



MEMORANDUM

PLANNING DIVISION
DEPARTMENT of COMMUNITY and NEIGHBORHOODS

To: Salt Lake City Planning Commission

From: Caitlyn Tubbs, Principal Planner, (801)535-7706, caitlyn.tubbs@slcgov.com

Date: November 10th, 2021

Re: Kozo House Apartments Design Review Time Extension Request

ACTION REQUIRED: Vote on granting a one-year time extension for a Design Review approval at approximately 175 North 600 West.

RECOMMENDATION: Grant a one-year time extension for the Design Review, which is scheduled to expire on December 2nd, 2022.

BACKGROUND/DISCUSSION:

The Design Review for Kozo House Apartments (PLNPCM2020-00258) received approval from the Planning Commission on December 2, 2020. The requested Design Review modification consisted of additional length for a street facing façade. The project was met with a considerable amount of opposition. The Applicant has requested a time extension on the basis of considering design modifications and working with various neighborhood groups to help the project better fit in with the surrounding area.

Design Review approval expire in one year “unless a building permit has been issued or complete building plans have been submitted to the division of building services and licensing.” The applicant has not submitted complete building plans to the Building Services Division and has not obtained any building permits for work on the development at this time. As such, they must request an extension to maintain the original approval.

The Planning Commission may grant extensions for the Design Review approval for up to one additional year. An extension would push the expiration of the Design Review to December 2nd, 2022. If the extension is approved, the applicant will need to obtain a building permit or submit complete building plans to Building Services before that date or request another extension.

ATTACHMENTS:

- [A. Time Extension Request Letter](#)
- [B. Original Record of Decision Letter](#)
- [C. Original Staff Report](#)

ATTACHMENT A: TIME EXTENSION REQUEST LETTER



Real Estate
Advisory Services

Entitlement
Preconstruction

Acquisitions &
Development

Owner's Rep

Financial
Modeling

Ownership

October 8, 2021

Salt Lake City Planning Division
c/o Caitlyn Tubbs
451 South State Street, Room 406
Salt Lake City, UT 84114-5480

RE: Kozo House request for extension of approvals. PLNPCM2020-00258
City Code 21A.59.080

Dear Caitlyn:

I am an authorized agent on behalf of the owners, Capital Thirteen LLC for the project Kozo House. You are the planner that processed the original application and with Nick Norris, we are hoping you can determine if a granting of our request is warranted.

As you are also aware, we are working through changes with neighborhood groups, area residents and our own internal design team. Subsequently, we respectfully request a one year extension of our current approvals to allow for the necessary time to meet with neighborhood groups and work through and address plan and design related items and/or changes.

Thank you for your consideration. We look forward to your response and our next visit.

Stay Healthy. Cheers.

Respectfully,

Mark Isaac, Owners Representative
DB Urban Communities

CC: Nick Norris, Planning Director
Bryce Baker, Principal DB Urban Communities

dbURBAN CommuniTIES

166 E. 14000 South, Suite 110 | Draper, UT 84020 | bryce@dburbancommunities.com | 801.708.4078

ATTACHMENT B: 2020 RECORD OF DECISION

**Salt Lake City Planning Commission Record of Decision
December 2, 2020 5:30 p.m.**

**This meeting was held electronically pursuant to the
Salt Lake City Emergency Proclamation**

1. **Izzy South Design Review/Special Exception at approximately 534 East 2100 South** - A request by Ryan McMullen for Design Review and Special Exception approval to develop a 71-unit mixed use building located at approximately 534 East 2100 South in the Community Business CB zoning district. The applicant is requesting Design Review approval because the project is over 15,000 square feet in size and Special Exception approval to allow 3' of additional building height. The project is located within Council District 7, represented by Amy Fowler (Staff contact: Caitlyn Miller at (385) 315- 8115 or caitlyn.miller@slcgov.com) **Case numbers PLNPCM2020-00222 & PLNPCM2020-00655** (Tabled from 9/23 Planning Commission meeting)

Decision: Approved

2. **Kozo House Design Review at approximately 157, 175 North 600 West, and 613, 621, 625, 633 West 200 North** - A request by David Clayton for Design Review approval to develop a 319-unit mixed use building on six parcels located at 157 North 600 West, 175 North 600 West, 613 West 200 North, 621 West 200 North, 625 West 200 North, and 633 West 200 North. These properties are located in the TSAUC-T Zoning District. The applicant is requesting Design Review approval to allow the proposed building to exceed the maximum street facing façade length and to modify the spacing of building entrances. The project is located within Council District 3, represented by Chris Wharton (Staff contact: Caitlyn Miller at (385) 315- 8115 or caitlyn.miller@slcgov.com) **Case number PLNPCM2020-00258** (Tabled from 10/14 Planning Commission meeting)

Decision: Approved with conditions

3. **Learned Ave Alley Vacation at approximately 1025 West North Temple** - A request from Jarod Hall of Di'velept Design, representing the owner of surrounding properties, Riley Rogers, to vacate the public alley adjacent to the rear property line of 1025 West North Temple that runs mid-block from east to west. The subject alley is surrounded by the TSA-SP-T (Special Purpose Transit Station, Transition Area) zoning district and is located within Council District #2, represented by Andrew Johnston (Staff contact: Aaron Barlow at (385) 386-2764 or aaron.barlow@slcgov.com) **Case number PLNPCM2020-00572**

Decision: A positive recommendation with conditions was forwarded to the City Council

4. **Greenprint Gateway Apartments Planned Development and Design Review at approximately 592 West 200 South** - Mark Eddy of OZ7 Opportunity Fund, has requested Planned Development and Design Review approval for the Greenprint Gateway Apartments to be located on three (3) contiguous parcels located at 592 W 200 S, 568 W 200 S and 161 S 600 W respectively. The proposal is for a 150-unit apartment building on a 0.59 acre (26,000 square feet) consolidated parcel. The proposed building will be six stories in height and will be approximately 70-feet tall to the top of the building's parapet. The apartments will be a mix of micro and studio apartments. The properties are

located in the G-MU Gateway-Mixed Use zoning district. The G-MU zoning district requires Planned Development approval for all new principal buildings and uses. In addition, Design Review approval has been requested to address some design aspects of the building including material choices and maximum length of a section of blank wall space on the west façade of the building. The proposal is located within Council District 4, represented by Ana Valdemoros. (Staff contact: David J. Gellner at (801) 535-6107 or david.gellner@slcgov.com) **Case number PLNPCM2020-00493 & PLNPCM2020-00749**

Decision: Approved with conditions

5. **Rezone at approximately 860 & 868 East 3rd Avenue** - Remarc Investments, representing the property owner, is requesting a Zoning Map Amendment from CN (Neighborhood Commercial) and SR-1A (Special Development Pattern Residential) to R-MU-35 (Residential/Mixed Use) at the above-listed addresses. The applicant would like to rezone the properties to allow a multi-family development on the lots, however the request is not tied to a development proposal. The properties are located within the Avenues Local Historic District and any future demolition or new construction must be approved by the Historic Landmark Commission. Although the applicant has requested that the property be rezoned to R-MU-35, consideration may be given to another zoning district with similar characteristics. The property is located within Council District 3, represented by Chris Wharton. (Staff contact: Mayara Lima at (385) 377-7570 or mayara.lima@slcgov.com) **Case number PLNPCM2020-00703**

Decision: A positive recommendation was forwarded to the City Council

Any final decision made by the Planning Commission can be appealed by filing an "appeal of decision" application within 10 days of the decision. Contact the Planning Division for more information about filing an appeal.

Dated at Salt Lake City, Utah this 3rd day of December 2020.
Marlene Rankins, Administrative Secretary

ATTACHMENT C: ORIGINAL STAFF REPORT



MEMORANDUM

PLANNING DIVISION
DEPARTMENT of COMMUNITY and NEIGHBORHOODS

To: Salt Lake City Planning Commission

From: Caitlyn Miller, Principal Planner
(385)-315-8115 or caitlyn.miller@slcgov.com

Date: December 2, 2020

Re: PLNPCM2020-00258 – Kozo House Apartments Design Review

PROPERTY ADDRESS: 633 W 200 N, 625 W 200 N, 621 W 200 N, 613 W 200 N, 175 N 600 W, 157 N 600 W

PARCEL ID: 08-36-351-028, 08-36-351-029, 08-36-351-031, 08-36-351-011, 08-36-351-012, 08-36-351-013, 08-36-351-025

MASTER PLAN: Capitol Hill

ZONING DISTRICT: TSA-UC-T Transit Station Area Urban Core Transition

REQUEST: David Clayton, Applicant, is requesting Design Review approval for a proposed 319-unit mixed use building located at approximately 175 North 600 West in the TSA-UC-T Transit Station Area zoning district. The Applicant has requested Design Review approval to exceed the maximum length of a street-facing façade along 200 North.

RECOMMENDATION: Based on the public input received and the analysis in the staff report, Planning staff recommends that the Planning Commission approve the request as modified from the original with the following conditions:

1. The applicant shall obtain the required demolition permits for the existing buildings. Prior to issuance of any permit to demolish the existing buildings or begin construction of the building, the applicant shall schedule a DRT meeting with Development staff.
2. The applicant must consolidate the individual subject parcels prior to the issuance of a building permit.
3. The applicant must receive approval from the Urban Forester for the chosen species and planting arrangement of the street trees along the subject properties' frontage along 200 North and 600 West.
4. All other applicable zoning standards not modified by the design review approval shall apply to the proposed development.
5. Final approval authority for the development, including signage and lighting, shall be delegated to Planning staff.
6. The applicant shall comply with all other Department/Division conditions.

BACKGROUND/DISCUSSION: On October 14, 2020, the Planning Commission heard this request for Design Review approval for the Kozo House Apartments located at approximately 175 North 600 West. The Commission heard public comment and tabled the item, directing the Applicant to address the Commission’s concerns regarding street engagement at the ground floor, the corner of 200 North and 600 West, and the placement of the “break” in the massing of the proposed building along 200 N.



David Clayton, representing Modal Living, is requesting Design Review approval for a new mixed-use multi-family residential building located at approximately 175 North 600 West. This proposal, Kozo House Apartments, would include 319 units of varying size and would be within a 67' 1-1/8" tall building

The Applicant has removed some common tenant amenities to accommodate additional living units and new retail spaces at the western end of the building along 200 North. In response to the Planning Commission’s feedback the Applicant has relocated the break in the building 42 feet to the east along 200 North. Additionally, the Applicant has removed some storefront space at the corner of 600 West and 200 North to provide a sunken plaza for the use of tenants and customers of the retail spaces within the ground floor. This sunken plaza area includes seating, a fireplace, and space for a painted mural.

The Applicant has modified the parking and access for the project. The original plans reviewed by the Planning Commission provided 141 parking stalls and two points of access to the parking garage. Following further study of the site by the Applicant it was determined the water table is too high at this site to accommodate the lowest level of parking (accessed off 600 West) so the Applicant has removed the second parking level and its access. In the updated design the Applicant has provided 131 parking stalls all of which will be accessed from the drive approach along 200 North. The project is only required to provide 109 parking stalls by the adopted standards and ordinances. At the October 14, 2020 Planning Commission hearing many neighbors expressed their concerns about the impact to on-street parking this project could have

and the increased traffic along 200 North, a residential street, to provide access to the structured parking.

Staff has received multiple calls, emails, and letters of concern from the surrounding neighbors about the impact Kozo House may have on the parking and traffic patterns of the neighborhood. During the October 14th public hearing, nine people spoke in opposition and one in support. Those in opposition stated they were opposed to the scale and density of the proposal, the amount of parking provided, and the impact to the adjacent neighborhood. Subsequent public comments received after the public hearing can be found in Attachment D of this memo; four in opposition and one in support.

KEY ISSUES:

- **Additional Units** – During the Planning Commission’s first review of the Kozo House project the Applicant was proposing a building with 312 dwelling units. The Applicant is now proposing an additional 7 units bringing the total unit count to 319. These additional units will be studio and one-bedroom units. The Applicant has removed some of the common tenant amenity spaces to make room for these additional units and some additional retail space on the ground floor.
- **Parking** - One of the primary concerns of the neighbors is that there is not enough parking provided for this development. The original proposal reviewed by the Planning Commission included 312 dwelling units and 141 parking stalls (109 required). The revised proposal removes the lower level of parking due to the high water table at the site and provides 131 parking stalls, utilizing the CityLift stacked parking system. While the Applicant is still surpassing the number of required parking stalls for the project they are also reducing the number of stalls from the original set of plans reviewed by the Planning Commission.

During the Planning Commission’s public hearing held on October 14, 2020, neighbors expressed concerns about the parking for Kozo House spilling over into surrounding streets. Some neighbors requested the Applicant provide additional parking. Public parking is already available along both sides of 200 North; the Applicant is discussing striping diagonal parking stalls on 200 North. The Applicant has been discussing adding 22 on-street parking stalls along 200 North with the Transportation Division, but no final determination has been made as to whether or not this additional on-street parking will be made available. The Planning Commission’s purview is analyzing whether or not the request meets the adopted standards of approval and the Applicant has surpassed the parking requirement by 23 stalls.

- **Drive Accesses** – In the original design there were two drive accesses into the parking structure for Kozo House: one accessed off 600 West and the other accessed off 200 North. The access along 600 West served the lower level of the parking structure and the access off 200 North served the ground floor parking level. During the public comment period and the public hearing neighbors voiced their concerns about the project having a drive access along 200 North since it is a dead-end residential street. They are worried the project having access off of this road would result in more traffic and vehicular noise than is typical of a detached single and two-family residential area.

The updated design of the Kozo House project removes the drive access along 600 West moving the entire project's parking access (for 131 stalls) to the 200 North side where the neighbors had the most concerns with traffic.

- **Ground Floor Glass** - During the Planning Commission's first review of the Kozo House project, Commissioners indicated the wall of sheet glass along the eastern and northern ground floors made the proposed building look like an office building instead of a mixed-use retail and residential development. The original design of the building had 82% ground floor glass which surpassed the 60% glazing minimum. Following the Planning Commission's review of the original design and their feedback the Applicant has added breaks in the ground floor to delineate separate retail spaces and building entrances. The Applicant has provided 76.4% ground floor glass on the northern façade and 90.5% on the eastern façade and has, again, surpassed the minimum requirement.
- **Location of break in building** – During the Planning Commission's initial review of the request concerns were brought up regarding the location of the break in the proposed building where a staircase accesses the internal courtyard. This concern centered around the question of whether the break was too far west to attract pedestrian usage and the Planning Commission recommended the Applicant relocate this break farther east along the building's northern face. Per the Planning Commission's feedback, the Applicant has moved the break in the building 42 feet to the east.
- **Building Treatment at Corner** – The Planning Commission discussed the 600 W / 200 N corner of the building, determining that it failed to provide visual interest and animation to the street corner. The Planning Commission directed the Applicant to make some design changes to better address this corner and increase the visual interest of the project at this location. In response to the Commission's direction, ground level walls have been opened and a sunken courtyard with seating provided in the revised proposal. This courtyard will provide a common space for pedestrians and customers of retail tenants with a fireplace and a mural wall.

Attachments:

- A) Updated Kozo House Apartments plans set
- B) October 14, 2020 Planning Commission Minutes
- C) October 14, 2020 Planning Commission Staff Report
- D) Public Comments received after the October 14, 2020 public hearing

Attachment A:

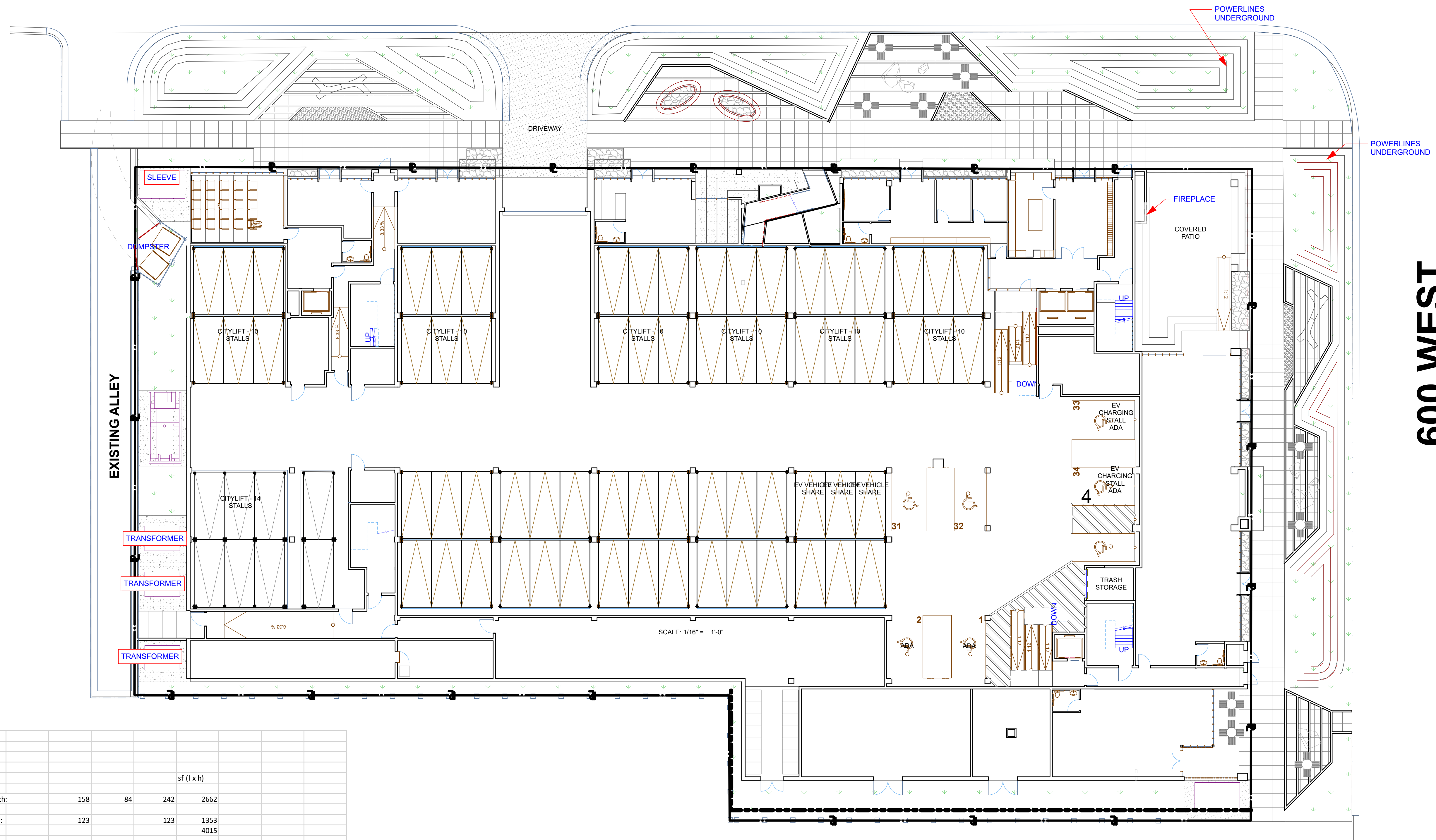
Updated Kozo House Apartments plans set

SHEET INDEX

SD1	SCHEMATIC COVER SHEET
SD2	ARCHITECTURAL SITE PLAN
SD3	LANDSCAPE CONCEPT 01
SD4	LANDSCAPE CONCEPT 02
SD5	LANDSCAPE CONCEPT 03
SD6	LANDSCAPE CONCEPT 04
SD7	LANDSCAPE CONCEPT 05
SD8	LANDSCAPE CONCEPT 06
SD9	LANDSCAPE CONCEPT 07
SD10	GROUND FLOOR PLAN
SD11	2ND FLOOR PLAN
SD12	3RD FLOOR PLAN
SD9	4TH FLOOR PLAN
SD14	5TH FLOOR PLAN
SD15	6TH FLOOR PLAN
SD16	ROOF PLAN
SD17	ROOM SCHEDULE
SD18	BUILDING ELEVATIONS
SD19	BUILDING ELEVATIONS
SD20	SECTIONS
SD21	SECTIONS
SD22	SECTIONS
SD23.1	RENDERING
SD23.2	RENDERING
SD23.3	RENDERING



200 NORTH



Kozo ground level façade				
		11 Feet height		sf (l x h)
North Façade total length:		158	84	242
East Façade total length:		123	123	1353
Glazing:				4015
NORTH (west to east):		l	h	
		26	10	260
		24	10	240
		28	10	280
		22	10	220
		41	10	410
		46.5	10	465
		16	10	160
				2035
EAST (north to south):		l	h	
		25.5	10	255
		31.5	10	315
		31.75	10	317.5
		33.75	10	337.5
				1225
				3260
				81.20%

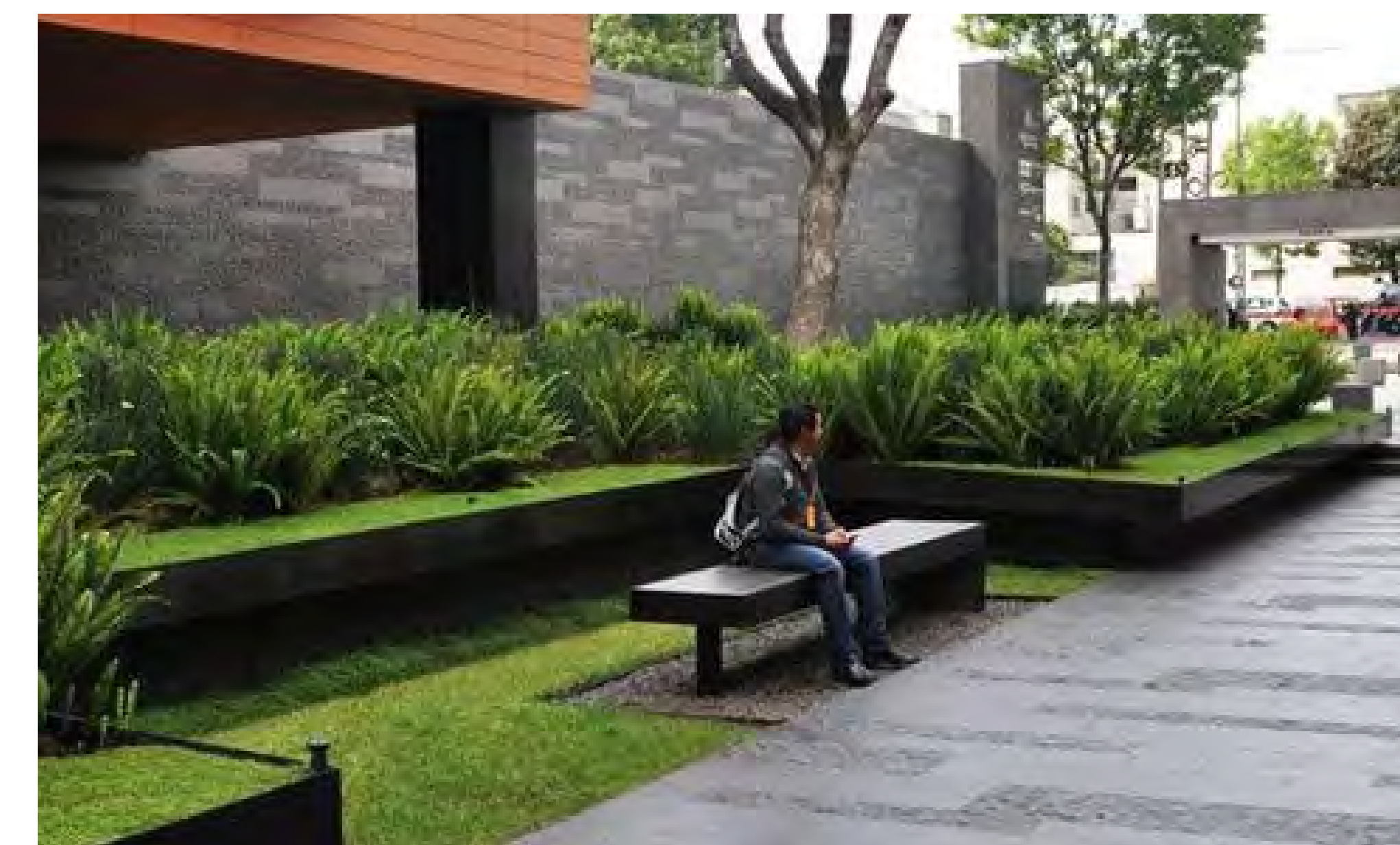
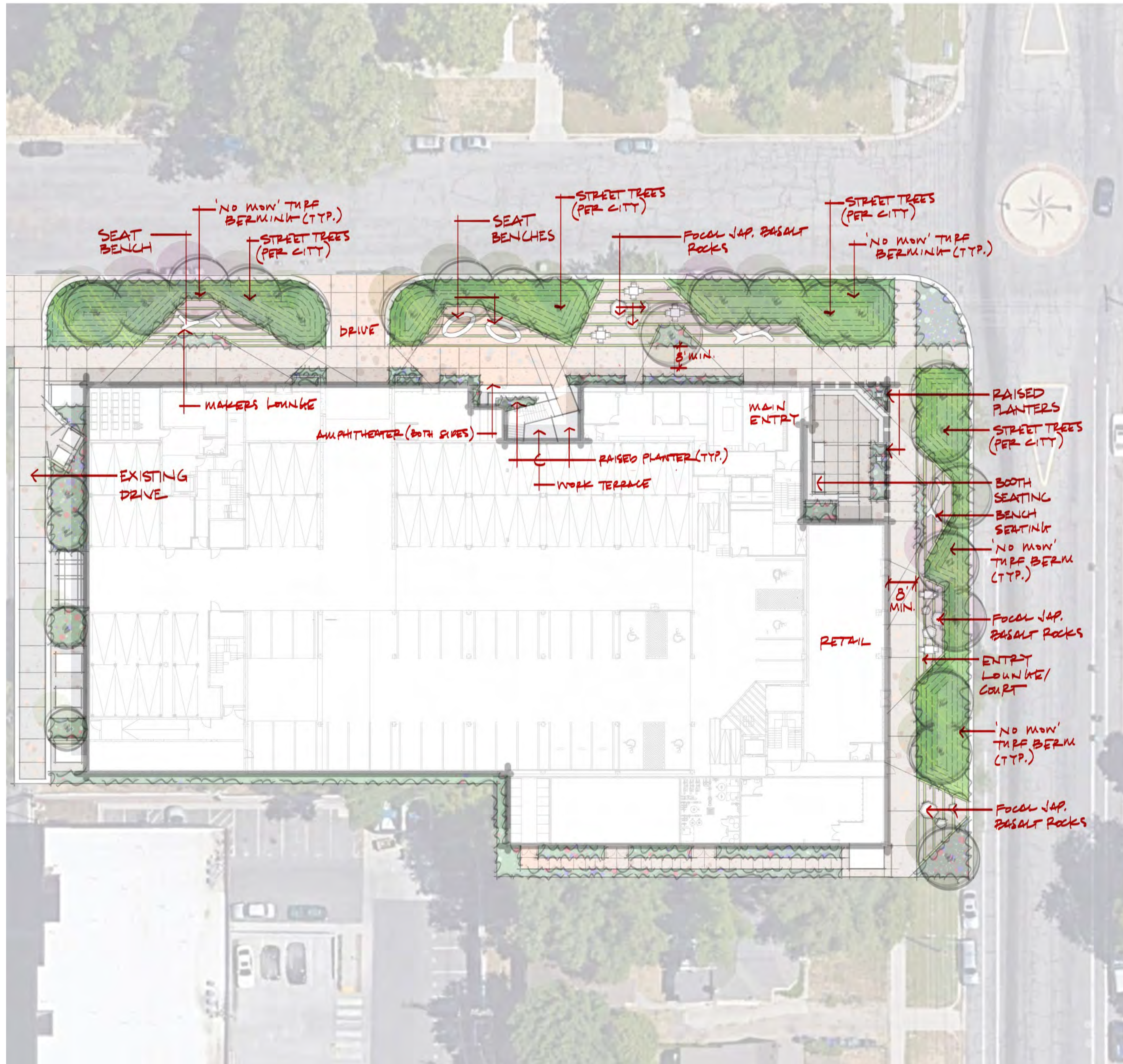
PARKING (Off-street):

ADA STALLS: 7

CityLift Puzzle Stackers (10 cars each X 11 stackers): 110
 CityLift Puzzle Stacker (14 car unit): 14

TOTAL: 131 TOTAL SPACES

PARKING (On-street):
 Kozo House Apartments is proposing to Salt Lake City Transportation and Engineering to construct 22 additional on-street parking spaces along the frontage of the building on 200 North. This is pending preliminary approval.



