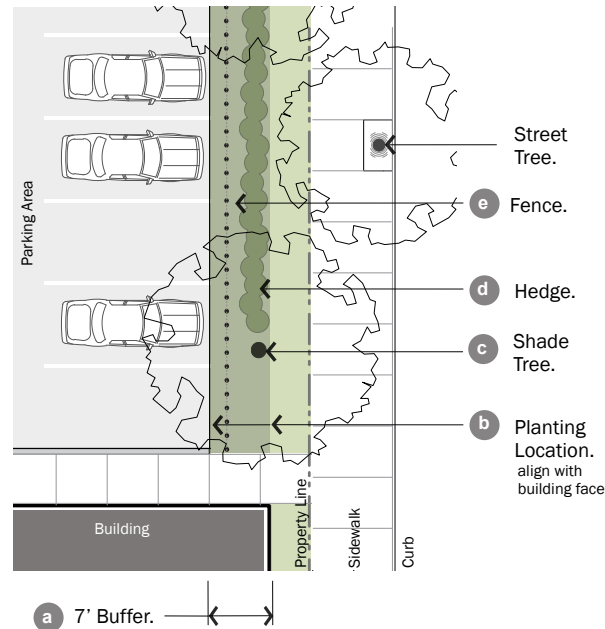
The width of the UTA property in the corridor varies from block to block. Suggested improvements may take place within the UTA corridor where possible, or may be located within the required setback.

S-Line Corridor Requirements	
(1) Dimensions	
Minimum Size (acres)	None
Maximum Size (acres)	None
Minimum Dimension (feet)	15' wide
Minimum Access/Exposure	100% of total length of S-Line frontage
Clear Zones	6' minimum pedestrian clear zone maintained around outdoor furnishings/ merchandising
(2) Adjacent Parcels	
Permitted Subdistricts	All
Frontage Orientation of Adjacent Parcels	NA
(3) Improvements	
Designated Sports Fields Permitted	Not permitted
Playgrounds Permitted	Permitted, conditional on corridor safety review
Fully Enclosed Structures Permitted	Not Permitted
Impervious/Semi-Pervious Surface	40% minimum 80% + 10% maximum
Pathway	Required minimum 6' adjacent to corridor; must meet S-Line design standards
Lighting	Required, meet S-Line urban design standards to match existing improvements and meet minimum Illuminating Engineering Society safety standards
Trees	1 small-medium shade tree per 20' or 1 large shade tree per 30'
Landscaping	50% live plant material in planter areas
Bicycle facilities	1 bike rack per 300', meet S-Line urban design standard
Seating	1 per 100 square feet; furniture on adjacent open space (such as plazas) may be counted
Furnishing	1 bench per 300', meet S-Line urban design standard
South side Pathway	6' pathway, may be impervious to match existing
North side Setback Area	May include landscaping, sidewalks, plazas

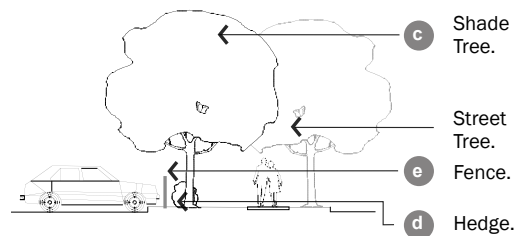
7.2 Parking Lot Frontage Buffer.

1. Intent & Applicability.

- (1) Intent. To lessen the visual impact of vehicular areas visible from public street frontages.
- (2) General Applicability. Applies to properties in all subdistricts where a vehicular area is located adjacent to a right-of-way.
 - (a) Exceptions. Vehicular areas along Lanes, except when a residential district is located across the Lane; single and two family residences.



Front Buffer Plan.



Front Buffer Section.

Figure 7.2 (1) Frontage Buffer Plan and Section.

7.2 Frontage Buffer Requirements

1. Buffer Depth & Location ¹

Depth	7'	a
Location on the Site	Between street facing property line and parking area ²	b

2. Buffer Landscape Requirements

Uses & Materials	Uses and materials other than those indicated are prohibited in the buffer	
Shade Trees	Medium or large shade tree required at least every 40'; Locate on the street side of the fence; Spacing should alternate with street trees	c
Hedge	Required continuous hedge on street side of fence, between shade trees & in front of vehicular areas	d
Hedge Composition	Individual shrubs with a minimum diameter of 24", spaced no more than 36" on center, height maintained no more than 36"	
Existing Vegetation	May be credited toward buffer area	

3. Fence (optional) e

Location	2' from back of curb of vehicular area
Materials	Composites, steel, wood, or plastic composite wood alternative. Masonry columns (maximum width 2'6") and base (maximum 18" height) permitted. Chain-link not permitted.
Minimum Height	3'
Maximum Height	4'
Colors	No bright or white colors
Opacity	Maximum 30%
Gate/Opening	One pedestrian gate permitted per street frontage; Opening width maximum 6'

Notes:

¹ This screening requirement does not prohibit the installation of or provision for openings necessary for allowable access drives and walkways connecting to the public sidewalk.

