

# Trolley House

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705 E 500 S, Salt Lake City, UT 84102

Zoning Amendment

JULY 22, 2026



Faroe

WATG

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## Project Team

| APPLICANT                                                                                                                     | ARCHITECT / LANDSCAPE ARCHITECT                                                                                                          | CIVIL                                                                                                  |
|-------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|
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# Trolley House Residences

Zoning Map Amendment Narrative (MU-5 → MU-11) | 705 East 500 South, Salt Lake City, UT 84102

## 1. Introduction and Requested Action

705 East 500 South LLC (the “Applicant”) requests a zoning map amendment to rezone 705 East 500 South (the “Site”) from MU-5 to MU-11. The Site is a vacant 0.48-acre corner infill parcel at 700 East and 500 South in Central City—across 700 East from Trolley Square and about 770 feet from TRAX. Trolley House Residences is a vertical mixed-use building of 97 for-sale condominiums (up to 5% deed-restricted affordable for-sale at 60% AMI under the City’s Affordable Housing Incentives, § 21A.52.050, which provides the MU-11 height bonus) above roughly 5,000 square feet of ground-floor restaurant space. The current MU-5 designation underutilizes this high-activity, transit-served corner; MU-11 matches the Site’s role as a Central City hub, with density and height suited to its urban context and transit access.

## 2. Standard of Review

Salt Lake City Code § 21A.50.050.B lists the factors considered in a zoning map amendment, and § 21A.50.050.C the community benefits that support one. Each is addressed below; the project’s consistency with the General Plan (the first factor) is developed further in the companion General Plan Amendment narrative.

## 3. Analysis of the § 21A.50.050.B Standards

### Standard A. Consistency with adopted planning documents

*Whether a proposed map amendment is consistent with the purposes, goals, objectives, and policies of the City as stated through its various adopted planning documents.*

**Complies** — The rezone is consistent with the City’s adopted plans. Plan Salt Lake calls to redevelop underutilized land near transit and to “promote high-density residential in transit-served areas”; Housing SLC prioritizes new supply and affordability near transit; Thriving in Place favors net-new housing without displacement; Connect SLC supports transit-oriented development; and the Central Community Master Plan identifies the Trolley Square corridor for concentrated mixed use. As for-sale housing, the project also advances the City’s ownership goals: new supply at a high-demand node helps the existing owner-occupied stock filter down and grow more affordable to later buyers over time (Liu, McManus & Yannopoulos, 2021).

### Standard B. Furthering the purpose statements of the zoning ordinance

*Whether a proposed map amendment furthers the specific purpose statements of the zoning ordinance.*

**Complies** — The MU districts exist to foster compact, pedestrian-oriented, mixed-use development that supports transit and active streets—and the benefits of such a node scale with density, so MU-11 furthers these purposes more fully than the medium-intensity MU-5. Frequent bus and light-rail service become

efficient only at roughly 15–20+ homes per acre, and ridership and cost-effectiveness keep rising with density (Pushkarev & Zupan, 1977; PSRC, 2015). Density also drives local commerce: denser neighborhoods support more—and more varied—restaurants, shops, and services (Glaeser, Kolko & Saiz, 2001; Schiff, 2015). Concentrating roughly 97 households at a node anchored by Trolley Square and a Whole Foods strengthens the customer base for local businesses in a way medium density cannot.

The intersection is also the right place for the building’s height and prominence. Salt Lake City’s own design review standards (§ 21A.59.050) direct corner lots to emphasize the corner, so a taller signature element at 700 East and 500 South fulfills City design policy rather than departing from it. In urban-design terms the intersection is a ‘node’ and a prominent building upon it a ‘landmark’ that aids orientation and marks a gateway into Central City (Lynch, The Image of the City, 1960). The hard corner is also the district’s highest-visibility, highest-foot-traffic point—the ideal location for the project’s enhanced active ground-floor restaurant, placing that public benefit where the most people pass.

### Standard C. Effect on adjacent properties

*The extent to which a proposed map amendment will affect adjacent and nearby properties.*

**Complies** — The Site is a prominent corner on public streets within an urban context that already includes Trolley Square, a Whole Foods, and other commercial and higher-intensity uses. A masonry podium at the pedestrian scale and a required 10-foot upper-story step-back above 85 feet moderate the building’s scale, and the added residents directly benefit adjacent commercial uses. The amendment’s effect on adjacent properties is appropriate and well-managed.

The corner location is itself why the added height sits lightly on its neighbors. Because the Site fronts public right-of-way on two sides—the 700 East arterial and 500 South—the building’s bulk and its shadows fall across those streets and the Trolley Square block rather than over adjacent private lots, unlike a mid-block tower that would abut private property on both sides. The two tallest frontages face Trolley Square and an arterial—commercial and civic scale—not low-scale homes, and concentrating height on an arterial corner while stepping down toward interior streets follows standard design practice. The corner is, in short, the lowest-impact location on the block for the intensity proposed.

### Standard D. Consistency with applicable overlay districts

*Whether a proposed map amendment is consistent with the purposes and provisions of any applicable overlay zoning districts which may impose additional standards.*

**Not Applicable** — The Site is not within a Historic Preservation (H) or other overlay district that would impose additional standards, so the rezone is consistent with this standard.

### Standard E. Public utility impacts (water, storm water, sewer)

*The potential impacts on the City to provide safe drinking water, storm water, and sewer to the property and other properties based on the additional development potential of future development.*

**Complies** — As an infill site at a developed corner, the Site is served by existing water, storm water, and sewer infrastructure and connects to that capacity rather than requiring new extensions. The Applicant’s civil engineer (CMT) will confirm capacity and on-site storm water management at permitting; no atypical off-site utility burden is anticipated.

**Standard F. Transportation facilities and impacts**

*The status of existing transportation facilities, any planned changes to the transportation facilities, and the impact that the proposed amendment may have on the city’s ability, need, and timing of future transportation improvements.*

**Complies** — The Site is served by an established street grid and by TRAX about 770 feet away, across from Trolley Square. Its walkable, transit-adjacent location reduces vehicle trips, and the project adds secure bicycle parking and an improved pedestrian realm. As noted under Standard B, this density is what makes the City’s transit investment pay off; the project supports the TRAX network.

**Standard G. Proximity of amenities and non-vehicular access**

*The proximity of necessary amenities such as parks, open space, schools, fresh food, entertainment, cultural facilities, and the ability of current and future residents to access these amenities without having to rely on a personal vehicle.*

**Complies** — Few sites score better here. Residents can walk to a Whole Foods, Trolley Square, Trader Joe’s, a variety of restaurants, and Liberty Park, with TRAX providing car-free regional access to downtown and the University of Utah. The project itself adds a ground-floor restaurant and activated corner open space. Daily needs can be met without a personal vehicle—precisely this standard’s aim.

**Standard H. Public safety resources**

*The potential impacts to public safety resources created by the increase in development potential that may result from the proposed amendment.*

**Complies** — The Site is in the urban core, near the Public Safety Building and existing police and fire service. Type IA construction with modern fire-protection systems, at a central, already-served location, makes efficient use of public-safety resources; no service extension into unserved areas is required.

**Standard I. Residential displacement**

*The potential for displacement of people who reside in any housing that is within the boundary of the proposed amendment, and the plan offered by the petitioner to mitigate displacement.*

**Complies** — There is no potential for residential displacement: the Site is a vacant lot with no existing housing. The project produces net-new housing—including permanently affordable homes—with zero displacement, fully aligned with Thriving in Place.

**Standard J. Business displacement**

*The potential for displacement of any business that is located within the boundary of the proposed amendment, and the plan offered by the petitioner to mitigate displacement.*

**Complies** — There is no potential for business displacement: the Site has no existing business. The project instead creates roughly 5,000 square feet of new, locally-oriented commercial space, adding neighborhood activity and jobs, while also adding the density needed to support these new local businesses.

**Standard K. Community benefits**

*The community benefits that would result from the proposed map amendment, as identified in § 21A.50.050.C.*

**Complies** — The project delivers several community benefits enumerated in § 21A.50.050.C, detailed in Section 4.

**4. Community Benefits (§ 21A.50.050.C)**

Section 21A.50.050.C lists the community benefits that support a zoning amendment. Trolley House provides the following:

**Housing that aligns with community needs**

This is the benefit the project most directly advances. Item (a) names affordability, family-sized units, and housing for purchase, and Trolley House delivers all three: 97 for-sale homes across a range of sizes, including family-sized two- and three-bedroom units, with up to 5% deed-restricted as permanently affordable for-sale condominiums at 60% AMI under the City’s Affordable Housing Incentives (SLC Code § 21A.52.050)—secured by a recorded 30-year restrictive covenant and the same incentive that provides the MU-11 zone’s three-story height bonus. For-sale housing is itself the benefit—ownership creates long-term stakeholders, is most households’ primary means of building wealth, and stabilizes a neighborhood in ways rental tenure does not—and the added supply helps the ownership market filter down to more moderate-income buyers over time (Liu, McManus & Yannopoulos, 2021).

**For-sale housing has also become the hardest product to deliver, and construction type—set by zoning—is central to why.** Condominiums carry far greater construction-defect liability than rental apartments, and that risk is concentrated in wood-frame construction. Because the building code limits wood-frame and podium construction to roughly five to seven stories, medium-density zones such as MU-5 and MU-8 yield exactly that exposed product—and across Western U.S. markets developers have largely stopped building for-sale condos (in metro Denver, condominiums fell from 34% of multifamily starts in 2002–2008 to about 3% by 2022) (Common Sense Institute, 2024). By contrast, in Canada—where condominiums make up roughly 38% of multifamily housing (Terner Center, 2025)—they are built largely of steel and concrete. MU-11 enables that same durable, non-combustible Type IA construction, making a high-quality, marketable for-sale home feasible here in a way medium-density MU-5 or MU-8 zoning, and the wood-frame construction it incentivizes, cannot.

**Commercial space for local business**

The project creates roughly 5,000 square feet of ground-floor restaurant/food-and-beverage space, envisioned as locally owned, activating the street with an Enhanced Active Use. It also supplies the customer base local businesses depend on: restaurants and shops are non-tradable goods that need nearby residents to survive, and both the number and variety of establishments rise with population and density (Glaeser, Kolko & Saiz, 2001; Schiff, 2015). Placing roughly 97 households at a node anchored by Trolley Square and a Whole Foods is what lets local businesses specialize and remain viable—far more than a medium-density project would.

**Publicly-oriented open space and streetscape**

At 700 East and 500 South, the project provides an enhanced, publicly-accessible pedestrian realm—widened sidewalks, planters, street trees, and seating—contributing activated open space beyond what the vacant lot offers.

*The remaining § 21A.50.050.C benefits—protection of natural lands and preservation of historic structures—are not implicated, as the Site is a vacant urban infill parcel with no such features.*

5. Conclusion

The rezone from MU-5 to MU-11 satisfies each § 21A.50.050.B standard: it is consistent with the City’s adopted plans, furthers the Mixed Use purposes more fully than MU-5 or MU-8 could, is appropriately scaled to its context, relies on existing infrastructure, places residents within car-free reach of daily amenities, and delivers meaningful community benefits—durable, affordable for-sale homeownership, new local commercial space, and the household density that local business and transit depend on—all with zero displacement on a vacant corner. The Applicant respectfully requests that the Planning Commission and City Council recommend and approve the amendment.

Research References

Liu, L., McManus, D. A., & Yannopoulos, E. (2021). Geographic and Temporal Variation in Housing Filtering Rates. Freddie Mac Economic & Housing Research; Regional Science and Urban Economics.

Glaeser, E. L., Kolko, J., & Saiz, A. (2001). Consumer City. Journal of Economic Geography, 1(1), 27–50.

Schiff, N. (2015). Cities and Product Variety: Evidence from Restaurants. Journal of Economic Geography, 15(6), 1085–1123.

Pushkarev, B., & Zupan, J. (1977). Public Transportation and Land Use Policy — transit-supportive density thresholds as compiled in Puget Sound Regional Council (2015), Transit-Supportive Densities and Land Uses.

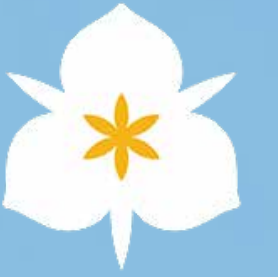
Common Sense Institute (2024). The Decline of Condominium Construction in Colorado.

Terner Center for Housing Innovation, UC Berkeley (2025). Construction Defect Liability in California.

International Code Council, International Building Code — building height/area limits by construction type (Tables 504.3–504.4) and podium provisions (§ 510).

Lynch, K. (1960). The Image of the City. Cambridge, MA: MIT Press (urban legibility — nodes and landmarks).

# Aligned to City's Visions



## 01 Neighborhood Vitality & Street Activation

- Catalytic Density: Introduce new for-sale households to Central City, strengthening the customer base for Trolley Square and local businesses.
- Pedestrian Engagement: Deliver a highly transparent, pedestrian-friendly ground floor with a lively restaurant fostering social interactions.

## 02 Responsible Growth at the Right Site

- Smart Growth: Transform a half-acre underutilized urban infill parcel into a high-density, transit-oriented vertical mixed-use community.
- Urban Efficiency: Model responsible growth by leveraging existing urban infrastructure to contribute to Salt Lake City's housing goals.

## 03 Housing Diversity and Affordability

- Inclusive Luxury: Offer 97 for-sale condominiums, seamlessly integrating affordable units with quality housing.
- Adaptable Diversity: Curate unit mixes and types to accommodate changing demographics and broadening household profiles including families.

## 04 Transit-Oriented Mobility

- Mobility Hierarchy: Prioritize non-motorized transport via access to public transportation and bicycle infrastructure.
- Reduced Vehicular Footprint: Target parking ratio close to 1:1 space per unit and provide bicycle and pedestrian-oriented streetscape.

## 05 Sustainability & Environmental Performance

- High-Performance Envelope: Create highly energy efficient exterior enclosure and select enduring materials for longevity and sustainability.
- Xeriscaping: Curate outdoor spaces with drought-tolerant, native plants to reduce irrigation demands and integrate the local nativescape into the built environment.

## 06 Design Excellence & Urban Placemaking

- Block Character: Place a landmark building at the prominent corner across from Trolley Square as a new mixed-use hub of the Central City with new housing densities planned on the surrounding lots.
- Vertical Outdoors: Provide common and private open spaces to bring nature close to the residents, while bringing the building scale down and soften the façade expressions.

## 07 Historic Continuity & Cultural Compatibility

- Heritage Reimagined: Pay homage to the local architectural heritage and urban fabric.
- Scale & Material: Acknowledge different building massing and scales around the site to reflect into the design while considering compatibility of materials and finishes in the neighborhood.

## 08 Arts, Culture & Neighborhood Identity

- Site-Specific Artistry: Embed works by local artists into the architecture, strengthening ties to the local community.
- Neighborhood Identity: Reinforce a sense of place through branding, architecture, and the material palette inspired by Utah's landscape, history, and culture.

## 09 Equitable Access & Zero Displacement

- Spatial Equity: Distribute affordable housing units throughout the building and provide equal access to quality spaces and amenities.
- Zero Displacement: Develop an underutilized empty site without displacing residents, maintaining a universally accessible ground plane that welcomes the entire community.