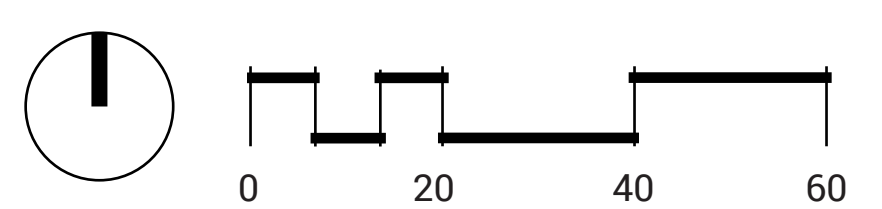


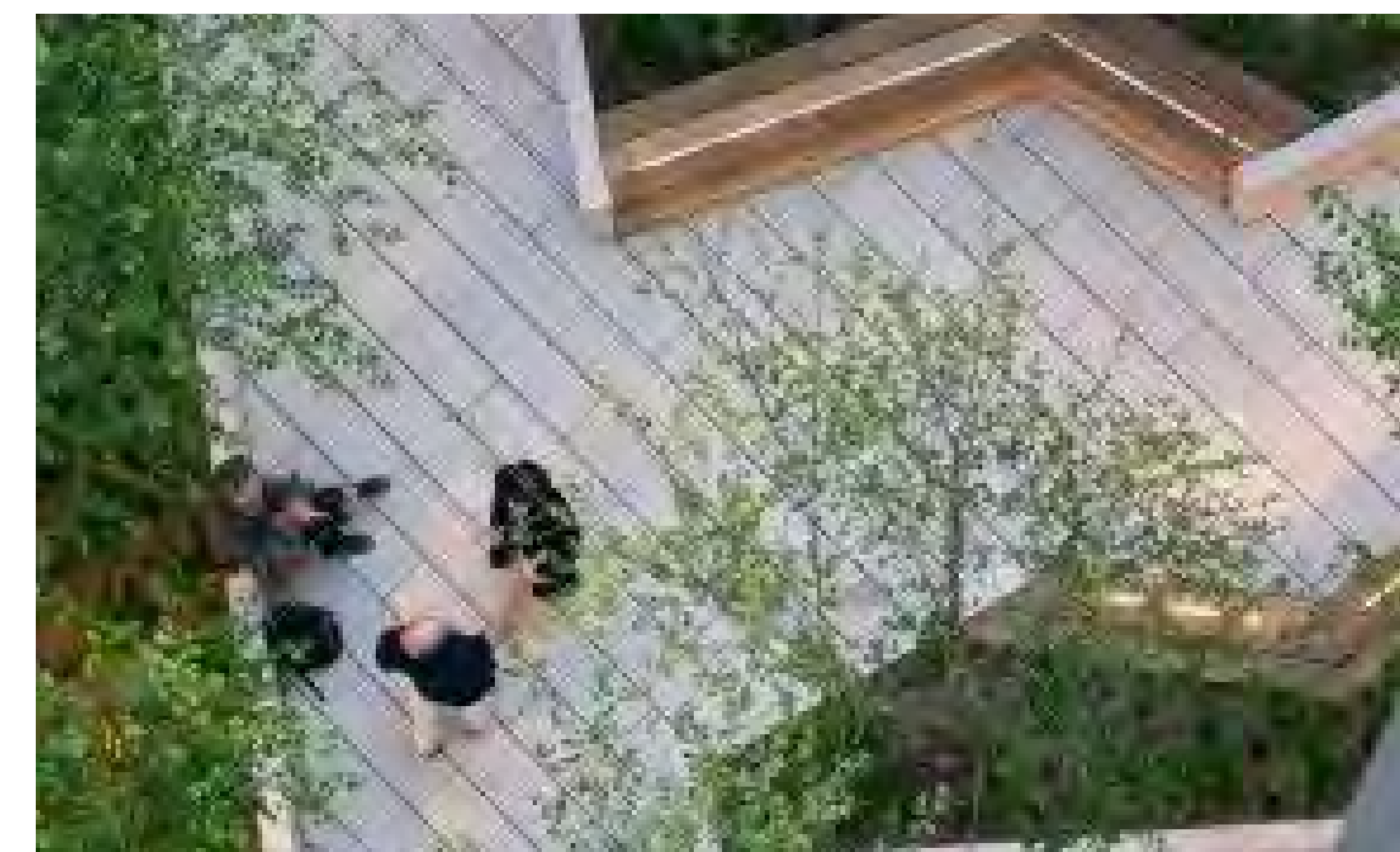
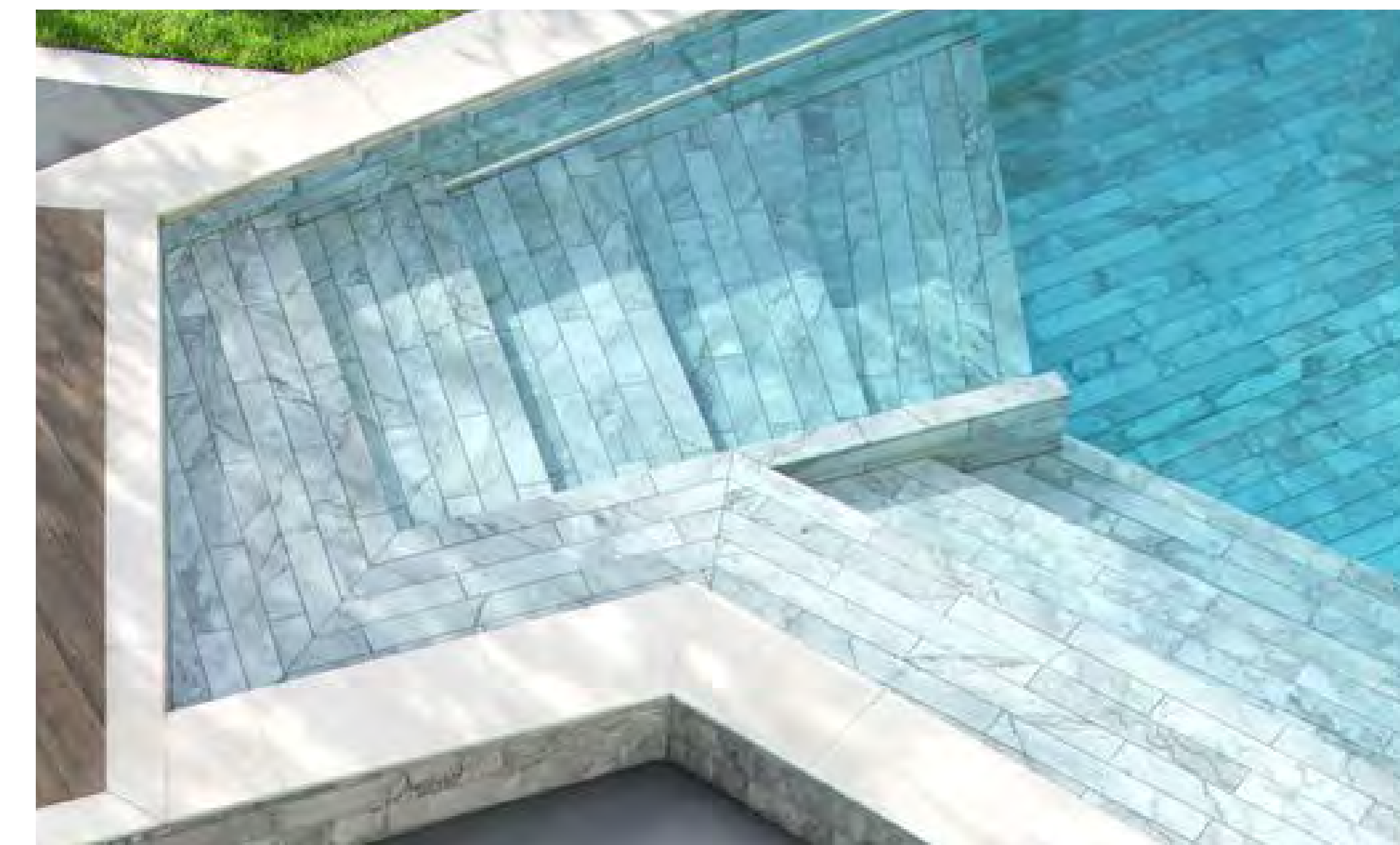
6/4

LOFTSIXFOUR

KOZO HOUSE SALT LAKE CITY

CONCEPT 07 / STREET



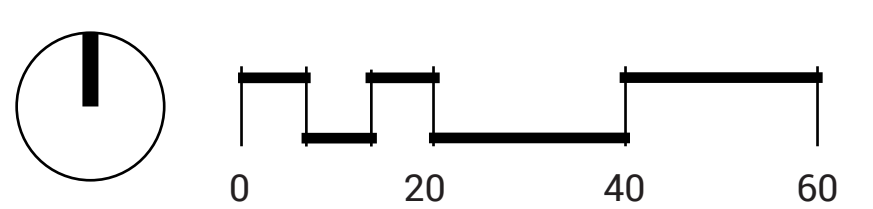


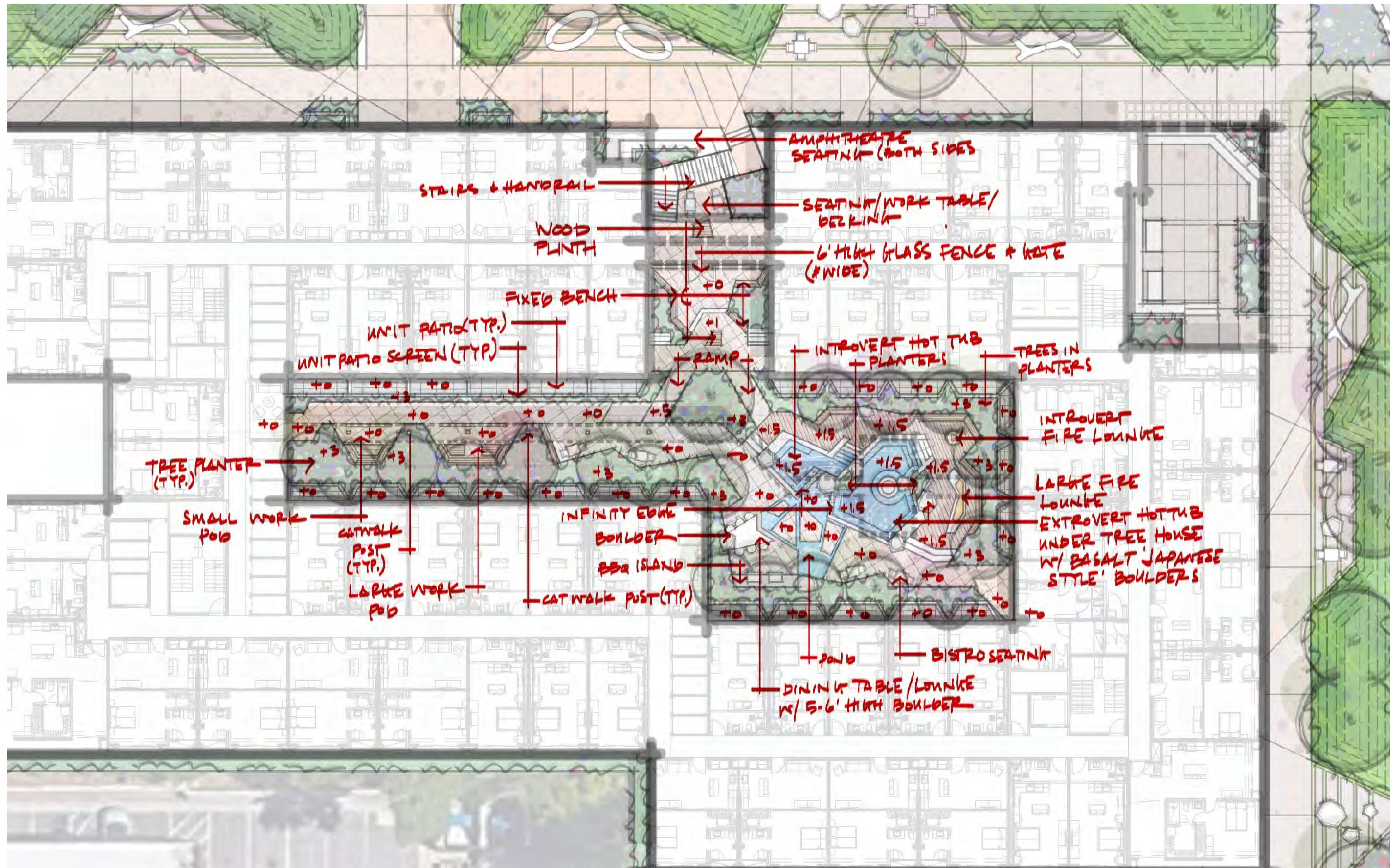
6/4

LOFTSIXFOUR

KOZO HOUSE SALT LAKE CITY

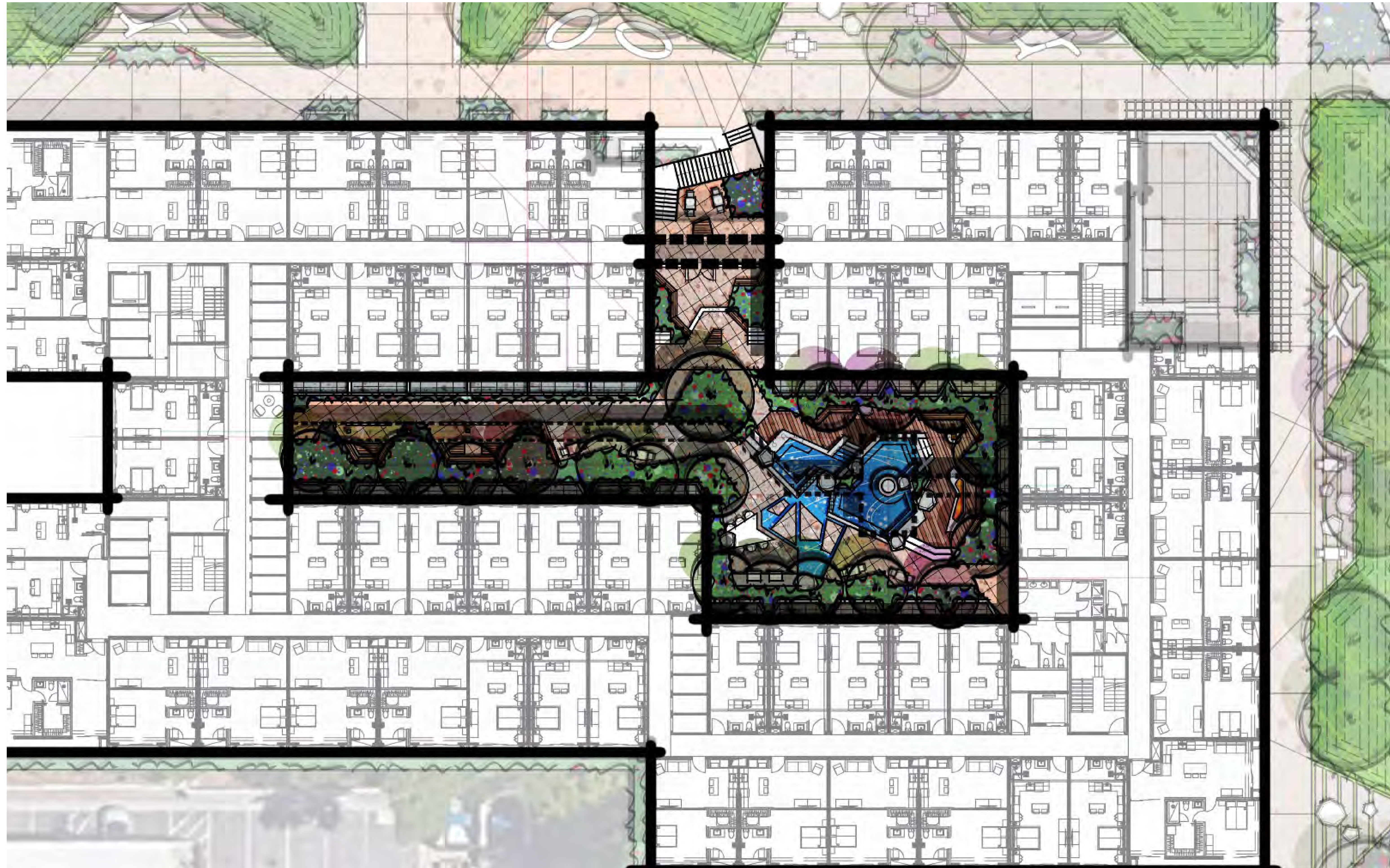
CONCEPT 07 / PODIUM





KOZO HOUSE SALT LAKE CITY

CONCEPT 07 / PODIUM ENLARGED WITH NOTES

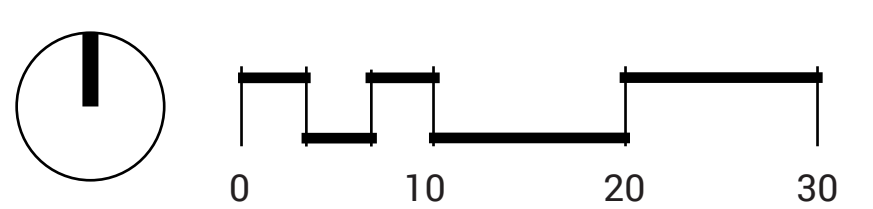


6/4

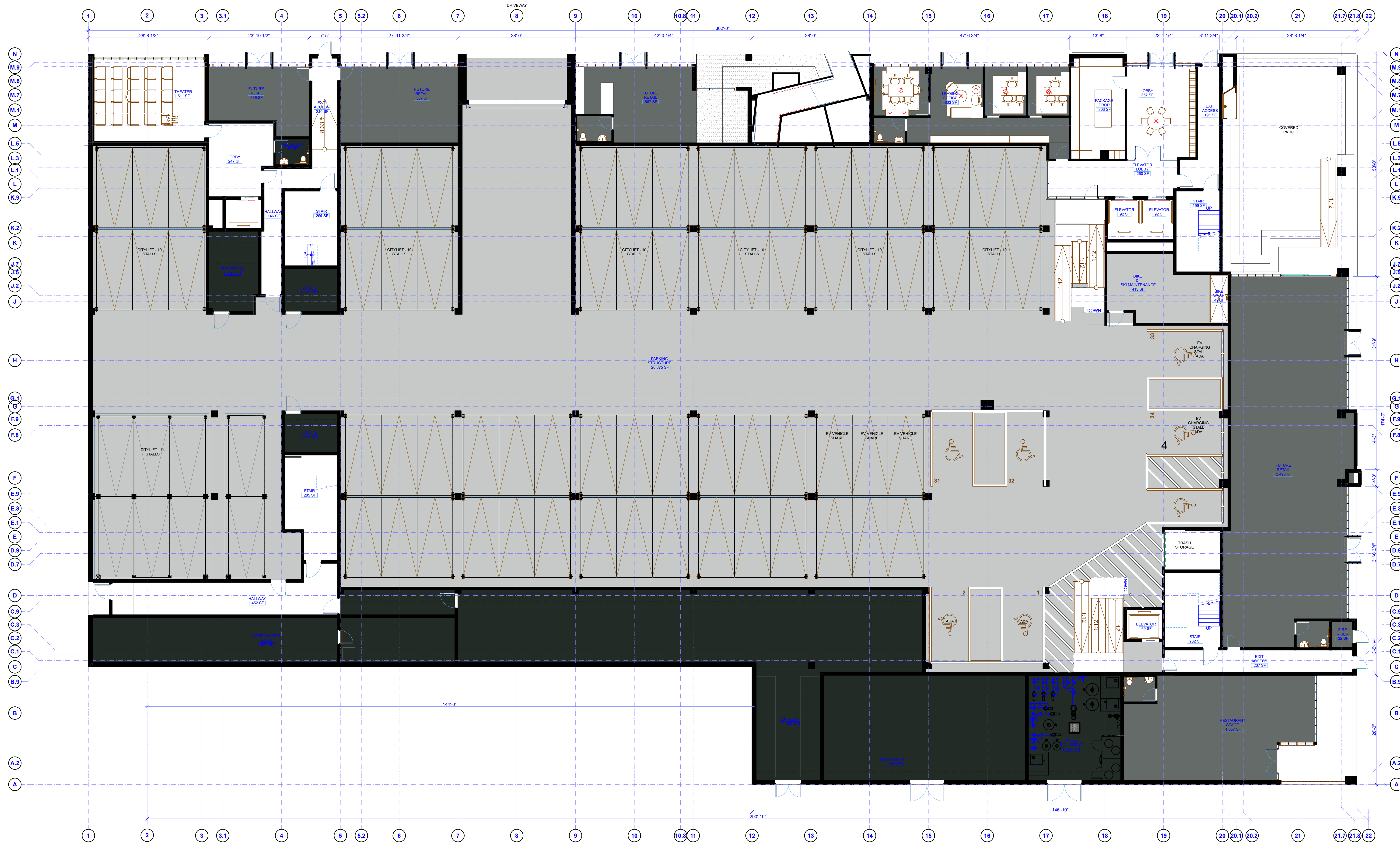
LOFTSIXFOUR

KOZO HOUSE SALT LAKE CITY

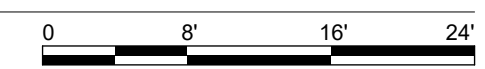
CONCEPT 07 / PODIUM ENLARGED







1 SD10 GROUND FLOOR
SCALE: 3/32" = 1'-0"

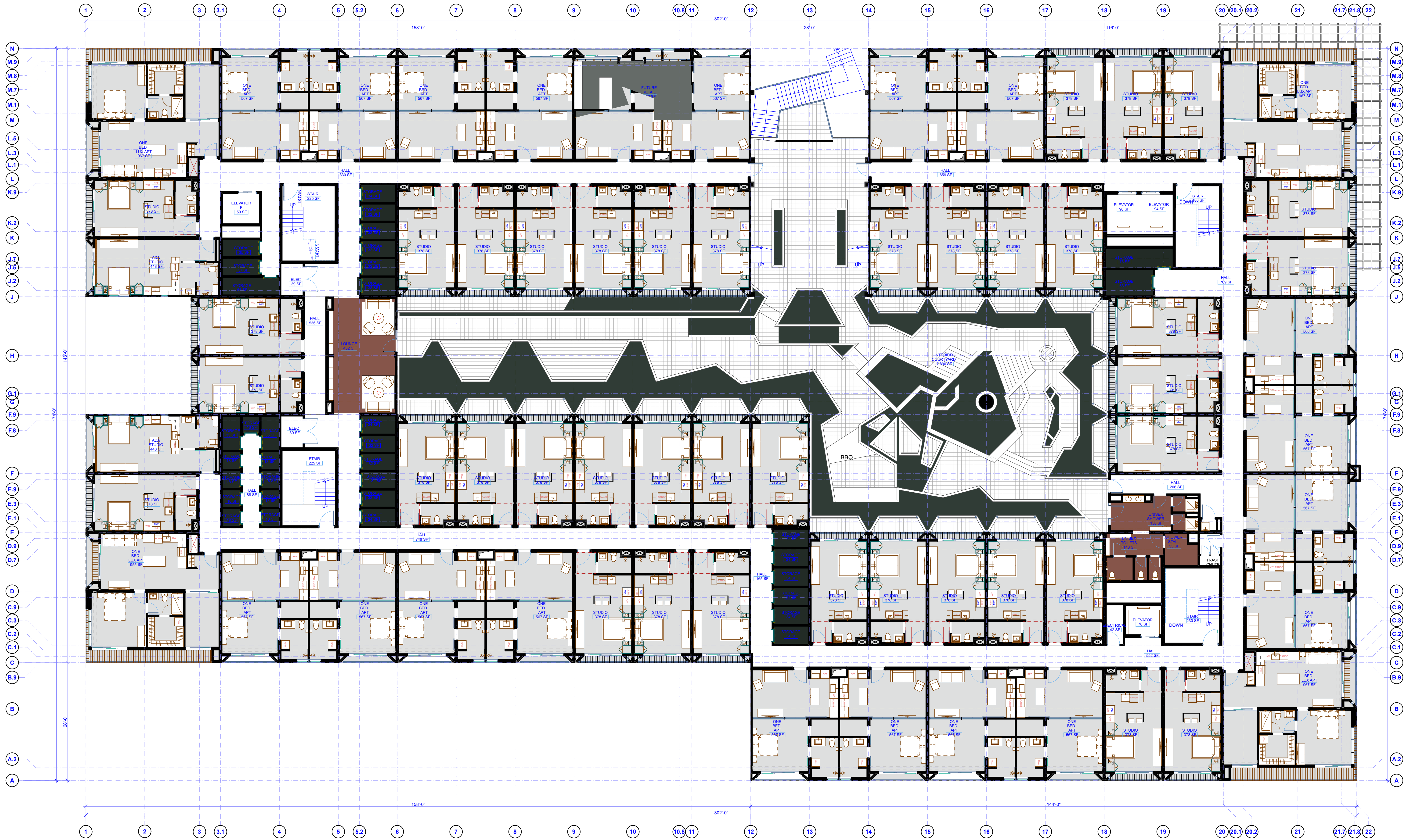


Modal Modal Services, LLC
132 S. State St.
Salt Lake City, UT 84111

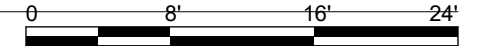
KOZO HOUSE APARTMENTS
MODAL LIVING, INC

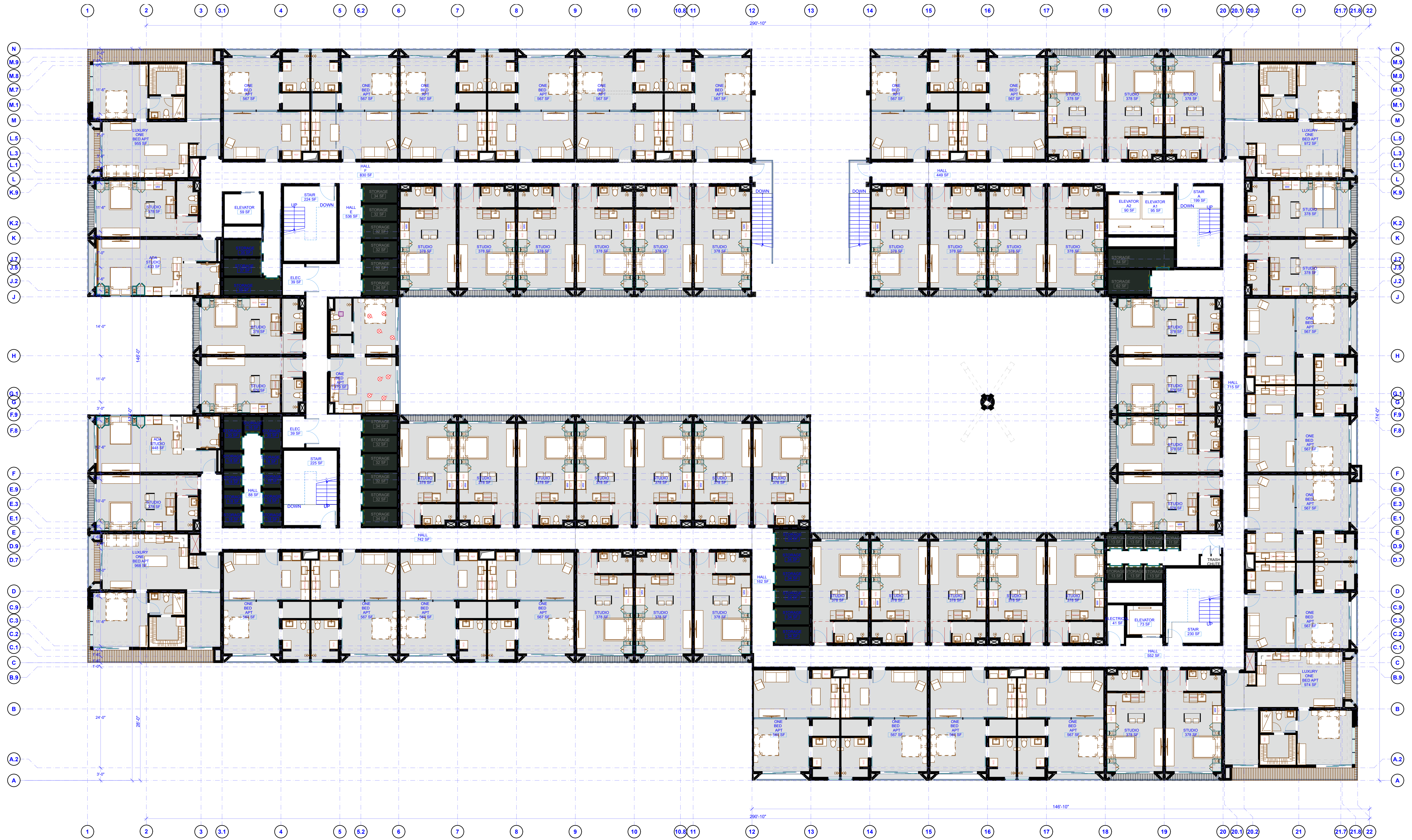
GROUND FLOOR PLAN
11/10/20

SD10

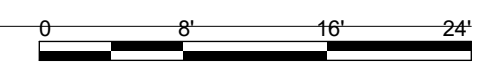


1
SD11 2nd FLOOR
SCALE: 3/32" = 1'-0"



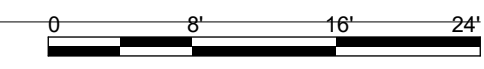


1 3rd FLOOR
SD12 SCALE: 3/32" = 1'-0"



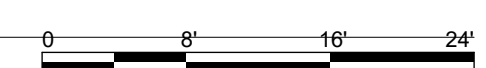


1 SD9 4th FLOOR
SCALE: 3/32" = 1'-0"



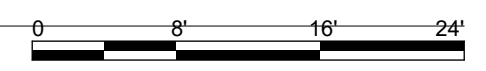


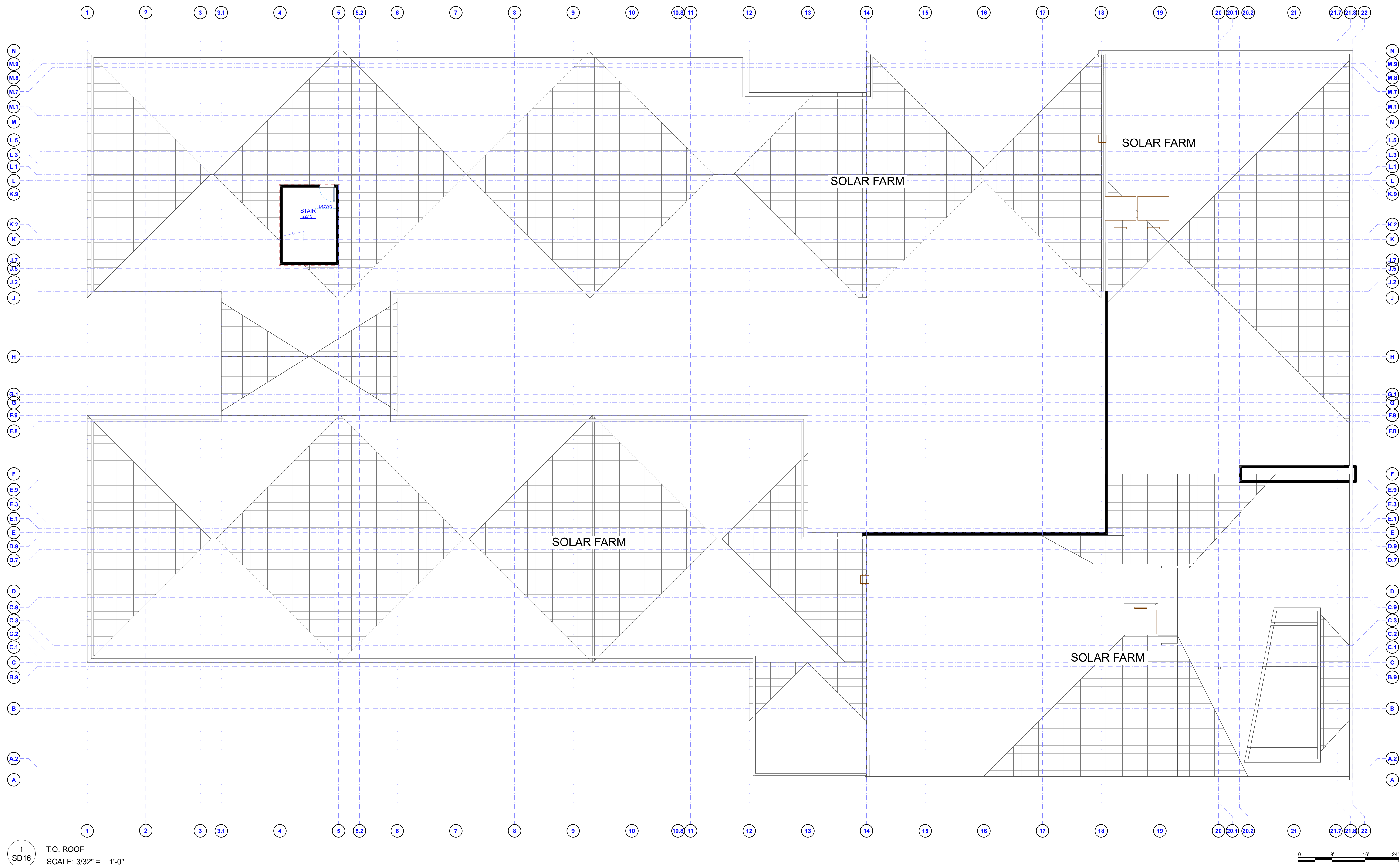
1 SD14 5th FLOOR
SCALE: 3/32" = 1'-0"





