Design Review Committee
AGENDA
CITY OF BOISE

Committee Meeting
Wednesday, May 13, 2020
6:00 PM
Virtual Meeting

To watch or participate in the virtual hearing, please visit: www.cityofboise.org/virtual-meetings

Chair
James Marsh

Co-Chair
David Rudeen

Design Review Committee Members

Committee Member
Jessica Aguilar

Committee Member
Thomas Zabala

Committee Member
Robert Talboy

Committee Member
Ben Semple

Committee Member
Dana Zuckerman

Student Member
Olivia D'Souza

Our Vision: To Make Boise the Most Livable City in the Country

Pursuant to Idaho Code Section 74-204(4), all items on the Agenda marked with an asterisk * are action items that require a vote. Identifying an item as an action item on the Agenda does not require that a vote be taken. All Consent Agenda items will be enacted by one motion, unless a Committee Member or citizen requests the item be removed from the Consent Agenda and considered in the normal sequence of business.
I. CALL TO ORDER

II. MINUTES

*1. Design Review Committee Minutes / March 11, 2020 6:00 PM

III. NEW BUSINESS

*1. DRH20-00101 / Alan Fox
   Location: 2926 S. Jupiter Avenue
   Construct an approximately 21,760 square foot self-service storage facility in twelve buildings using metal shipping containers and associated site improvements on property located in a M-1D (Light Industrial with Design Review) zone. KayCee Babb

*2. DRH20-00145 / Jeff Likes, ALC Architecture
   Location: 10990 W. Fairview Avenue
   Construct an approximately 9,000 square foot accessory structure on a site shared with an existing office building in a C-2D/DA (General Commercial with Design Review and Development Agreement) zone. KayCee Babb

*3. DRH20-00149 / Jeff Herman, CBH Homes
   Location: 6300 S. Cole Road
   Construct a community center and park including a welcome center, sports fields, playground, and picnic shelter in a SP-03 (Syringa Valley Specific Plan) zone. KayCee Babb

*4. DRH20-00152 / Tim Wilcomb, Jordan-Wilcomb Construction Inc.
   Location: 6779 W. Targee Street
   Construct two industrial buildings totaling approximately 23,680 square feet with associated site improvements in an M-1D (Light Industrial with Design Review) zone. Katelyn Menuge

*5. DRH20-00153 / Dylan Schneider, Schneider Custom Homes Inc.
   Location: 3302 W. Rose Hill Street
   Construct a duplex on a substandard lot of record without alley access in a R-1C (Single-Family Residential) zone. Katelyn Menuge
*6.  **DRH20-00154 / Renee Strand, Holst Architecture**  
Location: 600 W. Front Street  
Modify the materials proposed on a previously approved 8-story, 75-unit multi-family building in a C-5DDC (Central Business with Downtown Design Review and Capitol Boulevard Special Design District) zone. Josh Wilson

IV. **ADJOURNMENT**
BOISE CITY DESIGN REVIEW COMMITTEE
HEARING MINUTES
MARCH 11, 2020

I. CALL TO ORDER

PRESENT: Marsh, Aguilar, Zabala, Semple, Zuckerman, D'Souza
ABSENT: Rudeen, Talboy

II. MINUTES

1. Design Review Committee Minutes / February 12, 2020

RESULT: APPROVED [5 TO 0]
MOVER: Tom Zabala, Committee Member
SECONDER: Ben Semple, Committee Member
AYES: Marsh, Aguilar, Zabala, Semple, Zuckerman
ABSTAIN: Olivia D'Souza
ABSENT: David Rudeen, Robert W. Talboy

III. CONSENT AGENDA

3. DRH20-00046 / Jeff Stoddard
Location: 12323 W. Franklin Road
Construct an approximately 28,800 square foot single-story warehouse building with associated site improvements on property located in a M-1D/DA (Light Industrial with Design Review Overlay and recorded Development Agreement) zone.

RESULT: APPROVED [5 TO 0]
MOVER: Dana Zuckerman, Committee Member
SECONDER: Ben Semple, Committee Member
AYES: Marsh, Aguilar, Zabala, Semple, Zuckerman
ABSTAIN: Olivia D'Souza
ABSENT: David Rudeen, Robert W. Talboy
1. **DRH19-00560 / Bruce Bastian - JB Earl Company**
   Location: 7201 W Fairview Avenue
   Construct a mixed-use residential and commercial development consisting of nine buildings with 11,000 square feet of retail, 235 residential units, and resident amenities on property located in a C-2D (General Commercial with Design Review) zone.

   **Kathlyn Menuge (City of Boise):** This proposed development is located on the south side of Fairview east of Cole Road. We have the existing Burlington and Big O structures to be removed from the site and we have the adjacent Albertson’s to remain. The applicant is proposing cross-access to remain across the parking area shown. The Albertson’s and this new development will be on separate parcels through a parcel line adjustment.

   The area has a mix of uses that include commercial office, multifamily and single-family homes. The parcel is zoned C-2D which is a General Commercial zone and we do have residential zones to the south with the land use zoned commercial.

   The applicant is proposing multiple buildings with vehicle circulation and parking around the sides and the rear which is the layout we like to see. The commercial and retail portions are along Fairview towards the street. They do have a large interior courtyard. There are pedestrian connections throughout the site. Along Fairview there are several pedestrian connections and they run the sidewalk along here and then there is a corridor through here for pedestrians and up along this side of the site. There is a pathway through the courtyard and staff recommended additional connections to the Albertson’s and one running over to El Dorado Street to the east.

