



CITY COUNCIL STAFF REPORT

MEETING DATE: 2 December 2015
APPLICANT: Cowboy Partners
ADDRESS: 28 East 2100 South
REQUEST: Conditional Use Permit
ZONE: Master Planned Mixed Use
FILE NUMBER: C-15-040
PREPARED BY: Alexandra White, City Planner

SYNOPSIS:

The applicant, Cowboy Partners, is seeking approval for a conditional use permit to construct 120-units of apartments and 5,000 sq. feet of retail located at 28 East 2100 South. The project is proposed on lot 5 (pad site #1) as part of the Crossing Development, a Master Planned Mixed Use zone in Downtown South Salt Lake. The City Council adopted the Master Plan in September of 2015. For the purposes of the Crossing Master Plan, the City Council is the land use authority for multifamily residential projects established as conditional uses. Final approval of conditional uses for multifamily projects are subject to a recommendation by the South Salt Lake Planning Commission.

SUMMARY:

- The applicant is proposing 120-units of apartments and 5,000 sq. feet of retail. The commercial space will be adjacent to 2100 South and Main Street.
- The proposal meets the requirements of The Crossing Master plan.
- The proposal meets the intent of the General Plan to pursue redevelopment of appropriate properties.
- The project includes an affordable housing component. Up to 60 percent of the units will have rents subsidized for incomes ranging from 40 to 60 percent of the area median income. Subsidized rents could range from \$677 to \$813 per month for a 1-bedroom apartment, and from \$812 to \$995 for a 2-bedroom apartment. The General Plan supports the creation of at least 50 units of workforce housing for families with income of 80 percent or less of AMI, and 100 units for families with income of 50 percent or less of AMI.
- The master plan approval granted the City Council the authority to review all conditional use permit applications for multifamily projects within the Crossing Development.
- IRS 1031 Exchange Funding requires that the project be approved by the end of 2015. Therefore, the application will be presented to the City Council on December 2nd and the Planning Commission on December 3rd. The City Council will review for final approval on December 9th, 2015.
- Staff recommends approval.

PLANNING COMMISSION RECOMMENDATION:

The Planning Commission recommendation will be forthcoming, as they will review the application on December 3, 2015.



CITY COUNCIL STAFF REPORT

GENERAL INFORMATION:

Location: 28 East 2100 South

Property Size: 1.2 Acres (Lot 5/Pad 1 at The Crossing MPMU)

Surrounding Land Uses:

North: Commercial Corridor – Auto Shop/Storage (SLC)

South: The Crossing MPMU – WinCo Foods (Proposed)

East: Commercial Corridor – Mad Greek Restaurant

West: Commercial Corridor/Proposed Mixed Use in Form Based Code – Jiffy Lube & Central Pointe Condominiums

Figure 1: Aerial Photo



PROJECT OVERVIEW

Building Design



The proposed building will be an urban style mixed use structure. The ground level of the proposed structure will have multiple distinct uses. The applicant proposes that the structure will have 5,000 square feet of commercial space on the ground level adjacent to 2100 South and Main Street. The eastern portion of the 2100 South frontage will contain 3,500 square feet for a leasing office, a fitness center, and other chosen amenities for the project. The southern boundary of the ground floor will contain a two story parking structure that is separated into two components; one for the residential units and one for the commercial tenant. The applicant is proposing two residential towers on top of the ground floor podium. Each tower will have four (4) floors of corridor loaded multifamily residential units. The applicant is proposing a maximum of 120-residential units. The roof top courtyard located between the two towers on top of the podium will remain as rooftop.

Workforce Housing Component

Up to 60 percent of the units will have subsidized rents for households earning anywhere from 40 to 60 percent of the county's area median income, currently \$60,555, according to the U.S. Census Bureau. Subsidized rents for households at 60 percent AMI would range from \$813 for a 1-bedroom apartment to \$975 for a 2-bedroom apartment. At 50 percent AMI, rents would range from \$677 for a 1-bedroom apartment to \$812 for a 2-bedroom apartment. Cowboy Partners does not set aside specific units for subsidies, but will subsidize the rent of any available unit to an income target, such that the renter will pay no more than a third of monthly income on rent and utilities. As renter incomes increase, so do rents.

Site Design

The project is designed to maximize the usage of the site. The commercial space and the leasing office and amenities will be located along Main Street and 2100 South to engage the pedestrian and public right-of-ways. The building is setback from both Main Street and 2100 South to allow for a ten (10) foot sidewalk with street trees in planting grates and a minimum of five (5) feet of landscaping buffering the building. In addition, landscaping will be located to the south and east of the structure and will meet all open space requirements as outlined in the Crossing Master Plan. In addition, the applicant is proposing a 3,005 square foot roof top deck as an amenity and open space area.

Parking

The applicant is proposing a two story structured parking garage. The parking garage will be separated into two components; one for residential units and one for the commercial tenant. The commercial section of the parking structure will have access off of Main Street, while the residential section of the parking structure will have access off of 2100 South and Major Street. The applicant intends to provide 144 stalls for the residential component and 20 dedicated stalls for the commercial component. The parking figures correspond to the master plan requirements of 1.2 stalls per unit for the residential component and 4 stalls per 1,000 square feet of commercial space.

REQUIREMENTS:

SOUTH SALT LAKE GENERAL PLAN

The application meets the following General Plan goals:

Goal LU-8 – Accommodate higher density housing in appropriate areas.

Goal LU-10 – Enhance the street appearance in business and commercial areas.

Goal HE-1 – Seek to supply a broad range of housing types and styles with community sustainability in mind.

Goal ES-4 – Redevelopment of property should be actively pursued and incentives, when deemed appropriate, should be offered to further this goal.

Chapter 9.6 – The housing gaps analysis:

Rental workforce housing for families making less than 50 percent of AMI (\$29,400 (2010 dollars) for a family of 3).

- 100 units over a five year period; gaps analysis shows substantial shortfalls but limited land availability would drive smaller projects over dispersed locations.
- Suggested location(s): mixed use and commercial zones near employment centers, shopping, medical care, and public transportation; with emphasis in the TOD zone.

THE CROSSING (MPMU) MASTER PLAN NARRATIVE

1. Intent and Administration.

The Crossing Development is designed as a catalyst for redevelopment of the Central Point Project Area. Since every successful downtown redevelopment area has a grocery component, the Crossing Development includes a regional grocery store to anchor the project's other retail, commercial and multifamily uses.