1
SD15 6th FLOOR
SCALE: 3/32" = 1'-0"





ROOM AREAS SCHEDULE				ROOM AREAS SCHEDULE				ROOM AREAS SCHEDULE				ROOM AREAS SCHEDULE				
FLOOR	ROOM	QTY	AREA	FLOOR	ROOM	QTY	AREA	FLOOR	ROOM	QTY	AREA	FLOOR	ROOM	QTY	AREA	
GROUND FLOOR				SHOWER STALL	1	52.65	ONE BED APT	22	12,284.26	LOCKER ROOM	1	158.25				
	BATTERY	1	2,888.59	STAIR	4	860.75	STAIR	2	327.81	LUXURY ONE BED APT	2	1,929.59				
	BIKE & SKI MAINTENANCE	1	413.13	STORAGE	34	1,090.28	STAIR A	1	198.92	ONE BED APT	14	7,748.26				
	BIKE WASH	1	49.22	STUDIO	39	14,754.01	STAIR B	1	182.88	READING ROOM	1	233.13				
	ELECTRICAL	1	219.80	UNISEX SHOWER	1	158.48	STORAGE	41	1,150.17	RESTROOM	1	57.44				
	ELEVATOR	4	325.81	UNISEX TOILETS	1	145.57	STUDIO	41	15,496.73	SAUNA	1	123.61				
	ELEVATOR LOBBY	1	260.46			46,408.24 sq ft	TREEHOUSE	1	270.65	STAIR	4	885.64				
	EXIT ACCESS	3	637.93	3rd FLOOR						39,854.60 sq ft	STEAM	2	320.00			
	FIRE RISER	1	30.62	ADA STUDIO	2	881.40	5th FLOOR				STORAGE	32	989.88			
	FUTURE RETAIL	4	4,003.40	ELEC	2	77.70	ADA STUDIO	2	896.00	STUDIO	34	12,853.17				
	HALLWAY	2	598.25	ELECTRICAL	1	41.16	ELEC	2	77.70	TOILET ROOM	5	116.73				
	LEASING OFFICE	1	862.52	ELEVATOR	2	131.90	ELECTRICAL	1	39.10	UNISEX SHOWERS	1	274.98				
	LOBBY	2	604.05	ELEVATOR A1	1	94.59	ELEVATOR	4	316.34	WASHROOM	1	256.08				
	MECHANICAL	1	1,202.88	ELEVATOR A2	1	89.85	HALL	8	4,229.06	YOGA STUDIO	1	485.69				
	PACKAGE DROP	1	303.28	HALL	6	2,709.10	LUXURY ONE BED APT	4	3,838.58			38,892.26 sq ft				
	PARKING STRUCTURE	1	26,674.55	HALL E	1	535.77	ONE BED APT	22	12,284.71	T.O. ROOF						
	POOL EQUIPMENT	1	550.11	HALL F	1	830.28	STAIR	4	813.20	STAIR	1	226.85				
	RESTAURANT SPACE	1	1,057.32	LUXURY ONE BED APT	4	3,865.91	STORAGE	41	1,161.41			226.85 sq ft				
	RESTROOM	1	48.85	ONE BED APT	21	11,818.76	STUDIO	42	15,875.34			246,430.12 sq ft				
	STAIR	5	1,147.95	STAIR	3	679.46			39,531.44 sq ft							
	STORMWATER VAULT	1	626.66	STAIR A	1	198.92	6th FLOOR									
	THEATER	1	511.03	STORAGE	41	1,179.09	ADA STUDIO	2	896.00	BALCONY	8	2,601.83				
	UTILITY	2	247.09	STUDIO	40	15,119.34	BREAKOUT ROOM	1	273.50	CO-WORKING	1	549.93				
			43,263.50 sq ft			38,253.23 sq ft	CONFERENCE ROOM	2	619.24	DINING LOUNGE	1	822.50				
2nd FLOOR				4th FLOOR				CONFERENCING	1	549.93	ELEC	2	77.70			
	ADA STUDIO	2	896.00	ADA STUDIO	2	896.00	ELEVATOR	4	271.46	FITNESS ROOM	1	646.61				
	ELEC	2	77.70	BRIDGE	1	101.25	GAME LOBBY	1	272.37	HALL	9	4,297.62				
	ELECTRICAL	1	41.91	ELEC	2	77.70	HALL	9	4,297.62	HOUSE KEEPING	1	84.48				
	ELEVATOR	3	262.61	ELECTRICAL	1	37.11	HOUSE KEEPING	1	84.48	KITCHEN	1	261.38				
	ELEVATOR F	1	58.79	ELEVATOR	2	117.23	LIVING ROOM	2	785.19	LIVING ROOM	2	785.19				
	HALL	9	4,492.99	ELEVATOR A1	1	94.59										
	INTERIOR COURTYARD	1	7,889.71	ELEVATOR A2	1	89.85										
	LOUNGE	1	431.64	HALL	8	4,291.63										
	ONE BED APT	20	11,339.32	LOUNGE	1	378.00										
	ONE BED LUX APT	4	3,855.83	LUXURY ONE BED APT	4	3,859.82										



East Elevation
NOT TO SCALE



North Elevation
NOT TO SCALE



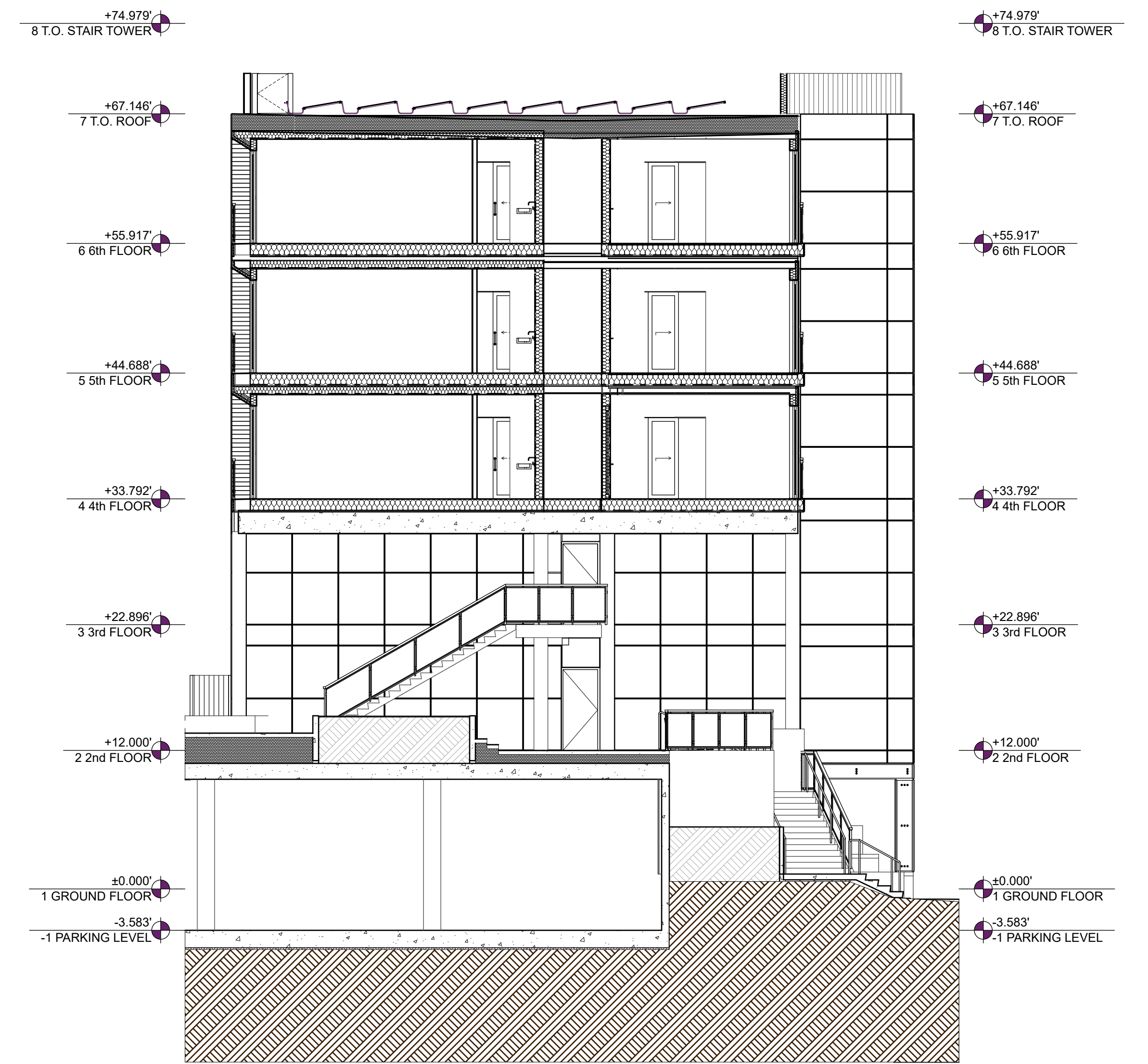
South Elevation

NOT TO SCALE



West Elevation

NOT TO SCALE



1 SD20 Building Section A
SCALE: 1/8" = 1'-0"



1 Building Section A
SD21 SCALE: 3/32" = 1'-0"





1 SD22 Building Section A
SCALE: 1:112.94







1
SD23.3
Generic Perspective (5)
SCALE: 1:213.33



Attachment B:

**October 14, 2020 Planning Commission
Meeting Minutes**

SALT LAKE CITY PLANNING COMMISSION MEETING
This meeting was held electronically pursuant to the
Salt Lake City Emergency Proclamation
Wednesday, October 14, 2020

A roll is being kept of all who attended the Planning Commission Meeting. The meeting was called to order at [5:56:09 PM](#). Audio recordings of the Planning Commission meetings are retained for a period of time.

Present for the Planning Commission meeting were: Chairperson, Adrienne Bell; Vice Chairperson, Brenda Scheer; Commissioners; Maurine Bachman, Amy Barry, Jon Lee, Matt Lyon, Andres Paredes, Sara Urquhart, and Crystal Young-Otterstrom. Commissioner Carolynn Hoskins was excused.

Planning Staff members present at the meeting were: Nick Norris, Planning Director; Michaela Oktay, Planning Deputy Director; Paul Neilson, Attorney; Kelsey Lindquist, Senior Planner; Wayne Mills, Planning Manager; Kristina Gilmore, Principal Planner; Nannette Larsen, Principal Planner; Caitlyn Miller, Principal Planner; Chris Earl, Associate Planner; Daniel Echeverria, Senior Planner; and Marlene Rankins, Administrative Secretary.

APPROVAL OF THE SEPTEMBER 23, 2020, MEETING MINUTES. [5:56:12 PM](#)

MOTION [5:56:26 PM](#)

Commissioner Bachman moved to approve the September 23, 2020 meeting minutes. Commissioner Scheer seconded the motion. Commissioners Bachman, Barry, Lee, Scheer, Urquhart, and Lyon voted “Aye”. Commissioner Paredes abstained from voting as he was absent to the said meeting. The motion passed 6-1.

REPORT OF THE CHAIR AND VICE CHAIR [5:57:46 PM](#)

Chairperson Bell stated she had nothing to report.

Vice Chairperson Scheer stated she had nothing to report.

REPORT OF THE DIRECTOR [5:57:56 PM](#)

Union Pacific Hotel Time Extension Request - Mark Sanford, project representative, is requesting a one-year time extension for the Union Pacific Hotel Planned Development and Conditional Building and Site Design Review, located at 2 S. 400 West. The applicant has indicated that additional time is needed to finalize financing for the proposed hotel project. The Planned Development and Conditional Building and Site Design Review was approved by the Planning Commission on November 14, 2018 for an 8-story, 225-room hotel to be located on the west side of the existing Union Pacific Railroad Station. All new construction in the Gateway-Mixed Use zoning district must be reviewed as a planned development. The subject property is located within Council District 4, represented by Ana Valdemoros. (Staff contact: Kelsey Lindquist at (385) 226-7227 or kelsey.lindquist@slcgov.com) **Case numbers PLNSUB2018-00617 & PLNSUB2018-00618**

Kelsey Lindquist, Senior Planner, provided the commission with a brief update of the project and request.

MOTION [6:00:11 PM](#)

Commissioner Bachman stated, based on the information provided by the applicant, I move that the Planning Commission grant a one-year time extension for petitions PLNSUB2018-00617 and

PLNSUB2018-00618 subject to compliance with the conditions of approval stated in the original Record of Decision Letter dated November 14, 2018.

Commissioner Urquhart seconded the motion. Commissioners Urquhart, Scheer, Paredes, Lyon, Lee, Barry, and Bachman voted “Aye”. The motion passed unanimously.

[6:02:04 PM](#)

Edison House Conditional Use Time Extension Request - Bubba Holdings, LLC, applicant, request a one-year time extension for the Edison House Conditional Use at 335 South 200 West. The Planning Commission approved the conditional use on October 9, 2019. The project is a 3-story structure that would house a membership-based social club. In the D-3 Downtown Warehouse/Residential District, a Conditional Use review is required if a structure is 3 or more stories in height and contains commercial uses but no residential uses. Indoor and Outdoor Bar Establishments are also subject to a Conditional Use review in this zone. Building permit plans have been submitted but the applicant needs additional time to solve technical issues resulting from the permit plan review. The property is located within Council District 4, represented by Ana Valdemoros. (Staff contact: Wayne Mills at (801) 535-7282 or wayne.mills@slcgov.com) **Case number PLNPCM2019-00671**

Wayne Mills, Planning Manager, provided the commission with a brief update of the project and request.

MOTION [6:03:22 PM](#)

Commissioner Urquhart stated, based on the information provided by the applicant, I move that the Planning Commission grant a one-year time extension for petition PLNPCM2019-00671 subject to compliance with the conditions of approval stated in the original Record of Decision Letter dated October 14, 2019.

Commissioner Lyon seconded the motion. Commissioners Bachman, Barry, Lee, Lyon, Paredes, Scheer, and Urquhart voted “Aye”. The motion passed unanimously.

[6:04:24 PM](#)

Nick Norris, Planning Director, informed the commission that Planning has received a significant number of extension requests and would like to know if the commission would be interested in taking action to provide general extension to anything that is expiring during the period of the public health emergency declaration that we are in.

The Commission and Staff discussed the following:

- Clarification on whether this would be an example of a consent agenda
- Whether there is a lot of time that goes into preparing the staff reports for extensions

[6:10:06 PM](#)

Height & Grade Change Special Exceptions at approximately 333 N Federal Heights Circle - Scott and Jennifer Huntsman, the property owners, are requesting special exception approval to construct a new single-family detached structure that exceeds the maximum permitted building and wall height and maximum allowable grade changes in the FR-3/12,000 Foothills Residential District. The subject property is located at 333 N Federal Heights Circle and is currently vacant. The proposed structure will exceed the height limit of 28' by 2'-8" at two points on the rear and middle of the structure. The requested grade changes in the rear yard will exceed the permitted 4 feet in the setback area and 6 feet in the buildable area. The subject property is located in the FR-3/12,000 (Foothills Residential) zoning district and within Council District 3, represented by Chris Wharton (Staff contact: Kristina Gilmore at (801) 535-7780 or kristina.gilmore@slcgov.com) **Case number PLNPCM2020-00639**

Chairperson Bell recused herself from item due to possible conflict of interest.

Krissy Gilmore, Principal Planner, reviewed the petition as outlined in the Staff Report (located in the case file). She stated Staff recommended that the Planning Commission approve the requested special exceptions for additional building height and grade changes in the FR-3/12,000 zoning district.

The Commission and Staff discussed the following:

- Clarification on request from the applicant

Jennifer Huntsman, applicant, and Richard Moore, provided further details.

PUBLIC HEARING [6:25:18 PM](#)

Vice Chairperson Scheer opened the Public Hearing; seeing no one wished to speak; Vice Chairperson Scheer closed the Public Hearing.

MOTION [6:25:56 PM](#)

Commissioner Barry stated, based on the information in the staff report, the information presented, and the input received during the public hearing, I move that the Planning Commission approve PLNPCM2020-00639.

Commissioner Lyon seconded the motion. Commissioners Bachman, Urquhart, Paredes, Lyon, Lee, and Barry voted “Aye”. The motion passed unanimously.

Chairperson Bell rejoined the meeting.

[6:27:11 PM](#)

800 South & State Street Design Review at approximately 754 S. State Street - Aabir Malik, an applicant with Colmena Group, is requesting Design Review approval to develop a portion of the former Sears property into an 11-story, 120 foot tall, mixed-use development consisting of ground floor retail and 360 multi-family residential units on the upper floors. The applicant is requesting Design Review approval to allow for additional building height, modification to the spacing of building entrances and to exceed the maximum street facing facade length. The project site is located in the D-2 (Downtown Support) zoning district and is located within Council District 4, represented by Ana Valdemoros (Staff contact: Nannette Larsen at (801) 535-7645 or nannette.larsen@slcgov.com) **Case number PLNPCM2020-00439**

Nannette Larsen, Principal Planner, reviewed the petition as outlined in the Staff Report (located in the case file). She stated Staff recommended that the Planning Commission approve the Design Review with the conditions listed in the staff report.

Aabir Malik, applicant, provided a presentation along with further details and updates made from the discussion during the work session on September 30, 2020.

PUBLIC HEARING [6:42:32 PM](#)

Chairperson Bell opened the Public Hearing;

Pamela Starley – Provided an email for general comments requesting the commission to hear the community.

Seeing no one else wished to speak; Chairperson Bell closed the Public Hearing.

The Commission and Applicant discussed the following:

- Clarification on wayfinding and what the applicant's plans are
- Clarification on how the streets will be named
- Clarification on what is above the service drive

MOTION [6:56:25 PM](#)

Commissioner Bachman stated, based on the information in the staff report I move that the Planning Commission approve the Design Review, as presented in petition PLNPCM2020-00439 with the conditions listed in the staff report.

Commissioner Scheer seconded. Commissioners Bachman, Barry, Lee, Lyon, Paredes, Scheer, Urquhart, and Young-Otterstrom voted "Aye". The motion passed unanimously.

Chairperson Bell recused herself from the next item due to possible conflict of interest.

[6:59:52 PM](#)

Kozo House Apartments Design Review at approximately 157 & 175 North 600 West, & 613, 621, 625, & 633 West 200 North – A request by David Clayton for Design Review approval to develop a 312-unit mixed use building on six parcels located at 157 North 600 West, 175 North 600 West, 613 West 200 North, 621 West 200 North, 625 West 200 North, and 633 West 200 North. These properties are located in the TSA-UC-T Zoning District. The applicant is requesting Design Review approval to allow the proposed building to exceed the maximum street facing façade length and to modify the spacing of building entrances. The project is located within Council District 3, represented by Chris Wharton (Staff contact: Caitlyn Miller at (385) 315-8115 or caitlyn.miller@slcgov.com) **Case number PLNPCM2020-00258**

Caitlyn Miller, Principal Planner, reviewed the petition as outlined in the Staff Report (located in the case file). She stated Staff recommended that the Planning Commission approve the request with the conditions listed in the staff report.

The Commission and Staff discussed the following:

- Clarification on what the setback is on 200 North

Dallin Jolley, applicant, provided a presentation along with further design details.

The Commission, Staff and Applicant discussed the following:

- Ground level retail and public engagement

PUBLIC HEARING [7:24:42 PM](#)

Vice Chairperson Scheer opened the Public Hearing;

Eliza McKinney – Raised concerns with parking, esthetics and outdoor space.

Jarod Hall – Stated his support of the request.

Jason Walker – Raised concerns with parking overflowing into the neighborhood.

Maximo Guerra – Raised concern with quality growth in the neighborhood.

Robert Rendon – Raised concerns with parking, safety of the children and incompatibility with the neighborhood.

Roberto Sandoval – Stated his opposition of the request.

Maria Garcia – Raised concerns

Antonio Fierro – Stated his opposition of the request and incompatibility with the neighborhood.

Chelene Fortier – Stated her opposition of the request and incompatibility with the neighborhood.

Sarah Lawr – Stated her opposition of the request.

Seeing no one else wished to speak; Vice Chairperson Scheer closed the Public Hearing.

The Commission, Staff and Applicant discussed the following:

- Clarification on why the building is being allowed at 67-feet when the maximum is 60-feet
- Clarification on what the difference is between transition area and regular area in the TSA

The applicant addressed the public comments and concerns.

The Commission made the following comments:

- I would be in favor of tabling this to allow the applicant to get some focus on the retail level and make it more inviting
- I would be comfortable to table the request to receive more articulation
- I'd like to see more articulation

MOTION [8:03:27 PM](#)

Commissioner Barry moved to table petition number PLNPCM2020-00258 to allow the applicant time to address the commissions concerns regarding the 200 North ground level treatment. To articulate it and to provide a different design. Also, to reopen the public hearing addressing the length of the façade and any changes made to this particular design.

Commissioner Urquhart seconded the motion. Commissioners Paredes, Urquhart, Bachman, Lee, Young-Otterstrom, Lyon, and Barry. The motion passed unanimously.

Chairperson Bell rejoined the commission meeting.

[8:08:38 PM](#)

West End Rezone at approximately 715 W Genesee Ave - A request by Maximilian Coreth, property owner, to rezone the parcel located at approximately 715 W Genesee Avenue and a portion of a city owned public alley at approximately 740 W 900 South. The properties are currently zoned Light Manufacturing (M-1) and the request is to rezone them to Residential Mixed Use (R-MU). The purpose of the requested rezone is to accommodate a future multi-family residential development on a portion of the subject site. The property is zoned M-1 (Light Manufacturing) and is located within Council District 2, represented by Andrew Johnston (Staff contact: Chris Earl at (801) 535-7932 or christopher.earl@slcgov.com) **Case number PLNPCM2020-00268**

Chris Earl, Associate Planner, reviewed the petition as outlined in the Staff Report (located in the case file). He stated Staff recommended that the Planning Commission forward a positive recommendation to the City Council.

The Commission and Staff discussed the following:

- Clarification on what else the commission previously reviewed for this parcel
- Clarification if the commission is approving rezone for the entire parcel

Maximilian Coreth, applicant, was available for questions.

The Commission, Staff and Applicant discussed the following:

- Clarification on whether there was a plan for the site
- Status of other approvals

PUBLIC HEARING [8:28:36 PM](#)

Chairperson Bell opened the Public Hearing;

Dennis Faris, Community Council – Stated his support of the request.

Ronald Russell – Stated he submitted an email comment raising concerns with noise pollution.

Summum Temu – Stated his opposition of the request.

Seeing no one else wished to speak; Chairperson Bell closed the Public Hearing.

The applicant addressed the public comments.

MOTION [8:41:18 PM](#)

Commissioner Scheer stated, based on the information listed in the staff report, the information presented, and the input received during the public hearing, I move that the Commission recommend that the City Council approve the proposed zoning map amendment, as presented in petition PLNPCM2020-00442.

Commissioner Bachman seconded the motion. Commissioners Bachman, Barry, Lee, Lyon, Paredes, Scheer, Urquhart, and Young-Otterstrom voted “Aye”. The motion passed unanimously.

[8:43:00 PM](#)

Administrative Decision Appeals Text Amendment - The City Council is requesting amendments to the zoning ordinance regulations regarding appeals of administrative decisions. Administrative decisions are those made by the Planning Commission, Historic Landmark Commission, or the Zoning Administrator in the administration of the zoning ordinance. The proposed amendments would modify City Code to align with state law, related case law, and make other clarifications to that code section. The amendments primarily clarify what matters can be decided by the City's Appeals Hearing Officer, who can appeal decisions, and when an appeal can stay a decision. The proposed amendments affect Chapter 21A.16 of the zoning ordinance. Related provisions of Title 21A-Zoning may also be amended as part of this petition. The changes would apply Citywide. (Staff contact: Daniel Echeverria at (801) 535-7165 or daniel.echeverria@slcgov.com) **Case Number PLNPCM2020-00352**

Daniel Echeverria, Senior Planner, reviewed the petition as outlined in the Staff Report (located in the case file). He stated Staff recommended that the Planning Commission forward a positive recommendation to the City Council.

The Commission and Staff discussed the following:

- Clarification on who oversees the hearing officer to determine whether the property analyzing City code issues versus State code issues
- Clarification on the difference between applying State law and interpreting it

PUBLIC HEARING [8:54:33 PM](#)

Chairperson Bell opened the Public Hearing; seeing no one wished to speak; Chairperson Bell closed the Public Hearing.

MOTION [8:55:33 PM](#)

Commissioner Scheer stated, based on the information in the staff report, the information presented, and the input received during the public hearing, I move that the Planning Commission recommend that the City Council approve the proposed text amendment, PLNPCM2020-00352 Administrative Decision Appeals Text Amendment.

Commissioner Bachman seconded the motion. Commissioners Bachman, Barry, Lee, Lyon, Paredes, Scheer, Urquhart, and Young-Otterstrom voted “Aye”. The motion passed unanimously.

The meeting adjourned at [8:57:50 PM](#)

Attachment C:
October 14, 2020 Planning Commission
Staff Report



Staff Report

PLANNING DIVISION
COMMUNITY AND NEIGHBORHOODS

To: Salt Lake City Planning Commission
From: Caitlyn Miller, Principal Planner
Date: October 14, 2020
Re: PLNPCM2020-00258

Kozo House Apartments - Design Review

PROPERTY ADDRESS: 633 W 200 N, 625 W 200 N, 621 W 200 N, 613 W 200 N, 175 N 600 W, 157 N 600 W
PARCEL ID: 08-36-351-028-0000, 08-36-351-029-0000, 08-36-351-030-0000, 08-36-351-011-0000, 08-36-351-012-0000, 08-36-351-013-0000, 08-36-351-025-0000
MASTER PLAN: Capitol Hill
ZONING DISTRICT: TSA-UC-T – Transit Station Area Urban Core Transition

REQUEST: David Clayton, applicant, is requesting Design Review approval for a proposed 312-unit mixed use building located at approximately 175 North 600 West in the TSA-UC-T Transit Station Area zoning district. The Applicant has included a request to exceed the maximum length of a street-facing façade and to modify the spacing of building entrances along 200 North and 600 West and the maximum length of a blank wall.

RECOMMENDATION: Based on the information in this staff report, planning staff recommends that the Planning Commission approve the design review request with the following conditions:

1. All other applicable zoning standards not modified by the design review approval shall apply to the proposed development.
2. Final approval authority for the development shall be delegated to Planning staff based on the applicant's compliance with the standards and conditions of approval as noted within this staff report.
3. The applicant shall obtain the required demolition permits for the existing buildings. Prior to issuance of any permit to demolish the existing buildings or begin construction of the building, the applicant shall schedule a DRT meeting with Development staff.
4. The applicant must consolidate the individual subject parcels prior to the issuance of a building permit.
5. The applicant must receive approval from the Urban Forester for the chosen species and planting arrangement of the street trees along the subject properties' frontage along 200 North and 600 West.
6. The applicant must submit a set of signage plans as part of their building permit or prior to the installation of said signs. All signs must comply with adopted standards and ordinances.

7. That final approval of signage and lighting for the project be delegated to staff.
8. The applicant shall comply with all other Department/Division conditions.

ATTACHMENTS:

- A. Vicinity Map
- B. Photos
- C. Site Drawings and Building Elevations
- D. Applicant Project Description and Submittal Materials
- E. Analysis of Standards
- F. Public Process and Comments
- G. Department Review Comments

PROJECT DESCRIPTION:



Figure 1: Rendering of proposal as viewed from the northeast corner of 600 West and 200 North

Overview

The proposed project for a 312-unit mixed-use building with 7,248 square feet of commercial area on approximately 1.2 acres (about 52,272 square feet) located at approximately 175 North 600 West in the TSA-UC-T – Transit Station Area zoning district.

The subject property is comprised of seven parcels addressed as follows: 640 West North Temple, 633 West 200 North, 625 West 200 North, 621 West 200 North, 613 West 200 North, 175 North 600 West, and 157 North 600 West. The Applicant will need to consolidate these parcels into one prior to the construction of the building.

The proposed building will fill nearly the entire parcel and be approximately 67' 1-1/8" tall. The subject property is located at the corner of 600 West and 200 North, both of which are classified as local streets. The building is sited on what will become a corner parcel and will face both 200 North and 600 West. The widest portion of the building will be along 200 North; the northern face of the Kozo House Apartments building is approximately 300 feet in length, which necessitates the Design Review approval for a façade over 200 feet in length.

The Site & Context

The property currently has existing detached single and two-family residential buildings which the Applicant intends to demolish to make way for the new mixed-use residential building. The building is adjacent to a public alley to the west; across this alley is the I-15 corridor right of way. 200 North dead-ends to the west next to the I-15 corridor. The proposed building contains 6 stories and provides ground-floor commercial opportunities along 200 North and 600 West.

The properties across the street to the north are zoned SR-3 and SR-1A and have detached single and two-family homes. Across the street to the north there are additional single-family homes and a multi-family complex also zoned TSA-UC-T. Directly to the south of the proposed Kozo House Apartments is the 644 Lofts complex which is located in the TSA-UC-C zone. The Kozo House Apartments will serve as a transition from the TSA Urban Core to the SR-1A and SR-3 properties to the north. Although the proposed building is taller

that the surrounding buildings on the same block face and in the neighborhood to the south it is staff's assessment that it is still comparable and compatible with the surrounding development.

Parking & Access

The parking for the Kozo House Apartments project will be fully enclosed in a structure located underneath the primary building. There will be two levels of structured parking included with the proposal. The parking garage will be a total of 61,218 square feet in size and will have openings on the northern and eastern sides to allow vehicular ingress and egress. Table 21A.44.030 requires residential developments to provide one-half (1/2) parking stall per efficiency unit (no larger than 650 square feet), one (1) parking stall per dwelling unit with one bedroom, and two (2) parking stalls per dwelling unit with two or more bedrooms. This proposal would be required to provide 215 parking stalls, however, the proposed development is located within the transition area of the TSA-UC Zoning District where section 21A.44.030 allows a 50% reduction of the required parking stalls, so **107** stalls are required instead. The maximum number of parking stalls in the TSA-UC-T Zone is 1.5 per dwelling unit and 3 per 1,000 square feet of usable space. The maximum number of parking stalls allowed for the development is **492**. The Applicant has provided **141** parking stalls and has met both parking requirements.

KEY CONSIDERATIONS:

The key considerations listed below have been identified through the analysis of the project, neighbor and community input and department review comments.

Issue 1: Design Review Objectives

The proposed building will be located along 200 North and 600 West in an area of other residential and commercial development. It will be taller than the existing buildings located directly to both the north and east across the streets but in line with the anticipated height limits in the zoning district in this area. Developments in the TSA-UC-T Zone which request the modification of a design standard are required to proceed through Design Review prior to their construction. Staff will review the proposal's compliance with these design review standards in Attachment E.

The proposed building incorporates ground-floor glass along 200 North and 600 West to support visual interest for pedestrians and drivers along the local street. The exterior building materials provide a variety of color and texture which aid in breaking up the overall mass of the building as a whole. The proposal reduces vehicular access points from the individual driveways currently existing on the single and two-family detached residences to two points of vehicular access (one along 200 North and the other along 600 West), thus furthering pedestrians' comfort as they travel around the building. The applicant's narrative demonstrates how the design elements of the building relate to the scale and context of existing buildings and how these elements address the human scale of the building and its interface with the overall area. These elements address the Design Review



Figure 2: Rendering of northern face of Kozo House, as viewed from 200 North

standards related to additional building height as codified in 21A.59.050.D and G.

Issue 2: Maximum Length of Street-Facing Façade (Requested Design Review Modification)

The maximum length of a street-facing façade is two hundred feet (200'). The Applicant has modulated the building by including a thirty foot (30') wide amphitheater style stairway into an internal courtyard. The Applicant has proposed the inclusion of landscaping throughout this stairwell as well to further separate the principal building into two apparent halves.



Issue 3: Maximum Distance between Building Entrances (Requested Design Review Modification)

The maximum allowed distance between building entrances is forty feet (40'). The northern façade of the Kozo House Apartments is approximately 300' long. The applicant has proposed seven doors along this frontage, which averages out to one door every 42.857 feet. The eastern façade of the Kozo House Apartments is approximately 175' long and the applicant has proposed four doors along this building face, which averages out to one door every 43.75 feet.

