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   **Public Testimony**

   **Scott Whipps** (2315 N. 28th Street): Dealing with a substandard lot. Have had a lot of construction the past year. Construction parking an issue. Immediately left is house Bob is proposing. Congestion in neighborhood with parking and safety a big concern with school kids walking to school. Builders have a hard time conveying message. Tough situation to deal with.

   One neighbor has concern with removal of tree. Eight other trees have been cut out in neighborhood.
Alley is another sore spot. Closed off alley for many, many years. A lot more cars are using it now and it is a one-in / one-out alley. Wall fence has been installed and alley is sketchy at best. Shameful to see car wrecks with two recently. Seven homes have been constructed in two years.

Concerned with how house will be used and won’t get into that.

Eryka Peskin (2319 N. 28th Street): Appreciates the Committee’s time and attention to this. Feels Committee has a great deal of power to shape a neighborhood.

Her neighbor mentioned there are currently three houses being built and homes don’t fit the neighborhood.

Parking and traffic a concern with two car accidents recently.

Concerned with an 85-year old Douglas Fir with a possible life span of 300-400 years being removed. Its sister tree sits on her land. Both trees were planted by sisters.

Size of proposed home is a concern and has been referred to as a two-story. Her home and the other adjacent home are both one-story homes. Her house is 888 square feet and this house is 1,300 square feet and feels the proposal seems like a rather large footprint for a substandard lot.

Additional concerns include sewage, electric and installation of utilities.

Asks Committee to take their power seriously and consider how they wield it.

Applicant Rebuttal

Bob Smith: Will do their best to minimize impact. Not proposing parking in alley and have license agreement in place to access the alley. Feels dead end alley in this case reduces traffic.

Did quick survey of the six adjacent homes with half of them larger than the proposed and half are smaller. Feels their proposed house is happy medium and a modest and appropriate size for the property. Added they are well under the allowed footprint ratio for a substandard lot.

Requests the Committee’s approval.
Committee Member Zabala: With regard to the offsite parking in the frontage. The staff report indicated that ACHD is not recommending standard curb, gutter and sidewalk because of certain conditions there that are not favorable for that. They say that lacking that there would be an ACHD approved shoulder installed. Does that shoulder exist now along that street other than this property or would this be an isolated condition where that situation would be developed as far as on-street parking?

Bob Smith: There is shoulder on some of the properties along that block. Immediately to the west they have a chain link fence that is out into the right-of-way, but you can park next to the fence along the road. Directly across, the two properties...one was renovated and the other was constructed. Both have gravel shoulders on their side of the street.

Public Portion Closed

Committee Deliberation

Chairman Marsh: Katelyn, could you please flip through those existing photos...slides 17 and 18?

Katelyn Menuge: This is that property and this is technically an alley here. It doesn't really look like it. The subject property is right over here. This is the home that was constructed recently across the street. These are some other surrounding structures.

Committee Member Semple: The applicant stated the lot coverage is under the allowed 55-percent. Do you know what that percentage of coverage is?

Katelyn Menuge: They are at 42-percent.

Committee Member Semple: Is this considered a partial two-story or is it a one and one-half story? I know with that dormer it adds a little bit...just want to get clarification on how it is designated.

Katelyn Menuge: It doesn't quite meet our partial two-story definition. It definitely does not meet our one and one-half story definition. Our partial two-story definition...it’s close in that this dormer is set back a bit. If it was set back 3 feet it would meet our partial two-story exactly or if this dormer was narrower it could also meet our partial two-story exactly. But since it was close, we said it’s a little bit of a variation of our partial two-story.
Committee Member Semple: That’s included with the waiver request?

Katelyn Menuge: In the waiver request, yes.

Chairman Marsh: Can we look at the floor plan right above that too, please?

Committee Member Zuckerman: I want a clarification of how the parking is going to work. So, when homeowners pull into alley that is only a partial alley and then either make a sharp left into the single-car garage or a not sharp left into the concrete parking space...is that right?

Katelyn Menuge: Correct. The single-car garage utilizes the alley to provide that 22 feet of backup space required from the front of the garage to the other side of the alley. Since this deck is in the way here, they are planning to parallel park pretty much in this space here which would require a variance from our parking standards through a variance application. That will most likely be reviewed by the Planning & Zoning Commission to see if that is acceptable to them. If that wasn’t approved, then they would have to come back and come up with parking that met all other requirements on the site.

Committee Member Zuckerman: I can’t see it right now. How wide is that concrete parking space?

Katelyn Menuge: 10 feet.

Committee Member Zuckerman: Oh, it’s 10 feet. That seems ample.

Katelyn Menuge: Our minimum width for a parking space is 9 feet, but generally we don’t have parallel parking off the alley. Sometimes we will approve that, but it’s not that common. But, based on that deck location we can’t really get the 22 feet of backup space straight across the alley.

Committee Member Semple: It looks like there is a site-specific condition of approval that the applicant is going to be required to pave that portion of the alley into the site to access this. Is that indicated by that kind of darker line?
Katelyn Menuge: The alley initially was required to be paved by ACHD, but then they came back (in a later letter) and said that they were not going to require the alley to be paved. Our condition references what ACHD initially said, but it does say, “Comply with ACHD conditions”. So, if ACHD wanted to make modifications it wouldn’t affect our approval.

Committee Member Semple: It seems like it could use something. If it’s some gravel at least.

Committee Member Zuckerman: I live not too far from here and right before I came here, I made sure to drive around this area to get a more recent look because it had been a couple months since I’d been in the area. This area is suffering from what a lot of areas are suffering from in Boise which is growing pains. It is now closer in than it used to be because our city is growing so much and because of that, obviously people are building more expensive homes on lots that weren’t deemed worthy of that before but now are.

As we saw by the photos across the street and down the street. Going through the neighborhood it seemed to me that this was an appropriate location to put a moderate size house. There are some extra-large houses that are going in in the neighborhood that may fit the lot but may not fit the neighborhood and this seemed to fit both. I can see how neighbors could feel like it doesn’t fit in there, but it’s a privately-owned parcel that can fit a house this size.

I appreciate what the architect has done with garage. It’s a garage that is very functional but doesn’t appear as a garage on the street. To me that would not comply with the feeling of the neighborhood. All these changes are going to be tricky. It is difficult when you buy a home in a neighborhood and then as the City changes the neighborhood changes.

That being said, it does look to me like it is an appropriate use of this parcel and it is a right sized house with the right kind of parking. I wish that Planning & Zoning would look at more parking that allowed a one-car garage with a paved area adjacent to an alley. It is a good use next to an alley spot that nobody generally uses anyway.

With that I’m as enthusiastic as I can be about this project.
Committee Member Talboy: I’m certainly sensitive to the growth, construction and the parking. I happen to live in a neighborhood where my house was built in the 50’s with an undeveloped lot next door. The builders have hit my water line not once, but twice. The thing is we have a very responsive builder/owner, so we have a really nice working relationship.

I certainly understand that problem with the traffic and those kinds of things, but I don’t think that is in this Committee’s purview to try to address parking. Especially construction parking that is temporary. Hopefully when construction is done it settles down.

I agree also, I hate to see trees go. That’s a difficult thing especially with your reference that they are sister trees, but from Mr. Smith was talking about they had it looked at and everything they could do to try to preserve that...they are going to preserve the back.

I’m familiar with that part of town. It’s Boise and I was born and raised here so I’ve seen funky come, funky go and funky stay around. It is always interesting in these things. I actually like this design and I’m much happier with this than what could have been with a skinny house or whatever we used to do.

With that I think it is kind of one of those things that is probably the best thing for the group. I do understand that, and I would encourage you to work with code enforcement and those kind of folks with the builders around there. It is a busy street and there are a lot of kids around and I understand that, but I don’t know that we really have any ability to regulate that. I would encourage you to keep the dialogue going. It sounds like the architect is responsive so hopefully you can get it done. Thank you.

Committee Member Zabala: Full disclosure, I grew up a block away on Sunset between 28th and 26th and was there probably before many people in this room with few exceptions were there...in the 1950’s coming forward. So, I know the area and the neighborhood very well. I concur with the comments made by our other Committee Members here. I too am sensitive to the construction related concerns the neighbors have posed here. I think the applicant has probably heard those concerns and I think the architects have also. From what I’ve read in the staff report they have worked really hard to fit this house into a difficult site.
The tree that is going to be lost, unfortunately, I think would be lost with any construction that would go on this site given where it is located on the site map. While unfortunate, the new landscape plan with the new and additional trees over time will mitigate the loss of that tree. They’ve done a nice job.

I concur that the size of the home at 1,300 square feet is a nice comfortable starter home for somebody. The design is good and will fit well into the neighborhood over time as both the building and the site landscaping mature.

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BACKGROUND:

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Approval with conditions

Summary
The applicant has requested approval of a five-story mixed-use housing development with ground floor office and 22 residential units. The site is located on the northeast corner of Bannock Street and 17th Street on the portion of the block south of the alley. The property currently contains a multi-family residential building and two accessory garage structures, all of which will be demolished to accommodate the proposed project.

The proposed project contains vehicular parking spaces within a first-floor garage and underneath the building overhang along the alley. All vehicular access occurs through the existing alley and no new accesses to the surrounding public roadways are proposed. The applicant is utilizing the maximum available parking reduction for multi-family developments which is 30% for projects located on a transit line and containing podium parking (parking on the ground floor of a building with occupied space above). The proposed landscaping includes street trees within grass parkways and foundation plantings on three sides of the building including shrubs, perennials, and ornamental grasses.

The proposed building is a 5-story mixed use building with ground level office and 22 residential units on the upper floors. The building generally uses a form with a flat roof and a simple palette of materials, relying on window patterning, material changes, building wall modulation, prominent overhangs, and covered balconies to provide design interest and create shadow lines. The design successfully utilizes these techniques to create a varied building mass which prevents sterile, box-like appearance and provides visual interest on all elevations. The design of the building has been focused on providing a transition to the surrounding properties to the east and north and providing appropriate pedestrian scale and visual interest along the two streets. Along the east elevation, the building wall has been pulled back above the first floor to move massing away from the shared property line with the existing single-story multi-family building to the east. The upper story then steps further back to create more separation and reduction of mass.

This report includes information available on the Boise City Website. The entire public record, including additional documents, can be viewed through PDS Online through the following link:

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USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA USDA 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METAL FLASHING, ACCENTS

METAL GUARDS

DOOR AND WINDOW FRAMES

REFERENCE RENDERING

1

D:\OneDrive - Business\TAO\Projects\18-611 Bannock and 17th\dwg\18-611 A5.0.dwg, 11/12/2019 9:50:31 AM

Attachment: 1_DRH19-00514 Bannock (DRH19-00514 / Creed Herbold)
VIEW LOOKING SOUTH FROM ALLEY
VIEW LOOKING EAST ALONG 17TH STREET
VIEW LOOKING NORTH FROM INTERSECTION
View of existing building on project site

View looking east toward downtown, from sidewalk in front of building
View looking west from sidewalk in front of building, toward intersection of 17th and Bannock

View looking at corner of site, at 17th and Bannock
View looking north, along 17th Street

View looking east, in alley behind the site
View looking south, on sidewalk at alley, along 17th Street

View looking at apartment building across 17th Street, from alley
View looking south at rear of existing building, from property north of alley

View looking west along the alley at the rear of the site
View looking southwest, from the corner of the site at 17th and Bannock

View of the commercial building and parking lot, south of the site, across Bannock Street
Date: November 12, 2019

To: City of Boise
Planning & Development
150 N. Capitol Blvd
Boise, ID 83702

Project: 17th & Bannock
Job No. 18-611

Subject: Letter of explanation – Design Review

From: David Ruby, AIA

Dear Staff,

The following is an explanation of our design intent for the proposed 17th & Bannock multi-family condominium project.

The project site is located on a busy corner on a key dividing line between the rapidly growing downtown core, and the historic single-family neighborhood to the west.

We have structured the project to conceal most all of the parking, with a few outdoor covered spaces directly off of the existing alley screened by landscaping. The existing slope of the site (approximately 5 feet from north to south), provides an opportunity and a challenge. It allows us to have the main level of the building slightly elevated above the adjacent sidewalks, especially on Bannock Street. This harkens to historic front porches, and allows a connection between the building and the street, while still clearly denoting the difference between the public and private areas.

The building design takes full advantage of the setback encroachments allowed in the RO zone, with the deepest encroachment at the key intersection of 17th and Bannock Streets. This mass steps out and boldly marks this corner as a key landmark for this neighborhood transition point.

Building height was one of the biggest issues of concern during the city council hearings on the Rezone for this project. We have employed a few different design strategies to address these concerns. The primary way of addressing the building height is pushing the walls of the top floor back from aligning with the walls below. This effectively reduces the perceived height and mass of the building to a four-story building. We have also introduced a cornice along most all the facades on Bannock Street and on 17th Street. This cornice defines the “top” of the building mass at height that is effectively one story shorter than the actual height of the building. In addition, we have chosen a light stucco finish for the setback walls on the top floor unit, deeply contrasting them against the bold black cornice and parapet cap.

The building has been designed in a Contemporary Modern style. The materials include stucco, (manufactured) stone, and porcelain (faux wood) tile. We also have both wood and steel accent items such as awnings and corbels. From the street level, the viewer will also notice warm simulated wood soffits at all of the exterior patios and decks. These soffits are a major design element, and will provide a bold contrast to the other crisp, modern finishes. Windows are proposed to be vinyl, however they will...
be dark colored. At the entrances off of 17th Street and Bannock Streets, black storefront entries indicate the public entrance areas to the building. Metal guard rails accent the public open spaces located on all sides of the building.

The following items highlight our compliance with the Landscaped Block requirements in the Downtown Design guidelines.

Landscaped Block Frontage Standards

1. Ground Floor Use: Generally, ground floor uses should include a combination of commercial and residential uses.
   a. Our building is proposed to have commercial office uses on 17th Street and wrapping the corner on to Bannock Street. Our primary residential entry is also located flush with the sidewalk on 17th Street. This entry lobby contains our centralized mail area and will be a hub for resident activity.
   b. We also have a raised patio wrapping 17th Street and on Bannock Street to provide a direct pedestrian connection to the building.
   c. We have located an activity area for residents facing Bannock Street, on the south east corner of the building. We have designed this space to have a large glazed overhead door so that the space can be completely opened when weather permits. In addition, there is a plaza area directly below this space, feeding directly off of the sidewalk. A slight extension of the exiting stone wall will help delineate this private area.

2. Building Placement: 10 feet minimum setback from the sidewalk is required, and the area between the street and building shall be landscaped, pedestrian oriented space, or private patio space.
   a. The RO zone allows modulation in exchange for variations to the minimum required setbacks. (The existing detached sidewalks are currently located approximately 2 feet off of the property lines.) We are proposing that all of the space between our building and the sidewalk be landscaped, open air raised patios for the ground floor tenants, raised planters/seat walls, and plaza areas flush and continuous with the existing sidewalks. This is intended to enhance the pedestrian environment, and to create visual interest.

3. Building Entrances: Building entrances must face the street.
   a. Our entrance is prominently featured facing the Bannock Street. We are also lowering the floor level at our entry, creating an inviting, accessible, direct access to the sidewalk.
   b. The building entrance is also enhanced by a pronounced modulation of the façade both horizontally and vertically.

4. Façade Transparency: For non-residential ground floor uses, at least 25 percent of the ground floor between 4-8 feet above the sidewalk shall be transparent.
   a. We have significantly more than 25 percent transparency for our ground floor uses. This includes windows, storefronts, and open-air patio spaces.

5. Weather Protection: Provide weather protection, at least 5 feet deep, over primary business and residential entries.
   a. We have provided five feet of coverage over the 17th Street entry, and five feet over the Bannock Street entrance.

6. Parking and driveways: Parking shall be to the side, rear, below, or above uses. New surface or structured parking is limited to no more than 50% of the street frontage. Surface parking adjacent
to the street shall be screened with a landscape buffer. The landscape buffer shall be 10 feet minimum or equal or greater than the required front yard setback in the applicable zoning district.

a. Our parking is located behind our building, accessed off the existing alleyway. Our limited surface parking which is located at the rear of our building will have a landscape buffer equal to or exceeding the minimum required setback.

7. Landscaping: For setbacks adjacent to building areas with windows, provide low level landscaping that maintains views between the building and the street. For setbacks adjacent to façade areas without windows, provide plant materials that screen blank walls and add visual interest at both the pedestrian scale and motorist scale.

a. Our building does not have large expanses of blank walls. For areas of the building with windows and open-air patios, we will provide landscaping to allow views and to create visual interest at all scales.

8. Sidewalk width: Per the Livable Street Design Guide.

a. The site has existing detached sidewalks, which are indicated for Commercial Local street types. We are proposing to retain these detached sidewalks if possible. The site is not in a downtown streetscape standard zone.

Throughout the Rezone process we worked with the local neighbors and the neighborhood association, and will continue to do so. This project is not just going to bring additional housing to downtown Boise, but it will bring new permanent residents to this specific neighborhood. These owners will add to the rapidly increasing residential population in our downtown and add some permanence to the transitory nature of the many rental apartments currently planned.

We believe we have worked diligently to address the concerns of the neighbors and of the city council, and are confident that we have a project that will become one of the area’s best places to live. With this application, we respectfully request a recommendation for approval from staff.

Thank you for your consideration, and please feel free to call with any questions or concerns, 639-6406.

Sincerely,

David Ruby, AIA
The Architects Office, PLLC
Planning Division Project Report

File Number: DRH19-00514
Applicant: Creed Herbold
Property Address: 1620 W. Bannock Street
Public Hearing Date: January 8, 2020
Heard by: Design Review Committee
Design Review Supervisor: Josh Wilson

Public Notification

Newspaper notification published on: December 23, 2019
Radius notices mailed to properties within 300 feet on: December 23, 2019
Applicant posted notice on site on: December 19, 2019

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Exhibits

- Project Drawings
- Letters of Explanation
- Site Photos
- Agency Comments
- Site posting photos and affidavit
1. Project Data and Facts

<table>
<thead>
<tr>
<th>Applicant/Status</th>
<th>Creed Herbold / Owner</th>
</tr>
</thead>
<tbody>
<tr>
<td>Architect</td>
<td>David Ruby / The Architects Office, PLLC</td>
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<tr>
<td>Location of Property</td>
<td>1620 W. Bannock Street</td>
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<tr>
<td>Present Zoning and Land Use</td>
<td>Pending R-OD/DA zone / Multi-family building and two access garage structures</td>
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<tr>
<td>Description of Applicant’s Request</td>
<td>Construct a five-story mixed-use housing project with ground floor office and 22 residential units</td>
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<td>Parcel Size</td>
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<td>Land Use Designation</td>
<td>Mixed Use</td>
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<td>Planning Area</td>
<td>Downtown</td>
</tr>
<tr>
<td>Neighborhood Association</td>
<td>West Downtown</td>
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</table>

2. Land Use

**Description and Character of Surrounding Area**
The area is in a diverse urban area at the edge of downtown and comprised of a mix of residential, office, and commercial buildings of varied height.

**Adjacent Land Uses and Zoning**

| North: | Alley, then office building / C-2D |
| South:  | Bannock Street, then office building / C-2D |
| East:   | Multi-family residential building / C-2D |
| West:   | 17th Street, then multi-family residential building / R-3D |

**Site Characteristics**
The site is located on the northeast corner of 17th Street and Bannock Street, on the portion of the block south of the alley. The property currently contains an 11-unit multi-family residential building built in 1937.

**Special Considerations**
The property has overhead utility lines on the north and west boundaries.

**History of Previous Actions**
**CAR19-00005:** Rezone from C-2D (General Commercial with Design Review) to R-OD/DA (Residential Office with Design Review and Development Agreement). Approved by City Council on September 10, 2019. Required ordinance readings are not complete as of the date of this report.
3. Project Proposal

**General Design**

<table>
<thead>
<tr>
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<th>Required</th>
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<tbody>
<tr>
<td>Number of Buildings</td>
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<tr>
<td>Proposed Building Height</td>
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<tr>
<td>Allowed Building Height</td>
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<tr>
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<td>Square Footage</td>
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**Parking**

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<tr>
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<td>Off-site Parking</td>
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*Project located in the P-3 parking overlay and applicant is utilizing 30% parking reduction*

**Setbacks**

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<tr>
<td>Street (Bannock Street)</td>
<td>2'-10' building*</td>
<td>2'-10' building</td>
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<tr>
<td>Side Street (17th Street)</td>
<td>2'-10' building*</td>
<td>2'-10' building</td>
</tr>
<tr>
<td>Rear (North)</td>
<td>5' building</td>
<td>5' building</td>
</tr>
<tr>
<td>Side (East)</td>
<td>5' building</td>
<td>5' building</td>
</tr>
</tbody>
</table>

*Per the allowed encroachments in the R-O zone (11-04-04.01.C)*

**Outdoor Lighting**

Building mounted lighting is proposed.

**General Design**

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<thead>
<tr>
<th></th>
<th>Proposed</th>
<th>Required</th>
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</thead>
<tbody>
<tr>
<td>Number of Buildings</td>
<td>One</td>
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4. Zoning Ordinance and Comprehensive Plan

<table>
<thead>
<tr>
<th>Comprehensive Plan Sections</th>
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<tbody>
<tr>
<td>3-12</td>
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<td>3-14</td>
</tr>
<tr>
<td>3-16</td>
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<tr>
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<table>
<thead>
<tr>
<th>Zoning Ordinance Sections</th>
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<tbody>
<tr>
<td>11-03-04.12 C (7)(d)(i)</td>
</tr>
<tr>
<td>11-03-04.12 C (7)(d)(iii)</td>
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<td>11-07-03</td>
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<tr>
<td>11-04-04</td>
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</table>

5. Analysis/Findings

Applicant’s Proposal

The applicant has requested approval of a five-story mixed-use housing development with ground floor office and 22 residential units. The site is located on the northeast corner of Bannock Street and 17th Street on the portion of the block south of the alley. The property currently contains a multi-family residential building and two accessory garage structures, all of which will be demolished to accommodate the proposed project. The rezone from C-2D to R-OD/DA was approved by City Council on September 10, 2019 and the Development Agreement has been signed by the Mayor and recorded. The first reading of the ordinance will be completed in January 2020 and the rezone will be effective by the end of February 2020. The project site comprises the western third of the block, with the eastern two-thirds of the block containing a mix of existing single family
residential, multi-family residential, and commercial structures. The ground floor of the proposed structure will contain office space, parking spaces within a garage, bike storage room, residential lobby, and resident amenities. Floors two through five will contain residential units.

The property is located in the Downtown Planning Area and designated Mixed Use in Blueprint Boise. This designation is intended to support the various adopted plans and policies for different parts of Downtown. It encourages intense, mixed-use development and refers to the adopted master plans for more detailed guidance.

**Vehicular/Pedestrian Circulation and Connections**

Boise City Code Section 11-03-04.12.C.7.d states:

A. Traffic Impact: That traffic impact is minimized, and the pedestrians and cyclists have been provided for through the use of sidewalks, pathways, landscaping, and safe parking lot design.

The proposed project contains vehicular parking spaces within a first-floor garage and underneath the building overhang along the alley. All vehicular access occurs through the existing alley and no new accesses to the surrounding public roadways are proposed. The applicant will be required to comply with the requirement of the Ada County Highway District as outlined in the approval letter dated December 5, 2019. The project requires 28 total parking spaces within P-3 parking overlay when calculating the 22 residential units and the 1,290 square feet of proposed office space. The applicant is utilizing the maximum available parking reduction for multi-family developments which is 30% for projects located on a transit line and containing podium parking (parking on the ground floor of a building with occupied space above). This brings the total required parking to 20 spaces, which the applicant has provided within the garage and along the alley. Two ADA accessible spaces have been provided as required. The ADA Accessible Parking Committee has submitted written comment that an on-street ADA accessible space should be provided on 17th Street in the space nearest the intersection and staff finds that the applicant should comply with this condition.

The pedestrian circulation for the site is through a public sidewalk network on the south and west sides of the site. The site is outside of the CCDC Westside Urban Renewal District and compliance with adopted streetscape typologies is not required. The applicant has proposed street trees within tree lawns with detached sidewalks on both 17th Street and Bannock Street which is appropriate and consistent with the development pattern in the surrounding neighborhood. There is a bike storage room located on the ground floor of the building, a bicycle rack within the parking garage, and a rack on the Bannock Street frontage providing bicycle parking spaces which exceed the minimum number required.

The project complies with adopted standards and ordinances and will enhance the pedestrian network through the construction of improvements to the right-of-way.
streetscapes. Vehicular circulation and parking have been provided in a manner that will not negatively impact adjacent public roads or properties with the area.

**Service Area Location and Design**
The service area for the site is located in a trash room along the alley at the rear of the building. Boise Public Works Solid Waste has submitted comments trash room must comply with Solid Waste Design Standards and have a door at least 12 feet in width. The applicant shall coordinate with Boise City Public Works to design the service area to ensure compliance with requirements.

**Landscape Design**
The proposed landscaping includes street trees within grass parkways and foundation plantings on three sides of the building including shrubs, perennials, and ornamental grasses. Class III Red Oak trees are proposed along Bannock street within a 11.5-foot grass parkway strip with a detached 6-foot sidewalk. The street trees proposed on 17th Street within the 11.5-foot parkway strip are Class I Eastern Redbuds due to the overhead utility lines present. The applicant shall confirm with Community Forestry that this is an allowed species within the right-of-way. Foundation plantings to help buffer and soften the building walls include Dogwoods, Feather Reed Grass, Euonymus, and Daylilies. Rock mulch has been proposed and the plantings provided will meet the required 50% coverage at maturity. The proposed landscaping will comply with standards, provide buffering and year-round visual interest, and help to shade the pedestrian environment.

**Grading and Drainage**
Boise City Code Section 11-03-04.12.C.7.d states:

- That on-site grading and drainage have been designed so as to minimize off-site impact and provide for erosion control.

The grading and drainage will be reviewed by Boise City Public Works at the time of building permit along with the Ada County Highway District to ensure all drainage is contained on site and street sections meet all agency requirements.

**Signage**
Boise City Code Section 11-03-04.12.C.7.d states:

- Signage: That signs provide for business identification minimizes clutter and comply with the sign regulations.

Signs require submittal of a separate sign application. The project must comply with all ordinance regulations in effect at the time the sign application is submitted.

**Utilities**
Boise City Code Section 11-03-04.12.C.7.d states:

- Utilities: That utility systems do not detract from building design and that their size and location are appropriate and maintainable.
Downtown Design Standards and Guidelines Section 4.2.7 Rooftop mechanical areas states: All buildings must design rooftop mechanical and other related technical equipment/materials in an integrated, coherent manner consistent with the composition below them. All vertical screening elements must incorporate high quality cladding materials the same or similar to the type of materials used for the walls below.

The application indicates that there are mechanical units proposed on the roof of the structure to be screened by the parapet wall. Details shall be submitted that demonstrate that the units are screened to full height by the parapet wall.

**Structure Design**

**Building Design and Materials**

<table>
<thead>
<tr>
<th>Material Location</th>
<th>Type/Color</th>
</tr>
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<tbody>
<tr>
<td>Roof:</td>
<td>Single Ply Membrane / White</td>
</tr>
<tr>
<td>Exterior Walls:</td>
<td>Stucco / White</td>
</tr>
<tr>
<td></td>
<td>Porcelain Tile / Wood Grain</td>
</tr>
<tr>
<td></td>
<td>Stone / Natural Ledgestone</td>
</tr>
<tr>
<td></td>
<td>Cement Parking Podium/ Smooth Finish</td>
</tr>
<tr>
<td>Windows:</td>
<td>Aluminum Storefront / Black</td>
</tr>
<tr>
<td></td>
<td>Commercial Vinyl / Black</td>
</tr>
<tr>
<td>Soffit, Trim, and Fascia:</td>
<td>Wood / Natural Cedar</td>
</tr>
<tr>
<td></td>
<td>Metal / Black</td>
</tr>
<tr>
<td>Other:</td>
<td>Steel railing / Black</td>
</tr>
<tr>
<td></td>
<td>Garage Security Door / Metal / Black</td>
</tr>
<tr>
<td></td>
<td>Overhead Door / Aluminum / Black</td>
</tr>
</tbody>
</table>

**Building Design Summary**

The proposed building is a 5-story mixed use building with ground level office and 22 residential units on the upper floors. The building generally uses a form with a flat roof and a simple palette of materials, relying on window patterning, material changes, building wall modulation, prominent overhangs, and covered balconies to provide design interest and create shadow lines. The design successfully utilizes these techniques to create a varied building mass which prevents sterile, box-like appearance and provides visual interest on all elevations.

The design of the building has been focused on providing a transition to the surrounding properties to the east and north and providing appropriate pedestrian scale and visual interest along the two streets. At the ground level, prominent entries have been provided on both streets for the residential lobby and office space. On Bannock Street a patio has been provided at street level with a small wall demarcating the public and private realm. The building takes advantage of the location at a prominent intersection, addressing the
corner with a building element with a prominent roof overhang and balconies which combine to create a strong street presence. Both street frontages use protruding balconies with roof covers, modulated wall planes, changes in materials, and expanses of windows to create design interest and prevent blank walls. The design uses lighter colored materials above a dark base to help minimize bulk and mass when viewed from the public streets.

Along the east elevation, the building wall has been pulled back above the first floor to move massing away from the shared property line with the existing single-story multi-family building to the east. The upper story then steps further back to create more separation and reduction of mass.

Overall the building design provides changes in materials, overhangs, window patterning, and modulation in building forms/wall planes to prevent a box-like structure and provide design interest on all four sides of the building.

**Building Materials**
Boise City Code 11-03-04.12 C (7)(d) states: Exterior materials that complement surrounding development in terms of color and relief should be utilized.
Section 4.4 Building Materials of the Downtown Design Standards and Guidelines provides direction on materials.

4.4.1 Quality building materials. Utilize building materials that convey a sense of quality and permanence. Specifically, buildings within the Downtown Core (area between 3rd, 16th, Washington, and the river) and all multi-story commercial and mixed-use building shall utilize natural stone, brick, decorative concrete, and/or metal together with required window area into the building’s base. The base includes the first floor for the buildings six stories or less, and at least the first two floors for taller buildings.

Departure: Departures will be considered provided the base material meets the intent of the standards.

The main materials used on this building are stucco, porcelain tile, and cultured stone. The use of EIFS has been limited along the street facing elevations as required by the Downtown Design Standards and Guidelines. The wall plane breaks on the building are also used as material breaks, providing order and consistency with the building material application. The ground floor along both streets has areas of aluminum storefront window systems with cultured stone and wood grain porcelain tile, providing a quality base to the building. The materials and color palette are consistent with the contemporary design of the building and are appropriate.
**Building Massing and Articulation**

Boise City Code 11-03-04.12 C (7)(d) states:

The height to width relationship should be compatible and consistent with the architecture in the area.