- a. This code is adopted under the provisions of 17.13.190 of the South Salt Lake Municipal Code, regulating the establishment of Master Planned Mixed Use Districts. This document and the attached exhibits regulate building forms, architecture, open space, site development standards, and parking and access requirements for the Crossing Development project.
- b. The exhibits included in this Master Plan are part of the regulating document, hereafter referred to as the Master Plan Book of Exhibits (MPBE). In the event of a conflict between the standard established in the exhibits and a

requirement established in this narrative, the standard established in the exhibits shall take precedence.

- c. Unless stated otherwise in this document or the attached exhibits, all requirements of the South Salt Lake Municipal Code apply.
- d. **For the purposes of the Crossing Master Plan, and notwithstanding the designations established in Chapter 17.07 of the South Salt Lake Municipal Code, the City Council is the land use authority for multifamily residential projects established as conditional uses in this narrative. Final approval of conditional uses for multifamily projects are subject to a recommendation by the South Salt Lake City Planning Commission.**

2. Subdistrict Designations.

- b. 2100 South Street Frontage – the 2100 South Street Frontage Subdistrict is intended to accommodate a variety of retail, office, or residential uses that complement the principal retail and residential uses in the Crossing Development, while addressing the corner of Main Street and 2100 South.

3. Building Types and Design Standards.

- a. **Theme and Unity.** The planning and design character within the Crossing is for a mixed-use urban district including a harmonious mix of commercial retail/restaurant and residential uses tied to the urban street network and embracing pedestrian and bike connections to the City and the Streetcar. The area shall be organized around compatible yet eclectic architectural building statements in terms of character, materials, texture and color of buildings. Themed restaurants, retail chains, and other franchise-style structures shall adjust their standard architectural prototype to be consistent with the development's architectural character.
- b. Anchor Retail. The anchor retail building is allowed solely in the Anchor Retail Subdistrict and is regulated by the concept plan and elevations described in "WinCo Foods Proposed Exterior Design" Exhibits of the MPBE.
- c. **Multifamily. The Multifamily Building Type is allowed in the Transit, 2100 South, and State Street Frontage Subdistricts. Multifamily buildings shall comply with the general provisions of the Urban-Style multifamily building requirements of Section 17.21.110 of the South Salt Lake Municipal Code, with the following site specific adjustments for this development:**
 - i. Obvious pedestrian connections to the streetcar station, the commercial facilities that are to be part of the development along with to connections to adjacent pedestrian nodes.
 - ii. The building height will not exceed 75' and may occur starting at the "build-to" zone line.
 - iii. First level floor-to-floor dimension shall be no less than 10'.
 - iv. The setbacks at all sides of the parcel will be 0' minimum and 25' maximum, with a required build-to zone range of 0' to 10' maintained for 50% minimum of the perimeter of the parcel. The required build-to range may include 50% of plaza frontage – 15' minimum depth. The build-to zone and setback lines may be adjusted as indicated by the site plan exhibit.

- v. The development is to provide a portion of common open space along the streetcar corridor and, recognizing the desirability of the urban characteristic, the common open space shall be no less than 15% of the site area including landscaping and paved sidewalk/plaza areas within setbacks and build-to lines. Access control and privacy is to be as indicated by the site plan exhibit.
- vi. Architectural design characteristics and trim treatments are to be consistent with a contemporary form of building design and details that are expressed in high quality durable materials including wood siding, cementitious fiberboard, brick masonry, split-faced masonry, architecturally finished concrete. Glass, architectural metal panels, or corrugated metal may be used as accent materials and shall not be the dominant materials on any elevation. Stucco, EIFS to be limited to a maximum of 10% of any building elevation.
- vii. Building façade design shall include identifiable material breaks on the building exterior with articulated façade materials or offset surfaces at an interval that avoids monotonous façade exposure and no less than 30' on center (garage façade design is to be as required for Urban-Style Multifamily buildings).
- viii. Porches/balconies will be provided at a minimum of 75% of the units with a 5' average depth and consisting of at least 40 square feet.
- ix. The dominant roof form is to be an urban style flat/low-slope roof with an articulated cornice treatment including a combination of 12" minimum parapet and overhang treatments without a parapet. All mechanical equipment within 20' of the edge of the roof will be screened. Due to the lack of sloping roof areas, dormer features are not a part of the design.
- x. All elevations on all sides of the project except the garage face shall provide patios, balconies, windows and doors for minimum of 20% of the wall area. Windows will be designed to be trimmed with finished edges compatible to the contemporary form of the rest of the elevation.
- xi. The parking garage is to be fronted by "permitted uses" that are a minimum of 25' deep on over 50% of the perimeter of the structure. Additionally, the street level of the garage façade shall include treatments to enhance the pedestrian environment and partially obscure view of parked cars; such as artwork, decorative grills, unique treatments, projections or recesses in the façade every 30' to 35'. A "street-like" presence is to be established along the drive between the multifamily development and the grocery store parking area as depicted by the street section exhibit. This is to include landscaped islands with trees, shrubbery, and low scale lighting. A fully walkable sidewalk with landscaping pockets at the parking garage and buffering landscaping adjacent to the residential buildings is to be provided.
- xii. The location of utility metering, electrical cabinets, transformers and other equipment (some of which is existing) will be screened as permissible within the constraints of the function of the equipment and

the guidelines of service providers on or adjacent to non-dominant building surfaces, given the understanding that all building elevations are to be designed in accordance with the architectural design requirements of these standards.

xiii. Required amenities from the list provided in the South Salt Lake City Residential Design Standards are to be provided as follows:

- Unit Features – 6
- General amenities – 6
- Recreation amenities – 2
- Energy Efficiency Enhancements – 3

4. Permitted Land Uses

Land Use Categories	ANCHOR TENANT	2100 SOUTH / STATE STREET FRONTAGE	TRANSIT DISTRICT
Accessory Structure	P	P	P
Alcoholic Beverage Class A License – off premise	P ¹	P ¹	
Alcoholic Beverage, Class B License – on premise	P ¹	P ¹	
Alcoholic Beverage, Class C Tavern	C ¹	C ¹	
Alcoholic Beverage Package Agency	C ¹	C ¹	
Alcoholic Beverage State Liquor Store		P ¹	
Animal Hospital / Veterinary Office (small animal)		C	
Art Gallery		P	
Art Studio		P	
ATM, Kiosk, Vending Machine - Self Service, Interactive, Outdoors		P ²	
Bakery, Neighborhood		P	P
Barber Shop, Beauty Salon		P	P
Condominiums		C	C
Dance Studio		P	
Day Care, Child Commercial		P	
Day Spa		P	
Drive-Up Window (non-food), Banks, ATM's, Dry Cleaners, Pharmacy, etc.		P	
Dry Cleaning and Laundromat		P	
Financial Institution		P	
Fitness, exercise Center		P	
Medical, Dental and Health Care Offices, On-site		P	
Multi-Family Complexes Greater than 50 Units		C	P
Office, General / Professional		P	P
Outdoor Sales and Display	P ³	P ³	P ³