Issue 4: Maximum Length of Blank Wall (Requested Design Review Modification)

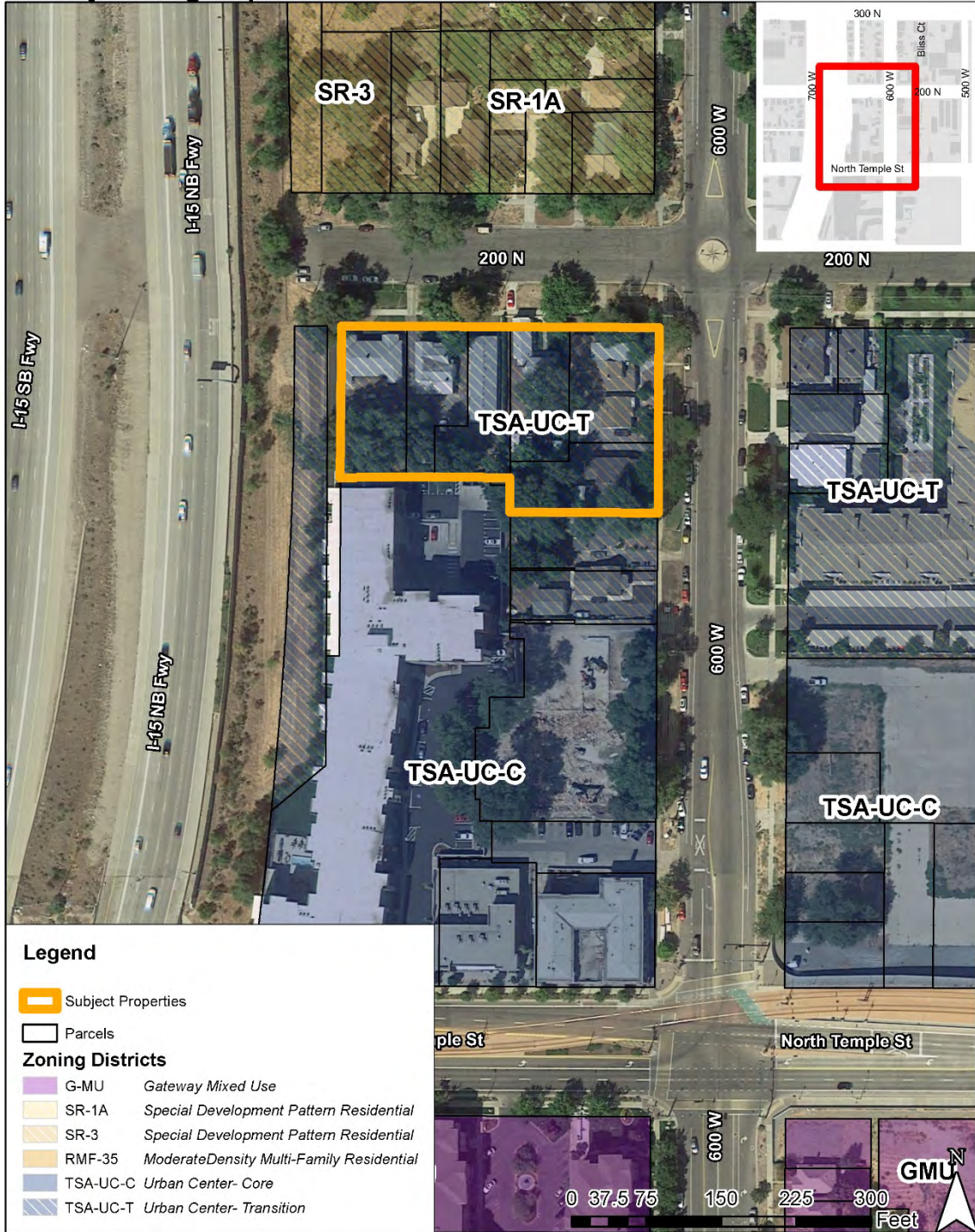
The maximum length of a blank wall along a street facing façade in the TSA-UC-T zone is fifteen feet (15'). The Kozo House Apartments project includes a blank wall along the northern façade (facing 200 North) approximately thirty feet (30') in length. This section of wall is located immediately to the west of the proposed amphitheater steps into the interior courtyard. Behind this wall are three parking stalls within the internal parking garage. This wall is proposed to be sheathed in concrete and will block light and noise pollution from the parking garage for the surrounding neighbors.

NEXT STEPS:

If approved, the applicant may proceed with the project and will be required to obtain all necessary permits. If denied the applicant would need to revise their design and proceed through the Design Review application again or meet all zoning requirements as set forth in adopted ordinances. The applicant is proposing a use that is allowed in the zoning district and that is compatible with the neighborhood. The applicant's narrative is included in Attachment D of this report. Staff recommends that the Design Review applications be approved by the Planning Commission.

ATTACHMENT A: Vicinity Map

Vicinity Zoning Map



ATTACHMENT B: Photos



Figure 3: View from western end of 200 North, facing northwest



Figure 4: View from 200 North, facing north toward neighboring properties



Figure 5: View from 200 North, facing northeast toward neighboring properties



Figure 6: 633 West 200 North - currently a two-family dwelling



Figure 7: 625 West 200 North, currently a single-family dwelling



Figure 8: 621 West 200 North, currently multi-family dwelling



Figure 9: 613 West 200 North, currently single-family dwelling



Figure 10: 613 West 200 North, view of "shop" from 200 North



Figure 11: 175 North 600 West, currently multi-family dwelling



Figure 12: 175 North 600 West, currently multi-family dwelling



Figure 13: 175 North 600 West, currently multi-family dwelling



Figure 14: 157 North 600 West, currently single-family dwelling



Figure 15: View from 600 West, neighboring properties across the street



Figure 16: View from corner of 200 North and 600 West, facing northeast

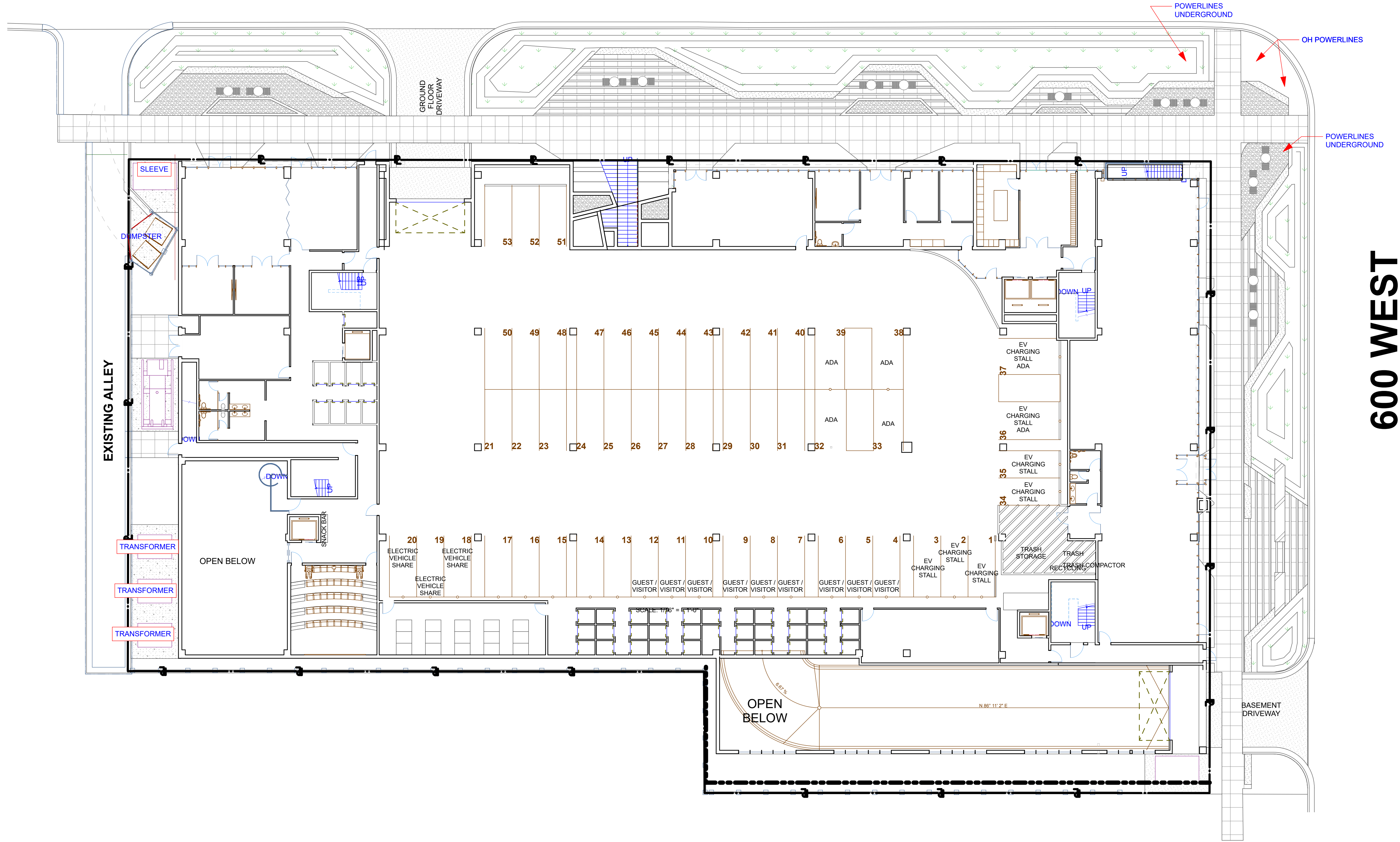
ATTACHMENT C: Site Drawings and Building Elevations



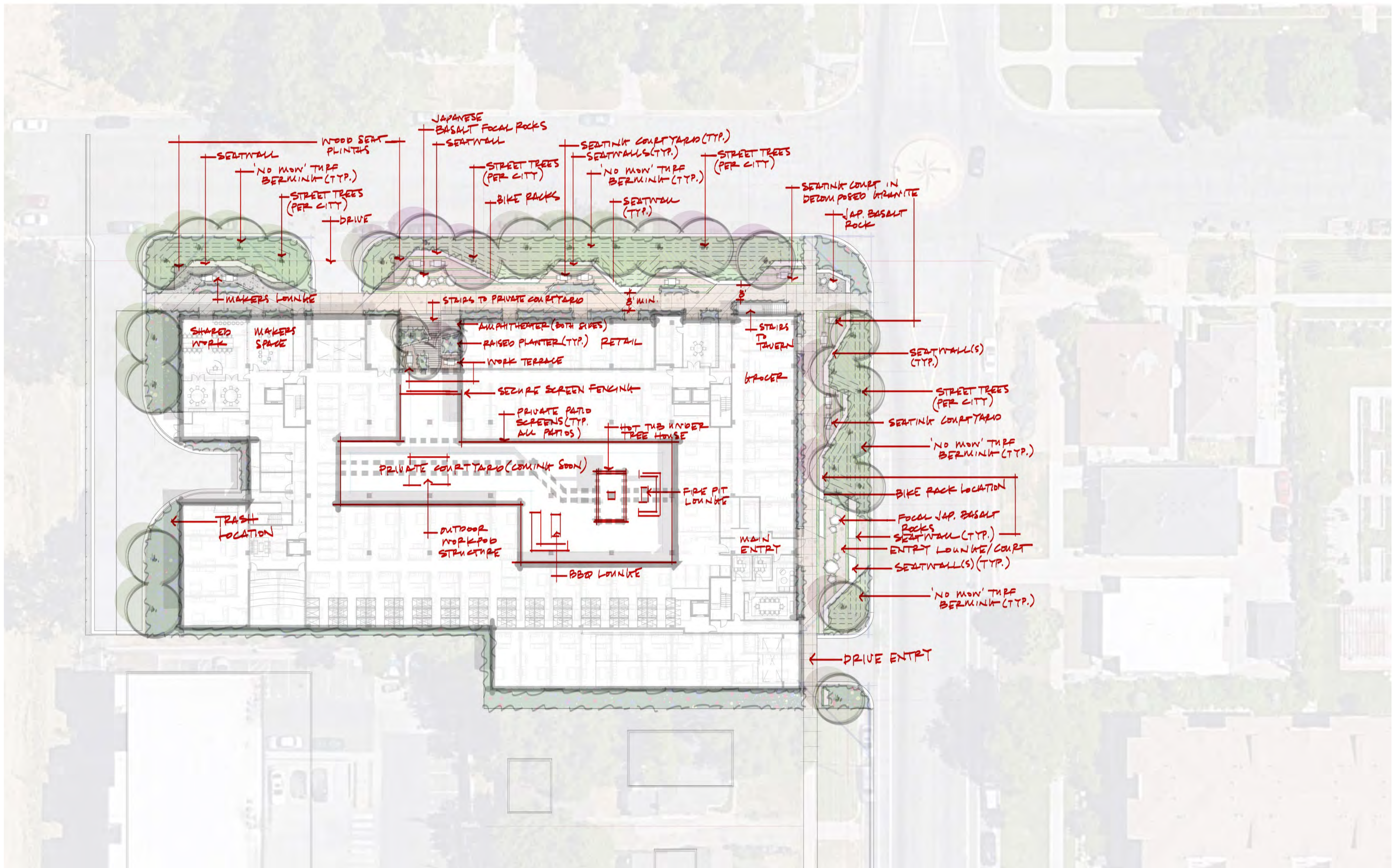
SHEET INDEX

- SD1 SCHEMATIC COVER SHEET
- SD2 ARCHITECTURAL SITE PLAN
- SD3 LANDSCAPE CONCEPT 01
- SD4 LANDSCAPE CONCEPT 02
- SD5 BASEMENT LEVEL PLAN
- SD6 GROUND FLOOR PLAN
- SD7 2ND FLOOR PLAN
- SD8 3RD FLOOR PLAN
- SD9 4TH FLOOR PLAN
- SD10 5TH FLOOR PLAN
- SD11 6TH FLOOR PLAN
- SD12 ROOF PLAN
- SD13 ROOM SCHEDULE
- SD14 BUILDING ELEVATIONS
- SD15 BUILDING ELEVATIONS
- SD16 SECTIONS
- SD17 SECTIONS
- SD18 SECTIONS
- SD19.1 RENDERING
- SD19.2 RENDERING
- SD19.3 RENDERING

200 NORTH

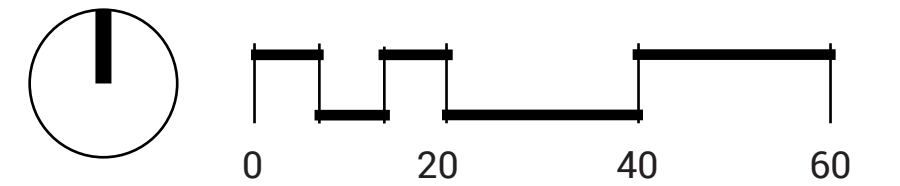


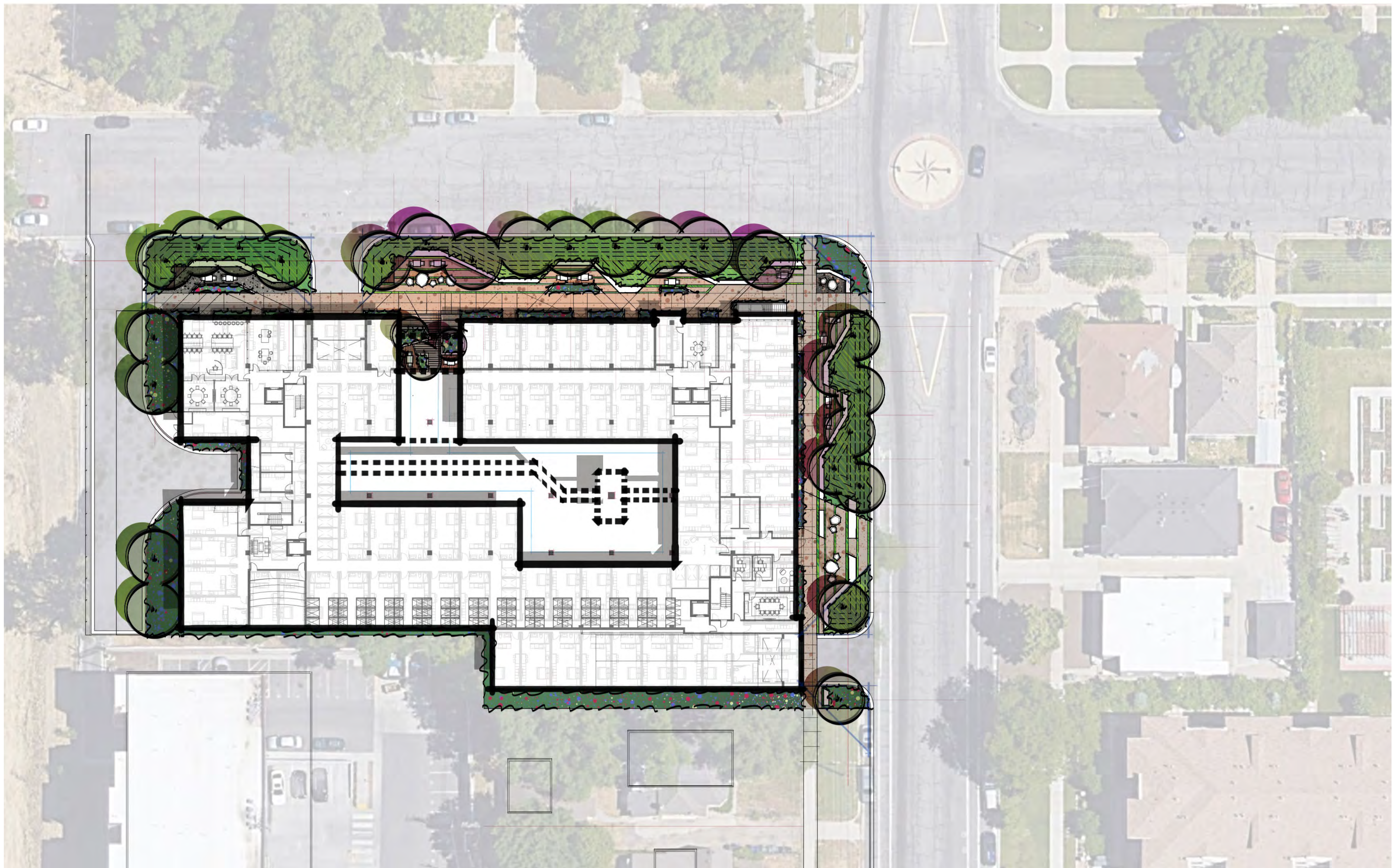
600 WEST



KOZO HOUSE SALT LAKE CITY

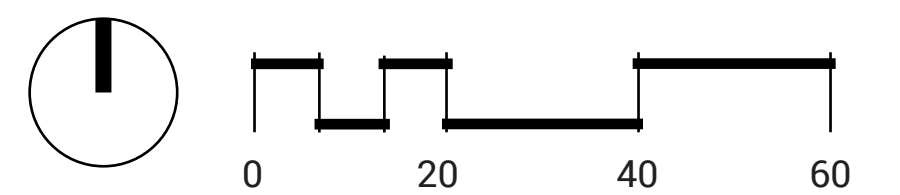
CONCEPT 02 / WITH NOTES

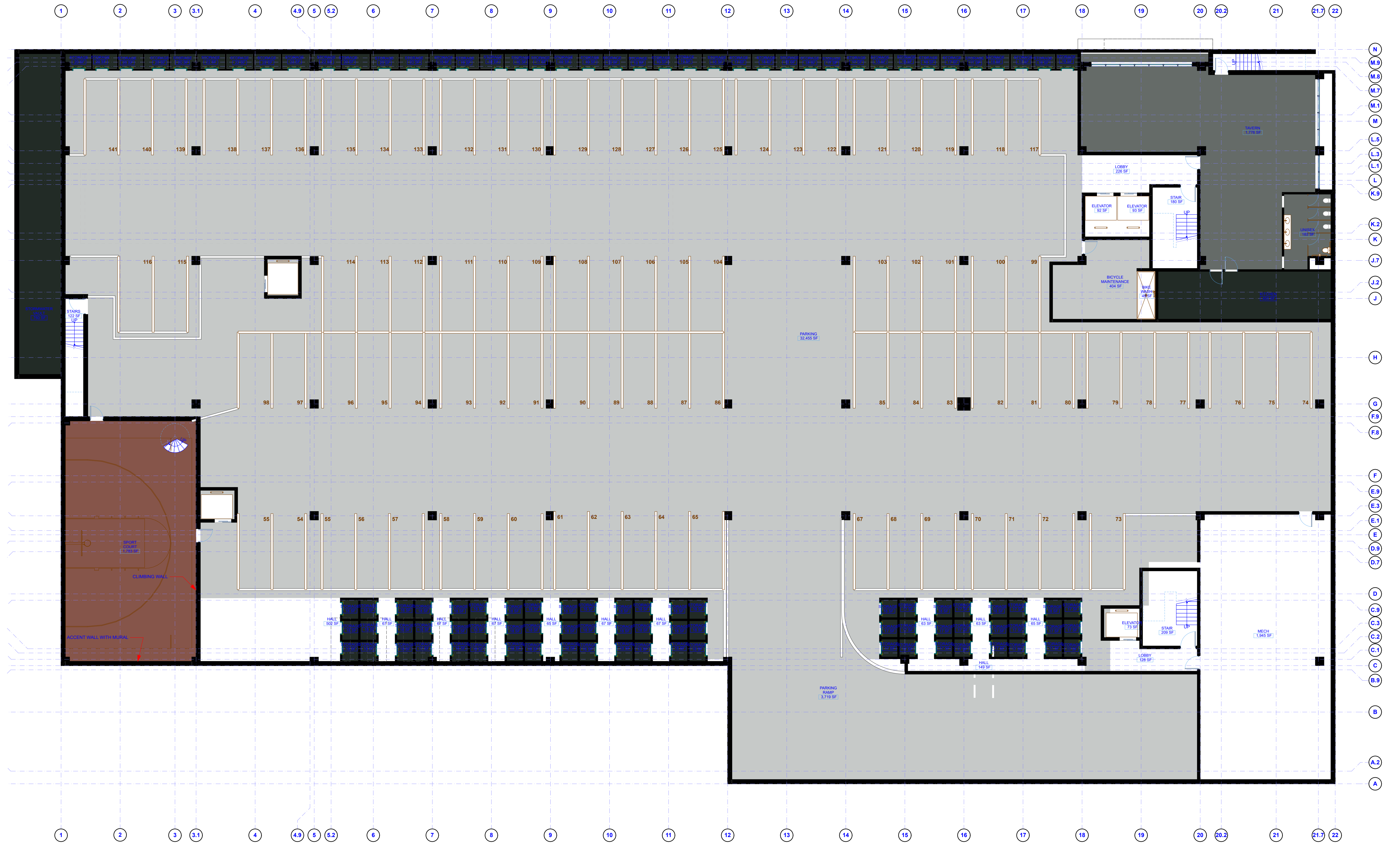




KOZO HOUSE SALT LAKE CITY

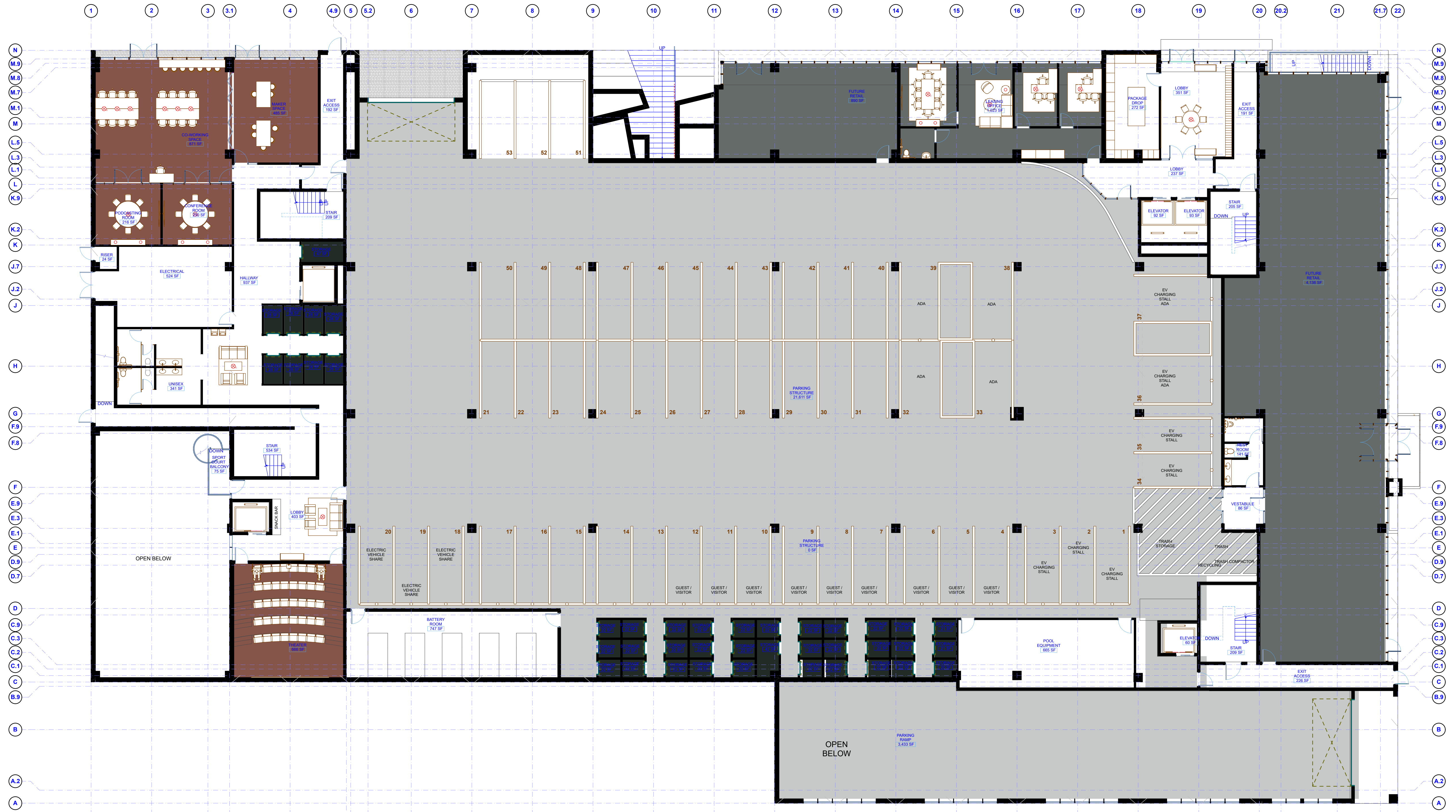
CONCEPT 02



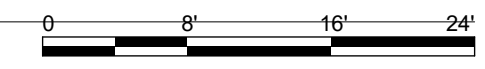


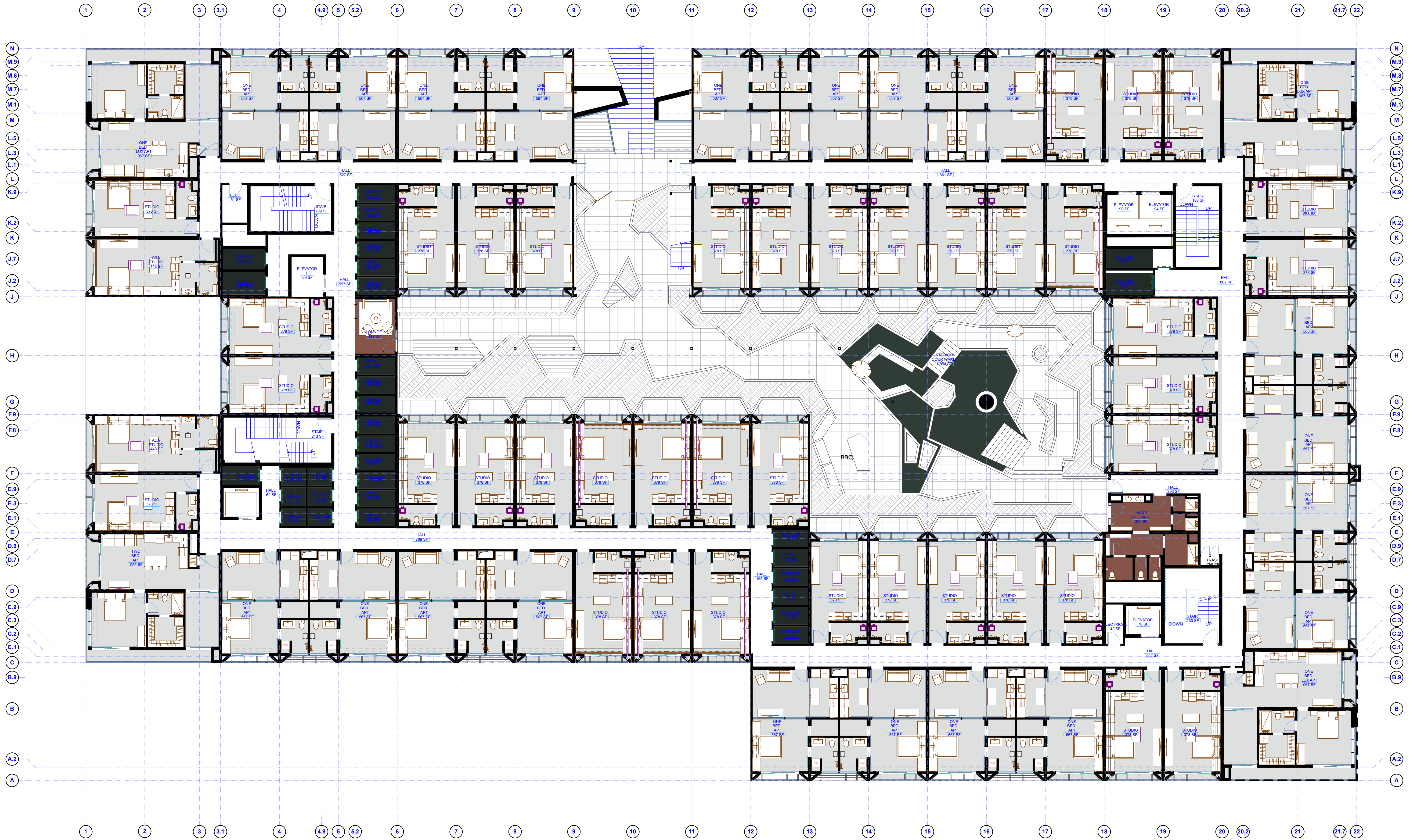
1 SD5 BASEMENT
 SCALE: 3/32" = 1'-0"