The building is 60-feet to the top of the parapet wall on the roof. The design of the building uses modulated wall planes to break up the perceived massing with simple forms and a consistent application of materials. The massing of the building is compliant with the conceptual design included in the recorded Development Agreement and is of a scale anticipated in the vicinity of downtown.

4.2.3 Façade Articulation

1. Storefronts and other buildings with non-residential uses on the ground floor shall include at least three articulation features every 50-feet (maximum) to create a pattern of small storefronts.
   a. Window fenestration patterns and/or entries;
   b. Use of weather protection features;
   c. Use of vertical piers/columns;
   d. Change in building material or siding style;
   e. Vertical elements such as lighting or art element;
   f. Providing vertical building modulation of at least 12 inches in depth if tied to a change in roofline modulation;
   g. Other design techniques that effectively reinforce a pattern of small storefronts.

Window fenestration patterns, weather protection, vertical modulation, and material changes are used consistently throughout the structure, meeting the articulation requirements.

4.2.4 Articulated building entries

The primary building entrance shall be designed as a clearly defined and demarcated standout architectural feature of the building. Such entrances should be easily distinguishable from regular storefront entrances on the building.

The primary entries for the structure are easy to distinguish for the pedestrian through the storefront window systems and prominent building elements.

**Shadow Relief and Architectural Details**

Boise City Code 11-03-04.12 C (7)(d) states:

Openings in the facade shall be consistent with the architecture in the area. (For example, balconies, bays, and porches are encouraged with a minimum of monotonous flat planes to provide shadow relief).
The design of the building is contemporary and is compatible with recent architecture in the area. The openings in the building are like many of the new structures within the downtown. The windows are set within the wall plane and a minimum two-inch reveal from the surrounding wall plane has been required. These window openings are appropriate and consistent with the overall design of the downtown and with recently constructed buildings. Texture and architectural detailing have been provided throughout the building with the proposed materials, including stone and the use of a rich wood grain porcelain tile, which provides warmth and depth and breaks up the massing.

**Building Design Summary**

The design will contain appropriate colors, materials, fenestration and architectural details for the building type and location. Each of these elements will break up the massing of the structure, provide an additional depth of character through shading and relief and provide architectural design interest to the building. Based on the preceding analysis and the suggested conditions of approval, the proposal will integrate well with the other developments that are present within the downtown area and will comply with Boise City Code Section 11-03-04.12.C.7.d.

6. **Conclusion and Recommended Conditions**

Staff finds the project complies with Sections 11-03-04.12 C (7)(d) of the Zoning Ordinance, the Design Review Guidelines and the goals and policies of the Boise City Comprehensive Plan and would recommend approval subject to the following conditions.

**Site Specific Conditions**

1. Compliance with the plans and specifications submitted to and on file in the Planning and Development Services Department dated received November 12, 2019, except as expressly modified by the following conditions:

   a. This approval is contingent on completing the rezone process to R-OD/DA and complying with all conditions of CAR19-00005. Failure to complete the rezone process will make this approval null and void.

   b. An ADA accessible on-street parking space shall be provided on 17th Street in the space nearest the intersection with Bannock Street.

   c. Submit details that demonstrate that the rooftop mechanical units are screened to full height by the parapet wall.
d. Coordinate overhead utility clearances with Idaho Power Company and submit written documentation that the proposed building location is acceptable.

e. The windows above the ground floor shall be recessed a minimum of two-inches from the façade.

f. Coordinate with Boise City Public Works to design a complaint trash room which meets dimensional requirements.

Revised plans indicating compliance with the above conditions shall be submitted to Planning Staff for approval prior to application for any construction permits.

**Responsible Agencies and Other Boise City Departments**

2. A Building Permit approval is contingent upon the determination that the site is in conformance with the Boise City Subdivision Ordinance. Contact the Planning and Development Services Subdivision Section at (208)608-7089 regarding questions pertaining to this condition.

3. The applicant shall comply with the requirements of the Boise City Public Works Department, including but not limited to:
   - Drainage
   - Sewers
   - Street Lights
   - Solid Waste
   - Pretreatment

   Please contact BCPW at (208)608-7150. All items required by BCPW shall be included on the plans/specifications that are submitted for a Building Permit. Please note that any changes or modifications by the owner to the approved Storm Water Plan must be resubmitted to BCPW for approval.

4. Prior to a Building Permit and prior to any construction on the site, an Erosion and Sediment Control Permit must be obtained from the Building Division of the Planning and Development Services Department.

5. A Building Permit is contingent upon approval from Boise City Community Forestry for tree planting within rights-of-way, per Title 9, Chapter 16, Section 09-16-05.2. Contact Boise City Community Forestry at (208)608-7700 with questions regarding this condition.
6. Comply with all requirements of the Ada County Highway District (ACHD) as outlined in the approval letter dated December 5, 2019.

7. The applicant shall comply with the Boise City Fire Code as outlined in the memo dated December 26, 2019.

8. Comply with Irrigation District requirements for the Boise Canal.

**Standard Conditions of Approval**

9. The applicant is encouraged to participate in a Transportation Demand Management Program which may include the following measures:

   a. Designation of an Alternative Transportation Coordinator to promote alternatives to automobile transportation to employees. This should be coordinated with ACHD’s Commuteride Program and ValleyRide.

   b. Secure bicycle parking and storage areas.

   c. Establish employee alternative transportation incentive programs which may include discounted or free transit passes for employees, carpool/vanpool matching services through coordination with ACHD Commuteride, and flexible work hours.

10. All loading activities and site maintenance (with the exception of snow removal) are limited to Mondays through Fridays between the hours of 7:00 a.m. and 10:00 p.m. and Saturdays and Sundays between the hours of 8:00 a.m. and 8:00 p.m.

11. Construction activity on site is restricted to the hours of 6:30 a.m. to 6:00 p.m. Mondays through Fridays and 8:30 a.m. to 6:00 p.m. on Saturdays and Sundays.

12. All landscaping areas shall be provided with an underground irrigation system. Landscaping shall be maintained according to current accepted industry standards to promote good plant health, and any dead or diseased plants shall be replaced. All landscape areas with shrubs shall have an approved mulch such as bark or soil aid.

13. All landscape trees shall be pruned in accordance with the American National Standards Institute’s *Standard Practices for Tree Care Operations* (ANSI A300 - latest edition). No trees on the site shall be topped, headed back, rounded over or otherwise disfigured. Contact Boise City Community Forestry at (208)608-7700 for information regarding tree care operations.

14. An approved protective curbing shall enclose all landscape areas where they are
adjacent to parking areas or driveways.

15. Swales/retention/detention areas shall not be located along the streets, unless it can be shown that landscaped berms/shrubs will screen the swales.

16. Vision Triangles as defined under Section 11-012-03 of the Boise City Code shall remain clear of sight obstructions.

17. In compliance with Boise City Code, anyone planting, pruning, removing or trenching/excavating near any tree(s) on ACHD or State right-of-ways must obtain a permit from Boise City Community Forestry at least one (1) week in advance of such work by calling (208)608-7700. Species shall be selected from the Boise City Tree Selection Guide.

18. Existing healthy trees shall be saved where not in conflict with building locations or required driveways as determined by the Boise City Forester and approved by the Design Review staff. Existing grading shall be altered as little as possible, with a minimum compaction of topsoil within the tree dripline area. Soil sterilants shall not be applied near the dripline of these trees. Pervious paving shall be provided within the dripline area, unless otherwise approved by the Boise City Forester and the Design Review staff, to allow surface air and water penetration to the feeder root zone of trees near paved areas.

19. Deciduous trees shall be not less than 2" to 2½” caliper size at the time of planting, evergreen trees 6’ to 8’ in height, and shrubs 1 to 5 gallons, as approved by the Design Review staff. All plants are to conform to the American Association of Nurseryman Standards in terms of size and quality.

20. All surface drainage shall be reviewed and approved by ACHD and BCPW. Perimeter grading shall be designed to match the existing grade of the adjoining properties.

21. All parking areas and driveways shall be paved and striped. All accessible spaces and approved compact spaces shall be clearly marked and signed as required. Bicycle parking, as required by Section 11-07-03.3.B of the Boise City Code, shall be provided.

22. All Americans with Disabilities Act (ADA) requirements shall be met.

23. Any outside lighting shall be reflected away from adjacent property and streets. Exterior light fixture details shall be submitted to the Design Review staff for approval prior to issuance of a Building Permit. Impacts on residential areas shall not be permitted.
24. The illumination level of all light fixtures shall not exceed two (2) foot-candles as measured one (1) foot above the ground at property lines shared with residentially zoned or used parcels.

25. Boise City Fire Department requires water mains, fire hydrants and temporary Fire Department access to be installed, inspected and approved by the Fire Department prior to commencement of combustible construction. Note: Temporary water and temporary access during construction may be permitted upon request to, and approval by, the Fire Department.

26. No obstructions (landscaping, signs, fences or other elements) shall encroach upon any required fire access or fire facility.

27. All signs will require approval from the Planning and Development Services Department prior to installation.

28. Trash receptacles and on-grade and rooftop mechanical fixtures and equipment shall be concealed from public view by use of an approved sight-obscuring method. All screening materials shall be compatible with the building materials/design.

29. Utility services shall be installed underground.

30. Rain gutters shall be provided on eaves projecting over pedestrian entries and walkways to protect the occupants from undesirable storm runoff. Through-wall mechanical units shall be architecturally integrated into the building design, as approved by the Design Review staff. Roof vents shall be screened or painted to match the roof color.

31. No trees within street right-of-ways shall be removed or pruned without approval from Boise City Community Forestry in compliance with Boise City Code. No trees within the property, as shown on the plans and approved by the Design Review Committee or the Design Review staff, shall be removed without the approval of the Design Review Committee or the Design Review staff and in compliance with Boise City Code.

32. In the event a tree is removed without prior approval, the tree shall be replaced with a tree with trunk caliper 1.5 times the one removed or with a sufficient number of trees, as approved by the Design Review Committee or the Design Review staff, with a trunk caliper not less than 4" and a total cumulative caliper area equal to 1.5 times the caliper area of the tree(s) removed. Caliper shall be as measured by the American Nurseryman’s Association standards. For example, if a 12" caliper tree is removed, it must be replaced with either one 18" caliper tree or three 6" caliper trees or five 4" caliper trees. The replacement requirement may be modified upon a showing made to the Design Review Committee or the Design Review staff of disease or death of the
tree which was not caused by neglect.

33. An Occupancy Permit will not be issued by the Planning and Development Services Department until all of these conditions have been met. In the event a condition(s) cannot be met by the desired date of occupancy, the Planning Director will determine whether the condition(s) is bondable or should be completed, and if determined to be bondable, a bond or other surety acceptable to Boise City will be required in the amount of 110% of the value of the condition(s) that is incomplete.

34. No change in the terms and conditions of this approval shall be valid unless in writing and signed by the applicant or his authorized representative and an authorized representative of Boise City. The burden shall be upon the applicant to obtain the written confirmation of any change and not upon Boise City.

35. Any change by the applicant in the planned use of the property, which is the subject of this application, shall require the applicant to comply with all rules, regulations, ordinances, plans, or other regulatory and legal restrictions in force at the time the applicant, or successors of interest, advise Boise City of intent to change the planned use of the property described herein, unless a variance in said requirements or other legal relief is granted pursuant to the law in effect at the time the change in use is sought.
Thanks Zach.

I've copied Josh who is the planner reviewing the DR case.

From: Céline Acord
To: Zach Piepmeyer
Cc: Josh Wilson
Subject: FW: 1620 W Bannock (CAR19-00005) - Accessible Parking Committee Recommendation
Date: Wednesday, December 18, 2019 3:52:18 PM
Attachments: ADA 2011 Draft PROWAG Wide Sidewalk ADA Parking.docx

Thanks.

From: Zach Piepmeyer <zpiepmeyer@cityofboise.org>
Sent: Wednesday, December 18, 2019 2:01 PM
To: Céline Acord <cacord@cityofboise.org>
Subject: FW: 1620 W Bannock (CAR19-00005) - Accessible Parking Committee Recommendation

Celine,

Forwarding this info to you related to DRH19-00514, which is on the January Legals. Comp Planning Comments on the Jan Legals will refer to this email.

Thanks,

Zach Piepmeyer, P.E.
Associate Transportation Planner
Planning and Development Services
Office: 208.608.7096
zpiepmeyer@cityofboise.org
150 N. Capitol Blvd
P.O. Box 500
Boise, ID  83701
Making Boise the most livable city in the country.

From: Zach Piepmeyer
Sent: Tuesday, May 14, 2019 12:43 PM
To: Brent Moore <bdmoore@cityofboise.org>; Tyler Johnson <TJohnson@cityofboise.org>
Subject: 1620 W Bannock (CAR19-00005) - Accessible Parking Committee Recommendation

Brent/Tyler,

As outlined in BCC 02-25-04 (A & D), the City’s Accessible Parking Committee is a recommending body to Parking Services and PDS.

On May 10, the Accessible Parking Committee recommended a future on-street accessible parking space be implemented as shown in the graphic below (i.e. southernmost parking stall on 17th Street
adjacent to 1620 W Bannock). The Committee requested that the stall be designed to meet PROWAG standards (attached) if the conditions identified in PROWAG R309 are met.

Realizing that this type of design information is typically not provided for re-zone applications, the Committee agreed that this information would be beneficial for the developer to have as they prepare a site design (and assuming Parking Services and Current Planning agree with the recommendation).

Please let me know if you have questions.

Thanks,
Zach
December 26, 2019

Josh Wilson
PDS – Design Review

Re: DRH19-00514

Dear Josh,

This is a request for Design Review Committee approval to construct a new mixed-use building with office space and amenities on the ground floor, with four levels of housing above.

The Boise Fire Department has reviewed and can approve the application subject to compliance with all the following code requirements and conditions of approval. Any deviation from this plan is subject to Fire Department approval. Please note that unless stated otherwise, this memo represents the requirements of the International Fire Code (IFC) as adopted and amended by Ordinance 6308.

Comments:

1. Fire hydrants, capable of producing the required fire flow, shall be located along approved fire lanes. Fire hydrant spacing shall meet the requirements of IFC table C102.1 (IFC 507.3, IFC B105.2, IFC C105). An additional hydrant will be required.

2. Fire apparatus access roads shall extend to within 150 feet of all portions of the exterior walls of the first story of a building measured by an approved route around the exterior of the building or facility. (IFC 503.1.1)

3. Where the vertical distance between the grade plane and the highest roof surface exceeds 30 feet, approved aerial fire apparatus access roads shall be provided. Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet, exclusive of shoulders, in the immediate vicinity of the building or portion thereof. At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet and a maximum of 30 feet from the building and shall be positioned parallel to one entire side of the building. Overhead utility and power lines shall not be located over the aerial fire apparatus access road or between the aerial fire apparatus road and the building. (IFC appendix D105)

4. Buildings equipped with a standpipe system installed in accordance with IFC Section 905 shall have a fire hydrant within 100 feet of the fire department connections. (IFC 507.5.1.1)

5. The Fire Department connection (FDC) and associated outside alarm for a sprinkler or standpipe system shall be installed within one hundred feet (100') of an approved Fire Department vehicle access lane and within three hundred feet (300') of Fire Department vehicle access distance of a fire hydrant. (City Code)
**General Requirement:**
Specific building construction requirements of the International Building Code, International Fire Code and Boise City Code will apply. However, these provisions are best addressed by a licensed Architect at time of building permit application.

Regards,

Ron L. Johnson
Division Chief – Assistant Fire Marshal
Boise Fire Department
To: Planning and Development Services

From: Tom Marshall, Street Light Program Technician
       Public Works Engineering

Subject: Street Light Comments
       DRH19-00514: 1620 W Bannock St.

Street lights are required. Contact Public Works for required facilities and location prior to submission of a building permit. (Final approved plans must accompany submitted building plans at time of permitting.)

Street lights are required at the following locations:

1. (2) Historic poles on 17th
2. (2) Historic poles on Bannock
3. (1) 25’ roadway pole on the corner of Bannock & 17th

As per Idaho Power requirements the lights along the following street frontages must be installed on a metered service. Meter service cabinet location to be in the right of way or in a developer designated City Street Light Easement. They shall meet the requirements of the Idaho Standards for Public Works Construction, Standard Drawings, and the Boise City Standard Revisions for ISPWC Division 1102 Street Lights. See Streetlight Approved Fixtures and Materials for a list of approved meter service cabinets.

1. 17th
2. Bannock
New Street Light installations shall conform to the current version of the Boise Standard Revisions, Idaho Standards for Public Works Construction (ISPWC) using approved LED fixtures listed in Streetlight Approved Fixtures and Materials.

Developer shall not connect, or allow any subcontractor to connect any irrigation timers, decorative lighting, entrance lighting, outlets or other electrical devices to any street lighting circuits. Any and all irrigation timers, decorative lighting, entrance lighting, outlets or other electrical devices shall be connected directly to Idaho Power at an Idaho Power approved location.

All electrical work must be completed by a licensed journeyman electrician, as per state code to include underground conduit, wire, pole base, light pole, fixture and meter cabinets. The electrician must be present at all inspections and all work shall be performed to the current National Electrical Code.

If you have any questions, contact Tom Marshall at 208-608-7526 or tmmarshall@cityofboise.org.
Connection to central sewer is required. Sanitary sewers are available in alley.

Prior to granting of final sewer construction plan approval, all requirements by Boise City Planning and Development Services must be met.

If you have any further questions, please contact Mike Sheppard at 608-7504.
A. Findings of Fact

1. **Description of Application:** The applicant is requesting design review approval to construct a 5-story mixed-use building with office space, parking, and 22 total residential units on four levels. This site was rezoned to R-O (Residential Office) and the applicant’s proposal is consistent with the City of Boise Comprehensive plan which designates this site as mixed-use.

2. **Description of Adjacent Surrounding Area:**

<table>
<thead>
<tr>
<th>Direction</th>
<th>Land Use</th>
<th>Zoning</th>
</tr>
</thead>
<tbody>
<tr>
<td>North</td>
<td>General Commercial</td>
<td>C-2D</td>
</tr>
<tr>
<td>South</td>
<td>General Commercial</td>
<td>C-2D</td>
</tr>
<tr>
<td>East</td>
<td>General Commercial</td>
<td>C-2D</td>
</tr>
<tr>
<td>West</td>
<td>Multi-Family Residential</td>
<td>R-3D</td>
</tr>
</tbody>
</table>

3. **Site History:** ACHD staff previously reviewed this site as a rezone application (CAR19-00005) in May 2019. The requirements of this staff report are consistent with those of the prior action.

4. **Adjacent Development:** The following developments are pending or underway in the vicinity of the site:

   - Tibbs Condominiums, an 18-unit multi-family development located south of the site was approved by ACHD in February 19, 2019.

5. **Transit:** Transit services are available to serve this site via routes 6, 7a, 7b and 11.
6. **New Center Lane Miles:** The proposed development includes 0 centerline miles of new public road.

7. **Impact Fees:** There will be an impact fee that is assessed and due prior to issuance of any building permits. The assessed impact fee will be based on the impact fee ordinance that is in effect at that time. The impact fee assessment will not be released until the civil plans are approved by ACHD.

8. **Capital Improvements Plan (CIP)/ Integrated Five Year Work Plan (IFYWP):**
   - Front Street, 16th Street and State Street are scheduled in the IFYWP as part of the Downtown Boise Implementation Project in 2021.

**B. Traffic Findings for Consideration**

1. **Trip Generation:** Below is a list of land uses and estimated trip generation rates for uses that may be included within the site. There are an estimated 74 existing vehicle trips per day with 4 vehicle trips per hour in the PM peak hour. Trip generation rates are based on the Institute of Transportation Engineers Trip Generation Manual, 10th edition.

<table>
<thead>
<tr>
<th>Use</th>
<th>Avg. Daily Trips</th>
<th>Avg. PM Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>Multi-family Housing (Mid-rise) (per unit)</td>
<td>5.44</td>
<td>0.44</td>
</tr>
<tr>
<td>General Office (per 1,000 sf)</td>
<td>9.74</td>
<td>1.15</td>
</tr>
<tr>
<td>Medical/Dental Office Building (per 1,000 sf)</td>
<td>34.80</td>
<td>3.46</td>
</tr>
</tbody>
</table>

2. **Condition of Area Roadways**
   Traffic Count is based on Vehicles per hour (VPH)

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Frontage</th>
<th>Functional Classification</th>
<th>PM Peak Hour Traffic Count</th>
<th>PM Peak Hour Level of Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>16th Street (one-way southbound)</td>
<td>0-feet</td>
<td>Principal Arterial</td>
<td>758</td>
<td>Better than “E”</td>
</tr>
<tr>
<td>17th Street</td>
<td>122-feet</td>
<td>Local</td>
<td>246</td>
<td>N/A</td>
</tr>
<tr>
<td>Bannock Street</td>
<td>100-feet</td>
<td>Local</td>
<td>58</td>
<td>N/A</td>
</tr>
</tbody>
</table>

*Acceptable level of service for a two-lane one-way street is “E” (1,700).

3. **Average Daily Traffic Count (VDT)**
   *Average daily traffic counts are based on ACHD’s most current traffic counts.*
   - The average daily traffic count for 16th Street north of Bannock Street was 9,660 on June 12, 2019.
   - The average daily traffic count for 17th Street south of State Street was 4,465 on June 6, 2018.
   - The average daily traffic count for Bannock Street west of 16th Street was 935 on August 23, 2017.

**C. Findings for Consideration**
1. **17th Street & Bannock Street**
   a. **Existing Conditions:** 17th Street is improved with 2-travel lanes, on-street parking, vertical curb, gutter, and 6-foot wide sidewalk abutting the site. There is 80-feet of right-of-way for 17th Street (40-feet from centerline).

   Bannock Street is improved with 2-travel lanes, on-street parking, vertical curb, gutter, and 6-foot wide sidewalk abutting the site. There is 80-feet of right-of-way for Bannock Street (37-feet from centerline).

   b. **Policy:**
      
      **Local Roadway Policy:** District Policy 7207.2.1 states that the developer is responsible for improving all local street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.

      **Street Section and Right-of-Way Policy:** District Policy 7207.5 states that right-of-way widths for all local streets shall generally not be less than 47-feet wide and that the standard street section shall be 33-feet (back-of-curb to back-of-curb).

      **Minor Improvements Policy:** District Policy 7203.3 states that minor improvements to existing streets adjacent to a proposed development may be required. These improvements are to correct deficiencies or replace deteriorated facilities. Included are sidewalk construction or replacement; curb and gutter construction or replacement; replacement of unused driveways with curb, gutter and sidewalk; installation or reconstruction of pedestrian ramps; pavement repairs; signs; traffic control devices; and other similar items.

   c. **Applicant’s Proposal:** The applicant is not proposing any street improvements to 17th Street or Bannock Street abutting the site.

   d. **Staff Comments/Recommendations:** 17th Street and Bannock Street are fully improved; therefore, no additional right-of-way or street improvements are required as part of this application.

      The applicant should be required to repair and/or replace any damaged or deficient facilities along 17th Street and Bannock Street abutting the site to include updating the pedestrian ramps at the intersection of 17th Street and Bannock Street to be ADA compliant.

2. **Alleys**
   a. **Existing Conditions:** There is a 16-foot wide improved alley abutting the site’s north property line. The alley runs east/west between 17th Street and 16th Street.

   b. **Policy:**
      
      **Existing Alley Policy:** District Policy 7210.2 states that if a proposed development abuts an existing alley, the dedication of additional right-of-way to obtain a minimum width from the centerline of the alley of 8-feet for residential uses and 10-feet for non-residential or commercial uses may be required. Each development will be reviewed by the District on a case-by-case basis. If the proposed development takes access from an alley, the developer will be required to pave the entire width of the right-of-way from the nearest public street to and abutting the development.

      **Alley Parking & Setbacks Policy:** District Policy 7210.3.3 states that parking within the alley right-of-way is prohibited. “No Parking” signs are required to be installed by the developer. The signs should be located at the alley/street intersections. Parking which is entered from the alley shall be designed so the minimum clear distance from the back of the parking stall to the opposite side of the alley is 20-feet for all perpendicular parking.

      Setbacks for structures taking access from the alley should be closely coordinated with the lead land use agency. The setbacks shall either discourage parking within the alley (where it may
partially block or occur within the right-of-way) or allow adequate area for one perpendicular parking pad. In order to discourage parking, building setbacks shall be minimal from the alley right-of-way line, while still achieving the required 20-feet of back-up space from a garage or other parking structure to the opposite side of the alley (i.e. 4-foot setback + 16-foot alley= 20-feet for back-up space).

**Vacations of Alleys Policy:** District Policy 7210.3.6 states that vacations of alley right-of-way are discouraged and shall not result in dead-end alleys.

**Driveway Location Policy:** District policy 7207.4.1 requires driveways near intersections to be located a minimum of 75-feet (measured centerline-to-centerline) from the nearest local street intersection, and 150-feet from the nearest collector or arterial street intersection.

c. **Applicant Proposal:** The applicant is proposing to construct a 20-foot wide driveway from the site onto the alley located approximately 107-feet east of 17th Street (measured centerline-to-centerline) and the applicant has proposed parking stalls adjacent to the alley.

d. **Staff Comments/Recommendations:** The applicant’s proposal to construct a 20-foot wide driveway from the site onto the alley located approximately 107-feet east of 17th Street meets District policy and should be approved.

The applicant should be required to provide a minimum 20-feet from the back of the parking stalls to the opposite side of the alley.

Parking within the alley right-of-way is prohibited. The applicant should install “No Parking” signs located at the alley/street intersection.

3. **Tree Planters**

**Tree Planter Policy:** Tree Planter Policy: The District’s Tree Planter Policy prohibits all trees in planters less than 8-feet in width without the installation of root barriers. Class II trees may be allowed in planters with a minimum width of 8-feet, and Class I and Class III trees may be allowed in planters with a minimum width of 10-feet.

4. **Landscaping**

**Landscaping Policy:** A license agreement is required for all landscaping proposed within ACHD right-of-way or easement areas. Trees shall be located no closer than 10-feet from all public storm drain facilities. Landscaping should be designed to eliminate site obstructions in the vision triangle at intersections. District Policy 5104.3.1 requires a 40-foot vision triangle and a 3-foot height restriction on all landscaping located at an uncontrolled intersection and a 50-foot offset from stop signs. Landscape plans are required with the submittal of civil plans and must meet all District requirements prior to signature of the final plat and/or approval of the civil plans.

D. **Site Specific Conditions of Approval**

1. Repair and/or replace any damaged or deficient facilities along 17th Street and Bannock Street abutting the site to include updating the pedestrian ramps at the intersection of 17th Street and Bannock Street to be ADA compliant.

2. Construct a 20-foot wide driveway from the site onto the alley located approximately 107-feet east of 17th Street.

3. Provide a minimum 20-feet from the back of the parking stalls to the opposite side of the alley.

4. Install “No Parking” signs located at the alley/street intersection.

5. Submit civil plans to ACHD Development Services for review and approval. The impact fee assessment will not be released until the civil plans are approved by ACHD.
6. Payment of impact fees is due prior to issuance of a building permit.
7. Comply with all Standard Conditions of Approval.

E. **Standard Conditions of Approval**

1. All proposed irrigation facilities shall be located outside of the ACHD right-of-way (including all easements). Any existing irrigation facilities shall be relocated outside of the ACHD right-of-way (including all easements).
2. Private Utilities including sewer or water systems are prohibited from being located within the ACHD right-of-way.
3. In accordance with District policy, 7203.3, the applicant may be required to update any existing non-compliant pedestrian improvements abutting the site to meet current Americans with Disabilities Act (ADA) requirements. The applicant’s engineer should provide documentation of ADA compliance to District Development Review staff for review.
4. Replace any existing damaged curb, gutter and sidewalk and any that may be damaged during the construction of the proposed development. Contact Construction Services at 387-6280 (with file number) for details.
5. A license agreement and compliance with the District’s Tree Planter policy is required for all landscaping proposed within ACHD right-of-way or easement areas.
6. All utility relocation costs associated with improving street frontages abutting the site shall be borne by the developer.
7. It is the responsibility of the applicant to verify all existing utilities within the right-of-way. The applicant at no cost to ACHD shall repair existing utilities damaged by the applicant. The applicant shall be required to call DIGLINE (1-811-342-1585) at least two full business days prior to breaking ground within ACHD right-of-way. The applicant shall contact ACHD Traffic Operations 387-6190 in the event any ACHD conduits (spare or filled) are compromised during any phase of construction.
8. Utility street cuts in pavement less than five years old are not allowed unless approved in writing by the District. Contact the District’s Utility Coordinator at 387-6258 (with file numbers) for details.
9. All design and construction shall be in accordance with the ACHD Policy Manual, ISPWC Standards and approved supplements, Construction Services procedures and all applicable ACHD Standards unless specifically waived herein. An engineer registered in the State of Idaho shall prepare and certify all improvement plans.
10. Construction use and property development shall be in conformance with all applicable requirements of ACHD prior to District approval for occupancy.
11. No change in the terms and conditions of this approval shall be valid unless they are in writing and signed by the applicant or the applicant’s authorized representative and an authorized representative of ACHD. The burden shall be upon the applicant to obtain written confirmation of any change from ACHD.
12. If the site plan or use should change in the future, ACHD Planning Review will review the site plan and may require additional improvements to the transportation system at that time. Any change in the planned use of the property which is the subject of this application, shall require the applicant to comply with ACHD Policy and Standard Conditions of Approval in place at that time unless a waiver/variance of the requirements or other legal relief is granted by the ACHD Commission.

F. **Conclusions of Law**

1. The proposed site plan is approved, if all of the Site Specific and Standard Conditions of Approval are satisfied.
2. ACHD requirements are intended to assure that the proposed use/development will not place an undue burden on the existing vehicular transportation system within the vicinity impacted by the proposed development.

G. Attachments

1. Vicinity Map
2. Site Plan
3. Utility Coordinating Council
4. Development Process Checklist
5. Appeal Guidelines
Ada County Utility Coordinating Council

Developer/Local Improvement District
Right of Way Improvements Guideline Request

Purpose: To develop the necessary avenue for proper notification to utilities of local highway and road improvements, to help the utilities in budgeting and to clarify the already existing process.

1) **Notification:** Within five (5) working days upon notification of required right of way improvements by Highway entities, developers shall provide written notification to the affected utility owners and the Ada County Utility Coordinating Council (UCC). Notification shall include but not be limited to, project limits, scope of roadway improvements/project, anticipated construction dates, and any portions critical to the right of way improvements and coordination of utilities.

