



MEMORANDUM

PLANNING DIVISION
COMMUNITY & ECONOMIC DEVELOPMENT

To: Planning Commission
Cc: Wilf Sommerkorn
From: Molly Robinson
Date: February 5, 2014
Re: Mid-block Walkways Briefing

Project Background

The Mid-block Walkways Project is a joint effort between the Planning Division, Transportation Division, and the RDA to address walkability in the Downtown. The Design Guidelines address both private easements and public rights-of-way. The Guidelines are identified in the Zoning Code under 21A.30.020: D-1 CENTRAL BUSINESS DISTRICT: D, D-1 District General Regulations.

Summary of the Design Guidelines

The Guidelines are intended to direct design and development of mid-block walkways in concert with public or private development projects. The Guidelines direct development to prioritize pedestrians and create a pedestrian-oriented experience along mid-block streets and walkways through recognition and respect for various factors, including walkway widths, building heights and setbacks, materials, vegetation, and public art. The Guidelines also suggest short-term interventions or solutions for improving existing mid-block walkways.

Planning Process – Where are we going?

The Planning Division initiated an Open City Hall discussion to receive input from the public on the Draft Downtown Master Design Guidelines for Mid-block Walkways. The Guidelines will be revised per comments received through that process and additional vetting with the Draft Downtown Master Plan. Comments received thus far on Open City Hall have been largely supportive of the effort.

Link to Open City Hall topic: <http://www.peakdemocracy.com/1673>



SALT LAKE CITY

DOWNTOWN MASTER PLAN DESIGN GUIDELINES FOR

MID-BLOCK WALKWAYS

MAY 3, 2013

ACKNOWLEDGEMENTS

We wish to acknowledge the generous support of the Salt Lake City Redevelopment Agency. Their ongoing commitment to mid-block walkways is critical to the success of the Mid-block Walkways Initiative.

We would like to thank interns Francisco Discua, Christopher Lee, Afras Sial, and Thom Thornton for assisting us with the pedestrian counts and surveys.

We would also like to acknowledge the Utah APA in their sponsorship of the Mobile Workshops for AICP continuing education credit for certified planners.

WORKING GROUP

The Midblock Walkways Working Group consists of the following members:

- RDA: BreAnne McConkie
- Planning: Molly Robinson, Ana Valdemoros, Daniel Echeverria, Lance Tyrell, Jaren Stanton, Anna Gallagher
- Transportation: Colin Quinn-Hurst, Scott Vaterlaus



SLCRDA



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INTRODUCTION

CHAPTER 1

INTRODUCTION

Mid-block walkways have the potential to provide some of the most important and unique public spaces within the Downtown. Their unique human scale provides an intimate setting that contrasts with the City's main streets. Mid-block walkways are a distinctive amenity that provide climatic conditions that encourage pedestrian activity. They allow for greater access to destinations, more choice for pedestrians and a more pedestrian friendly experience. Some mid-block walkways offer interesting and valuable aspects such as historical character, service functions, vegetation, and public art. These aspects are important in providing vibrancy to the city.

The Midblock Walkways Initiative is a joint effort between the Planning Division and the RDA to address walkability in the Downtown. Salt Lake City's large 10-acre blocks can be overwhelming to pedestrians. Frequent breaks contribute to varied and dense street life because they provide choice for pedestrians and cyclists. The more connected the street pattern, the greater the walkability of an area. Midblock walkways are defined as those streets, alleys, and non-vehicular ways that connect people through the Plat of Zion blocks. Some of these are private easements and some are public rights-of-way. Our intent is to improve the pedestrian experience of these walkways and encourage development of new walkways through creation of system-wide development strategies and through policy in the form of design guidelines.

Improving walkability in Downtown Salt Lake City requires a focused effort on the creation of a connected network of streets and walkways that prioritizes pedestrians. Mid-block walkways can provide an environment for social interaction and activity such as live music performances, outdoor dining, play and art appreciation, and can make a significant contribution to the enjoyment, identity and vitality of Salt Lake City. New development abutting a walkway has the potential to affect the lanes functionality with respect to servicing and access and its desirability as a pedestrian thoroughfare.

PLANNING PROCESS

The Mid-block Walkways Project was initiated in the Spring of 2012. This effort began with an evaluation of pedestrian circulation in the Downtown, including identification of existing midblock thru connections (both public and private), conducting pedestrian counts of existing midblock access, and documenting existing conditions.

Survey & Pedestrian Count

In June 2012, an on-the-street user survey and pedestrian count of select mid-block walkways was conducted in the Downtown. The team set out to test a hypothesis that mid-block walkways are used by many pedestrians because they are convenient. The survey and count was administered to better understand the extent of mid-block walkway use and whether the quality of the pedestrian environment impacted the level of use.

Public Outreach

Inspired by the work of artist Candy Chang, six “plakats” (boards) located near select mid-block walkways in the downtown were utilized for an interactive outreach project. The plakats, installed and maintained by the Temporary Museum of Permanent Change, were painted with chalkboard paint and lettered with the simple question: “I’d love this alley if...” Chalk was provided for passersby to share their thoughts on-site. Each plakat was photographed daily to capture entries. The chalkboards were cleaned daily to remove inappropriate comments and

make room for new ideas. A complete list of all the ideas gathered is included in Appendix B.

A series of three mobile workshops that toured six mid-block walkways was held in late October 2012. During the mobile workshops, participants toured several mid-block streets and walkways, and were challenged with questions about image and comfort, access, vitality, and activity. Each tour concluded with several rounds of “Urban Scattergories” in which participants were asked to brainstorm both low and no-cost interventions and medium to high-cost improvements in a list of 12 categories. A complete list of all the ideas gathered is included in Appendix C.



Mobile Workshops toured 6 mid-block walkways.



“I’d love this alley if” plakat on Broadway, October 2012.



Mobile Workshops visited various types of walkways in the Downtown from pedestrian-only to vehicular streets.



CHAPTER 2

EXISTING CONDITIONS

DEVELOPMENT HISTORY

The Downtown Mid-block Walkway network is a valued and vital part of the city's urban form and provides an insight into the evolution of the city's development. Downtown Salt Lake was modeled after Joseph Smith's "Plat of Zion", a concept design for one square mile featuring ten-acre blocks and 132 foot wide streets. The plan was an agrarian model with homes facing north-south or east-west on alternating streets so that homes did not face each other.

Brigham Young's Plat of Salt Lake City was a variation on the Plat of Zion that divided the ten-acre blocks into eight 1.25-acre parcels. The orientation of each block alternated east-west or north-south every other block (as opposed to every other street) complicated the legibility of the city's urban form. There were no provisions for a retail core, although one quickly developed.