² In front, corner, and rear yards (on a through lot), when the parking area is located adjacent to any building on the lot, the buffer must be located so that it aligns with or is behind the face of the adjacent building back to the vehicular area. The area between the buffer and the property line must be landscaped.

8.0 Parking

8.1 General Requirements.

1. Intent.

Parking requirements are established to accomplish the following:

- (1) Ensure an appropriate level of vehicle parking, loading, and storage to support a transit-oriented development neighborhood.
- (2) Provide appropriate site design standards to mitigate the impacts of parking lots on adjacent land uses and zoning districts.
- (3) Provide specifications for vehicular site access.

2. Applicability.

This section shall apply to all new developments and changes in use or intensity of use for existing development, in any subdistrict.

- (1) **Damage or Destruction.** When a use that has been damaged or destroyed by fire, collapse, explosion, or other cause is reestablished, any associated off-street parking spaces or loading facilities must be re-established based on the requirements of this section.
- (2) **Site Plan Approval Required.** Parking quantities, design, and layout shall be approved through the development application process and meet the standards of the current parking chapter with the following exceptions:
 - (a) The standard requirement for residential parking is 1.5 stalls per unit. Parking requirements for all other uses can be found in chapter 17.27 of the South Salt Lake City Municipal Code. The Land Use Authority may consider increases or reductions to standards outlined in Table 8.1 (1), up to 20% of the standard requirement.
- (3) Unless otherwise stated in this chapter, all requirements of the South Salt Lake City Municipal Code pertaining to parking and access requirements shall apply.

3. Dedicated Visitor Parking.

Developers shall clearly indicate the location of dedicated visitor parking through directional signage, marked stalls, or other means to be determined in site plan review.

4. Parking Spillover Management Plan.

For developments requiring a conditional use permit, the Land Use Authority shall require a parking spillover management plan for peak demand periods.

5. Vehicular On-Street Parking.

On-street parking, as permitted on designated street types, shall meet the following requirements. Refer to Figure 8.1 (1)

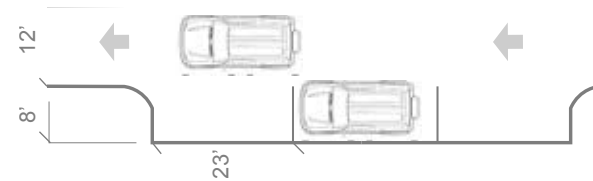


Figure 8.1 (1) On-Street Parking Dimensions.

- (1) Parallel parking is permitted on designated street types and shall not be striped.
- (2) **Vehicular Parking Space Dimensions.** The appropriate dimensions for on-street parking spaces are 23' by 9' when gutter is required and 23' by 8' when no gutter is required.
- (3) On-street parking located directly adjacent to the site's property lines may be counted toward meeting the development's parking requirement, especially for visitor or on-site business related parking demand.

6. Stormwater Management in Parking Lots.

Incorporation of stormwater management best practices is required, such as incorporating drainage swales and slotted curbs in medians and islands in the Landscape Zone in parking lots. Final design shall

Table 8.1 (1). Eligible Parking Rate Reductions

Amenity	Recommended Reduction (stalls/unit)
Car Share (limit 1 car/100 units)	0.05
Unbundled Parking (100%)	0.1
Bike Share	0.05
Bike Lockers/Storage	0.05
Development Supplied Transit Passes	0.15
Senior Housing	0.2
Student Housing (< .25 miles from campus)	0.1
Project Controlled On-Street Parking	0.1

Source: Hales Engineering, 2014

South Salt Lake Landscape Handbook

City of South Salt Lake, Utah



South Salt Lake S-Line Urban Design Standards

WALKWAYS



Parley's Trail

Parley's Trail is a continuous paved, multiple use trail on the north side of the S-Line. It is 12' wide with sawcut joints. A minimum 5' landscape barrier is required between the trail and the train tracks. This barrier must be impenetrable and a minimum 3' tall and 5' wide. Temporary fencing is required until this is achieved. Where allowed and where space permits, trees should be planted in the landscaped areas on both sides of the trail. The trail is lit, with a combination of overhead and bollard lighting.



Strolling Path

The strolling path is a continuous trail or walkway on the south side of the S-Line. It is minimum 6' wide and may be hard or soft surface. A minimum 5' landscape barrier is required between the trail and the train tracks. This barrier must be impenetrable and a minimum 3' tall and 5' wide. Temporary fencing is required until this is achieved. Where allowed and where space permits, trees should be planted in the landscaped areas on both sides of the trail. The path is lit, with a combination of overhead and bollard lighting.