2) **Plan Review:** The developer shall provide the highway entities and all utility owners with preliminary project plans and schedule a plan review conference. Depending on the scale of utility improvements, a plan review conference may not be necessary, as determined by the utility owners. Conference notification shall also be sent to the UCC. During the review meeting the developer shall notify utilities of the status of right of way/easement acquisition necessary for their project. At the plan review conference each company shall have the right to appeal, adjust and/or negotiate with the developer on its own behalf. Each utility shall provide the developer with a letter of review indicating the costs and time required for relocation of its facilities. Said letter of review is to be provided within thirty calendar days after the date of the plan review conference.

3) **Revisions:** The developer is responsible to provide utilities with any revisions to preliminary plans. Utilities may request an updated plan review meeting if revisions are made in the preliminary plans which affect the utility relocation requirements. Utilities shall have thirty days after receiving the revisions to review and comment thereon.

4) **Final Notification:** The developer will provide highway entities, utility owners and the UCC with final notification of its intent to proceed with right of way improvements and include the anticipated date work will commence. This notification shall indicate that the work to be performed shall be pursuant to final approved plans by the highway entity. The developer shall schedule a preconstruction meeting prior to right of way improvements. Utility relocation activity shall be completed within the times established during the preconstruction meeting, unless otherwise agreed upon.

*Notification to the Ada County UCC can be sent to:* 50 S. Cole Rd. Boise 83707, or Visit iducc.com for e-mail notification information.
**Development Process Checklist**

**Items Completed to Date:**

☑ Submit a development application to a City or to Ada County
☑ The City or the County will transmit the development application to ACHD
☑ The ACHD **Planning Review Section** will receive the development application to review
☑ The **Planning Review Section** will do **one** of the following:
  - ☑ Send a **“No Review”** letter to the applicant stating that there are no site specific conditions of approval at this time.
  - ☑ Write a **Staff Level** report analyzing the impacts of the development on the transportation system and evaluating the proposal for its conformance to District Policy.
  - ☑ Write a **Commission Level** report analyzing the impacts of the development on the transportation system and evaluating the proposal for its conformance to District Policy.

**Items to be completed by Applicant:**

☐ For **ALL** development applications, including those receiving a **“No Review”** letter:
  - The applicant should submit one set of engineered plans directly to ACHD for review by the **Development Review Section** for plan review and assessment of impact fees. (Note: if there are no site improvements required by ACHD, then architectural plans may be submitted for purposes of impact fee assessment.)
  - The applicant is required to get a permit from Construction Services (ACHD) for **ANY** work in the right-of-way, including, but not limited to, driveway approaches, street improvements and utility cuts.
  - ☑ Pay Impact Fees prior to issuance of building permit. Impact fees cannot be paid prior to plan review approval.

**DID YOU REMEMBER:**

**Construction (Non-Subdivisions)**

☐ **Driveway or Property Approach(s)**
  - Submit a “Driveway Approach Request” form to ACHD Construction (for approval by Development Services & Traffic Services). There is a one week turnaround for this approval.

☐ **Working in the ACHD Right-of-Way**
  - Four business days prior to starting work have a bonded contractor submit a “Temporary Highway Use Permit Application” to ACHD Construction – Permits along with:
    - a) Traffic Control Plan
    - b) An Erosion & Sediment Control Narrative & Plat, done by a Certified Plan Designer, if trench is >50’ or you are placing >600 sf of concrete or asphalt.

**Construction (Subdivisions)**

☐ **Sediment & Erosion Submittal**
  - At least one week prior to setting up a Pre-Construction Meeting an Erosion & Sediment Control Narrative & Plan, done by a Certified Plan Designer, must be turned into ACHD Construction to be reviewed and approved by the ACHD Stormwater Section.

☐ **Idaho Power Company**
  - Vic Steelman at Idaho Power must have his IPCO approved set of subdivision utility plans prior to Pre-Con being scheduled.

☐ **Final Approval from Development Services is required** prior to scheduling a Pre-Con.
Request for Appeal of Staff Decision

1. Appeal of Staff Decision: The Commission shall hear and decide appeals by an applicant of the final decision made by the Development Services Manager when it is alleged that the Development Services Manager did not properly apply this section 7101.6, did not consider all of the relevant facts presented, made an error of fact or law, abused discretion or acted arbitrarily and capriciously in the interpretation or enforcement of the ACHD Policy Manual.

   a. Filing Fee: The Commission may, from time to time, set reasonable fees to be charged the applicant for the processing of appeals, to cover administrative costs.

   b. Initiation: An appeal is initiated by the filing of a written notice of appeal with the Secretary and Clerk of the District, which must be filed within ten (10) working days from the date of the decision that is the subject of the appeal. The notice of appeal shall refer to the decision being appealed, identify the appellant by name, address and telephone number and state the grounds for the appeal. The grounds shall include a written summary of the provisions of the policy relevant to the appeal and/or the facts and law relied upon and shall include a written argument in support of the appeal. The Commission shall not consider a notice of appeal that does not comply with the provisions of this subsection.

   c. Time to Reply: The Development Services Manager shall have ten (10) working days from the date of the filing of the notice of appeal to reply to the notice of the appeal, and may during such time meet with the appellant to discuss the matter, and may also consider and/or modify the decision that is being appealed. A copy of the reply and any modifications to the decision being appealed will be provided to the appellant prior to the Commission hearing on the appeal.

   d. Notice of Hearing: Unless otherwise agreed to by the appellant, the hearing of the appeal will be noticed and scheduled on the Commission agenda at a regular meeting to be held within thirty (30) days following the delivery to the appellant of the Development Services Manager’s reply to the notice of appeal. A copy of the decision being appealed, the notice of appeal and the reply shall be delivered to the Commission at least one (1) week prior to the hearing.

   e. Action by Commission: Following the hearing, the Commission shall either affirm or reverse, in whole or part, or otherwise modify, amend or supplement the decision being appealed, as such action is adequately supported by the law and evidence presented at the hearing.
City of Boise Solid Waste staff has reviewed the application for this project and has the following comment(s):

Internal solid waste rooms with two 3-yard dumpsters must provide at least a 12 foot wide door opening and be at least 10 feet deep.

A staging area in front of the access ramp to the solid waste room of at least 15 feet along the alley must be provided. This area must be marked with appropriate signage stating “No parking or staging.”

When the container is staged in the alley, the container placement must provide at least 12 feet of clearance along the width of the alley so as to not block the passage of vehicles.

The link below provides information regarding trash enclosure design and location requirements:

https://www.cityofboise.org/media/7186/commercialenclosurerequirements.pdf

Please contact me with any questions at 208-608-7555 or rwalkins@cityofboise.org.
To: Planning and Development Services

From: Zach Conde, Senior Environmental Specialist
Public Works

Subject: DRH19-00514; 1620 W. Bannock Street; Pretreatment Comments

Covered Parking Garages – All water from non-atmospheric sources (i.e., transported on vehicles) or indirect atmospheric sources (i.e., blown through openings and windows) that flows through covered parking garages or commercial structures may go to the sanitary sewer disposal system through an approved sand/oil/grease interceptor. Sewer connection fees and monthly service fees apply. Garages with parking floors at or below the 100 year flood plain elevation are subject to specific sewer connection requirements; contact the Public Works Engineering for specific requirements. If there is no feasible alternative for disposal of water from internal parking garages via the sanitary sewer then this water may be allowed into a storm sewer system. Adequate treatment prior to storm water discharge and proper disposal of waste and wash water will still be required to comply with the City’s Storm Water Discharge Ordinance.

Shell and Core Projects - Applicant/Builder shall provide segregated grease line for all tenant spaces with any potential to house food service facilities. More than one outside grease interceptor unit may be required.

For more information, or if you have any questions please contact Zach Conde, 208-608-7530 or email at zconde@cityofboise.org.

Conditional Use Design Review Application
SAR095 (Boise)
6.4
PLANNING AND DEVELOPMENT SERVICES
BOISE CITY HALL: 150 N. CAPITOL BLVD | MAIL: PO BOX 500, BOISE ID 83701-0500

AFFIDAVIT OF SITE POSTING

State of Idaho )
County of Ada ) ss

I, Creed Herbold

Address
2480 E Ranoke Dr.

City
Boise

State
Idaho

being first duly sworn upon oath, depose and say:

In accordance with the Boise City Development Code Section 11-03-03.4D Posted Notice, I personally posted or attest that the subject property was properly posted on 12/9/19, which is at least ten (15) days prior to the scheduled public hearing for the 1/8/20

Date of Posting

Date of Hearing

DESIGN REVIEW

Review Body

I have submitted photograph(s) of the posting to the City, concurrent with this affidavit. The sign(s) will be removed no later than three (3) days after the public hearing.

Dated this 19th day of December, 2019

Signature

Subscribed and sworn to before me the day and year first above written.

LORI A. FITZGERALD
COMMISSION #44278
NOTARY PUBLIC
STATE OF IDAHO

Notary Public for Idaho
Residing in Nampa, Idaho
My Commission Expires 4-19-2023

Residing at: 

My commission expires:

Packet Pg. 77
TO: Design Review Committee  
FROM: Joshua Wilson, Planning and Development Services  
DATE: December 12, 2019  
SUBJECT: DRH19-00516 / Michael Belt

SUMMARY:  
DRH19-00516 / Michael Belt Location: 2301 W Idaho Street Construct a single-family residence with a front-loading garage on a substandard lot of record without alley access on property in an R-3D (Multi-Family Residential with Design Review Overlay) zone. KayCee Babb

BACKGROUND:

RECOMMENDATION:

ATTACHMENTS:

- 2_DRH19-00516 Idaho (PDF)
Summary for DRH19-00516

Staff's Recommendation

Move to approve DRH19-00516 with the waiver requests as recommended in the Findings of Fact, Conclusions of Law and the Recommended Conditions of Approval noted in the project report.

Summary

Michael Belt – Dwelling Design, requests Design Review approval to construct a single-family home on a substandard lot with waiver requests for a reduced front setback and reduced accent material on the front façade in an R-3D (Multi-Family Residential with Design Review Overlay) zone.

The subject property is located on the southwest corner of Idaho Street and 23rd Street. The surrounding area contains residential and commercial properties, as well as a park across the street. The applicant is proposing a single-story structure and is requesting a waiver to utilize a smaller front setback than is required by the Substandard Lot Ordinance based on site constraints and other unique circumstances surrounding the site. The applicant is also requesting a waiver to reduce the required accent material on the front façade from 35% to 17%. Staff recommends approval of the two waiver requests.

Staff has recommended conditions regarding modifications of the proposed wall and gates, as well as proper approval of street trees. The Conditions of Approval have been recommended to comply with the Objectives, Findings and Considerations of the Zoning Ordinance, the Design Review Guidelines and the goals and policies of the Boise City Comprehensive Plan.

This report includes information available on the Boise City Website. The entire public record, including additional documents, can be viewed through PDS Online through the following link:

http://pdsonline.cityofboise.org/pdsonline/Permits.aspx?id=4.2.a

Attachment: 2_DRH19-00516 Idaho (DRH19-00516 / Michael Belt)
DESIGN INTENT

Project Location;

2301 W. Idaho street, Boise Idaho 83702

The proposed project will be to construct (1) single family home. The home is a single level with approximately 1800 SF of living area and 700 SF of garage. The home is modern prairie style home. The home will be in accordance and compliance with the substandard design review guidelines. And be a great contribution to the neighborhood.

Regards,

Michael Belt, dwelling design
This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. THIS MAP IS NOT TO BE USED FOR NAVIGATION.
This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT TO BE USED FOR NAVIGATION.
FRONT FAÇADE ACCENT MATERIAL WAIVER

Project Location;

2301 W. Idaho street, Boise Idaho 83702

We would like to formally request a waiver to the substandard design standard that requires 35% of the front façade of home to be of an accent material. The main reason for this request is that we have a solid block wall that will be constructed around the perimeter of the property, including on the front side. This wall is specifically meant to be the main accent material for the project as a whole. The block will be a treated decorative block that will pair nicely with the house itself. As it’s drawn we currently have 17% of this accent block already on the home but when you include the block wall itself we land at around 45%. Knowing that this wall is only 15’ from the front of the house – I think it’s easy to conclude the wall will feel and look like it is part of the home.

Regards,

Michael Belt, dwelling design
Planning Division Project Report

File Number                DRH19-00516
Applicant                  Michael Belt
Property Address           2301 W Idaho Street
Public Hearing Date        January 8, 2020
Heard by                   Design Review Committee
Design Review Planner      KayCee Babb
Design Review Supervisor   Josh Wilson

Public Notification

Newspaper notification published on: December 21, 2019
Radius notices mailed to properties within 300 feet on: December 20, 2019
Applicant posted notice on site on: December 23, 2019
Neighborhood meeting held on: December 2, 2019

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1. **Project Data and Facts**

<table>
<thead>
<tr>
<th>Applicant</th>
<th>Michael Belt / Architect – Dwelling Design</th>
</tr>
</thead>
<tbody>
<tr>
<td>Owner</td>
<td>Judi &amp; Jerry Goicochea</td>
</tr>
<tr>
<td>Location of Property</td>
<td>2301 W Idaho Street</td>
</tr>
<tr>
<td>Present Zoning and Land Use</td>
<td>R-3D (Multi-Family Residential with Design Review Overlay)</td>
</tr>
<tr>
<td>Description of Applicant’s Request</td>
<td>Construct a new single-family home on a substandard lot of record, with a waiver request to use a 15’ setback and provide an accent material for 17% of the front façade, rather than the required 35%</td>
</tr>
</tbody>
</table>

2. **Land Use**

**Description and Character of Surrounding Area**

The subject property is located on the southwest corner of Idaho Street and 23rd Street. The surrounding area contains an established mixed-use area, with commercial to the south and northeast, residential to the east and west, and a public park to the north. The subject property and adjacent area is zoned R-3D (Multi-Family Residential with Design Review Overlay). Property to the south is C-2D (General Commercial with Design Review Overlay), with A-1 to the north (Open Land Very Low Density). The Comprehensive Plan has identified this site as “Mixed-Use”. The development is located within the North East Ends Planning Area.

**Adjacent Land Uses and Zoning**

- **North:** Fairview Park / A-1
- **South:** Single-story commercial building / R-3D
- **East:** Single-story commercial building / R-3D
- **West:** Single-story, single-family residence / R-3D

**Site Characteristics**

The existing site is vacant. Detached sidewalk is present on both Idaho and 23rd Streets.

**Special Considerations**

The site is a substandard corner lot with no alley access.

**History of Previous Actions**

CPA09-00001 – Passing of the 30th Street Area Master Plan.
3. Project Proposal

Parking

<table>
<thead>
<tr>
<th>Proposed per Unit</th>
<th>Required per Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total parking spaces proposed:</td>
<td>2</td>
</tr>
<tr>
<td>Total parking spaces required:</td>
<td>2</td>
</tr>
</tbody>
</table>

Fencing

The applicant is proposing a CMU wall about the perimeter of the property. Within the front setback, the wall is proposed at 3 feet of solid CMU with an additional one foot of wrought iron railing. The rest of the wall is proposed at 6 feet of solid CMU and a stucco top. As conditioned, the wall shall taper down from the proposed 6 feet in height to 3 feet in height with one-foot railing, rather than the sharp contrast proposed. Tapering can be accomplished through stepped down section or sloping the height. At no time shall the fencing be taller than 3 feet of solid fencing, with an allowed one foot of open-vision fencing, within the front setback. The CMU is proposed as unfinished concrete. However, unfinished concrete provides a blank wall with no architectural detailing. To avoid a blank wall for design requirements, as well as to deter potential vandalism, the wall shall be a textured stone material or other high-quality masonry that provides architectural detailing. Additionally, stucco is not permitted due to proximity to pathways. The wall is proposed at the property line. As conditioned by the Ada County Highway District, the proposed wall shall be relocated to be a minimum of two feet away from the edge of sidewalk. This prevents the wall from damaging the sidewalk and any future right-of-way repair from damaging the wall. The two feet between the wall and sidewalk shall be provided with appropriate grasses and shrubs to further screen the blank wall. The wall shall also not obstruct the sight lines of vehicles on Idaho Street, with a required minimum of 335-feet of unobstructed sight lines. An application shall be submitted to ACHD for review, with an approval letter submitted to Design Review Staff prior to submittal of Building permits.

A wrought iron gate is proposed for the driveway. As conditioned, the gate shall be removed. Gates located at the front of driveways have the potential to back-up traffic and increase safety hazards by requiring a motorist to get out of the vehicle to open the gate or, if automated, wait in the street or within the sidewalk until the gate opens itself. Because of that, gates should be located no closer than 20 feet away from the street, accommodating a standard parking space that meets the Boise City Zoning Code dimensional standards. This way, a vehicle would be able to park on the subject property while opening the gate. A wood and steel entry gate is also proposed, at approximately eight feet. Per the Boise City Zoning Code, one ornamental entryway is allowed to exceed the fence height limits, providing the entryway does not exceed eight feet in height by six feet in width, and not located within a clear vision triangle. As proposed, the entry is approximately 8 feet in width, not meeting the standard.
entry shall be redesigned to measure 6 feet in width, as measured from the exterior of the posts.

**Outdoor Lighting**
The applicant has not proposed any outdoor lighting. Any future lighting shall not shine into adjacent properties.

<table>
<thead>
<tr>
<th>Structure(s) Design</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number and Proposed Use of Buildings: One single-family dwelling with attached, two-car garage</td>
</tr>
<tr>
<td>Proposed Building Height: Approximately 20’ 8”</td>
</tr>
<tr>
<td>Maximum Building Height: 35’</td>
</tr>
<tr>
<td>Number of Stories: One story</td>
</tr>
</tbody>
</table>

4. **Zoning Ordinance and Comprehensive Plan**

<table>
<thead>
<tr>
<th>Zoning Ordinance Sections</th>
</tr>
</thead>
<tbody>
<tr>
<td>11-06-03.03</td>
</tr>
<tr>
<td>11-07-03</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Comprehensive Plan Sections</th>
</tr>
</thead>
<tbody>
<tr>
<td>NE-1</td>
</tr>
<tr>
<td>3-10</td>
</tr>
<tr>
<td>3-12</td>
</tr>
<tr>
<td>NE-CCN 2.7</td>
</tr>
</tbody>
</table>

5. **Transportation Data**

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Frontage</th>
<th>Functional Classification</th>
<th>PM Peak Hour Traffic Count</th>
<th>PM Peak Hour Level of Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>Idaho Street</td>
<td>97’</td>
<td>Local</td>
<td>24</td>
<td>N/A</td>
</tr>
<tr>
<td>23rd Street</td>
<td>67’</td>
<td>Collector</td>
<td>211</td>
<td>Better than “D”</td>
</tr>
</tbody>
</table>
*Acceptable level of service for a two-lane one-way street is “D” (1,360) “E” (1,700).

Average Daily Traffic Count (VDT):
Average daily traffic counts are based on ACHD’s most current traffic counts
- The average daily traffic count for 23rd Street south of Pleasanton Avenue was 3,048 on May 10, 2018.
- The average daily traffic count for Idaho Street east of 26th Street was 331 on April 3, 2019.

6. Analysis / Findings - Section 11-06-03.03 Substandard Lots
In 2005, the City of Boise heard a number of concerns from area residents in regard to single-family dwellings constructed on substandard lots of record. In response to the rising concerns surrounding the development of substandard lots, the Boise City Council implemented the first ordinance applicable to substandard lots of record in 2005. This ordinance was designed to achieve a higher quality design standard and more compatible housing product for the City’s existing neighborhoods. Throughout the years, this ordinance has evolved and is most recently identified as Chapter 11-06-03.03 of Boise City Code.

The purpose and intent of the code is to ensure new development is compatible in character and scale with the established neighborhood. It contains provisions in regard to setbacks, height, size, open space, parking, street improvements, landscaping and building design.

The Surrounding Area
The subject property is located on the southwest corner of Idaho Street and 23rd Street. The surrounding area contains an established mixed-use area, with commercial to the south and northeast, residential to the east and west, and a public park to the north. The subject property and adjacent area is zoned R-3D (Multi-Family Residential with Design Review Overlay). Property to the south is C-2D (General Commercial with Design Review Overlay), with A-1 to the north (Open Land Very Low Density). The Comprehensive Plan has identified this site as “Mixed-Use”. The development is located within the North East Ends Planning Area.
Setbacks

The applicant is proposing a 15-foot front setback (20-foot for garage). The average front setback of the adjacent homes is approximately 27-feet and the applicant is requesting a waiver to allow a 15-foot setback, rather than the required 20-foot front setback. The site will comply with all other setbacks.

<table>
<thead>
<tr>
<th>Yard</th>
<th>Required</th>
<th>Proposed for Building</th>
<th>Proposed for Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front (North)</td>
<td>20' (building) 15' *</td>
<td>20'</td>
<td>20'</td>
</tr>
<tr>
<td>Rear (South)</td>
<td>15' (building) 15'</td>
<td>15'</td>
<td>15'</td>
</tr>
<tr>
<td>Exterior Side (East)</td>
<td>15' (building) 20'</td>
<td>15'</td>
<td>N/A</td>
</tr>
<tr>
<td>Interior Side (West)</td>
<td>5' (building) 5'</td>
<td>5'</td>
<td>5'</td>
</tr>
</tbody>
</table>

*[The applicant is requesting a waiver to allow the 15-foot front setback.]*
**Building Height**

The applicant is proposing a single-story structure with a peak height of approximately 20' 8". The peak height is for a vaulted ceiling, creating added open-air space for the proposed living room. The vaulted ceiling does not include additional living space. The rest of the building is approximately 15-feet. The single-story structure is appropriate for the area. The vaulted ceiling having no negative impacts on adjacent properties; the windows face Idaho Street and the commercial property to the south, preserving privacy for the residential property to the west. The proposed height is below the maximum allowed in the zone and below the width of the lot, meeting the height requirements.

**Building Size**

The ordinance allows residences to be a maximum of 55% of the effective lot area of the parcel. The applicant is proposing to construct a 1,812 square foot home on a 6,561 square foot lot. The residential floor area will be approximately 39% of the lot area, below the maximum allowed.

**Private Open Space**

The minimum private open space required by the ordinance is 375-square feet, configured as a minimum of 25-feet by 15-feet, with a minimum of 10-feet by 15-feet of that space open to the sky. The applicant is proposing the open space located...
between the home and garage, with dimensions of 97-feet by 15-feet, meeting the minimum required area.

**Landscaping**
The applicant is proposing ground covers of lawn and mulch. Shrubs are proposed along the front perimeter of the property, as well as within the rear yard. Shrubs are appropriately placed, including in front of the mulch area along the western property line, screening trash. The applicant is proposing to remove two 24” maples. One 24” maple will remain, at the southwest corner. Additionally, four Class II street trees are proposed. Plans submitted for Building permits shall have species of Class II trees selected, as selected from the Treasure Valley Tree Selection Guide and not excluding from use for required street trees by the City of Boise. Exact species and planting shall be coordinated with Community Forestry. Trees and vegetation in the right-of-way will require a license and maintenance agreement with the Ada County Highway District. The two feet between the wall and sidewalk, created by the relocation of the wall, shall be provided with appropriate grasses and shrubs to further screen the blank wall.

**Parking**
The applicant is proposing a two-car, attached garage, accessed from Idaho Street. The garage is approximately 22-feet by 32-feet-6-inches. The garage is located 20 feet from the property line, meeting the driveway minimum for street access. ACHD has approved an 18-foot-wide curb cut and driveway access. The applicant has proposed a 4-foot-high iron railing gate at the front of the driveway. As conditioned, the gate shall be removed. Gates located at the front of driveways have the potential to back-up traffic and increase safety hazards by requiring a motorist to get out of the vehicle to open the gate or, if automated, wait in the street or within the sidewalk until the gate opens itself. Because of that, gates should be located no closer than 20 feet away from the street, accommodating a standard parking space that meets the Boise City Zoning Code dimensional standards. This way, a vehicle would be able to park on the subject property while opening the gate.

**Right-of-Way Improvements**
Both sections of Idaho Street and 23rd Street abutting the subject property are improved with detached sidewalk, curb, and gutter. No further right-of-way improvements are required at this time. Per ACHD comments, the applicant is required to repair or replace any damaged or deficient improvements along both Idaho and 23rd. An 18-foot-wide curb cut, located 110-feet west of 23rd, is approved by ACHD and will service the driveway and attached garage. The proposed CMU wall foundation is required to be located a minimum of 2 feet past the back edge of the sidewalk in order for the wall to not damage the sidewalk or vice versa. The site shall comply with any other Ada County Highway District requirements regarding right-of-way improvements.
The applicant has proposed to construct a single-story home with attached garage. The single-story has a vaulted ceiling, resulting in a raised section of the roof. The homes to the east and west are single story, with a single-story commercial building the south and park to the north. The proposed height is appropriate, with the design of the vaulted ceiling retaining the privacy of the adjacent homes.

The applicant is providing a unique front façade, that creates design interest with varied rooflines and glazing patterns. The body will be white stucco, with gray block veneer and dark bronze windows and doors. The roof will be dark gray asphalt shingles. The front door has a decorative front panel. A block veneer band breaks up the wall planes and helps reduce the perceived size of the building. Wrought iron and steel detailing is provided for the front wall and entryway. In general, the materials and colors can be found in the surrounding area. The commercial buildings to the south and at the northwest corner of 23rd and Idaho are stucco. The adjacent homes have asphalt shingle roofing. The
proposals will integrate into the neighborhood with complimentary colors and materials and a building design that serves as an appropriate transition between the residential neighborhood to the north and the more commercial area to the south. With the conditions of approval, design variety, and street trees, the home will ultimately provide a pleasant view from the street.

**Waiver Requests**
The applicant is requesting two waivers from the substandard lot ordinance to allow the home to be constructed with a 15-foot front setback, rather than the required 20-foot setback, and to have less than 35% of accent materials on the front façade. Section 11-06-06-03.3F does allow the applicant to request a waiver from the standards for Original Substandard Lots of Record. The waiver is not a right or special privilege but may be granted to an application that can meet the following criteria:

1. Granting of the waiver will not be in conflict with the intent of this ordinance and shall not negatively impact the existing neighborhood and shall enhance the overall design quality of the project; and
2. There is an exceptional circumstance relating to the design or configuration of the property, which is not generally applicable to other properties or otherwise anticipated by the standards in the district; and
3. Granting of such relief will not be materially detrimental to the public health, safety or welfare, or injurious to the property, improvements or the quiet enjoyment of the surrounding properties and neighborhood.

The house to the south is set back unusually far from the street, and will likely redevelop. The applicant has demonstrated that a 15-foot front setback will not have any negative impacts on the existing neighborhood and will appear congruous with the other homes. In addition, a 15-foot front setback is the required front setback in the R-3 base zone for a standard sized residential lot. As such, staff is in support of the waiver request for a 15-foot front setback and can recommend approval.
As drawn, the proposed building has approximately 17% accent material provided through decorative block bands. The Substandard Lot Ordinance front façade design requirements include: “(e) Building design should incorporate materials such as brick, stone, stucco, tile, and wood for 35 percent of the façade and second story elements.” The intent is to avoid having a flat façade with no design variety. As proposed, however, the new home has varied rooflines, with a prominent roof, and openings of various sizes and styles that also meet the intent of adding additional design variety. The project also includes a prominent perimeter wall which, per the applicant’s waiver request, would bring the front façade accent material to approximately 45% if included in the calculation. Based on the proposed design, staff is in support of the waiver request to allow less than 35% of accent material on the front façade and can recommend approval.

7. Conclusion and Recommended Conditions

Staff finds the project complies with Sections 11-03-04.12 C (7)(d) of the Zoning Ordinance, the Design Review Guidelines and the goals and policies of the Boise City Comprehensive Plan and would recommend approval of the project and two waiver requests, subject to the following conditions.

Site Specific Conditions

1. Compliance with the plans and specifications submitted to and on file in the Planning and Development Services Department dated received November 11, 2019 and revised December 3, 2019, except as expressly modified by the following conditions:

   a. The requested waiver to utilize a 15-foot front setback is approved.
   b. The requested waiver to have less than 35% accent material on the front façade is approved.
   c. Comply with all of the Ada County Highway District’s conditions of approval. Relocate the proposed wall to be a minimum of two feet away from the edge of sidewalk. Provide Design Review Staff with a letter of approval from ACHD prior to submittal of Building permits. The two feet between the wall and sidewalk, created by the wall relocation, shall be provided with appropriate grasses and shrubs to further screen the blank wall.
   d. The gate located at the entry of the driveway shall be removed. No vehicular gate shall be located within 20-feet from the property line.
   e. The wall shall taper down from the proposed 6-feet in height to 3 feet in height with one foot of railing, rather than the sharp contrast proposed. At no time shall the fencing be taller than 3 feet of solid fencing, with an allowed one foot of open-vision fencing, within the front setback.
   f. Wall shall be a textured stone material or other high-quality masonry that provides architectural detailing. Untreated CMU, or stucco, is not approved.
g. The entry shall be redesigned to measure 6 feet in width, as measured from the exterior of the posts, to meet ornamental entry standards.

h. Trees in public right-of-way need to get approval from Community Forestry and a license and maintenance agreement from the Ada County Highway District. Species of Class II trees shall be provided on plans submitted for Building permits.

Revised plans indicating compliance with the above conditions shall be submitted to Planning Staff for approval prior to application for any construction permits.

**Responsible Agencies and Other Boise City Departments**

2. A Building Permit approval is contingent upon the determination that the site is in conformance with the Boise City Subdivision Ordinance. Contact the Planning and Development Services Subdivision Section at (208)608-7089 regarding questions pertaining to this condition.

3. The applicant shall comply with the requirements of the Boise City Public Works Department:
   - Drainage
   - Street Lights (11-19-19)
   - Sewer (11-18-19)
   - Solid Waste (12-14-18)
   - Pretreatment

Please contact BCPW at (208)608-7150. All items required by BCPW shall be included on the plans/specifications that are submitted for a Building Permit. Please note that any changes or modifications by the owner to the approved Storm Water Plan must be resubmitted to BCPW for approval.

4. Prior to a Building Permit and prior to any construction on the site, an Erosion and Sediment Control Permit must be obtained from the Building Division of the Planning and Development Services Department.

5. A Building Permit is contingent upon approval from Boise City Community Forestry for tree planting within right-of-ways, per Title 9, Chapter 16, Section 09-16-05.2. Contact Boise City Community Forestry at (208)608-7700 with questions regarding this condition.

6. Compliance with the requirements of the Ada County Highway District (ACHD).

7. The applicant shall comply with the Boise City Fire Code.
8. Compliance with the area irrigation district standards and requirements.