   This is the landscape plan which includes a front landscape buffer with street trees. The perimeter buffers, the interior parking lot planters, and then the landscaped interior courtyard. Staff is including a recommended condition that the street tree be located between the sidewalk and the street if feasible. It looks like there is room to put them there. If it turns out that there is something that doesn’t allow the trees to be put in that landscape strip, then they could be put in the 10-foot setback as shown.
The applicant has broken the development into several buildings rather than one large massing. The front façade contains substantial glazing and then to further break-up and add design interest they have incorporated sloping roof forms, window patterning, color and material changes, awnings, and some protruding window frames. The overall building has a contemporary look that would be appropriate for a mixed-use commercial and residential building along Fairview.

The proposed materials include metal panels, fiber cement, brick and wood accents which will fit with the variety of colors and materials used in the surrounding developments. The applicant has also provided the interior elevations for the courtyard, and per staff’s request they’ve revised some of the pedestrian entrances into the courtyard to highlight them and enhance the pedestrian connections.

We did receive a couple of neighbor concerns. Some letters were included in your packets. Those concerns included that the development was too tall or had too many units. There were concerns about increased traffic, crime and noise. There were concerns about the south buffer adjacent to those residential homes and some safety concerns because it is adjacent to a lateral that runs along the south.

The applicant also did some traffic studies for ACHD which was accepted and reviewed by them. ACHD is requiring that they dedicate additional right-of-way along Fairview on the east side. That is only on the east side because when they redid the intersection at Cole and Fairview, they already took the right-of-way they needed on the west side. They approved one access on Fairview, and it will be right-in, right-out. Originally the applicant had two Fairview accesses proposed so only one was approved. The applicant revised those plans to show the one access. They also approved one access on El Dorado. They will stripe and sign a right turn lane and a left/straight lane on El Dorado to try to help with some of the congestion that currently exists at that El Dorado and Fairview intersection.

In response to the neighbor’s comments the applicant did lower the height of the building shown in yellow. Those are the buildings that are residential only. These they kept at the 41-foot height to allow for that taller commercial height on the first floor, but they did bring
all the yellow buildings down to an overall height of 37 feet. 45 feet is the max allowed in the zone.

Along the south buffer, this is adjacent to those single-family homes along here, there is an apartment building adjacent to this part of the property here. They do have proposed landscape and an 8-foot fence. They are proposing a mix of Sweet Gum trees and Tulip trees along this buffer. Our minimum requirements adjacent to residential would be a 6-foot tall solid fence and one tree every 40 feet so it looks like with the amount of trees they are providing they are slightly over that one per 40 feet and again, they are proposing an 8-foot solid fence. We don’t have the specifications on what material or design that has yet, so we do have some recommended conditions in relation to that.

This project did receive Planning and Zoning Commission approval at the March 2nd Planning and Zoning Commission hearing so the overall site layout, the access points, the building sizes and the parking have been approved by Planning and Zoning. They did add a condition that the applicant works with Design Review to enhance bike and connectivity throughout the development. I think some of those extra access points off El Dorado and to the Albertson’s will help with that and then maybe through lighting and striping and delineation of pedestrian access and walkways we can meet that condition.

We can run through the recommended conditions quickly.

Comply with the PUD requirements and complete a property line adjustment prior to building permit submittal.

If you are interested in a future public work session at 50-percent construction documents since this is a larger project and there are a lot of details that go into it. Just suggestions of what we’d maybe want to see at that 50-percent would be a final design for that so that the fence and landscape if you didn’t want to condition that tonight and maybe take another look at that pedestrian circulation to make sure that complies with the PUD condition and maybe other items you’re interested in looking at.

- Comply with ADA requirements.
- Locating the street trees between the street and the sidewalk.
- We have a condition about the south buffer so if you wanted to modify that condition. Right now, it is just the one per 40-foot
street trees minimum and the 8-foot wall, but if you wanted to modify that you could.
- We have the landscape planters in the parking lot...a condition for that.
- We have the condition for the south buffer.
- We have a lighting condition.
- The solid weather protection, trash enclosures, mailboxes and the rest are more standard conditions.

**Applicant Testimony**

**Michael Conroe (Representative for JBearl Company):** We did have a couple of slides to further explain Katelyn’s great description so far. Our goal for the project was to correct the large parking lot that was facing Fairview. What we wanted to do is pull the building out to Fairview, get as close as we can and tuck the parking around the side and try to limit the parking as much as we could in the rear. You can see we’ve done that. The parking underneath the two buildings on the south...there is some tuck under parking there so that is how we were able to meet our counts by still limiting that parking.

It was also a big goal of ours to create a great courtyard, so we wanted to have an acre plus courtyard that is dedicated for this development. Being here in the City we just love the interaction with nature and the outdoors. In Buffalo we limit that just based on the weather, but here we wanted to celebrate that.

This is the landscape plan. Our landscape architect drew inspiration from the waterway system that ties to the City grid here. She was inspired by that and wanted to continue that same language through that courtyard to break it up and not have it feel too formal. This is open. There is an enclosure that surrounds the pool area which is just to the south of the community center.

Here’s our initial architectural plans. The teal that is at the top of the page...top left, those are the retail/commercial spaces that Katelyn spoke about. The one further to the right that is that trapezoidal shape, that is the main community center for this development. That is that fun architectural piece you see in the renders. That is the main space and our mailboxes are placed there. That is the main gathering space and we really wanted to have that out on Fairview to have a little activity on Fairview and not just have the residential units facing out there.
This is the second floor. Here you can see on a couple of those buildings where the parking is on the buildings that are on the south border of the site. That is the tuck under parking. On the upper floors the units then cover over those areas.