Midblock Crossing

Where appropriate, mid-block crossings are recommended to connect properties on either side of the S-Line corridor. Mid-block crossings must be approved by UTA and may be subject to liability agreements.

ZELLER

In 2018...we have arrived





MODA

ART



ART



OPEN SPACE



GREENWAY





SIGNS

DEVELOPMENT

#	Project	Status	Res Units	Square Footage			Private Investment
				Res	Retail	Office	
1	Hi-Grade Apartments	Under construction	100	116,023	0	1,500	\$12.5 M
2	Liberty Crossing Townhomes	Under construction	95	127,831	0	0	\$12.7 M
3	Ritz Classic Apartments	Under construction	287	297,964	1,500	0	\$43.4 M
4	Zeller Apartments	Opening 2018	292	517,068	0	0	\$53.4 M
5	S-Line Moda Townhomes	Open (2017)	32	45,142	0	0	\$5.3 M
A	Winco	Open (2017)	-	0	85,000	1,450	\$7.5 M
B	Parley's Trail	Open (2013)	-				\$1.5 M
TOTAL			806	1,104,028	86,500	8,663	\$135 M
PLANNED							
6	Liberty Apartments	Designed	100	TBD	TBD	TBD	
C	Gateway Park	Designed	-	-	-	-	\$0.3 M
D	Double-tracking streetcar	Design/engineer	-	-	-	--	\$5 M