**Standard Conditions of Approval**

9. Construction activity on site is restricted to the hours of 6:30 a.m. to 6:00 p.m. Mondays through Fridays and 8:30 a.m. to 6:00 p.m. on Saturdays and Sundays.

10. All landscaping areas shall be provided with an underground irrigation system. Landscaping shall be maintained according to current accepted industry standards to promote good plant health, and any dead or diseased plants shall be replaced. All landscape areas with shrubs shall have an approved mulch such as bark or soil aid.

11. All landscape trees shall be pruned in accordance with the American National Standards Institute’s *Standard Practices for Tree Care Operations* (ANSI A300 - latest edition). No trees on the site shall be topped, headed back, rounded over or otherwise disfigured. Contact Boise City Community Forestry at (208)608-7700 for information regarding tree care operations.

12. Vision Triangles as defined under Section 11-012-03 of the Boise City Code shall remain clear of sight obstructions.

13. In compliance with Boise City Code, anyone planting, pruning, removing or trenching/excavating near any tree(s) on ACHD or State right-of-ways must obtain a permit from Boise City Community Forestry at least one (1) week in advance of such work by calling (208)608-7700. Species shall be selected from the Boise City Tree Selection Guide.

14. Existing healthy trees shall be saved where not in conflict with building locations or required driveways as determined by the Boise City Forester and approved by the Design Review staff. Existing grading shall be altered as little as possible, with a minimum compaction of topsoil within the tree dripline area. Soil sterilants shall not be applied near the dripline of these trees. Pervious paving shall be provided within the dripline area, unless otherwise approved by the Boise City Forester and the Design Review staff, to allow surface air and water penetration to the feeder root zone of trees near paved areas.

15. Deciduous trees shall be not less than 2" to 2½" caliper size at the time of planting, evergreen trees 5' to 6' in height, and shrubs 1 to 5 gallons, as approved by the Design Review staff. All plants are to conform to the American Association of Nurseryman Standards in terms of size and quality.

16. All surface drainage shall be reviewed and approved by ACHD and BCPW. Perimeter grading shall be designed to match the existing grade of the adjoining properties.
17. All parking areas and driveways shall be paved.

18. Any outside lighting shall be reflected away from adjacent property and streets. Exterior light fixture details shall be submitted to the Design Review staff for approval prior to issuance of a Building Permit. Impacts on residential areas shall not be permitted.

19. The illumination level of all light fixtures shall not exceed two (2) foot-candles as measured one (1) foot above the ground at property lines shared with residentially zoned or used parcels.

20. Boise City Fire Department requires water mains, fire hydrants and temporary Fire Department access to be installed, inspected and approved by the Fire Department prior to commencement of combustible construction. Note: Temporary water and temporary access during construction may be permitted upon request to, and approval by, the Fire Department.

21. No obstructions (landscaping, signs, fences or other elements) shall encroach upon any required fire access or fire facility.

22. All signs will require approval from the Planning and Development Services Department prior to installation.

23. Trash receptacles and on-grade and rooftop mechanical fixtures and equipment shall be concealed from public view by use of an approved sight-obscuring method. All screening materials shall be compatible with the building materials/design.

24. Utility services shall be installed underground.

25. Rain gutters shall be provided on eaves projecting over pedestrian entries and walkways to protect the occupants from undesirable storm runoff. Through-wall mechanical units shall be architecturally integrated into the building design, as approved by the Design Review staff. Roof vents shall be screened or painted to match the roof color.

26. No trees within street right-of-ways shall be removed or pruned without approval from Boise City Community Forestry in compliance with Boise City Code. No trees within the property, as shown on the plans and approved by the Design Review Committee or the Design Review staff, shall be removed without the approval of the Design Review Committee or the Design Review staff and in compliance with Boise City Code.

27. In the event a tree is removed without prior approval, the tree shall be replaced with
a tree with trunk caliper 1.5 times the one removed or with a sufficient number of trees, as approved by the Design Review Committee or the Design Review staff, with a trunk caliper not less than 4" and a total cumulative caliper area equal to 1.5 times the caliper area of the tree(s) removed. Caliper shall be as measured by the American Nurseryman’s Association standards. For example, if a 12" caliper tree is removed, it must be replaced with either one 18" caliper tree or three 6" caliper trees or five 4" caliper trees. The replacement requirement may be modified upon a showing made to the Design Review Committee or the Design Review staff of disease or death of the tree which was not caused by neglect.

28. An Occupancy Permit will not be issued by the Planning and Development Services Department until all of these conditions have been met. In the event a condition(s) cannot be met by the desired date of occupancy, the Planning Director will determine whether the condition(s) is bondable or should be completed, and if determined to be bondable, a bond or other surety acceptable to Boise City will be required in the amount of 110% of the value of the condition(s) that is incomplete.

29. No change in the terms and conditions of this approval shall be valid unless in writing and signed by the applicant or his authorized representative and an authorized representative of Boise City. The burden shall be upon the applicant to obtain the written confirmation of any change and not upon Boise City.

30. Any change by the applicant in the planned use of the property, which is the subject of this application, shall require the applicant to comply with all rules, regulations, ordinances, plans, or other regulatory and legal restrictions in force at the time the applicant, or successors of interest, advise Boise City of intent to change the planned use of the property described herein, unless a variance in said requirements or other legal relief is granted pursuant to the law in effect at the time the change in use is sought.

31. The practices required below are intended to mitigate the impact and disturbance of residential property owners during the construction of adjacent buildings or structures. The following conditions apply to all construction-related activities ranging from grading and demolition activities to final occupancy on any land or parcel falling under the proprietary ownership of the permit applicant.

   a) Prior to the issuance of a building permit and prior to the commencement of any construction on-site, an Erosion and Sediment Control (ESC) permit must be obtained from the Planning and Development Services Department.
grading, demolition or earth disturbing activities may start until an approved ESC permit and the associated site work or grading permits have been issued.

b) Measures shall be taken to manage construction debris and trash on the construction site and efforts shall also be made to provide reasonable controls to minimize fugitive dust on the construction site. Such measures shall include, but are not limited to:

- Provide suitable containers for solid waste generated by construction activity;
- Wet demolition of existing buildings;
- Watering of driving surfaces and earth moving activities;
- Installation of wind screening around property and each open floor above grade;
- Daily broom cleaning of above grade floors, adjacent streets and sidewalks.

c) To reduce the noise impact of construction on nearby residential properties, all exterior construction activities shall be limited to the hours between 6:30 a.m. and 6:00 p.m. Monday through Friday and 8:30 a.m. to 6:00 p.m. for Saturday and Sunday. Low noise impact activities such as surveying, layout and weather protection may be performed at any time. After each floor of the structure or building is enclosed with exterior walls and windows, interior construction of the enclosed floors can be performed at any time.

d) A minimum height of six foot (6’) rigid security fencing, either wood or metal, shall be installed around the construction site within 30 days of the date when the first city permit is issued on projects where construction activity shall exceed 90 days.

e) Exterior lighting and other illuminating equipment or materials shall be positioned, shielded, directed and located to not reflect or impact adjacent residential property and streets.

f) Applicant shall comply with Boise City Fire Department requirements for water, access, and/or other requirements as determined by the Fire Marshal.

g) Any conditions to be enforced during construction shall remain posted at each street abutting the construction site for the duration of the project. In addition to the posted conditions the permit holder shall also post an 11”x17” laminated sign containing a project contact phone number, name of project contact and the Boise City contact number, 384-3845, to address issues as they arise. Failure to abide by any conditions set forth shall be
grounds for revocation of Conditional Use Permit and/or Building Permits and may be subject the owner or owner's agents to fines and criminal citations.
December 13, 2019

To: Michael Belt
Dwelling Design
300 E. 35th Street
Garden City, ID 83714

Subject: BOI19-0382 / DRH19-00516
2301 W. Idaho Street
Single family dwelling on substandard lot

A. Findings of Fact
1. Idaho Street and 23rd Street
   a. Applicant’s Proposal: The applicant is proposing to construct a 3 to 6-foot tall CMU (concrete masonry unit) wall along Idaho Street and 23rd Street.
   b. Staff Comments/Recommendations:
      ACHD does not require frontage improvements for this type of development application.

      Consistent with ACHD’s Minor Improvement Policy, the applicant should be required to repair or replace any damaged or deficient improvements along Idaho Street and 23rd Street abutting the site.

      Staff recommends the City of Boise require the foundation of the CMU wall be located a minimum of 2-feet past the back edge of sidewalk on Idaho Street and 23rd Street, outside the right-of-way. Staff recommends the City of Boise require construction plans (or wall detail) be submitted to and approved by ACHD prior to construction.

      The proposed wall location should not obstruct the sight lines of vehicles on Idaho Street. District policy, based on AASHTO guidelines, requires a minimum of 335-feet of unobstructed sight lines be provided for vehicles on Idaho Street intersecting 23rd Street.

2. Driveways – Idaho Street
   a. Driveway Location Policy: District policy 7207.4.1 requires driveways near intersections to be located a minimum of 75-feet (measured centerline-to-centerline) from the nearest local street intersection, and 150-feet from the nearest collector or arterial street intersection.

   Driveway Width Policy: District policy 7207.4.3 states that where vertical curbs are required, residential driveways shall be restricted to a maximum width of 20-feet and may be constructed as curb-cut type driveways.

   Driveway Paving Policy: Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7207.4.3, the applicant should be required to pave...
the driveway its full width and at least 30-feet into the site beyond the edge of pavement of the roadway.

b. **Applicant’s Proposal:** The applicant is proposing to construct a 18-foot wide curb cut type driveway onto Idaho Street from the site, located approximately 110-feet west of 23rd Street.

c. **Staff Comments/Recommendations:** The applicant’s proposal does not meet District Driveway Location policy, which requires driveways to be located a minimum 150-feet from the nearest collector street (23rd Street). However, staff recommends a modification of policy to allow the driveway to be located as proposed due to the fact that this site does not have access to a lesser classified street and there is not adequate frontage to meet the required 150-foot offset. The 26% modification of policy is approved at the discretion of the Development Services Manager.

The applicant’s proposal to construct the driveway as an 18-foot wide curb cut type driveway onto Idaho Street meets District policy and should be approved as proposed. The applicant may submit a Driveway Approach Permit in lieu of engineered drawing prior to construction of the driveway.

Direct lot access to 23rd Street is prohibited.

**B. Site Specific Conditions of Approval for Driveways**

1. Repair or replace any damaged or deficient improvements along Idaho Street and 23rd Street abutting the site.

2. Submit construction plans (or wall detail) to ACHD to be approved prior to construction to ensure the foundation is a minimum of 2-feet past the back edge of sidewalk and that the proposed wall location provides a minimum of 335-feet of unobstructed sight lines from Idaho Street onto 23rd Street.

3. Construct an 18-foot wide curb cut type driveway onto Idaho Street from the site, located 110-feet west of 23rd Street.

4. Submit engineered drawings to ACHD Development Services for review and approval prior to construction. If there are no frontage improvements required by ACHD or the City of Boise, the applicant may submit a Driveway Approach Permit in lieu of engineered drawings prior to construction of the driveway.

5. A Traffic Impact Fee may be assessed by ACHD and will be due prior to issuance of a building permit. Please contact the ACHD Planner for information regarding impact fees.

6. Comply with the Standard Conditions of Approval as noted below.

**C. Traffic Information**

**Trip Generation**

This development is estimated to generate 9 additional vehicle trips per day; and 1 additional vehicle trips per hour in the PM peak hour, based on the Institute of Transportation Engineers Trip Generation Manual, 10th edition.

**Condition of Area Roadways:** Traffic Count is based on Vehicles per hour (VPH)

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Frontage</th>
<th>Functional Classification</th>
<th>PM Peak Hour Traffic Count</th>
<th>PM Peak Hour Level of Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>23rd Street</td>
<td>67-feet</td>
<td>Collector</td>
<td>211</td>
<td>Better than “D”</td>
</tr>
<tr>
<td>Idaho Street</td>
<td>97-feet</td>
<td>Local</td>
<td>24</td>
<td>N/A</td>
</tr>
</tbody>
</table>

Ada County Highway District • 3775 Adams Street • Garden City, ID • 83714 • PH 208-387-6100 • FX 345-7650 • www.achdidaho.org
* Acceptable level of service for a two-lane collector is “D” (425 VPH).

**Average Daily Traffic Count (VDT):** Average daily traffic counts are based on ACHD’s most current traffic counts
- The average daily traffic count for 23rd Street south of Pleasanton Avenue was 3,048 on May 10, 2018.
- The average daily traffic count for Idaho Street east of 26th Street was 331 on April 3, 2019.

**D. Attachments**
1. Vicinity Map
2. Site Plan
3. Standard Conditions of Approval
4. Appeal Guidelines

If you have any questions, please feel free to contact me at (208) 387-6335.

Sincerely,

Austin Miller
Planner II
Development Services

cc: City of Boise, via e-mail
    Judi Goicochea, via e-mail
SITE PLAN

1812 SF
Standard Conditions of Approval

1. All proposed irrigation facilities shall be located outside of the ACHD right-of-way (including all easements). Any existing irrigation facilities shall be relocated outside of the ACHD right-of-way (including all easements).

2. Private Utilities including sewer or water systems are prohibited from being located within the ACHD right-of-way.

3. In accordance with District policy, 7203.6, the applicant may be required to update any existing non-compliant pedestrian improvements abutting the site to meet current Americans with Disabilities Act (ADA) requirements. The applicant’s engineer should provide documentation of ADA compliance to District Development Review staff for review.

4. Replace any existing damaged curb, gutter and sidewalk and any that may be damaged during the construction of the proposed development. Contact Construction Services at 387-6280 (with file number) for details.

5. A license agreement and compliance with the District’s Tree Planter policy is required for all landscaping proposed within ACHD right-of-way or easement areas.

6. All utility relocation costs associated with improving street frontages abutting the site shall be borne by the developer.

7. It is the responsibility of the applicant to verify all existing utilities within the right-of-way. The applicant at no cost to ACHD shall repair existing utilities damaged by the applicant. The applicant shall be required to call DIGLINE (1-811-342-1585) at least two full business days prior to breaking ground within ACHD right-of-way. The applicant shall contact ACHD Traffic Operations 387-6190 in the event any ACHD conduits (spare or filled) are compromised during any phase of construction.

8. Utility street cuts in pavement less than five years old are not allowed unless approved in writing by the District. Contact the District’s Utility Coordinator at 387-6258 (with file numbers) for details.

9. All design and construction shall be in accordance with the ACHD Policy Manual, ISPWC Standards and approved supplements, Construction Services procedures and all applicable ACHD Standards unless specifically waived herein. An engineer registered in the State of Idaho shall prepare and certify all improvement plans.

10. Construction, use and property development shall be in conformance with all applicable requirements of ACHD prior to District approval for occupancy.

11. No change in the terms and conditions of this approval shall be valid unless they are in writing and signed by the applicant or the applicant’s authorized representative and an authorized representative of ACHD. The burden shall be upon the applicant to obtain written confirmation of any change from ACHD.

12. If the site plan or use should change in the future, ACHD Planning Review will review the site plan and may require additional improvements to the transportation system at that time. Any change in the planned use of the property which is the subject of this application, shall require the applicant to comply with ACHD Policy and Standard Conditions of Approval in place at that time unless a waiver/variance of the requirements or other legal relief is granted by the ACHD Commission.
Request for Appeal of Staff Decision

1. **Appeal of Staff Decision:** The Commission shall hear and decide appeals by an applicant of the final decision made by the Development Services Manager when it is alleged that the Development Services Manager did not properly apply this section 7101.6, did not consider all of the relevant facts presented, made an error of fact or law, abused discretion or acted arbitrarily and capriciously in the interpretation or enforcement of the ACHD Policy Manual.

   a. **Filing Fee:** The Commission may, from time to time, set reasonable fees to be charged the applicant for the processing of appeals, to cover administrative costs.

   b. **Initiation:** An appeal is initiated by the filing of a written notice of appeal with the Secretary and Clerk of the District, which must be filed within ten (10) working days from the date of the decision that is the subject of the appeal. The notice of appeal shall refer to the decision being appealed, identify the appellant by name, address and telephone number and state the grounds for the appeal. The grounds shall include a written summary of the provisions of the policy relevant to the appeal and/or the facts and law relied upon and shall include a written argument in support of the appeal. The Commission shall not consider a notice of appeal that does not comply with the provisions of this subsection.

   c. **Time to Reply:** The Development Services Manager shall have ten (10) working days from the date of the filing of the notice of appeal to reply to the notice of the appeal, and may during such time meet with the appellant to discuss the matter, and may also consider and/or modify the decision that is being appealed. A copy of the reply and any modifications to the decision being appealed will be provided to the appellant prior to the Commission hearing on the appeal.

   d. **Notice of Hearing:** Unless otherwise agreed to by the appellant, the hearing of the appeal will be noticed and scheduled on the Commission agenda at a regular meeting to be held within thirty (30) days following the delivery to the appellant of the Development Services Manager’s reply to the notice of appeal. A copy of the decision being appealed, the notice of appeal and the reply shall be delivered to the Commission at least one (1) week prior to the hearing.

   e. **Action by Commission:** Following the hearing, the Commission shall either affirm or reverse, in whole or part, or otherwise modify, amend or supplement the decision being appealed, as such action is adequately supported by the law and evidence presented at the hearing.
Date: November 18, 2019

To: Planning and Development Services

From: Mike Sheppard P.E., Civil Engineer II
Public Works Department

Subject: DRH19-00516; 2301 W Idaho St.; Sewer Comments

Connection to wet line sewers is required, sewer is available from service line on Idaho Street.

Project must comply with all other City requirement prior to final sewer connection.

If you have any further questions, please contact Mike Sheppard at 608-7504.
To: Planning and Development Services  
From: Tom Marshall, Street Light Program Technician  
Public Works Engineering  
Subject: Street Light Comments  
DRH19-00516: 2301 W Idaho St.

No comment.  
If you have any questions, contact Tom Marshall at 208-608-7526 or tmarshall@cityofboise.org.

Tom Marshall  
Street Light Program Technician  
Public Works Engineering  
Office: (208)608-7526  
tmarshall@cityofboise.org

Making Boise the most livable city in the country.
TO:      Design Review Committee
FROM:    Joshua Wilson, Planning and Development Services
DATE:    December 12, 2019
SUBJECT: DRH19-00517 / John Carr

SUMMARY:

DRH19-00517 / John Carr Location: 11532 W Joplin Road Construct three industrial buildings totaling approximately 18,857 square feet with associated site improvements on property located in a pending M-2D/DA (Heavy Industrial with Design Review and Development Agreement) zone. Katelyn Menuge

BACKGROUND:

RECOMMENDATION:

ATTACHMENTS:

- 3_DRH19-00517_Joplin (PDF)
Summary for DRH19-00517

Staff’s Recommendation

Move to approve DRH19-00517 as recommended in the Findings of Fact, Conclusions of Law and the Recommended Conditions of Approval noted in the project report.

Summary

John Carr - Mark Guho Construction, requests Design Review approval to construct three industrial buildings totaling approximately 18,857 square feet with associated site improvements in a pending M-2D/DA (Heavy Industrial with Design Review Overlay and a Development Agreement) zone.

The proposed parcel is 3.0 acres located at the northwest corner of Joplin Road and Aspen Street (private street) and will be created through ROS19-00103. The property was annexed through CAR19-00015 with M-2D/DA zoning. The Thurman Mill Canal with a 50-foot wide easement runs along the south of the site. Based on the canal’s proximity to the street, staff is not recommending sidewalk be required along Joplin Road. Staff recommends the street trees be required to be placed behind the canal easement.

Staff has recommended conditions regarding site access, landscape, and compliance with other planning approvals and agency requirements. The Conditions of Approval have been recommended to comply with the Objectives, Findings and Considerations of the Zoning Ordinance, the Design Review Guidelines and the goals and policies of the Boise City Comprehensive Plan.

This report includes information available on the Boise City Website. The entire public record, including additional documents, can be viewed through PDS Online through the following link:

http://pdsonline.cityofboise.org/pdsonline/Permits.aspx?id=4.3.a
November 12, 2019

Planning and Development Services
Design Review Committee and Staff
City of Boise
150 North Capitol Boulevard
Boise, Idaho 83701

RE:  Mark Guho Construction Office
Design Review Application – Letter of Design Intent
Project No.: 19192.000

Dear Members of the Design Review Committee and Staff:

We are pleased to submit the above referenced project to the City of Boise for Design Review approval on behalf of Mark Guho Construction.

The Design Review request is associated with the proposed design of three structures with related site work. The structures consist of a single-story office building, a shop building and open storage building with a washdown bay, located in a M-2DA zone. The design intent of the project is to construct a complex with matching character for the use of construction related business and storage on site.

The proposed project is located to the north of Joplin road and West of Aspen Street in Boise, Idaho. The project has gone through a CUP under the permit CAR1900015 and has been rezoned accordingly. The extent of the site development is limited to the southeastern portion of the parcel with the proposed project site at 130,560 square feet.

The exterior design of the buildings will be kept consistent with each one serving a different function. The one-story office is the main point of business with a footprint of approximately 3,257 total square feet. The proposed building materials are light gray colored standing seam metal walls with dark bronze standing seam roof panels to give the building a light industrial feel while steel conserving a slight warmth to contemporary design. The entry of the building is highlighted with orange metal panels and wood constructed canopies at the door and adjacent window. The orange panels carry over the highlight to the rear soffit of the building. The second building has a footprint of 9,600 square feet which will serve as shop and matches the same finishes in terms of the light gray walls and dark bronze roof. The third building has a footprint of 5,000 square feet with an adjacent 1,000 square foot wash bay--its main use will be for storage. The finishes will remain the same as the shops building.

The current site is undeveloped and will undergo few site improvements with this application. Wrought-iron fencing is proposed to enclose the site and keep it secure when transitioning from the office to the other two buildings. Asphalt will be laid down for the entirety of the site with appropriate parking at the office building near the front and side. For trash collection a new trash enclosure is planned on the western side of the site with painted CMU walls (matching the building walls) to screen it.

To address the proximity of the edge of the body of water to the North infill is planned to move the edge further North.
Thank you for your consideration of this proposed development. Please feel free to call if you have any questions or concerns.

Sincerely,

CSHQA, Inc.

Jose Gallegos

JG:pk
Land Use Legend
- Project parcel
- Industrial
- Mixed Use
- Public/Quasi-Public
- Suburban
STREET LIGHT NOTES:

A. CONTRACTOR INSTALLING LIGHTING IS REQUIRED TO CONTACT BOISE CITY PUBLIC WORKS INSPECTION SECTION PRIOR TO SCHEDULE THE PRELIMINARY INSPECTION. THE PRELIMINARY INSPECTION WILL BE MADE FOR PROPER SPECIFICATION OF LIGHTING FIXTURES, FITTINGS, SCHEMATIC DRAWINGS, AND LOCATION OF ALL ELECTRICAL INSTALLATIONS, TO CONFIRM THAT CONTRACTOR MEETS ALL SPECIFICATIONS FOR LIGHTING INSTALLATION. A SCHEDULE WILL BE ARRANGED AT A CONVENIENT TIME TO CONDUCT THE PRELIMINARY INSPECTION.

B. ALL STREET LIGHTS SHALL BE INSTALLED PER WSSC, NEC CODES, AND CITY CODES PER PRAWN 104. BOISE CITY PUBLIC WORKS PERMIT NUMBER 09-00517. ENCROACHMENTS INTO THE PUBLIC RIGHT-OF-WAY SHALL BE PERMITTED ONLY IN THE ORIGINALLY AGREED ON LOCATION WITHIN THE PUBLIC RIGHT-OF-WAY. PERMETER鐵 WROUGHT IRON FENCING SHALL BE A PROPOSED ITEM IN THE PROJECT.

C. DEVELOPER SHALL NOT CONNECT, OR ALLOW ANY SUBCONTRACTOR TO CONNECT ANY IRRIGATION TIMERS, DECORATIVE LIGHTING, ENTRANCE LIGHTING, OR OUTLETS OF OTHER ELECTRICAL DEVICES TO ANY STREET LIGHTING CIRCUITS. ANY AND ALL IRRIGATION TIMERS, DECORATIVE LIGHTING, ENTRANCE LIGHTING, OUTLETS OR OTHER ELECTRICAL DEVICES SHALL BE CONNECTED DIRECTLY TO IDAHO POWER AT AN IDAHO POWER APPROVED LOCATION VIA SEPARATE CONDUIT SYSTEM.

D. UNDERGROUND WIRE SHALL BE #6 COPPER, AWG, THWN 600 VOLT INSULATED (NO ALUMINUM WIRE)

E. ALL ELECTRICAL CONDUITS SHALL BE SCHEDULE 40, PVC, UL LABELED.

F. A LOCATING WIRE IS REQUIRED IN ALL EMPTY PVC ELECTRICAL CONDUITS.

G. FOR SERVICE CABINET INSTALLATION, AN ELECTRICAL PERMIT IS REQUIRED FROM BOISE CITY BUILDING DEPARTMENT.

H. INSPECTION OF SERVICE CABINETS WITHIN THE CITY WILL BE THROUGH BOISE CITY PUBLIC WORKS ELECTRICAL SECTION AS WELL AS THE BUILDING DEPARTMENT. THE BUILDING DEPARTMENT INSPECTION MUST BE ACCOMPLISHED FIRST BEFORE CALLING FOR THE PUBLIC WORKS FINISH INSPECTION. TO SCHEDULE YOUR BUILDING DEPARTMENT ELECTRICAL INSPECTION OR FOR PERMIT INFORMATION, CALL (208) 608-7070.

GENERAL NOTES:

1. REFER TO CIVIL PLANS FOR FULL EXTENT OF SITE WORK AND EXISTING CONDITIONS.

2. EDGES OF PAVING EDGE OF PAVING

3. PERIMETER IRON FENCING PERIMETER IRON FENCING

4. PROPOSED PROPERTY LINE PROPOSED PROPERTY LINE

5. PROPOSED TRASH ENCLOSURE PROPOSED TRASH ENCLOSURE

6. PROPOSED SITE LIGHTING PROPOSED SITE LIGHTING

7. WASH BAY LOCATION WASH BAY LOCATION

8. EDGE OF PAVING EDGE OF PAVING

9. SHOPS BUILDING SHOPS BUILDING

10. STORAGE & WASHBAY STORAGE & WASHBAY

11. OFFICE OFFICE

12. ASHEN STREET ASH En  

13. JOPLIN ROAD JOPLIN ROAD

14. PROPOSED PAVING PROPOSED PAVING

15. PROPOSED SITE LIGHTING PROPOSED SITE LIGHTING

16. PROPOSED PAVING PROPOSED PAVING

17. PROPOSED SITE LIGHTING PROPOSED SITE LIGHTING

18. DECORATIVE LIGHTING DECORATIVE LIGHTING

19. ENTRANCE LIGHTING ENTRANCE LIGHTING

20. PERIMETER IRON FENCING PERIMETER IRON FENCING

21. PROPOSED PROPERTY LINE PROPOSED PROPERTY LINE

22. PROPOSED TRASH ENCLOSURE PROPOSED TRASH ENCLOSURE

23. PROPOSED SITE LIGHTING PROPOSED SITE LIGHTING

24. PERIMETER IRON FENCING PERIMETER IRON FENCING

25. EDGE OF PAVING EDGE OF PAVING

26. SHOPS BUILDING SHOPS BUILDING

27. STORAGE & WASHBAY STORAGE & WASHBAY

28. OFFICE OFFICE

29. ASHEN STREET ASH En  

30. JOPLIN ROAD JOPLIN ROAD

31. PROPOSED PAVING PROPOSED PAVING

32. PROPOSED SITE LIGHTING PROPOSED SITE LIGHTING

33. PROPOSED PAVING PROPOSED PAVING

34. PROPOSED SITE LIGHTING PROPOSED SITE LIGHTING

35. DECORATIVE LIGHTING DECORATIVE LIGHTING

36. ENTRANCE LIGHTING ENTRANCE LIGHTING

37. PERIMETER IRON FENCING PERIMETER IRON FENCING

38. PROPOSED PROPERTY LINE PROPOSED PROPERTY LINE

39. PROPOSED TRASH ENCLOSURE PROPOSED TRASH ENCLOSURE

40. PROPOSED SITE LIGHTING PROPOSED SITE LIGHTING

41. PERIMETER IRON FENCING PERIMETER IRON FENCING

42. EDGE OF PAVING EDGE OF PAVING

43. SHOPS BUILDING SHOPS BUILDING

44. STORAGE & WASHBAY STORAGE & WASHBAY

45. OFFICE OFFICE

46. ASHEN STREET ASH En  

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48. PROPOSED PAVING PROPOSED PAVING

49. PROPOSED SITE LIGHTING PROPOSED SITE LIGHTING

50. PROPOSED PAVING PROPOSED PAVING

51. PROPOSED SITE LIGHTING PROPOSED SITE LIGHTING

52. DECORATIVE LIGHTING DECORATIVE LIGHTING

53. ENTRANCE LIGHTING ENTRANCE LIGHTING

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55. PROPOSED PROPERTY LINE PROPOSED PROPERTY LINE

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57. PROPOSED SITE LIGHTING PROPOSED SITE LIGHTING

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59. EDGE OF PAVING EDGE OF PAVING

60. SHOPS BUILDING SHOPS BUILDING

61. STORAGE & WASHBAY STORAGE & WASHBAY

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67. PROPOSED PAVING PROPOSED PAVING

68. PROPOSED SITE LIGHTING PROPOSED SITE LIGHTING

69. DECORATIVE LIGHTING DECORATIVE LIGHTING

70. ENTRANCE LIGHTING ENTRANCE LIGHTING

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72. PROPOSED PROPERTY LINE PROPOSED PROPERTY LINE

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74. PROPOSED SITE LIGHTING PROPOSED SITE LIGHTING

75. PERIMETER IRON FENCING PERIMETER IRON FENCING

76. EDGE OF PAVING EDGE OF PAVING

77. SHOPS BUILDING SHOPS BUILDING

78. STORAGE & WASHBAY STORAGE & WASHBAY

79. OFFICE OFFICE
Landscape Plan

Material Legend:
- BULK SOIL
- ROOT BALL
- LANDSCAPE TIMBER
- TRASH BAGS
- LINEN BAGS
- PTO
- SATIN FENCE WITH BLACK HICKORY

Landscape Notes:
A. LANDSCAPE AREA SHALL BE FULLY PLANTED WITH ALL CONSTRUCTION IMAGED ANDANCED LANDSCAPE SCRUBBERAGE COMPLETE AS PRESCRIBED IN THE
B. ALL PLANTED AREAS ARE TO BE PLANTED WITH ROOT BAGS OR CONTAINER PLANTS.
C. ALL PLANTS SHOWN WILL BE PLANTED IN SOIL AMENDMENTS
D. ALL MATERIALS SHOWN IN EXISTING ARE TO BE PLANTED IN SOIL AMENDMENTS
E. ALL LANDSCAPE AREAS SHALL BE PROPRIETARY TO PROVIDE PROPER DRAINAGE IN ACCORDANCE WITH THE SITE GRADING PLAN.
F. ALL PLANTS SHALL BE PLANTED IN SOIL AMENDMENTS
G. ALL PLANTS SHALL BE PLANTED IN SOIL AMENDMENTS
H. ALL PLANTS SHALL BE PLANTED IN SOIL AMENDMENTS
I. ALL PLANTS SHALL BE PLANTED IN SOIL AMENDMENTS
J. INSTALL MOW CURB PER DETAIL 4/L1.5.