This is a render of what we believe it is going to look like. What we really want to do is divide up the massing. This could appear as one large building. We really wanted to break it down. We wanted to break it down both vertically and horizontally. You can see along the floorplate at the second floor it really starts to divide the first floor from the upper floors. That lower floor where all the commercial and retail space is, is glass. We see those as shops that can then tie into the Starbucks that is across the street and Albertson’s and really tie into a lot of the function that is happening along Fairview where then the residential component is more to the rear of the site.

This is that main community center. We love this as a design feature. It is a strong visual along Fairview. It starts to break up the monotony of a lot of the retail components that happened along the street. We drew a little bit of inspiration…it’s kind of a stretch, but there’s the Veterinary Hospital that is right next door that has the little funky roofline, so we wanted to take that and morph it and play with it just a little bit. We think this is a strong attraction for the development in whole.

This is an image of that courtyard. We believe it will be a highly used space and a pretty spectacular amenity for these types of units.

I’ll leave it at that. If you have any questions, I’d be happy to answer some of the detail.

I did leave out the materials. The dark material that you see there, that will all be brick. The lighter material that is on the upper floors here, that is the Hardi siding. We’ve introduced a lot of natural wood and you can see it on the underside of the canopies and the entire ceiling and soffit structure of that community center is that soft natural wood. We do have some metal panel that clads the exterior of that community center. Then, at the ends of the stair towers that you can see peeking out of the top of the community center there in the background, that is a ground faced block.
We’re trying to get a little bit of diversity in those materials, but we think it is a pretty strong blend between them all.

Committee Member Zabala: In the rendering we’re looking at, at the moment, on the left side and right side...are those lighter materials pictured, is that a Hardi panel?

Michael Conroe: That’s the Hardi panel.

Committee Member Zabala: Thank you.

Chairman Marsh: A question on the site plan. Do you have dedicated retail parking for those retail uses?

Michael Conroe: No, it is all shared.

Chairman Marsh: It’s all shared parking?

Michael Conroe: Yes. We’ve located the retail components so it could share with the lots that are on Fairview. We didn’t want to mix the parking. Once you get to the side lots and then the rear that is...that’s not dedicated to the residential, but it is a pretty long walk if you wanted to park down there.

Chairman Marsh: Can you explain the window trim on some of those that are kind of boxed in?

Michael Conroe: We wanted to not have the façade be a flat façade. That is why we played with some of the materials. There is some relief in dimension between those materials, but then also around the windows that happen in those areas, we’ve created a metal trim that will create shadow lines for those windows. To even break it up further we didn’t provide it on every single window because then that could start to get flat so we’ve chosen some of the windows to give those highlights and it can break up what could feel as a flat façade. Creating those extra shadow lines really helps.

Chairman Marsh: What was the depth on that? The metal trim piece...approximately?

Michael Conroe: We haven’t...four to six inches.

Chairman Marsh: Okay.
Committee Member Semple: I had a couple comments on some of the plant choices. There are two in particular in the courtyard. I think I understand what the designer was doing with the Aspen and the Weeping Willow and I really like those plants. Aspen don’t do great down here in the valley. More because it doesn’t get as cold as they need to, they sucker really badly. I don’t know if that will give you…I know that maybe a little grove of Aspen would be desirable, but if they start going everywhere and they are inundating the lawn areas and stuff I would be a little concerned. And then with the Willow, also just because the roots are fairly intrusive around here and they can be a little weak wooded where they could break and stuff. Maybe have the designer look for a couple other choices. River Birch is a really nice tree around here with a kind of similar look to it. Just a comment.

Michael Conroe: Okay. Absolutely, we can take any of those planting recommendations. We were attempting to have them be all local species and drought tolerant.

Committee Member Semple: I understand that.

Michael Conroe: We’ll take any of those planting recommendations.

Committee Member Semple: Sure. Just as a suggestion. Those two…the rest of it looks great and I like the plant pallet.

Michael Conroe: Okay, thanks again.

Public Testimony

Roger Titmus: I filled out the wrong sheet. (Did not provide testimony.)

Norm Cooper: I live directly behind Albertson’s. I’m going to do it the old-fashioned way. I’ve got some pictures. Katelyn has them also, but I’d like to show you exactly what is behind Albertson’s.

My concern is what they are trying to do is, with very limited consideration to the neighborhood, with the size of this…Here is a 45-foot tall building down on Emerald and you can kind of get an idea of what that looks like in the neighborhood and the impact that it has. I’ve been back there for 17 years and I’ve watched
what is a marginal loading dock area and alley circumstance with Albertson’s at best and they are trying to use that as an egress out of that complex to Fairview. That is on the west side of the property.

I’m aware that there are already looking into trying to purchase property from the moving company (Cross Town Movers) closer to El Dorado so that Albertson’s can have their trucks come in from El Dorado and continue to do work the way the vendors and everybody is doing it. Right now, if they block that Albertson’s has their conditions and I’m sure they’ll talk about it, but we’ve got it to where that is directly in our backyard and directly on top of us.

Another part of it is that alley…7 feet off that curb on the south side is easement from the Irrigation District. Albertson’s and Burlington’s are able to use it and they are not going to be able to put a fence up there. They are going to have to move it further back. I believe if you look at any new design work there is a barrier of size and effect. Be it an 8, 10 or 12-foot block wall to block that off. I’ve got a design on there too to where basically the Burlington wall that exists right now, if you were to cut it down to 10-12 feet that wall would exist all the way down to El Dorado and separate this development from the neighborhood.

You go by Winco and where Walmart is and there is that consideration made. What they are proposing is just insulting. I think it is no consideration to what we have back there. Something needs to change. It is just too much.