As the original plat was modified to meet the needs of a rapidly growing downtown, parcels were divided, new buildings were constructed, and lanes, alleyways, and walkways developed between them.

Today, mid-block streets and walkways form a unique and sometimes hidden network of pedestrian and vehicular connections through Downtown's large blocks.

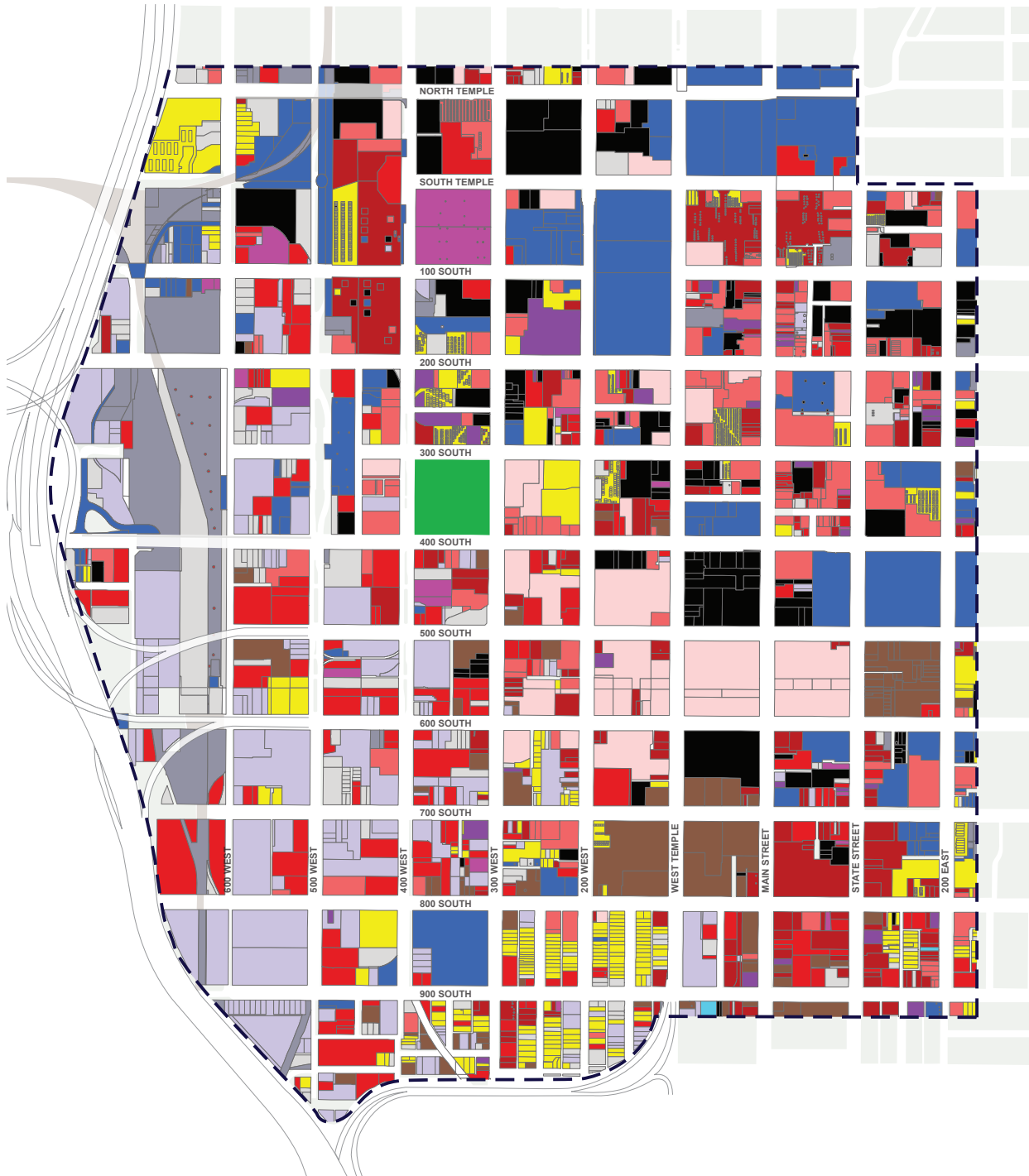
PREVIOUS PLANNING EFFORTS

The 1962 Second Century Plan suggested a diversified network of block interiors and proposed opening them to pedestrian use. "... arcades and plazas lined with shops, pleasant places of quietness, access between Main State and West Temple and peripheral activities." The 1995 Downtown Master Plan sought to develop a midblock walkway system and proposed creating design controls "to insure that they are safe, well-lit and desirable to the pedestrian."

A 2000 study, "Towards a Walkable Downtown," proposed a series of strategies and actions to improve the pedestrian experience in Downtown. In particular, it identified surface parking as a detriment to the pedestrian realm and redevelopment as a primary opportunity to create new mid-block walkways.

Policy References

Towards a Walkable Downtown – 2000
Downtown Master Plan – Adopted 1995
Urban Design Element – Adopted 1990
Pierpont Development Handbook R/UDAT -



LEGEND

- Institutional (City, County, Church, Nonprofits)
- Industrial
- Parking
- Retail
- Commercial Other
- Office
- Residential
- Exempt Properties (UTA, RR, Utils)
- Hotel
- Vacant
- Auto Related Uses
- Recreation, Cultural, Entertainment
- Mixed Use
- Restaurant
- Parks
- Miscellaneous
- School

LAND USE



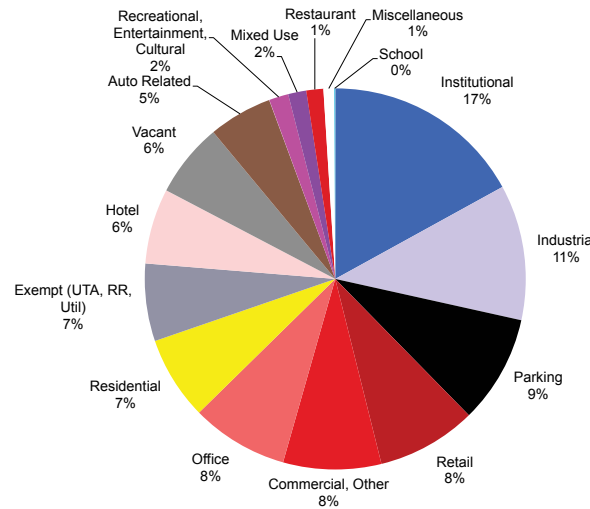
WALKABILITY

According to a 2010 study by Reid Ewing and Robert Cervero, “[W]alking is most strongly related to measures of land use diversity, intersection density, and the number of destinations within walking distance.”¹