UTA TRAX

STATE ST

Downtown Zone

2100 SOUTH

Streetcar Zone

500 EAST

CENTRAL
POINTE
STATION

1

6

A

2



3



B

4

D

5

STATION

C



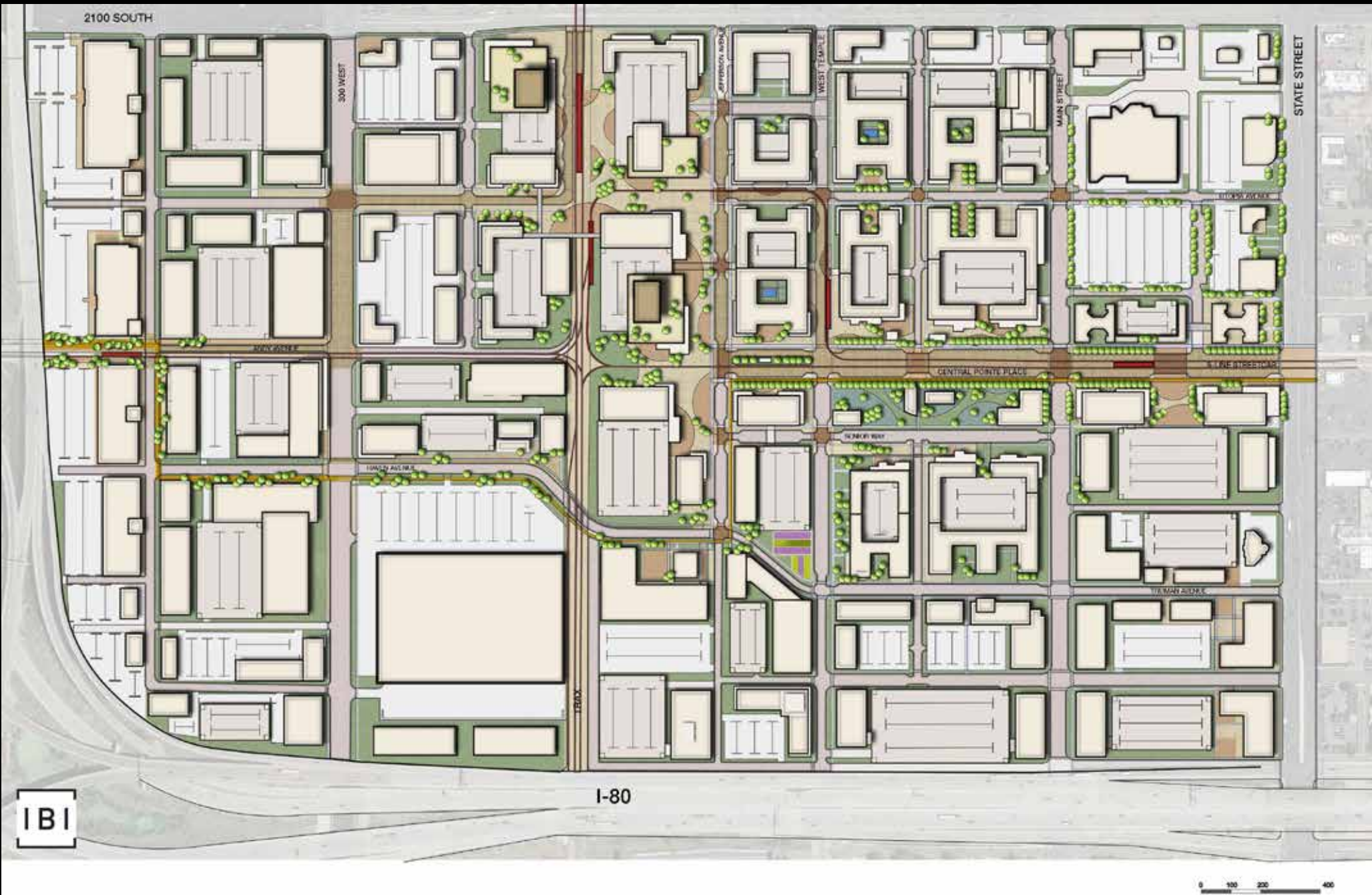
East Streetcar Redevelopment Area 2018

State St. to 500 East

- 50 acres
- 500 housing units (500 more expected)
- \$100 million invested to date
- Community facilities: walking distance to 2 elementary schools, 2 community centers 1 park, Parley's Trail

Sugar House Redevelopment Area

- \$700 million private investment
- 1,000 housing units
- Commercial : 1 million sf



here we go again...

DOWNTOWN SOUTH SALT LAKE



DOWNTOWN SOUTH SALT LAKE

ZONING ORDINANCE & DESIGN STANDARDS



South Salt Lake City, Utah

DRAFT March 21, 2016



INTENT

- To create complete streets
- To complete a connected street grid
- To address all features of the Right-of-Way
- To support using streets as public gathering spaces.

REQUIREMENTS

- Vehicular Zone
- Pedestrian Zone
- Engineering
- South Salt Lake Streetscape Standards (TBA)

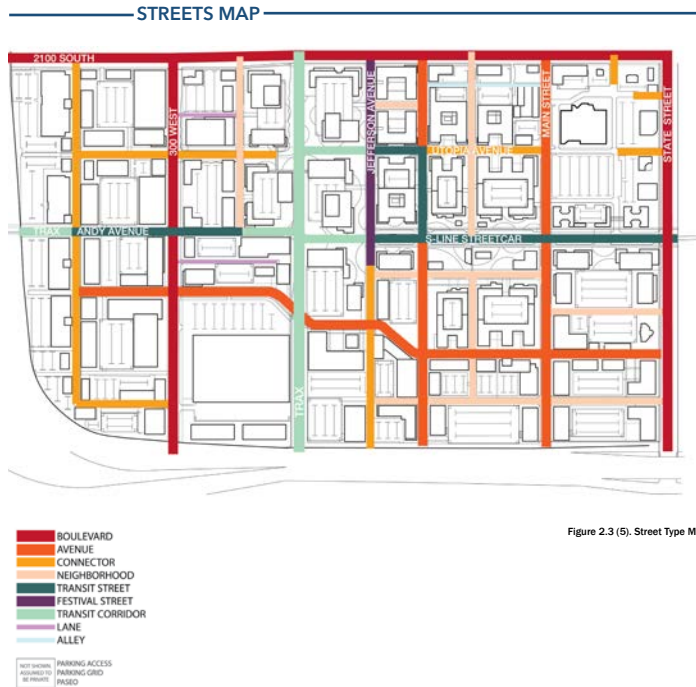


Figure 2.3 (5). Street Type Map.

TYPICAL STREET TYPE

2.4. Boulevard.

1. Intent.

The Boulevard is a high capacity street for higher speeds with a wider right-of-way. It serves all types of development and provides crosstown connections. Boulevards may include medians and transit stations. Refer to the typical plan and section, Figure 2.4 (2).

2. General Requirements.

The Boulevard shall be developed using the standards in Table 2.4 (2).

3. Applicability.

The following streets are considered Boulevards:

- State Street
- 300 West
- 2100 South

Table 2.4 (1).

Requirements.	
Vehicular Zone	
Travel Lanes	4-6
Center Lane	Median Turn Varies
Transit	Express Bus, Bus, or none; varies
Parking Lanes	Varies
Bicycle¹	None or Designated Lane
Pedestrian Zone	
Walkways	Sidewalk on each side of corridor
Street Buffer	2
Trees	Park Strip
Furnishings	Bollards, Bike Racks, Seating, Lighting; varies
Engineering	
*See Table 2.16 (1) for details on Engineering	

Notes:

¹ For further details, see table 2.16 (1)

Refer to Downtown South Salt Lake Streetscape Handbook for requirements on specific streets



Figure 2.4 (1). Boulevard Landscaping Example.



Figure 2.4 (2). Typical Cross Section Boulevard (State Street)





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