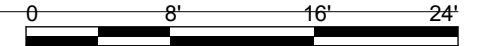


1
SD6
GROUND FLOOR
SCALE: 3/32" = 1'-0"



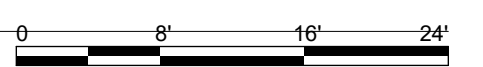


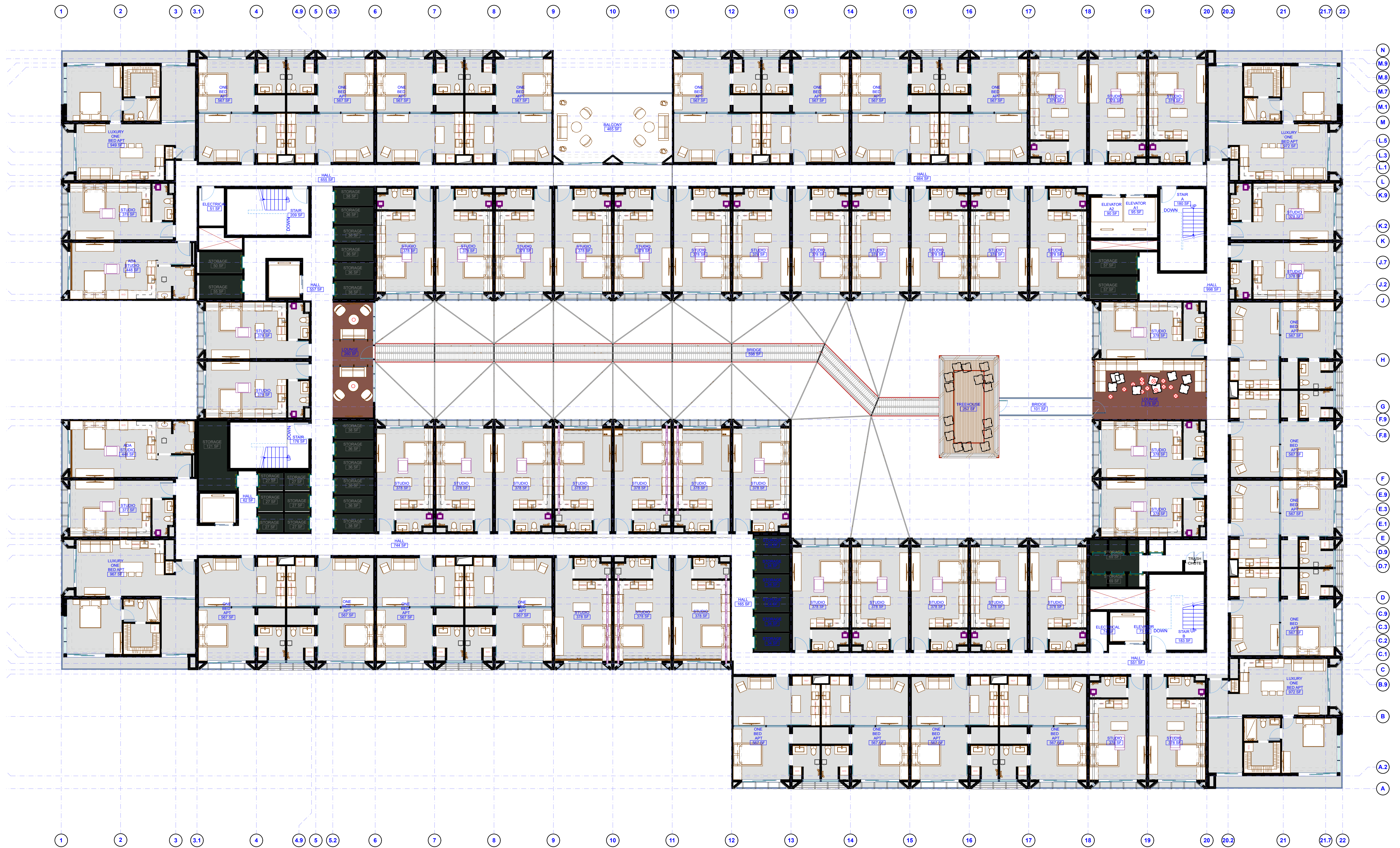
1
SD7 2nd FLOOR
SCALE: 3/32" = 1'-0"



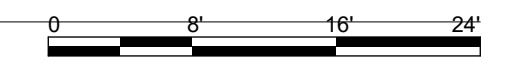


1
SD8 3rd FLOOR
SCALE: 3/32" = 1'-0"



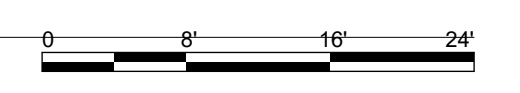


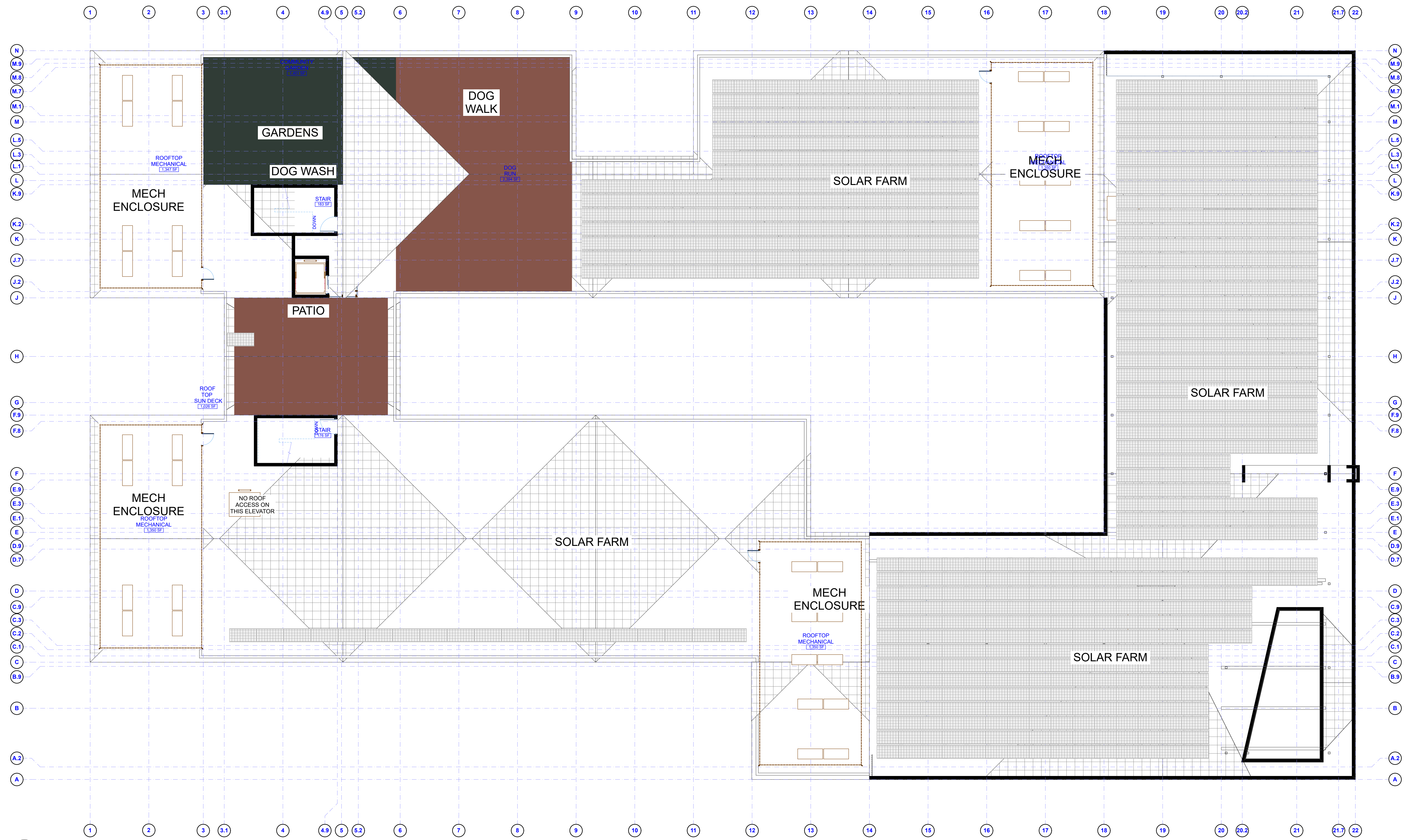
1 SD9 4th FLOOR
 SCALE: 3/32" = 1'-0"



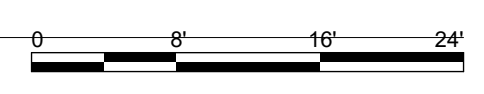


1 SD10 5th FLOOR
SCALE: 3/32" = 1'-0"





1 T.O. ROOF
SD12 SCALE: 3/32" = 1'-0"



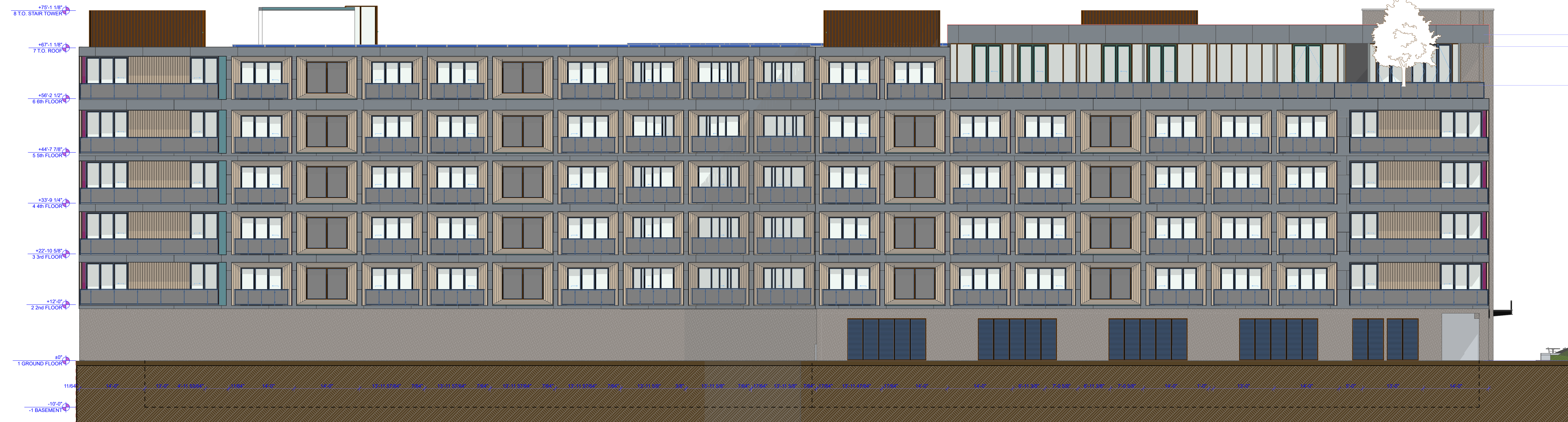
ROOM AREAS SCHEDULE				ROOM AREAS SCHEDULE				ROOM AREAS SCHEDULE				ROOM AREAS SCHEDULE				ROOM AREAS SCHEDULE						
FLOOR	ROOM	QTY	AREA	FLOOR	ROOM	QTY	AREA	FLOOR	ROOM	QTY	AREA	FLOOR	ROOM	QTY	AREA	FLOOR	ROOM	QTY	AREA			
BASEMENT				REST ROOM	1	140.57	LOUNGE	2	257.66	ONE BED APT	20	11,340.45	ROOF TOP SUN DECK	1	1,025.70							
	BICYCLE MAINTENANCE	1	404.43	RISER	1	24.44	ONE BED APT	20	11,340.00	STAIR	4	771.51	ROOFTOP MECHANICAL	4	5,397.01							
	BIKE WASH	1	49.22	SPORT COURT BALCONY	1	74.67	STAIR	3	566.18	STORAGE	31	1,259.05	STAIR	2	358.63							
	ELEVATOR	3	257.97	STAIR	4	1,155.97	STAIR A	1	179.67	STUDIO	42	15,875.34										
	HALL	11	1,239.08	STORAGE	41	997.55	STORAGE	36	1,246.38			39,589.48 sq ft								10,643.40 sq ft		
	KITCHEN	1	464.92	THEATER	1	665.75	STUDIO	40	15,119.34												302,983.57 sq ft	
	LOBBY	2	353.63	UNISEX	1	341.17	TWO BED APT	4	3,865.91	6th FLOOR												
	MECH	1	1,944.79	VESTABULE	1	85.68			38,204.24 sq ft	ADA STUDIO	2	896.00	BALCONY	10	3,360.11							
	PARKING	1	32,455.46			41,519.89 sq ft	4th FLOOR				BREAKOUT ROOM	4	1,033.72									
	PARKING RAMP	1	3,718.66	2nd FLOOR				ADA STUDIO	2	896.00	BALCONY	1	465.50	DINING LOUNGE	2	903.07						
	SPORT COURT	1	1,782.79	ADA STUDIO	2	896.00	ELEC	1	51.25	BRIDGE	2	699.11	DRY BAR	1	248.50							
	STAIR	2	388.21	ELECTRICAL	1	41.91	ELECTRICAL	1	41.91	ELECTRICAL	2	125.03	ELECTRICAL	1	51.25							
	STAIRS	1	121.70	ELEVATOR	4	321.69	ELEVATOR	3	196.41	ELEVATOR	3	196.41	ELEVATOR	5	412.14							
	STORAGE	106	1,927.45	ELEVATOR F	1	69.42	ELEVATOR A1	1	94.59	ELEVATOR A1	1	94.59	FITNESS ROOM	1	654.42							
	STORMWATER VAULT	1	759.73	HALL	9	4,318.36	ELEVATOR A2	1	89.85	ELEVATOR A2	1	89.85	GAME LOBBY	2	460.35							
	TAVERN	1	1,775.64	INTERIOR COURTYARD	1	7,854.27	HALL	8	4,396.37	HALL	8	4,396.37	HALL	9	4,735.11							
	UNISEX	1	182.64	LOUNGE	1	127.20	LOUNGE	2	638.06	LOUNGE	2	638.06	HOUSEKEEPING	1	71.08							
			47,826.32 sq ft	ONE BED APT	20	11,339.32	LUXURY ONE BED APT	4	3,859.82	LUXURY ONE BED APT	4	3,859.82	KITCHEN	1	567.49							
GROUND FLOOR				ONE BED LUX APT	3	2,901.00	ONE BED APT	20	11,340.00	ONE BED APT	20	11,340.00	LIVING ROOM	4	1,321.96							
	BATTERY ROOM	1	746.57	STAIR	4	861.63	STAIR	2	384.29	STAIR	2	384.29	LUXURY ONE BED APT	2	1,929.59							
	CO-WORKING SPACE	1	871.26	STORAGE	32	1,189.21	STAIR A	1	179.67	STAIR A	1	179.67	ONE BED APT	12	6,804.00							
	CONFERENCE ROOM	1	230.15	STUDIO	39	14,741.34	STAIR B	1	182.88	STAIR B	1	182.88	READING ROOM	1	300.00							
	ELECTRICAL	1	524.12	TWO BED APT	1	954.83	STORAGE	31	1,280.48	STORAGE	31	1,280.48	SAUNA	1	85.58							
	ELEVATOR	5	392.86	UNISEX SHOWER	1	389.70	STUDIO	41	15,496.73	STUDIO	41	15,496.73	STAIR	4	791.22							
	EXIT ACCESS	3	608.27			46,057.13 sq ft	TREEHOUSE	1	256.98	TREEHOUSE	1	256.98	STEAM	1	99.17							
	FUTURE RETAIL	2	5,026.11	3rd FLOOR						40,581.77 sq ft			STORAGE	33	1,255.01							
	HALLWAY	1	936.82	ADA STUDIO	2	881.40	5th FLOOR				STORAGE	33	1,255.01	STUDIO	30	11,341.17						
	LEASING OFFICE	1	1,023.39	ELECTRICAL	2	125.23	ADA STUDIO	2	896.00	ADA STUDIO	2	896.00	STUDIO	30	11,341.17	UNISEX SHOWERS	1	559.86				
	LOBBY	3	991.70	ELEVATOR	3	211.22	BALCONY	1	465.50	BALCONY	1	465.50	WASHROOM	1	194.36							
	MAKER SPACE	1	485.40	ELEVATOR A1	1	94.59	ELECTRICAL	2	125.01	ELECTRICAL	2	125.01	YOGA STUDIO	1	486.18							
	PACKAGE DROP	1	272.16	ELEVATOR A2	1	89.85	ELEVATOR	5	403.17	ELEVATOR	5	403.17										38,561.34 sq ft
	PARKING RAMP	1	3,433.13	HALL	6	3,069.24	HALL	8	4,357.22	HALL	8	4,357.22	T.O. ROOF									
	PARKING STRUCTURE	2	21,611.01	HALL E	1	584.90	LOUNGE	1	257.65	LOUNGE	1	257.65	COMMUNITY GARDEN	1	1,400.66							
	PODCASTING ROOM	1	215.86	HALL F	1	572.67	LUXURY ONE BED APT	4	3,838.58	LUXURY ONE BED APT	4	3,838.58	DOG RUN	1	2,393.51							
	POOL EQUIPMENT	1	665.28									ELEVATOR	1	67.89								



East Elevation
NOT TO SCALE



North Elevation
NOT TO SCALE



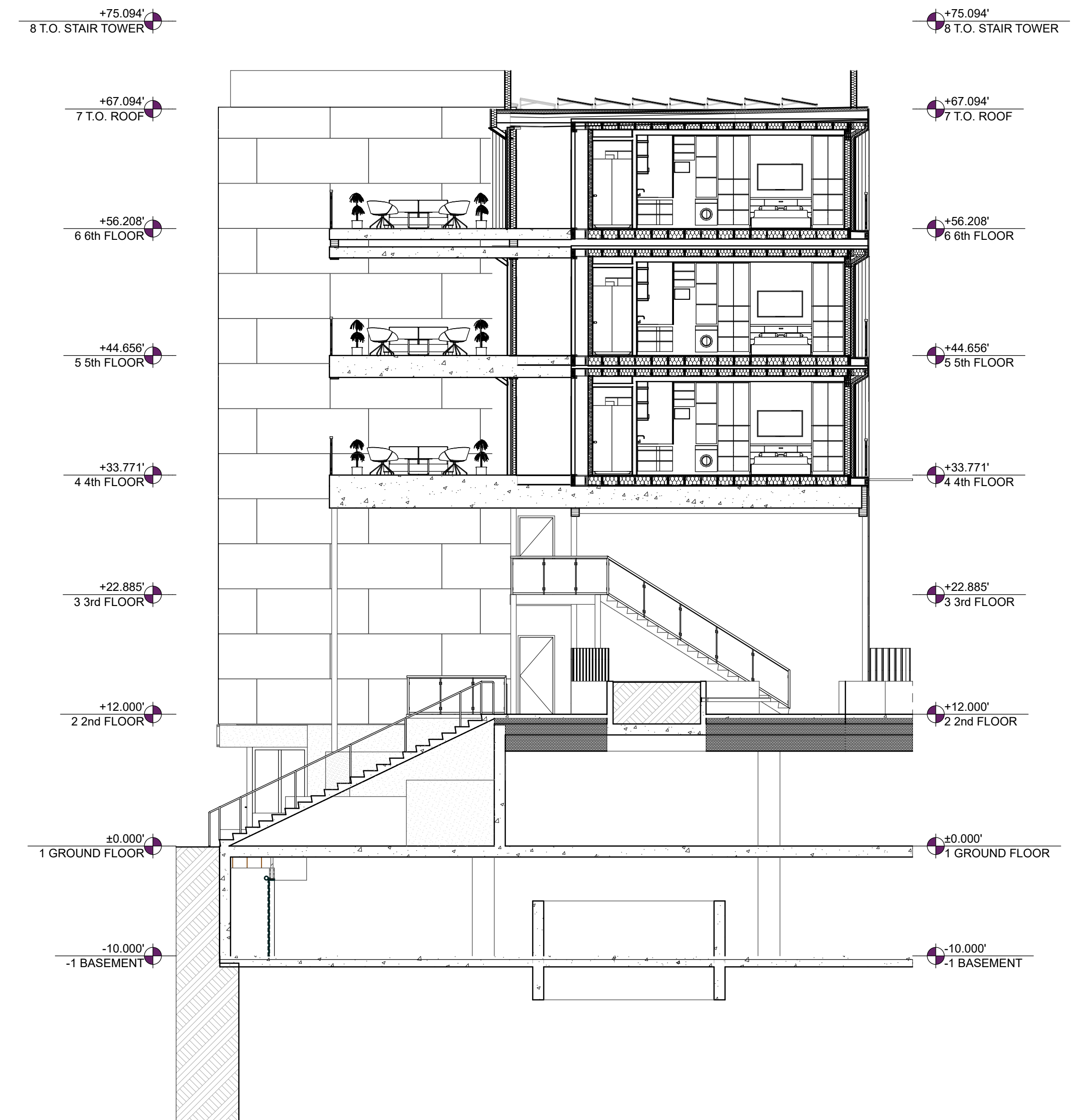
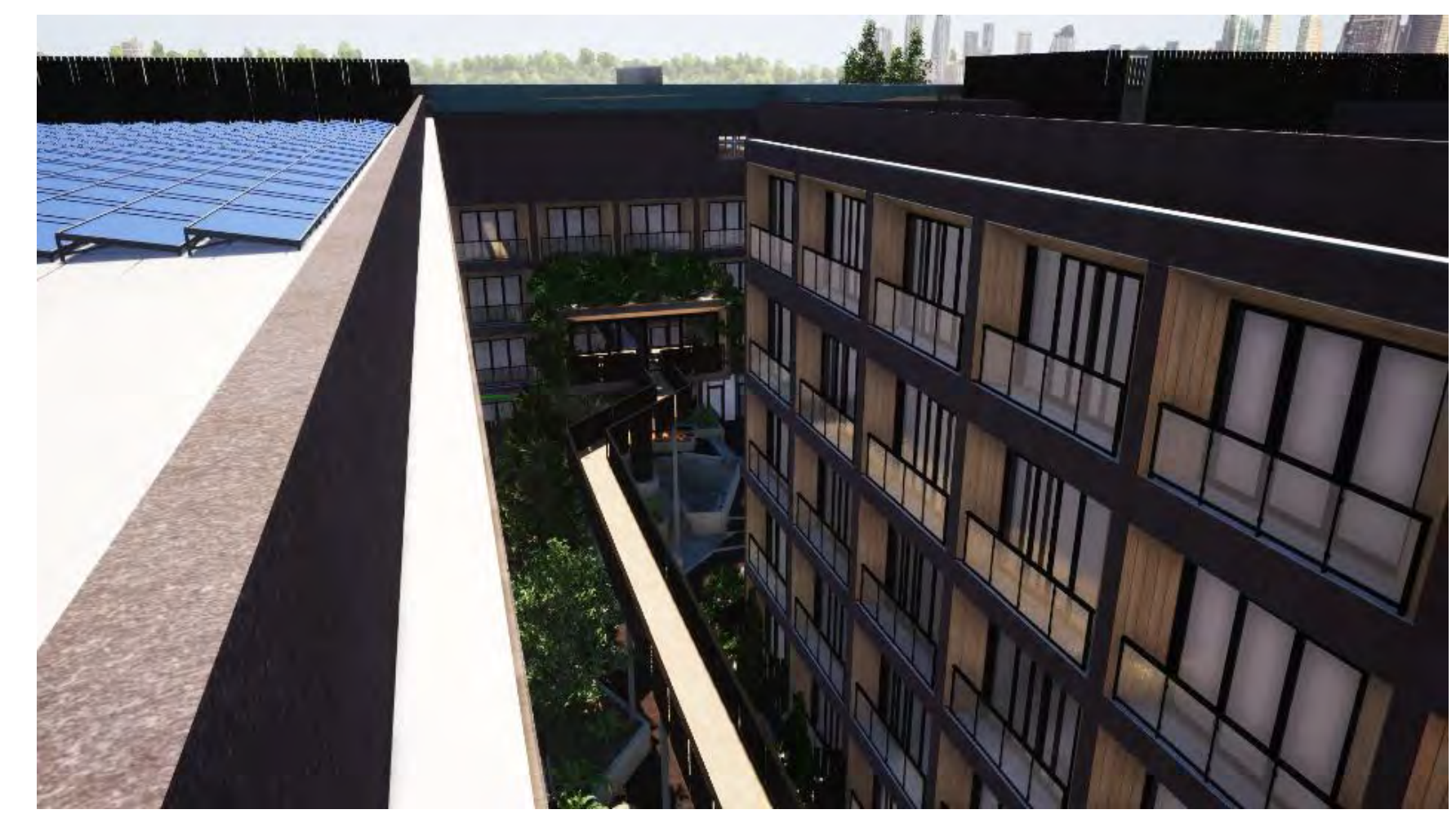
South Elevation

NOT TO SCALE



West Elevation

NOT TO SCALE



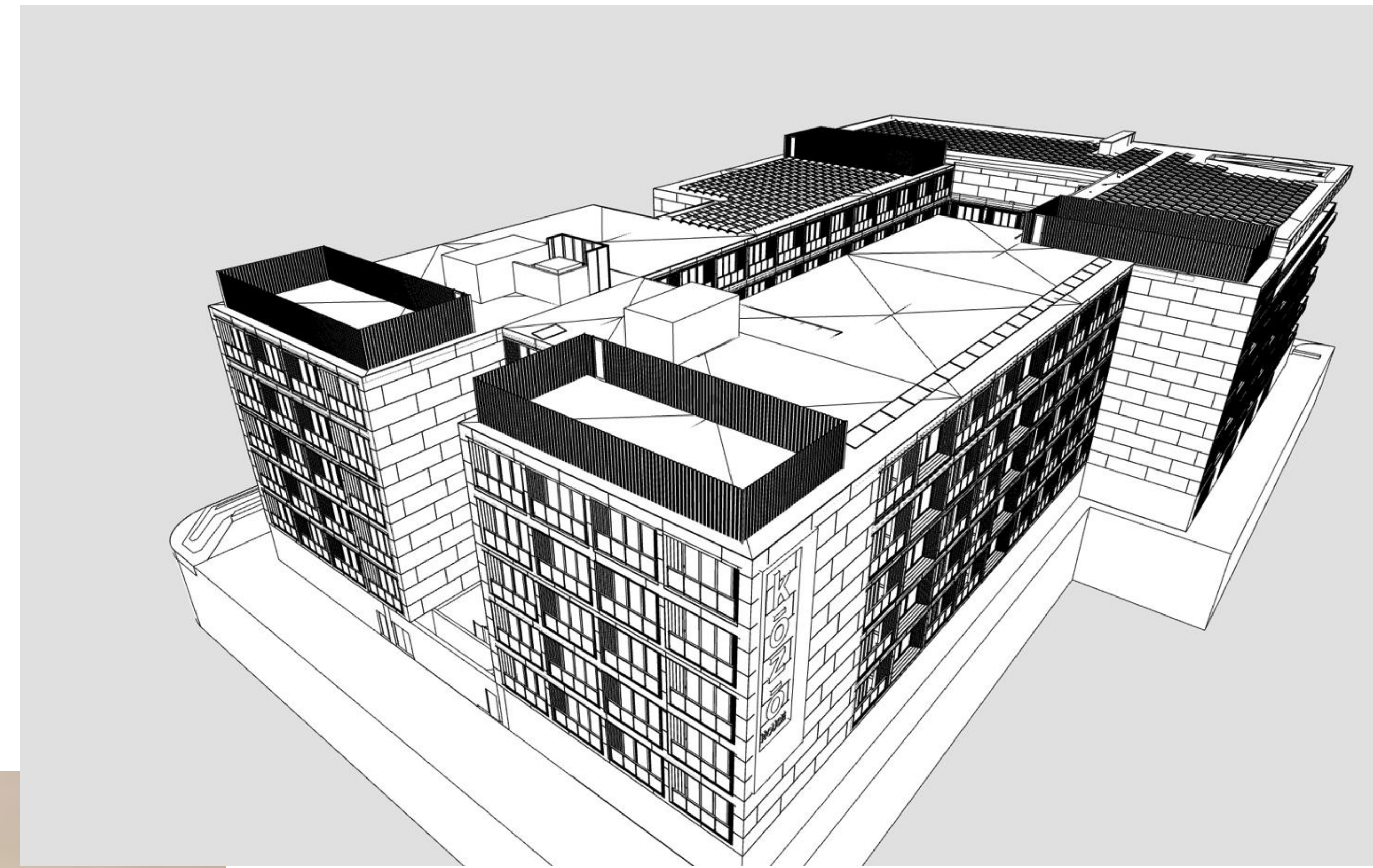
1 Building Section A
SD16 SCALE: 1/8" = 1'-0"



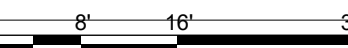
1 Building Section A
SD17 SCALE: 3/32" = 1'-0"



1 Building Section A
SD18 SCALE: 1:112.94



1
SD19.1
Generic Perspective (1)
SCALE: 1/16" = 1'-0"





2
SD19.2 Generic Perspective (3)
SCALE: 1/8" = 1'-0"



1
SD19.2 Generic Perspective (2)
SCALE: 1/8" = 1'-0"





1
SD19.3 Generic Perspective (5)
SCALE: 1:213.33



ATTACHMENT D: Application Materials

The existing use of the property is 7 lots consisting of a mix of low scale multi family dwelling units & single family homes. The following project will consolidate those lots and demolish the existing homes to make space for a new mixed used facility.

Kōzō House Apartments is a mixed use development that will provide structure for a way of living that is vibrant, fun, and social. The name is derived from the Japanese word for structure: Kōzō. From the lush common gardens to the rich array of amenities, the residents of this development will find many options for how they live and interact with their community. With inspiration from Asian and European cities, Kōzō House Apartments provides not just living spaces, but also retail and restaurant spaces that enrich the community of the building, and also the community beyond in the neighborhood.

The building as currently proposed is approximately 283,000 square feet on seven levels. The first two levels, the basement and ground floor levels, contain covered parking, tenant storage spaces, retail and restaurant leasable space, building management spaces, and tenant amenity spaces. The tenant amenity spaces include a sport court, a private movie theater, and a co-working space. The co-working space provides desks, conference rooms, and a “maker space” that will include things like 3d printers, large format printers, and other useful tools for the creative professionals that may inhabit the building.

Above the ground floor, there are five floors of apartments, common gardens, and more tenant amenities. In the garden space, there are hot tubs, barbecue grilles, and even a “treehouse” for hanging out with friends and neighbors. Each floor also has common lounges so that residents can find communal spaces to meet. On the top floor, the amenity spaces are luxurious: a well equipped fitness room, a yoga studio, private exercise/massage rooms, a sauna, a steam room, a communal kitchen for gatherings of friends and family, a sports lounge, a communal dining area, and ample balcony space to enjoy the beautiful Salt Lake City skyline.

The building code classification for this structure is construction type III-B with five floors of wood framed apartments resting atop a concrete podium. The primary exterior materials on the building include a luxury grade fiber-cement siding panel, glass, architectural finished concrete, and wood rain screen (alternatively simulated wood fiber-cement rain screen or siding).

There are a mix of studios and 1-bedroom units available. Units are range from 378 sf to 967 sf.

STUDIO APARTMENTS:

FIRST FLOOR: 41 studio, 24 one bedroom

SECOND FLOOR: 42 studio, 24 one bedroom

THIRD FLOOR: 43 studio, 24 one bedroom

FOURTH FLOOR: 44 studio, 24 one bedroom

FIFTH FLOOR: 32 studio, 14 one bedroom

TOTAL APARTMENTS: 202 studios: 110 one bedroom: 312 total units

RETAIL / RESTAURANT / OFFICE:

BASEMENT: 2424 SF

GROUND FLOOR: 5167 SF

DESIGN NARRATIVE:

Kōzō House is in line with the objectives of the Salt Lake City design standards as laid out in 21A.59.050. The following narrative discusses our design philosophy and how we believe our design satisfies these standards.