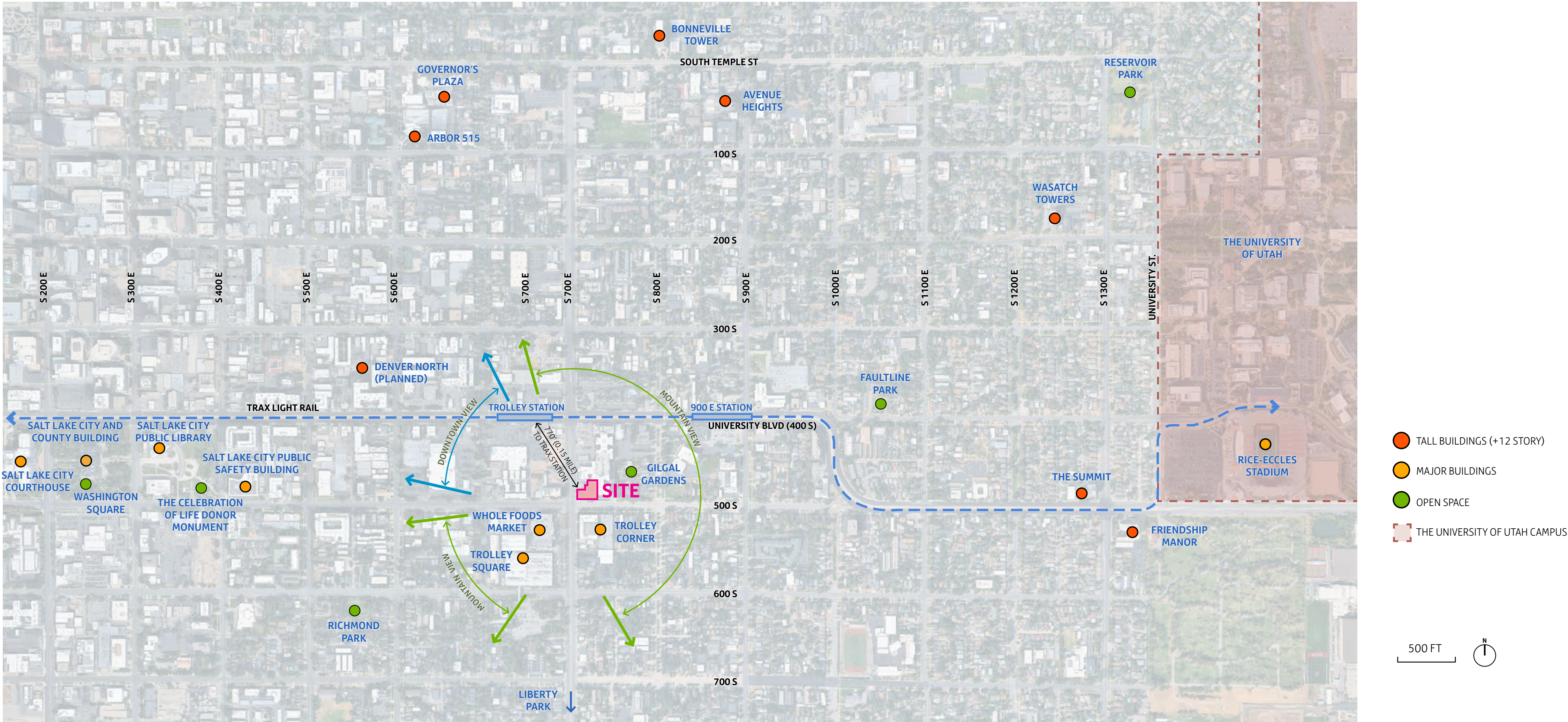
## 10 Economic Activation

- Job Creation: Generate construction jobs and permanent operations staff positions.
- Fiscal Impact: Generate a robust property tax base and retail spending to aid in the neighborhood's commercial viability.
- Customer Base: Strengthen regional commerce by adding residential density that increases foot traffic and supports vitality.

## 11 Skyline Presence & Civic Image

- Mountain-Metropolitan Living: Highlight new demands for sophisticated urban living that coexists with the readily accessible, year-round outdoor lifestyle unique to Salt Lake City.
- Luminous Hierarchy: Design a skyline that elegantly contributes to Salt Lake City's mountain-framed urban image.

# Site Location



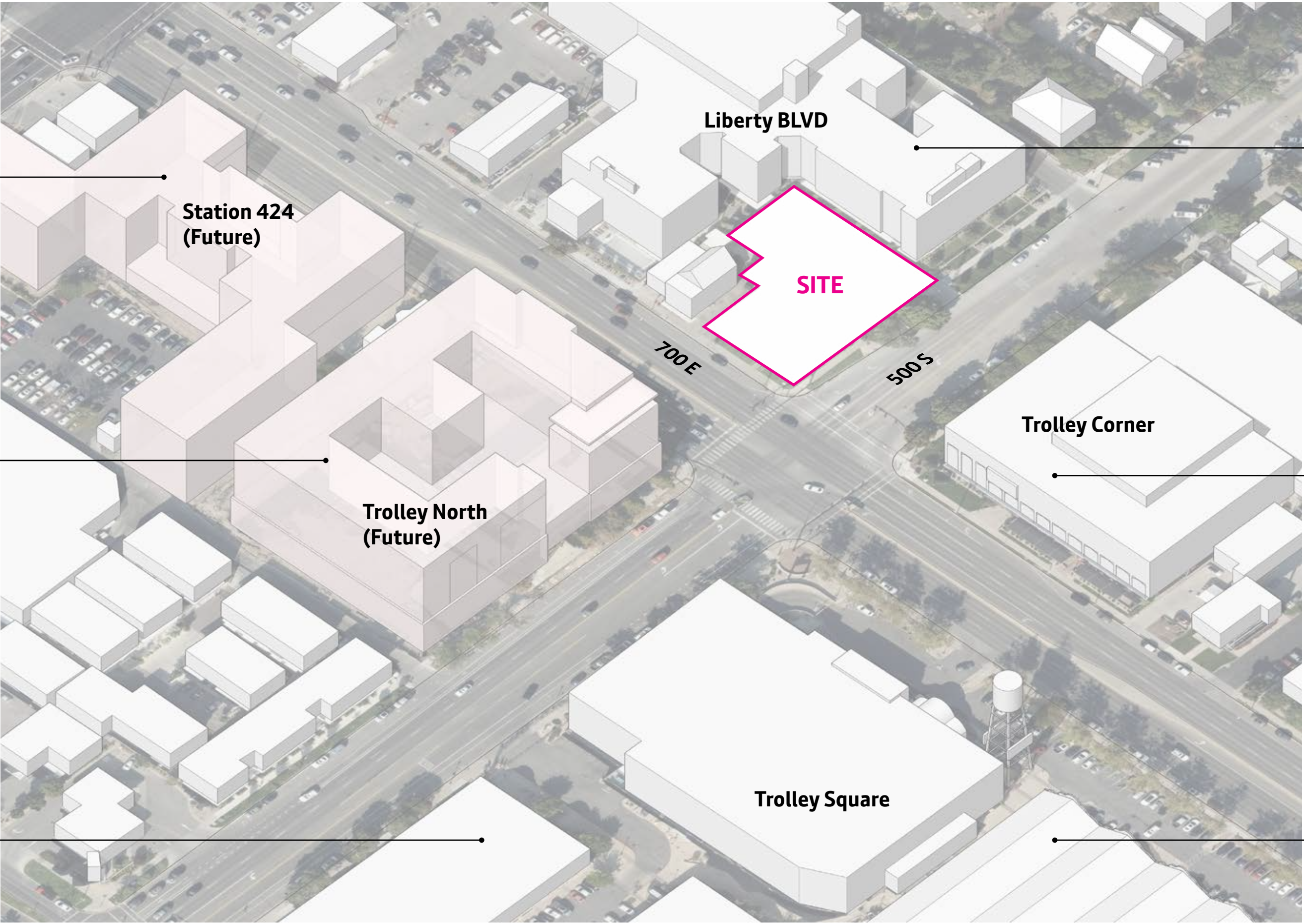
Trolley House Residences - Zoning Amendment

# Site Photos



Trolley House Residences - Zoning Amendment

# Architectural Context



# Architectural Concept

## HERITAGE REIMAGINED

Drawing inspiration from the historic landmarks of Trolley Square and the Phillips Church, the pedestrian experience translates Salt Lake City's architectural legacies into contemporary vocabulary. The tactility and permanence of brick and sandstone, paired with the rhythmic expression of sweeping arches and fenestrations, crafts a grounded street-level narrative where the forms and textures of the past anchoring the modern architecture at the pedestrian scales. The walkable streetscape is further activated by transparent storefronts and vibrant outdoor dining spaces.

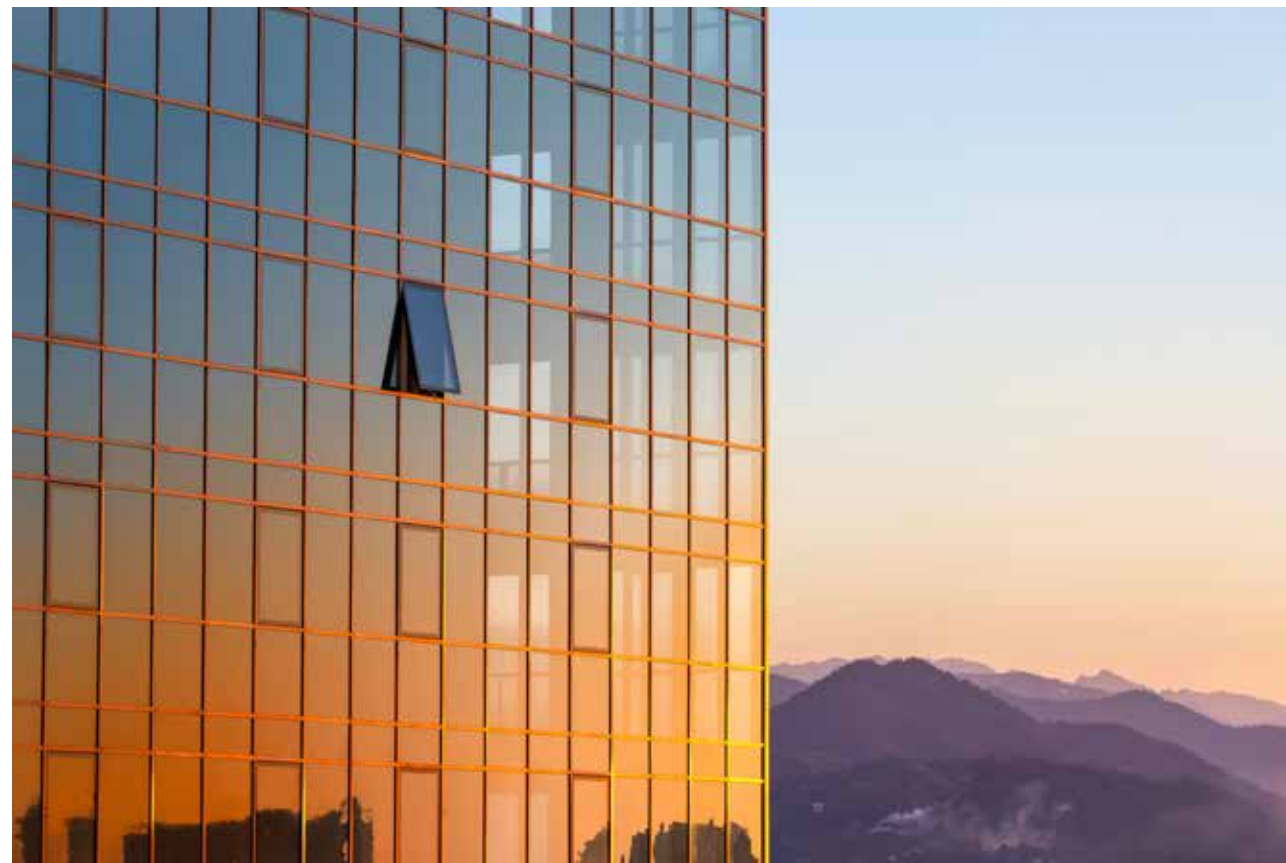


# Architectural Concept



## THE WASATCH RANGE & THE SKYLINE

Above the masonry podium, the tower represents an evolution into lightness, resonating with the modern city's urban lifestyles. The architecture poses a light and airy mass, the glass facade serving as a dynamic canvas that captures the shifting images of the Wasatch Range and the deep Utah skies. Expansive, floor-to-ceiling glass maximizes natural daylight and frames panoramic vistas. Crowning the design, the rooftop pool deck seamlessly extends the indoor-outdoor lifestyle, elevating residents to eye level with the peaks of the Wasatch Range.



# Architectural Concept



## ONE ADDRESS, EVERY LIFESTYLE

Approached with the refined palette of a boutique hospitality, every facet of the resident experience is curated to foster well-being and active lifestyles. From thoughtfully designed residences and amenity spaces to staffs paying attention to every detail, the building brings a seamless, elevated hospitality experience into the resident's everyday. A diverse range of floor plans invites a wide spectrum of residents to experience the mountain-metropolitan lifestyle on their own terms.