Automatic Underground Irrigation Notes:
A. ALL LANDSCAPE AREAS SHALL BE FULLY PLANTED WITH AUTOMATIC UNDERGROUND IRRIGATION SYSTEM. THE SYSTEM SHALL BE DESIGNED TO PROVIDE
B. ALL LANDSCAPE AREAS SHALL BE FULLY PLANTED WITH AUTOMATIC UNDERGROUND IRRIGATION SYSTEM. THE SYSTEM SHALL BE DESIGNED TO PROVIDE
C. ALL LANDSCAPE AREAS SHALL BE FULLY PLANTED WITH AUTOMATIC UNDERGROUND IRRIGATION SYSTEM. THE SYSTEM SHALL BE DESIGNED TO PROVIDE
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Shrub Specimen

GS GLEDITSIA TRIACANTHOS `SKYLINE` / SKYLINE HONEY LOCUST 2" CAL. B&B CLASS II; 40`H X 30`W

RATES. BLEND AMENDMENTS THOROUGHLY WITH SOIL BACKFILL. TREE PITS SHALL BE 5'x5'x1.5' (37.5 CF/ 1.5 CY).

THAN 2 INCHES IN ANY DIMENSION, AND OTHER EXTRANEOUS OR TOXIC MATTER HARMFUL TO PLANT GROWTH.

WEEDS, WEED SEEDS, ROCKS, GRASS OR OTHER FOREIGN MATERIAL AND A PH OF 5.5 TO 7.0. IF ON-SITE TOPSOIL DOES NOT MEET THESE

E.E. POWER FAILURE BACKUP FOR ALL PROGRAMMED INDIVIDUAL VALVED WATERING STATIONS WILL BE DESIGNED AND INSTALLED TO

E.D. SUFFICIENT MULTIPLE CYCLES TO AVOID WATER RUN-OFF

E.B. RUN TIME CAPABILITIES FOR EXTREMES IN PRECIPITATION RATES

E.A. PRECISE INDIVIDUAL STATION TIMING

PROVIDE WATER TO RESPECTIVE HYDRO-ZONES.

J. INSTALL MOW CURB PER DETAIL 4/L1.5.

GS GLEDITSIA TRIACANTHOS `SKYLINE` / SKYLINE HONEY LOCUST 2" CAL. B&B CLASS II; 40`H X 30`W

M.A. APPLICATION RATES:
M.A.C. PLANTING TABLET FERTILIZER - 4 TABLETS PER TREE PIT

THAN 2 INCHES IN ANY DIMENSION, AND OTHER EXTRANEOUS OR TOXIC MATTER HARMFUL TO PLANT GROWTH.

WEEDS, WEED SEEDS, ROCKS, GRASS OR OTHER FOREIGN MATERIAL AND A PH OF 5.5 TO 7.0. IF ON-SITE TOPSOIL DOES NOT MEET THESE

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PROVIDE WATER TO RESPECTIVE HYDRO-ZONES.

J. INSTALL MOW CURB PER DETAIL 4/L1.5.

GS GLEDITSIA TRIACANTHOS `SKYLINE` / SKYLINE HONEY LOCUST 2" CAL. B&B CLASS II; 40`H X 30`W
**Notations:**

1. **THE STAKING OF TREES IS TO BE THE CONTRACTOR’S OPTION; HOWEVER, THE CONTRACTOR IS RESPONSIBLE TO INSURE THAT ALL TREES ARE PLANTED STRAIGHT AND THAT THEY REMAIN STRAIGHT FOR A MINIMUM OF 1 YEAR. ALL STAKING SHALL BE REMOVED AT THE END OF THE ONE YEAR WARRANTY PERIOD.**

2. **IN THE EVENT OF A QUESTION OR LACK OF CLARITY ON THE DRAWINGS, THE CONTRACTOR IS TO NOTIFY THE LANDSCAPE ARCHITECT BEFORE PROCEEDING.**

3. **LANDSCAPE CONTRACTOR IS TO NOTIFY THE LANDSCAPE ARCHITECT AND OWNER PRIOR TO INSTALLATION OF PLANT MATERIAL.**

4. **WRAP RUBBER CINCH TIES AROUND THE TREE TRUNKS AND STAKES USING EITHER THE STANDARD OR FIGURE EIGHT TYING METHOD. SECURE THE TIES TO THE STAKES WITH GALVANIZED NAILS TO PREVENT SLIPPAGE.**

5. **WATER TREE TWICE WITHIN THE FIRST 24 HOURS.**

6. **IN THE EVENT HARDPAN SOILS PREVENT TREE PLANTING AS DETAILED, NOTIFY THE LANDSCAPE ARCHITECT IMMEDIATELY.**

**Notes:***

1. NOTIFY LANDSCAPE ARCHITECT WHEN PLACING BOULDERS FOR APPROVAL.

2. PLACE BOULDERS PRIOR TO INSTALLATION OF IRRIGATION SYSTEM.

3. CLEAN ALL BOULDERS OF DIRT AND LOOSE DEBRIS.

4. WHEN PLACING BOULDERS, BURY 1/4 TO 1/3 OF BOULDER BELOW FINISH GRADE.

5. DO NOT SCAR OR DAMAGE BOULDERS.

**Details:**

1. **Deciduous Tree Planting**

2. **Shrub Planting**

3. **Boulder Installation**

4. **Concrete Edging**
**ELEVATIONS**

**Schematic Design**

1. **METAL PANEL**
2. **METAL**
3. **W.D. MEMBERS**

**MATERIALS**

1. METAL SALES, COLOR: BURNISHED SLATE (49)
2. METAL SALES, COLOR: ASH GREY (25)
3. CLEAR STAIN

**Front Elevation**

- 100' - 0"
- 118' - 6"
- 124' - 9"

**Right Elevation**

- 100' - 0"
- 118' - 6"
- 124' - 9"

**Left Elevation**

- 100' - 0"
- 118' - 6"
- 124' - 9"

**Rear Elevation**

- 100' - 0"
- 118' - 6"
- 124' - 9"
ELEVATIONS

1. FRONT ELEVATION
2. LEFT ELEVATION
3. RIGHT ELEVATION
4. REAR ELEVATION

MATERIALS

A. METAL PANEL
B. METAL
C. WD FRAMING

METAL SALES, COLOR:
1. BURANNISHED SLATE (49)
2. ASH GRAY (25)
3. CLEAR STAIN

JOPLIN - SHOPS

Packet Pg. 144

Attachment: 3_DRH19-00517_Joplin (DRH19-00517 / John Carr)
SCHEMATIC DESIGN

MGC OFFICES

200 W BROAD STREET, BOISE, ID

EXTERIOR PERSPECTIVES

SD91

Packet Pg. 145

Attachment: 3_DRH19-00517_Joplin  (DRH19-00517 / John Carr)

11/12/19 | DRH19-00517

11/12/19

4.3.a
BUILDING MATERIALS

STANDING SEAM METAL ROOFING & TRIM/FASCIA
METAL SALES, COLOR: BURNISHED SLATE
(49)

WOOD MEMBERS
STORM SEALANT, COLOR: BUTTERNUT

STANDING SEAM METAL SIDING & TRIM,
METAL SALES, COLOR: ASH GREY (25)

METAL PANELS
PAC-CLAD COLOR: "TERRA COTTA".
FACTORY FINISHED, NON-REFLECTIVE.
TO: Fire Flow Reviewing Authority

DATE: October 30, 2019

SUBJECT: 11532 W. Joplin Rd.

______________________________
COMMENTS:

Our records indicate the following water pressure and volume at: 11532 W. Joplin Rd.:

Pressure at average demand is 80 psi
Flow of 2,500 gpm at 20 psi residual pressure
At hydrant 5251 on the corner of W. Joplin Rd. and N. Ancell Ave.

This information represents the water system under maximum-day conditions. The pressures and flows are subject to change, however, depending on system demand and changes in system operations. This document shall be attached to the architectural plan sets, both for "Fire Department reviewed" and "Construction Approved" sets. It is provided for uniformity in fire sprinkler design criteria.

If you have further questions or need information on the volume of water for a conditional use application or design review, please feel free to call.

Sincerely,

SUEZ
Planning Division Project Report

File Number                      DRH19-00517
Applicant                        John Carr - Mark Guho Construction
Property Address                 11532 W Joplin Rd

Public Hearing Date              January 8, 2020
Heard by                         Design Review Committee

Design Review Planner            Katelyn B. Menuge
Reviewed by                      Josh G. Wilson

Public Notification

Newspaper notification published on: December 21, 2019
Radius notices mailed to properties within 300 feet on: December 20, 2019
Applicant posted notice on site on: December 23, 2019

Table of Contents

1. Project Data and Facts .............................................................. 2
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3. Project Proposal ....................................................................... 3
4. Zoning Ordinance and Comprehensive Plan ................................. 5
5. Analysis/Findings .................................................................... 5
6. Conclusion and Recommended Conditions .................................. 12

Exhibits

Agency Comments
1. Project Data and Facts

<table>
<thead>
<tr>
<th><strong>Applicant</strong></th>
<th>John Carr - Mark Guho Construction</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Representative / Architect</strong></td>
<td>James Marsh - CSHQA</td>
</tr>
<tr>
<td><strong>Location of Property</strong></td>
<td>11532 W Joplin Rd</td>
</tr>
<tr>
<td><strong>Present Zoning and Land Use</strong></td>
<td>Pending M-2D/DA</td>
</tr>
<tr>
<td><strong>Description of Applicant’s Request</strong></td>
<td>Construct three industrial buildings totaling approximately 18,857 square feet with associated site improvements.</td>
</tr>
</tbody>
</table>

2. Land Use

**Description and Character of Surrounding Area**
The proposed parcel is 3.0 acres located at the northwest corner of Joplin Road and Aspen Street and will be created through ROS19-00103. The property was annexed through CAR19-00015 with M-2D/DA zoning. The land use designation is Public/Quasi-Public, and the property is located in the West Bench planning area. The surrounding uses are industrial and residential.

**Adjacent Land Uses and Zoning**

| **North** | Industrial Yard / RUT (Ada County) |
| **South** | Industrial Storage / M-1D |
| **East** | Concrete Shop and House / M2 (Ada County) |
| **West** | Proposed Industrial Building / M-2D/DA |

**Site Characteristics**
The Thurman Mill Canal with 50’ easement runs along the south of the site. The south of the pond is planned to be infilled in the future, but no details are included with this application.

**Special Considerations**
The Thurman Mill Canal’s proximity to the street would not allow for sidewalk to be constructed along some sections of the property.

**History of Previous Actions**
CAR19-00015 - Pending Annexation with M-2D/DA Zoning
ROS19-00103 - Pending Property Line Adjustment
3. Project Proposal

Site Design

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percentage of the site devoted to building coverage:</td>
<td>14%</td>
</tr>
<tr>
<td>Percentage of the site devoted to paving:</td>
<td>25%</td>
</tr>
<tr>
<td>Percentage of the site devoted to landscaping:</td>
<td>21%</td>
</tr>
<tr>
<td>Other: Pond/Canal/Undisturbed Area</td>
<td>40%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>100%</td>
</tr>
</tbody>
</table>

Parking

<table>
<thead>
<tr>
<th>Proposed</th>
<th>Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accessible spaces proposed:</td>
<td>Accessible spaces required:</td>
</tr>
<tr>
<td>Total parking spaces proposed:</td>
<td>Total parking spaces required:</td>
</tr>
<tr>
<td>Number of compact spaces proposed:</td>
<td>Number of compact spaces allowed:</td>
</tr>
<tr>
<td>Bicycle parking spaces proposed:</td>
<td>Bicycle parking spaces required:</td>
</tr>
<tr>
<td>Parking Reduction requested?</td>
<td>Off-site Parking requested?</td>
</tr>
</tbody>
</table>

*Parking for a Construction Business is determined by the Director

Setbacks

<table>
<thead>
<tr>
<th>Yard</th>
<th>Required C-1</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front (South)</td>
<td>Building- 20 feet</td>
<td>Building- 37 feet</td>
</tr>
<tr>
<td></td>
<td>Parking- 7 feet</td>
<td>Parking- 38 feet</td>
</tr>
<tr>
<td>Rear (North)</td>
<td>Building- 0 feet</td>
<td>Building- 150+ feet</td>
</tr>
<tr>
<td></td>
<td>Parking- 0 feet</td>
<td>Parking- 150+ feet</td>
</tr>
<tr>
<td>Interior (West)</td>
<td>Building- 0 feet</td>
<td>Building- 5 feet</td>
</tr>
<tr>
<td></td>
<td>Parking- 0 feet</td>
<td>Parking- 5 feet</td>
</tr>
<tr>
<td>Interior (East)</td>
<td>Building- 15 feet</td>
<td>Building- 32 feet</td>
</tr>
<tr>
<td></td>
<td>Parking- 0 feet</td>
<td>Parking- 0 feet</td>
</tr>
</tbody>
</table>
Transportation

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Frontage</th>
<th>Functional Classification</th>
<th>PM Peak Hour Traffic Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Highway 20/26</td>
<td>0-feet</td>
<td>Principal Arterial</td>
<td>1,481</td>
</tr>
<tr>
<td>Chinden Blvd</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Joplin Rd</td>
<td>1,059 feet</td>
<td>Local</td>
<td>N/A</td>
</tr>
</tbody>
</table>

** ACHD does not set level of service thresholds for State Highways.

**Average Daily Traffic Count (VDT): Average daily traffic counts are based on ACHD’s most current traffic counts**

- The average daily traffic count for Chinden Boulevard/SH 20/26 west of Glenwood Street was 30,816 on March 21, 2019.
- There are no current traffic counts for Joplin road.

**Fencing**

The applicant has indicated the existing fence along the east to be removed. Chain link fencing with black vinyl slats is shown to screen the parking area. The applicant also notes a wrought iron fence to be installed around the property boundary. As the parking area is proposed to be paved, solid screening is not required. Any areas of gravel or rock mulch without plantings is required to have solid screening.

**Outdoor Lighting**

The applicant has indicated exterior pole lighting and light fixtures on the exterior of the buildings. Light shall be directed downward and is not permitted to shine onto adjacent properties or streets.

**Structure Design**

<table>
<thead>
<tr>
<th>Number and Proposed Use of Buildings</th>
<th>One Office Building</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>One Shop Building</td>
</tr>
<tr>
<td></td>
<td>One Storage Building</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Proposed Building Height</th>
<th>Approximately 34 Feet</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum Building Height</td>
<td>55 Feet</td>
</tr>
<tr>
<td>Number of Stories</td>
<td>Single-Story</td>
</tr>
<tr>
<td>Square Footage</td>
<td>Approximately 18,857 Square Feet</td>
</tr>
</tbody>
</table>
4. Zoning Ordinance and Comprehensive Plan

<table>
<thead>
<tr>
<th>Zoning Ordinance Sections</th>
<th>Comprehensive Plan Sections</th>
</tr>
</thead>
<tbody>
<tr>
<td>11-03-04.12 C (7)(d) (i) Site Design – A - E</td>
<td>3-38 Public/Quasi-Public Land Use Category</td>
</tr>
<tr>
<td>11-03-04.12 C (7)(d) (ii) Structure Design – A - E</td>
<td>WB-1 West Bench Planning Area</td>
</tr>
<tr>
<td>11-03-04.12 C (7)(d) (iii) Adopted Plans and Design Guidelines</td>
<td></td>
</tr>
<tr>
<td>11-04-05 Commercial Districts</td>
<td></td>
</tr>
<tr>
<td>11-07-03 Off-Street Parking and Loading Guidelines</td>
<td></td>
</tr>
</tbody>
</table>

5. Analysis/Findings

The proposed parcel is 3.0 acres located at the northwest corner of Joplin Road and Aspen Street and will be created through ROS19-00103. The property was annexed through CAR19-00015 with M-2D/DA zoning. The land use designation is Public/Quasi-Public and the property is located in the West Bench planning area. The surrounding uses are industrial and residential.
Vehicular Circulation and Connections
Boise City Code Section 11-03-04.12.C.7.d states:
A. Traffic Impact: That traffic impact is minimized and the pedestrians and cyclists have been provided for through the use of sidewalks, pathways, landscaping, and safe parking lot design.

The applicant is proposing to construct three buildings on the subject property, related to a construction business; an office building, a shop building, and an open storage building with wash bay. The subject parcel will be created through ROS19-00103. The proposed uses align with the conceptual site plan approved by City Council as part of the development agreement that was recorded through the annexation application, CAR19-00015. Future Design Review applications will be submitted for other proposed uses to the west which also require Conditional Use approvals.

The office building will be located closest to Joplin Road with the storage building and shop buildings located behind. The location of the Thurman Mill Canal along the front of the property requires the buildings to be located behind the canal. The
three buildings share a central parking and circulation area, with access taken from Aspen Street, which is an existing private road located on the shared property line with the parcel to the east. Prior to building permit submittal, the applicant should provide a recorded access easement for the shared road. Minimum paved width for a private commercial/industrial street is 24 feet. All other agency requirements regarding site access shall also be met.

Joplin Road is currently improved with two travel lanes. There is no curb, gutter or sidewalk adjacent to the site. The Ada County Highway District has indicated the applicant will need to dedicate additional right-of-way for Joplin Road to total 25 feet from the centerline. The applicant will also be required to construct vertical curb along Joplin and a curb return for Aspen Street, the private road.

**Non-Motorized Circulation and Connections**

There is no existing sidewalk, curb or gutter adjacent to the subject property abutting Joplin Road. The Ada County Highway District has indicated they will require vertical curb be installed along Joplin Road. The adjacent canal does not allow space to construct sidewalk along portions of the site along Joplin Road, and staff recommends construction of sidewalk not be required with this development. There is existing sidewalk along the south of Joplin Road. The applicant will provide a pedestrian path along the north and west of the office building that is 7-ft wide.

The applicant is proposing to provide two bicycle parking spaces near the office entrance. Bicycle parking racks shall comply with all Zoning Code standards and allow for two points of contact for each bicycle.

**Traffic Impact Summary**

This development, with new internal walkways and bicycle parking, will enhance pedestrian connectivity and a safe pedestrian and cycling network. Based on the preceding analysis and the attached conditions of approval, the project will comply with Boise City Code Section 11-03-04.12.C.7.d to minimize the traffic impact.

**Service Area Location and Design**

Boise City Code Section 11-03-04.12.C.7.d states:

A. *Landscaping, Stabilization, and Screening: That landscaping screens buffer adjacent uses, and screen or conceal unsightly areas.*

The applicant is proposing a trash enclosure at the southwest corner of the site. The trash enclosure will need to comply with all Public Works Solid Waste requirements.

The applicant has indicated four ground mechanical units. A condition of approval requires that all mechanical equipment is screened from public view.
Landscape Design
The applicant is proposing to make landscape improvements to the site that consist of trees and other plantings around the office building, new sod, areas or rock mulch, and planting dry land seed. Some of the existing trees on the property will be removed. The applicant should provide a summary of the types and sizes of trees being removed. Desirable trees being removed are required to be mitigated with new trees planted on the site.

Because of the adjacent canal and irrigation easement along Joplin Road, the applicant is unable to locate the required street trees within the front setback. The Zoning Code requires that the required street trees be located behind easements or other areas that preclude trees. The applicant should locate the required street trees along the south of the parking area and office building. Trees may be clustered if minimum spacing requirements are met. A minimum of eight Class II street trees are required in addition to the required landscape planter trees that will be provided in the office parking area.

The applicant is proposing an area of rock mulch adjacent to Aspen Street, east of the storage building. Rock mulch is permitted if is enclosed with a solid 6-foot fence or contains a minimum 50% vegetative groundcover.

The applicant has proposed one drainage swale along Joplin Road and one behind the shop building. The drainage swale along Joplin Road shall be landscaped with plant material or moved to not be located along the street.

The applicant has indicated infilling the pond to the north to move the edge of the pond further north. Any infilling of the pond will require all information to be submitted for Design Review approval and approval of any other affected agencies.

Landscaping, Stabilization and Screening Summary
Based on the preceding analysis and the suggested conditions of approval, the landscape plan will provide a mixture of species that will provide year-round color and will soften the overall appearance of the site.

Grading and Drainage
Boise City Code Section 11-03-04.12.C.7.d states:

A. That on-site grading and drainage have been designed so as to minimize off-site impact and provide for erosion control.

The grading and drainage will be reviewed by Boise City Public Works at the time of building permit to ensure drainage is contained on site and meets all department
requirements. The applicant has indicated drainage swales along Joplin Road and behind the shop building. Drainage swales located within the front landscape buffer are required to be landscape with plant material. Drainage swales shall also meet all other Zoning Code and Public Works requirements.

**Signage**

Boise City Code Section 11-03-04.12.C.7.d states:

A. Signage: That signs provide for business identification minimizes clutter and comply with the sign regulations.

A sign application is required for all signage. The project must comply with all ordinance regulations in effect at the time the sign application is submitted.

**Structure Design**

**Building Design and Materials**

<table>
<thead>
<tr>
<th>Material Location</th>
<th>Type/Color</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roof:</td>
<td>Metal Panel / Burnished Slate</td>
</tr>
<tr>
<td>Exterior Walls:</td>
<td>Metal Panel / Ash Grey Terra Cotta Accent</td>
</tr>
<tr>
<td>Windows/ Doors:</td>
<td>Aluminum / Clear</td>
</tr>
<tr>
<td>Trim, Fascia, Etc.:</td>
<td>Metal Trim / Burnished Slate</td>
</tr>
<tr>
<td>Canopies:</td>
<td>Wood</td>
</tr>
</tbody>
</table>

![Diagram of building elevations](image-url)
Building Materials
Boise City Code 11-03-04.12 C (7)(d) states:
Exterior materials that complement surrounding development in terms of color and relief should be utilized.

The applicant is proposing light gray standing seam metal buildings with colors and materials that complement one another and the surrounding area. Roofs will be a burnished slate standing seam metal. Terra cotta colored metal panels and wood members will accent the office building and provide some additional design interest. Overall the colors and materials are appropriate for an industrial development.

Building Massing and Articulation
Boise City Code 11-03-04.12 C (7)(d) states:
The height to width relationship should be compatible and consistent with the architecture in the area.

The applicant’s proposed three buildings utilize appropriate massing and proportions to complement one another and be in scale with other buildings in the surrounding area. All the buildings are single-story structures. The office building, closest to Joplin Road is approximately 15 feet tall and utilizes a sloped roof. The taller storage and warehouse buildings area located farther away from the street. The warehouse building is approximately 34 feet tall and the storage building is approximately 25 feet tall, well below the 55-feet allowed in the M-2 zone. Both buildings have pitched roofs that prevent the structures from appearing box-like.
Shop Building Perspectives

Storage Perspectives

**Shadow Relief and Architectural Details**
Boise City Code 11-03-04.12 C (7)(d) states: *Openings in the facade shall be consistent with the architecture in the area. (For example, balconies, bays, and porches are encouraged with a minimum of monotonous flat planes to provide shadow relief).*

The applicant has provided architectural details that are appropriate for industrial buildings. The office building will be most visible and has been provided with unique windows, façade modulation, large roof overhangs, canopies, and color and materials changes that provide interest from the street and to building users. The main office entry provides three-foot deep weather protection. The shop and storage buildings also utilize large eaves that will provide shadow lines, and wood elements to relate to those on the office building. Overall, the buildings are appropriately detailed and will complement the surrounding structures.
Building Design Summary
With the recommended conditions, the buildings will contain appropriate colors, materials, fenestration and architectural details for the industrial building type and location. Based on the preceding analysis and the suggested conditions of approval, the proposal will integrate well with the other developments that are present within this industrial area and will comply with Boise City Code Section 11-03-04.12.C.7.d.

6. Conclusion and Recommended Conditions
Staff finds the project complies with Sections 11-03-04.12 C (7)(d) of the Zoning Ordinance, the Design Review Guidelines and the goals and policies of the Boise City Comprehensive Plan and would recommend approval subject to the following conditions.

Site Specific Conditions

1. Compliance with the plans and specifications submitted to and on file in the Planning and Development Services Department dated received November 12, 2019, except as expressly modified by the following conditions:

   a. Comply with all other documents and conditions of CAR19-00015 and ROS19-00103.

   b. Prior to building permit submittal, provide a recorded shared access easement for the private road, Aspen Street. A minimum 24-foot paved width recorded within an easement is required. Comply with all other department and agency requirements regarding site access.

   c. Provide the required Class II street trees north of the canal easement for a total of eight trees. One tree is required for every 40 feet of frontage. Clustering of trees can be approved if minimum spacing requirements are met. Street trees are in addition to the required parking lot planter island trees.

   d. Any areas of rock mulch or gravel that do not contain 50% vegetative groundcover shall be enclosed by a site obscuring fence.

   e. Drainage swales shall meet Public Works and Zoning Code requirements. Swales along streets shall be landscaped with plant materials.

   f. Provide additional information regarding the trees being removed from the site and provide tree mitigation if required.

   g. Alterations to the pond will require all information to be submitted to Design Review staff for review. The applicant shall also obtain required approvals of any other impacted agencies, such as the Idaho Department of Environmental Quality.
h. Bicycle parking shall meet all Zoning Code requirements and bike racks shall allow for two points of contact for each bicycle, such as single loop racks.

i. The solid waste enclosure shall meet all Public Works Solid Waste requirements.

j. All exterior lighting fixtures shall be full-cutoff and directed downward. Light levels shall not exceed two footcandles at property lines shared with residentially used or zoned parcels.

k. All exterior mechanical equipment shall be screened from public view.

l. Comply with all ACHD requirements.

Revised plans indicating compliance with the above conditions shall be submitted to Planning Staff for approval prior to application for any construction permits.

Responsible Agencies and Other Boise City Departments

2. A Building Permit approval is contingent upon the determination that the site is in conformance with the Boise City Subdivision Ordinance. Contact the Planning and Development Services Subdivision Section at (208)608-7089 regarding questions pertaining to this condition.

3. The applicant shall comply with the requirements of the Boise City Public Works Department:
   - Sewer (11-14-19)
   - Street Lights (11-19-19)
   - Solid Waste (11-18-19)
   - Pretreatment (11-13-19)
   - Drainage (11-14-19)
   - Hillside/Floodplain

Please contact BCPW at (208)608-7150. All items required by BCPW shall be included on the plans/specifications that are submitted for a Building Permit. Please note that any changes or modifications by the owner to the approved Storm Water Plan must be resubmitted to BCPW for approval.

4. Prior to a Building Permit and prior to any construction on the site, an Erosion and Sediment Control Permit must be obtained from the Building Division of the Planning and Development Services Department.

5. A Building Permit is contingent upon approval from Boise City Community Forestry for tree planting within right-of-ways, per Title 9, Chapter 16, Section 09-16-05.2. Contact Boise City Community Forestry at (208)608-7700 with questions regarding this condition.
6. Compliance with the requirements of the Ada County Highway District.

7. The applicant shall comply with the Boise City Fire Code.

8. Compliance with the Irrigation District.

9. Compliance with Boise Airport requirements.

**Standard Conditions of Approval**

10. The applicant is encouraged to participate in a Transportation Demand Management Program which may include the following measures:

11. Designation of an Alternative Transportation Coordinator to promote alternatives to automobile transportation to employees. This should be coordinated with ACHD’s Commuteride Program and ValleyRide.

12. Secure bicycle parking and storage areas.

13. Establish employee alternative transportation incentive programs which may include discounted or free transit passes for employees, carpool/vanpool matching services through coordination with ACHD Commuteride, and flexible work hours.

14. All loading activities and site maintenance (with the exception of snow removal) are limited to Mondays through Fridays between the hours of 7:00 a.m. and 10:00 p.m. and Saturdays and Sundays between the hours of 8:00 a.m. and 8:00 p.m.

15. Construction activity on site is restricted to the hours of 6:30 a.m. to 6:00 p.m. Mondays through Fridays and 8:30 a.m. to 6:00 p.m. on Saturdays and Sundays.

16. All landscaping areas shall be provided with an underground irrigation system. Landscaping shall be maintained according to current accepted industry standards to promote good plant health, and any dead or diseased plants shall be replaced. All landscape areas with shrubs shall have an approved mulch such as bark or soil aid.

17. All landscape trees shall be pruned in accordance with the American National Standards Institute’s Standard Practices for Tree Care Operations (ANSI A300 - latest edition). No trees on the site shall be topped, headed back, rounded over or otherwise disfigured. Contact Boise City Community Forestry at (208)608-7700 for information regarding tree care operations.

18. An approved protective curbing shall enclose all landscape areas where they are adjacent to parking areas or driveways.
19. Swales/retention/detention areas shall not be located along the streets, unless it can be shown that landscaped berms/shrubs will screen the swales.

20. Vision Triangles as defined under Section 11-012-03 of the Boise City Code shall remain clear of sight obstructions.

21. In compliance with Boise City Code, anyone planting, pruning, removing or trenching/excavating near any tree(s) on ACHD or State right-of-ways must obtain a permit from Boise City Community Forestry at least one (1) week in advance of such work by calling (208) 608-7700. Species shall be selected from the Treasure Valley Tree Selection Guide.

22. Existing healthy trees shall be saved where not in conflict with building locations or required driveways as determined by the Boise City Forester and approved by the Design Review staff. Existing grading shall be altered as little as possible, with a minimum compaction of topsoil within the tree dripline area. Soil sterilants shall not be applied near the dripline of these trees. Pervious paving shall be provided within the dripline area, unless otherwise approved by the Boise City Forester and the Design Review staff, to allow surface air and water penetration to the feeder root zone of trees near paved areas.

23. Deciduous trees shall be not less than 2" to 2½" caliper size at the time of planting, evergreen trees 6' in height, and shrubs 1 to 5 gallons, as approved by the Design Review staff. All plants are to conform to the American Association of Nurseryman Standards in terms of size and quality.

24. All surface drainage shall be reviewed and approved by ACHD and BCPW. Perimeter grading shall be designed to match the existing grade of the adjoining properties.