We’re going to have 500 people living there and we’re going to have everything that goes along with it and we need separation from having to participate in that property. That is the only way you can do it. Is to have...what you guys have done in all these other developments where there is consideration for a barrier.

George Weissbeck: I want to reinforce what my neighbor said, but I also want to touch on a point. To the south of this project is a fire lane or an alley that is currently being used by Albertson’s as a delivery access. It is also being used by citizens to bypass the Fairview and Cole intersection. I’ve lived at my particular home which is directly behind Burlington for over 35 years and I’ve seen some very close incidents of cars and motorcycles trying to avoid Fairview and Cole. Especially between 4:30 and 6:00 and cutting behind there. I believe the developer has requested that that lane stay open. I think we’re asking for trouble.
Adjacent to that is an apartment building. Unfortunately, those people walk to Albertson’s. Again, I’ve seen some close instances of pedestrians almost being run over. For consideration I think we need to close that for emergency vehicles only and on the west end for Albertson’s obviously to receive deliveries.

The second point I would make is there is a lateral 8-10 feet wide and 3 feet deep…if I remember right from my childhood. Water and kids have a magnetic attraction to one another. I think if you bear me out, Idaho is probably in the top five for drownings due to, in many instances, open ditches. So, that is a consideration.

So, safety as far as traffic and safety at the lateral and again, I would concur with my neighbor Mr. Cooper. We would like a separation and preferably a block wall. I can’t tell you the height because I don’t know what zoning would allow. Winco on Fairview and Milwaukee has a separation and so does the Home Depot on Milwaukee. I believe they are both concrete block walls. I thank you for your time.

Brad Buehler: I’ve resided at 1219 Vivian Avenue for the past 35 years. As we saw, the members of zoning have approved this project even though the developer can’t submit an honest application. The initial application should have been denied based on their answer to question A, which was no.

The fence proposed along the south side of the project will surely depreciate our property value. The fence will not provide adequate protection from the noise, the light, and the pedestrian traffic generated by this project. In order to minimize these effects, the neighborhood requests a 13-foot high concrete masonry wall along the entire length of the southern boundary. Anything less will be the final devastating blow to our neighborhood.

The City of Boise’s infrastructure is not currently prepared for this project. West Boise Sewer District has stated that the development exceeds sewer density. The developer couldn’t get the application right, so I’m concerned that the owner won’t get the sewage right for whoever that is going to fall on.

Simply put, Ada County says El Dorado can handle this traffic. The one exit that I saw tonight from the project and anyone can see that El Dorado cannot handle this. Their overflow parking is going to El Dorado and there will be hundreds of cars.
I have a problem with both proceeding with this development, with the Sewer District’s comment and the way ACHD has proceeded with this project also. I appreciate your time and concerns with these matters. It looks like a little more elderly committee this evening and I appreciate the respect.

**Applicant Rebuttal**

**Michael Conroe:** I wanted to address a couple of the comments on the south side of the property.

We’ve spoke with the folks that control the lateral and we’ve placed the fence where we’re allowed to, based on the easements they have set aside which is identified here.

We also originally purposed a 6-foot fence, solid stockade fence. We’ve increased that based on recommendations to 8 feet.

The access he was speaking about along the south side for deliveries and some of the vehicles issues that they are having...actually when I came in this afternoon I came directly from Albertson’s and we talked about that specifically. One of the things we chatted about was could we limit that to just Albertson’s delivery traffic there and cut-off the typical vehicular entrance. We can provide a gate; we can provide some sort of barrier to allow you and I from driving down there. It does have to stay open, as the gentleman stated, for fire access. We would not be able to provide a fence along there and entirely cut that off because that is a part of their easement through there. As they stated as well, we initially had two access points out onto Fairview. Ada County limited that to one. They actually had a couple of good points for that. I don’t necessarily agree with it, but they make good points for the traffic flow.

**Chairman Marsh:** Can you walk through the fence material again and what is proposed there on the south side?

**Michael Conroe:** We propose a solid wood stockade fence. 8 feet tall. Once we get into solid walls and foundations, we’d have to extend underneath easement lines and that is certainly a burden if it’s under a solid block wall.

**Chairman Marsh:** Yes, I understand.
Michael Conroe: Especially at that height. At that height that becomes a structural engineering piece that you have to worry about wind loads and everything else. That becomes a challenge.

Chairman Marsh: So, the end of it is open? Are there fences currently on the back side of all those residences there?

Michael Conroe: There are not.

Chairman Marsh: There are not?

Michael Conroe: There are not. The lateral is primarily open along this portion. There are heavy shrub lines there that essentially create a barrier along the righthand side of that…the east side of the south area. There are several access points that go from that neighborhood into that parking lot right now.

Committee Member Semple: Is the fence that you have shown there...is that on the north side of the canal itself...ditch?

Michael Conroe: That’s right.

Committee Member Semple: So, that will restrict easement to that ditch from residents of this development? There are some concerns about people or children getting into the ditch. Does the fence that you’re installing, would that restrict access from your project to that ditch?

Michael Conroe: That’s correct. Our property does not extend to the south side of the ditch to limit access from the neighborhood. We’re not in control.

Public Portion Closed

Committee Member Aguilar: Can you remind me what the requirements are for this particular project, what the minimum parking requirement would be considering that this applicant is allowed a reduction for the multi-family living uses?

Katelyn Menuge: Planning and Zoning calculated the parking. It is by unit type so there’s different parking requirements based on unit type so studio, one-bedroom, two-bedroom. They also added in additional parking requirements for the commercial uses so that is
one per 300. Then the reductions they received through the multi-family living use, I believe, included the transit because they are on transit lines, and the commercial mixed use I think was another one. I don’t know if they needed a third, but I think the third might have been included as well, so the max reduction you can get is 30-percent.