Pharmacy		P	
Portable Shipping Container, Temporary Storage	P ⁴	P ⁴	P ⁴
Printing, Copy Stores		P	
Restaurant, Sit Down		P	P
Restaurant, Drive-Up Window		P	
Retail Merchandise, Stores, Accessory		P	P
Retail or Wholesale Merchandise Stores, General	P ⁵	P	
Retail or Wholesale Merchandise Stores, Neighborhood		P	
Solar Utilities	P ⁶	P ⁶	P ⁶
Tailoring Shop, Commercial		P	
Temporary Uses, Fireworks Stands, Christmas Tree Lots, Refreshment Stands	P ⁷	P ⁷	

5. District Landscaping Standards

- a. A concept landscape plan for the district is included in Landscape Area Exhibit of the MPBE. The landscape plan is illustrative in nature. Tree and plant spacing may vary depending on the location of existing utilities and other site conditions.
 - b. Transit District Landscape Standards:
 - i. Multifamily open space areas are to be landscaped with a combination of trees (2" minimum caliper), shrubbery, lawn, groundcover, plaza paving, and mulching. Street trees are to be spaced at 30' on center on average. Ornamental open space trees are to be planted at a rate of not less than 15 trees per open space acre. The tree species are to be selected from the following pallet:
 1. **Street Trees:**
 - a. Green Ash
 - b. Linden
 - c. Honey Locust
 - d. Zelkova
 - e. Tatarian Maple
 2. **Ornamental Open Space Trees:**
 - a. Red Bud
 - b. Crab Apple
 - c. Flowering Pear
 - d. Columnar Spruce
6. **Street Furnishings, Lighting and Fixtures.** The Crossing Development will include high-quality street furnishings, lighting, and fixtures. The Landscape Area Exhibit of the MPBE illustrates the style and level of quality of the street furnishing, lighting, and fixtures to be installed in the development.
 7. **District Parking and Access Standards.** Parking and access requirements established in Section 17.27 of the South Salt Lake Municipal Code will apply, unless indicated otherwise as follows. Pedestrian access to each subdistrict within the development

shall be provided by pedestrian pathways connecting parking lots, public rights of way, principal public entrances of each building, and adjacent public trails and transit.

- a. **Parking for Retail Uses.** Parking for retail uses shall be provided at a standard ratio of 4 parking stalls per 1,000 square feet of gross floor area.
- b. **Parking for Urban Style Multifamily.** Parking for Urban Style Multifamily will be in the form of an access controlled multilevel-parking garage incorporated in the overall residential apartment building. This site is located with direct adjacency to a streetcar station and will attract a large number of public transit users as a resident base. As Transit Oriented Development has occurred in the Salt Lake Valley, the parking pattern has become predictable with actual quantities of parking demand measured at successful projects. The results are consistent in terms of the number of stalls needed per unit based on bedroom quantities. Demonstrated resident parking demand in projects of similar unit mix (bedroom quantities) has resulted in utilization of less than .75 stalls per bedroom and .95 stalls per unit.

Predicated parking demand per bedroom = 0.71 cars per bedroom

Predicted parking demand per unit = 0.95 stalls per unit

The number of stalls required to satisfy the multifamily use for this site is:

1 per unit (stalls to satisfy demonstrated demand plus additional stalls for extraordinary circumstances)

0.2 stalls per unit available for resident rental and guest parking

Total requirement – 1.2 stalls per unit

The parking reduction strategies that are to be implemented for this site include:

Encouragement of bike ridership: There are to be 1 bicycle parking space for each 5 units. 75% of the bicycle parking will be in the form of access controlled tenant use only stalls contained within the parking garage with the remainder adjacent to sidewalk and pedestrian nodes. Also, bike repair and bike wash facilities are to be provided for the use of the multifamily residents.

Encouragement of Streetcar usage: The planning of the project is to create a primary building entrance with direct access to the streetcar station. Additionally a publically accessible weather protected area is to be integrated into the multifamily building directly adjacent to the streetcar station platform. This area is to be landscaped with paving and planting materials and is to include site furnishings designed for comfortable use.

Pedestrian/Bicycle Rider Connectivity: The street improvements are to include "complete street" elements as depicted in the street sections. These elements include appropriate sidewalk widths; landscaping, a dedicated bike lane located along Central Pointe Place, and connectivity to community and neighborhood nodes.

Additionally, an appropriate number of stalls for management and leasing functions will be located proximate to the business office for the apartments.

CHAPTER 17.09 CONDITIONAL USES

17.09.010 - Purpose.

1. Conditional uses are land uses which, due to their unique characteristics or potential impact upon the municipality, surrounding neighbors or adjacent land uses, may be compatible only if certain conditions are imposed to mitigate the reasonably anticipated detrimental effects of the proposed use.
2. Conditional uses may be allowed, allowed with conditions, or denied based upon an analysis of the proposed use's location, design, configuration and special impact.

17.09.050 - Review of application.

- A. The land use authority shall review the application and materials to determine if the applicant has complied with the review standards and whether reasonably anticipated impacts and detrimental effects have been addressed.
- B. Additional studies or analysis may be required by the land use authority in order to determine, assess or mitigate potential detrimental impacts or effects which are identified in Section 17.09.060.
- C. If reasonable conditions are proposed, or can be imposed, to mitigate the reasonably anticipated detrimental effects of the proposed use in accordance with review standards, then the conditional use shall be approved by the land use authority.
- D. If the reasonably anticipated detrimental effects of a proposed conditional use cannot be substantially mitigated by the proposal or the imposition of reasonable conditions to achieve compliance with applicable standards, the conditional use may be denied.

17.09.060 - Review standards.