25. All parking areas and driveways shall be paved and striped. All accessible spaces and approved compact spaces shall be clearly marked and signed as required. Bicycle parking, as required by Section 11-07-03.3.B of the Boise City Code, shall be provided.

26. All Americans with Disabilities Act (ADA) requirements shall be met. Accessible space(s) shall be provided, which are to be located on the shortest accessible route of travel to the accessible building entry.

27. Any outside lighting shall be reflected away from adjacent property and streets. Exterior light fixture details shall be submitted to the Design Review staff for approval prior to issuance of a Building Permit. Impacts on residential areas shall not be
permitted.

28. The illumination level of all light fixtures shall not exceed two (2) foot-candles as measured one (1) foot above the ground at property lines shared with residentially zoned or used parcels.

29. Boise City Fire Department requires water mains, fire hydrants and temporary Fire Department access to be installed, inspected and approved by the Fire Department prior to commencement of combustible construction. Note: Temporary water and temporary access during construction may be permitted upon request to, and approval by, the Fire Department.

30. No obstructions (landscaping, signs, fences or other elements) shall encroach upon any required fire access or fire facility.

31. All signs will require approval from the Planning and Development Services Department prior to installation.

32. Trash receptacles and on-grade and rooftop mechanical fixtures and equipment shall be concealed from public view by use of an approved sight-obscuring method. All screening materials shall be compatible with the building materials/design.

33. Utility services shall be installed underground.

34. Rain gutters shall be provided on eaves projecting over pedestrian entries and walkways to protect the occupants from undesirable storm runoff. Through-wall mechanical units shall be architecturally integrated into the building design, as approved by the Design Review staff. Roof vents shall be screened or painted to match the roof color.

35. No trees within street right-of-ways shall be removed or pruned without approval from Boise City Community Forestry in compliance with Boise City Code. No trees within the property, as shown on the plans and approved by the Design Review Committee or the Design Review staff, shall be removed without the approval of the Design Review Committee or the Design Review staff and in compliance with Boise City Code.

36. In the event a tree is removed without prior approval, the tree shall be replaced with a tree with trunk caliper 1.5 times the one removed or with a sufficient number of trees, as approved by the Design Review Committee or the Design Review staff, with a trunk caliper not less than 4" and a total cumulative caliper area equal to 1.5 times the caliper area of the tree(s) removed. Caliper shall be as measured by the American Nurseryman’s Association standards. For example, if a 12" caliper tree is removed, it
must be replaced with either one 18" caliper tree or three 6" caliper trees or five 4" caliper trees. The replacement requirement may be modified upon a showing made to the Design Review Committee or the Design Review staff of disease or death of the tree which was not caused by neglect.

37. An Occupancy Permit will not be issued by the Planning and Development Services Department until all of these conditions have been met. In the event a condition(s) cannot be met by the desired date of occupancy, the Planning Director will determine whether the condition(s) is bondable or should be completed, and if determined to be bondable, a bond or other surety acceptable to Boise City will be required in the amount of 110% of the value of the condition(s) that is incomplete.

38. No change in the terms and conditions of this approval shall be valid unless in writing and signed by the applicant or his authorized representative and an authorized representative of Boise City. The burden shall be upon the applicant to obtain the written confirmation of any change and not upon Boise City.

39. Any change by the applicant in the planned use of the property, which is the subject of this application, shall require the applicant to comply with all rules, regulations, ordinances, plans, or other regulatory and legal restrictions in force at the time the applicant, or successors of interest, advise Boise City of intent to change the planned use of the property described herein, unless a variance in said requirements or other legal relief is granted pursuant to the law in effect at the time the change in use is sought.
December 27, 2019

Katelyn Menuge  
PDS – Design Review

Re: DRH19-00517

Dear Katelyn,

This is a request for Design Review Committee approval to construct three buildings and related site work.

The Boise Fire Department has reviewed and can approve the application subject to compliance with all the following code requirements and conditions of approval. Any deviation from this plan is subject to Fire Department approval. Please note that unless stated otherwise, this memo represents the requirements of the International Fire Code (IFC) as adopted and amended by Ordinance 6308.

Comments:
1. Fire hydrants, capable of producing the required fire flow, shall be located along approved fire lanes. Fire hydrant spacing shall meet the requirements of IFC table C102.1 (IFC 507.3, IFC B105.2, IFC C105). An additional hydrant will be required.
2. Fire apparatus access roads shall extend to within 150 feet of all portions of the exterior walls of the first story of a building measured by an approved route around the exterior of the building or facility. (IFC 503.1.1)
3. Dead-end fire apparatus access roads exceeding 150 feet (45 720 mm) in length shall be provided with an approved area for turning around fire apparatus. (IFC 503.2.5)
4. Fire apparatus access roads shall have an approved driving surface of asphalt, concrete or other approved driving surface and can support the imposed load of fire apparatus weighing at least 75,000 pounds. Please provide documentation the road surface meets this standard. (IFC D102.1)

General Requirement:
Specific building construction requirements of the International Building Code, International Fire Code and Boise City Code will apply. However, these provisions are best addressed by a licensed Architect at time of building permit application.

Regards,

Ron L. Johnson  
Division Chief – Assistant Fire Marshal  
Boise Fire Department
Construct vertical curb, gutter and 5-foot wide detached sidewalk that is separated from the curb line a minimum of 8-feet on Joplin Road.

The applicant is proposing to construct the general parking area utilizing a gravel surfacing. Gravel surfacing should be eliminated, and the applicant should utilize a traditional asphalt, concrete or paver parking area. The Boise City Code requires all driveways and parking areas to be concrete, asphalt or pavers in order to eliminate dust and particulate air matter, maintain quality surfacing that avoids ruts and holes for visitors and provides a clearly delineated area for parking to occur within. The requirement to pave the parking area is also supported by the City of Boise’s newest initiative, “Boise Climate Now” which has a goal to address climate change and conserve the City’s air, water and energy.
Bulk quantities of materials (hazardous/non-hazardous) utilized and stored on site, any hazardous process wastewater, other waste materials, and/or prohibited pollutants shall not be processed or stored in a manner that could result in discharge to sanitary sewer or storm water management facilities. Accidental spill protection measures shall be provided. Suitable and adequate oil/sediment interceptor(s) shall be provided for any/all sanitary sewer connected floor drains that will receive non-domestic process wastewater. Any outside storage of materials shall be managed in a manner protective of storm water detention/conveyance facilities.

For more information, or if you have any questions please contact Zach Conde, 208-608-7530 or email at zconde@cityofboise.org.
Date: November 14, 2019

To: Planning and Development Services

From: Mike Sheppard P.E., Civil Engineer II
Public Works Department

Subject: DRH19-00517; 11532 W. Joplin Road; Sewer Comments

Sewer main and service to that lot exists within Joplin Road.

If you have any further questions, please contact Mike Sheppard at 608-7504.
City of Boise Solid Waste staff has reviewed the application for this project and has the following comment(s):

City of Boise Solid Waste staff has reviewed the application for this project and has no comments. Solid waste is OK as planned.

The link below provides information regarding trash enclosure design and location requirements:

https://www.cityofboise.org/media/7186/commercialenclosurerequirements.pdf

Please contact me with any questions at 208-608-7555 or rwalkins@cityofboise.org.
To: Planning and Development Services

From: Tom Marshall, Street Light Program Technician
Public Works Engineering

Subject: Street Light Comments
DRH19-00517: 11532 W Joplin Rd.

No comment.
If you have any questions, contact Tom Marshall at 208-608-7526 or tmarshall@cityofboise.org.
To: Planning and Development Services

From: Brian Murphy, Drainage Coordinator
Public Works

Subject: DRH19-00517; Drainage/Stormwater Comments

A drainage plan must be submitted and approved by Public Works prior to issuance of a building permit.

If you have any further questions contact Brian Murphy, 384-3752.
November 26, 2019

To: James Marsh  
CSHQA  
200 Broad Street  
Boise, ID 83702

Subject: BOI19-0227/DRH19-00517  
11532 W. Joplin Road  
Design Review for an office building, shop building and vehicle storage

This is a Design Review application for the construction of a 3,257 square foot office building, 9,600 square foot shop building, and 5,000 square foot open storage building with wash bay.

A. Findings of Fact  
1. Joplin Road  
   a. Existing Conditions: Joplin Road is improved with 2-travel lanes, 28 to 36-feet of pavement and no curb, gutter or sidewalk abutting the site. There is 48 to 50-feet of right-of-way for Joplin Road (24 to 25-feet from centerline). There is an existing 7-foot wide attached concrete sidewalk on the south side of Joplin Road.
   
   b. Policy:  
      Industrial Roadway Policy: District Policy 7209.2.1 states that the developer is responsible for improving all commercial street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.
      Street Section and Right-of-Way Policy: District Policy 7208.5 states that right-of-way widths for new commercial streets shall typically be 50 and 70-feet wide and that the standard street section will vary depending on the need for a center turn lane, bike lanes, volumes, percentage of truck traffic, and/or on-street parking.
         • A 36-foot street section (back-of-curb to back-of-curb) will typically accommodate two travel lanes and on-street parking.
         • A 40-foot street section (back-of-curb to back-of-curb) will typically accommodate two travel lanes and a center turn lane.
         • A 46-foot street section (back-of-curb to back-of-curb) will typically accommodate two travel lanes and a center turn lane and bike lanes.
      Sidewalk Policy: District Policy 7209.5.6 requires concrete sidewalks at least 5-feet wide to be constructed on one side of all industrial streets. If a separated sidewalk is proposed, a parkway strip at least 6-feet wide between the back-of-curb and street edge of the sidewalk is required to provide increased safety and protection of pedestrians. Consult the District’s planter width policy if trees are to be placed within the parkway strip.
A permanent right-of-way easement shall be provided if public sidewalks are placed outside of the dedicated right-of-way. The easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the sidewalk. Sidewalks shall either be located wholly within the public right-of-way or wholly within an easement.

Half Street Policy: District Policy 7209.2.2 required improvements shall consist of pavement widening to one-half the required width, including curb, gutter and concrete sidewalk (minimum 5-feet), plus 12-feet of additional pavement widening beyond the centerline established for the street to provide an adequate roadway surface, with the pavement crowned at the ultimate centerline. A 3-foot wide gravel shoulder and a borrow ditch sized to accommodate the roadway storm runoff shall be constructed on the unimproved side.

Driveway Location Policy: District policy 7209.4.1 requires driveways near intersections to be located a minimum of 75-feet (measured centerline-to-centerline) from the nearest local street intersection, and 150-feet from the nearest collector or arterial street intersection.

Successive Driveways: District Policy 7209.4.1 states that successive driveways away from an intersection shall have no minimum spacing requirements for access points along a local street, but the District does encourage shared access points where appropriate.

Driveway Width Policy: District policy 7209.4.3 restricts industrial driveways to a maximum width of 40-feet. Most industrial driveways will be constructed as curb-cut type facilities.

Driveway Paving Policy: Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7209.4.3, the applicant should be required to pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of the roadway.

c. Applicant Proposal: The applicant has proposed to construct Joplin Road abutting the site as ½ of a 36-foot wide industrial street section, with pavement widening to total 30-feet, and curb and gutter within right-of-way. The applicant has also proposed to construct a curb return for the private road, Aspen Street, on the southeast property corner, that takes access onto Joplin Road.

d. Staff Comments/Recommendations: The applicant’s proposal meets District Policy and should be approved, as proposed. The applicant should specifically be required to construct vertical curb. Sidewalk is only required on one side of an industrial street, and since there is sidewalk on the south side of Joplin Road, across from the site, sidewalk is not required.

The applicant should also be required to dedicate right-of-way abutting the site to total 25-feet of right-of-way from the centerline of Joplin Road.

2. Unopened/Unmaintained Right-of-Way & Master Street Map New Arterial

a. Staff Comments/Recommendations: There is 33-feet of unopened/unmaintained right-of-way along the site’s north property boundary. The Master Street Map shows a new arterial roadway, that is unfunded, in the unopened/unmaintained right-of-way to connect to Cloverdale Road at Chinden Boulevard/SH 20/26.
It is unlikely that this right-of-way will be improved, as the parcels to the north and the east have not redeveloped and are currently pond retention/gravel pits/concrete batch plants.

B. Site Specific Conditions of Approval
1. Improve Joplin Road abutting the site as ½ of a 36-foot wide industrial street section, with pavement, with vertical curb and gutter abutting the site. Dedicate right-of-way to total 25-feet of right-of-way from the centerline of Joplin Road abutting the site.

2. Construct a curb return onto Joplin Road located at the site’s east property line for the private road, Aspen Street.

3. A Traffic Impact Fee will be assessed by ACHD and will be due prior to issuance of a building permit.

4. Submit civil plans to ACHD Development Services for review and approval. The impact fee assessment will not be released until the civil plans are approved by ACHD.

5. Comply with the Standard Conditions of Approval as noted below.

C. Traffic Information

Trip Generation
This development is estimated to generate 88 vehicle trips per day; and 19 vehicle trips per hour in the PM peak hour, based on the Institute of Transportation Engineers Trip Generation Manual, 10th edition.

Condition of Area Roadways: Traffic Count is based on Vehicles per hour (VPH)

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Frontage</th>
<th>Functional Classification</th>
<th>PM Peak Hour Traffic Count</th>
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<tbody>
<tr>
<td>**State Highway 20/26</td>
<td>0-feet</td>
<td>Principal Arterial</td>
<td>1,481</td>
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<tr>
<td>Chinden Boulevard</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Joplin Road</td>
<td>1,059-feet</td>
<td>Local</td>
<td>N/A</td>
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</table>

** ACHD does not set level of service thresholds for State Highways.

Average Daily Traffic Count (VDT): Average daily traffic counts are based on ACHD’s most current traffic counts

- The average daily traffic count for Chinden Boulevard/SH 20/26 west of Glenwood Street was 30,816 on March 21, 2019.
- There are no current traffic counts for Joplin road.

D. Attachments
1. Vicinity Map
2. Site Plan
3. Standard Conditions of Approval
4. Appeal Guidelines
If you have any questions, please feel free to contact me at (208) 387-6293.

Sincerely,

[Signature]

Paige Bankhead, E.I.
Planner II
Development Services

cc: City of Boise
Rep
Standard Conditions of Approval

1. All proposed irrigation facilities shall be located outside of the ACHD right-of-way (including all easements). Any existing irrigation facilities shall be relocated outside of the ACHD right-of-way (including all easements).

2. Private Utilities including sewer or water systems are prohibited from being located within the ACHD right-of-way.

3. In accordance with District policy, 7203.6, the applicant may be required to update any existing non-compliant pedestrian improvements abutting the site to meet current Americans with Disabilities Act (ADA) requirements. The applicant’s engineer should provide documentation of ADA compliance to District Development Review staff for review.

4. Replace any existing damaged curb, gutter and sidewalk and any that may be damaged during the construction of the proposed development. Contact Construction Services at 387-6280 (with file number) for details.

5. A license agreement and compliance with the District’s Tree Planter policy is required for all landscaping proposed within ACHD right-of-way or easement areas.

6. All utility relocation costs associated with improving street frontages abutting the site shall be borne by the developer.

7. It is the responsibility of the applicant to verify all existing utilities within the right-of-way. The applicant at no cost to ACHD shall repair existing utilities damaged by the applicant. The applicant shall be required to call DIGLINE (1-811-342-1585) at least two full business days prior to breaking ground within ACHD right-of-way. The applicant shall contact ACHD Traffic Operations 387-6190 in the event any ACHD conduits (spare or filled) are compromised during any phase of construction.

8. Utility street cuts in pavement less than five years old are not allowed unless approved in writing by the District. Contact the District’s Utility Coordinator at 387-6258 (with file numbers) for details.

9. All design and construction shall be in accordance with the ACHD Policy Manual, ISPWC Standards and approved supplements, Construction Services procedures and all applicable ACHD Standards unless specifically waived herein. An engineer registered in the State of Idaho shall prepare and certify all improvement plans.

10. Construction, use and property development shall be in conformance with all applicable requirements of ACHD prior to District approval for occupancy.

11. No change in the terms and conditions of this approval shall be valid unless they are in writing and signed by the applicant or the applicant’s authorized representative and an authorized representative of ACHD. The burden shall be upon the applicant to obtain written confirmation of any change from ACHD.

12. If the site plan or use should change in the future, ACHD Planning Review will review the site plan and may require additional improvements to the transportation system at that time. Any change in the planned use of the property which is the subject of this application, shall require the applicant to comply with ACHD Policy and Standard Conditions of Approval in place at that time unless a waiver/variance of the requirements or other legal relief is granted by the ACHD Commission.
Request for Appeal of Staff Decision

1. **Appeal of Staff Decision:** The Commission shall hear and decide appeals by an applicant of the final decision made by the Development Services Manager when it is alleged that the Development Services Manager did not properly apply this section 7101.6, did not consider all of the relevant facts presented, made an error of fact or law, abused discretion or acted arbitrarily and capriciously in the interpretation or enforcement of the ACHD Policy Manual.

   a. **Filing Fee:** The Commission may, from time to time, set reasonable fees to be charged the applicant for the processing of appeals, to cover administrative costs.

   b. **Initiation:** An appeal is initiated by the filing of a written notice of appeal with the Secretary and Clerk of the District, which must be filed within ten (10) working days from the date of the decision that is the subject of the appeal. The notice of appeal shall refer to the decision being appealed, identify the appellant by name, address and telephone number and state the grounds for the appeal. The grounds shall include a written summary of the provisions of the policy relevant to the appeal and/or the facts and law relied upon and shall include a written argument in support of the appeal. The Commission shall not consider a notice of appeal that does not comply with the provisions of this subsection.

   c. **Time to Reply:** The Development Services Manager shall have ten (10) working days from the date of the filing of the notice of appeal to reply to the notice of the appeal, and may during such time meet with the appellant to discuss the matter, and may also consider and/or modify the decision that is being appealed. A copy of the reply and any modifications to the decision being appealed will be provided to the appellant prior to the Commission hearing on the appeal.

   d. **Notice of Hearing:** Unless otherwise agreed to by the appellant, the hearing of the appeal will be noticed and scheduled on the Commission agenda at a regular meeting to be held within thirty (30) days following the delivery to the appellant of the Development Services Manager’s reply to the notice of appeal. A copy of the decision being appealed, the notice of appeal and the reply shall be delivered to the Commission at least one (1) week prior to the hearing.

   e. **Action by Commission:** Following the hearing, the Commission shall either affirm or reverse, in whole or part, or otherwise modify, amend or supplement the decision being appealed, as such action is adequately supported by the law and evidence presented at the hearing.
PLANNING AND DEVELOPMENT SERVICES
BOISE CITY HALL, 150 N. CAPITOL, P.L. ID | MAIL, P.O. BOX 500, BOISE, ID 83701-0500

AFFIDAVIT OF SITE POSTING

State of Idaho )
) ss
County of Ada )

I, James Marsh ____________________________,

Name

Boise ____________________________
City

200 Broad Street
Address

Idaho ____________________________
State

being first duly sworn upon oath, depose and say:

In accordance with the Boise City Development Code Section 11-03-03.4D Posted Notice, I personally posted or attest that the subject property was properly posted on

December 23, 2019

Date of Posting

which is at least ten (15) days prior to the scheduled public hearing for the

January 8, 2020

Date of Hearing

Design Review Committee

Review Body

I have submitted photograph(s) of the posting to the City, concurrent with this affidavit. The sign(s) will be removed no later than three (3) days after the public hearing.

Dated this 24th day of December, 2019

Signature

Subscribed and sworn to before me the day and year first above written.

MICHELE O'TAZUA
COMMISSION #90073
NOTARY PUBLIC
STATE OF IDAHO
MY COMMISSION EXPIRES 07/27/2024

Notary Public for Idaho

Residing at: Boise, ID

My commission expires: 07/27/2024
SIGN 1 ON CORNER OF JOPLIN AND ASPEN

SIGN 2 ON JOPLIN ROAD.
TO: Design Review Committee
FROM: Joshua Wilson, Planning and Development Services
DATE: December 12, 2019
SUBJECT: DRH19-00540 / LeAnn Hume

SUMMARY:
DRH19-00540 / LeAnn Hume Location: 422 N Bacon Drive Construct a single-family home with attached, front-loading garage on a substandard lot of record in an R-1C (Single-Family Residential) zone. Katelyn Menuge

BACKGROUND:

RECOMMENDATION:

ATTACHMENTS:

- 4_DRH19-00540_Bacon (PDF)
Summary for DRH19-00540

Staff’s Recommendation

Move to approve DRH19-00540 as recommended in the Findings of Fact, Conclusions of Law and the Recommended Conditions of Approval noted in the project report.

Summary

LeAnn Hume, requests Design Review approval to construct a single-family home on a substandard lot with an attached, front-loading garage in an R-1C (Single-Family Residential) zone.

The subject property is located at the corner of North Bacon Street and the East Sunrise Drive right-of-way which provides direct neighborhood access to Eagle Rock Park and the trailhead at Chief Eagle Eye Reserve. The Boise Parks and Recreation Department currently maintains the sidewalk and grass in this right-of-way. The surrounding area contains single-family homes and the park. The applicant has also requested a variance to the south setback, being reviewed through CVA19-00067. As there is no adjacent alley, a front-loading garage will provide the required on-site parking.

Staff has recommended conditions regarding obtaining the variance approval, landscape, and lighting requirements. The Conditions of Approval have been recommended to comply with the Objectives, Findings and Considerations of the Zoning Ordinance, the Design Review Guidelines and the goals and policies of the Boise City Comprehensive Plan.

This report includes information available on the Boise City Website. The entire public record, including additional documents, can be viewed through PDS Online through the following link:

http://pdsonline.cityofboise.org/pdsonline/Permits.aspx?id=4.4.a
November 25, 2019

Boise City Planning Staff
City of Boise

Dear Staff:

This application is for construction of a new home at 422 N. Bacon Drive, Boise, and for variance of a street-side setback of the substandard corner lot from 15' to 5'. The property is zoned R-1C.

A special circumstance exists in that the side street to the lot exists legally but not physically, and so the owners seek to reduce the street-side setback from 15' to the 5' standard for interior lots. The sidewalk and grass area to that side of the house that serve as access to the hiking trails will not be impacted, and the existing sidewalk facing Bacon Drive will remain.

The new home will be compatible with the Comprehensive Plan, as it simply replaces the existing house in an established neighborhood.

Thank you,

Kenneth R. Reed
Architect
November 8, 2019

Dear Resident,

Boise City Code requires an opportunity for a meeting between the applicant of a development proposal and the residents of the neighborhood (owners and occupants) located within 300 feet of the proposed development site. Boise City Code also requires notice and an opportunity for a meeting between the applicant for a code variance and the residents of the neighborhood (owners and occupants) located contiguous to the subject property site. This letter is such notice of an opportunity to review and discuss the construction of a new home on a substandard corner lot at 422 N. Bacon Drive. You will find enclosed a site plan, landscape plan, floor plans and elevations so that you will have an accurate description of what is proposed.

The owners at 422 N. Bacon Drive would like to construct a new home that is one-story in height, to replace the existing one-story house. One tree at the back that is diseased will be removed; all the other mature trees will remain. The new home will be in the Arts and Crafts style. The home will have a two-car attached garage and will be approximately 2300 square feet of living space, not including a storage basement. The sidewalk and grass area to one side of the house that serve as access to the hiking trails will not be impacted in any way. The variance seeks permission to use a 5-foot side setback that is standard for homes on interior lots.

If you have any questions regarding this Boise City Code neighborhood noticing requirement, please contact the Planning Division of the Planning & Development Services Department at 208-384-3830 or Boise City Planning, Second Floor, City Hall, P.O. Box 500, Boise, ID 83701-0500. If you have any questions regarding the project, please contact the representative listed below.

We will be holding this meeting at the project site, 422 N. Bacon Drive, in Boise, on November 18, 2019, from 6:00 pm to 8:00 pm.

Thank you,

Ken Reed, Architect
mollyandken@msn.com
208-343-3341

ARCHITECT
2415 COMPASS • BOISE, ID, 83702 • PH 208.343.3341
Thank you for attending our neighborhood meeting this evening, November 18, 2019, regarding our project at 422 N. Bacon Drive. Please sign below to register your attendance as part of our submittal process to the City of Boise.

Name: Paula Hill
Address: 410 N. Brookdale

Name: Ginger Eagles
Address: 425 N. Bacon Dr

Name: Eric Hilburn
Address: 505 Bacon Dr

Name: Corrie Kano
Address: Quest

Name: Tom Perry
Address: 419 Bacon
TO: Fire Flow Reviewing Authority  
DATE: November 26, 2019  
SUBJECT: 422 N. Bacon Dr.

______________________________________________________________

COMMENTS:

Our records indicate the following water pressure and volume at: 422 N. Bacon Dr.:

Flow of 1,750 gpm  
At nearest hydrant 808 on the corner of N. Hot Springs Dr. and N. Bacon Dr.

This information represents the water system under maximum-day conditions. The pressures and flows are subject to change, however, depending on system demand and changes in system operations. This document shall be attached to the architectural plan sets, both for "Fire Department reviewed" and "Construction Approved" sets. It is provided for uniformity in fire sprinkler design criteria.

If you have further questions or need information on the volume of water for a conditional use application or design review, please feel free to call.

Sincerely,

SUEZ
REQUEST FOR FIRE FLOW INFORMATION

INSTRUCTIONS: Please fill in the requested information listed below and send to [link] or you can fax it to (208) 362-3858.

PLEASE ALLOW 5-7 BUSINESS DAYS FOR A RESPONSE TO YOUR REQUEST.

COMPANY NAME: Kenneth Reed Architect
CONTACT PERSON: Kenneth Reed
DATE REQUESTED: 11/25/2019
PHONE NUMBER: 208-343-3341
EMAIL or FAX: mollyandken@msn.com
PROJECT NAME: Hume

INFORMATION REQUESTED FOR: (mark one or both)

☑ Design Review or Conditional Use Permit
☐ New Sprinkler System Design
☐ Existing Sprinkler System Retrofit

PROJECT LOCATION (INCLUDE STREET ADDRESS AND MAJOR CROSS STREETS)

422 N Bacon Drive, Boise, Idaho (major cross street is Warm Springs Ave)

NOTES:

Please send information regarding adjacent hydrants and volume of water available.
Planning Division Project Report

File Number: DRH19-00540
Applicant: LeAnne Hume
Property Address: 422 N Bacon Dr
Public Hearing Date: January 8, 2020
Heard by: Design Review Committee
Design Review Planner: Katelyn B. Menuge
Design Review Supervisor: Josh G. Wilson

Public Notification

Newspaper notification published on: December 21, 2019
Radius notices mailed to properties within 300 feet on: December 20, 2019
Applicant posted notice on site on: December 20, 2019
Applicant held neighborhood meeting on: November 18, 2019

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3. Project Proposal ................................................................. 3
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6. Analysis/Findings .................................................................... 4
7. Conclusion and Recommended Conditions .......................... 8

Exhibits

Agency Comments
1. Project Data and Facts

<table>
<thead>
<tr>
<th>Applicant</th>
<th>LeAnn Hume - Owner</th>
</tr>
</thead>
<tbody>
<tr>
<td>Representative</td>
<td>Kenneth Reed - Architect</td>
</tr>
<tr>
<td>Location of Property</td>
<td>422 N Bacon Dr</td>
</tr>
<tr>
<td>Present Zoning and Land Use</td>
<td>R-1C (Single Family Residential) zone</td>
</tr>
<tr>
<td>Description of Applicant’s Request</td>
<td>Request to construct a single-family home on a substandard lot with an attached, front-loading garage.</td>
</tr>
</tbody>
</table>

2. Land Use

Description and Character of Surrounding Area
The subject property is located at the corner of North Bacon Street and the East Sunrise Drive right-of-way which provides direct neighborhood access to Eagle Rock Park and the trailhead at Chief Eagle Eye Reserve. The Boise Parks and Recreation Department currently maintains the sidewalk and grass in this right-of-way. The surrounding area contains single-family homes and the park. The Comprehensive Plan has identified this site as “Compact”. The development is located within the North/East Ends Planning Area.

Adjacent Land Uses and Zoning
| North: | Single-Story Homes / R-1C |
| South: | Right-of-Way and Single-Story Homes / R-1C |
| East:  | Eagle Rock Park and Chief Eagle Eye Reserve / A-1 |
| West:  | Single-Story and Two-Story Homes Across Bacon Drive / R-1C |

Site Characteristics
The existing home on the site is proposed to be demolished. There is existing attached sidewalk adjacent to the site along Bacon Drive. There is existing sidewalk and grass within the right-of-way south along the south of the property, maintained by the Boise Parks and Recreation Department.

Special Considerations
The applicant is requesting a variance to the south setback through CVA19-00067.

History of Previous Actions
CVA19-00067 - Current Variance Request - Pending

3. Project Proposal

Parking

<table>
<thead>
<tr>
<th>Proposed per Unit</th>
<th>Required per Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total parking spaces proposed:</td>
<td>2</td>
</tr>
<tr>
<td>Total parking spaces required:</td>
<td>2</td>
</tr>
</tbody>
</table>
**Fencing**
The applicant has indicated that fencing will remain along the sides and rear of the property. Fencing shall meet all Zoning Ordinance requirements.

**Outdoor Lighting**
The applicant has not indicated lighting fixtures on the exterior of the home. All exterior lighting shall be shielded to not shine light onto adjacent properties or streets.

<table>
<thead>
<tr>
<th>Structure(s) Design</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Number and Proposed Use of Buildings</strong></td>
<td>One, single-family home with attached garage.</td>
</tr>
<tr>
<td><strong>Proposed Building Height</strong></td>
<td>22’</td>
</tr>
<tr>
<td><strong>Maximum Building Height</strong></td>
<td>35’</td>
</tr>
<tr>
<td><strong>Number of Stories</strong></td>
<td>Single-Story</td>
</tr>
</tbody>
</table>

4. **Zoning Ordinance and Comprehensive Plan**

<table>
<thead>
<tr>
<th>Zoning Ordinance Sections</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>11-06-03.03</td>
<td>Substandard Lot Ordinance</td>
</tr>
<tr>
<td>11-07-03</td>
<td>Off –Street Parking and Loading Requirements</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Comprehensive Plan Sections</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>3-18</td>
<td>Neighborhoods</td>
</tr>
<tr>
<td>3-20</td>
<td>Compact Land Use Category</td>
</tr>
<tr>
<td>3-21</td>
<td>Design Principles for Neighborhoods</td>
</tr>
<tr>
<td>3-27</td>
<td>Infill Design Principles</td>
</tr>
<tr>
<td>NE-1</td>
<td>North/East Ends Planning Area</td>
</tr>
</tbody>
</table>

5. **Transportation Data**

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Frontage</th>
<th>Functional Classification</th>
<th>Traffic Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>N Bacon Dr</td>
<td>61’</td>
<td>Local</td>
<td>Unavailable</td>
</tr>
<tr>
<td>E Sunrise Dr</td>
<td>114’</td>
<td>Unopened ROW</td>
<td>-</td>
</tr>
</tbody>
</table>
6. Analysis / Findings - Section 11-06-03.03 Substandard Lots

In 2005, the City of Boise heard a number of concerns from area residents in regard to single-family dwellings constructed on substandard lots of record. In response to the rising concerns surrounding the development of substandard lots, the Boise City Council implemented the first ordinance applicable to substandard lots of record in 2005. This ordinance was designed to achieve a higher quality design standard and more compatible housing product for the City’s existing neighborhoods. Throughout the years, this ordinance has evolved and is most recently identified as Chapter 11-06-03.03 of Boise City Code. The purpose and intent of the code is to ensure new development is compatible in character and scale with the established neighborhood. It contains provisions in regard to setbacks, height, size, open space, parking, street improvements, landscaping and building design.