Committee Member Aguilar: So, the spaces required...the 311, that’s the number factoring in the reductions allowed or is that just the straight up number per the district?

Katelyn Menuge: Correct. The 311 would have been the straight up number without the reduction.

Committee Member Aguilar: What is there required number with the reduction calculated?

Committee Member Zabala: 241.

Katelyn Menuge: That’s sounds correct.

Committee Member Aguilar: So, they are meeting the parking requirement?

Katelyn Menuge: Here is the parking table. Total parking spaces required, I believe the 311 was the total before the reductions and I believe the 241 is how many they are proposing.

Chairman Marsh: Do you know if there are discussions or any concerns from the City or Fire Department on safety with that fire lane if there was a restricted access at that southwestern portion?

Katelyn Menuge: I believe we did get Fire comments and generally Fire comments we try to address during building permit submittals so I’m not sure if they’ve addressed those yet. I believe generally since that alleyway is existing and if they are using it for fire access obviously, we need to retain the fire access. If the applicant could work something out with Albertson’s to gate that off, I think we would be in support of that.

Committee Member Semple: Going back to parking. Obviously, that is not including the additional parking that was shown (dashed) to the west of the proposed parking as well as the parking area to the west of the Albertson’s building correct?
Katelyn Menuge: So the parking they added in from last time on the west there used to be kind of...I think they were originally looking at a shared parking agreement, but I think they’re actually going to move the parcel line over to include that on their parcel.

Committee Member Semple: Do you know how many parking spaces are at Albertson’s? Probably not, just a shot in the dark.

Katelyn Menuge: I’m unsure.

Committee Member Semple: Okay.

Chairman Marsh: Do have an aerial that shows the Burlington on there as well? There you go.

Committee Member Zabala: Yes.

Chairman Marsh: Perfect.

Katelyn Menuge: I believe this is the additional parking they are adding in right here...it would be this area.

Chairman Marsh: Do you by chance know what the height of the Burlington is on that backside? Currently it looks like where the face of the new building is going to be 40 or 50 feet further to the north?

Katelyn Menuge: I have this street view. I found that alley, but I’m not sure quite how tall that is.

Committee Member Zuckerman: In this photo are we looking at the canal and then some existing landscaping behind it?

Katelyn Menuge: Correct. This is the canal; this is a residential property here and over here is that apartment building.

Committee Member Zabala: So, Burlington is on the left there?

Katelyn Menuge: Correct.

Committee Member Zabala: Okay.
Chairman Marsh: The building that is going to be constructed just to the north is a three-story building, correct? And, that was lowered initially from 41 to 37 feet?

Committee Member Zabala: Yes.

Katelyn Menuge: Correct. The overall height on that building is 37 feet. They have a 4-foot, 6-inch max parapet so they are thinking the living height is going to be no higher than 31-foot, 6-inches.

Chairman Marsh: Okay.

Committee Member Semple: Katelyn, can you remind me what’s the zoning of the residential area to the south?

Katelyn Menuge: They have two different residential zones. Adjacent to the single-family we have R-1C and then over here we have R-2D.

Committee Member Semple: What is the maximum height allowed in those zones?

Katelyn Menuge: 35 feet.

Committee Member Zuckerman: I have to start by saying I love this project and would love to see many, many more like this. Especially along roads like Fairview. A road like Fairview is the bean of every City and building up to...as close as possible to the face of the street really gives it a much more urban feel and I mean that in the best way possible. And tucking the parking along the sides makes it much more attractive for everybody driving by. It makes the corridor more attractive.

I’m sorry that the neighbor believes that having this would reduce anybody’s property value. I would see it quite the opposite. I think it is going to be a beautifully done development with a very interesting architectural feature facing the street which I would imagine would enhance the neighborhood directly behind it. I think it is much more attractive than having a Burlington Coat Factory big-box store with a sea or parking right around it. This is urban design at its best and it is doing what it can with a suburban kind of street in creating a more walkable pedestrian dense community which is what needs to happen in Boise.
I also think that building a tall wall, while it is not only really technically feasible, it also is a question of who are you walling in? Some of those walls that I’ve seen behind big-box stores feels like you’re creating a prison for the people behind it and not necessarily screening them from the big-box store. A fence feels more like you’re adjacent to a neighbor. What is the saying? Good fences make good neighbors. I’d rather have a good fence than have a brick wall that was hiding or containing the neighborhood behind it.

Committee Member Semple: I would echo some of Commissioner Zuckerman’s statements. I really like how this project looks. I think Fairview is one of those streets, that while it has been commercial for a long time, we need housing in Boise that is on a major transit root. There are multiple job opportunities in the immediate area. This is a better option than the existing Burlington in my opinion as well. For the City projects like this as well as other ones that we’ve seen before and probably a couple of them tonight as well are things that we’re going to be seeing more and more often and I think it enhances the livability of Boise and I don’t think it detracts. It is hard on these transitional zones when we have single-family residential right up against a commercial zone. It is meant to be developed like this and there’s definitely alternatives to this project that would not be as attractive in my opinion. For those reasons, I going to move to approve.

COMMITTEE MEMBER SEMPLE MOVED TO APPROVE DRH19-00560 AS RECOMMENDED IN THE FINDINGS OF FACTS AND CONCLUSION OF LAW AND RECOMMENDED CONDITIONS OF APPROVAL NOTED IN THE PROJECT REPORT.

Chairman Marsh: My only thought was would you consider adding a condition for the applicant to work with Albertson’s on access control to the back-alley fire connection if possible?