The land use authority shall require each conditional use applicant to address the following standards, where appropriate:

- A. Zoning Ordinance Compliance. The proposed conditional use shall be consistent with small area master plans, general plan and future land use map applicable to the site where the conditional use will be located.
- B. Use Compatibility. Reasonable conditions may be imposed to ensure optimal compatibility with the character of the site, adjacent properties, and existing development within the vicinity of the proposed site. In determining compatibility, the land use authority considers:
 1. Whether access to the site can be achieved without materially degrading the service level on any streets which would serve for access;
 2. Whether the proposed use would create unusual pedestrian or traffic patterns or volumes that would not be expected with a permitted use in that location, taking into consideration the orientation of streets and driveways, parking areas and sizes, hours of peak traffic, and the hours of operation at the proposed site;
 3. Whether utility and public services will be adequate to support the proposed use at normal service levels without adverse impacts on adjacent uses or resources; and
 4. Whether buffering or other mitigation measures will be provided to protect adjacent lands from unlawful or excessive noise, light, odor or visual impact, or from other unusual disturbances from deliveries, mechanical equipment or trash collection.

3. Design Compatibility. The proposed conditional use shall be compatible with the character of the area where the use will be located, and the land use authority may impose reasonable conditions that address reasonably anticipated detrimental effects related to:
1. Size, configuration and location of the site and the proposed site plan layout;
 2. Proposed site ingress and egress to existing and proposed roads and streets;
 3. The adequacy, provision, relocation, or protection of public facilities and amenities, including roads and streets, culinary water, secondary water, sanitary sewer, storm drainage, flood protection, public safety and fire protection, and other utilities;
 4. Design, location and amount of off-street parking, loading areas and solid waste disposal and collection areas;
 5. Site circulation patterns for vehicular, pedestrian or other traffic;
 6. Mass, size, number, location, design, exterior features, materials, and colors of buildings, structures and other facilities;
 7. The location and design of all site features, including proposed signage, lighting and refuse collection;
 8. The provision of useable open space, public features, and recreational amenities;
 9. Fencing, screening and landscape treatments, including those required by the landscape requirements of this code at Chapter 17.25 for conditional uses, and other features designed to increase the attractiveness and safety of the site and protect adjoining property owners from noise, visual, and other impacts;
 10. Measures directed at minimizing or eliminating possible nuisance factors such as noise, vibrations, smoke, dust, dirt, debris, plant materials, odors, gases, noxious matter, heat, glare, hazardous waste, electromagnetic disturbances, and radiation;
 11. Measures designed to protect the natural features of the site including wetlands and drainage ways, ground water protection, soils, wildlife and plant life;
 12. The regulation of operating hours for activities affecting normal schedules and functions;
 13. Identifying a time for regular review and monitoring, as determined necessary, to ensure the use continues to operate in compliance with all conditions and requirements of approval;
 14. Measures to ensure compliance with all conditions and requirements of approval, such as bonds, letters of credit or restrictive covenants;
 15. Any other condition necessary for the proposed use to be conducted in compliance with local, state and federal law.

STAFF ANALYSIS:

Staff recommends approval the Conditional Use to construct 120-units of apartments and 5,000 square feet of retail located at 28 East 2100 South. Analysis of the project proposal found that all requirements of the Crossing Master Plan were achieved.

Building Design. The architectural design characteristics and trim treatments are consistent with the contemporary form of building design and details expressed in the Crossing Master Plan. The building is designed to have identifiable building breaks on the exterior façade from the commercial spaces of the first floor to the residential spaces of the upper floors. All building facades, including the parking garage, provide a high quality of design integrating multiple materials, windows, landscaping, and public/private spaces to create an architecturally enhanced and interesting building.

Building facades that face the public right-of-way are not permitted to be left blank. In addition, the applicant is providing several amenities that meet the requirements of the Crossing Master Plan. A fitness center will be located alongside the leasing office and a roof top deck will provide a number of open space opportunities.

Site Design. The site is designed to maximize the usage of space. The Main Street public right-of-way and the 2100 South Public right-of-way will be designed to have an urban context with wide sidewalks and landscape buffering the building and parking garage. The applicant will be providing community open space to the south of the proposed building. All setbacks and open space areas will meet the requirements of the Crossing Master Plan.

Parking. The applicant is proposing a two story flat plate parking structure that will be integrated inside the building. The parking garage will be separated into two separate areas; one for the commercial tenant and one for the residential units. The commercial portion of the parking garage will provide enough parking stalls to meet the 4 parking stalls per 1,000 square feet of retail requirement. The residential section of the parking garage will meet the 1.2 parking stall requirement per residential unit.

Overall Concerns. Staff supports the project as a good addition to the Crossing redevelopment, and a complement to the City's goals to support new residential in our downtown. The developer supplied early renderings of the building facades facing WinCo Foods and the Mad Greek Restaurant. Staff would like to continue working with the developer on façade treatments on the south and east sides of the building to ensure compatibility and quality design. Staff is also concerned about the provision of adequate open space on the site, and will work with the developer to ensure that the rooftop deck is a functional and quality amenity for the tenant.

CITY COUNCIL RECOMMENDATION:

Approval of the Conditional Use to construct 120-units of apartments and 5,000 square feet of retail located at 28 East 2100 South, with the following conditions:

1. The applicant's final design will promote quality materials and appropriate articulation and openings on all sides of the structure
2. The applicant's final design will include functional and quality open space for use by the tenants.
3. The project shall meet all requirements outlined in the Crossing Master Plan Narrative.
4. All items of the Staff Report.

ATTACHMENTS:

1. Applicant Letter
2. Plans/Renderings



ARCHITECTURAL NEXUS, Inc
archnexus.com

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Salt Lake City, Utah 84109
T 801.924.5000

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Sacramento, California 95811
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November 20, 2015

Mr. Mike Florence
Director of Community Development
South Salt Lake City

**Re: Liberty on Main – CUP
Developer – Cowboy Partners**

Dear Mike:

This accompanies our Conditional Use Permit Application for the Liberty on Main project. This project is the Lot 5 development area at the corner of 2011 South and Main Street – a portion of The Crossing at South Salt Lake Subdivision. It is an urban design project, which adheres to the previously approved residential design requirements of the Lot 2 area of this site including design guidelines for building height, setback, open space, and other requirements. The commercial space is at the ground floor.

The project includes 120 residential units and 5,000 sq. ft. of commercial space. The building is a 4-story apartment building over two levels of parking. There is vehicular access at Main Street for the commercial use. The residential parking is accessed with drive ways off of 2100 South and Major Street. The main entrance to both the commercial use and the residential lobby is along the 2100 South face. Structured parking is provided at the rate of 1.2 stalls per residential unit and 1 stall per 1,000 sq. ft. of commercial area. In advance of constructing the new building, the existing Intermarket building will be removed.