The Surrounding Area

The subject property is located at the corner of North Bacon Street and the East Sunrise Drive right-of-way which provides direct neighborhood access to Eagle Rock Park and the trailhead at Chief Eagle Eye Reserve. The Boise Parks and Recreation Department currently maintains the sidewalk and grass in this right-of-way. The surrounding area contains single-family homes and the park. The Comprehensive Plan has identified this site as "Compact". The development is located within the North/East End’s Planning Area.
### Setbacks

<table>
<thead>
<tr>
<th>Yard</th>
<th>Required</th>
<th>Proposed for Building</th>
<th>Proposed for Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front (West)</td>
<td>14'-20' (building)</td>
<td>16'</td>
<td>27'</td>
</tr>
<tr>
<td></td>
<td>20' (parking)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rear (East)</td>
<td>15' (building)</td>
<td>37'</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>15' (parking)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Street Side (South)</td>
<td>15' (building)</td>
<td>5'</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>20' (parking)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interior Side (North)</td>
<td>5' (building)</td>
<td>5'</td>
<td>5'</td>
</tr>
<tr>
<td></td>
<td>5' (parking)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Requesting a variance to utilize a five-foot setback

**Setbacks**

The applicant is proposing to comply with the front, rear and interior north setbacks. The applicant is requesting a variance through CVA19-00067 to utilize a 5-foot south setback rather than the required 15-foot setback.
Building Height
The applicant has indicated the structure will be 22 feet in height. The applicant should ensure that all heights are measured from adjacent grade. The proposed height does not exceed the width of the lot and is less than the 35-feet allowed in the R-1C zone, meeting the criteria established by the Substandard Lot Ordinance and the zoning code.

Building Size
The effective lot area of the proposed parcel has been calculated to be approximately 8,231 square feet. The applicant has indicated the residential floor area will be 2,349 square feet. The residential floor area is approximately 28% of the effective lot area, well below the maximum 55% permitted by the Substandard Lot Ordinance.

Private Open Space
The current ordinance requires the open space be a minimum of 375 square feet that is configured as a 15-foot by 25-foot rectangular space located within the rear yard. The applicant is providing open space exceeding this amount, in the rear yard.

Landscaping
The applicant has indicated lawn to be the primary groundcover for the front and rear yards. There are a number of existing trees on the property. The applicant has indicated one diseased tree to be removed and the rest to be retained. Rock mulch is permitted in areas that provide a minimum 50% vegetative groundcover. The applicant should obtain a license agreement with the Ada County Highway District to maintain landscape in the right-of-way.

Parking
The applicant is proposing to construct a front-loading attached, two-car garage accessed from Bacon Drive, as there is no alley that serves the property. The garage is 22x22 feet, meeting the minimum dimensional requirements of the Substandard Lot Ordinance. The front of the garage is set back approximately 27 feet from the front property line and 10 feet from the front of the home. The front entry is designed to take prominence over the garage and prevents a garage-dominated appearance.

Right-of-Way improvements
There is existing attached sidewalk, curb and gutter along Bacon Drive. The applicant should replace any deteriorated sidewalk, curb or gutter. The applicant is required to maintain vegetative groundcover in the right-of-way between the property and Bacon Drive and obtain a license agreement with the Ada County Highway District. The applicant should provide a minimum five-foot wide walkway from the front door to the public sidewalk. There is an existing sidewalk and grass area within the Sunrise Drive right-of-way that is maintained by the Boise Parks and Recreation Department.
All work in the right of way requires ACHD approval. The Parks and Recreation Department has indicated that no encroachments or disturbances to the Sunrise Drive right-of-way are permitted.

**Section 11-06-03.03E Design Guidelines for Substandard Lots**

**Structure Design**

<table>
<thead>
<tr>
<th>Structural Component</th>
<th>Proposed Materials</th>
<th>Color</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roof</td>
<td>Asphalt Shingles</td>
<td>Dark Brown</td>
</tr>
<tr>
<td>Body</td>
<td>Wood Siding</td>
<td>Olive</td>
</tr>
<tr>
<td>Fascia/Trim/Accents</td>
<td>Wood</td>
<td>Creme</td>
</tr>
<tr>
<td>Windows/Doors</td>
<td>Vinyl</td>
<td>Tan</td>
</tr>
</tbody>
</table>

The applicant is proposing a single-story structure, which is the preferred height based on the surrounding single-story homes. The applicant is proposing green horizontal lap siding with tan vinyl windows, and brown asphalt roof. The applicant has provided numerous architectural details including a variety of roof forms, covered front entry, trim, detailed windows and other elements that break up the facades, creating shadow lines and design interest. The garage does not appear to dominate the front façade. Based upon this review, and with the recommended conditions of approval, it is believed the proposed structure will be appropriately scaled and use suitable materials and architectural details to be harmonious with the neighborhood.
7. Conclusion and Recommended Conditions

Staff finds the project complies with Sections 11-03-04.12 C (7)(d) of the Zoning Ordinance, the Design Review Guidelines and the goals and policies of the Boise City Comprehensive Plan and would recommend approval, subject to the following conditions.

Site Specific Conditions

1. Compliance with the plans and specifications submitted to and on file in the Planning and Development Services Department dated received November 25, 2019, except as expressly modified by the following conditions:
   a) Comply with all other documents and conditions of CVA19-00067.
   b) Comply with all Boise Parks and Recreation Department requirements including comments dated November 26, 2019.
   c) Provide a dimensional scale for all drawings.
   d) The applicant shall maintain the right-of-way in front of the property with irrigated, vegetative plant material. Landscape in the right-of-way also requires the applicant to enter into a license agreement with ACHD.
   e) Construct a minimum five-foot wide sidewalk from the front door to the public sidewalk along Bacon Drive.
   f) All lighting shall be directed downward and shall not shine onto adjacent properties or streets.
   g) Fencing shall comply with Boise Zoning Code requirements.
   h) Comply with Ada County Highway District requirements.

Revised plans indicating compliance with the above conditions shall be submitted to Planning Staff for approval prior to application for any construction permits.

Responsible Agencies and Other Boise City Departments

2. A Building Permit approval is contingent upon the determination that the site is in conformance with the Boise City Subdivision Ordinance. Contact the Planning and Development Services Subdivision Section at (208)608-7089 regarding questions pertaining to this condition.

3. The applicant shall comply with the requirements of the Boise City Public Works Department:
   - Drainage
   - Street Lights
   - Sewer (11-26-19)
   - Solid Waste
Pretreatment

Please contact BCPW at (208)608-7150. All items required by BCPW shall be included on the plans/specifications that are submitted for a Building Permit. Please note that any changes or modifications by the owner to the approved Storm Water Plan must be resubmitted to BCPW for approval.

4. Prior to a Building Permit and prior to any construction on the site, an Erosion and Sediment Control Permit must be obtained from the Building Division of the Planning and Development Services Department.

5. A Building Permit is contingent upon approval from Boise City Community Forestry for tree planting within right-of-ways, per Title 9, Chapter 16, Section 09-16-05.2. Contact Boise City Community Forestry at (208)608-7700 with questions regarding this condition.

6. Compliance with the requirements of the Ada County Highway District (ACHD).

7. The applicant shall comply with the Boise City Fire Code.


Standard Conditions of Approval

9. Construction activity on site is restricted to the hours of 6:30 a.m. to 6:00 p.m. Mondays through Fridays and 8:30 a.m. to 6:00 p.m. on Saturdays and Sundays.

10. All landscaping areas shall be provided with an underground irrigation system. Landscaping shall be maintained according to current accepted industry standards to promote good plant health, and any dead or diseased plants shall be replaced. All landscape areas with shrubs shall have an approved mulch such as bark or soil aid.

11. All landscape trees shall be pruned in accordance with the American National Standards Institute’s Standard Practices for Tree Care Operations (ANSI A300 - latest edition). No trees on the site shall be topped, headed back, rounded over or otherwise disfigured. Contact Boise City Community Forestry at (208)608-7700 for information regarding tree care operations.

12. Vision Triangles as defined under Section 11-012-03 of the Boise City Code shall remain clear of sight obstructions.

13. In compliance with Boise City Code, anyone planting, pruning, removing or trenching/excavating near any tree(s) on ACHD or State right-of-ways must obtain a permit from Boise City Community Forestry at least one (1) week in advance of such
work by calling (208)608-7700. Species shall be selected from the Boise City Tree Selection Guide.

14. Existing healthy trees shall be saved where not in conflict with building locations or required driveways as determined by the Boise City Forester and approved by the Design Review staff. Existing grading shall be altered as little as possible, with a minimum compaction of topsoil within the tree dripline area. Soil sterilants shall not be applied near the dripline of these trees. Pervious paving shall be provided within the dripline area, unless otherwise approved by the Boise City Forester and the Design Review staff, to allow surface air and water penetration to the feeder root zone of trees near paved areas.

15. Deciduous trees shall be not less than 2\" to 2½\" caliper size at the time of planting, evergreen trees 5' to 6' in height, and shrubs 1 to 5 gallons, as approved by the Design Review staff. All plants are to conform to the American Association of Nurseryman Standards in terms of size and quality.

16. All surface drainage shall be reviewed and approved by ACHD and BCPW. Perimeter grading shall be designed to match the existing grade of the adjoining properties.

17. All parking areas and driveways shall be paved.

18. Any outside lighting shall be reflected away from adjacent property and streets. Exterior light fixture details shall be submitted to the Design Review staff for approval prior to issuance of a Building Permit. Impacts on residential areas shall not be permitted.

19. The illumination level of all light fixtures shall not exceed two (2) foot-candles as measured one (1) foot above the ground at property lines shared with residentially zoned or used parcels.

20. Boise City Fire Department requires water mains, fire hydrants and temporary Fire Department access to be installed, inspected and approved by the Fire Department prior to commencement of combustible construction. Note: Temporary water and temporary access during construction may be permitted upon request to, and approval by, the Fire Department.

21. No obstructions (landscaping, signs, fences or other elements) shall encroach upon any required fire access or fire facility.

22. All signs will require approval from the Planning and Development Services Department prior to installation.
23. Trash receptacles and on-grade and rooftop mechanical fixtures and equipment shall be concealed from public view by use of an approved sight-obscuring method. All screening materials shall be compatible with the building materials/design.

24. Utility services shall be installed underground.

25. Rain gutters shall be provided on eaves projecting over pedestrian entries and walkways to protect the occupants from undesirable storm runoff. Through-wall mechanical units shall be architecturally integrated into the building design, as approved by the Design Review staff. Roof vents shall be screened or painted to match the roof color.

26. No trees within street right-of-ways shall be removed or pruned without approval from Boise City Community Forestry in compliance with Boise City Code. No trees within the property, as shown on the plans and approved by the Design Review Committee or the Design Review staff, shall be removed without the approval of the Design Review Committee or the Design Review staff and in compliance with Boise City Code.

27. In the event a tree is removed without prior approval, the tree shall be replaced with a tree with trunk caliper 1.5 times the one removed or with a sufficient number of trees, as approved by the Design Review Committee or the Design Review staff, with a trunk caliper not less than 4" and a total cumulative caliper area equal to 1.5 times the caliper area of the tree(s) removed. Caliper shall be as measured by the American Nurseryman's Association standards. For example, if a 12" caliper tree is removed, it must be replaced with either one 18" caliper tree or three 6" caliper trees or five 4" caliper trees. The replacement requirement may be modified upon a showing made to the Design Review Committee or the Design Review staff of disease or death of the tree which was not caused by neglect.

28. An Occupancy Permit will not be issued by the Planning and Development Services Department until all of these conditions have been met. In the event a condition(s) cannot be met by the desired date of occupancy, the Planning Director will determine whether the condition(s) is bondable or should be completed, and if determined to be bondable, a bond or other surety acceptable to Boise City will be required in the amount of 110% of the value of the condition(s) that is incomplete.

29. No change in the terms and conditions of this approval shall be valid unless in writing and signed by the applicant or his authorized representative and an authorized representative of Boise City. The burden shall be upon the applicant to obtain the written confirmation of any change and not upon Boise City.

30. Any change by the applicant in the planned use of the property, which is the subject of this application, shall require the applicant to comply with all rules, regulations,
ordinances, plans, or other regulatory and legal restrictions in force at the time the applicant, or successors of interest, advise Boise City of intent to change the planned use of the property described herein, unless a variance in said requirements or other legal relief is granted pursuant to the law in effect at the time the change in use is sought.

### Construction Site Requirements

31. The practices required below are intended to mitigate the impact and disturbance of residential property owners during the construction of adjacent buildings or structures. The following conditions apply to all construction-related activities ranging from grading and demolition activities to final occupancy on any land or parcel falling under the proprietary ownership of the permit applicant.

a) Prior to the issuance of a building permit and prior to the commencement of any construction on-site, an Erosion and Sediment Control (ESC) permit must be obtained from the Planning and Development Services Department. No grading, demolition or earth disturbing activities may start until an approved ESC permit and the associated site work or grading permits have been issued.

b) Measures shall be taken to manage construction debris and trash on the construction site and efforts shall also be made to provide reasonable controls to minimize fugitive dust on the construction site. Such measures shall include, but are not limited to:

- Provide suitable containers for solid waste generated by construction activity;
- Wet demolition of existing buildings;
- Watering of driving surfaces and earth moving activities;
- Installation of wind screening around property and each open floor above grade;
- Daily broom cleaning of above grade floors, adjacent streets and sidewalks.

c) To reduce the noise impact of construction on nearby residential properties, all exterior construction activities shall be limited to the hours between 6:30 a.m. and 6:00 p.m. Monday through Friday and 8:30 a.m. to 6:00 p.m. for Saturday and Sunday. Low noise impact activities such as surveying, layout and weather protection may be performed at any time. After each floor of the structure or
building is enclosed with exterior walls and windows, interior construction of the enclosed floors can be performed at any time.

d) A minimum height of six foot (6’) rigid security fencing, either wood or metal, shall be installed around the construction site within 30 days of the date when the first city permit is issued on projects where construction activity shall exceed 90 days.

e) Exterior lighting and other illuminating equipment or materials shall be positioned, shielded, directed and located to not reflect or impact adjacent residential property and streets.

f) Applicant shall comply with Boise City Fire Department requirements for water, access, and/or other requirements as determined by the Fire Marshal.

g) Any conditions to be enforced during construction shall remain posted at each street abutting the construction site for the duration of the project. In addition to the posted conditions the permit holder shall also post an 11”x 17” laminated sign containing a project contact phone number, name of project contact and the Boise City contact number, 384-3845, to address issues as they arise. Failure to abide by any conditions set forth shall be grounds for revocation of Conditional Use Permit and/or Building Permits and may be subject the owner or owner’s agents to fines and criminal citations.
Connection to central sewer is required. Sanitary sewers are available onsite.

Prior to granting of final sewer construction plan approval, all requirements by Boise City Planning and Development Services must be met.

If you have any further questions, please contact Mike Sheppard at 608-7504.
To: Planning & Development Services  
From: Trevor Kesner, Park Planner  
CC: Jennifer Tomlinson, Parks Resources Superintendent  
Date: 11/26/2019  
Re: CVA19-00067 & DRH19-00540: 422 Bacon Dr.

Boise Parks and Recreation has reviewed the referenced development applications and offers the following comments:

Boise Parks and Recreation Department maintains the landscape improvements within the right-of-way directly abutting the subject site to the south. The sidewalk and grass area provide direct neighborhood access to Eagle Rock Park (formerly known as Quarry View Park) and the trailhead atChief Eagle Eye Reserve from Bacon Drive.

We have no objection to the proposed side yard variance. However, we would like to take this opportunity to assert that this right-of-way area must not be encroached upon, nor shall any public access be impeded during future demolition or construction activities taking place at 422 N. Bacon Dr. This includes any cross-access, equipment and/or materials storage or staging in order to avoid potential damage to public assets (turf, sprinkler lines, etc.).

If it is anticipated that construction access is needed, please contact us as soon as possible to coordinate construction use licensing for the project, or visit: https://www.cityofboise.org/departments/parks-and-recreation/licenses-and-permits/

Thank you.
AFFIDAVIT OF SITE POSTING

State of Idaho )
) ss
County of Ada )

I, LeAnn Hume ___________________________ ,

Name

770 N. Ash Tree Way

Address

Boise ___________________________

City

IDAHO

State

being first duly sworn upon oath, deposite and say:

In accordance with the Boise City Development Code Section 11-03-03.4D Posted Notice, I personally posted or attest that the subject property was properly posted on December 20, 2019, which is at least ten (15) days prior to the scheduled public hearing for the January 8, 2020, Design Review.

I have submitted photograph(s) of the posting to the City, concurrent with this affidavit. The sign(s) will be removed no later than three (3) days after the public hearing.

Dated this 20 day of December, 2019.

________________________________________
Signaure

Subscribed and sworn to before me the day and year first above written.

Jennifer R. Mace
Notary Public for Idaho

Residing at: Ada County

My commission expires: 3-11-21

Packet Pg. 216
TO: Design Review Committee
FROM: Joshua Wilson, Planning and Development Services
DATE: December 12, 2019
SUBJECT: DRH19-00553 / Jake Miller

SUMMARY:

DRH19-00553 / Jake Miller Location: 535 E Gowen Road Construct an approximately 120,000 square foot industrial building with associated site improvements on property located in an M-1D (Limited Industrial with Design Review) zone. KayCee Babb

BACKGROUND:

RECOMMENDATION:

ATTACHMENTS:

- 5_DRH19-00553 Gowen (PDF)
Summary for DRH19-00553

Staff’s Recommendation

Move to approve DRH19-00553 with the waiver request as recommended in the Findings of Fact, Conclusions of Law and the Recommended Conditions of Approval noted in the project report.

Summary

Jake Miller – ADLER AB OWNER V LLC, requests Design Review approval to construct an approximately 120,000 s.f. warehouse with trucking bays in an M-1D (Light Industrial with Design Review Overlay, zone. Glenn Walker – ADP Architects, is the architect on record.

This project is associated with a phased development. The applicant has proposed a new building, parking, and landscaping for 535 E Gowen Road, with landscaping and right-of-way improvement also proposed along 521 E Gowen Road, with that property’s building and parking lot shown as a concept only. The subject property is approximately 5.544 acres at time of review, located south of E Gowen Road. Plans submitted indicate a property line adjustment with the property to the north, moving the front property line approximately 69’ to the north. Both parcels are zoned M-1D. The land use designation is Industrial. The surrounding uses are primarily warehouse, with some near-by vacant land.

Staff has recommended conditions regarding submitting a cross-access agreement, approved property line adjustment, parking reduction or Conditional Use Permit to exceed the maximum parking allowed, right-of-way improvements, and landscaping. The Conditions of Approval have been recommended to comply with the Objectives, Findings and Considerations of the Zoning Ordinance, the Design Review Guidelines and the goals and policies of the Boise City Comprehensive Plan.

This report includes information available on the Boise City Website. The entire public record, including additional documents, can be viewed through PDS Online through the following link:

http://pdsonline.cityofboise.org/pdsonline/Permits.aspx?id=4.5.a
Date: December 7, 2019

Re: 535 E. Gowen Rd., Boise, Idaho 83716 – AI Gowen Industrial Park, Building #301

The owner, Adler Industrial is looking at constructing a new 120,000 sq. ft. light industrial building located at the address mentioned above. The owner is going to do a lot line adjustment to adjust the center lot line. That will be done under a separate permit.

The building itself will consist of tilt-up concrete wall panels painted with a tex-cote finish. The roof will consist of a TPO roof system white in color. The storefront window system will consist of painted aluminum frames, blue in color and there will be steel canopies also blue in color with a blue accent coping cap. The steel canopies will help break up the front of the building and will help in the look of the building as well.

The site plan, will have a good mixture of landscaping, paving and building for the overall coverage of the site. This site will have the required parking out front, along with four accessible parking stalls. The proposed 41’-0” high facility is well under the allowed maximum height and the facility is situated such that it complies with the setback requirements for the M1-D Zone.

We have shown landscaping to enhance the building design which will be consistent with good practices and will have a variety of plant materials. The landscape plan will have similar soft and hard surfaces as the existing surrounding buildings.

The site lighting will be done with lights from the building. All wall mounted exterior light fixtures which will transmit the light downward towards the parking only.

We hope this project will be acceptable to the planning department. We feel that this new building will add to the quality of architecture and distinctiveness of the area, also fit the needs of the owners.

Please call if you have any questions or comments,

Sincerely,

Glenn Walker, AIA,
ADP Architects, PA
Zoning Map

Legend
- Preliminary Lots
- Parcels
Boise Zoning
- Unknown
- A-1
- A-2
- C-1
- C-2
- C-3
- C-4
- C-5
- H-S
- L-O
- M-1
- M-2
- N-O
- PC
- R-1A
- R-1B
- R-1C
- R-1M
- R-2
- R-3
- R-O
- SP-01
- SP-02

Notes

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

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**PLANT SCHEDULE**

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**DESIGNER**

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Dba South Beck & Baird Landscape Architecture P.C.
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Boise, ID 83705
208.342.2999 Office
sla@slaboise.com
www.slaboise.com

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Planning Division Project Report

File Number: DRH19-00553
Applicant: Jake Miller
Property Address: 535 E Gowen Road
Public Hearing Date: January 8, 2020
Heard by: Design Review Committee
Design Review Planner: KayCee Babb
Design Review Supervisor: Josh Wilson

Public Notification

Newspaper notification published on: December 21, 2019
Radius notices mailed to properties within 300 feet on: December 20, 2019
Applicant posted notice on site on: December 17, 2019

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7. Conclusion and Recommended Conditions ..................................................................... 13
8. Agency Comments ......................................................................................................... 20
1. Project Data and Facts

<table>
<thead>
<tr>
<th>Applicant/Status</th>
<th>Jake Miller / Owner &amp; Applicant</th>
</tr>
</thead>
<tbody>
<tr>
<td>Architect/Representative</td>
<td>Glenn Walker / ADP Architects</td>
</tr>
<tr>
<td>Location of Property</td>
<td>535 E Gowen Road</td>
</tr>
<tr>
<td>Present Zoning and Land Use</td>
<td>M-1D/ Industrial</td>
</tr>
<tr>
<td>Description of Applicant's Request</td>
<td>Construct a 120,000 square foot industrial building with related site improvements. Project is part of a phased development, with the building to the north not in the scope of this application and requiring additional assessment by Design Review.</td>
</tr>
</tbody>
</table>

2. Land Use

Description and Character of Surrounding Area

The subject property is located on the south side of E Gowen Road, west of I-84, and involves two parcels totaling approximately 12.7 acres. A property line adjustment is indicated, which is conditioned to be completed prior to submittal of Building permits. Both parcels are zoned M-1D. The land use designation is Industrial. There is no neighborhood association in the area. The surrounding uses are primarily warehouse, with some nearby vacant land. A parking lot, servicing an existing warehouse, was recently approved to the south of the subject property.

Adjacent Land Uses and Zoning

| North: | Industrial - vacant lot associated with phased development |
| South: | Industrial - vacant lot |
| East: | Industrial - warehouse |
| West: | Industrial - warehouse |

Site Characteristics

Site is currently vacant.

Special Considerations

This project is associated with a phased development. The applicant has proposed a new building, parking, and landscaping for 535 E Gowen Road (south parcel). Additionally, landscaping along 521 E Gowen Road (north parcel) is proposed, with the indicated northern building and parking lot shown as a concept. A separate Design Review application will be required to develop the north parcel. A property line adjustment is shown on the submitted plans, which has not occurred at time of review, but is conditioned to be completed prior to submittal of Building permits.
3. Project Proposal

Site Design

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<th>Land Use</th>
<th>Percentage</th>
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<tbody>
<tr>
<td>Percentage of the site devoted to building coverage:</td>
<td>42%</td>
</tr>
<tr>
<td>Percentage of the site devoted to paving:</td>
<td>32%</td>
</tr>
<tr>
<td>Percentage of the site devoted to landscaping:</td>
<td>13%</td>
</tr>
<tr>
<td>Percentage of the site devoted to other uses:</td>
<td>13%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>100%</td>
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</table>

Parking

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<th>Required</th>
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<tbody>
<tr>
<td>Accessible spaces proposed:</td>
<td>Accessible spaces required: (based off 90 stalls) *</td>
</tr>
<tr>
<td>Total parking spaces proposed:</td>
<td>Total parking spaces required:</td>
</tr>
<tr>
<td>Number of compact spaces proposed:</td>
<td>Number of compact spaces allowed:</td>
</tr>
<tr>
<td>Bicycle parking spaces proposed:</td>
<td>Bicycle parking spaces required:</td>
</tr>
<tr>
<td>Parking Reduction requested?</td>
<td>Off-site Parking requested?</td>
</tr>
</tbody>
</table>

| 6 | 4 |
| 120 * | 60 |
| 0 | 40% |
| 0 | 6 |
| No | No |

*The number of off-street parking spaces shall not exceed 1.5 times the minimum amount of parking required by Table 11.07.1 of the Boise City Zoning Code where more than 20 parking spaces are required. At 60 parking spaces required, the parking maximum for the building is 90 parking stalls. A condition of approval has been added to provide a maximum of 90 parking stalls for the proposed building or obtain a Conditional Use Permit from the Planning and Zoning Commission to exceed the maximum allowed parking.
### Setbacks

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<th>Proposed</th>
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<tr>
<td>Front</td>
<td>Building: 20’ Parking: 7’</td>
<td>Building: 99’ Parking: 0’*</td>
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<tr>
<td>Interior Side (East)</td>
<td>Building: 0’ Parking: 0’</td>
<td>Building: 106’ Parking: 42’</td>
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<tr>
<td>Interior Side (West)</td>
<td>Building: 0’ Parking: 0’</td>
<td>Building: 44’ Parking: 10’</td>
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<tr>
<td>Rear</td>
<td>Building: 0’ Parking: 0’</td>
<td>Building: 78’ Parking: 3’</td>
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* A cross-access agreement is required to allow for parking up to the north property line, without a landscape buffer, and an unobstructed drive aisle between the two parcels.

### Transportation

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<th>Roadway</th>
<th>Frontage</th>
<th>Functional Classification</th>
<th>PM Peak Hour Traffic Count</th>
<th>PM Peak Hour Level of Service</th>
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<tbody>
<tr>
<td>E Gowen Road</td>
<td>30’-10”</td>
<td>Minor Arterial</td>
<td>343 EB 415 WB</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

**Average Daily Traffic Count (VDT)**
- The average daily traffic count for Gowen Road west of Eisenman Road on April 25, 2019 was 10,871.

### Fencing

The applicant has not proposed any fencing. The landscape beds along the west, south, and east property lines are proposed with gravel, with no specified vegetation. If proposed as gravel, a solid fence shall be provided to screen the area from the parking lot and adjacent properties. Otherwise vegetation meeting the xeriscape standards shall be provided. Any future fencing will require further review.

### Outdoor Lighting

The applicant has not indicated any lighting. Any future lighting shall not shine onto adjacent properties.
4. Zoning Ordinance and Comprehensive Plan

<table>
<thead>
<tr>
<th>Zoning Ordinance Sections</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>11-03-04.12 C (7)(d) (i)</td>
<td>Site Design - A - E</td>
</tr>
<tr>
<td>11-03-04.12 C (7)(d) (ii)</td>
<td>Structure Design – A - E</td>
</tr>
<tr>
<td>11-03-04.12 C (7)(d) (iii)</td>
<td>Adopted Plans and Design Guidelines</td>
</tr>
<tr>
<td>11-07-03</td>
<td>Off-Street Parking and Loading Guidelines</td>
</tr>
<tr>
<td>11-04-06</td>
<td>Industrial Buildings</td>
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</table>

<table>
<thead>
<tr>
<th>Comprehensive Plan Sections</th>
<th>Description</th>
</tr>
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<tr>
<td>3-32</td>
<td>Industrial Land Use Category</td>
</tr>
<tr>
<td>3-33</td>
<td>Commercial/Employment Area Design Principles</td>
</tr>
<tr>
<td>AP-1</td>
<td>Airport Planning Area</td>
</tr>
</tbody>
</table>

5. Analysis/Findings

This project is associated with a phased development. The applicant has proposed a new building, parking, and landscaping for 535 E Gowen Road (south parcel). Additionally, landscaping along 521 E Gowen Road (north parcel) is proposed, with the indicated northern building and parking lot shown as a concept. A separate Design Review application will be required to develop the north parcel. The subject (south) property is approximately 5.544 acres at time of review, located south of E Gowen Road. Plans submitted indicate a property line adjustment with the property to the north, which is approximately 7.151 acres, moving the front property line approximately 69’ to the north. Both parcels are zoned M-1D. The land use designation is Industrial. There is no neighborhood association in the area. The surrounding uses are primarily warehouse, with some near-by vacant land.
Vehicular Circulation and Connections
Boise City Code Section 11-03-04.12.C.7.d states:
A. Traffic Impact: That traffic impact is minimized and the pedestrians and cyclists have been provided for through the use of sidewalks, pathways, landscaping, and safe parking lot design.