# Inspirations

New  
Cool  
Smooth  
Urban Scale  
Glass & Metal

UTAHN LANDSCAPES ARE FULL OF CONTRASTS

CONTRAST CREATES ENERGY AND NEW DIALOGUES

Heritage  
Warm  
Textured  
Pedestrian Scale  
Brick & Iron















AERIAL VIEW FROM SOUTHEAST



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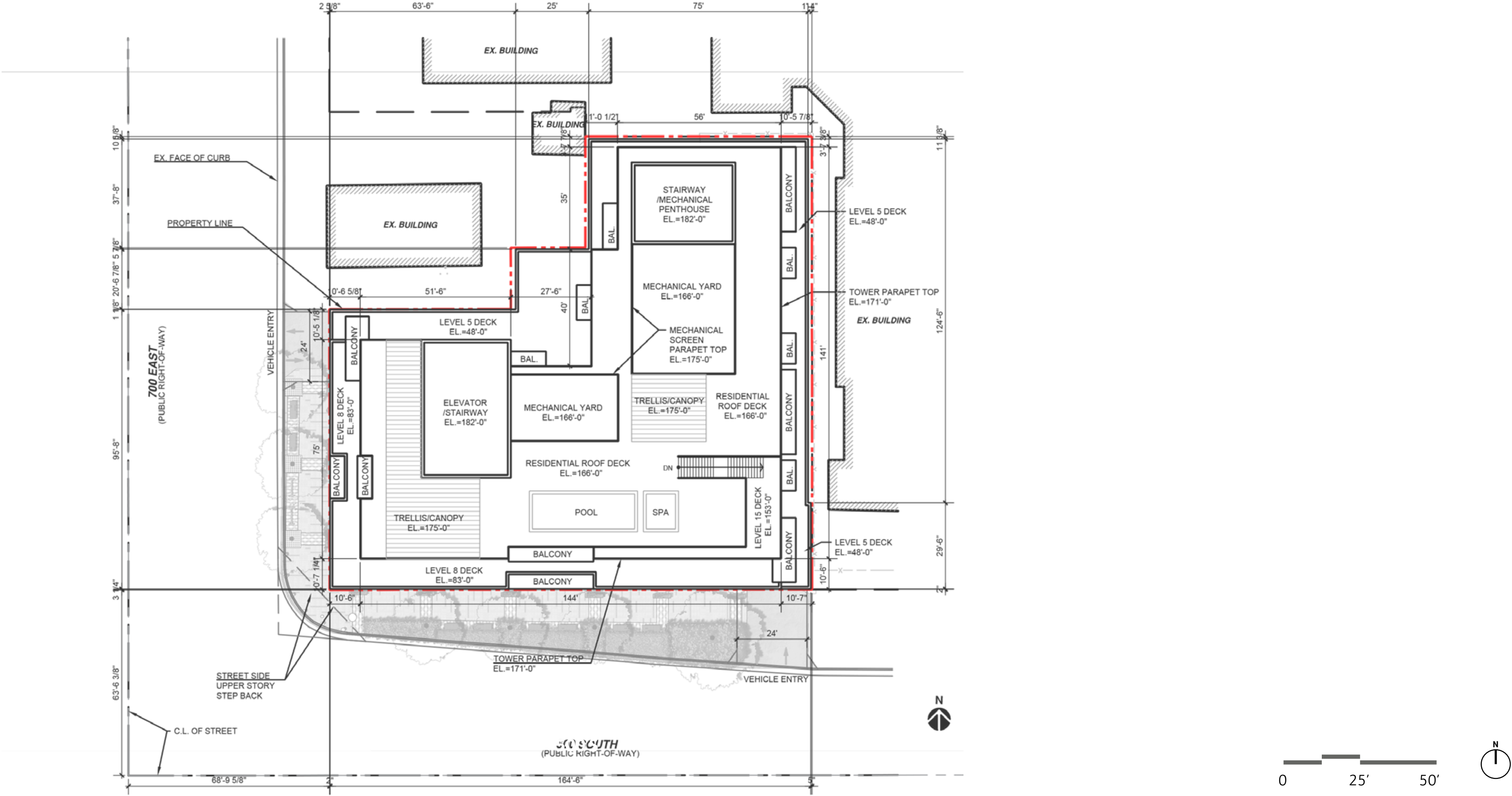
# Project Information

|                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|----------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| PROJECT ADDRESS      | 705 E 500 S, SALT LAKE CITY, UT 84102                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| PARCEL NO.           | 16-05-308-069                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| PROJECT DESCRIPTION  | THE PROPOSED PROJECT IS A VERTICAL MIXED-USE PROJECT COMPRISED OF 97 FOR-SALE CONDOMINIUM UNITS INCLUDING AFFORDABLE UNITS, VARIOUS INDOOR AND OUTDOOR AMENITY SPACES, AND 5,000 SF RESTAURANT/F&B SPACE AT THE GROUND LEVEL. THE PROPOSED PROJECT IS A 15 STORY BUILDING, APPROXIMATELY 166 FT TO THE ROOF TOP AMENITY DECK, WITH 2 BELOW-GRADE LEVELS. SHARED RESIDENTIAL AMENITIES INCLUDE POOL, SPA, LIVING ROOM, COMMON DINING ROOM, PET WASH, OUTDOOR GARDENS AND TERRACES. APPROXIMATELY 138 PARKING SPACES ARE PROPOSED AT THE GARAGE LEVELS, 4 ABOVE-GRADE AND 2 BELOW-GRADE. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| LOT AREA             | 20,969 SF (APPROX. 0.48 AC) BASED ON SURVEY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| ZONE                 | MU11 (PROPOSED)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| BUILDING TYPE        | VERTICAL MIXED-USE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| TYPE OF CONSTRUCTION | TYPE IA                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                      | ALLOWABLE/ REQUIRED                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | PROPOSED                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| DENSITY              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 97 UNITS                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| GROSS FLOOR AREA     | SEC 21A.62                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 197,000 SF (EXCLUDING PARKING/LOADING)                                                                                                                                                                                                                                                                                                                                                                                                                              |
| USABLE FLOOR AREA    | SEC 21A.62                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 162,400 SF                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| BUILDING HEIGHT      | MU11 VERTICAL MIXED USE BY-RIGHT HEIGHT: 125 FT (REQUIRES DESIGN REVIEW ABOVE 85 FT)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 166 FT (T.O.F. AT ROOF LEVEL)<br>182 FT (THE HIGHEST POINT OF STRUCTURE)<br><br>AHI BONUS FOR MU11: 36' (3 STORIES AT 12' EACH)<br>ENHANCED ACTIVE USE HEIGHT BONUS: 5'<br>GF CEILING HEIGHT AT 13' (13'-8'=5')<br>TOTAL ALLOWABLE HEIGHT:<br>125' + 36' + 5' = 166'<br><br>HEIGHT EXCEPTIONS INCLUDED:<br>ELEVATOR/STAIRWAY TOWER: 16'<br>PARAPET WALL, RAILING: 5'<br>ROOFTOP AMENITIES: 5'<br>UNENCLOSED SHADE STRUCTURES: 10'<br>MECHANICAL EQUIPMENT SCREENING |
| BUILDING STORIES     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 15 ABOVE-GRADE<br>2 BELOW-GRADE                                                                                                                                                                                                                                                                                                                                                                                                                                     |

|                          | ALLOWABLE/ REQUIRED                                                                                                                                 | PROPOSED                                        |
|--------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------|
| FRONT / CORNER SIDE YARD | 0 - 20 FT (MIN. - MAX.)                                                                                                                             | 0 FT                                            |
| INTERIOR SIDE YARD       | 0 FT                                                                                                                                                | 0 FT                                            |
| REAR YARD                | 0 FT                                                                                                                                                | 0 FT                                            |
| STEP BACK                | STREET SIDE UPPER STORY STEP BACK: 10' AT 85 FT AND ABOVE                                                                                           | 10' AT 85 FT AND ABOVE                          |
| COMMERCIAL AREA          |                                                                                                                                                     | 5,000 SF (PLUS 1,000 SF TERRACE)                |
| OPEN SPACE               | 10% OF LOT = 2,096 SF                                                                                                                               | > 2,096 SF                                      |
| LANDSCAPE AREA           | 20% OF REQUIRED OPEN SPACE = 420 SF                                                                                                                 | > 420 SF                                        |
| PARKING                  |                                                                                                                                                     |                                                 |
|                          | REQUIRED PARKING (MU - URBAN CENTER CONTEXT):<br>RESIDENTIAL: 86 STALLS<br>COMMERCIAL (F&B): 13 STALLS<br>W/ TRANSIT PROXIMITY REDUCTION: 75 STALLS | 138 STALLS (Incl. 7 Tandem)                     |
|                          | ACCESSIBLE PARKING<br>1-100: 4 STALLS<br>101-138: 1 STALLS                                                                                          | 5 STALLS (1 VAN) - INCLUDED IN TOTAL PARKING    |
|                          | EV PARKING<br>1 EVERY 25 STALLS: 6 STALLS                                                                                                           | 6 STALLS - INCLUDED IN TOTAL PARKING            |
| BICYCLE PARKING          | MU - URBAN CENTER CONTEXT:<br>RESIDENTIAL: 32 SPACES<br>COMMERCIAL (F&B): 1 SPACES<br>SECURE FACILITY REDUCTION: 50% IF ENCLOSED                    | 3 SPACES - OUTDOOR<br>15 SPACES - INDOOR SECURE |

| UNIT MIX |                      |                      |                      |       |
|----------|----------------------|----------------------|----------------------|-------|
| TYPE     | 1-BED (AVG 1,000 SF) | 2-BED (AVG 1,300 SF) | 3-BED (AVG 1,700 SF) | TOTAL |
| #UNITS   | 22                   | 54                   | 21                   | 97    |
| RATIO    | 23%                  | 56%                  | 21%                  | 100%  |

# Site Plan

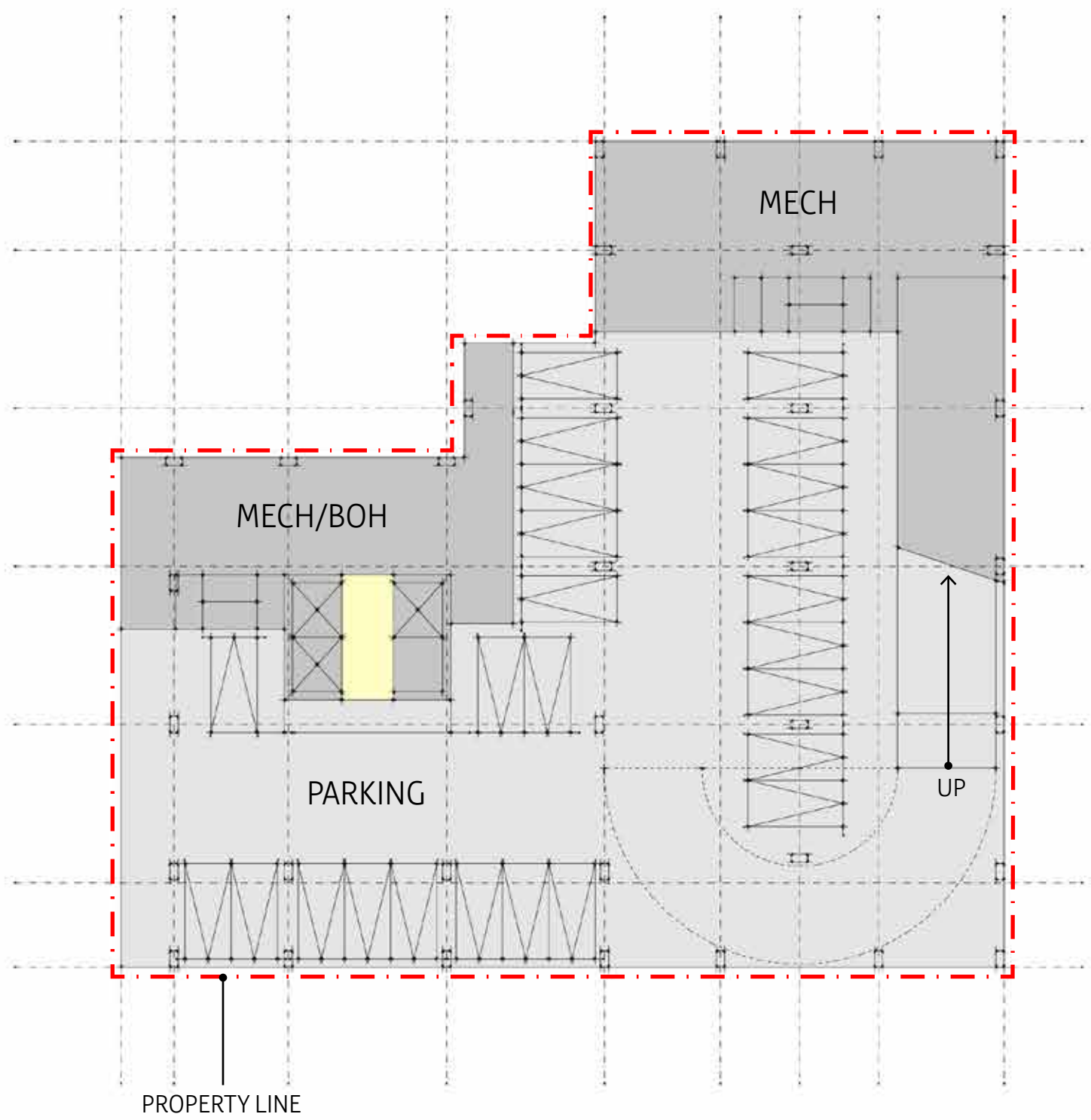


# Floor Plan

LEVEL B2 PLAN (-22'-0")

GROSS FLOOR AREA: 6,300 SF

PARKING: 25 STALLS



- RESIDENTIAL
- RESIDENTIAL COMMON
- RETAIL
- BOH / MECH / PARKING

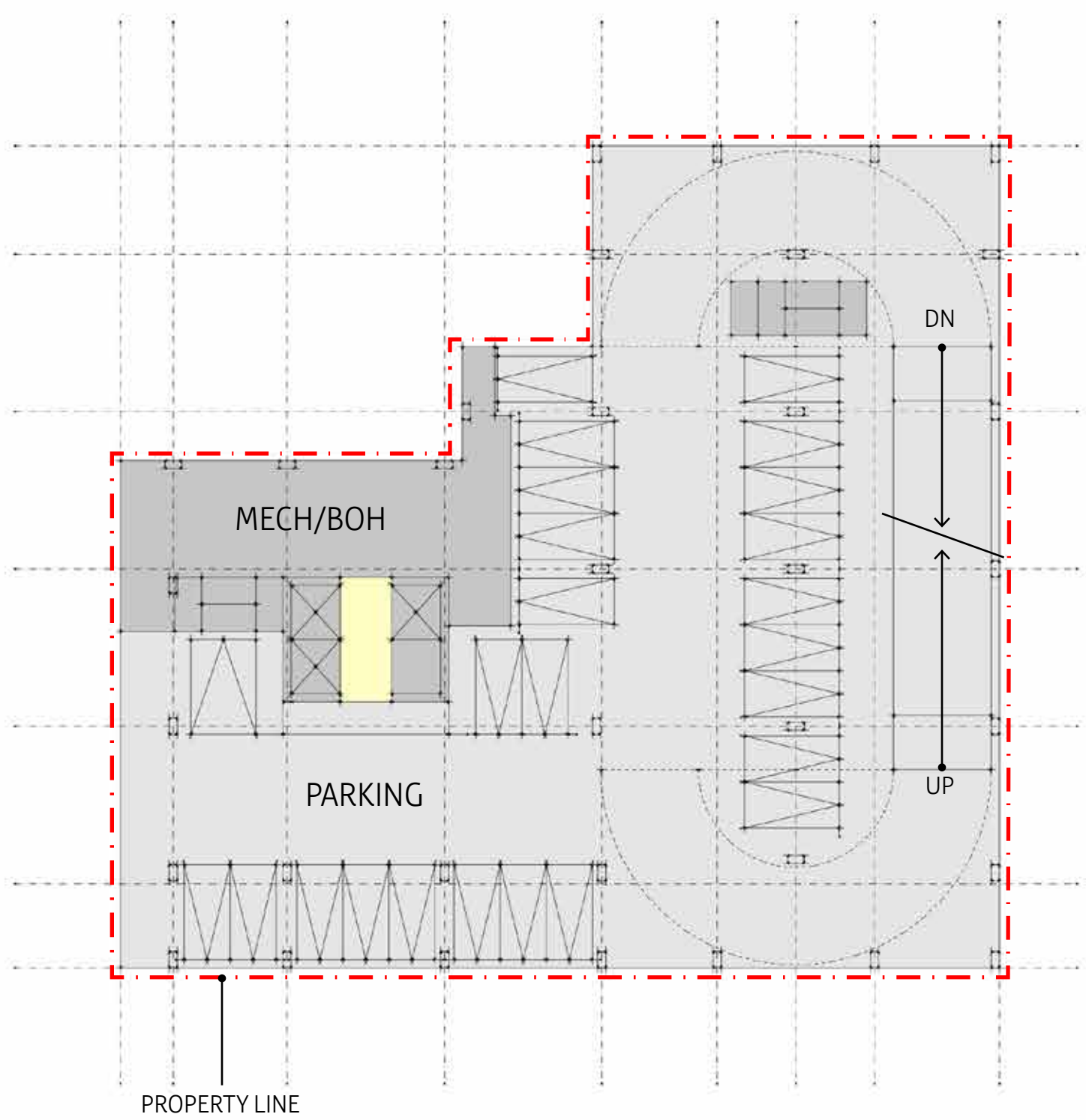


# Floor Plan

LEVEL B1 PLAN (-12'-0")