Land Use Diversity

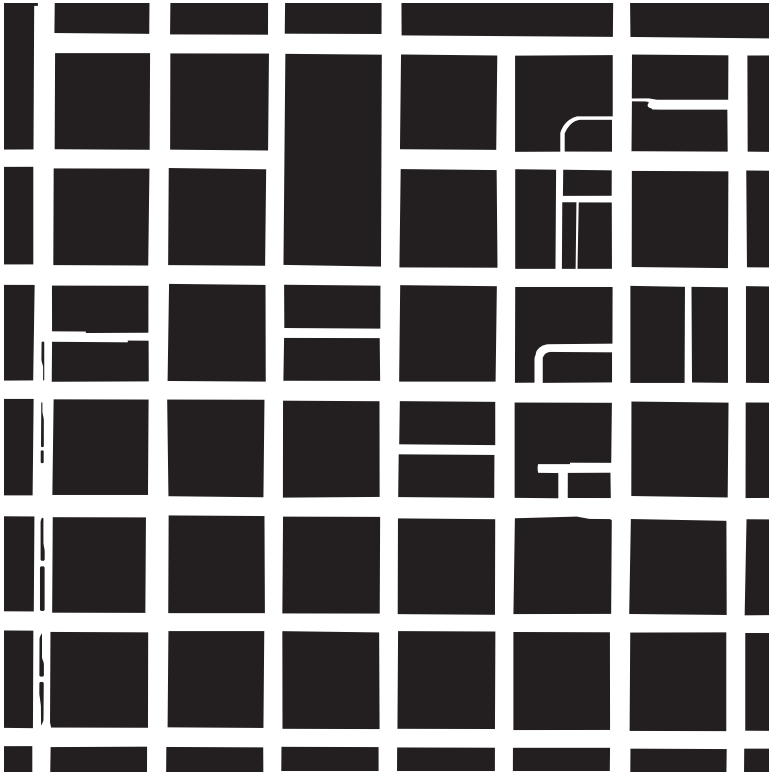
Primary land use in the Downtown is fairly diversified. The largest land use is Institutional, which is no surprise given the landholdings of the Church of Jesus Christ of Latter Day Saints and City, State, and Federal government. However, the next two dominant uses in the Downtown are Industrial and Parking, which typically do not contribute to a pleasant pedestrian experience. When secondary use parking (meaning a building is the primary use and has an associated surface parking lot) is added together with primary use parking, parking comprises 27% of all parcelized land in the Downtown. This figure does not include street parking.

Residential use comprises only 7% of all downtown land use. Mid-block walkways would likely benefit from increased housing density interior to the blocks, helping activate the walkways.

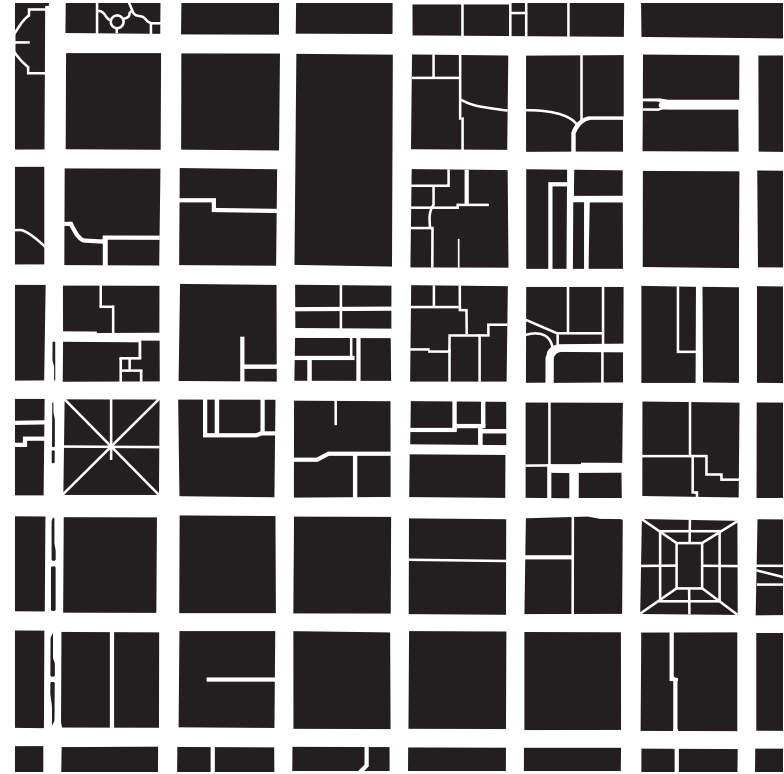


Primary Land Use by Parcel in the Downtown

¹ Ewing, Reid and Robert Cervero. “Travel and the Built Environment.” Journal of the American Planning Association, Summer 2010, Vol. 76, No. 3: 265-294.



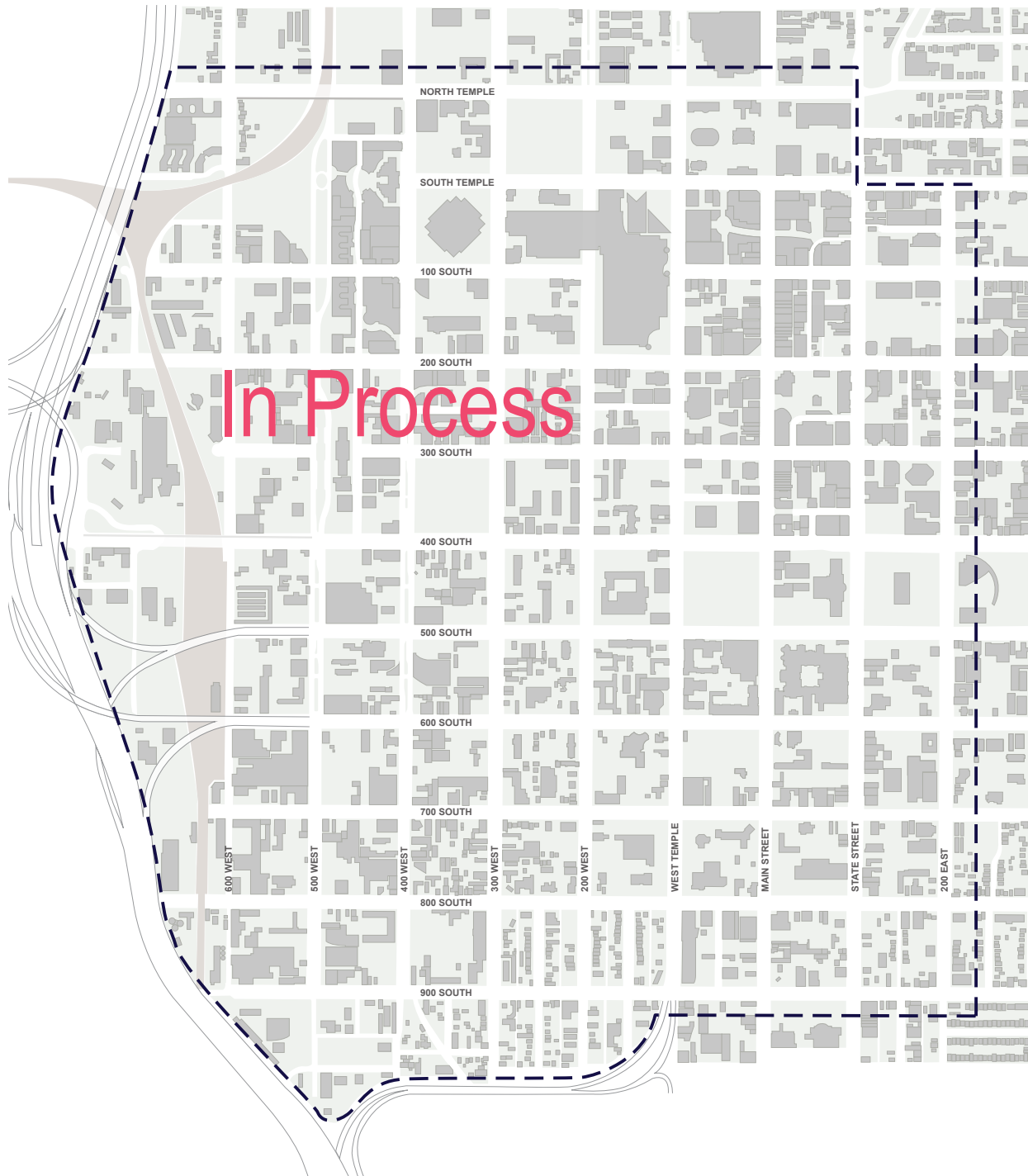
Square Mile Map of Downtown Salt Lake City. 68 intersections are shown.