Sincerely,

Douglas A. Thimm, AIA, LEED AP, BD+C
Principal
Architectural Nexus

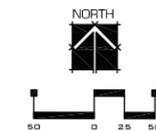
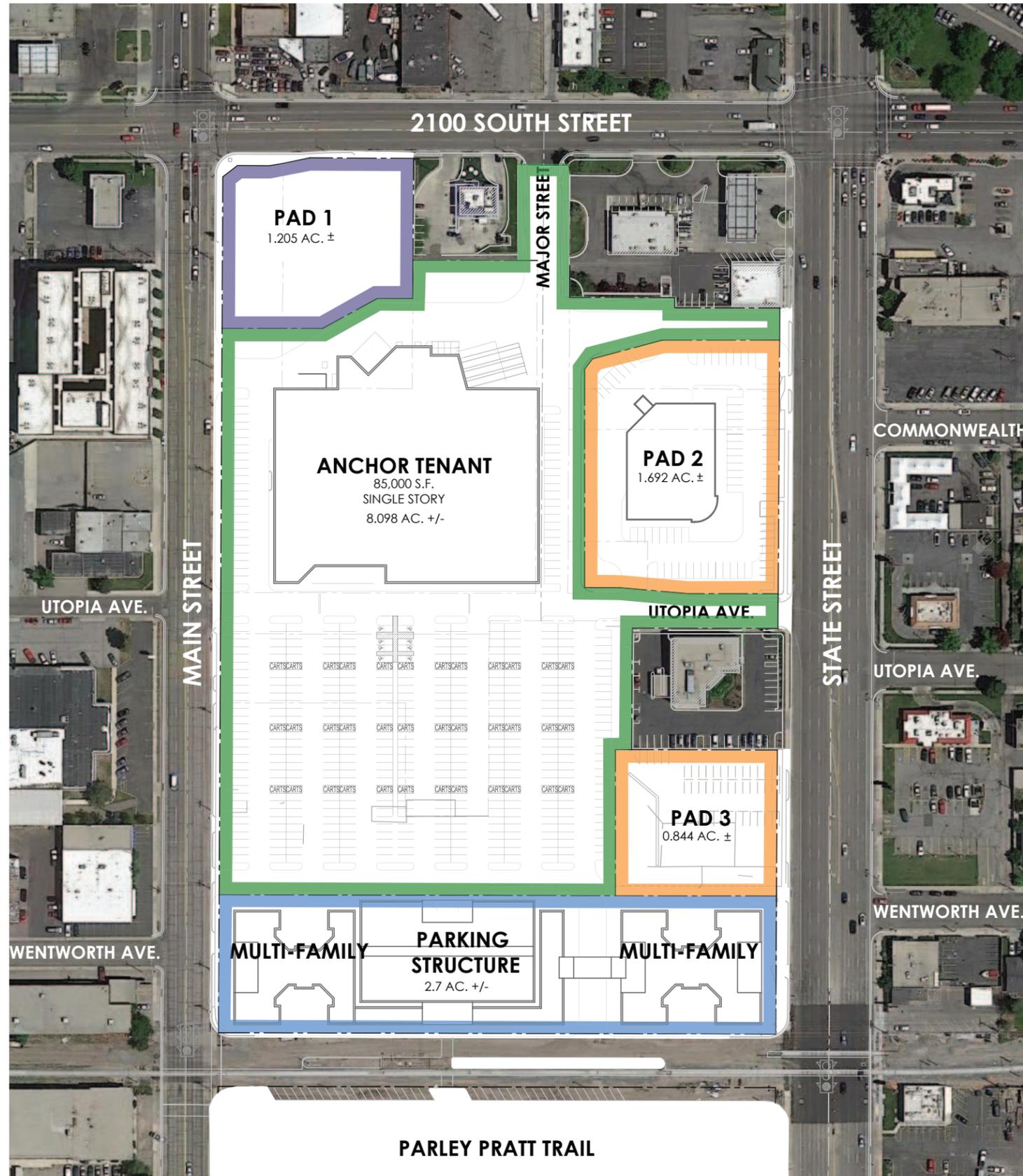


SUBDISTRICTS

- Anchor Tenant District
- 2100 South Street Frontage
- Transit District
- State Street Frontage

LAND USE MATRIX

- Anchor Tenant District - CC
- 2100 South Street Frontage - CC, TOD
- Transit District - CC, TOD, Unlimited Density
- State Street Frontage - CC