GROSS FLOOR AREA: 3,100 SF

PARKING: 25 STALLS

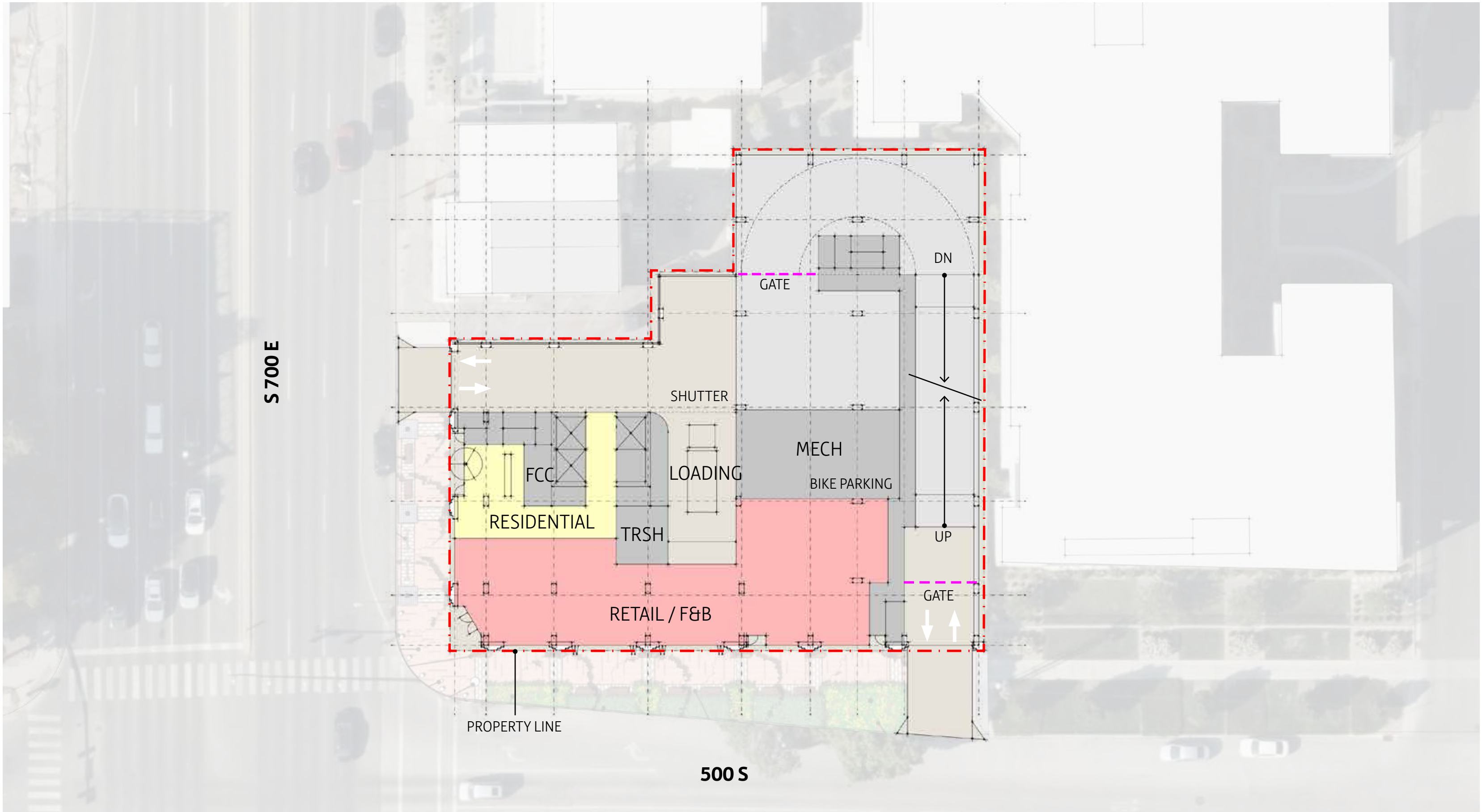


- RESIDENTIAL
- RESIDENTIAL COMMON
- RETAIL
- BOH / MECH / PARKING



# Floor Plan

LEVEL 1 PLAN (±0'-0")

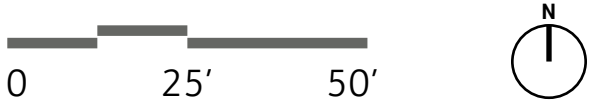


GROSS FLOOR AREA: 9,700 SF

RESIDENTIAL: 5,200 SF

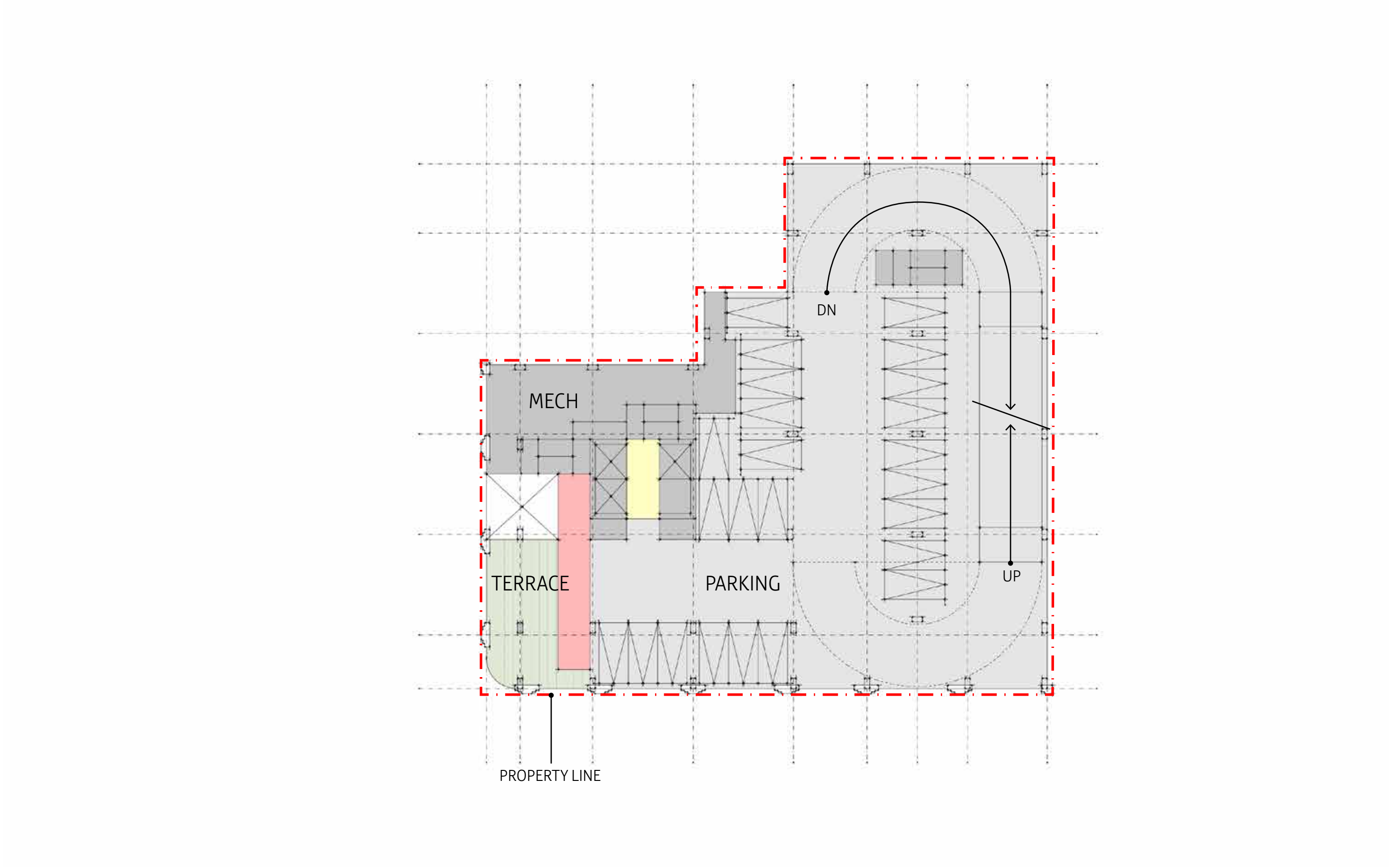
RETAIL: 4,500 SF

- RESIDENTIAL
- RESIDENTIAL COMMON
- RETAIL
- BOH / MECH / PARKING



# Floor Plan

LEVEL 2 PLAN (+15'-0")



GROSS FLOOR AREA: 3,500 SF

RESIDENTIAL: 3,000 SF

RETAIL: 500 SF (plus 1,000 SF Outdoor Terrace)

PARKING: 24 STALLS (Incl. 1 Tandem)

- RESIDENTIAL
- RESIDENTIAL COMMON
- RETAIL
- BOH / MECH / PARKING

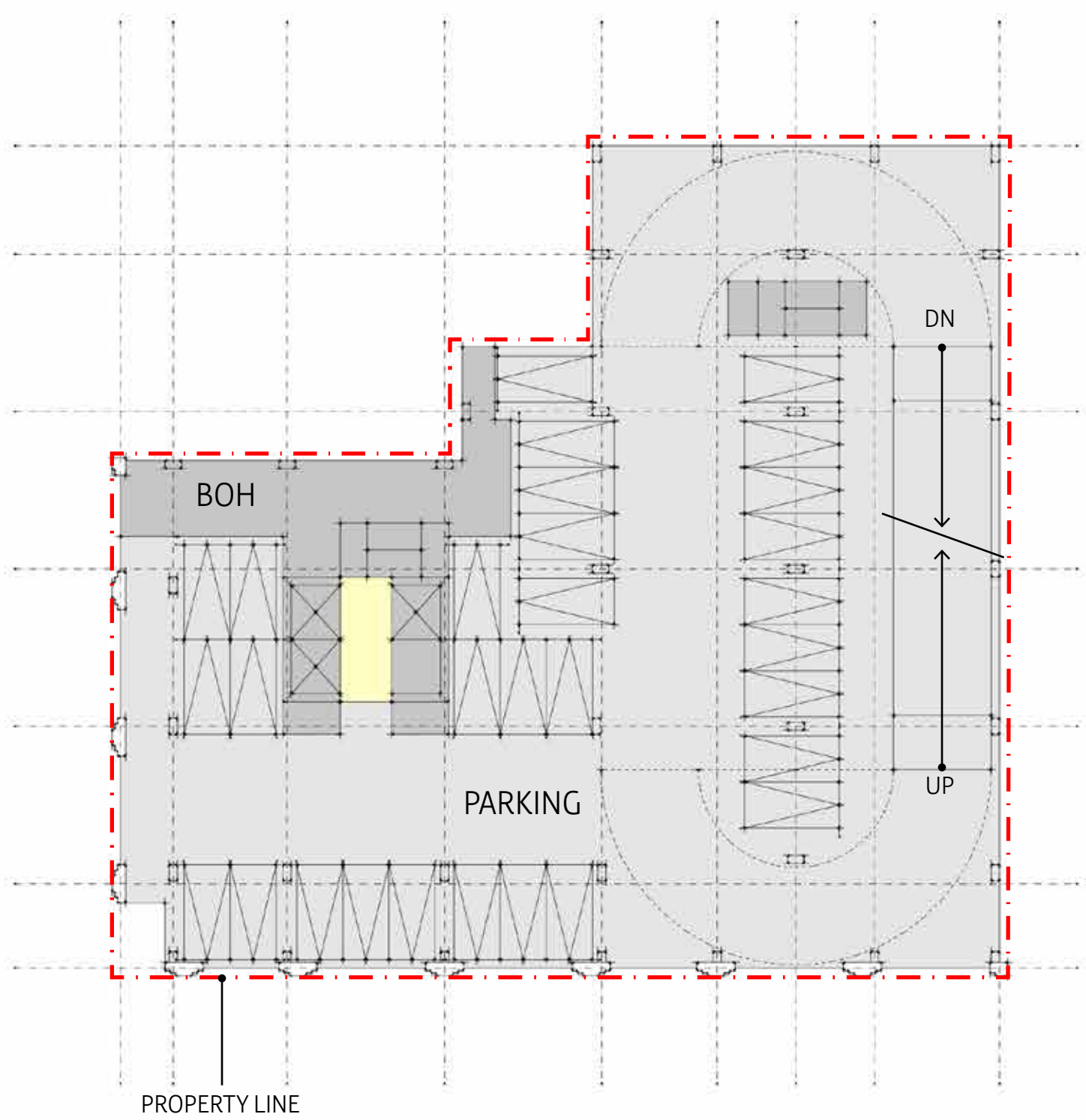


# Floor Plan

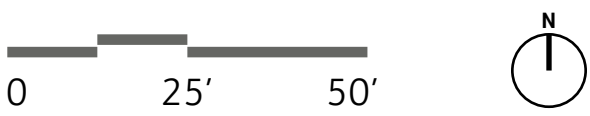
LEVEL 3 PLAN (+26'-0")

GROSS FLOOR AREA: 2,500 SF

PARKING: 30 STALLS (Incl. 3 Tandem)