COMMITTEE MEMBER SEMPLE MOVED TO AMEND THE MOTION TO INCLUDE THAT THE APPLICANT SHOULD CONTACT ALBERTSON’S AND WORK WITH THEM TO POTENTIALLY RESTRICT ACCESS THROUGH THERE TO EMERGENCY OR DELIVERY VEHICLES ONLY.

Committee Member Zuckerman seconded the motion.

Committee Member Zabala: I would agree with the basics of the motion. However, on the public work session side of this which we’ve indicated in there I would like to see a third condition under
“b.”, along with what is already stated there that at 50-percent we want to see a continued refinement of the design and the construction detailing on the building itself as well as maybe more further refinement and look at how that southern border adjacent to the residential area will be carried out.

**Chairman Marsh:** How about the pedestrian circulation portions? Any concern there? I might defer that to Committee Member Semple if he has any concerns.

**Committee Member Semple:** I don’t. I think the intent of the motion and the intent of Site-Specific Condition b. i., would be that we do see some continued development of that border along there and the buffer of the fence and landscape and see how it buffers through there. I would hope that at 50-percent construction documents we definitely would be seeing more additional detailing on the construction of the building itself as well as materials. I’m hoping that was understood as part of that condition, but yes, I agree with that.

**Chairman Marsh:** Is the second good with that?

**Committee Member Zuckerman:** Yes.

**Committee Member Aguilar:** I have a couple additional comments. I think this will be addressed in the future public work session, but I would encourage the applicant to look at and not do wood material for the fence but do a block material.

The other item I would ask the applicant and staff to explore is to encourage that rear drive be fire access only and no delivery trucks and perhaps that entry/exit point into the new project would maybe be landscaped. Maybe it could be like a grasscrete product like what is around the Fine Arts Building at Boise State so it will look pleasing, but it is landscaped with the appropriate materials so the fire trucks can drive over it in case of an emergency. Maybe that could be explored.

Those are the only comments I have.
RESULT: APPROVED [5 TO 0]
MOVER: Ben Semple, Committee Member
SECONDER: Dana Zuckerman, Committee Member
AYES: Marsh, Aguilar, Zabala, Semple, Zuckerman
ABSTAIN: Olivia D'Souza
ABSENT: David Rudeen, Robert W. Talboy

2. **DRH20-00021 / Theresa Collingham**

Location: 2009 N. 34th Street

Construct a single-family residence with an attached front-loading, tandem garage on a substandard lot of record without alley access on property in a R-1C (Single-Family Residential) zone. Katelyn Menuge

**Katelyn Menuge (City of Boise):** Presented project report noting the existing home is to be demolished and possible issues with trees. Stated no trees are to be removed/disturbed prior to contacting Boise City Forestry, and if any trees are removed to put in the sidewalk, they will be replaced. Staff recommended approval with terms and conditions contained in the project report.

**Applicant Testimony**

**Theresa Collingham (Applicant):** Stated this the first time they’ve done this but agree with conditions.

**Public Testimony**

**Teri Nolind:** Concerned with the big Oak tree and asked if anything is being done to save it. Stated person who posted legal notice told her the trees were gone so she panicked.

**Roger Titmus (Sticker Store Representative):** In favor of the project and own land closest to this property. Added they would like to redevelop their land in the future, but no known date. They are familiar with the owner and want to see this change happen for the better of the neighborhood. They love trees, but no opinion about the tree.

**Applicant Rebuttal**

**Theresa Collingham:** They hope to keep the tree noting it is beautiful and provides a lot of shade.

**Public Portion Closed**
Committee Member Semple: Asked applicant if the tree they are discussing is the large one shown at the top of the screen.

Theresa Collingham: Confirmed yes.

Committee Member Semple: Stated it appears to be out of the way of any disturbance. Recommended trying to keep the tree at all costs.

Committee Member Zuckerman: Noted it is an excellent use of a difficult corner property and is a well-designed home adding she hopes the Oak tree can be saved.

RESULT: APPROVED [5 TO 0]

MOVER: Thomas Zabala, Committee Member
SECONDER: Ben Semple, Committee Member
AYES: Marsh, Aguilar, Zabala, Semple, Zuckerman
ABSTAIN: Olivia D'Souza
ABSENT: David Rudeen, Robert W. Talboy

4. DRH20-00049 / Blaine Jacobsen
   Location: 821 W. State Street
   Construct an approximately 27,400 square foot, three-story office building with structured parking on property located in a C-5DD (Central Business with Downtown Design Review) zone. Josh Wilson
   Josh Wilson (City of Boise): Presented project report noting this is a new concept for Boise and one the City was interested in seeing.

   Stated applicant is in agreement with the conditions contained in the project report mostly relating to compliance with agency comments. Streetscape standards have already been met on 9th Street being constructed fairly recently and do have the concrete urban standard with trees in grates and concrete sidewalk. State Street contains a grass planter strip with existing trees. Proposal will impact a couple of trees due to the location of the new driveway. One will be removed and two will replace it. Grass will be extended and repaired.

   ACHD requires applicant to dedicate an additional two feet of alley along north side. Standard in the downtown is 20 feet in total width and the alley is currently 16 feet in width. Standard policy is to take half from each side for the total four feet.

   Staff recommends approval with terms and conditions contained in the project report.
**Applicant Testimony**

**Brad Marczuk (Larson Architects):** Stated staff did a good job of explaining the project.

Added they have met several times with the Boise City Planning staff and have revised this several times to come up with the guidelines for a landscape and storefront street.

They have also dedicated the corner angle to have some type of artwork (public or logo for Wheat Commission).

Noted sandstone material and is a light tan or almost white with dark banding will be used to reflect the same vernacular as the State Capital.