- A. **Any new development shall comply with the intent of the purpose statement of the zoning district and specific design regulations found within the zoning district in which the project is located as well as the City’s adopted “urban design element” and adopted master plan policies and design guidelines governing the specific area of the proposed development.**
 - Kōzō House will reside in the Transit Station Area zone. The standards for this zone are addressed in our appendix A attached to this design narrative.
- B. **Development shall be primarily oriented to the sidewalk, not an interior courtyard or parking lot.**
 1. **Primary entrances shall face the public sidewalk (secondary entrances can face a parking lot).**
 2. **Building(s) shall be sited close to the public sidewalk, following and responding to the desired development patterns of the neighborhood.**
 3. **Parking shall be located within, behind, or to the side of buildings.**
 - See our attached architectural and landscape site plans. The building is close to the side walk with retail / restaurant spaces directly engaging with the public side walk. The Landscape design further engages with the public way to bring a vibrant outdoor life in and out of the building. Parking is located behind the retail / restaurant spaces in a covered garage beneath the apartment building. Primary entrances are also directly facing the sidewalk, and are inset about three feet to allow for weather protection as people enter and exit the building.
- C. **Building facades shall include detailing and glass in sufficient quantities to facilitate pedestrian interest and interaction.**
 1. **Locate active ground floor uses at or near the public sidewalk.**
 2. **Maximize transparency of ground floor facades.**
 3. **Use or reinterpret traditional storefront elements like sign bands, clerestory glazing, articulation, and architectural detail at window transitions.**
 4. **Locate outdoor dining patios, courtyards, plazas, habitable landscaped yards, and open spaces so that they have a direct visual connection to the street and outdoor spaces.**

- In designing Kōzō House, we were inspired by the simple form and function of 1970's era Japanese brutalist architecture. With a contemporary twist on this historic Japanese style, and a well known style in Utah as it mirrors the beautifully designed structures at Snowbird Ski Resort, the building engages with the public way with storefronts and beautiful landscaping. The most active uses of the building: the retail / restaurant spaces, are located on the more visible and active corner of the sidewalk. A basement "tavern" space, inspired by the popular 1980's television series, "Cheers", has it's primary entrance with a glass rail protected exterior stair. The storefronts are fully glazed floor to ceiling across the entire face of the exterior of the building to draw customers in to these businesses. The exterior facade is further articulated with "form tie hole exposed" architectural grade concrete finish with the glass areas inset three feet to the interior to add depth and rain cover for storefront users.
- Outdoor dining patios, landscaped yards, etc. are built into the public way. We intend to obtain a public way lease such that we can improve this strip of land between the street and the sidewalk and provide a vibrant outdoor interaction between the building and the community. Included in this space is a proposed open area in front of boulders facing the "amphitheater" mentioned in a later paragraph for musicians to entertain people using nearby seating and tables. Permanent tables and chairs are provided to encourage public use amidst the trees and shrubs. See the attached Landscape concept drawings.
- Signage has been designed with LED strip lights in a cavity behind a wooden sign facade with holes for the letters such that the lettering will be illuminated in an aesthetically pleasing fashion in the evening hours. The signage is "framed" with black powder coated steel frames to add to the overall "feel" of the design. See the rendering of the signage below:



D. Large building masses shall be divided into heights and sizes that relate to human scale.

- 1. Relate building small and massing to the size and scale of existing and anticipated buildings, such as alignments with established cornice heights, building massing, step-backs and vertical emphasis.**
 - 2. Modulate the design of a larger building using a series of vertical or horizontal emphases to equate with the scale (heights and widths) of the buildings in the context and reduce the visual width or height.**
 - 3. Include secondary elements such as balconies, porches, vertical bays, belt courses, fenestration and window reveals.**
 - 4. Reflect the scale and solid-to-void ratio of windows and doors of the established character of the neighborhood or that which is desired in the master plan.**
- Kōzō House is in a rapidly changing neighborhood. The older, more established neighborhood is a collection of older small single family homes. Surrounding Kōzō to the south and east are recently constructed large apartment buildings of similar scale to Kōzō house. Most recently, the building immediately to the southwest of Kōzō is a very large apartment building that exceeds 200' in length. This building at 644 North Temple is largely rectangular and *not* set back. Kōzō House is of similar scale and general shape, but also interacts much more with the surrounding community through the mixed-use retail and public space garden areas.
 - Here are some photos of the existing neighborhood:



March 27, 2020



March 27, 2020

As seen in the above photographs taken from the roundabout at the corner of 200 North and 600 West, the properties north of 200 North are largely still single family homes. They are in a different zone according to the master plan. In the blocks south of 200 North, the master plan encourages transit oriented development. Here are some photographs of nearby mixed use multi-family developments that comply with the TSA district:





As is visible, the most recently completed project at 644 W North Temple is very rectangular and blocky. It is four stories of straight apartment block with only horizontal modulation. But visually, that horizontal modulation reads almost flat. With Kōzō house, we are aiming to create a more texture rich facade wherein instead of small window punched openings, the balconies open to floor to ceiling sliding doors and are framed with wood paneled rain screen to further enhance the texture.

- The design of Kōzō House is modulated with vertical and horizontal linear elements. With balconies, the design is further enhanced for visual interest. All elements of the building are meant to relate to the human scale of occupants.
- Secondary elements include beautifully detailed balconies, inset storefronts, a visually striking roof top tree that grows through a large circular hole into the cantilevered roof element.
- With Kōzō House, the design aims to increase the density of void to solid ratio (as in, more glass, less solid). Where large areas of solid exist in the design, we are adding “living walls” where green vegetation is installed vertically on these large blank solid sections (necessary for structural reasons). The “living walls” will soften the look of the building and help connect it with the rich vegetation found in the neighborhood which is full of mature trees and shrubs.

E. Building facades that exceed a combined contiguous building length of two hundred feet (200') shall include:

- 1. Changes in vertical plane (breaks in facade);**
- 2. Material changes; and**
- 3. Massing changes.**

- To limit the monotony and keep the contiguous facade below 200 feet (200'), Kōzō House has a break in the North facade of the building that provides a public amenity in the form of an amphitheater style stepped area facing the stage area discussed prior. Climbing the amphitheater style steps is also a variety of richly planted vegetation. This break in the building continues into the courtyard of the building where more landscaping enriches the common living space for the apartment dwellers.
- On the three uppermost floors, this gap in the facade becomes a habitable bridge with additional apartment units and a deep inset common space balcony feature that will have additional garden plantings, glass railings, and a full glass storefront facade to the hallway in the interior.
- It should be noted that the TSA zone has this limitation of two hundred feet (200') for the facade, though the building to the southwest at 644 North Temple has facades, that while articulated, far exceeds 200' feet as it faces I-15 and it's parking areas. While the zoning ordinance refers more to street facades, it should be noted that the North facade of Kōzō House faces 200 North on a section of road that dead-ends at I-15, and the western end of Kōzō House. According to the Administrative Interpretation we applied for with the city, this 200' refers to building length. Along with this Design Review application, we are also applying for a conditional use to have the Planning Commission review this situation as we feel that we are complying with the spirit and intent of the ordinance in breaking of the facade as mentioned above in providing public amenities, richly landscaped public space, and breaking the facade to appear as separate building masses. With the aforementioned dead end of the street we also feel that this is a special case. The intent of the ordinance was to prevent drivers and pedestrians from passing overly long and boring masses and instead create a vibrant and interesting street scape.

F. If provided, privately-owned public spaces shall include at least three (3) of the (6) following elements:

- 1. Sitting space of at least one sitting space for each two hundred fifty (250) square feet shall be included in the plaza. Seating shall be a minimum of sixteen inches (16" in height and thirty inches (30") in width. Ledge benches shall have a minimum depth of thirty inches (30");**
- 2. A mixture of areas that provide seasonal shade;**

3. **Trees in proportion to the space at a minimum of one tree per eight hundred (800) square feet, at least two inch (2") caliper when planted;**
4. **Water features or public art;**
5. **Outdoor dining areas; and**
6. **Other amenities not listed above that provide a public benefit.**

- The streetscape design for Kōzō House includes the following amenities to encourage civic and economic activity on the street and enhance the identity of the community:
- Public seating to foster social interaction and contribute to a safer urban environment by indicating activity and ownership. Public seating will be provided in many forms including: cafe tables and chairs, precast sectional seat-walls, and basalt rocks. Each feature will be detailed specifically without foundations or footers to enable simple access to public utilities when necessary.
- 8' wide standard pedestrian walk. A continuous 8' walkway will be provided along the street frontages to ensure safe pedestrian access through the property.
- Street trees for shade, greenery, and reduction of urban heat island effect. Street trees selected from the Salt Lake City Urban Forestry suggested trees lists will be provided 1 tree for every 30 feet of street frontage.
- Outdoor lighting for safety and atmosphere. Outdoor lighting may include lights on trees, wall lights, and path lights.
- Public art for inspiration, branding, and street engagement. Angular precast sectional seat-walls and basalt rocks double as focal features in the landscape even when not in use as seating elements.
- Publicly accessible work terrace and stairs to private amenity courtyard. The stairway access to the private courtyard will double as a publicly accessible pocket park with trees, plantings, and seating areas for users from the adjacent ground-floor retail, grocery, and makers space.
- Bike parking. Bike racks complying with the Salt Lake City standard will be provided for public benefit.

G. Building height shall be modified to relate to human scale and minimize negative impacts. In downtown and in the CSHBD Sugar House Business District, building height shall contribute to a distinctive City skyline.

1. Human scale:

- a. **Utilize setbacks to design a building that relates to the height and scale of adjacent and nearby buildings, or where identified, goals for future scale defined in adopted master plans.**

- b. **For buildings more than three (3) stories or buildings with vertical mixed use, compose the design of a building with distinct base, middle and top sections to reduce the sense of apparent height.**

2. Negative Impacts:

- a. **Modulate taller buildings vertically and horizontally so that it steps up or down to its neighbors.**
- b. **Minimize shadow impacts of building height on the public realm and semi-public spaces by varying building massing. Demonstrate impact from shadows due to building height for the portions of the building that are subject to the request for additional height.**
- c. **Modify tall buildings to minimize wind impacts on public and private spaces, such as the inclusion of a wind break above the first level of the building.**

3. Cornices and Rooflines

- a. **Cohesiveness: shape and define the rooflines to be cohesive with the building's overall form and composition.**
 - b. **Complement Surrounding Buildings: Include roof forms that complement the rooflines of surrounding buildings.**
 - c. **Green Roof and Roof Deck: Include a green roof and/or accessible roof deck to support a more visually compelling roof landscape and reduce solar gain, air pollution, and the amount of water entering the stormwater system.**
- Human scale: the design of the building focuses on interaction with the streetscape. Storefront areas engage the public way. As the building is 6 stories from grade to roof, the building has been designed with a distinct base, middle, and top. The base is architectural concrete and storefront glass. The middle is composed of architectural grade fiber-cement rain screen, wood panel rain screen, and glass. The top has a distinctive “floating” fascia that frames an inset floor to ceiling glass for the top floor amenities.
 - We are not requesting any additional height allowances, so no shadow studies are required. The building is also below 75 feet in height and thus does not qualify as a “high-rise”, so wind impacts have not been calculated. However, wind impacts will be reduced thanks to the thoughtfully designed landscape and plantings.
 - Cornices and Rooflines: The roofline will have a distinctive architectural look. The roof on the east end of the building seemingly “floats” above the balcony and inset amenities spaces and includes a roof top tree that grows through a large circular hole in the roof. Compared to the recently completed 644 W North Temple which has no visible cornice element, we have aimed to make Kōzō house distinctive and aesthetically attractive. The parapet element on the

west side of the building is of a wood panel rainscreen design that will contrast with the middle section of the building with its charcoal grey fiber-cement rain screen grid and inset balconies. Additional roof gardens are found towards the west end of the roof including community vegetable garden space.

H. Parking and on site circulation shall be provided with an emphasis on making safe pedestrian connections to the sidewalk, transit facilities, or mid block walkway.

- Parking is provided in a two story concrete garage area behind the street facing storefronts. The two entrances for vehicles into the parking areas are physically separated on near opposite sides of the building to further reduce the visual impact of garage doors.

I. Waste and recycling containers, mechanical equipment, storage areas, and loading docks shall be fully screened from public view and shall incorporate building materials and detailing compatible with the building being served. Service uses shall be set back from the front line of building or lactated within the structure. (see subsection 21A.37.050K of this title.)

- Waste and recycling will be handled using trash chutes to bins in the garage area that would then be rolled to a dumpster enclosure on the back side of the building by maintenance staff on a regular basis. Dumpster enclosure is proposed to be of materials similar to the building at the base including architectural finish concrete walls and a contrasting wood slat gate to match the wood rain-screen on the inset's of the balconies.

J. Signage shall emphasize the pedestrian/mass transit orientation.

- 1. Define specific spaces for signage that are integral to building design, such as commercial sign bands framed by a material change, columns for blade signs, or other clearly articulated band on the face of the building.**
 - 2. Coordinate signage locations with appropriate lighting, awnings, and other projections.**
 - 3. Coordinate sign location with landscaping to avoid conflicts.**
- Signage for the building as a whole is indicated in the elevations as a striking visual element with wood rain screen and "living walls".
 - Storefront signs and directional signs for the parking garage and the leasing office are proposed to be mounted to a architectural concrete fascia strip between the floor to ceiling glass of the storefronts and the beginning of the apartment levels above. The signs are designed with blackened steel frames surrounding an outrigger of wood sign facing with negative cutouts of the lettering and then backlighting reflecting off the concrete substrate (see rendering included in the response to item C in this document.
 - Additional signage design will be handled through a signage company to provide storefront signage that hangs from the soffits above the inset ground

level storefronts to be perpendicular to the pedestrian paths. This contributes to the TSA scoring checklist, item #19.

- Signage and landscaping have been coordinated with an aim towards aesthetics and legibility.

K. Lighting shall support pedestrian comfort and safety, neighborhood image, and dark sky goals.

- 1. Provide street lights as indicated in the Salt Lake City Lighting Master Plan.**
 - 2. Outdoor lighting should be designed for low-level illumination and to minimize glare and light trespass onto adjacent properties and uplighting directly to the sky.**
 - 3. Coordinate lighting with architecture, signage, and pedestrian circulation to accentuate significant building features, improve sign legibility, and support pedestrian comfort and safety.**
- Kōzō House will primarily be illuminated with downlighting in the soffit areas of inset amenity and store front spaces with some reflected backlit signage. Additional lighting as dictated by the electrical engineer's analysis of site photometric study will be accomplished through dark sky compliant down lighting.
 - Lighting that casts light from storefronts onto the sidewalk (item #18 from the TSA checklist) will also be designed into the project as well as architectural accent lighting to add to the attractiveness of the building at nighttime.

L. Streetscape improvements shall be provided as follows:

- 1. One street tree chosen from the street tree list consistent with the City's urban forestry guidelines and with the approval of the City's Urban Forester shall be placed for each thirty feet (30') of property frontage on a street. Existing street trees removed as the result of a development project shall be replaced by the developer with trees approved by the City's Urban Forester.**
- 2. Hardscape (paving material) shall be utilized to differentiate privately-owned public spaces from public spaces. Hardscape for public sidewalks shall follow applicable design standards. Permitted materials for privately-owned public spaces shall meet the following standards:**
 - a. Use materials that are durable (withstand wear, pressure, damage), require a minimum of maintenance, and are easily repairable or replaceable should damage or defacement occur.**
 - b. Where practical, as in lower-traffic areas, use materials that allow rainwater to infiltrate into the ground and recharge the water table.**

- c. **Limit contribution to urban heat island effect by limiting use of dark materials and incorporating materials with a high Solar-Reflective Index (SRI).**
 - d. **Utilize materials and designs that have an identifiable relationship to the character of the site, the neighborhood, or Salt Lake City.**
 - e. **Use materials (like textured ground surfaces) and features (like ramps and seating at key resting points) to support access and comfort for people of all abilities.**
 - f. **Asphalt shall be limited to vehicle drive aisles. (Ord. 14-19, 2019)**
- Kōzō House will reside in the Transit Station Area zone. The standards for this zone are addressed in our TSA scorecard checklist attached to this design narrative.
 - Streetscape improvements include street trees complying with SLC Urban Forestry, public seating, paving materials designed to reduce solar heat gain and therefore urban heat island effect, having ample porous areas to reduce stormwater run-off, and consideration of ground surfaces, ramps, and resting points to support access for all abilities. No asphalt is considered for this design.

Sustainability:

From the ground up, we have aimed our design to focus on sustainability. Kōzō House will include many features that contribute to its sustainable nature. Here is a brief list of features:

- The building is designed to minimize waste through the use of modular construction. Recycling throughout the construction process is a key part of our planning.
- We are committed to reducing the air pollution and have therefore committed to ZERO combustion for building services. All heating of water and air supply will be done so using electricity.
- 100% of our electric use will be sourced from our roof-top solar array (currently designed at 500kW) and minimum 20 year contracts with Rocky Mountain Power for renewable energy.
- The parking provided to tenants is limited so as to discourage ownership of private vehicles for our residents. Parking passes will need to be leased separately from the apartment units.
- An all electric vehicle sharing program will be initiated to provide access to driving when residents need it. These electric vehicles will have dedicated charging stations in the parking garage.

March 27, 2020

- Additional electric vehicle charging stations will be provided. We intend to install Level 2 charging infrastructure for each of these stations as this would be the most economical when balancing the time to charge vs. the cost of install.
- Secure bike parking will be provided for residents and commercial tenants.

ATTACHMENT E: ZONING ORDINANCE REQUIREMENTS

The subject property is located within the TSA-UC-T Transit Station Area Urban Core Transition zoning district. The purpose of the TSA-UC-T zoning district is described as follows:

The purpose of the TSA Transit Station Area District is to provide an environment for efficient and attractive transit and pedestrian oriented commercial, residential and mixed use development around transit stations. Redevelopment, infill development and increased development on underutilized parcels should include uses that allow them to function as part of a walkable, Mixed Use District. Existing uses that are complementary to the district, and economically and physically viable, should be integrated into the form and function of a compact, mixed use pedestrian oriented neighborhood. Each transit station is categorized into a station type. These typologies are used to establish appropriate zoning regulations for similar station areas. Each station area will typically have two (2) subsections: the core area and the transition area. Due to the nature of the area around specific stations, the restrictions of Overlay Zoning Districts, and the neighborhood vision, not all station areas are required to have a core area and a transition area.

The subject property is located in a transition area, the purpose of which is to:

“...provide areas for a moderate level of land development intensity that incorporates the principles of sustainable transit oriented development. The transition area is intended to provide an important support base to the core area and transit ridership as well as buffer surrounding neighborhoods from the intensity of the core area. These areas reinforce the viability of the core area and provide opportunities for a range of housing types at different densities. Transition areas typically serve the surrounding neighborhood and include a broad range of building forms that house a mix of compatible land uses. Commercial uses may include office, retail, restaurant or other commercial land uses that are necessary to create mixed use neighborhoods.”

The station area type of the subject property is an Urban Center Station (TSA-UC) which “contains the highest relative intensity level and mix of uses. The type of station area is meant to support Downtown Salt Lake and not compete with it in terms of building scale and use.”

ADJACENT LAND USES and ZONING – see Area Zoning Map in [Attachment A](#) for more details.

The properties currently have existing detached single and two-family residential buildings which the Applicant intends to demolish to make way for the new mixed-use residential building.

SALT LAKE CITY ZONING ORDINANCE PROVISIONS

Current Zoning Requirements – Chapter 21A.26.078: TSA-UC-T Transit Station Area District.

Zoning Standard	Complies	Reasoning
Building Height Minimum Height (UC-T) – 25’ Maximum Height (UC-T) – 60’	Complies	The building is 67’ 1-1/8” in height. While the maximum height in the UC-T portion of the TSA Zoning District is 60’ projects which meet the TSA standards for administrative review and approval qualify for an additional floor of habitable area.
Setbacks Front & Corner Side: No minimum	Complies	The proposed building will be built to the property line.

<p>Interior Side: No minimum</p> <p>Rear: No minimum</p>		
<p>Minimum Lot Area and Width</p> <p>Minimum lot area – 2,500 square feet</p> <p>Minimum lot width – 40 feet</p>	<p>Yes, Complies with recommended condition of approval</p>	<p>The project area includes seven parcels which are currently occupied by detached single-family and multi-family residences. These parcels equate to 1.2 acres (52,272 square feet). The parcels along 200 North equate to approximately 318 feet in length. The parcels along 600 West are approximately 185 feet in length. The subject property is currently held in six separate parcels so the applicant will need to complete a lot consolidation prior to issuance of the building permit.</p>
<p>Open Space Area</p> <p>Open space areas shall be provided at a rate of one square foot for every ten square feet of land area included in the development, up to five thousand (5,000) square feet for core areas, and up to two thousand five hundred (2,500) square feet for transition areas. Open space areas includes landscaped yards, patios, public plazas, pocket parks, courtyards, rooftop and terrace gardens and other similar types of open space area amenities. All required open space areas shall be accessible to the users of the building(s).</p>	<p>Complies</p>	<p>The total land area of the project is 52,272 square feet. One square foot of every ten square feet of land area would equate to 5,227.2 square feet but in the transition area the ordinance requires “up to two thousand five hundred (2,500) square feet.”</p> <p>The project includes an interior courtyard 7,852.27 square feet in size and a “treehouse” overlooking the internal courtyard which is 256.98 square feet in size. The Applicant has exceeded this requirement.</p>
<p>Circulation and Connectivity</p> <p>Development within the station area shall be easily accessible from public spaces and provide safe and efficient options for all modes of travel. Circulation networks, whether public or private, require adequate street, pedestrian and bicycle connections to provide access to development. The internal circulation network shall be easily recognizable, formalized and interconnected.</p> <p>a. All parking lots shall comply with the standards in section 21A.44.020, “General Off Street Parking Regulations,” of this title.</p> <p>b. Parking is prohibited between the street-facing building line and any front or corner side property line. This shall include any drive aisle</p>	<p>Complies</p>	<p>a. The proposed parking stalls meet the minimum dimensional requirements for 90-degree parking arrangements (8’3” by 18’). The proposed drive aisles exceed the minimum 24’ 10” required (25’ provided).</p> <p>b. The parking for this proposal is fully enclosed within a parking structure below the principal building. There is no parking between the primary building and the public streets it abuts.</p> <p>c. The subject property is located outside of the midblock walkway network study area. No midblock walkways are proposed as part of this development.</p>

<p>that is not perpendicular to the front or corner side property line.</p> <p>c. Any new development shall provide a midblock walkway if a midblock walkway has been identified in a master plan that has been adopted by the City. The following standards apply to the midblock walkway:</p> <ol style="list-style-type: none"> 1) The midblock walkway must be a minimum of ten feet (10') wide and include a minimum six foot (6') wide unobstructed path. 2) The midblock walkway may be incorporated into the building provided it is open to the public. A sign shall be posted indicating the public may use the walkway. 		
<p>Accessory Structures</p> <p>No accessory structure shall be located in a required front yard or between the primary building and a property line adjacent to a public street.</p>	<p>Complies</p>	<p>There are no proposed accessory structures located in the front yard or between the primary building and property line adjacent to a public street.</p>
<p>TSA-UC-T District Specific Design Standards</p>		
<p>Development shall comply with the design standards in chapter 21A.37 of this title when applicable as specified in that chapter.</p>	<p>Complies</p>	
<p>All developments required to obtain a review score by subsection C of this section shall comply with the following additional design standards. These specific standards may be modified through the design review in chapter 21A.59 of this title if the modifications meet the intent of the specific design standard requested to be modified:</p> <ol style="list-style-type: none"> a) EIFS and Stucco Limitation: Use of Exterior Insulation and Finishing System (EIFS) or traditional stucco is not allowed as a building material on the ground floor of street facing building facades. Use of EIFS and stucco is allowed for up to ten percent 	<p>Complies</p>	<ol style="list-style-type: none"> a) EIFS and Stucco are not materials included on the ground floor of this project. b) 1. The proposed building will be built right at the northern and eastern property lines. Although there is no yard on either of these faces the Applicant has proposed the installation of landscaping, street trees, and amenities (seating, tables, etc.) which satisfy the intent of this requirement.

<p>(10%) of the upper level street facing facades.</p> <p>b) Front and corner side yard design requirements:</p> <ol style="list-style-type: none"> 1) In yards greater than ten feet (10') in depth, one shade tree shall be planted for every thirty feet (30') of street frontage. For the purpose of this section, a shade tree is any tree that has a mature minimum tree canopy of thirty feet (30') and a mature height that is forty feet (40') or greater. 2) At least fifty percent (50%) of the front or corner side yards shall be covered in live plant material. This can include raised planter boxes. This percentage can be reduced to thirty percent (30%) if the yard includes outdoor dining, patios, outdoor public space, or private yards for ground floor residential uses that cover at least fifty percent (50%) of the provided front or corner side yard. 3) At least thirty percent (30%) of the front or corner side yard shall be occupied by outdoor dining areas, patios, outdoor public space, or private yards for ground floor residential uses. 4) Driveways necessary for vehicle access to the site are allowed regardless of compliance with the minimum percentages required by this subsection. <p>c) Entry Feature Requirements: All required building entries shall include at least one of the following features:</p> <ol style="list-style-type: none"> 1) An awning or canopy over the entrance that extends a minimum of five feet (5') from 		<p>c) The Applicant has proposed awnings over the required building entrances to provide comfort and shelter for tenants, business patrons and passing pedestrians.</p>
--	--	---

<p>the street facing building façade;</p> <p>2) A recessed entrance that is recessed at least five feet (5') from the street facing façade;</p> <p>3) A covered porch that is at least five feet (5') in depth and at least forty (40) square feet in size; or</p> <p>4) A stoop that is at least two feet (2') above sidewalk level and that includes an awning or canopy that extends at least three feet (3') from the street facing building façade.</p> <p>d) Ground Floor Use Requirement for 400 South and North Temple Boulevard: When facing 400 South or North Temple Boulevard, the ground floor use area required by chapter 21A.37 of this title shall be built to accommodate an allowed commercial, institutional, or public use. Live/work uses qualify as a commercial use for this subsection.</p>		<p>d) Not Applicable; this project is not located along 400 South or North Temple Boulevard</p>
<p>Multiple Buildings on a Single Parcel: Multiple principal buildings on a single parcel are permitted provided each principal building meets the requirement of this chapter and each principal building obtained a separate development score. New principal buildings can be located toward the rear of a parcel provided there is an existing or additional new principal building that complies with the front yard building setbacks, If one principal building receives a development score lower than other principal buildings on the site, the project shall be processed based on the lowest development score obtained. Multiple single-family detached dwellings and two-family dwellings may be located on one lot and not required to obtain a development score.</p>	<p>Not applicable</p>	<p>The proposal includes one building on one parcel; this provision is not applicable.</p>
<p>Parking: The purpose of this subsection is to provide locations for off street parking. All off street surface parking lots should be located so that they are compatible with pedestrian oriented streets. New uses and</p>	<p>Complies</p>	

development or redevelopment within this district shall comply with the requirements of this subsection.

1) **Surface Parking on Corner Properties:** On corner properties surface parking lots shall be located behind principal buildings or at least sixty feet (60') from the intersection of the front and corner side lot lines, and are subject to the additional requirements established for core or transition areas below.

3) **Surface Parking In The Transition Area:** Surface parking lots in the transition area are required to be located behind the principal building or to the side of a principal building.

a. **Requirements:** When located to the side of a principal building, the parking lot shall be:

(1) Set back so that no portion of the parking area other than the driveway is closer to the street than the front wall setback of the building. In cases where the front wall of the building is located within five feet (5') of a property line adjacent to a street, the parking lot shall be set back a minimum of eight feet (8'). The space between the parking lot and the property line adjacent to a street shall be landscaped or activated with outdoor dining, plazas or similar feature.

(2) Screened with a landscaped hedge or wall that is at least thirty six inches (36") above grade and no taller than forty two inches (42") above grade. Landscaping berms are not permitted.

4) **Walkways Through Parking Lots:** Parking lots with more than fifteen (15) spaces shall provide a pedestrian walkway through the parking lot to the primary building entrance or a sidewalk providing access to a primary building entrance. One (1) walkway must be provided for every three (3) drive

1) The parking for Kozo House is located in a parking structure below the primary building; it is not a surface parking lot.

3) The parking for Kozo House is located in a parking structure below the primary building; there is no surface parking lot.

4) The structured parking is accessed by two drive aisles; one walkway is required per three drive aisles and

<p>aisles. Walkways shall be curb separated from the parking areas and a minimum of five feet (5') wide. Vehicles shall not overhang the walkway. Parking lot landscaping requirements in chapter 21A.48 of this title shall be included on the side of the walkway. Where the walkway crosses a drive aisle, a crosswalk that is clearly identified by a change in color, material, or similar technique shall be used.</p> <p>5. Other Applicable Standards: All other standards in chapter 21A.44, "Off Street Parking, Mobility And Loading", of this title shall apply.</p>		<p>this requirement is not triggered by the design of the structured parking.</p> <p>5) The parking complies with all other requirements of chapter 21A.44 "Off Street Parking, Mobility and Loading".</p>
<p>Conflicting Regulations: In cases where the regulations of this section conflict with another section of this zoning ordinance, this section shall take precedence except in situations where the conflict is related to the use of the property, in which case the more restrictive regulation takes precedence. In station areas within an overlay district, the overlay district shall take precedence.</p>	<p>Not Applicable</p>	
<p>Developments Over Five Acres:</p>	<p>Not Applicable</p>	<p>The subject properties total 1.2 acres (52,272 square feet) in size and these regulations are not applicable.</p>

21a.37.060: Design Standards Required in Each Zoning District

Projects located within the Transit Station Area Zoning District are required to comply with the design standards as set forth in chapter 21a.37. These standards are as follows:

Standard	Complies?	Reasoning
<p>A)</p> <ol style="list-style-type: none"> 1. 80% of the ground floor shall be occupied by a use other than parking. 2. Ground Floor and Visual Interest 	<p>Complies</p>	<ol style="list-style-type: none"> 1. The project includes 7,248 square feet of leasable commercial space open to serve the tenants and the public. Additional space is provided on the ground floor as an amenity for the tenants of Kozo House and their guests. 2. 82% of the ground floor along 200 North and 600 West is glass which increases the visual interest for pedestrians in the neighborhood. A variety of activities are proposed at the

		ground floor including commercial space, conference space, a maker space, etc. which will add variety to the uses seen along 200 North and 600 West.
B) Building Materials 1. 90% of the ground floor shall be clad in durable materials. 2. 60% of materials on upper stories shall be durable.	Complies	1. 100% of the ground floor materials (excluding required ground floor glass) are durable materials.
C) Glass 1. Ground Floor Glass: 60% of the elevations facing the street shall be glass.	Complies	82% of the street-facing facades at the ground level is glass.
D) Building Entrances: Building entrances are required every 40 feet along the street facing facades.	Complies with Design Review modification	There are seven doors along the northern frontage, which is 300' long. This equates to one door for every 42.8 feet. There are four doors along the eastern façade, which is 175' long. This equates to one door for every 43.75 feet. These doors are not spaced evenly throughout the building and have spaces as large as 95' and 78' between entrances (northern façade and eastern façade, respectively)
E) Maximum Length of Blank Wall: The maximum length of a blank wall along the street façade is 15 feet.	Complies with Design Review modification	The longest street-facing blank wall in the proposal is thirty feet (30') which is untreated concrete.
F) Maximum Length of Street Facing Facades: The maximum length of a street facing façade is 200 feet.	Complies with Design Review modification	The Applicant has modulated the northern façade (300' in overall length) by creating an 30-foot wide stairway to access the interior courtyard. This proposal is included as part of the Applicant's design review request.
G) Upper Floor Step Back: No upper floor step back is required in the TSA Zoning District	Complies	No step back of the upper stories is required and none is provided.
H) Exterior Lighting: All exterior lighting shall be shielded and directed down to prevent light trespass onto adjacent properties. Exterior lighting shall not strobe, flash or flicker.	Complies	The Applicant has proposed back-lit thematic signage for the project and other lighting fixtures utilized will be downward-directed and dark sky compliant.