Square Mile Map of Downtown Salt Lake City showing all mid-block walkways. 257 intersections are shown.

Intersection Density

Intersection density is a common measurement for how walkable a place is. Downtown Salt Lake has been considered not pedestrian friendly due to the infrequency of intersections. When we incorporate mid-block walkways into the grid, we increase our intersection density from 68 to 257 intersections per square mile.



LEGEND

DESTINATIONS



Destinations

Mid-block walkways in the Downtown lead to many interesting and diverse destinations. The Gallivan Center, Pierpont shops and galleries, City Creek Center, and the restaurants along Market Street provide a range of civic space, shopping, and dining opportunities. Sightlines and views along mid-block walkways provide views to the historic City & County Building, the Wasatch Front, the Gallivan Center, and the Union Pacific Depot. Mid-block walkways are sometimes destinations in and of themselves as sites for wedding photos, popular film locations, and quiet moments outside the hustle of Downtown's main streets.

PEDESTRIAN ACTIVITY

In June 2012, an on-the-street user survey and pedestrian count of select mid-block walkways was conducted in the Downtown. The team set out to test a hypothesis that mid-block walkways are used by many pedestrians because they are convenient. The survey and count was administered to better understand the extent of mid-block walkway use and whether the quality of the pedestrian environment impacted the level of use.

103 people were surveyed over a one week period and 2,500 pedestrians were counted on six mid-block walkways in the same period. The most foot traffic was recorded on Exchange Place and at City Creek (by Cheesecake Factory) with approximately 250 people per hour at peak and the lowest foot traffic was recorded on Edison Street with approximately 45 people per hour at peak.

The surveys told us that the most pleasing elements of the designed/built streets are low traffic, convenience, safety, general pedestrian friendliness, trees, and pleasing aesthetics. Aside from being pedestrian-friendly in general, people identified shops and businesses and lighting as the most-desired improvements that could be made to encourage them to use midblock walkways. Activity is a key factor and although pedestrian thru-traffic will continue to account for a percentage of mid-block activities, improvements that encourage stationary activities (i.e. benches, tables and chairs, food

trucks, and programmed events) increase street life. People attract people.

Based on count and survey data, the two greatest factors contributing to the use of a street are convenience and pedestrian-oriented elements. These factors are represented by counts of almost 800 people per count day at City Creek and Exchange place while all other streets failed to surpass 300 people per count day. Therefore, if the same elements used at City Creek were implemented in other sites, it is predicted that foot traffic would reach similar numbers of pedestrians as City Creek. Or in the case of Exchange Place, improvements would continue to draw convenience users but also bring new users.

Conclusions from this preliminary study indicate that simple changes to Gallivan Avenue and Exchange Place using a “Lighter, Quicker, and Cheaper”² strategy could enliven these places and encourage more pedestrian activity. These locations were two of the sites studied and are good candidates for layering of minor pedestrian-oriented investments: Gallivan Ave because it has all the right parts but lacks the lived-in details, and Exchange Place because it has significant pedestrian activity but little amenity.

The complete report on the Pedestrian Count and Survey is included in Appendix A.

² Lighter, Quicker, Cheaper improvements are projects that can be completed with minimal effort, for a small amount of investment, in a three month timeframe. It is a strategy promoted by the Project for Public Spaces.

WALKWAY MATRIX

Walkway Matrix or Spectrum
Walkways in the Downtown were assessed based on ownership and type of access, according to the following matrix. [DIAGRAM: Mid-block Walkways by Class]

	<i>Public</i>	<i>Private</i>
<i>Pedestrian</i>	1	2
<i>Vehicular</i>	3	4

Class 1 – Public Pedestrian

Class 1 walkways are true pedestrian only walkways that are public rights-of-way, are open 24 hours a day, and have the potential to support a high level of pedestrian activity. The character and/or function of these walkways are significant and require protection and design guidance. Examples of Class 1 walkways include the Exchange Place plaza (Block 52), River of Words walk at the Gallivan Center (Block 57), and the pathways of Washington Square (Block 38) and Pioneer Park (Block 48).

Class 1 Exceptions

While gated, Dinwoody Plaza at the Caffé Molise restaurant is a public thoroughfare. It is available for public access from 10 am to 6 pm daily. The plaza is leased by Caffé Molise.

The Salt Palace and the Rose Wagner Performing Arts Center both have public access through their buildings. These public passageways are intended to be an extension of the mid-block walkway system even though they are interior to the buildings and subject to hours of operation limitations.

Class 2 – Private Pedestrian

Class 2 walkways are pedestrian only walkways that are privately owned and maintained. They may have public easements maintaining access for all or limited hours of the day, or they do not have an easement but maintain pedestrian access. The character and/or function of these walkways are significant and require protection and design guidance. Examples of Class 2 walkways include the City Creek Center walkways (Blocks 75 and 76), the east-west walkway to the south of 222 Main (Block 58), and the pathways of Temple Square (Blocks 87 and 88).