Have curtainwall systems, will expose stairway with glazing and mullion systems for contrast and have recessed windows for depth. Noted it is a tight site, so they are trying to modulate as much as they.

Parking system is integral part of design to get parking ratios needed for an office space.

**Public Testimony**

**Andy Hawes (Attorney Representing McU Sports):** Stated McU Sports is immediately south of project. Added he is a historian and commented this is not the first one in Boise and in the 30’s they tried this before.

Added his client’s building was built before the current structure (Idaho Wheat) which was in 1954.

Noted you have to look at the changes in Boise and downtown. One of his client’s concerns is changing the use significantly of this new building which will be the offices.

In terms of the amount of traffic and the placement of the footprint the concern is traffic flow off State Street with enter/exit along alleyway. McU’s and Kvell’s parks behind there. They question whether or not there have been adequate studies to demonstrate that the increased traffic/flow will not interfere with operations at McU’s.
Another concern is in construction of the facility and how it will affect the operation of McU’s.

How the building is placed, and the use is a concern for his client. We need to respect existing members of the downtown community and their business.

**Chairman Marsh:** Asked if it is the intensity or type of the use that is the concern.

**Andy Hawes:** Confirmed it is the intensity of the use noting this is a gamechanger that significantly increases the amount of parking space and the flow from State through the alley.

**Chuck Cremer (Owner / McU Sports):** Reiterated Mr. Hawes comments. Noted conceptual plans look fun and good for Idaho Wheat Commission.

Added the width of the exit of the parking structure is 25 feet wide and is worried about people heading south from the parking structure to exit out alleyway to make a right-hand turn as it is tight to cut that corner and is curious if you have to have two points of egress from a parking structure like you would buildings, etc.

Stated they have a great relationship with Wheat Commission and happy to have them there, but their operations, by moving the parking to the east side is definitely disconcerting.

Concerned with what will happen with their operations if the alley needs to be shut down for weeks or however long during the demolition and construction of the new building.

**Committee Member Zuckerman:** Asked where McU employees park?

**Chuck Cremer:** Stated they have about 10 diagonal spots on the north end of their building and south end of the Wheat Commission Building.

**Committee Member Zuckerman:** Asked if on the property line and not the alley?

**Chuck Cremer:** Confirmed, yes on property line.
Applicant Rebuttal

Brad Marczuk (Larson Architects): Stated currently the existing traffic pattern is the same pattern just moved over further across from the intersection.

Noted in regard to the existing parking on the alley:

- Alley is an ACHD right-of-way and they don’t have jurisdiction over the alley.

- In talking with ACHD, who has approved their approach onto State Street with a right-out, right-in only and the access alleyway, there is no licensing agreement that they are aware of with McU’s and ACHD and is an issue ACHD will have to address.

- Dedicated two additional feet to help get out.
  - Two exits out for emergency vehicles and for stacking.

- Parking is only 27,000 square feet which is not big and only for the office people from 8:00-5:00 so there are not a lot of trips going in/out.

Committee Member Zabala: Asked if they know how many on-grade parking stalls they have.

Brad Murczuk: Stated 19 existing and 39 proposed.

Committee Member Aguilar: Asked if they are closed on weekends.

Brad Murczuk: Confirmed yes, they have State operation hours.

Added in regard to construction staging, they are sure they can work something out with Division of Public Works (DPW) to use part of the existing parking to the east for a staging area for supplies, materials, etc.

Public Portion Closed

Committee Member Zuckerman: Stated she is delighted to see the Wheat Commission move up to the street/sidewalk. Feels it is good urban form and the existing is an embarrassment to downtown adding a lot of people enter that way and all they see on either side is surface parking. Likes the use of the stacked parking and would like to see others follow the example.
In regard to the two exists she feels that if the southern exit becomes difficult with the turning radius those people will probably choose to go north or that is what she would do and is in the user’s best interest to use the exit that suits them.

Added she really likes that the building is using more of the lot and does not look like a suburban strip and gave kudos for great urban design.

**Committee Member Zabala:** Stated the State, the Division of Public Works and the architect should submit this to the Guinness Book of World Records for packing 10 pounds in a five-pound bag. Added they have done an exceptional job of dealing with both building and zoning code issues and a site plan. Stated he feels this is a nice urban building for that corner which is a high-profile corner and a major connection on 9th Street from the North End going through town. Agreed the current building is an eyesore and needs to be improved. Noting this design is contemporary, fresh and has good quality building materials and will fit well.

Feels the concerns of McU’s will not be as bad as they think in terms of construction.

The on-grade parking inside of the west side of the alley will primarily be used by the visitors coming and going with the automated parking area more of a long-term use by the employees because of the manipulation of an automobile coming and going.

<table>
<thead>
<tr>
<th>RESULT:</th>
<th>APPROVED [5 TO 0]</th>
</tr>
</thead>
<tbody>
<tr>
<td>MOVER:</td>
<td>Thomas Zabala, Committee Member</td>
</tr>
<tr>
<td>SECONDER:</td>
<td>Jessica Aguilar, Committee Member</td>
</tr>
<tr>
<td>AYES:</td>
<td>Marsh, Aguilar, Zabala, Semple, Zuckerman</td>
</tr>
<tr>
<td>ABSTAIN:</td>
<td>Olivia D’Souza</td>
</tr>
<tr>
<td>ABSENT:</td>
<td>David Rudeen, Robert W. Talboy</td>
</tr>
</tbody>
</table>

V. **ADJOURNMENT**
TO: Design Review Committee
FROM: Joshua Wilson, Planning and Development Services
DATE: April 17, 2020
SUBJECT: DRH20-00101 / Alan Fox

SUMMARY:
DRH20-00101 / Alan Fox Location: 2926 S. Jupiter Avenue Construct an approximately 21,760 square foot self-service storage facility in twelve buildings using metal shipping containers and associated site improvements on property located in a M-1D (Light Industrial with Design Review) zone. KayCee Babb

BACKGROUND:
Application Received March 14, 2020 postponed due to COVID-19

RECOMMENDATION:

ATTACHMENTS:

• 1_DRH20-00101 Jupiter (PDF)
Summary for DRH20-00101

Staff’s Recommendation

Move to approve DRH20-00101 as recommended in the Findings of Fact, Conclusions of Law and the Recommended Conditions of Approval noted in the project report.