- RESIDENTIAL
- RESIDENTIAL COMMON
- RETAIL
- BOH / MECH / PARKING

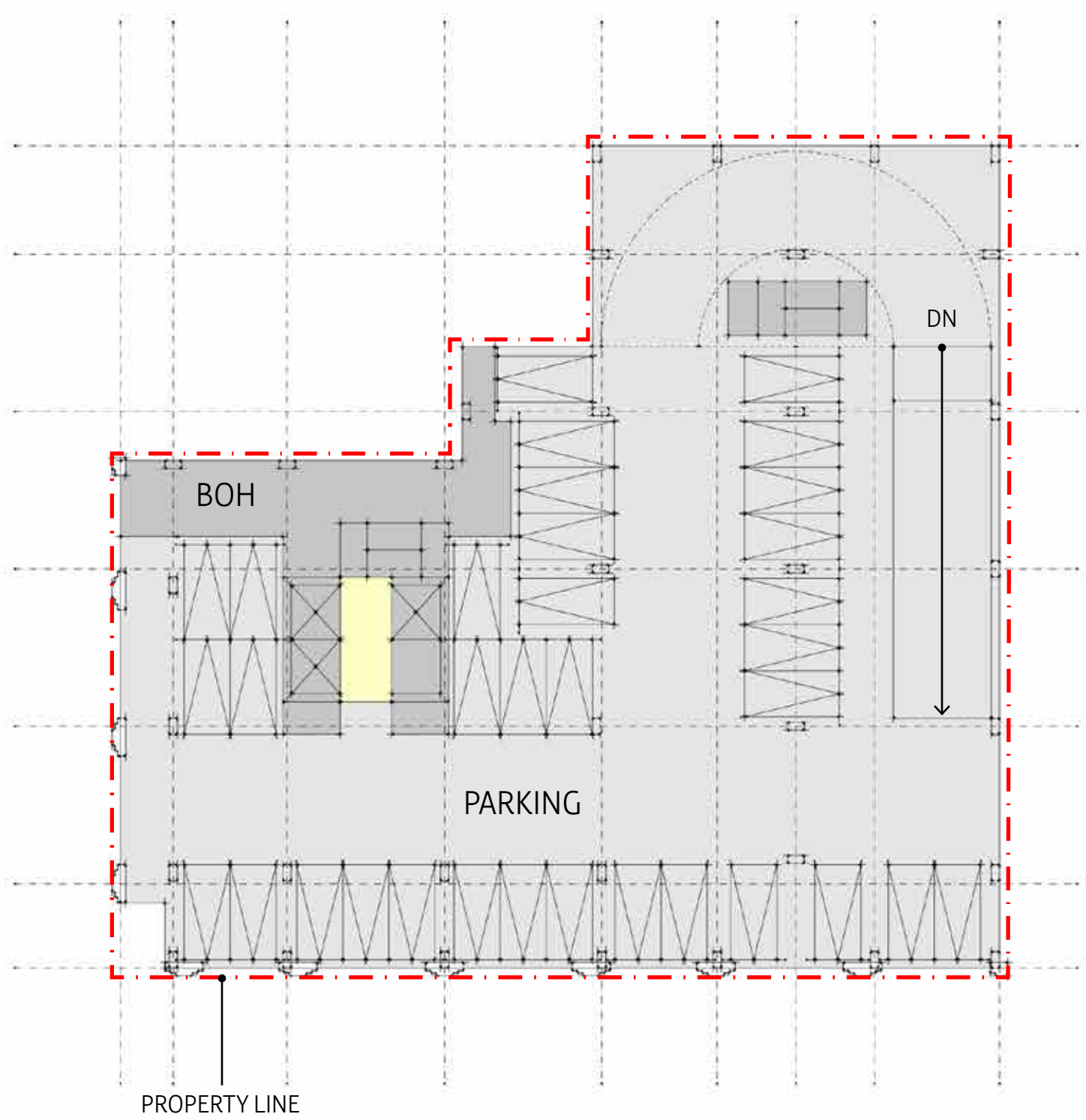


# Floor Plan

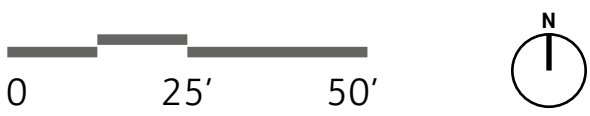
LEVEL 4 PLAN (+36'-0")

GROSS FLOOR AREA: 2,500 SF

PARKING: 34 STALLS (Incl. 3 Tandem)



- RESIDENTIAL
- RESIDENTIAL COMMON
- RETAIL
- BOH / MECH / PARKING



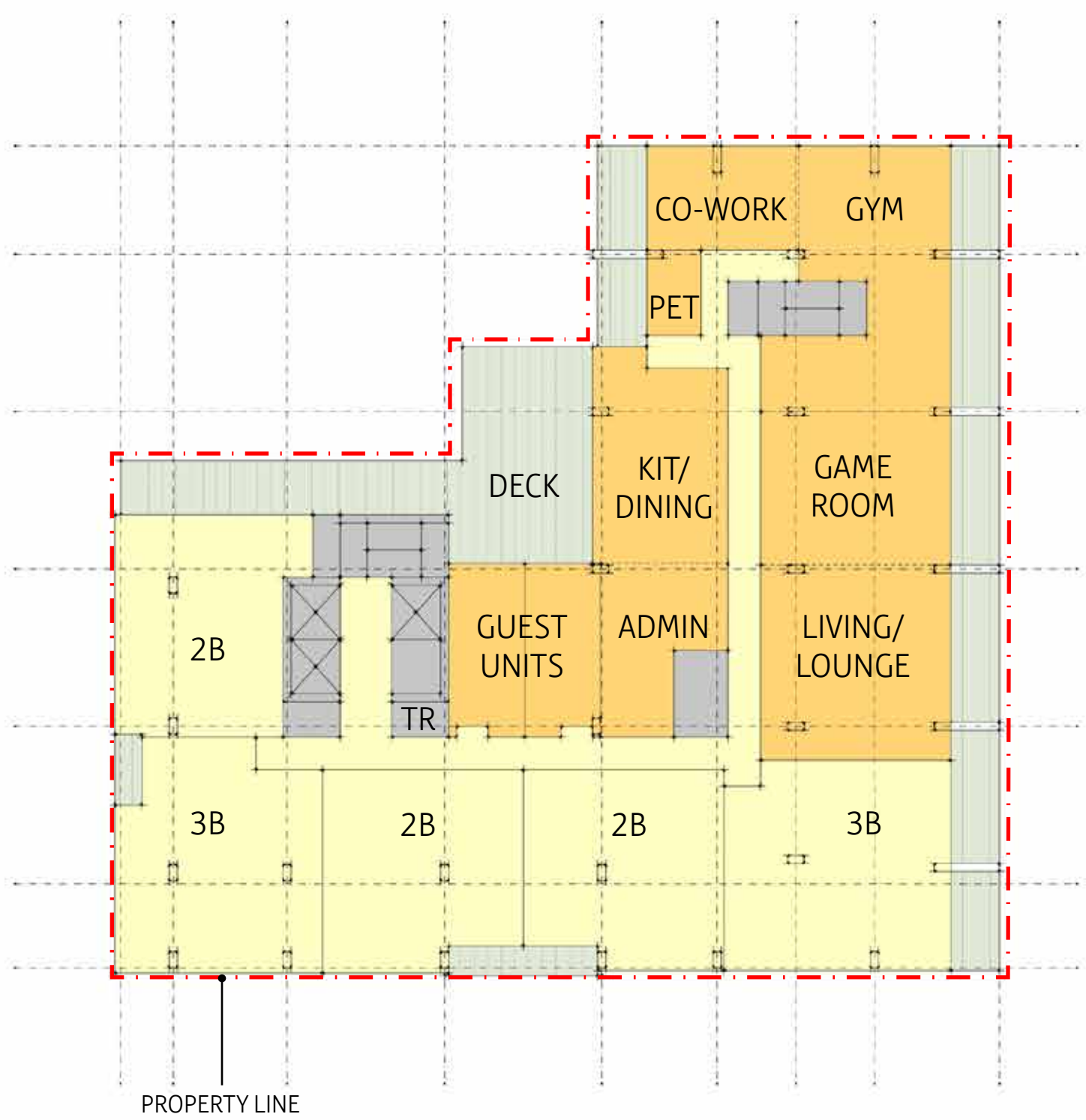
# Floor Plan

LEVEL 5 PLAN (+48'-0")