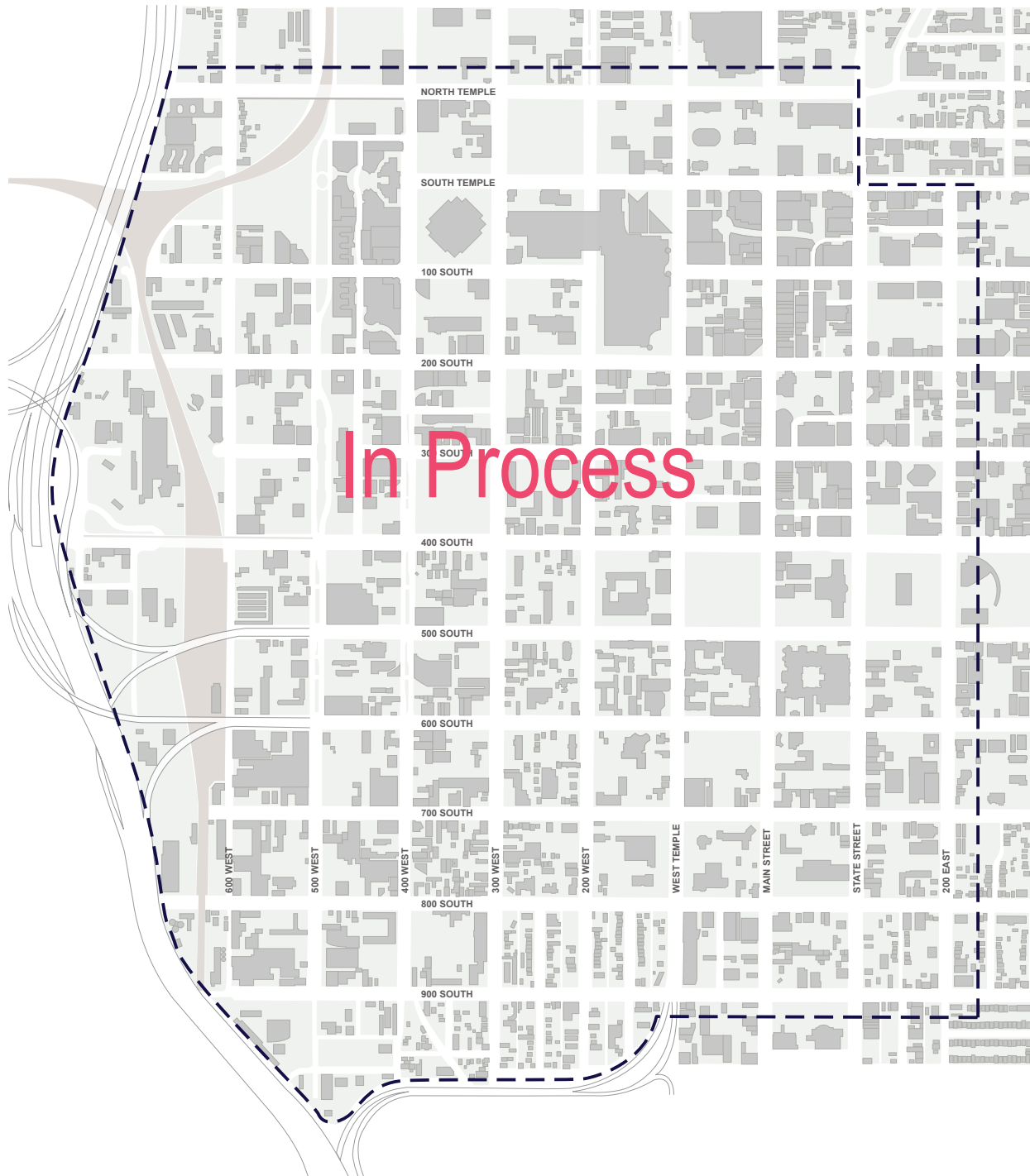
Class 3 – Public Vehicular

Class 3 walkways are public rights-of-way that allow both pedestrian and vehicular traffic. They are commonly alleys or lanes and may or may not have pedestrian infrastructure (i.e. sidewalks). These lanes provide vehicular access to mid-block businesses and homes, the rear of buildings for loading and service requirements, or access to parking areas (structured and surface). Examples of Class 3 walkways include Edison Street (Block 56), Regent Street (Block 70),

Gallivan Avenue (Block 57), and Pierpont Street (Blocks 61 and 59).

Class 4 – Private Vehicular

Class 4 walkways are private ways that allow both pedestrian and vehicular traffic. They are commonly alleys or lanes and may or may not have pedestrian infrastructure (i.e. sidewalks). These lanes provide vehicular access to the rear of buildings for loading and service requirements or access to parking areas (structured and surface). Examples of Class 4 walkways include the north-south service access between 300 South and Exchange Place (Block 52), Rio Grande Street at the Gateway (Blocks 65, 80, and 83), and Floral Street (Block 56).



LEGEND

- Class 1
- Class 2
- Class 3
- Class 4

CLASSES OF WALKWAYS





CHAPTER 3

DEVELOPMENT STRATEGY

DEVELOPMENT STRATEGY

The Downtown Mid-block Walkways network is a valued and vital part of the City's urban form. The purpose of this development strategy is to outline new city objectives and policies that govern the City's approach to mid-block walkways. The overall objective of the Mid-block Walkways Development Strategy is to increase pedestrian connectivity and overall livability downtown through the creation of an intricate network of mid-block streets, alleys, and walkways.

PRINCIPLES

Three core guiding principles identify the important characteristics of Salt Lake City's mid-block walkways that contribute to their success as pedestrian environments.

- Pedestrian Priority – Prioritizing pedestrians in the public realm means elevating the pedestrian experience along mid-block walkways by managing potential conflicts with motorists and vehicle circulation expectations.
- Experience – The pedestrian experience is supported by an environment that is accessible, comfortable, connected, convenient, engaging, and vibrant.
- Connectivity – Physical connections through city blocks offer multiple routing options to a diverse range of activities, resources, services and places, encouraging physical activity.