downtown ssl
phase 1 urban design



RESIDENTIAL MIXED-USE DEVELOPMENT

LIBERTY on MAIN
2100 S MAIN STREET

ARCH | NEXUS

NOVEMBER 24, 2015





VIEW OF SOUTHWEST CORNER

RESIDENTIAL MIXED-USE DEVELOPMENT

LIBERTY on MAIN
2100 S MAIN STREET



ARCH | NEXUS

NOVEMBER 24, 2015



VIEW OF NORTHEAST CORNER

RESIDENTIAL MIXED-USE DEVELOPMENT

LIBERTY on MAIN
2100 S MAIN STREET

ARCH | NEXUS
NOVEMBER 24, 2015

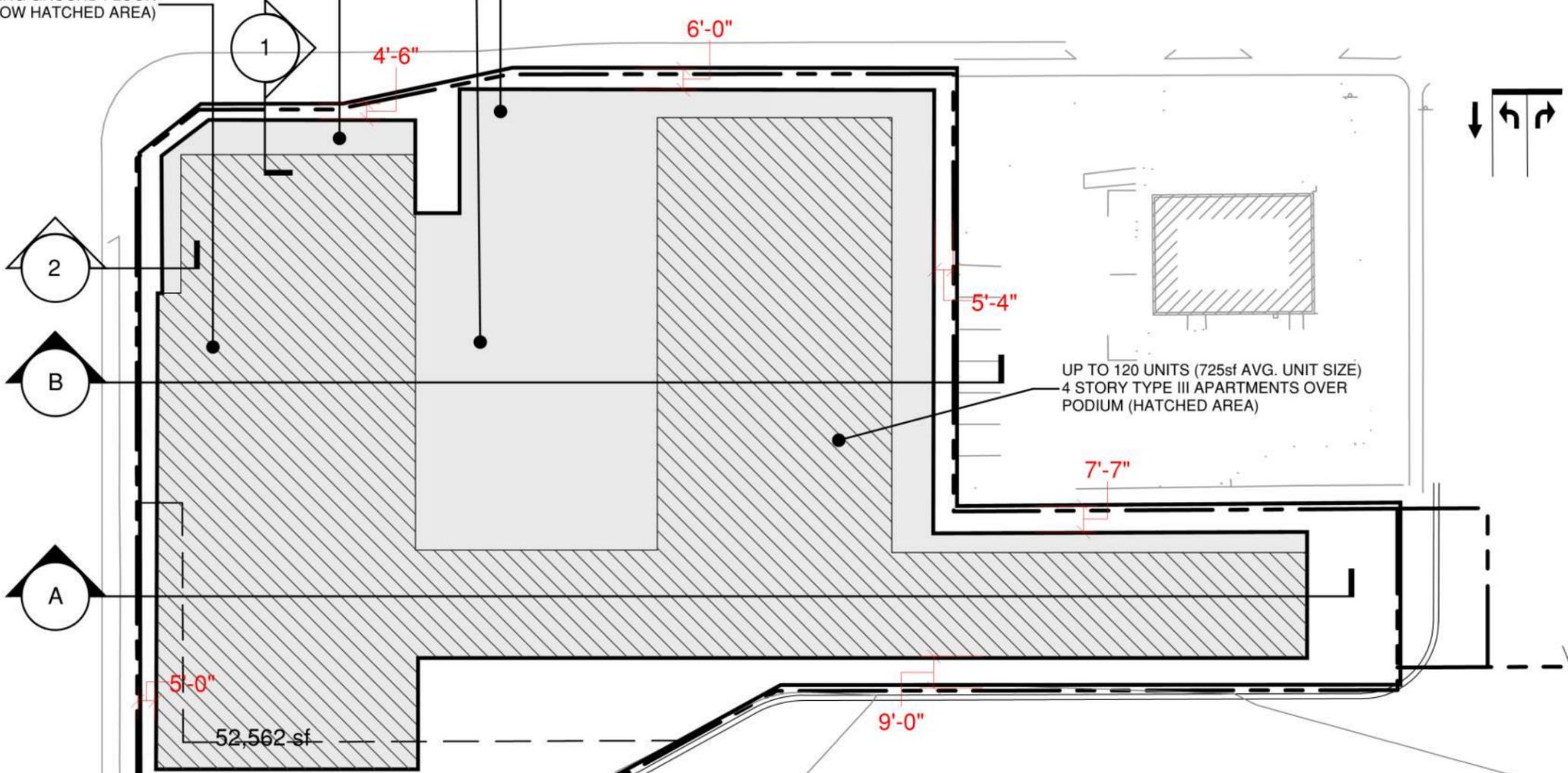


3,00sf RESTAURANT
PARKS AT 4 STALLS/1,000sf

2 STORY RESIDENTIAL STRUCTURED
PARKING PODIUM - TYPE I PARKS AT
1.2 STALLS/UNIT

3,500sf LEASING/AMENITY SPACE

COMMERCIAL/LEASING GROUND FLOOR
PARKING (BELOW HATCHED AREA)



UP TO 120 UNITS (725sf AVG. UNIT SIZE)
4 STORY TYPE III APARTMENTS OVER
PODIUM (HATCHED AREA)

52,562 sf

SCALE 1" = 40'-0"

SITE PLAN

LIBERTY on MAIN
2100 S MAIN STREET

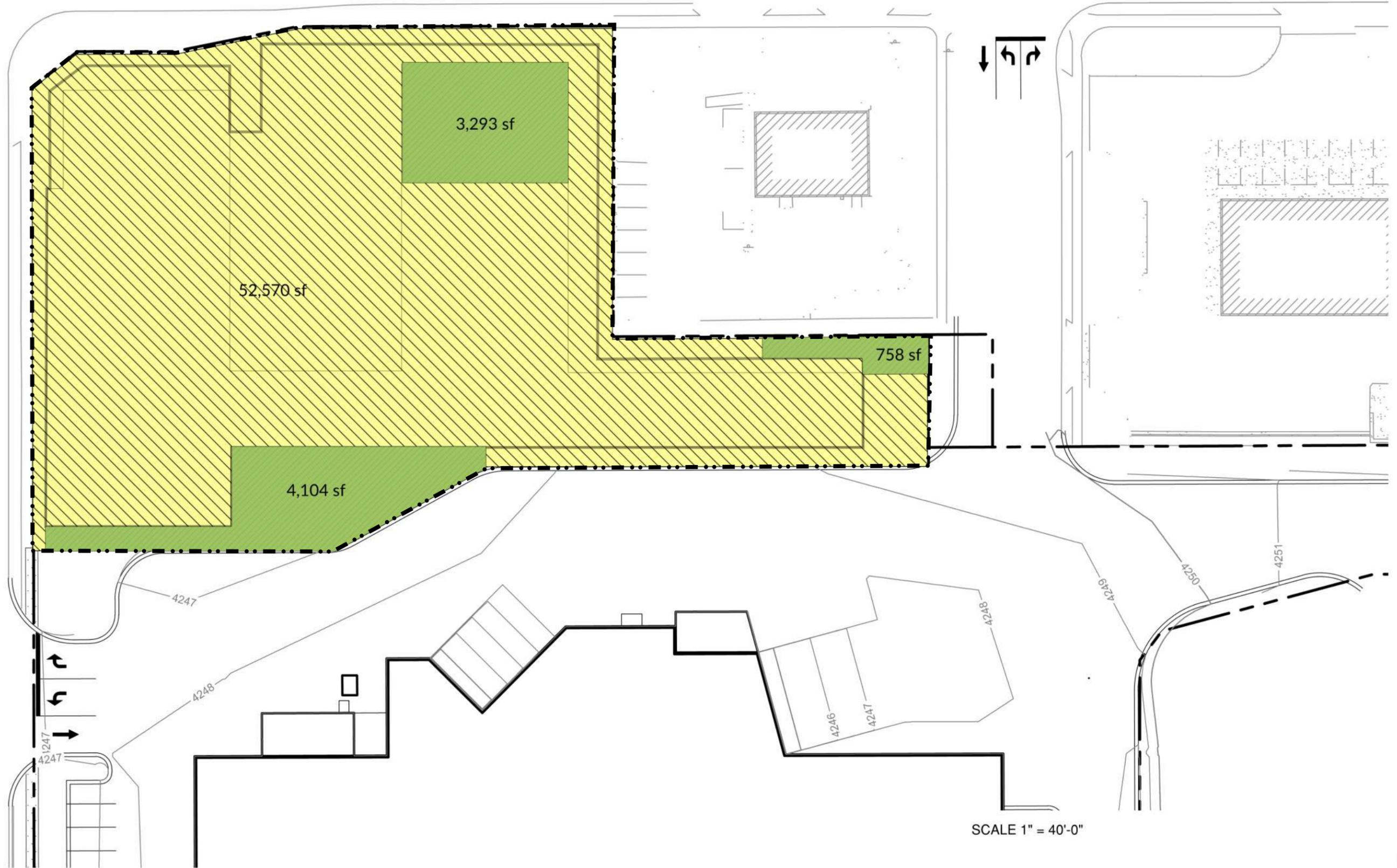


ARCH | NEXUS

NOVEMBER 24, 2015

2100 SOUTH

MAIN STREET



SCALE 1" = 40'-0"