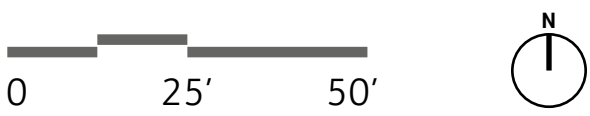
GROSS FLOOR AREA: 16,700 SF

UNITS: 5

AMENITY: 6,700 SF



- RESIDENTIAL
- RESIDENTIAL COMMON
- RETAIL
- BOH / MECH / PARKING

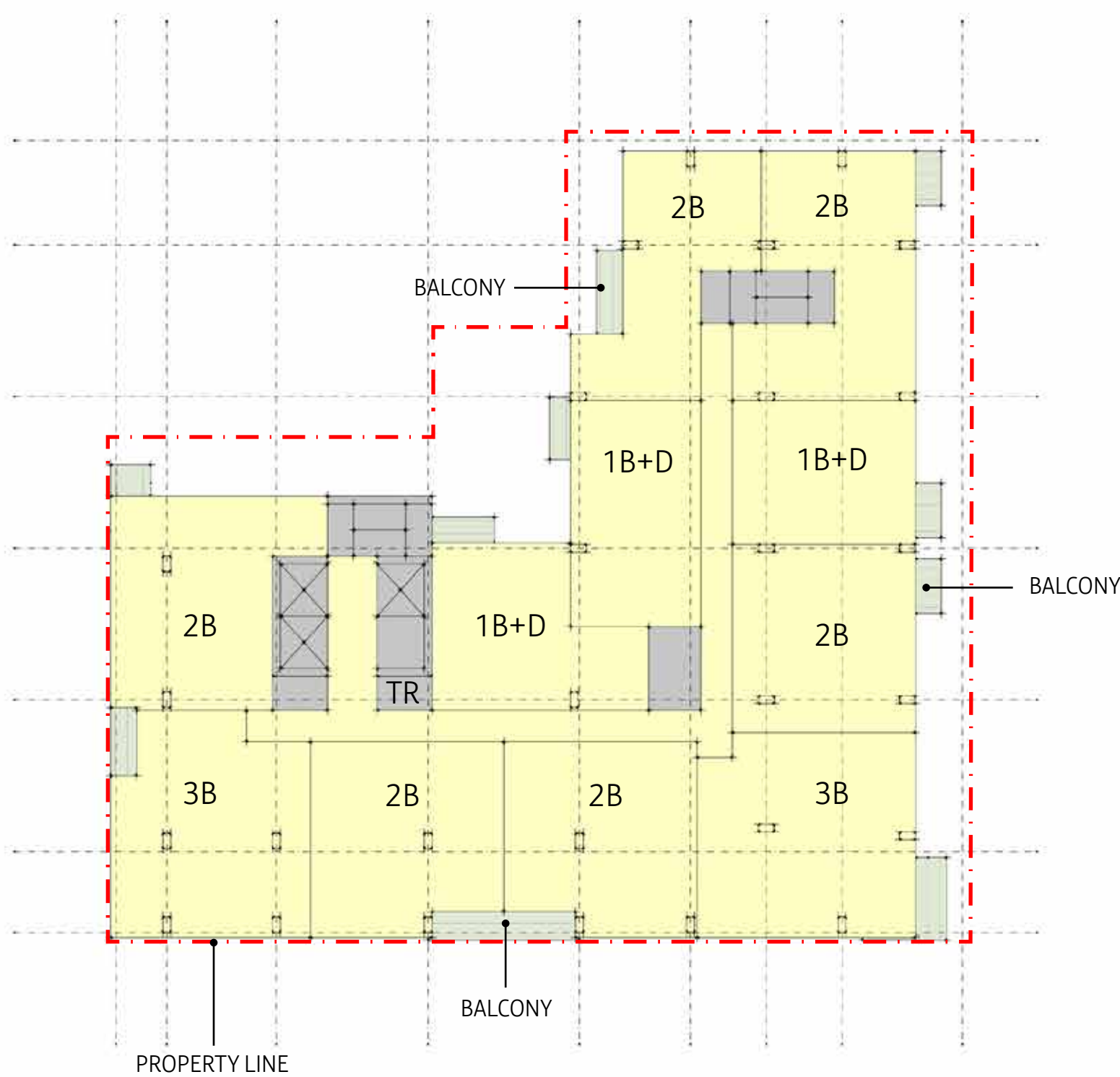


# Floor Plan

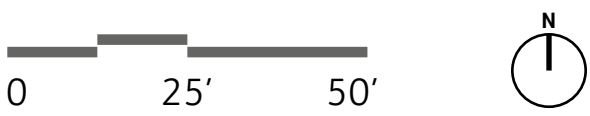
LEVEL 6-7 PLAN

GROSS FLOOR AREA: 16,700 SF

UNITS: 11



- RESIDENTIAL
- RESIDENTIAL COMMON
- RETAIL
- BOH / MECH / PARKING

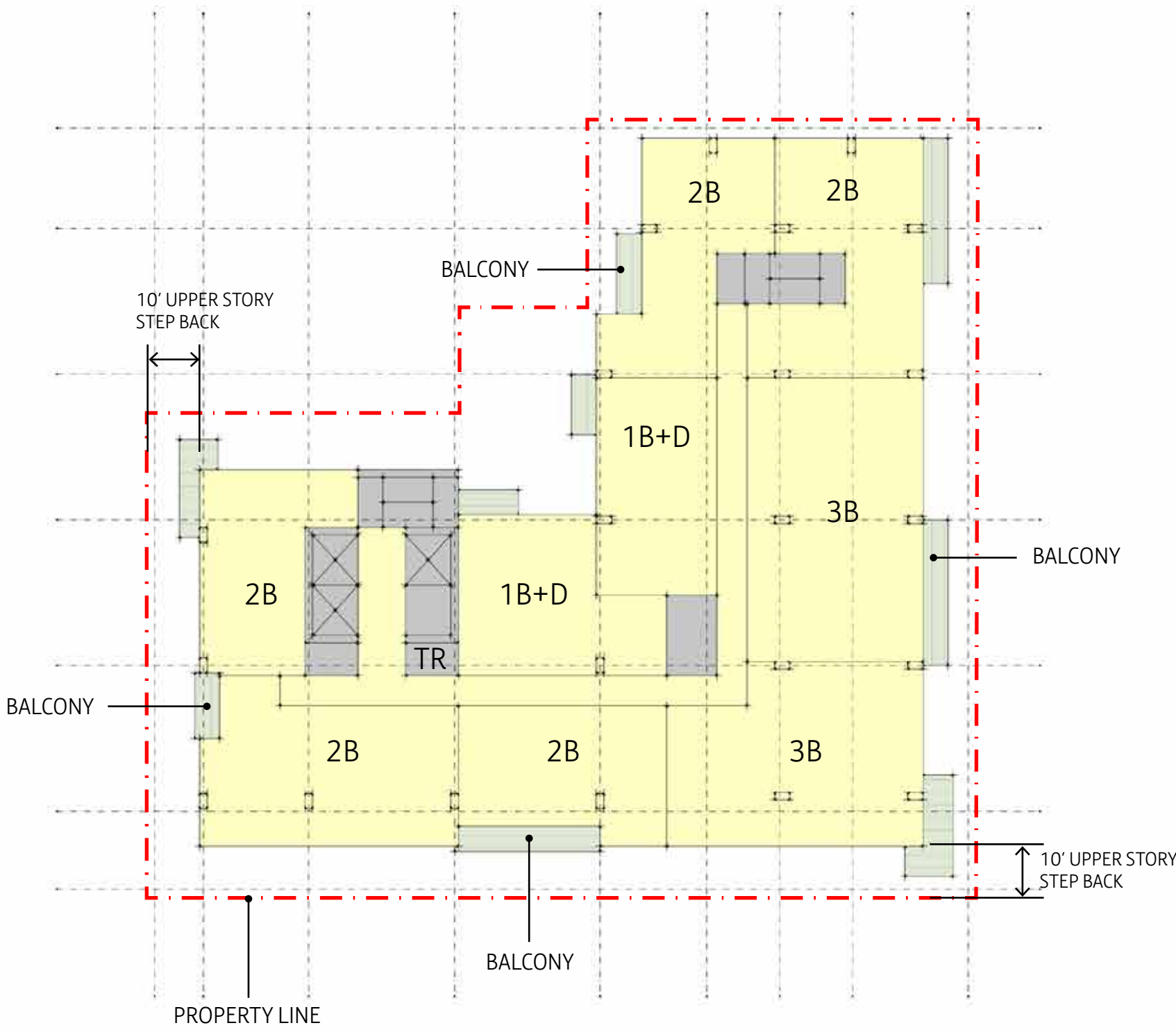


# Floor Plan

LEVEL 8-14 PLAN

GROSS FLOOR AREA: 14,400 SF

UNITS: 9



- RESIDENTIAL
- RESIDENTIAL COMMON
- RETAIL
- BOH / MECH / PARKING



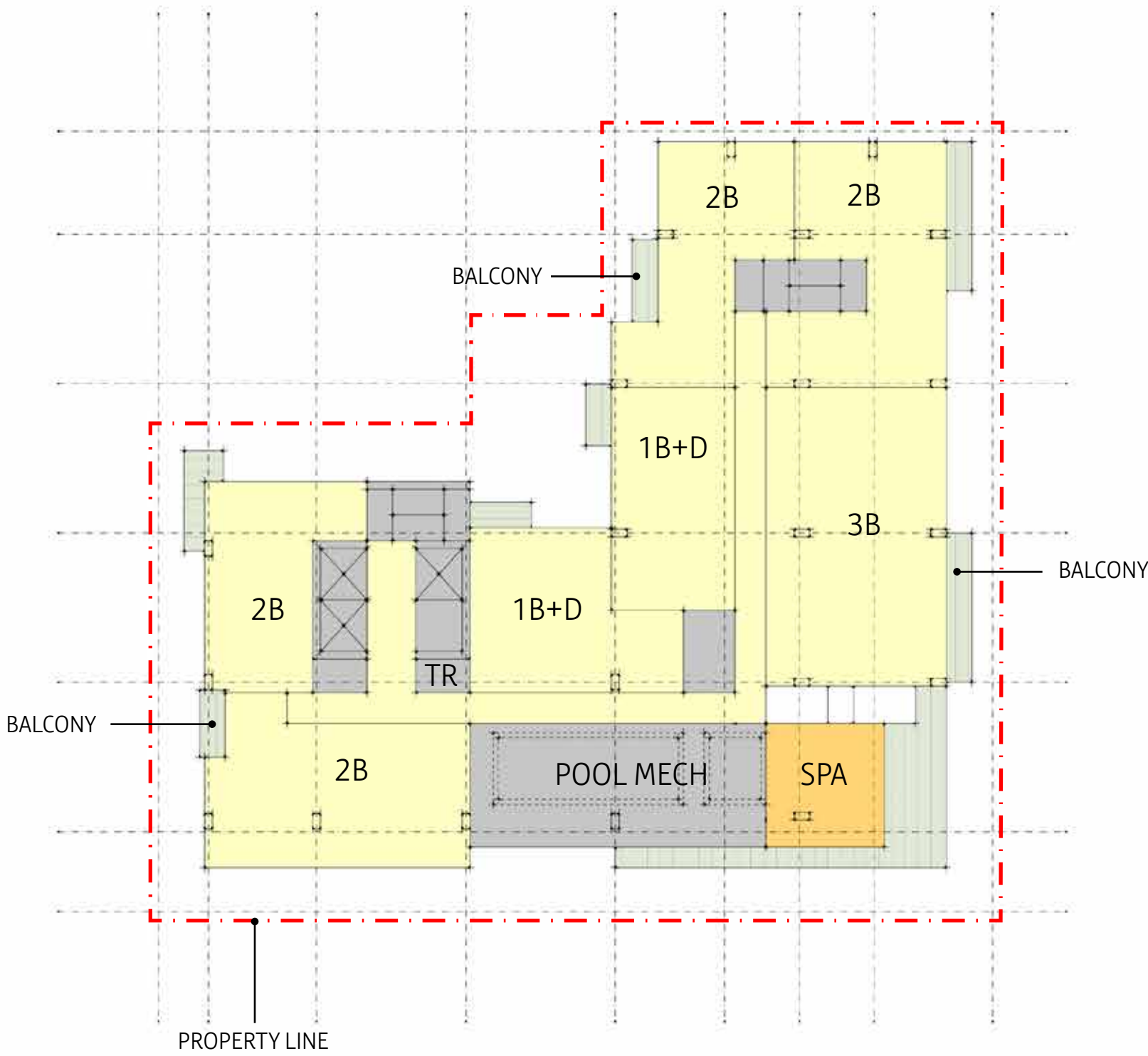
# Floor Plan

LEVEL 15 PLAN (+153'-0")

GROSS FLOOR AREA: 13,600 SF

UNITS: 7

AMENITY: 600 SF



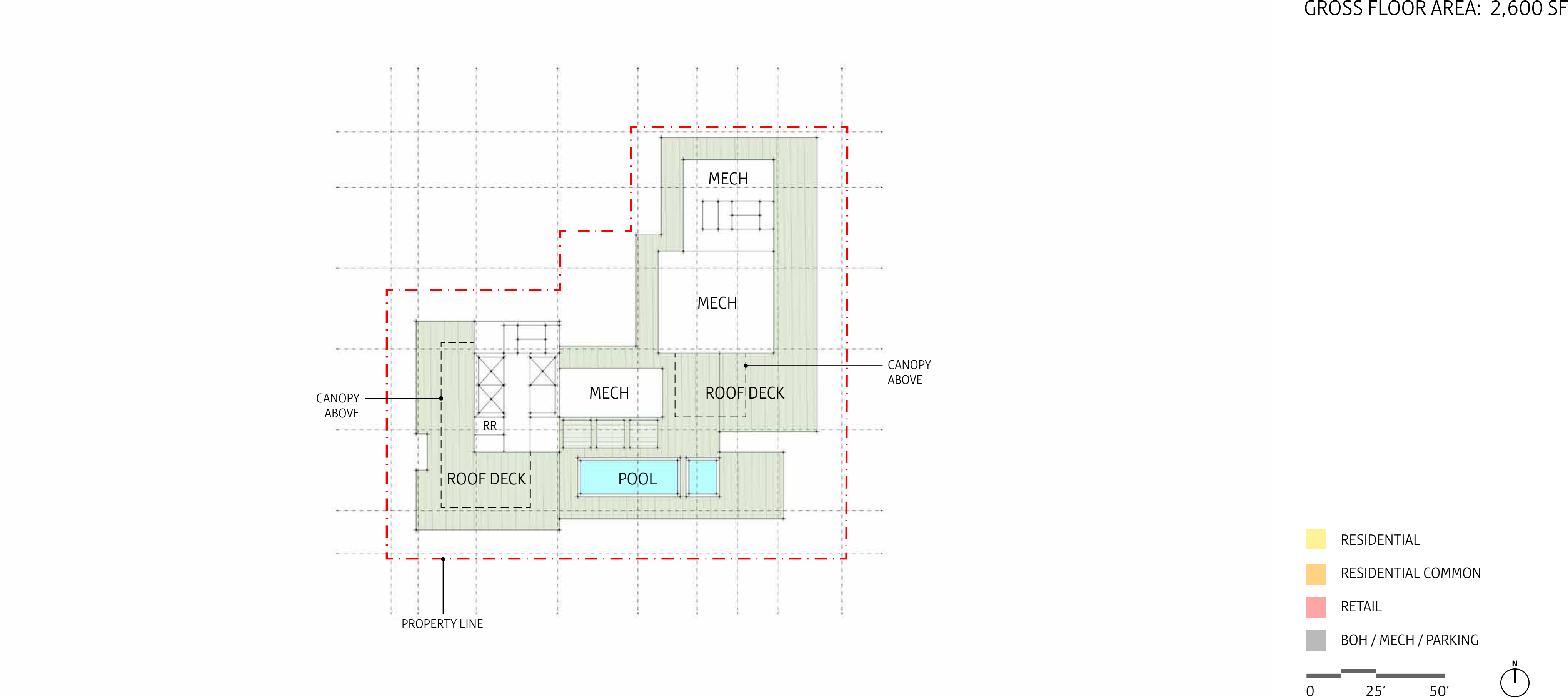
- RESIDENTIAL
- RESIDENTIAL COMMON
- RETAIL
- BOH / MECH / PARKING



# Floor Plan

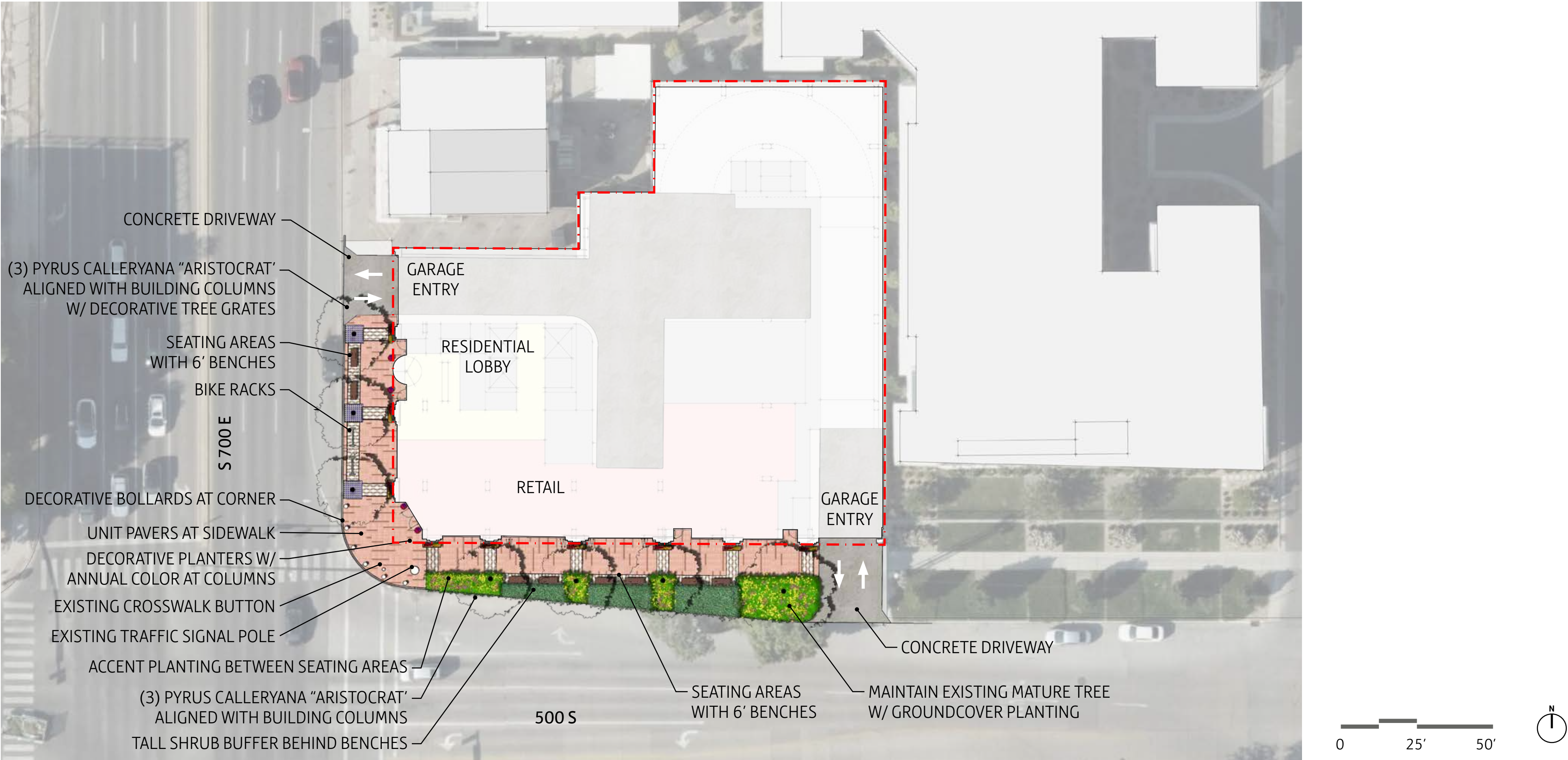
ROOF LEVEL PLAN (+166'-0")

GROSS FLOOR AREA: 2,600 SF



# Landscape Plan

LEVEL 1 PLAN (±0'-0")