OBJECTIVES

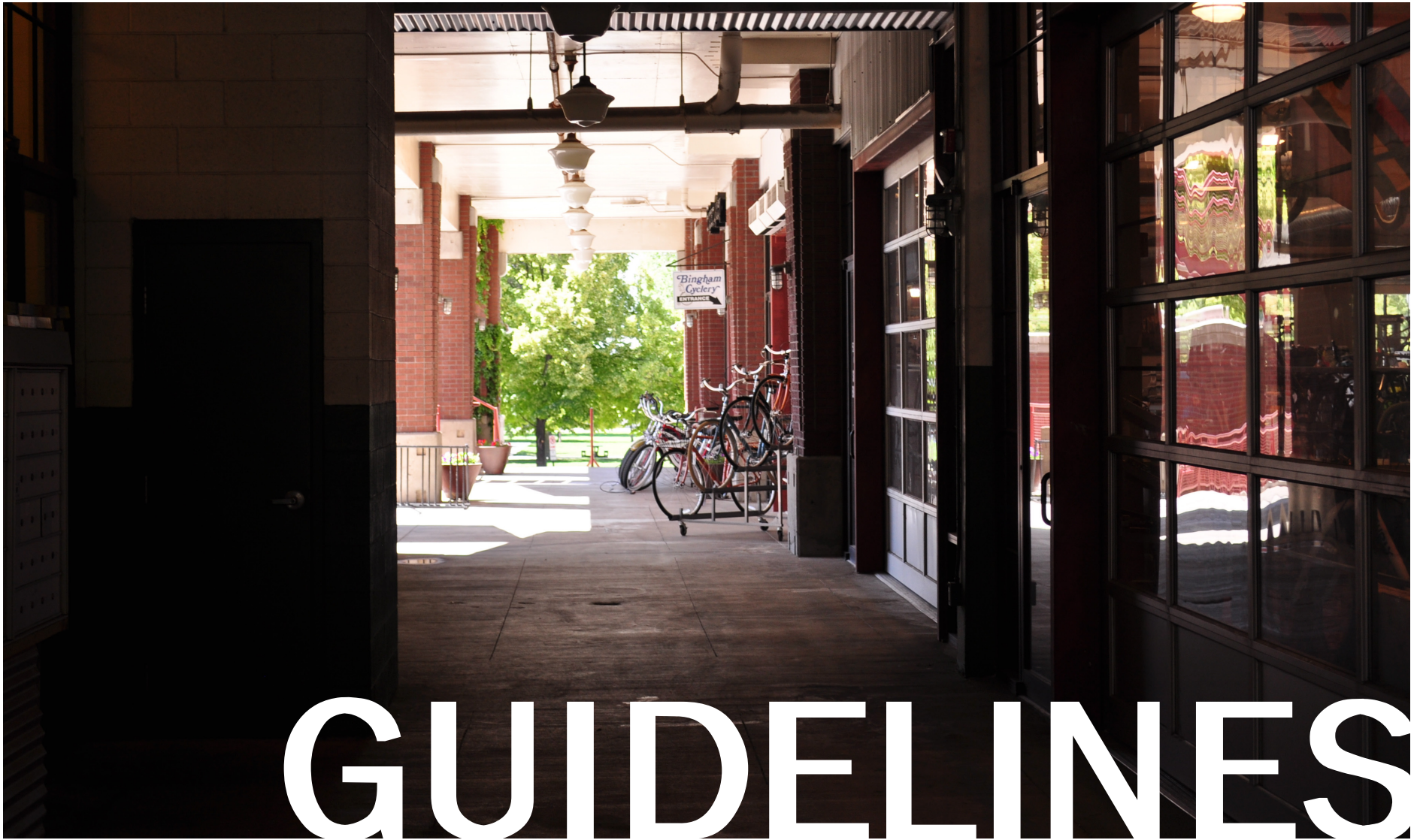
The following objectives support the three core principles and outline a framework for improvement and expansion of the mid-block walkway network.

- To ensure that the unique and valued characteristics of Salt Lake City's mid-block walkways are maintained and enhanced through appropriate built form outcomes of future development.
- To maintain and improve the city's mid-block walkway network and encourage the creation of new walkways and connections.
- To enhance the climatic conditions and amenity of the mid-block walkway to encourage more intensive pedestrian use and social activity.
- To encourage activity, vitality and interaction between mid-block walkways and adjacent private uses.
- To protect and create views along mid-block walkways that provide a visual link to other streets and walkways in the pedestrian network, or which terminate at notable buildings or landmarks.
- To recognize that some mid-block walkways provide for essential servicing and vehicular access and to ensure that new development does not adversely impact or impede the operation of these functions.

POLICIES

The following policies recognize Salt Lake City's mid-block walkways as enduring assets that provide for interest and help contribute to the city's character. In addition, they direct City agencies to protect and enhance the built form, character and function of mid-block walkways and to distinguish them from other streets.

- Carefully manage future development in and adjacent to mid-block walkways to protect their significant character and function.
 - Identify opportunities for the acquisition and development of new mid-block walkways to increase pedestrian connectivity.
 - Carefully manage future development of new mid-block walkways to encourage pedestrian prioritization, a unique pedestrian experience, and strong physical connections.
 - Improve the pedestrian amenity and safety of alleys and mid-block walkways that provide necessary service and access functions while maintaining efficient vehicular movements.
 - Protect and enhance the built form, character and function of laneways and the mid-block walkway system as a significant determinant of the City's built form, and distinguish them from other larger streets.
 - Protect and enhance the mid-block walkway system as a significant element of the pedestrian network and public realm.
 - Provide wayfinding devices that effectively communicate the mid-block walkway system as an interconnected network.
- Enable citizen-led design interventions to take root on mid-block walkways as a way to empower citizens and foster imaginative and artful iterations of the mid-block walkway.
 - Establish new and improved mid-block crossings to complete pedestrian connections across main streets.
 - Develop a naming system for mid-block walkways to enable the development of their identity and image.



CHAPTER 4

GUIDELINES

PROJECT-BASED GUIDELINES

The following guidelines are intended to direct design and development of mid-block walkways in concert with public or private development projects.

GENERAL DESIGN

The success of Salt Lake City's mid-block walkway system is ultimately the responsibility of the City.

- Provide safe, direct, accessible and attractive through block pedestrian routes that improve the legibility of the city.
- Improve the pedestrian amenity of mid-block walkways that are primarily used for servicing and parking through the use of materials, lighting and designated areas for pedestrians and vehicles, to ensure pedestrians can move through these lanes safely and efficiently.
- Require lanes to provide 24 hour public access.

WALKWAY WIDTHS

Enclosure contributes to placemaking and can help define the image and character of mid-block walkways.

- Class 1 and 2 walkways can be as narrow as 10 feet between buildings.
- New Class 3 and 4 walkways (ones that double as small streets) and divide the block entirely between two main streets either north-south or east-west should be no greater than 60-feet in width between property lines.
- Pavement width of Class 3 and 4 walkways (intended for vehicular access) should be no less than 20-feet to accommodate fire truck access.