TOTAL SITE AREA: 52,570sf



TOTAL OPEN AREA: 8,155sf



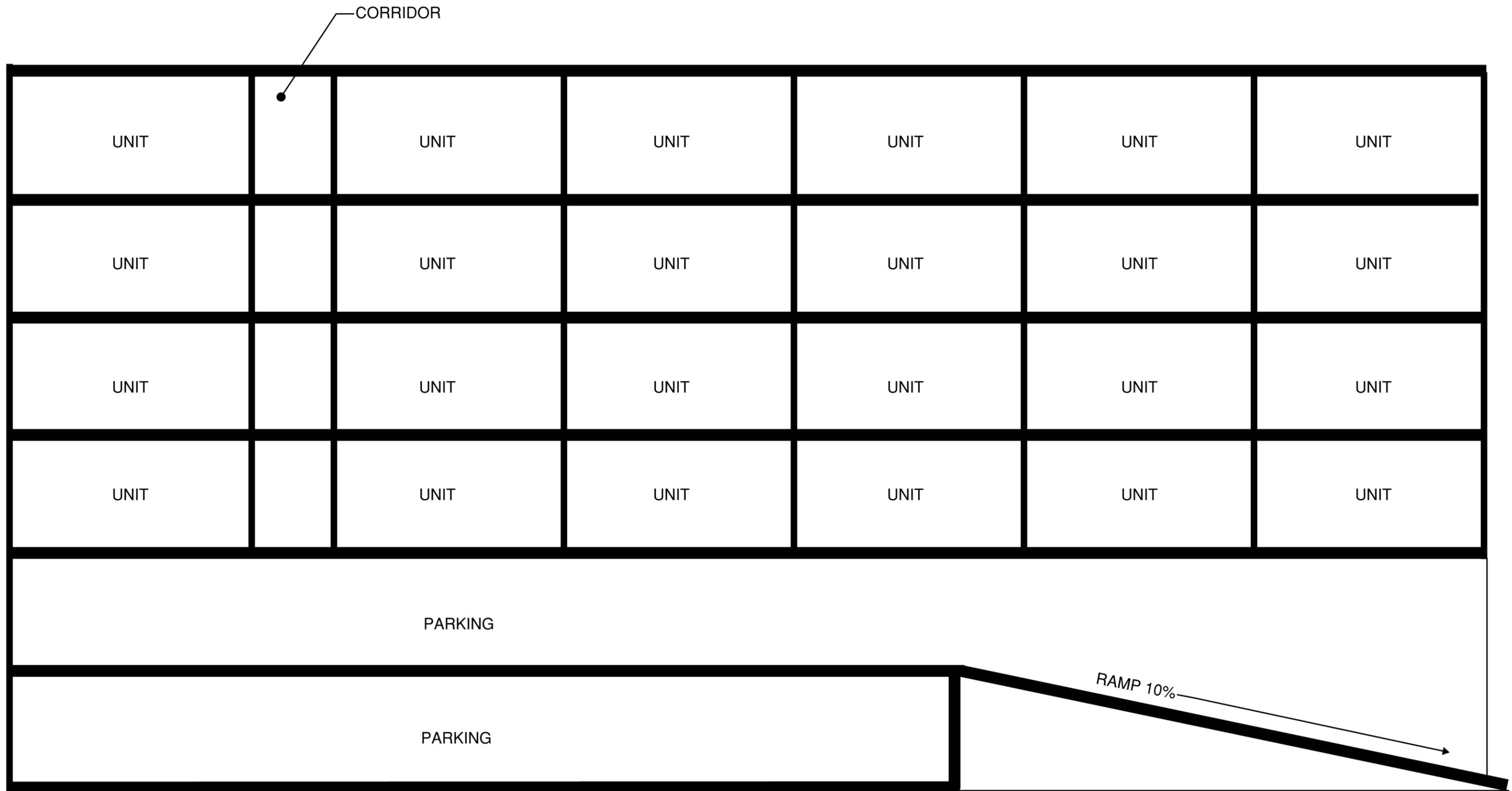
SITE PLAN

LIBERTY on MAIN
2100 S MAIN STREET



ARCH | NEXUS

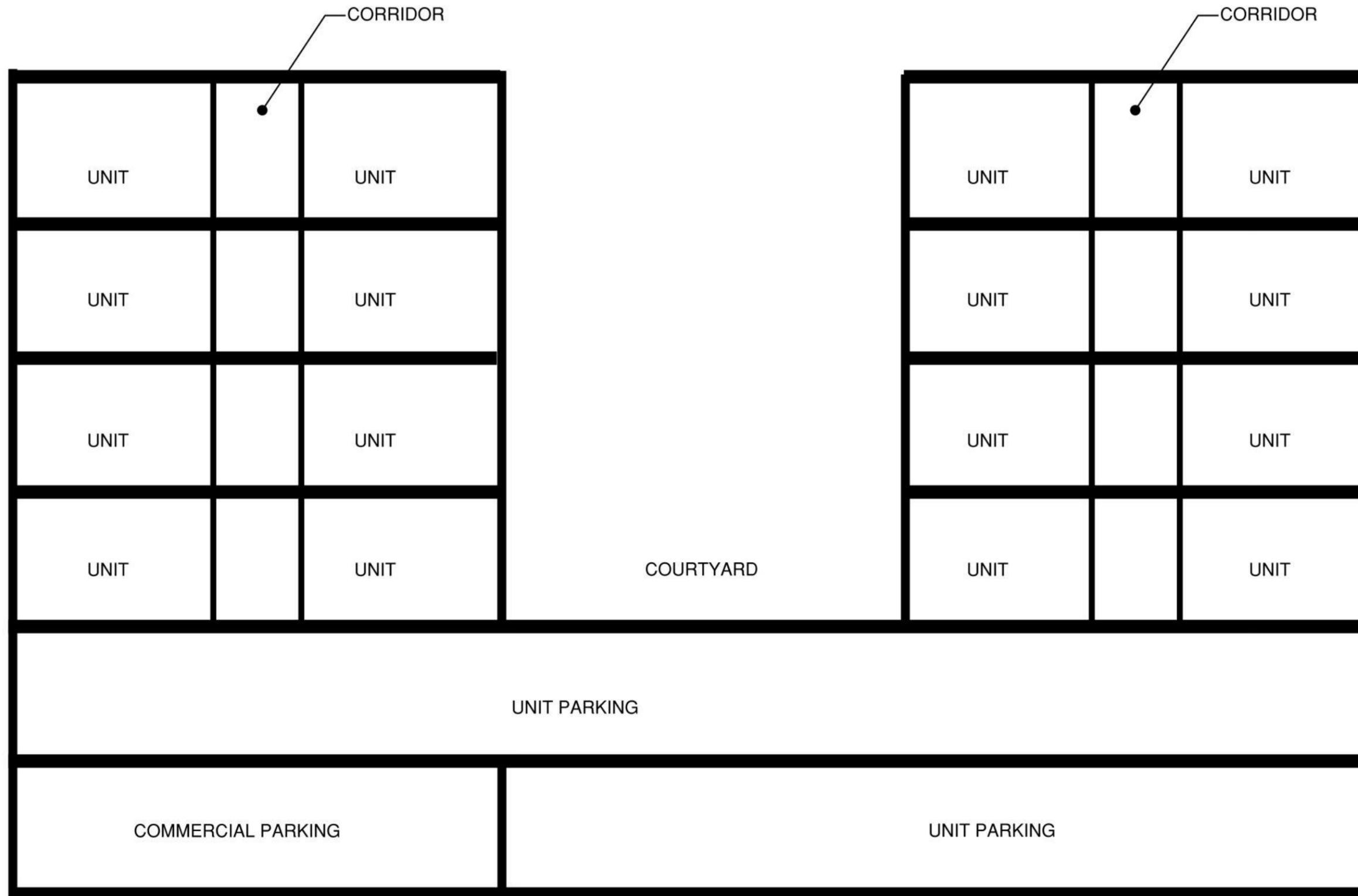
NOVEMBER 24, 2015



SECTION A