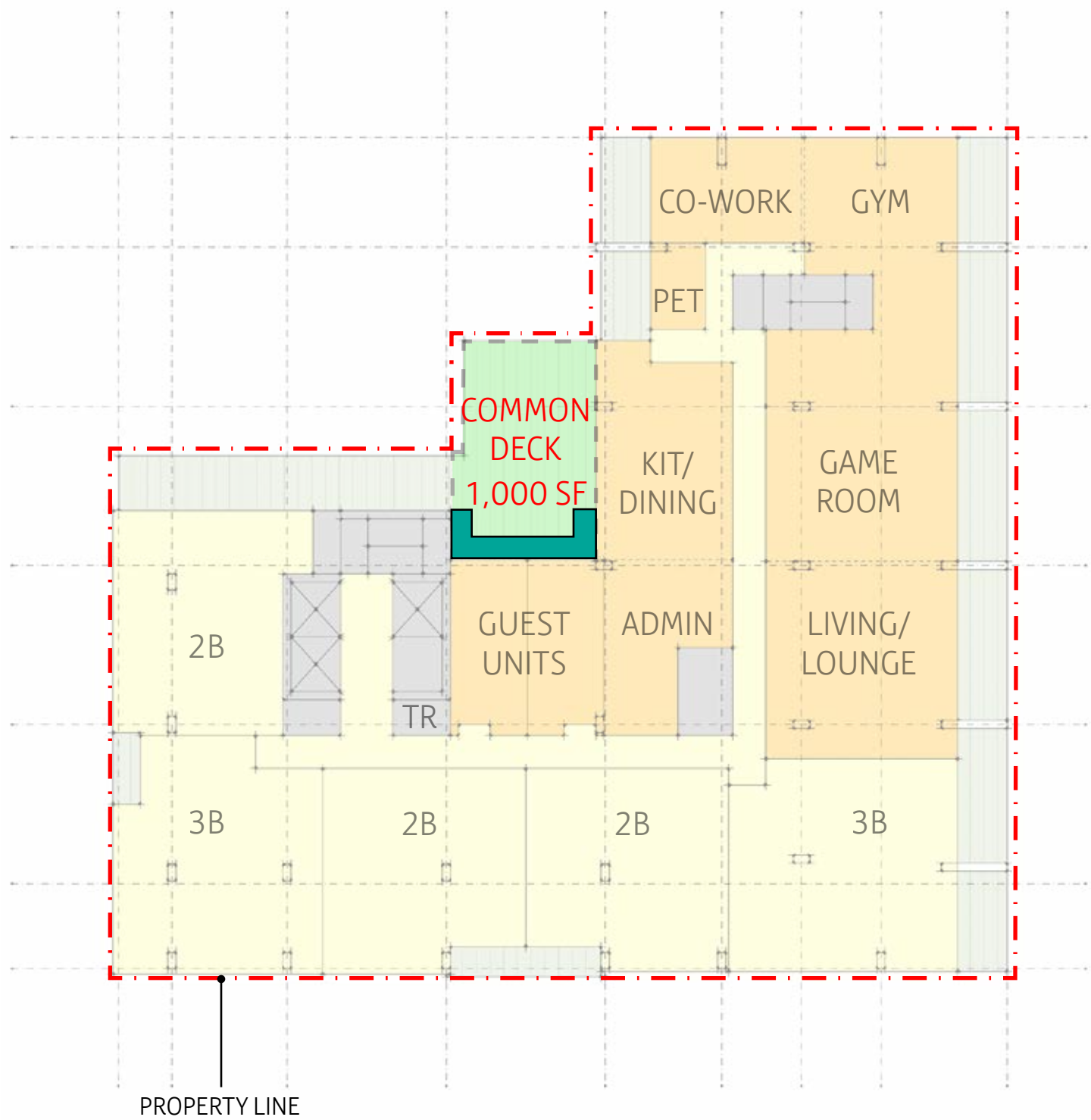


# Landscape Look & Feel

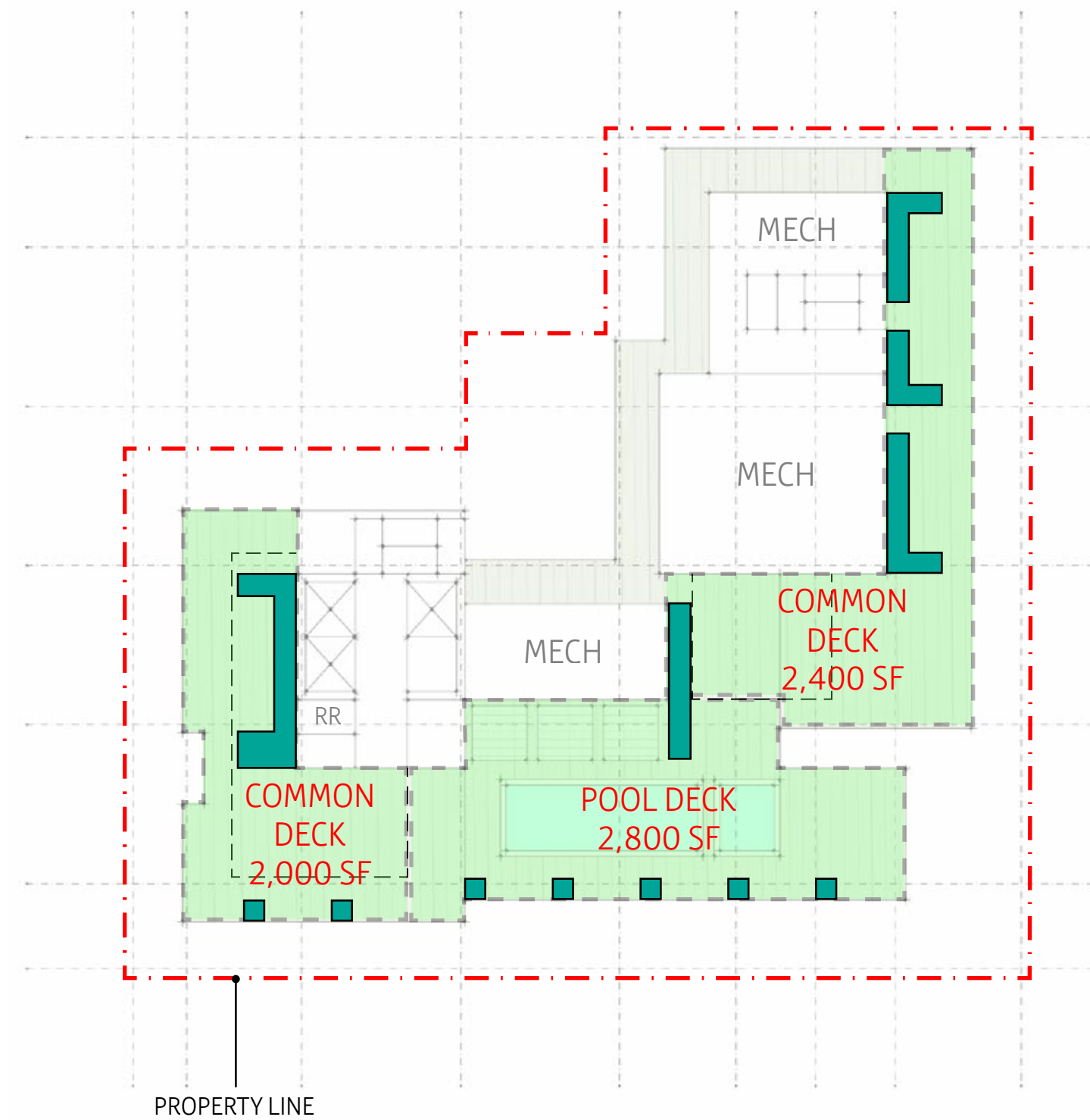


# Proposed Open Space

LEVEL 5 PLAN (+48'-0")



ROOF LEVEL PLAN (+166'-0")



REQUIRED OPEN SPACE (10% OF LOT) = 2,096 SF  
REQUIRED VEGETATION (20% OF REQ'D) = 420 SF

TOTAL PROPOSED OPEN SPACE: 8,200 SF

LEVEL 5 OPEN SPACE: 1,000 SF  
ROOF LEVEL OPEN SPACE: 7,200 SF

TOTAL PROPOSED VEGETATION AREA: 500 SF

\*PROJECT PROPOSES TO COMPLY WITH ALL  
OPEN SPACE REQUIREMENTS AS LISTED UNDER  
CHAPTER 21A.25.010.D

OPEN SPACE  
POTENTIAL PLANTERS



# Material Board



BR-01  
Brick



MTL-01  
Metal Coating  
Match to BR-01



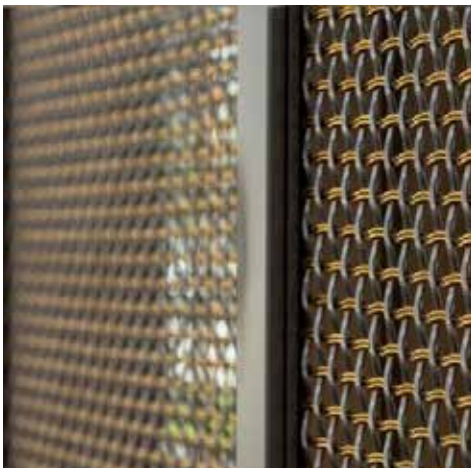
MTL-02  
Metal Coating  
White



MTL-03  
Metal Coating  
Silver



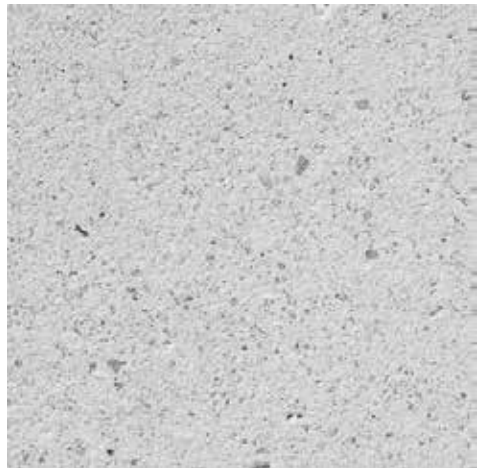
MTL-04  
Metal Coating  
Dark Gray



WP-01  
Decorative Metal Screen



WP-02  
Artificial Green Wall



CON-01  
Concrete Panel  
Natural Gray  
Steel-troweled



STU-01  
Stucco Finish  
Light Gray  
20 30 Fine Sand Float



GL-01  
Insulated Low-E Glazing  
Low Iron

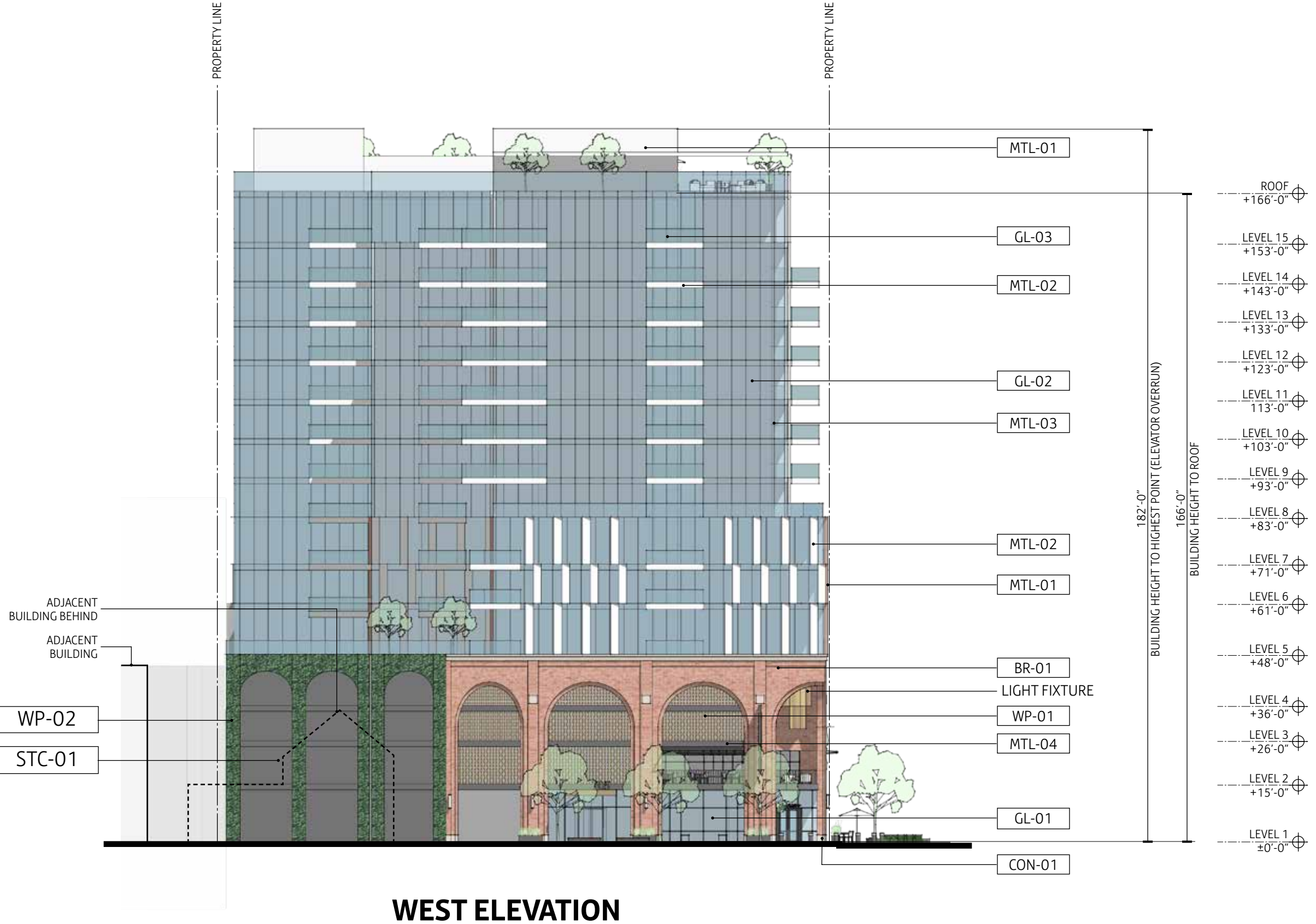
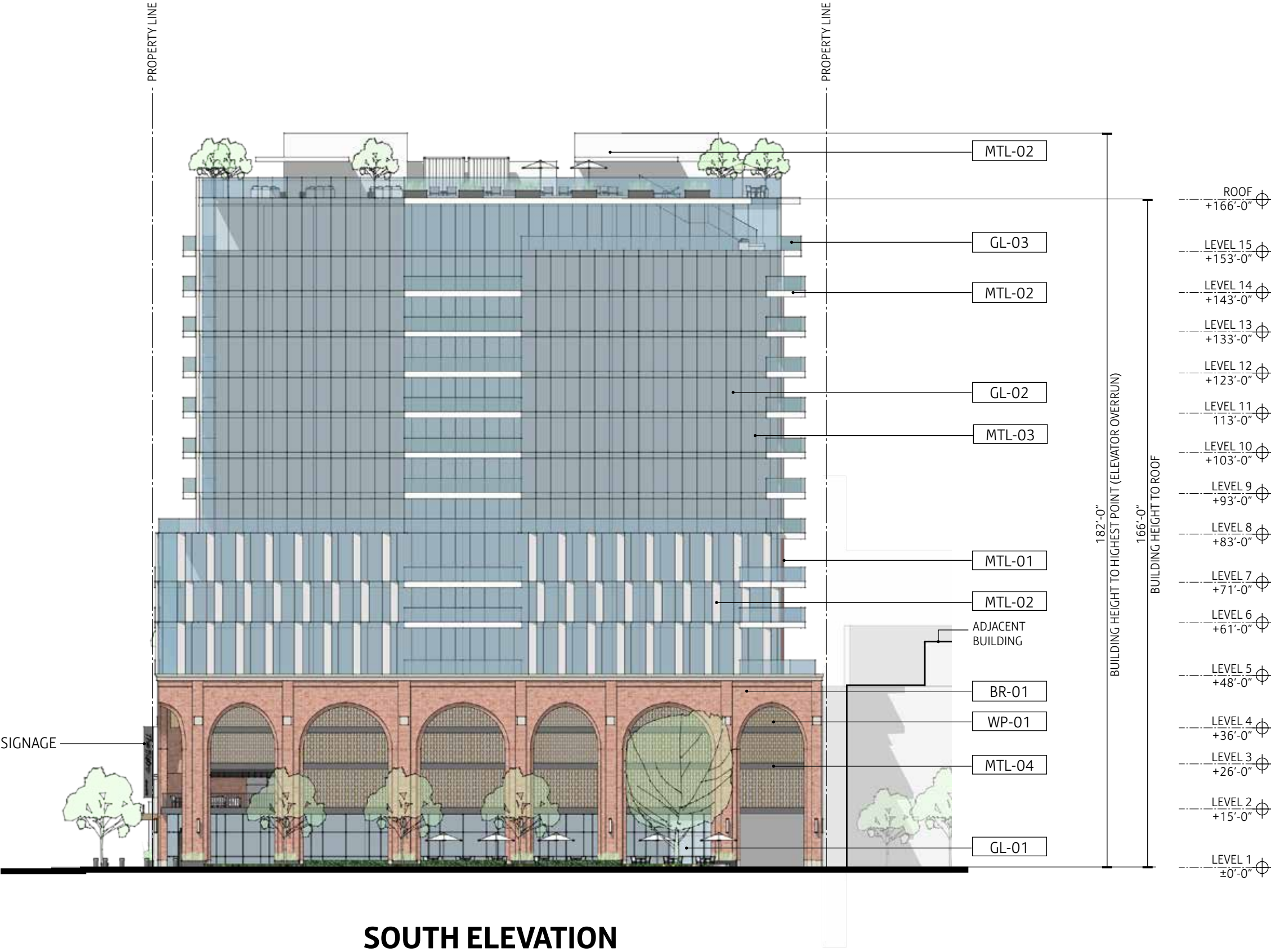