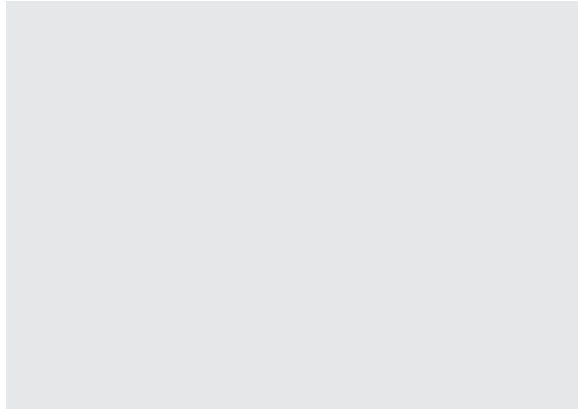


Figure 4.1 Upper Story Stepback

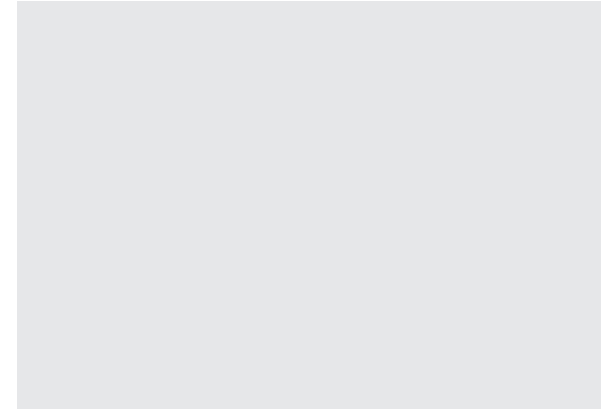


Figure 4.2 East/West Walkway Upper Story Stepback

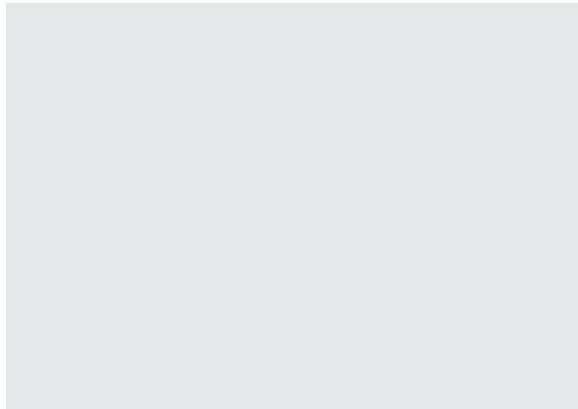


Figure 4.2 Podium/Tower Upper Story Stepback

BUILDING HEIGHTS & STEPBACKS

The shaping of building heights and stepbacks that enable sunlight to penetrate to the ground is important to the comfort and safety of mid-block walkways and to the successful growth of vegetation. If buildings that front mid-block walkways are too high, the walkway can become a dark chasm, and a pleasant sense of refuge can turn into a perception of a dangerous place. Mid-block streets are narrower than typical 132-foot wide Salt Lake City primary streets, therefore lower building heights along mid-block streets and walkways is appropriate.

- New development along mid-block walkways should be shaped to minimize the shadow that is cast by the building on the public space and ensure a sense of openness that reinforces human scale.
 - For mid-block walkways in height districts of 100' or less, regardless of orientation, streetwall height at the property line abutting the mid-block walkway should be no greater than 1.25 times the walkway width. Above that height, there should be a stepback of 15 feet. (Figure 4.1)
 - Along east-west mid-block walkways in height districts of 100 feet or less, development on the south side of the mid-block walkway should be sculpted to retain sunlight on the north side of the mid-block walkway, assuming a 5' minimum sidewalk. Above 100 feet, a 15-foot stepback is required and additional stepbacks are required to preserve a 50-degree angle from the curb of the north sidewalk to the building edge. (Figure 4.2)
- At corners where a walkway intersects with a main street, the streetwall height at both property lines should extend without stepbacks 60-feet back from the front property line (primary, non-mid-block street). (Figure 4.3)
- Additional consideration for providing light to mid-block walkways should be given to towers above 100-feet in height to ensure mid-block walkways are not overly in shadow.
- Podiums on parcels that also contain towers will be subject to the same sculpting requirements as buildings in height districts of 100-feet or less.
- For mid-block walkways between 20 and 30 feet in width, buildings should be stepped back no less than 10 feet above a height of 25 feet.
- For mid-block walkways between 30 and 40 feet in width, buildings should be stepped back no less than 5 feet above a height of 35 feet.
- New development along mid-block walkways should minimize adverse microclimate effects such as wind.
 - Exposed facades along mid-block walkways should use setbacks at various levels, and other configured shapes and design features, to reduce wind impact. In buildings of a size likely to cause problems, wind tunnel tests of alternative building masses should be undertaken

and the results employed in selecting the shape of the building. As a general rule, a building form should not be used which causes wind speeds to exceed eleven miles per hour in areas where people are walking and seven miles per hour where people are sitting.

BUILDING ARTICULATION & FORM

Building articulation and the orientation of entrances in relation to mid-block walkways are determining factors in pedestrian experience and connectivity. These factors communicate what can be reached on foot from a given point and what is possible to see and experience. Whereas primary streets benefit from unbroken streetwalls, mid-block walkway streetwalls can be more broken up: there can be a mix of residential units, secondary units over garages, small business entries, opportunities for glimpses into private or semi-private yards, walls, greenery, variation in building heights and massing, and a fine-grained development pattern.

- New development should respond to the fine grain pattern, vertical articulation and division of building frontages where this forms part of the established mid-block walkway character.
- New development and redevelopment of existing buildings should address mid-block walkways, locating windows, entrances, and active uses along walkway frontages.
- New development is discouraged from extending buildings and works over mid-block walkways for lengths longer than 60 feet, except to provide shade during the summer months. Any covered portions of the walkway must have a minimum height of 13 feet between the ground and any overhead projection or overhanging structure.

- Small tenant spaces (under 1,000 square feet) are encouraged along mid-block walkways.

CANOPIES

Canopies are a low-cost option for spatial reconfiguration in mid-block walkways. They create intimate spaces for people, bring protection from rain and snow, and bring interest. Canopies draw attention to entrances, attracting visitors into mid-block walkways, and contribute to pedestrian comfort.

- Canopies are encouraged for weather protection, entrance articulation, interest, comfort and intimacy.

PROGRAMMING

- Encourage small scale tenancies and spaces at ground level to promote activities such as retail, service and community facilities that contribute to the enjoyment of mid-block walkways.
- Active commercial uses, such as retail and restaurant uses, are encouraged whenever feasible.
- Ground-level housing with opportunities for residents to co-opt outdoor space for tables, chairs, and planters can help activate the walkways and provide visual interest. Elements should contribute to an inviting atmosphere that encourages walkway use rather than simply contributing to aesthetic appeal.
- Enable closure of Class 3 and 4 streets to vehicular traffic on occasion for festivals and events. (Figure 4.4)
- Utilize Class 1 and 2 walkways for events. (Figure 4.5)



Figure 4.4 Food truck event at Gallivan Avenue



Figure 4.5 Maiden Lane, San Francisco during a luncheon event

TRANSPARENCY

Transparency and access between inside an out will mean that more people are aware of what is happening in mid-block walkways, creating an active and safe environment.