The applicant is proposing to construct one single-story industrial building on the subject property. The project’s layout places customer and employee parking along the perimeter and rear of the proposed project, with truck bays to the north, which will be located behind the future building. Though customer parking, and building entries, are located at the rear of the property, the layout emphasizes pedestrian access by separating customers, employees, and potential pedestrian traffic from the trucking operations, while also providing a pathway abutting the proposed building along the south. Approximately 120 parking spaces are proposed for the building. However, the number of off-street parking spaces shall not exceed 1.5 times the minimum amount of parking required by Table 11.07.1 of the Boise City Zoning Code where more than 20 parking spaces are required. At 60 parking spaces required, the parking maximum for the building is 90 parking stalls. A condition of approval is to provide a maximum of 90 parking stalls for the proposed building or obtain a Conditional Use Permit from the Planning and Zoning Commission to exceed the maximum allowed parking. With the attached conditions of approval, the parcel accommodates both vehicular and pedestrian traffic with appropriate parking, drive aisles, and pathways.
Access to the site is from Gowen Road. The applicant is proposing two access points, one existing and one at the west corner of the north parcel. ACHD approval for the curb cuts will be needed prior to construction. Staff finds the two separate curb cuts appropriate due to the distance between the curbs (approximately 640 feet) and needed circulation for trucks. A cross access agreement is required between the north and south (subject) property due to access to the southern parcel being redirected through the north. The cross access agreement shall be submitted to Staff for review prior to recordation with Ada County.
Non-Motorized Circulation and Connections
Access to the site is from Gowen Road, with no site improvements along the property. Detached sidewalk with curb and gutter is conditioned for both parcels, with a 5-foot-wide sidewalk and minimum of 8-foot wide landscape buffer. Exact location will need to be coordinated with the Ada County Highway District and the City of Boise’s Comprehensive Planning Division. Sidewalk is required along both parcels due to access for the subject parcel being taken through the northern parcel, as well as the phased proposal. An internal pathway is proposed abutting the new building to the south. Pedestrian safety will be further emphasized with the addition of a minimum 3-foot-wide pathway, which Staff recommends should be located at the east of the property, within the proposed landscape buffer. The conditioned pathway will provide a safe and protected route from the new sidewalk along Gowen to the subject property. No bicycle parking was proposed by the applicant. However, one bicycle parking stall is required for every 10 required vehicle parking spaces. With the property requiring a minimum of 60 parking stalls, a minimum of 6 bicycle stalls need to be provided on the subject property. Bicycle parking spaces shall be a minimum of 6 feet long and 2.5 feet wide, with a minimum of 4-feet between the rows of parking and any nearby walls or parking spaces. Spaces shall be located a maximum of 50 feet from the main entrance of the building. Racks shall be “U” shaped, rather than “wave” shaped, to allow for two points of contact. Overall, the proposed and conditioned pathways provide safe pedestrian and bicycle access to the site.

Traffic Impact Summary
The proposed development, with sidewalk and internal pathways, will enhance the pedestrian connectivity and provide a safe pedestrian and cycling network, while still accommodating vehicular traffic. Based on the preceding analysis and the attached conditions of approval, the project will comply with Boise City Code Section 11-03-04.12.C.7.d to minimize the traffic impact.

Service Area Location and Design
Boise City Code Section 11-03-04.12.C.7.d states:
A. Landscaping, Stabilization, and Screening: That landscaping screens buffer adjacent uses, and screen or conceal unsightly areas.

The applicant is proposing five 6 yd. dumpsters abutting the north of the building. Concrete tilt-up walls are proposed for screening. Though located on the north, or front, of the building, the layout of the site has the main entry of the building along the south. Additionally, customer/employee parking is located to the south or east of the building. With the location of parking and the proposed screening material, the service area meets the intent of encouraging thoughtful siting that balances functional needs with screening negative impacts. No additional screening or landscaping is required.
**Landscape Design**

The site is currently vacant, with natural vegetation. The applicant is proposing internal planter islands abutting the new building, as well as terminal parking lot landscape planters and landscaping beds along the east, south, and west property lines. The landscape beds along the west and east property lines are proposed with gravel, with no specified vegetation. If proposed as gravel, a solid fence shall be provided to screen the area from the parking lot and adjacent properties. Otherwise vegetation meeting the xeriscape standards shall be provided, which requires a minimum of 50% vegetative coverage at plant maturity. Any other areas of gravel not clearly marked on the landscape plan will require the same treatment. The terminal planter islands shall be Class II as approved by Community Forestry in the Treasure Valley Tree Selection Guide. Potential tree species to replace the Norway Maple, which is not permitted by Community Forestry, include the Common Hackberry, European Hornbeam, or American Linden.

Landscaping along Gowen Road, on both the north and south parcels, is proposed with trees, a storm water pond, and lawn. For the 670 linear feet of frontage, 17 Class II street trees are required. 22 trees are proposed by the applicant. The required Class II street trees (17) must be a minimum of 3 tree species, approved by the Treasure Valley Tree Selection Guide and excluding those species that the City of Boise’s Community Forestry does not use within the public rights-of-way. The proposed Kankakee Plum is Class I and may not be counted towards the required street trees. Additionally, the Norway Maples and Autumn Purple Ash are not approved by the
City of Boise as required street trees and shall be replaced with an approved Class II
tree. Potential tree species include the Common Hackberry, European Hornbeam, or
American Linden. Additional trees beyond the required 17 may be any class or
species. The storm water pond will require review by drainage. The proposed trees
and other vegetation appropriately screen the pond from the street to avoid any
potential negative effects. As part of the first phase, the landscaping along Gowen
will need to be completed prior to occupancy of the southern parcel.

Landscaping, Stabilization and Screening Summary
Based on the preceding analysis and the suggested conditions of approval, the
landscape plan will provide a mixture of species and plant varieties that will provide
year-round coverage and will improve the overall appearance of the site.

Grading and Drainage
Boise City Code Section 11-03-04.12.C.7.d states:
A. That on-site grading and drainage have been designed so as to minimize off-site
impact and provide for erosion control.
The grading and drainage will be reviewed by Boise City Public Works at the time of building permit to ensure drainage is contained on site and meets all department requirements. Proposed drainage includes a storm water pond along Gowen Road. Any drainage systems located in the adjacent right-of-way will require ACHD approval.

**Signage**
Boise City Code Section 11-03-04.12.C.7.d states:
A. Signage: That signs provide for business identification minimizes clutter and comply with the sign regulations.

A sign application is required for any signage. The project must comply with all ordinance regulations in effect at the time the sign application is submitted.

**Structure Design**

**Building Design and Materials**

<table>
<thead>
<tr>
<th>Material Location</th>
<th>Type/Color</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roof:</td>
<td>Single Ply TPO / White</td>
</tr>
<tr>
<td>Exterior Walls:</td>
<td>Concrete Tilt-Up/ Light and Dark Gray</td>
</tr>
<tr>
<td>Windows/ Doors:</td>
<td>Aluminum / Blue</td>
</tr>
<tr>
<td>Trim, Fascia, Etc.:</td>
<td>Metal / Blue</td>
</tr>
</tbody>
</table>

**South Elevation**

**North Elevation**
**Building Materials**

Boise City Code 11-03-04.12 C (7)(d) states:

Exterior materials that complement surrounding development in terms of color and relief should be utilized.

The applicant is proposing a building in shades of gray with a blue accent color. The main building material is concrete tilt-up wall panels with a Tex-Cote (stucco-like) finish. As an industrial building in an industrial zone, the project is exempt from the building design standards 4.1 to 4.6 in the Boise Citywide Design Standards and Guidelines. The roof is proposed as white TPO. Staff recommends using a light gray, rather than white, to still allow reduced heat absorption, while also avoiding upward glare. Due to the location of the building and surrounding development, however, glare is not anticipated to affect taller buildings in the area, leaving the change as a suggestion rather than requirement. Overall the colors and materials are appropriate for the use and complement development in the surrounding area.

**Building Massing and Articulation**

Boise City Code 11-03-04.12 C (7)(d) states:

The height to width relationship should be compatible and consistent with the architecture in the area.

The industrial building is proposed as a single-story structure with a roof height of 41 feet, below the maximum allowed height in the zone, which is 55 feet. The roofline on the south, west, and east elevations, which face the parking and drive aisles intended for customer/employee use, is modulated, with sections going below the proposed 41 feet. The modulation breaks up the massing of the building and visually separates
each main entry on the south elevation. The overall massing of the building is consistent with the other industrial buildings in the area. As such, the building design is not anticipated to have any negative impacts on adjacent properties.

**Shadow Relief and Architectural Details**

Boise City Code 11-03-04.12 C (7)(d) states: "Openings in the facade shall be consistent with the architecture in the area. (For example, balconies, bays, and porches are encouraged with a minimum of monotonous flat planes to provide shadow relief)."

The applicant has provided modulated rooflines, a mix of colors and window designs, and awnings on the building to add design interest and shadow lines. The south elevation, which faces the employee/customer parking area, uses storefront window systems to enhance the prominence of each entry. Additionally, the east and west elevations, also facing customer/employee parking and drive aisles, have a wrap around window that highlights the corners and indicates which areas of the building are more pedestrian friendly. These design treatments improve the appearance of the building, while also providing directional cues that improve safety by drawing a distinction between the trucking bay area and the pedestrian area. Awnings are proposed above each main entry on the south elevation. The drawings measure to show the awnings at 3 feet deep, which is the minimum allowed. The awnings not only enhance the prominence of each entry, but also break up the wall and add additional shadowing.

**Building Design Summary**

The building is designed with appropriate colors, materials, and architectural details for the project use and location. Based on the preceding analysis and the suggested conditions of approval, the proposal will integrate well with the other developments that are present within this industrial area and will comply with Boise City Code Section 11-03-04.12.C.7.d.

**6. Conclusion and Recommended Conditions**

Staff finds the project complies with Sections 11-03-04.12 C (7)(d) of the Zoning Ordinance, the Design Review Guidelines and the goals and policies of the Boise City Comprehensive Plan and would recommend approval subject to the following conditions.

**Site Specific Conditions**

1. Compliance with the plans and specifications submitted to and on file in the Planning and Development Services Department dated received December 10,
2019, except as expressly modified by the following conditions:

a. A cross access agreement between the subject parcel and the parcel to the north shall be recorded with Ada County. The agreement shall be submitted to Design Review Staff for review prior to recordation.

b. Provide no more than 90 parking stalls for the subject parcel or obtain a Conditional Use Permit to exceed the maximum parking allowed.

c. Provide a minimum of 6 bicycle parking stalls. Bike racks shall be “U” shaped, versus “wave” shaped, to allow for two points of contact.

d. Provide a detached sidewalk with curb and gutter along both 535 and 521 E Gowen Rd. Sidewalk shall be 5-feet-wide with a minimum of an 8-foot wide landscape buffer. Coordinate the exact location of the sidewalk with ACHD and Zach Piepmeyer within the City of Boise’s Comprehensive Planning Division.

e. A minimum 3-foot internal pathway shall be provided to connect the sidewalk to the southern building. Staff recommends locating the pathway at the east of the property, within the proposed landscape buffer.

f. A minimum of 17 Class II street trees shall be provided, made up of a minimum of 3 species. The Kankakee Plum is a Class I tree per the Treasure Valley Tree Selection Guide. The Norway Maple and Autumn Purple Ash tree species are not approved by Community Forestry for use as required trees. Potential Class II tree species, to replace the three species above, include the Common Hackberry, European Hornbeam, or American Linden.

g. Parking lot terminal planters shall be provided with Class II trees approved by Community Forestry. Potential Class II tree species, to replace the proposed Norway Maple, include the Common Hackberry, European Hornbeam, or American Linden.

h. All areas with gravel shall be screened by a solid fence from the parking lot and adjacent properties or be provided with a minimum of 50% vegetative coverage at plant maturity.

i. Any future mechanical equipment shall be less than the height of the nearest parapet or provided with additional screening.

j. All plans submitted for Building permits shall be stamped by an Idaho licensed architect.

k. The building and parking layout for the north parcel has not been reviewed or approved through this application. A separate Design Review application will be required.

l. Comply with all Ada County Highway District requirements. Update ACHD
plans with the full scope of the project, to include both parcels.

Revised plans indicating compliance with the above conditions shall be submitted to Planning Staff for approval prior to application for any construction permits.

**Responsible Agencies and Other Boise City Departments**

2. A Building Permit approval is contingent upon the determination that the site is in conformance with the Boise City Subdivision Ordinance. Contact the Planning and Development Services Subdivision Section at (208)608-7089 regarding questions pertaining to this condition.

3. The applicant shall comply with the requirements of the Boise City Public Works Department:
   - Drainage
   - Sewer (12-12-19)
   - Street Lights (12-13-19)
   - Solid Waste (12-19-19)

   Please contact BCPW at (208)608-7150. All items required by BCPW shall be included on the plans/specifications that are submitted for a Building Permit. Please note that any changes or modifications by the owner to the approved Storm Water Plan must be resubmitted to BCPW for approval.

4. Prior to a Building Permit and prior to any construction on the site, an Erosion and Sediment Control Permit must be obtained from the Building Division of the Planning and Development Services Department.

5. A Building Permit is contingent upon approval from Boise City Community Forestry for tree planting within right-of-ways, per Title 9, Chapter 16, Section 09-16-05.2. Contact Boise City Community Forestry at (208)608-7700 with questions regarding this condition.

6. Compliance with the requirements of the Ada County Highway District (ACHD).

7. The applicant shall comply with the Boise City Fire Code.

8. Compliance with the Irrigation District.

9. **Standard Conditions of Approval**

10. The applicant is encouraged to participate in a Transportation Demand Management Program which may include the following measures:
11. Designation of an Alternative Transportation Coordinator to promote alternatives to automobile transportation to employees. This should be coordinated with ACHD's Commuteride Program and ValleyRide.

12. Secure bicycle parking and storage areas.

13. Establish employee alternative transportation incentive programs which may include discounted or free transit passes for employees, carpool/vanpool matching services through coordination with ACHD Commuteride, and flexible work hours.

14. All loading activities and site maintenance (with the exception of snow removal) are limited to Mondays through Fridays between the hours of 7:00 a.m. and 10:00 p.m. and Saturdays and Sundays between the hours of 8:00 a.m. and 8:00 p.m.

15. Construction activity on site is restricted to the hours of 6:30 a.m. to 6:00 p.m. Mondays through Fridays and 8:30 a.m. to 6:00 p.m. on Saturdays and Sundays.

16. All landscaping areas shall be provided with an underground irrigation system. Landscaping shall be maintained according to current accepted industry standards to promote good plant health, and any dead or diseased plants shall be replaced. All landscape areas with shrubs shall have an approved mulch such as bark or soil aid.

17. All landscape trees shall be pruned in accordance with the American National Standards Institute’s Standard Practices for Tree Care Operations (ANSI A300 - latest edition). No trees on the site shall be topped, headed back, rounded over or otherwise disfigured. Contact Boise City Community Forestry at (208)608-7700 for information regarding tree care operations.

18. An approved protective curbing shall enclose all landscape areas where they are adjacent to parking areas or driveways.

19. Swales/retention/detention areas shall not be located along the streets, unless it can be shown that landscaped berms/shrubs will screen the swales.

20. Vision Triangles as defined under Section 11-012-03 of the Boise City Code shall remain clear of sight obstructions.

21. In compliance with Boise City Code, anyone planting, pruning, removing or trenching/excavating near any tree(s) on ACHD or State right-of-ways must obtain a permit from Boise City Community Forestry at least one (1) week in advance of such work by calling (208)608-7700. Species shall be selected from the Boise City Tree Selection Guide.
22. Existing healthy trees shall be saved where not in conflict with building locations or required driveways as determined by the Boise City Forester and approved by the Design Review staff. Existing grading shall be altered as little as possible, with a minimum compaction of topsoil within the tree dripline area. Soil sterilants shall not be applied near the dripline of these trees. Pervious paving shall be provided within the dripline area, unless otherwise approved by the Boise City Forester and the Design Review staff, to allow surface air and water penetration to the feeder root zone of trees near paved areas.

23. Deciduous trees shall be not less than 2" to 2½" caliper size at the time of planting, evergreen trees 5' to 6' in height, and shrubs 1 to 5 gallons, as approved by the Design Review staff. All plants are to conform to the American Association of Nurseryman Standards in terms of size and quality.

24. All surface drainage shall be reviewed and approved by ACHD and BCPW. Perimeter grading shall be designed to match the existing grade of the adjoining properties.

25. All parking areas and driveways shall be paved and striped. All accessible spaces and approved compact spaces shall be clearly marked and signed as required. Bicycle parking, as required by Section 11-07-03.3.B of the Boise City Code, shall be provided.

26. All Americans with Disabilities Act (ADA) requirements shall be met. Accessible space(s) shall be provided, which are to be located on the shortest accessible route of travel to the accessible building entry.

27. Any outside lighting shall be reflected away from adjacent property and streets. Exterior light fixture details shall be submitted to the Design Review staff for approval prior to issuance of a Building Permit. Impacts on residential areas shall not be permitted.

28. The illumination level of all light fixtures shall not exceed two (2) foot-candles as measured one (1) foot above the ground at property lines shared with residentially zoned or used parcels.

29. Boise City Fire Department requires water mains, fire hydrants and temporary Fire Department access to be installed, inspected and approved by the Fire Department prior to commencement of combustible construction. Note: Temporary water and temporary access during construction may be permitted upon request to, and approval by, the Fire Department.

30. No obstructions (landscaping, signs, fences or other elements) shall encroach upon
any required fire access or fire facility.

31. All signs will require approval from the Planning and Development Services Department prior to installation.

32. Trash receptacles and on-grade and rooftop mechanical fixtures and equipment shall be concealed from public view by use of an approved sight-obscuring method. All screening materials shall be compatible with the building materials/design.

33. Utility services shall be installed underground.

34. Rain gutters shall be provided on eaves projecting over pedestrian entries and walkways to protect the occupants from undesirable storm runoff. Through-wall mechanical units shall be architecturally integrated into the building design, as approved by the Design Review staff. Roof vents shall be screened or painted to match the roof color.

35. No trees within street right-of-ways shall be removed or pruned without approval from Boise City Community Forestry in compliance with Boise City Code. No trees within the property, as shown on the plans and approved by the Design Review Committee or the Design Review staff, shall be removed without the approval of the Design Review Committee or the Design Review staff and in compliance with Boise City Code.

36. In the event a tree is removed without prior approval, the tree shall be replaced with a tree with trunk caliper 1.5 times the one removed or with a sufficient number of trees, as approved by the Design Review Committee or the Design Review staff, with a trunk caliper not less than 4" and a total cumulative caliper area equal to 1.5 times the caliper area of the tree(s) removed. Caliper shall be as measured by the American Nurseryman’s Association standards. For example, if a 12" caliper tree is removed, it must be replaced with either one 18" caliper tree or three 6" caliper trees or five 4" caliper trees. The replacement requirement may be modified upon a showing made to the Design Review Committee or the Design Review staff of disease or death of the tree which was not caused by neglect.

37. An Occupancy Permit will not be issued by the Planning and Development Services Department until all of these conditions have been met. In the event a condition(s) cannot be met by the desired date of occupancy, the Planning Director will determine whether the condition(s) is bondable or should be completed, and if determined to be bondable, a bond or other surety acceptable to Boise City will be required in the amount of 110% of the value of the condition(s) that is incomplete.

38. No change in the terms and conditions of this approval shall be valid unless in writing and signed by the applicant or his authorized representative and an authorized
representative of Boise City. The burden shall be upon the applicant to obtain the written confirmation of any change and not upon Boise City.

39. Any change by the applicant in the planned use of the property, which is the subject of this application, shall require the applicant to comply with all rules, regulations, ordinances, plans, or other regulatory and legal restrictions in force at the time the applicant, or successors of interest, advise Boise City of intent to change the planned use of the property described herein, unless a variance in said requirements or other legal relief is granted pursuant to the law in effect at the time the change in use is sought.
December 27, 2019

To: Adler AB Owner V, LLC
    Jake Miller
    10259 W Emerald Street, Ste. 100
    Boise, ID 83704

Subject: BOI19-0400/ DRH19-00553
    535 E Gowen Road
    Construct a 120,000 square foot industrial building

The Ada County Highway District (ACHD) has reviewed the submitted application for the application referenced above and has determined that there are no improvements required to the adjacent street(s). This site is a flag lot with no street frontage. Direct lot frontage to Gowen Road is prohibited.

The applicant shall be required to:

1. Pay a traffic impact fee. If applicable, a traffic impact fee may be assessed by ACHD and will be due prior to the issuance of a building permit by the lead agency. This is a separate review process and it is the applicant’s responsibility to submit plans directly to ACHD.
2. Comply with all ACHD Policies and ACHD Standard Conditions of Approval for any improvements or work in the right-of-way.
3. Obtain a permit for any work in the right-of-way prior to the construction, repair, or installation of any roadway improvements (curb, gutter, sidewalk, pavement widening, driveways, culverts, etc.).
Traffic Information

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<th>Use (per 1,000 square feet)</th>
<th>Avg. Daily Trips</th>
<th>Avg. PM Peak Hour</th>
</tr>
</thead>
<tbody>
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<td>0.67</td>
</tr>
<tr>
<td>Warehousing</td>
<td>1.74</td>
<td>0.19</td>
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Condition of Area Roadways:

* Traffic Count is based on Vehicles per hour (VPH)*

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Frontage</th>
<th>Functional Classification</th>
<th>PM Peak Hour Traffic Count</th>
<th>PM Peak Hour Level of Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gowen Road</td>
<td>30-feet</td>
<td>Minor Arterial</td>
<td>415</td>
<td>Better than “D”</td>
</tr>
</tbody>
</table>

* Acceptable level of service for a two-lane minor arterial is “D” (550 VPH).

Average Daily Traffic Count (VDT):

* Average daily traffic counts are based on ACHD’s most current traffic counts*

- The average daily traffic count for Gowen Road west of Eisenman Road was 10,871 on 04/25/2019.

If you have any questions, please feel free to contact me at (208) 387-6171.

Sincerely,

Stacey Yarrington
Planner III
Development Services

cc: Project File
    City of Boise (via email)
    ADP Architects (via email)
Standard Conditions of Approval

1. All proposed irrigation facilities shall be located outside of the ACHD right-of-way (including all easements). Any existing irrigation facilities shall be relocated outside of the ACHD right-of-way (including all easements).

2. Private Utilities including sewer or water systems are prohibited from being located within the ACHD right-of-way.

3. In accordance with District policy, 7203.6, the applicant may be required to update any existing non-compliant pedestrian improvements abutting the site to meet current Americans with Disabilities Act (ADA) requirements. The applicant’s engineer should provide documentation of ADA compliance to District Development Review staff for review.

4. Replace any existing damaged curb, gutter and sidewalk and any that may be damaged during the construction of the proposed development. Contact Construction Services at 387-6280 (with file number) for details.

5. A license agreement and compliance with the District’s Tree Planter policy is required for all landscaping proposed within ACHD right-of-way or easement areas.

6. All utility relocation costs associated with improving street frontages abutting the site shall be borne by the developer.

7. It is the responsibility of the applicant to verify all existing utilities within the right-of-way. The applicant at no cost to ACHD shall repair existing utilities damaged by the applicant. The applicant shall be required to call DIGLINE (1-811-342-1585) at least two full business days prior to breaking ground within ACHD right-of-way. The applicant shall contact ACHD Traffic Operations 387-6190 in the event any ACHD conduits (spare or filled) are compromised during any phase of construction.

8. Utility street cuts in pavement less than five years old are not allowed unless approved in writing by the District. Contact the District’s Utility Coordinator at 387-6258 (with file numbers) for details.

9. All design and construction shall be in accordance with the ACHD Policy Manual, ISPWC Standards and approved supplements, Construction Services procedures and all applicable ACHD Standards unless specifically waived herein. An engineer registered in the State of Idaho shall prepare and certify all improvement plans.

10. Construction, use and property development shall be in conformance with all applicable requirements of ACHD prior to District approval for occupancy.

11. No change in the terms and conditions of this approval shall be valid unless they are in writing and signed by the applicant or the applicant’s authorized representative and an authorized representative of ACHD. The burden shall be upon the applicant to obtain written confirmation of any change from ACHD.

12. If the site plan or use should change in the future, ACHD Planning Review will review the site plan and may require additional improvements to the transportation system at that time. Any change in the planned use of the property which is the subject of this application, shall require the applicant to comply with ACHD Policy and Standard Conditions of Approval in place at that time unless a waiver/variance of the requirements or other legal relief is granted by the ACHD Commission.
TO: KayCee Babb

FROM: Andrea N. Tuning  
Associate Comprehensive Planner  
Boise City Planning and Development Services

DATE: December 20, 2019

RE: DRH19-00553 / 535 East Gowen Road

______________________________________________________________________________

Construct a detached 5-foot wide concrete sidewalk that is located in its ideal location. This location would be a minimum of 8-feet behind the future curb line. Coordinate the exact location of the sidewalk with ACHD and Zach Piepmeyer within the City of Boise’s Comprehensive Planning Division.
December 27, 2019

KayCee Babb
PDS – Design Review

Re: DRH19-00553

Dear KayCee,

This is a request for Design Review Committee approval to construct a new 120,000 square foot industrial building.

The Boise Fire Department has reviewed and can approve the application subject to compliance with all the following code requirements and conditions of approval. Any deviation from this plan is subject to Fire Department approval. Please note that unless stated otherwise, this memo represents the requirements of the International Fire Code (IFC) as adopted and amended by Ordinance 6308.

Comments:
1. Fire hydrants, capable of producing the required fire flow, shall be located along approved fire lanes. Fire hydrant spacing shall meet the requirements of IFC table C102.1 (IFC 507.3, IFC B105.2, IFC C105). An additional hydrant will be required.
2. Where the vertical distance between the grade plane and the highest roof surface exceeds 30 feet, approved aerial fire apparatus access roads shall be provided. Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet, exclusive of shoulders, in the immediate vicinity of the building or portion thereof. At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet and a maximum of 30 feet from the building and shall be positioned parallel to one entire side of the building. Overhead utility and power lines shall not be located over the aerial fire apparatus access road or between the aerial fire apparatus road and the building. (IFC appendix D105)
3. The Fire Department connection (FDC) and associated outside alarm for a sprinkler or standpipe system shall be installed within one hundred feet (100') of an approved Fire Department vehicle access lane and within three hundred feet (300') of Fire Department vehicle access distance of a fire hydrant. (City Code)

General Requirement:
Specific building construction requirements of the International Building Code, International Fire Code and Boise City Code will apply. However, these provisions are best addressed by a licensed Architect at time of building permit application.

Regards,
Ron L. Johnson
Division Chief – Assistant Fire Marshal
Boise Fire Department
City of Boise Solid Waste staff has reviewed the application for this project and has the following comment(s):

Enclosures containing one 6-yd dumpster must have at least 12 feet of unobstructed clearance between gate posts, as measured from the innermost points (not the exterior dimensions) and a depth of at least 12 feet.

The link below provides information regarding trash enclosure design and location requirements:

https://www.cityofboise.org/media/7186/commercialenclosurerequirements.pdf

Please contact me with any questions at 208-608-7555 or rwalkins@cityofboise.org.
Marathon Pipe Line LLC operates a petroleum pipeline that runs underground to the west but not within the parcel located at 535 E. Gowen Road in Boise. We have no conflicts with the proposed industrial building at this site.

Thank you-

*Midge Kline, SR/WA, R/W-NAC*

Adv Right-of-Way Specialist

201 N. Phillippi Street
Boise, Idaho 83706
O: 208-373-2141 C: 208-869-9429
MAKline2@marathonpetroleum.com
CITY OF BOISE

INTER-DEPARTMENT CORRESPONDENCE

Date: 12/12/2019

To: Planning and Development Services

From: Zach Conde, Senior Environmental Specialist
Public Works

Subject: DRH19-00553; Adler Ind. 535 E Gowen Rd., 83716; Pretreatment Comments

Bulk quantities of materials (hazardous/non-hazardous) utilized and stored on site, any hazardous process wastewater, other waste materials, and/or prohibited pollutants shall not be processed or stored in a manner that could result in discharge to sanitary sewer or storm water management facilities. Accidental spill protection measures shall be provided. Suitable and adequate oil/sediment interceptor(s) shall be provided for any/all sanitary sewer connected floor drains that will receive non-domestic process wastewater. Any outside storage of materials shall be managed in a manner protective of storm water detention/conveyance facilities.

Carwash shall have suitable and adequate sediment/oil interceptors to preclude discharge of prohibited materials to sanitary sewer. Any sanitary sewer connected drains at entrance or exit of wash-tunnel must be covered and the pad sloped to preclude storm water/roof runoff from entering drain. Wastewater from any pre-rinse or pre-wash activities at tunnel entrance must be routed to sanitary sewer system. Discharge of any process related wastewater to storm water system is prohibited.

Shell and Core Projects - Applicant/Builder shall provide segregated grease line for all tenant spaces with any potential to house food service facilities. More than one outside grease interceptor unit may be required.

For more information, or if you have any questions please contact Zach Conde, 208-608-7530 or email at zconde@cityofboise.org.

Conditional Use Design Review Application
SAR095 (Boise)
6.4
Date: December 12, 2019

To: Planning and Development Services

From: Mike Sheppard P.E., Civil Engineer II
Public Works Department

Subject: DRH19-00553; 535 E. Gowen Road; Sewer Comments

Upon development of the property, connection to central sanitary sewer is required. Sewer force main is available for connection in E. Gowen Road.

Prior to granting of final sewer construction plan approval, all requirements by Boise City Planning and Development Services must be met.

If you have any further questions, please contact Mike Sheppard at 608-7504.
Street lights are required. Contact Public Works for required facilities and location prior to submission of a building permit. (Final approved plans must accompany submitted building plans at time of permitting.)

Street lights are required at the following locations:

1. On the east side of the driveway entrance with a conduit extending west past the entrance to a junction box.
   As per Idaho Power requirements the lights along the following street frontages must be installed on a metered service. Meter service cabinet location to be in the right of way or in a developer designated City Street Light Easement. They shall meet the requirements of the Idaho Standards for Public Works Construction, Standard Drawings, and the Boise City Standard Revisions for ISPWC Division 1102 Street Lights. See Streetlight Approved Fixtures and Materials for a list of approved meter service cabinets.

1. Gown Rd, existing meter cabinet in the field can be used.

New Street Light installations shall conform to the current version of the Boise Standard Revisions, Idaho Standards for Public Works Construction (ISPWC) using approved LED fixtures listed in Streetlight Approved Fixtures and Materials.
Developer shall not connect, or allow any subcontractor to connect any irrigation timers, decorative lighting, entrance lighting, outlets or other electrical devices to any street lighting circuits. Any and all irrigation timers, decorative lighting, entrance lighting, outlets or other electrical devices shall be connected directly to Idaho Power at an Idaho Power approved location.

All electrical work must be completed by a licensed journeyman electrician, as per state code to include underground conduit, wire, pole base, light pole, fixture and meter cabinets. The electrician must be present at all inspections and all work shall be performed to the current National Electrical Code.

If you have any questions, contact Tom Marshall at 208-608-7526 or tmarshall@cityofboise.org.

Tom Marshall
Street Light Program Technician
Public Works Engineering
Office: (208) 608-7526
tmmarshall@cityofboise.org

Making Boise the most livable city in the country.