LIBERTY on MAIN
2100 S MAIN STREET





SECTION B

LIBERTY on MAIN
2100 S MAIN STREET



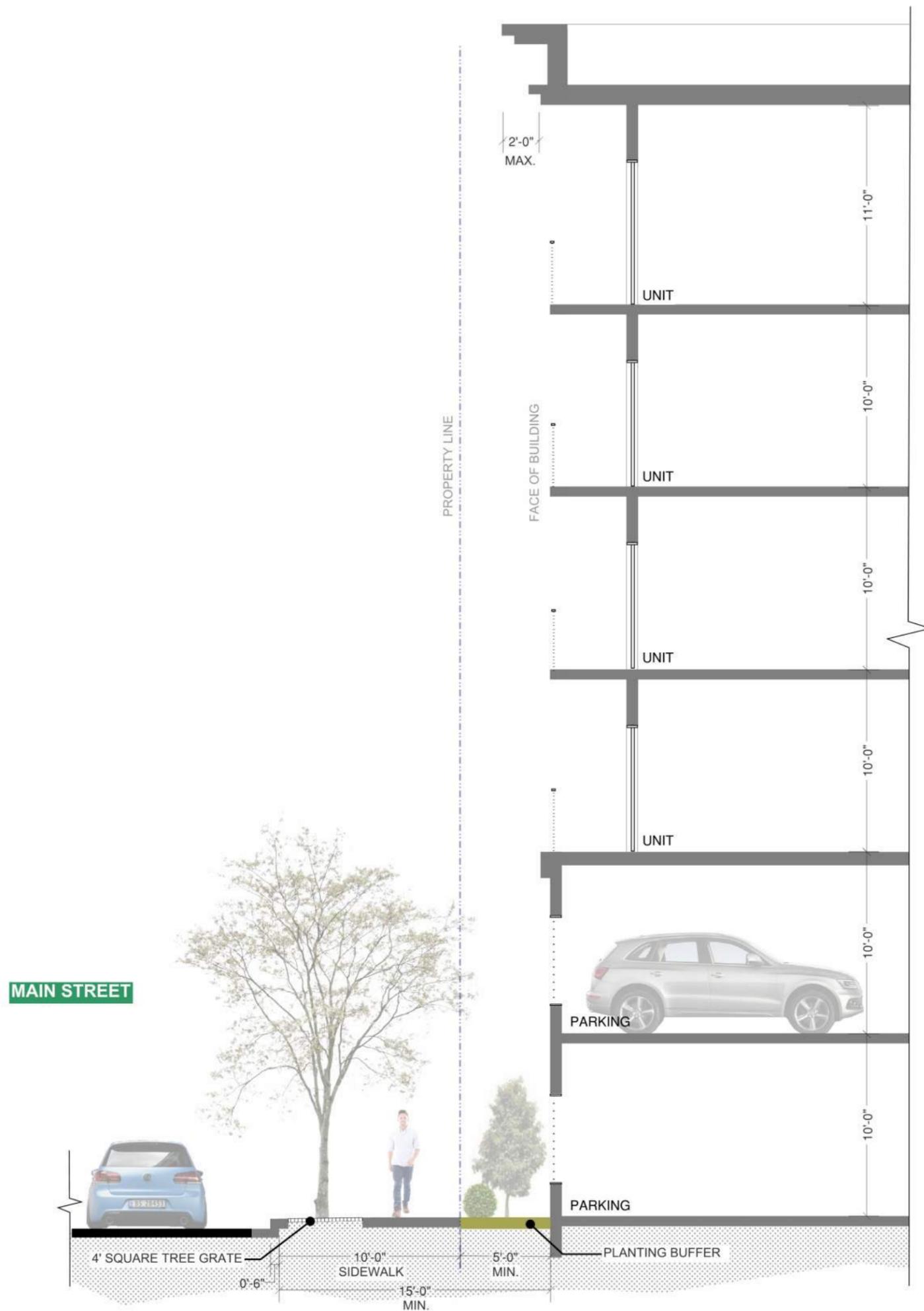


2100 SOUTH

SECTION 1

LIBERTY on MAIN
2100 S MAIN STREET





SECTION 2

LIBERTY on MAIN
2100 S MAIN STREET