<p>I) Parking Lot Lighting: If a parking lot/structure is adjacent to a residential zoning district or land use, any poles for the parking lot/structure security lighting are limited to sixteen feet (16') in height and the globe must be shielded and the lighting directed down to minimize light encroachment onto adjacent residential properties or into upper level residential units in multi-story buildings. Lightproof fencing is required adjacent to residential properties.</p>	<p>Complies</p>	<p>Parking for Kozo House Apartments if fully enclosed within a two-level parking structure located below the principal building. In their design review narrative the applicant indicates lighting fixtures utilized will be directed downward and dark-sky compliant.</p>
<p>J) Screening of Mechanical Equipment: All mechanical equipment for a building shall be screened from public view and sited to minimize their visibility and impact.</p>	<p>Complies</p>	<p>All mechanical equipment is located on the roof of the primary structure and is not visible from the public right of way. Mechanical equipment is also located on the lower level of the parking garage.</p>
<p>K) Screening of Service Areas: Service areas, loading docks, refuse containers and similar areas shall be fully screened from public view.</p>	<p>Complies</p>	<p>Refuse is collected from a dumpster located to the west of the building accessed off the existing alley. The dumpster is fully enclosed and screened from public view.</p>
<p>L) Ground Floor Residential Entrances for Single Family Dwellings: single family housing types shall have a primary entrance facing the street for each unit adjacent to the street.</p>	<p>Not Applicable</p>	<p>There are no single-family housing types included in the Kozo House Apartments project.</p>
<p>M) Parking Garages or Structures: 1. Parking structures shall have an external skin designed to improve visual character when adjacent to a public</p>	<p>Complies</p>	<ol style="list-style-type: none"> 1. The parking garage is located behind the ground floor uses along the street-facing facades. The only indication of the presence of a garage are the garage doors and the signage above the openings. 2. The façade surrounding the parking garage is clad in concrete which encourages pedestrians to move toward

<p>street or other public space.</p> <ol style="list-style-type: none"> 2. The architectural design of the facades should express the internal function of the structure. Façade elements shall align to parking levels and there shall be no sloped surfaces visible from a public street, public trail or public open space. 3. Internal circulation must be designed such that parking surfaces are level (or without any slopes) along all primary facades. 4. Elevator and stairs shall be highlighted architecturally so visitors, internally and externally, can easily access these entry points. 5. Signage and wayfinding shall be integrated with the architecture of the parking structure and be architecturally compatible with the design. 6. Interior garage lighting shall not produce glaring sources toward adjacent properties while providing safe and adequate lighting levels. 7. Where a driveway crosses a public sidewalk, the driveway shall be a different color, texture, or paving material than the 		<p>the glass-fronted retail/commercial spaces on the ground floor. No sloped areas of the parking garage are visible from the public right of way.</p> <ol style="list-style-type: none"> 3. All parking is done on a flat, level surface. 4. Elevators are spaced evenly throughout the parking areas and the main stairway and elevator are accessed nearby the commercial facilities on the ground floor nearby a wide opening in the garage. 5. The Applicant will provide all necessary wayfinding and signage materials to ensure tenants and visitors are able to navigate properly. 6. The Applicant has indicated in their design review narrative that there will be no light pollution from the parking garage onto neighboring properties. 7. The Applicant's plans indicate a different paving material between the public sidewalk and the parking garage access. 8. The parking is located behind habitable space anticipated to become a retail or other commercial use. End users have not been named at this time. 9. The parking garage is fully enclosed within the principal building. Garage doors are proposed over the two entry points and openings are kept away from neighboring properties.
--	--	--

<p>sidewalk to warn drivers of the possibility of pedestrians in the area.</p> <p>8. The street level facing facades of all parking structures shall be wrapped along all street frontages with habitable space that is occupied by a use that is allowed in the zone as a permitted or conditional use.</p> <p>9. Parking structures shall be designed to minimize vehicle noise and odors on the public realm.</p>		
--	--	--

21a.59.050: Standards for Design Review: The standards in this section apply to all applications for design review as follows:

For applications seeking modification of base zoning design standards, applicants shall demonstrate how the applicant's proposal complies with the standards for design review that are directly applicable to the design standard(s) that is proposed to be modified.

For applications that are required to go through the design review process for purposes other than a modification to a base zoning standard, the applicant shall demonstrate how the proposed project complies with each standard for design review. If an application complies with a standard in the base zoning district or with an applicable requirement in chapter 21A.37 of this title and that standard is directly related to a standard found in this section, the Planning Commission shall find that application complies with the specific standard for design review found in this section. An applicant may propose an alternative to a standard for design review provided the proposal is consistent with the intent of the standard for design review.

Standard	Finding	Rationale
<p>A) Any new development shall comply with the intent of the purpose statement of the zoning district and specific design regulations found within the zoning district in which the project is located as well as the City's adopted "urban design element" and adopted master plan policies and design guidelines governing the specific area of the proposed development.</p>	<p>Complies</p>	<p>The proposed Kozo House Apartments comply with the purpose statement of the TSA Zoning District in that it provides a more dense, walkable neighborhood project nearby mass transit. The subject properties are located within the Capitol Hill Master Plan area where the future land use map indicates they are intended to be low density and medium/high density residential. While the TSA Zoning District allows for a higher density than anticipated by the Capitol Hill Master Plan the project still supports the intention of these subject properties to be residential.</p>

		<p>The subject properties are located within the “Viaduct Station” component of the North Temple Boulevard Plan and is classified as a transition area where a mix of land uses and housing types ranging from three to four story buildings are anticipated. Buildings in this area are encouraged to be built to the property line and have their parking located within or behind the principal building.</p> <p>The proposed Kozo House project will be six stories in height which is significantly taller than the existing single and two-family homes along 200 North.</p>
<p>B) Development shall be primarily oriented to the sidewalk, not an interior courtyard or parking lot.</p> <ol style="list-style-type: none"> 1. Primary entrances shall face the public sidewalk (secondary entrances can face a parking lot). 2. Building(s) shall be sited close to the public sidewalk, following and responding to the desired development patterns of the neighborhood. 3. Parking shall be located within, behind, or to the side of buildings. 	<p>Complies</p>	<ol style="list-style-type: none"> 1. The primary entrances to the building are located along 200 North and 600 West. There is a private plaza accessible from 200 North which will provide secondary access to units and other private amenities for the Kozo House tenants. 2. The principal building is sited so it will be built at the property line. This project is located in a neighborhood which is transitioning from detached single and two-family residences to more dense and taller projects. 3. The parking for Kozo House Apartments is located in structured parking in two levels under the principal building.
<p>C) Building facades shall include detailing and glass in sufficient quantities to facilitate pedestrian interest and interaction</p> <ol style="list-style-type: none"> 1. Locate active ground floor uses at or near the public sidewalk. 2. Maximize transparency of ground floor facades. 3. Use or reinterpret traditional storefront elements like sign bands, clerestory glazing, articulation, and architectural detail at window transitions. 4. Locate outdoor dining patios, courtyards, plazas, habitable landscaped yards, and open spaces so they have a direct visual connection to the street and outdoor spaces. 	<p>Complies</p>	<ol style="list-style-type: none"> 1. Commercial spaces are located at the ground floor of the proposed development with direct access to the public sidewalk. 2. 82% of the street-facing facades at the ground floor level is glass. 3. The Applicant has not proposed tenant/end user signage for the uses at the ground floor but they will be designed to be compatible with the primary building signage 4. There are no outdoor dining patios, courtyards, plazas, habitable landscaped yards, and open spaces.
<p>D) Large building masses shall be divided into heights and sizes that relate to human scale.</p> <ol style="list-style-type: none"> 1. Relate building scale and massing to the size and scale of existing and anticipated 	<p>Complies</p>	<ol style="list-style-type: none"> 1. The proposed building will be the tallest of its neighbors but still within the allowances of the zoning ordinance. The massing of the building is similar to those found along the neighboring North Temple Boulevard and are

<p>buildings, such as alignments with established cornice heights, building massing, step-backs and vertical emphasis.</p> <ol style="list-style-type: none"> 2. Modulate the design of a larger building using a series of vertical or horizontal emphases to equate with the scale (heights and widths) of the buildings in the context that reduce the visual width or height. 3. Include secondary elements such as balconies, porches, vertical bays, belt courses, fenestration and window reveals. 4. Reflect the scale and solid-to-void ratio of windows and doors of the established character of the neighborhood or that which is desired in the master plan. 		<p>consistent with the expectations outlined in the TSA Zoning District</p> <ol style="list-style-type: none"> 2. The Applicant has designed the principal building with a distinctive base, middle and top to mitigate the vertical emphasis of the overall height of the building. 3. The principal building includes balconies within the “middle section” of the structure for the usage of the tenants. Each unit has its own balcony and the Applicant has provided additional balconies and communal open space on the upper levels. 4. The residential levels of the Kozo House Apartments building provide balconies and windows yet provide for the privacy of their residents. The ground floor of the principal building offers a much higher percentage of glass which reflects the commercial uses found within the neighborhood, especially along North Temple Boulevard.
<p>E) Building facades that exceed a combined contiguous building length of two hundred feet (200') shall include:</p> <ol style="list-style-type: none"> 1. Changes in vertical plane (breaks in façade); 2. Material changes; and 3. Massing changes. 	<p>Complies with Design Review Approval</p>	<p>The façade of the Kozo House Apartments along 200 North exceeds 200 feet. The Applicant has responded to this requirement by modulating the façade in two by the incorporation of the amphitheater steps which lead to the interior courtyard.</p>
<p>F) If provided, privately-owned public spaces shall include at least three (3) of the six (6) following elements:</p> <ol style="list-style-type: none"> 1. Sitting space of at least one sitting space for each two hundred fifty (250) square feet shall be included in the plaza. Seating shall be a minimum of sixteen inches (16”) in height and thirty inches (30”) in width. Ledge benches shall have a minimum depth of thirty inches (30”) 2. A mixture of areas that provide seasonal shade. 3. Trees in proportion to the space at a minimum of one tree per eight hundred (800) square feet, at least two inch (2”) caliper when planted. 4. Water features or public art. 5. Outdoor dining areas. 	<p>Complies</p>	<p>The proposed project includes a mixture of areas that provide seasonal shade within the internal courtyard. The interior courtyard is approximately 7,852 square feet in size which would require 31 sitting spaces; the interior courtyard has provided ample wall seating and individual movable chairs. Outdoor dining areas have also been included within the interior courtyard.</p>

<p>6. Other amenities not listed above that provide a public benefit.</p>		
<p>G) Building height shall be modified to relate to human scale and minimize negative impacts. In downtown and in the CSHBD Sugar House Business District, building height shall contribute to a distinctive City skyline.</p> <p>1. Human scale:</p> <p>a. Utilize stepbacks to design a building that relate to the height and scale of adjacent and nearby buildings, or where identified, goals for future scale defined in adopted master plans.</p> <p>b. For buildings more than three (3) stories or buildings with vertical mixed use, compose the design of a building with distinct base, middle and top sections to reduce the sense of apparent height.</p> <p>2. Negative impacts:</p> <p>a. Modulate taller buildings vertically and horizontally so that it steps up or down to its neighbors.</p> <p>b. Minimize shadow impacts of building height on the public realm and semi-public spaces by varying building massing. Demonstrate impact from shadows due to building height for the portions of the building that are subject to the request for additional height.</p> <p>c. Modify tall buildings to minimize wind impacts on public and private spaces, such as the inclusion of a wind break above the first level of the building.</p> <p>3. Cornices and Rooflines:</p> <p>a. Cohesiveness: Shape and define rooflines to be cohesive with the building's overall form and composition.</p>	<p>Complies</p>	<p>1) a. Stepbacks are not included in this design.</p> <p>b. The ground floor hosts storefronts and other commercial users to engage pedestrians along 600 West and 200 North. 82% of the ground floor along 200 North and 600 West is glass and the remainder of the ground floor is concrete. There are horizontal bands of concrete along the northern and eastern facades which meet at the corner of the building in an apparent cantilever. The middle of the building consists of the residential units which have less glazing to allow for additional resident privacy. Balconies are included to break up the solid appearance of the long facades, particularly along 200 North. The top section of the building includes the flat roof which is wrapped in an architectural feature to give the appearance of a more solid object being cantilevered over the glazing on the top floor. Additional screening material is found on top of the flat roof to hide mechanical equipment from sight.</p> <p>2. a. The proposed building will be the tallest of its neighbors. The closest building in height to the proposed Kozo House Apartments is 644 City Station which is five stories above grade; Kozo would be six stories above grade. There is not a step-down to the existing detached homes on the northern side of 200 North where the properties are zoned SR-1A and SR-3.</p> <p>b. Shadow impacts have not been studied.</p> <p>c. Because the proposed building does not exceed 75 feet in height wind impacts have not been calculated. Awnings are provided over ground floor entrances which will help mitigate any detrimental wind effects for pedestrians walking by Kozo House.</p>

<p>b. Complement Surrounding Buildings: Include roof forms that complement the rooflines of surrounding buildings.</p> <p>c. Green Roof and Roof Deck: Include a green roof and/or accessible roof deck to support a more visually compelling roof landscape and reduce solar gain, air pollution, and the amount of water entering the stormwater system.</p>		<p>3. a. The parapet element of the west side of the building is of a wood panel rainscreen design to contrast with the middle section of the building The flat roof will complement the Japanese style-inspired architecture of the Kozo House Apartments.</p> <p>b. The flat roof complements the roofline of multiple surrounding buildings including 644 City Station and the Biomat commercial building along North Temple Boulevard. The Rendon Terrace Apartments and Sedona Apartments have lower-pitched roofs which ease the transition between the proposed flat roof and the pitched roofs of the single and two-family dwellings in the neighborhood.</p> <p>c. A green roof for this development would constitute an additional habitable story and would exceed the allowable height maximums.</p>
<p>H) Parking and on site circulation shall be provided with an emphasis on making safe pedestrian connections to the sidewalk, transit facilities, or midblock walkway.</p>	<p>Complies</p>	<p>Parking for the project will be provided in a two-level parking garage beneath the principal building. The two entrances for the parking garage are on 200 North and 600 West of the project to minimize potential areas of conflict between pedestrians and vehicles entering or exiting the garage. The commercial spaces are located directly adjacent to the public sidewalk so patrons of these businesses will not need to navigate through the parking garage or internal courtyard to reach their destinations..</p>
<p>I) Waste and recycling containers, mechanical equipment, storage areas, and loading docks shall be fully screened from public view and shall incorporate building materials and detailing compatible with the building being served. Service uses shall be set back from the front line of the building or located within the structure.</p>	<p>Complies</p>	<p>Trash and recycling containers are stored within the parking garage. A dumpster is located midway along the western face of the building on the ground floor where it will be accessible by an existing alley for trash pickup service.</p> <p>Storage areas for the tenants and residents of Kozo House are enclosed within the parking structure.</p> <p>The remaining mechanical equipment will be located on the flat roof of the primary building where it will be further screened from view by a metal screen installment.</p>
<p>J) Signage shall emphasize the pedestrian/mass transit orientation.</p> <p>1. Define specific spaces for signage that are integral to building design, such as commercial sign bands</p>	<p>Complies with Condition of Approval</p>	<p>1. The proposal includes signage above the entrances to the parking garage and adjacent to the leasing office as well as perpendicular signage for the ground-level commercial users. These signs will be backlit and framed with a black powder coated metal to illuminate the</p>

<p>framed by a material change, columns for blade signs, or other clearly articulated band on the face of the building.</p> <ol style="list-style-type: none"> 2. Coordinate signage locations with appropriate lighting, awnings, and other projections. 3. Coordinate sign location with landscaping to avoid conflicts. 		<p>signage without light pollution escaping onto neighboring properties.</p> <ol style="list-style-type: none"> 2. The locations of the proposed signage correspond to material changes on the exterior of the building along with other architectural features. 3. The locations of the proposed signage have been coordinated with the proposed landscaping to ensure legibility without landscape interference.
<p>K) Lighting shall support pedestrian comfort and safety, neighborhood image, and dark sky goals.</p> <ol style="list-style-type: none"> 1. Provide street lights as indicated in the Salt Lake City Lighting Master Plan. 2. Outdoor lighting should be designed for low-level illumination and to minimize glare and light trespass onto adjacent properties and uplighting directly to the sky. 3. Coordinate lighting with architecture, signage, and pedestrian circulation to accentuate significant building features, improve sign legibility, and support pedestrian comfort and safety. 	<p>Complies with Condition of Approval</p>	<ol style="list-style-type: none"> 1. Both 600 West and 200 North are classified as local streets which are not depicted on the Salt Lake City Lighting Master Plan Map. 2. The Applicant's narrative states the project will primarily be illuminated with downlighting in the soffit areas of inset amenity and store front spaces with some reflected backlit signage. Additional lighting as dictated by the electrical engineer's analysis of site photometric study will be accomplished through dark sky compliant down lighting. 3. The location of the project lighting is sited to allow pedestrians and tenants to move safely about the street, parking garage, and internal private courtyard without spilling light onto neighboring properties.
<p>L) Streetscape improvements shall be provided as follows:</p> <ol style="list-style-type: none"> 1. One street tree chosen from the street tree list consistent with the City's urban forestry guidelines and with the approval of the City's Urban Forester shall be placed for each thirty feet (30') of property frontage on a street. Existing street trees removed as the result of a development project shall be replaced by the developer with trees approved by the City's Urban Forester. 2. Hardscape (paving material) shall be utilized to differentiate privately-owned public spaces from public spaces. Hardscape for public sidewalks shall follow applicable design standards. 	<p>Complies with Condition of Approval</p>	<ol style="list-style-type: none"> 1. The project is 300 feet wide along 200 North and 175 feet wide along 600 West, which would necessitate 16 street trees (10 trees along 200 North and 6 along 600 West). These trees will be installed at the building permit level and must be approved by the Urban Forester prior to planting. This is included as a recommended condition of approval. 2. <ol style="list-style-type: none"> a. The private open spaces included in this proposal are hard-surfaced with concrete which is durable, easily repaired and requires a minimal level of maintenance. b. The proposal includes a private interior courtyard with planting areas

<p>Permitted materials for privately-owned public spaces shall meet the following standards:</p> <ul style="list-style-type: none"> a. Use materials that are durable (withstand wear, pressure, damage), require a minimum of maintenance, and are easily repairable or replaceable should damage or defacement occur. b. Where practical, as in lower-traffic areas, use materials that allow rainwater to infiltrate into the ground and recharge the water table. c. Limit contribution to urban heath island effect by limiting use of dark materials and incorporating materials with a high Solar-Reflective Index (SRI). d. Utilize materials and designs that have an identifiable relationship to the character of the site, the neighborhood, or Salt Lake City. e. Use materials (like textured ground surfaces) and features (like ramps and seating at key resting points) to support access and comfort for people of all abilities. f. Asphalt shall be limited to vehicle drive aisles. 		<p>interspersed throughout. Additionally, the landscaping and seating areas along 200 North and 600 West will be installed using materials which promote the infiltration of rainwater into the ground.</p> <ul style="list-style-type: none"> c. The materials utilized in the proposal are light in color. d. The proposal incorporates wood, metal, and concrete siding which are durable materials. The proposed building is comparably tall and built in a similar architectural style to other projects located in the TSA Zoning District. e. The project includes a variety of seating options within the public right of way along 200 North and 600 West. Similarly, the interior courtyard provides ample opportunities for people of all abilities to travel and sit together. f. Asphalt is limited to the drive aisles and the parking garage.
---	--	--

ATTACHMENT F: Public Process and Comments

The following is a list of public meetings that have been held, and other public input opportunities, related to the proposed project:

- 6/10 – Early notification sent out
- 6/17-9/1 – Online Open House held on Planning Department’s website
- 6/30 – TSA Score noticing period ended
- 8/3 – Design Review noticing period ended

Notice of the public hearing for the proposal included:

- Public hearing notice mailed: 10/1
- Public hearing notice sign posted on property: 10/2
- Public hearing notice posted on City and State websites and Planning Division list serve: 10/1

Public Comments

A notice of application was provided to the Fairpark Community Council. To date staff has not received a request for a meeting with the Community Council or any feedback or comments from the Community Council.

Staff has received multiple comments from residents of the surrounding properties primarily expressing concern about the project:

- Impacts to 200 North – Neighbors are concerned about the inclusion of retail uses along 200 North at this location because it will alter the residential characteristic of the neighborhood. Additionally they are concerned about the access to the parking garage and any increase of traffic along the dead-ended segment of the street.
- Adequacy of Parking – Neighbors are highly concerned there will not be adequate parking for the new units Kozo House Apartments will bring into the neighborhood and have indicated it is already difficult to find on-street parking. They are concerned that the parking along the northern side of 200 North will no longer be available to them due to their anticipated increase of traffic and parking demand in the neighborhood.
- Overall building height and density– Neighbors are concerned about the impact a 67’ tall building will have on their neighborhood where the maximum building height is 23’. Additionally, the project add 312 units to the neighborhood and the neighbors are worried about the effect this density will have on the character of their neighborhood.

From: [Anderson, John](#)
To: [Justin J. Miller: Planning Public Comments](#)
Cc: [Miller, Caitlyn](#)
Subject: RE: (EXTERNAL) Kozo House Comments
Date: Tuesday, October 13, 2020 12:44:21 PM

Justin,

Your comments are appreciated and they will be shared with the Planning Commission prior to their meeting tomorrow evening. If you would like to participate in the meeting please follow the directions on the meeting's agenda:

<http://www.slcdocs.com/Planning/Planning%20Commission/2020/PC10.14.2020agenda.pdf> If you have additional questions or comments, please let me know.

JOHN ANDERSON
Planning Manager

PLANNING DIVISION
COMMUNITY *and* NEIGHBORHOODS
SALT LAKE CITY CORPORATION

TEL 385-226-6479

www.SLC.GOV

From: Justin J. Miller <madeinfurtwangen@yahoo.com>
Sent: Tuesday, October 13, 2020 12:32 PM
To: Planning Public Comments <planning.comments@slcgov.com>
Subject: (EXTERNAL) Kozo House Comments

My name is Justin Miller. I own the property directly east of the proposed Kozo House development (162 N 600 West). I have owned this property for over 16 years. During the time I have owned this property I have seen this area greatly improve as new public and private investments have poured into the neighborhood. This area in the last decade has become much more safe, walk able, and livable. As a longtime property owner in the neighborhood I wanted to write to express my support for the proposed development. The smaller units in the Kozo House development are a unique approach to a more affordable type of housing that Salt Lake City desperately needs. The facade length exception request should be granted because the design is beautiful and appears to match the spirit of the zoning requirements, and this development will bring more much needed high density housing and commercial space to our neighborhood. I urge the planning commission to approve the proposed project and encourage more investment into our neighborhood.

Best,

Justin Miller

From: [Marina](#)
To: [Miller, Caitlyn](#)
Subject: (EXTERNAL) Housing Development on 600 W / 200 N
Date: Monday, October 12, 2020 8:28:22 PM

Hello,

I just wanted to get more info on why new developments are going up on 600 W and 200 N. I don't claim to be an expert on this project and its repercussions, but to know that so many of my neighbors here on the west side are up in arms about it is pretty telling. I understand that the city has been struggling with housing but I'm pretty sure that big, fancy developments replacing our neighborhoods aren't the answer, especially when, even if a fraction of available housing is "affordable," the majority of it still promotes gentrification in our neighborhood.

Like I stated earlier, I'm no expert, so I would just like to get more information on why this is worth destroying existing homes.

Thanks,

Marina Gutierrez

From: [Brown Berets](#)
To: [Miller, Caitlyn](#); [Planning Public Comments](#)
Subject: (EXTERNAL) Oppose KOZO House apartments
Date: Monday, October 12, 2020 2:56:25 PM

Greetings Caitlyn Miller and planning commission,

We are the Rose Park Brown Berets and we demand that you OPPOSE the KOZO HOUSE apartments. This is another gentrification plan that is forcibly kicking out people of the neighborhood which is violent. Gentrification does harm to marginalized communities and we have seen how it has negatively impacted west side communities by kicking people out of the neighborhoods and the police harassment/brutality that comes with it. We are under a pandemic and there is not enough affordable housing. The development does not fit in with the neighborhood and contributes to the destruction of it.

To preserve the integrity and culture of the Guadalupe neighborhood we ask you to oppose the KOZO HOUSE apartments.

Thank you!

sincerely,
Rose Park Brown Berets

From: [Barbershop](#)
To: [Miller, Caitlyn](#)
Cc: [Planning Public Comments](#)
Subject: (EXTERNAL) Marmalade KOZO Apartments Development
Date: Monday, October 12, 2020 9:56:40 AM

Hello,

I am a resident and small business owner of the marmalade neighborhood. I am emailing to ask you to reject the KOZO apartment plan. This new building destroys the character and the culture of our beautiful community. Removing and relocating the families in the homes that will be destroyed for this project is malicious and unethical. These are not the changes we want to see in our Guadalupe, Marmalade, and Rose Park neighborhoods.

Thank you.

-Stefahn

Stef's Place SLC

From: [Anderson, John](#)
To: [Keenan Lins; Planning Public Comments](#)
Cc: [Miller, Caitlyn](#)
Subject: RE: (EXTERNAL) Do Not Kick These People Out of Their Homes
Date: Monday, October 12, 2020 9:53:26 AM

Keenan,

Your comments are appreciated and they will be shared with the Planning Commission prior to the public hearing on Wednesday evening. You may participate in the meeting by following the instructions on the meeting's agenda: <http://www.slcdocs.com/Planning/Planning%20Commission/2020/PC10.14.2020agenda.pdf> If you have additional comments please let me know.

JOHN ANDERSON
Planning Manager

PLANNING DIVISION
COMMUNITY and NEIGHBORHOODS
SALT LAKE CITY CORPORATION

TEL 385-226-6479

WWW.SLC.GOV

-----Original Message-----

From: Keenan Lins <kcl2148@columbia.edu>
Sent: Monday, October 12, 2020 8:53 AM
To: Planning Public Comments <planning.comments@slcgov.com>
Subject: (EXTERNAL) Do Not Kick These People Out of Their Homes

Hello,

My name is Keenan Lins, I am a resident of Salt Lake City and have been for 19 years. 7 Homes on 200N 600W are currently occupied, residents have built lives there much like you and I in our homes. I would be devastated to see my house razed to build yet another nice apartment building. Salt Lake City cannot keep gentrifying and pushing its residents, who have every right to live there, further away from the city. I demand that you do not move forward with the KOZO apartments plan and show fellow residents of Salt Lake City that you reject gentrification and that people all income levels are residents of Salt Lake City that matter.

Thank you,
Keenan

From: [Emma Leppink](#)
To: [Miller, Caitlyn](#)
Subject: (EXTERNAL) KOZO Apartments 200 N 600 W concerns
Date: Monday, October 12, 2020 9:14:44 AM

Hello,

My name is Emma Leppink and I am a resident living in the area where the proposed KOZO Apartments are planning to be built. I am highly against the gentrification of this area pushing out poor folks to make room for unnecessary high rises. This community is full of all different kinds of people who are struggling to make it day to day. Tearing down multiple family homes to charge up the ass for poorly made apartments is unethical and completely wrong.

Please consider what this will do for the community - more harm than good.

Sincerely,

Emma Leppink
Concerned Citizen

From: [Brown Berets](#)
To: [Miller, Caitlyn](#); [Planning Public Comments](#)
Subject: (EXTERNAL) Oppose KOZO House apartments
Date: Monday, October 12, 2020 2:56:25 PM

Greetings Caitlyn Miller and planning commission,

We are the Rose Park Brown Berets and we demand that you OPPOSE the KOZO HOUSE apartments. This is another gentrification plan that is forcibly kicking out people of the neighborhood which is violent. Gentrification does harm to marginalized communities and we have seen how it has negatively impacted west side communities by kicking people out of the neighborhoods and the police harassment/brutality that comes with it. We are under a pandemic and there is not enough affordable housing. The development does not fit in with the neighborhood and contributes to the destruction of it.

To preserve the integrity and culture of the Guadalupe neighborhood we ask you to oppose the KOZO HOUSE apartments.

Thank you!

sincerely,
Rose Park Brown Berets

From: [maximo guerra](#)
To: [Miller, Caitlyn](#)
Subject: Re: (EXTERNAL) Re: Notice of Application - Petition Number PLNPCM2020-00260, 00258, ; Address 157 North 600 West/633 West 200 North, 84116
Date: Tuesday, July 28, 2020 4:59:43 PM

Caitlyn,

I wanted to know if the application for the six story rental building had been approved?

I also wanted to raise some concerns with this application for this project. It is my understanding that current use for subject property is single family homes, duplex, and four plex, but this new project will substantially change the character of our neighborhood if a six story retail/apartment building is allowed.

How does the Planning Commission plan to address the impact that this new project will have on the people living on 200 north? The residents that currently living on 200 currently do not have adequate parking space on 200 north since the apartment complex that was built about 12 years ago behind subject property (south of the project) does not have adequate parking and the tenants are currently parking on 200 north. This new project appears to have retail space and numerous apartments that will result in not having adequate parking on 200 north or 600 west for that matter. It also appears that the entry and exit point for the new building will be on 200 north which will dramatically increase traffic flow on 200 north that is currently a dead end road. Any entry and exit point should be through 600 west and not 200 north.

Please provide information as to how many units are likely to be approved, where parking will be for said units, will retail be allowed in this residential area, where will the entry and exit (for cars) points into the new building? Finally, where can I find this Transit Station Area Development Guidelines that is mentioned in the letter that I received and how can I and my neighbors raise our concerns about this new project? Thank you.

Best Regards,

Max Guerra

From: Miller, Caitlyn <Caitlyn.Miller@slcgov.com>
Sent: Friday, July 17, 2020 10:23 AM
To: maximo guerra <maximorguerra@hotmail.com>
Subject: RE: (EXTERNAL) Re: Notice of Application - Petition Number PLNPCM2020-00260, 00258, ; Address 157 North 600 West/633 West 200 North, 84116

Good morning Max,

Comments and Concerns Raised by the 200-North Property Owners
with the Kozo House Project being Proposed

- 1. Entry and Exit Points** - Entry and exit points to the onsite parking structure should be restricted to 600 West and away from 200 North. The number of units being proposed for this project will dramatically increase traffic on our no-outlet street at 200 North and therefore severely limit our ability to get in and out of our homes. The 200 North street was not designed to handle a large amount of traffic or congestion, but rather designed as a quiet, kid friendly, low traffic street and we would want it to remain as such.
- 2. No Retail on 200 North** – Retail should not be allowed on 200 North since it will change the character of our residential street and neighborhood. Our community is made up of predominately residential homes and there is currently only a very small retail store (bodega) on the corner of 600 West and 500 north. If the Kozo House project desires retail, it should be very limited and restricted to 600 West with a very small footprint; we don't want our community on 200 North turned into retail space, plus the short no-outlet street on 200 North cannot accommodate retail traffic flow since it already has congestion resulting from the overflow parking coming out of the rear of the 644 North Temple City Station Apartments (City Station); traffic entering 200 North is required do a U-turn at the end of the street while one-way traffic coming out in the opposite direction exits from the rear of City Station onto 200 North street, causing congestion, and would only be congested further with any additional retail and residential traffic from the Kozo House project as currently proposed by the developer. It is our opinion that retail should remain primarily on North Temple where the current zoning was designed to handle retail traffic and has the required parking. In addition, there is currently little to none on-street parking available on 200 north and 600 West for additional retail or residential traffic with the Kozo House project, since the residents currently living on 200 North and 600 West are already fighting for what little on-street parking is available.
- 3. Limit the Height of the Building** - We do not think that a six-story building currently fits in with the character of our community and will certainly not provide our neighborhood or homes with increased value, instead detracts. On 600 West and 200 north, there are currently no homes or buildings higher than three stories. Therefore, we believe that Kozo House project height should not exceed 3 stories and that includes any parking structure therein.
- 4. Limit the Number of Units** - Kozo House project should not be approved for 312 units and should contain substantially less units. Our current community is not made up of high-rise apartment buildings with high density units, but rather mostly single family/duplex/fourplex homes. If the City allows 312 units, it will significantly change our community and will only result in driving the down the value of the homes in the area. We would encourage you to reduce the number of units so that it will not have such an adverse impact on our current community.