- Provide highly articulated and well detailed facades that create visual interest, particularly at the lower levels.
 - The first floor elevation of all new buildings or buildings in which the property owner is modifying the size of windows on the facade facing a mid-block walkways shall be at least forty percent (40%) glass surfaces at pedestrian level (between 2-8 feet) to allow pedestrians to view activities inside the building or lighted display windows.
 - All first floor glass along a mid-block walkway shall be nonreflective type glass.
 - There must be visual clearance behind the glass for a minimum of 2'-6" with sight lines into the tenant area.
 - Display area lighting is required until at least 1 am so spill out lighting illuminates the sidewalk as well as the display zone.
- Smaller, boutique-style retail spaces are encouraged along mid-block walkways.
- Orientate windows and balconies to overlook mid-block walkways at upper stories.

GATEWAYS & ENTRANCES

Gateways and entrances contribute to the legibility of mid-block walkways as a system. They contribute to a sense of place using physical features.

- Create inviting entrances by upgrading building corners and gateways to mid-block walkways.

SIGHTLINES

- All classes of walkways should provide clear sightlines to termination points, such as cross streets or dead ends, providing passersby with clear indications of connectivity.

SERVICE ACCESS

Though service access is necessary on many walkways, care should be taken in the location and design of service access to maintain pedestrian priority.

- New development is discouraged from locating primary access and loading facilities on Class 1 and Class 2 mid-block walkways and must carefully consider the design and management of access and loading areas along Class 3 and Class 4 mid-block walkways. Management of service and deliveries must be coordinated so as not to limit pedestrian access at peak times.
- The number of interruptions where pedestrians must give way to vehicles entering and exiting parking facilities should be minimized.
- Combine practical features (i.e. waste collection, service access, water collection) with screening devices, public art, landscape design, or other approaches to minimize visual and olfactory impacts.

MATERIALITY

Unique colors, textures and materials can be used to create variety and interest in the public realm. Paving systems can distinguish varying conditions such as plaza locations, walking zones, vehicular zones, site furnishing zones, and other transition zones. Paving systems can also help reinforce the distinctive character of mid-block walkways.

- Materials should be strong enough to withstand the loads of necessary service trucks.
- Pavers are preferred over asphalt or concrete to improve permeability, particularly on Class 1 and 2 mid-block walkways. Often a mix of pavement types is most effective: concrete or asphalt where vehicles go and pavers elsewhere.
- Consideration should be given to color (high albedo) and texture of paving materials. Minimize urban heat island effects by utilizing light colored, reflective materials. Minimize glare by mixing in a limited amount of darker materials. Consider seasonal changes and microclimate conditions.

LIGHTING

In order for mid-block walkways to function as successful components of Salt Lake City's public realm, lighting is crucial. Lighting provides security and contributes to the perception of safety.

- Human scale street lighting is highly encouraged.
- Utilize unique lighting features to add delight and invite use at night.

SEATING

Providing places to stop and rest contributes to pedestrian comfort. Seating is important for recreational activities, such as dining, but also fulfills a need for places to rest, particularly for seniors and persons with disabilities.

- Movable seating and tables is highly encouraged.
- Seating must show consideration for access by those with disabilities.
- Permanent seating, such as benches, seat walls, and other elements are also encouraged. "Benches that provide a good view of surrounding activities are used more than benches with less or no view of others."²

³Gehl, Jan. 2011. Life Between Buildings: Using Public Space. Washington, DC: Island Press.

VEGETATION

Adding robust and attractive plants to mid-block walkways is one of the fastest and most effective ways of making a noticeable difference.

- Adverse microclimate effects should be minimized through the use of vegetation.
- Soften hardscapes with green wall applications, plantings, and arbors.
- Grow a green canopy over Class 1 and 2 mid-block walkways to shade the walkway and contribute to its visual complexity.
- Consider microclimate conditions when selecting plants: sun, shade, wind, and weather.
- Use of native plants is highly encouraged to provide urban wildlife habitat.

SIGNAGE & WAYFINDING

Signage and wayfinding devices are important components of Downtown's public realm because they contribute to the legibility of the city. A clear path or route is important for wayfinding.

- Coherent, smaller scale pedestrian-oriented signage is encouraged, such as blade signs and sandwich boards. The length of the sign and the height of the letters must be appropriate to the size of the area where the sign is to be mounted and the general size of the storefront. Limited window decal signs on glass display windows can provide additional pedestrian-oriented signage.
- Each retail use may have a combination of storefront and blade signs. Creative signs are encouraged in order to provide color and interest to the streetscape.
- Walkways should provide consistent signage, markings or materials indicating connectivity through blocks to adjacent streets and destinations.

PUBLIC ART

Integrating public art into mid-block walkways brings life and character to them.

- Mid-block walkways should be opened as playing fields for local artists and designers.
- Mid-block walkways should be places for experiments in the public realm: to test fresh ideas, colors, and materials.
- Locate public art at multiple levels along mid-block walkways: ground level, on buildings, and overhead.

SERENDIPITY

- While the extent of connectivity for Class 1 and 2 walkways should be readily apparent via sightlines to termination points, signage and wayfinding elements, opportunities for serendipity should be accommodated through changes in elevation and shape of bordering facades.

SHORT-TERM INTERVENTIONS

Many of the aforementioned categories have short-term or interim solutions for enhancing existing mid-block walkways, such as movable tables and chairs, planters, pedestrian scale lighting, and small shade structures. Salt Lake City residents and business owners are interested in carrying out low cost, self-organized projects that foster community and bring neighbors together through the creation of public spaces.

- Movable chairs and tables contribute to pedestrian comfort and interest and are highly encouraged.
- Shade umbrellas and other small scale shade structures contribute to pedestrian comfort and are encouraged during the summer months.
- Vegetative planters can identify building entrances, indicate activity, and provide visual interest and are highly encouraged.
- String lighting in trees or other locations can contribute to a festive nighttime atmosphere and is encouraged.
- Artwork placed in the public realm is encouraged to enhance the ambiance of the public realm.
- Painting murals on Class 3 and 4 streets is encouraged as an effective placemaking tool that utilizes relatively few resources. Only the roadway surface can be painted; painting of curbs, gutters or sidewalks is not allowed. The complete Paint-the-Pavement policy can be found via the Salt Lake City Transportation Division.



APPENDICES

APPENDIX A

PEDESTRIAN COUNT & SURVEY