GL-02  
Insulated Low-E Glazing  
Clear

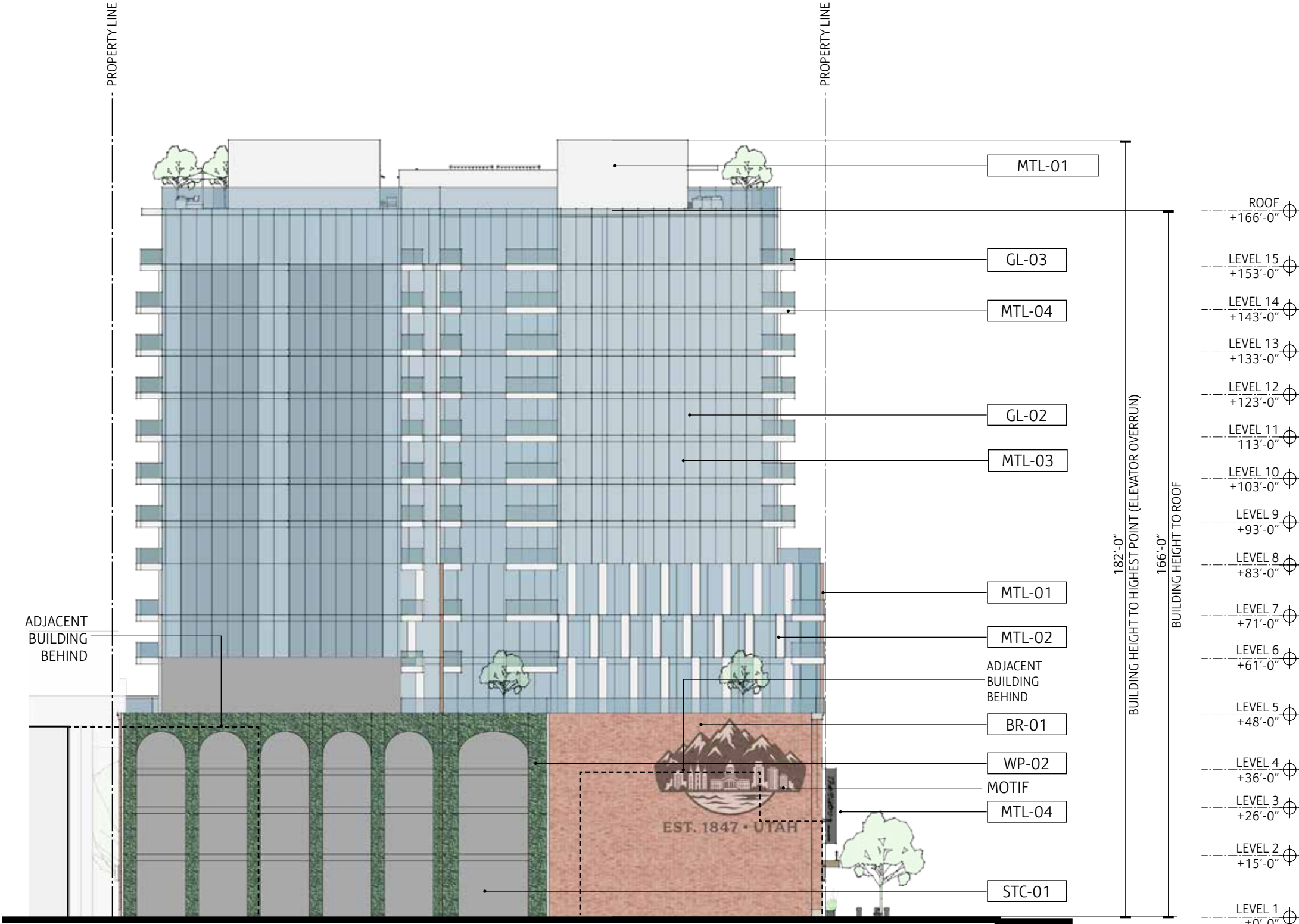


GL-03  
Laminated Tempered Glass  
Clear

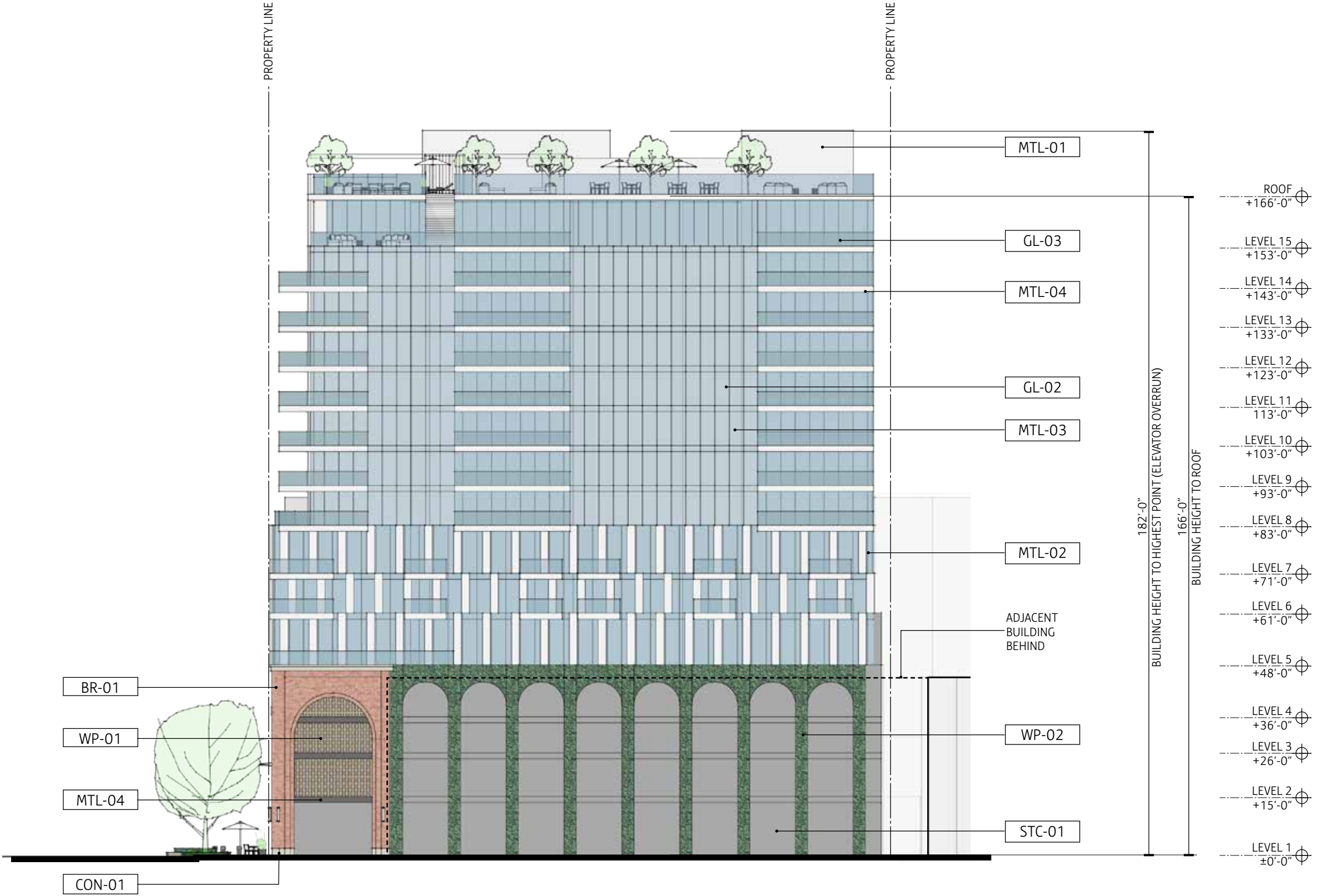
# Elevations



# Elevations



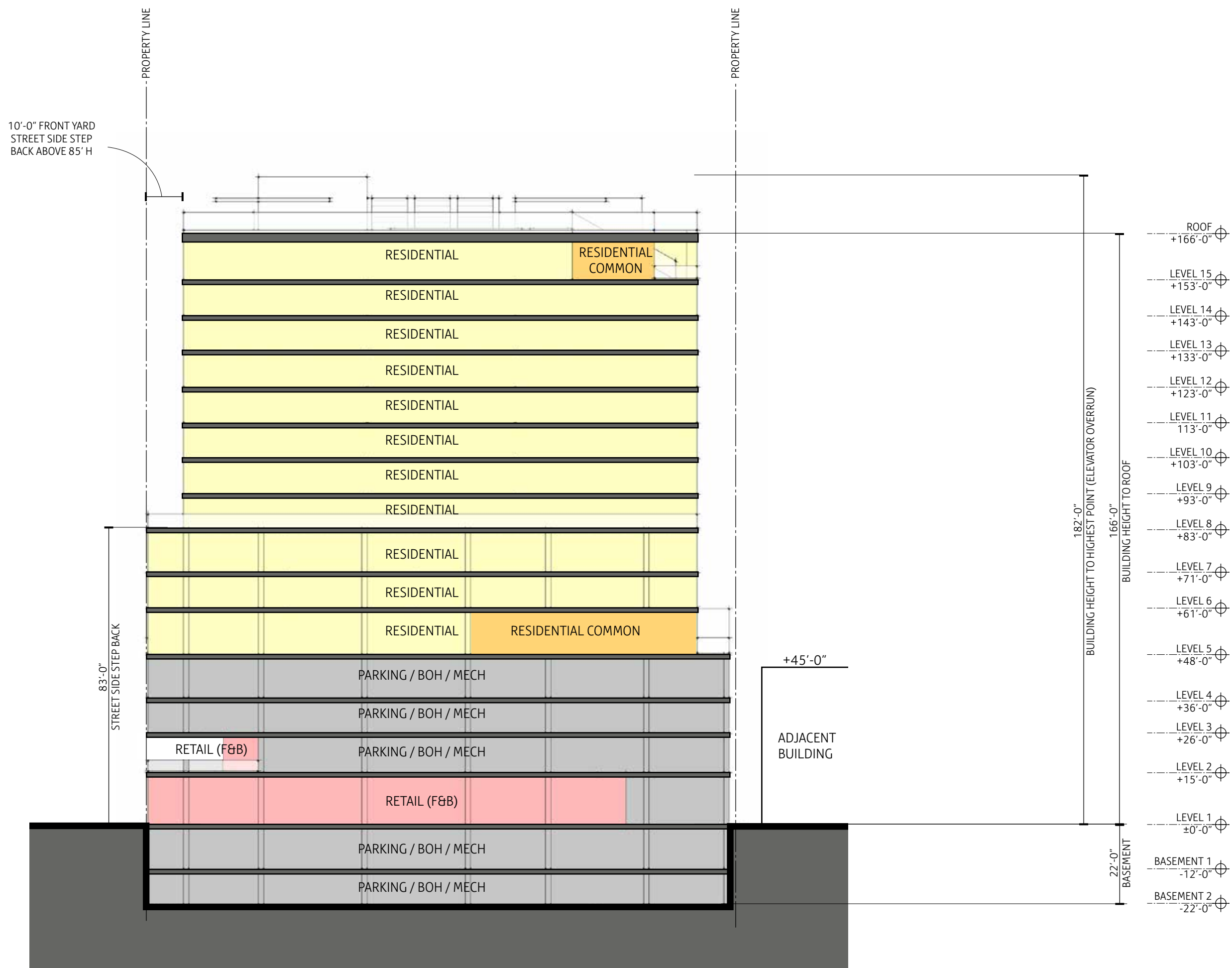
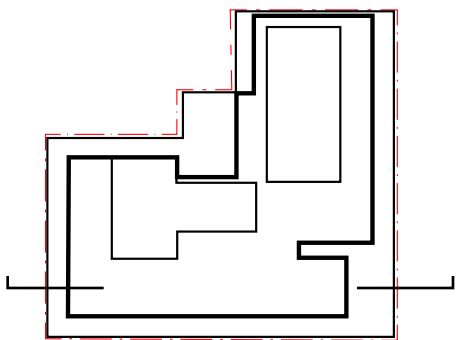
NORTH ELEVATION



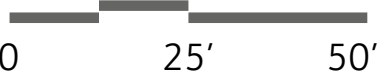
EAST ELEVATION



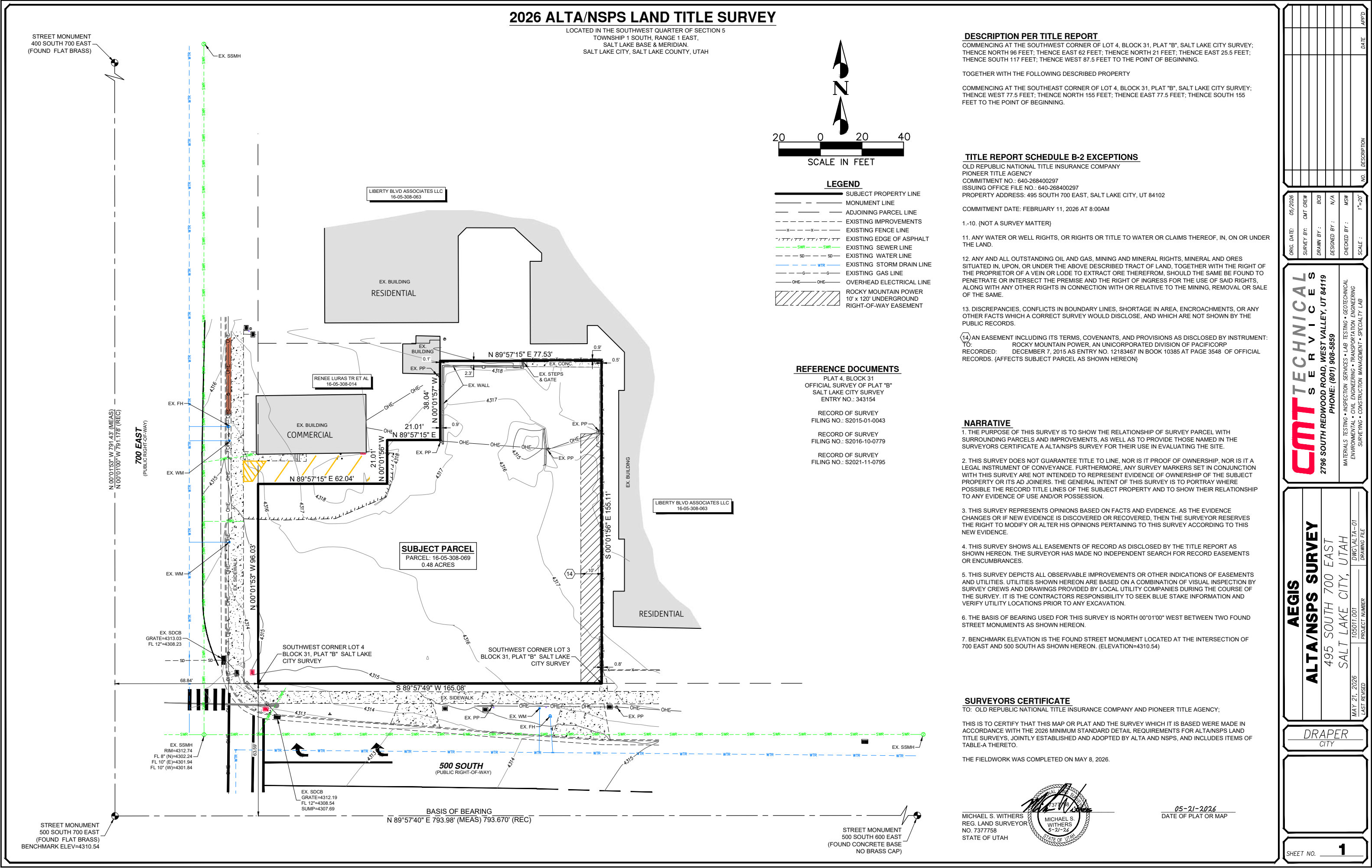
# Building Section



- RESIDENTIAL
- RESIDENTIAL COMMON
- RETAIL
- BOH / MECH / PARKING



Appendix: Survey



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