- 5. Adequate and Additional Parking** - Since on-street parking is virtually nonexistent on 200 North and 600 West, we would insist that the parking structure built on the project have more than the number of required parking spaces per unit for off-street parking. Our recommendation is that it should be 3 or more parking spaces per housing or retail unit in order for the parking structure to accommodate the parking needs that today's resident and their guests are likely to require without impacting the current use of on-street parking spaces by the residents that currently live on 200 North and 600 West. In addition, it should have adequate parking for any retail traffic permitted so that the use of on-street parking would not be necessary and since on-street parking on 600 West and 200 North is non-existent with current use. We have lived in this community for a number of years and we have not been impressed with the number of apartment buildings approved and built with poor planning for parking; poorly planned apartment buildings are only resulting in a poor quality of life for the residents of the community. We do not want our City to become another New York City or San Francisco which has failed to provide vision and planning. If the City continues to approve project that negatively impact the community, your residents will flee the City for the suburbs. We currently like where we live and are not opposed to progress, but we will not continue to live here if the Kozo House project diminishes the quality of life, especially with inadequate parking spaces and increased congestion being experienced on 200 North. For example, the City Station apartments were built with inadequate parking and has only resulted in their tenants taking up what little on-street parking was available to the residents already living on 200 North and 600 West. The City Station apartments should not have been approved without a parking structure because the ground level parking is not adequate for the number of units approved. Also, the apartments on 500 West between 300 North and 400 North do not have adequate parking and the residents are resorting to parking on the streets instead of having parking on site. When we walk or drive on 500 West, it is filled with congestion. We believe the City can do much better in requiring the developers to provide a higher quality build and life for the residents in the community, such as the Rendon Terrace Senior Living Apartments located at 158 North 600 West that contains nice architectural features and adequate off street parking.
- 6. Exclusive Parking on Northside of 200 West** - We would like to see exclusive on-street parking on northside of 200 North for the residents that live on the northside of 200 North. Please let us know how we can get exclusive on-street parking with parking decals for the residents on the northside of 200 North.
- 7. Adequate Setback from the Sidewalk** - We would request that the Kozo House project only get approved if there is more than a 25-foot setback from the sidewalk since this is the current setback that we have in our neighborhood. We do not consider the recently built buildings in our community that have less than five feet setbacks from the sidewalk desirable or attractive.
- 8. Dog Park** - In our review of the proposed building renderings, we did not see space provided for a dog park. This should be a requirement based on the high number of units being proposed. We are already dealing with the pet owners living at the nearby City Station apartments that periodically walk their pets onto our lawns to pooh and we are required to clean up after them.
- 9. Parking Structure Facade and Placement** - The building should not be approved with an unattractive parking structure façade or that the parking façade is viewable from 200 North.

We do not want to face an unattractive parking structure when we walk outside of our homes since this will only decrease the value of our homes. The parking structure should have all entry and exit point only from 600 West since 600 West is designed to handle the traffic. Also, the parking structure should be located toward the interior of the building and the rear exterior of the parking structure should face City Station; it is our understanding that Kozo House and City Station involve affiliated property owners and could benefit from the placement of the parking structure adjacent to the lots of Kozo House and City Station so that their tenants can mutually utilize the parking structure and thereby cut back on the current congestion and lack of on-street parking occurring on 600 West and 200 North.

10. Street Lighting – We would also like to see that there are no flood lights or tall light post that increases the amount of nighttime light glare on 200 North. The lights should point down and not toward the homes on the northside of 200 North so that the residents can sleep at night with minimal light pollution and glare.

11. First Class Architectural Design of the Building - We would request the that the Kozo House project contain beautiful façade/color and architectural design/features that is not just a big unattractive box. We expect our City officials to set higher standards and demand that developers and property owners build quality buildings that add value to the homes in the community and are pleasant to look at.

Submitted on Behalf of the following Owners:

1. Scott Schlenker, 205 North 600 West, Salt Lake City, Utah 84116
2. Sharon Mateaki, 612 West 200 North, Salt Lake City, Utah 84116
3. John Bouzek, 618 West 200 North, Salt Lake City, Utah 84116
4. Kim Guess, 624 West 200 North, Salt Lake City, Utah 84116
5. Max Guerra, 632 West 200 North, Salt Lake City, Utah 84116
6. Alvie Carter, 640 West 200 North, Salt Lake City, Utah 84116

ATTACHMENT G: Department Review Comments

Sustainability: No comments

Zoning:

PLNPCM2020-00258, Design Review for project at 175 N. 600 West, for Kozo House Apartments, in zoning district TSA-UC-T, needing modification of requirements of 21A.37;

Provide designs and calculations to plans and/or documents addressing requirements of 21A.37.050 and 060 or have modified through Design Review application; recommend that all requirements of 21A.37 for project be addressed for application processes, including for building permit review, be listed and noted to be per zoning ordinance (and how being met) or noted to be per Design Review (and how are allowed to vary from ordinance requirement);

Meet also commercial zoning district general requirements of 21A.26.010; on site and other applicable plans, provide design and calculations addressing 21A.26.078.F; for any modifications from requirements, include in Design Review application, where available;

Provide designs and parking calculations addressing minimum required parking that is per 21A.44.030.G.2, also address minimum required electric vehicle charging station and bicycle parking 21A.44.050, and address 21A.44.070 and 080 for loading berth requirements; at calculations, also address maximum allowable parking count, per 21A.44.030.H.2;

Pursue planning petition process(es) to consolidate existing parcels;

On site type plans, depict property lines with lengths noted and note setback distances for building to property lines; also, address front and corner side yard minimum yard for minimum percentage of façade of 21A.26.078.E.3.b with distance dimensions and façade percentages on site plan;

Excess height (over 60' max. for one additional story) that is proposed is available per 21A.26.078.E.2.b; however, that structure height (roof deck height) may be exceeded only as is available per 21A.36.020.C table Height Exceptions and as per 21A.40.190 Small Solar Energy Collection Systems- furnishings such as walls, counters, benches, shade structures, etc. may not be installed atop roof as are not available per the codes referred to, nor other codes of zoning ordinance;

Structure height is compared to average of finished grade for each building face (21A.62.040), so it is helpful to provide spot elevation for grade at each corner of building in elevation drawings; "Trash location" on site to be enclosed with structure per 21A.48.120; private lands tree preservation per 21A.48.135, park strip landscaping to be per 21A.48.060; water efficient landscaping required per 21A.48.055; all landscaping to be per 21A.48;

Signage permitted by separate sign permit(s), to be proposed per 21A.46;

Both demolition waste recycling and construction waste recycling plan reviews may be required; Obtain and use certified address (get from SL City Engineering); obtain required, separate demolition permits for all existing principal buildings;

To pay Impact Fees for new dwelling unit count and new non-residential square footage; to seek exemptions available from demolition of principal use square footage and or residential dwelling unit(s)

Building Services: No Building Code concerns with the submitted design review drawings.

Engineering: No plans were found in Accela for this but Engineering has no comment on architectural features that don't impact the public way.

Transportation: Parking calculations must be provided however the amount of parking provided appears to satisfy the parking requirement for TSA zone. The minimum 8 foot wide pedestrian sidewalk appears sufficient. Per 21A.44.080, loading berths shall be required. The egress from the parking structure shall provide a ten foot sight distance triangle to avoid pedestrians conflicts where the driveway crosses the sidewalk.

Public Utilities: The existing water main appears to be inadequate to provide fire protection and will need to be replaced. Full Site, Utility and building plans will be reviewed by public utilities when submitted for building permit. Site will require a technical drainage study and onsite stormwater detention and treatment. All public utility standards, policies, and ordinances must be met. There are multiple water and sewer services to these properties. All unused services must be capped at the main. The water and sewer mains in 200 North are in the park strip. Building, landscaping and design should consider the location of these utilities.

Fire: No Comments

Urban Forestry: No Comments

Attachment D:
Additional Public Comments

From: [Casey Carrigan](#)
To: [Miller, Caitlyn](#)
Subject: (EXTERNAL) My support for the Kozo house, explained
Date: Wednesday, November 18, 2020 8:16:18 PM

Hello Caitlyn,

I originally sent this message to Chris Wharton, my city representative. In his response he advised I forward it to you. Having put all my effort into the original email, I'm simply going to copy and paste it. My opinion, in short, is in support of the project as planned. Many of my neighbors have typical worries about parking and traffic that I have little sympathy for. This city needs density, and on transit corridors it needs to limit parking and make it expensive to own a car. My email follows:

"Mr. Wharton,

I've disavowed most social media these days, but I maintain an account on Next-Door because sometimes the hyper-vigilance of retirees is helpful in highlighting developments that otherwise might have escaped me.

A few years ago I was renting on the East Side, and became terrified that I would be priced out of this city. I was making a decent income bartending at one of the only bars on the West Side (far too few, still), and, although the banks became very confused, suspicious and stingy when they observed so many cash deposits (tips), I was able to land a modest little home on 900 West in Fairpark. Most people of my generation (I'm 34 years old) are not so lucky.

As my neighbor, and my representative, I'm sure you understand the many reasons one might be terrified of being priced out of Salt Lake City. I've often said that I'd consent to living nowhere else in the state. If I couldn't live here, then I'd be starting anew in Portland, Denver, or God forbid, out east. If you feel similarly, I'm sure our many reasons for putting down roots here overlap. For me: I am a committed daily bicycle commuter, and there is nowhere else in the entire valley where I could transport myself as safely as I do in SLC. This is not to say that biking in this town is safe; It is not, and must become better. But the vision of this becoming a healthier city is why I bought in. Walking distance to TRAX and a grocery store were extremely important selling points for me as well.

I ride by the Kozo House site every day. 6th west is one of the only useful north-south biking routes in the city. Many of my fellow citizens seem to have strong opinions about the parking limits imposed by the TSA, and I do as well. I am telling you in no uncertain terms that the reason I invested in this neighborhood is because I expect those limits to be enforced. Most Salt Lake City neighborhoods are simply unpleasant to inhabit on foot or on a bicycle. If the North Temple corridor is developed appropriately it will be recognized as one of the best places to live in all of Salt Lake City, I have no doubt about that.

This means we do not become sugarhouse 2.0. This means that transit and walkability are prioritized, and parking maximums become the norm within the transit corridor. I must admit, I have trouble inhabiting the minds of my NIMBY neighbors. I'm sure they see the connection between the terrible winter pollution and our near complete dependence on the automobile. Since moving to Salt Lake City I've met many people who have left explicitly because of the winter pollution. So, what gives?

I suspect the case is that many of them have simply grown cynical. If they envision the future North Temple corridor as simply another Sugarhouse, then I do not blame them for crying out in opposition. I think there are many important differences, though. For one, Sugarhouse still to this day has no useful train line. I think ambitious development along our corridor (street level commercial, dedicated bike lanes, and LOTS of apartments), if paired with the realization of the TRAX black line, would be transformational.

I love my neighborhood, but that doesn't mean I expect it to stay the same. Quite the opposite. I bought within the city because I expect rapid and exciting change. Some of my fellow citizens seem like they'd be more content out in the suburbs. But the reality is they live in one of the fastest growing cities in the country. The people are coming, and they will either drive up the cost of living and the amount of particulate pollution, and yes, traffic, or we can accommodate them smartly.

I suspect my perspective is not often represented at meetings and in letters. Although my view is quite common, most of us are younger and are busy working and raising a family, or pay mortgages and property taxes only indirectly through rent, and therefore are less connected to the mechanisms of city policy.

I hope my email balances the scales a bit, and I hope to be able to participate at the next call for public input.

Thanks for your work, and your time."

Feel free to add me to any mailing lists regarding this project and others in the area. There is so much happening in our city right now that it's hard to stay on top of all the projects!

Sincerely,

Casey Carrigan

From: [Miller, Caitlyn](#)
To: [Peter Lozancich](#); [Zoning](#); [Council Comments](#); [Wharton, Chris](#)
Subject: RE: (EXTERNAL) Kozo House development
Date: Tuesday, November 17, 2020 12:30:32 PM

Good afternoon Peter,

Thank you very much for your comments. We will ensure they are provided to the Planning Commission for their consideration.

Please let me know if you have any additional questions.

Thank you,

CAITLYN MILLER, AICP
Principal Planner

DEPARTMENT of COMMUNITY and NEIGHBORHOODS
SALT LAKE CITY CORPORATION

TEL 801-535-7706
CEL 385-315-8115
EMAIL caitlyn.miller@slcgov.com

www.SLC.GOV/PLANNING

From: Peter Lozancich <[REDACTED]>
Sent: Tuesday, November 17, 2020 12:25 PM
To: Miller, Caitlyn <Caitlyn.Miller@slcgov.com>; Zoning <Zoning@slcgov.com>; Council Comments <Comments.Council@slcgov.com>; Wharton, Chris <Chris.Wharton@slcgov.com>
Subject: (EXTERNAL) Kozo House development

Dear members of the Salt Lake City Planning Commission and City Council,

My name is Peter Lozancich. I have lived at 327 North 600 West in Salt Lake City, part of the Fairpark neighborhood, since 2001.

In the past month, I learned of the Kozo House project that is planned to be built at 600 West 200 North, **a block away from my home**. My wife spoke at a recent Planning Commission meeting that I was unable to attend.

I am urging you to reject the project as planned for the key reason that it will destroy our neighborhood. I understand the desire to replace the dilapidated homes on the corner of 600 West and 200 North, but the massive apartment complex is not the answer. The design is reminiscent of old Soviet Union architecture - flat, immense, official. If you go in, you might not come out. But its unsightliness is the least of its problems. My god, that thing is massive, way too big for the neighborhood. It will tower over nearby homes and bring too many people and cars to our streets.

Off the top of my head, I count four large apartment complexes within a block of my house. These have been a tolerable nuisance, as they are on 500 West and most of their activity is focused eastward. Still, we see an increase in traffic (especially the cars blowing through the stop signs at 600 West and 300 North) and cars, rows and rows of cars parked on the street, and sometimes in front of driveways. Beyond the railroad tracks, there are several more apartment complexes, which also add to the traffic in our neighborhood.

During all these construction projects, our street has remained mostly residential - single family homes and duplexes. That is the neighborhood I moved in to in 2001. Back then, it was not the best neighborhood, but affordable for a middle income. My neighbors and I were active in making improvements, working with the city on street lighting, traffic circles, the TRAX/Fronrunner station, the Grand Avenue design for North Temple and the planned overpass walkway for 600 West.

It is a pretty tight community, and we built it. Politicians like to spout about grassroots activism, buying local, helping your neighbors, etc. We've lived it. **Kozo House is going to destroy that.** It will be a neutron bomb in our residential neighborhood, spewing cars and traffic up and down the street. With 312 units and 171 parking slots, that leaves more than 100 vehicles to fill our street, a conservative estimate, as we all know many of those habitations (I will not call them households) will have more than one car. Those vehicles will spill past my house. I've lived in the San Francisco Bay Area. I have seen this before. What I say is not ridiculous. The street will be a nonstop parking lot. With all those vehicles on the street comes vandalism and cars that never move from the spot where they are parked. (Maybe the city sees revenue there?) Residents without an assigned parking space will drive up and down the street looking for a spot, so nonstop traffic. Your solar farms and green cars and nearness to mass transit are not going to reduce the number of cars people own, at least not for 20 or 30 years. I can't wait that long for my neighborhood to calm down.

Things are bad enough as is. When the Rail Event Center was operating last summer, we got a look at what the Kozo House will bring: tons of cars on the street, double parking, broken bottles, **people who do not care about the neighborhood.**

It's a mess. **This is NOT smart growth.**

There is no logical or practical defense for the massive development planned for 600 West and 200 North. Kozo House should never be. **Town homes are a reasonable and logical solution for the area.** Please demand that the developer rein in his ghastly plans to something that is fitting for the neighborhood.

The Kozo House plans were a shock to my system. **What is even a greater shock was the lack of notice about this monstrosity.** If my wife had not happened to see a crooked sign with a public notice on it while walking our dog, we and my neighbors would never have found out about this until demolition had begun. What the hell? How can a project this big, a project that will destroy a neighborhood, go in without telling the neighbors? My wife tells me the developer said in the public meeting that he used to live in the neighborhood, that he cares for the neighborhood. If he cared, he would have done the neighborly thing and told us what he wanted to do before plans were drawn up. Two weeks ago, I hired someone to cut down trash along the perimeter of my back yard. Before I did this, I contacted every bordering neighbor to alert them of my plans and to tell me if the workers did not pick up downed branches. A year ago, my neighbor laid concrete in his back yard for a basketball court. He warned me that there would be a lot of noise and trucks going in and out during the work. Even my lamest neighbor has the smarts to warn me when he and his friends are going to party all night by his back yard campfire. This is what neighbors do. **Do I really have to explain this?** It is obvious that this was done in stealth so that it would get so far down the pipeline, the neighborhood could not fight back. This "neighbor" does not care about our neighborhood.

As I said above, my neighbors and I have been active for years improving this neighborhood, and our work has paid off as people are now seeing it as an attractive place to set roots. Every year (except this COVID year), we see more kids and houses participating in trick or treating. In summer, people have movie nights on the front lawns and kids from many houses gather. We run together; we bike together; we raise our kids together. I have personally been to several city council meetings. I've worked with our previous city council member, Eric Jorgensen, on neighborhood projects, and have corresponded with our current council member Chris Wharton's office on an issue with the Union Pacific trains. I and my neighbors have been active citizens. So we feel more than a bit betrayed and blind-sided. Again, what the hell? Why were we not alerted by our council member or the planning commissioner who represents our district? Don't you think we would want to know about a massive apartment complex being built on our street?

If you want people to move into neighborhoods, build up those neighborhoods and make a good city, then don't betray them. Do not let massive projects that don't fit a neighborhood destroy a neighborhood. I can promise if Kozo House is built, you will see an exodus of these good people over the next few years.

Lastly, I am curious as to how something like this can go in before the railroad overpass walkway on 300 North and 500 West, and improved traffic calming measures at 300 North and 600 West. People blow through those stop signs **multiple times every day.** My kid almost got hit riding a bike last week. There is no way on Earth that the Kozo House as it is planned fits the neighborhood, but even if you shoehorn that in, you haven't prepared the neighborhood infrastructure for that mess (not that there is any way you could adequately prepare this residential neighborhood for a project that large).

I do not know how anyone in their right mind could OK this monstrosity. Scrap the Kozo House plan and let the developer build townhomes. He'll still make some money and we'll still have a neighborhood.

Thank you for your time.

Peter Lozancich

Sent from my iPad

From: [Chelene Fortier](#)
To: [Rogers, James](#); [Wharton, Chris](#); [Johnston, Andrew](#); [Valdemoros, Ana](#); [Mano, Darin](#); dan.dugam@slcgov.com; [Fowler, Amy](#); councilcomments@slcgov.com; [Mayor dallin@livemodal.com](#); [Zoning](#); planningcommisson@slcgov.com
Cc: dallin@livemodal.com; [Zoning](#); planningcommisson@slcgov.com
Subject: (EXTERNAL) 600 West Zoning
Date: Friday, October 23, 2020 6:11:51 PM
Attachments: [600 W.png](#)
[600 West Neighborhood.pdf](#)

Dear Salt Lake City Council Members, Planning Commission Members, Mayor Mendenhall, Zoning Commission, and Dallin Jolley,

I am a longtime Salt Lake City resident and 20-year homeowner who resides along 600 West, just outside of downtown and located in the SA-UC-T, Transit Station Urban Center Transit Station Zone. I'm writing to you all in regards to the most recent development that is currently in design review with the Planning Commission on the corner of 200 North and 600 West – the 312-unit, 5-story Kozo House Apartments, in development by Dallin Jolley – and the impact of this and future developments on the surrounding homeowners along 600 West and supporting cross streets of 200 North, 300 North, 400 North and 500 North.

My husband and I own our home. We live and work close to downtown, raising our children and enjoying easy access to bike paths, trails, and schools. We have a garden, chickens, and lots of trees. And, like many Utahns who live close to downtown and use public transit and walk or bike to work, we own a car. We shop at Costco. We visit IKEA. We do home repairs and remodeling. We buy paint. We buy plants and flowers and compost. We have friends and family scattered across the valley and try to visit them (safely). Our kids have sports events, playoffs, birthday parties, playdates, and we take our kayaks to Jordanelle in the summer. Right now, public transit cannot and does not get us to any of these places conveniently or safely or easily.

There are some serious shortcomings with the build of the Kozo House Apartments that forebodes future developments along 600 West in the TSA Transit Zone. I'm going to touch on the top two that this neighborhood is most concerned with. However, most importantly, we need a better solution from developers, the City Council, and Planning Commission before future developments go in, regardless of the current zoning, which desperately needs to change so homeowners can stay in their homes, enjoy their neighborhood, and not be driven out by the current zoning and development impact of massive amounts of cars with no parking spaces and traffic flow nightmares.

1: Parking

The Kozo House Apartments is a proposed 312-unit complex that consists of a mix of studios (approximately 378 square feet) and 1-bedrooms (approximately 576 square feet). Due to the current zoning requirements, only 107 parking stalls are required because of the square footage of the units; the developer has promised to build 141 total parking stalls and claims that there will be green car share availability.

I want to break this down with some math real quick: 312 apartment units minus 141 parking stalls leaves 171 apartment units that won't have a parking space. Of the 1-bedroom apartments, there will likely be two people sharing the space (newly married, cohabitating, adult siblings, etc.), each of whom will own a car and need parking for it. Regardless of the long-held and no longer realistic institutional belief that people won't have cars if they live near public transit, I've already shown that to be untrue by my example alone, and I can point to multiple neighbors who are just like us: we use public transit, we still own cars.

So. One hundred and seventy-one cars that will need to be parked somewhere. Think about that number. I did.

I've been walking my neighborhood trying to figure out where those cars are going to fit. Right now, today, residents' cars from the apartments on North Temple are already spilling onto 600 West, displacing the current homeowners' ability to simply park in front of their own home. As well, there is another build under way on 300 North between 500 and 600 West that, if it follows the current

zoning, will almost certainly not have enough parking spaces to accommodate its residents, relying instead on the neighborhood streets to absorb the overflow parking.

I'm certain that there are more developments in the works that are unknown to the current residents along 600 West between North Temple and 500 North. That's why I'm imploring everyone on this email to change the current zoning ordinance to require developers to build *a minimum of one parking space per apartment, regardless of square footage*, so surrounding homeowners don't bear the brunt of future high density housing development and the guaranteed influx of more (and more) vehicles.

As well, there are other problems with adding more cars and fewer parking spaces that the current zoning cannot solve for despite the best public transit intentions:

- **Car alarms.** If my neighbor's car alarm goes off, a quick call or text is enough to let them know. But if it's a renter, then which apartment building? How will they know it's going off? What if the alarm goes off all day and night because the renter *finally* found a parking space and they aren't about to move it because if they do, then they'll lose it? What if it's 2 am and a car alarm is going off right in front of my home? Who do the homeowners call?
- **Vehicle burglaries and break-ins.** Every morning I wake up to several Neighbors (a Ring app) notifications on my phone screen, 90% of which are about car break-ins that happened overnight to cars parked on the street or, more often than not, on the actual homeowner's property. Second to that is property crime such as attempted break-ins, property theft, and porch pirates. The common theme seems to be an abundance of cars from which criminals can choose from, all of them parked openly on neighborhood streets. It is absolutely reasonable to assume that the more cars, the more crime, which can be solved for by better zoning and sufficient apartment parking.
- **Car oil leaks, broken glass, and abandonment.** My kitchen is 190 square feet. The largest Kozo House 1-bedroom apartment tops out at 576 square feet. It's not illogical to assume that people who live in a tiny apartment aren't going to have the means or incentive to fix their car if they're using public transportation or their car has been broken into, which means, yet again, the homeowners absorb the impact of having abandoned or ticketed cars littering the landscape with oil and glass, which only attracts more crime.
- **Basic services.** The more cars parked on the streets, the more it impacts and frustrates city service workers such as garbage and recycling, emergency services (fire trucks, ambulances, police), city tree repair/storm damage cleanup, glass recycling pickup, electrical pole maintenance, snow plows, street sweeping and power, gas, and electric companies to do their jobs, as well as affecting UPS, Amazon, FedEx, USPS, cable/internet services and installation, elder care and meal deliveries/check-ins, the large trucks that utilize 600 West from Warm Springs Road, railroad truck usage, furniture or appliance delivery ... the list is endless.

#2: Traffic and traffic flow

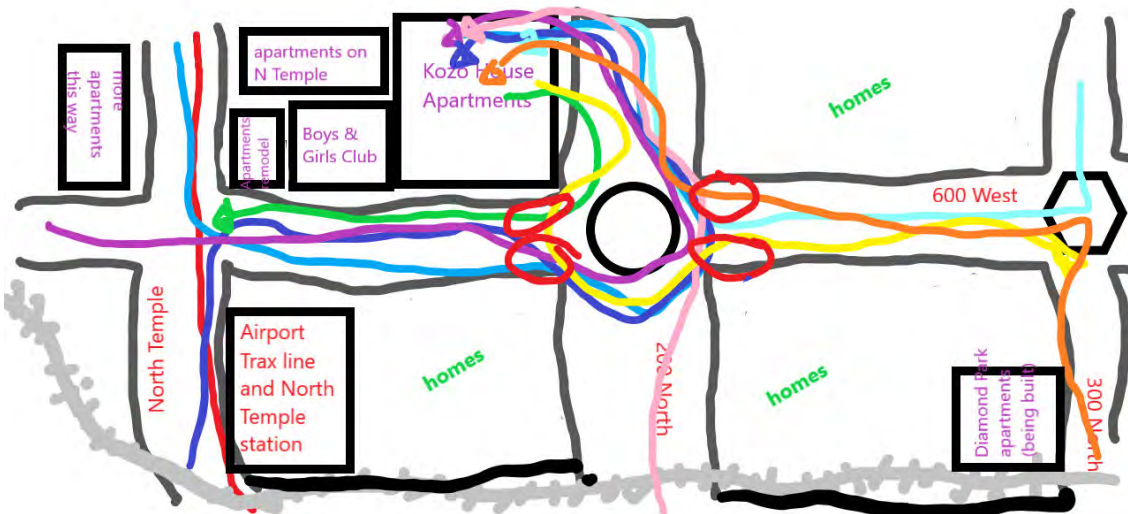
Kozo House is planning on building out the entire southwest block of 200 North between 600 West and I-15 (200 North dead-ends at I-15 on the west and 500 West on the east). Along 600 West are two traffic circles: one at 200 North, and a second at 400 North (300 North has a 4-way stop). These traffic circles were built to slow traffic and the occasional late-night street racers.

However, an interesting thing I've seen lately is at the (non-traffic circle) intersection of 400 North and 500 West where two new apartment buildings have recently been built. People are parking their cars along the traffic-narrowing section (I'm honestly not sure what this is called but it is a piece of the sidewalk that juts out in an ampersand-like shape and is supposed to slow traffic flow). People shouldn't be parking along this narrowing area, but they are – they're parking anywhere they can because, again, the current zoning doesn't require sufficient parking for all the residents of these new builds.

The zoning that allows for this type of parking along this ampersand traffic narrowing thing has created several new traffic flow problems:

- Sight lines are reduced
- Service trucks double park to make deliveries along 400 North, and east-west traffic flow is forced into a one-way single lane
- Drivers see the train crossing arms start to signal then accelerate to cross the tracks and beat the train, blowing past stop signs regardless of oncoming cross traffic or pedestrians. You can imagine the curse words – close calls happen more than you'd think, and I often have a child in the back seat. It's not impossible to imagine a traffic flow disaster happening here soon to someone.

Moving on, the traffic circle at 200 North and 600 West, one block north of North Temple. What will 312 additional vehicles adding to the traffic flow look like? Coming/going to work, appointments, errands, hiking, daily life -- it all affects the flow of traffic both north and south along 600 West. Here's a birds-eye view in Paint of what that's going to look like:



Those 4 red circles are a traffic flow nightmare beginning to happen. It's where the street narrows as the circle works to slow down cars. But overflow cars from the North Temple apartments are already forcing residents away from their homes and are being parked here, many of them along these corners, often blocking vehicles traveling along 600 West.

I have some questions:

- Are you aware that the intersection of North Temple and 600 West is already a dangerous one?
- Are you aware that adding 312 extra cars driving to their new home at Kozo House at the 200 North intersection is a LOT to ask for traffic flow? And that there will be extra crazy and dangerous accidents that will happen as 312 new people try to navigate and yield and drive and maneuver around numerous parked cars, including buses and emergency services?
- Does the city have plans to problem solve for these scenarios and calm traffic flow?
- At the intersection of 300 North and 600 West, does the city have plans for the safety of pedestrians as well as students who walk to and attend West High School and the neighboring Mary Jackson Elementary as many new residents will now be on the road at the same time as kids walking to school (when in-class learning resumes)?

I'm exhausted. I don't know that this letter will be taken seriously or that anything will come of it other than a shrug and a "bUt PuBlIC tRanSpoRtAtIoN zOnInG" canned response because what do I and the neighbors who live here expect? Change?

Except change is all that is happening in our neighborhood, and around the city overall. Some blocks are so built up with high density housing that the neighborhood has completely lost its character. There's nothing. But. Apartments.

So if the developers can change our neighborhood, why can't we longtime homeowners expect that same privilege by asking the City Council to change the current zoning to have better and more sufficient parking so we don't have to bear the brunt of all this change? Surely if the Planning Commission can compare Salt Lake to other cities like Los Angeles and then dismissively say that "it's coming here so be prepared" then yes! Let's be prepared so we *don't* end up with other city's problems! We're raising these issues and we expect the City and developers to respond and be better neighbors to the homeowners by simply and easily providing ample sufficient parking, not just dumping hundreds of cars onto the streets and expecting the neighbors to accept that it's just how it is.

People live in this neighborhood and want to stay here. People can't afford to live anywhere else and want to stay close to public transportation. These are our homes, it is where we have made our lives, and it's where the great majority of us want to stay. We don't think we should be expected to just accept or live with hundreds of cars, traffic, noise, and consistent crime problems so a developer can turn a profit.

As city leaders, you can and you should do better for residents. We're not saying no to development, we just want it to be respectful of the homeowners who live here and call this neighborhood home and want to call it home for years to come. Please, please, please address this.

Respectfully,

Chelene Fortier

327 North 600 West

From: [Miller, Caitlyn](#)
To: ["Samantha Dickens"](#)
Subject: RE: (EXTERNAL) kozo
Date: Tuesday, October 27, 2020 2:32:00 PM

Hello Sam,

Thank you for taking the time to send in your comments.

The Kozo House Apartments will consist of 312 units; at the Planning Commission meeting on October 14th the Applicants indicated some of these units will be aimed towards lower-income families and individuals but I am not certain what that exact number is.

The project is located in the TSA-UC-T zoning district which allows for a 50% reduction of required parking stalls due to its proximity to transit options. This project is required to provide a minimum of 107 parking stalls per the City's ordinances and the Applicants have provided 141. While there are less parking stalls than there are units the development has met the zone's parking requirements.

Buildings in the TSA-UC-T zoning district may be built up to 60' in height. The developers of the Kozo House filed an application for a Transit Station Area development score, and during this process they qualified for administrative review and approval, which allowed them to add an additional habitable story to their building. As you pointed out it is significantly taller than the surrounding neighborhood, which was brought up at the public hearing on October 14th.

The Kozo House Apartments project was tabled at the Planning Commission meeting on October 14th so it will be returning to the Planning Commission before a final decision is issued. The Planning Commission has indicated the public hearing will be reopened at that point. I hope these answers have helped. If there is anything else I can do or any other questions I can answer please let me know.

Best regards,

CAITLYN MILLER, AICP
Principal Planner

DEPARTMENT of COMMUNITY and NEIGHBORHOODS
SALT LAKE CITY CORPORATION

TEL 801-535-7706
CEL 385-315-8115
EMAIL caitlyn.miller@slcgov.com

www.SLC.GOV/PLANNING

From: Samantha Dickens <[REDACTED]>

Sent: Monday, October 26, 2020 2:54 PM
To: Miller, Caitlyn <Caitlyn.Miller@slcgov.com>
Subject: (EXTERNAL) kozo

Hello Caitlyn,

I am writing to express concern regarding the building of this new building. How many of these units will be rent controlled? Are there units that will be for low income families/individuals?

How about adequate parking? From what I understand, there are not enough parking spots for units. How does that work if it's mixed use areas with commercial space?

Also, why so tall? Development should fit with the style and feel of the surrounding areas. We need to develop smartly. Salt Lake has a bad rap sheet regarding this.

Thank you,
Sam
801-735-7491