Summary

Alan Fox and Patrick McKeegan – PMA Inc. McKeegan Architects, request Design Review approval to construct an approximately 21,760 square foot self-storage facility and related site improvements while retaining the existing warehouse in the M-1D (Light Industrial District with Design Review Overlay) zone.

The subject property is located north of W Victory Road, at the corner of Woodlark Street and Jupiter Avenue. The surrounding uses include industrial and commercial uses, with residential properties south of Victory Road. The proposed project will require a variance for the front (west) setback. The project will also be required to decrease the provided parking or obtain conditional use approval to exceed the maximum parking requirement. The proposed project is a Level III improvement per the Boise Citywide Design Standards and Guidelines, as the addition increases the gross floor area of the site by more than 100 percent. Such developments shall conform to all applicable standards, not just the new development.

Staff has recommended conditions regarding obtaining the variance and conditional use approvals, internal pathways, 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=3.1.a
March 1, 2020

City of Boise
Planning and Development Services
150 N. Capitol Blvd.
Boise, Idaho 83701-0500

Re: Tower Storage 2626 S. Jupiter St.

On behalf of Alan D. Fox we are pleased to submit the attached application and supporting documents for a new Storage Facility and associated site work located at 2926 S. Jupiter Street, Boise, Idaho.

The applicant is proposing to construct a new 21,760 square foot single story self service storage facility on the 75,244 square foot site. The site is improved with a 6000 distribution warehouse and associated parking. The new storage buildings will be constructed on the remaining vacant lot. Access for the site will be off of S. Jupiter Street. Parking is being provided for 4 cars for the storage facility and 17 for the existing warehouse and office building, which exceeds the minimum requirements. The parking adjacent to public right of way and visible from Jupiter Street is configured with existing landscape buffers and islands. No internal landscaping is required in the industrial zone. The existing gravel yard will have paved drives and surface gutters for drainage. Two open drainage basins will be located in the northeast and northwest corners. The 10’ perimeter setback and easement will be covered with stone. Site lighting will be provided and shielded to not shine off site. A new 8’x8’ (clear) masonry trash enclosure for up to 8 rolling bins will be construct. It is for the use of the existing distribution center that currently uses trash bins. Storage tenants will be required to take any refuse off site in accordance with the rental contract.

The existing warehouse office building is painted concrete tilt up panels with anodized aluminum windows. The existing building is painted white with black and red fascia accents. The new buildings will be 20’ and 40’ long storage containers, grouped together. Some of the units will be subdivided into smaller units with new coiling doors. The primary paint scheme for the new units will be gray, with white, medium gray and black accent walls and trim. Unit identification will be contrasting text. The units will not be heated or cooled. Power will not be provided, the intent is for storage of household
and light commercial goods only. Power for owner maintenance will be provided at the existing building. Storage of hazardous materials will be limited by the storage contract with the user. The existing chain link fencing will remain. Placement of the storage units backing onto the property perimeter provide sight limitation from adjacent industrial property. Two entrance elements will be constructed utilizing pairs of 20’ storage containers on end with a connecting design element. They will be painted medium gray to match the storage units with provisions for identification signage on the vertical towers.

The storage facility offices will be housed in the existing building with appropriate signage. Signage for the facility will be reviewed and permitted separately.

We have made every effort to comply with the Design Guidelines and Codes. We would respectfully request our application be approved as submitted. If you have any question or need further information, please contact us.

Sincerely,

PMA, Inc. dba
Patrick McKeegan Architects

Patrick McKeegan
Principal Architect
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.
TOWER STORAGE DR SUBMITTAL - ENTRY ELEMENT ELEVATIONS
Existing Jupiter Street Entrance, building and parking.
Existing West Property Line and typical Storage Unit (will not be in this location!) in Medium Gray paint color. Units will be a mixture of Medium gray and white and Charcoal to match the building colors.
South property line, not units shown are on adjacent property, not ours.
Tower Storage Design Review Color Board

| UNITS | COLOR WHITE | UNIT | COLOR CHARCOAL |

Inkwell SW 6992

UNIT AND ENTRY TOWER COLOR MEDIUM GRAY
Planning Division Project Report

File Number: DRH20-00101
Applicant: Alan Fox
Property Address: 2926 S Jupiter Avenue

Public Hearing Date: May 13, 2020
Heard by: Design Review Committee

Design Review Planner: KayCee Babb
Design Review Supervisor: Josh Wilson

Public Notification

Newspaper notification published on: April 28, 2020
Radius notices mailed to properties within 300 feet on: April 28, 2020
Applicant posted notice on site on: April 27, 2020

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1. Project Data and Facts

<table>
<thead>
<tr>
<th>Applicant/Status</th>
<th>Alan Fox / Owner &amp; Applicant</th>
</tr>
</thead>
<tbody>
<tr>
<td>Architect/Representative</td>
<td>Patrick McKeegan / PMA Inc. McKeegan Architects</td>
</tr>
<tr>
<td>Location of Property</td>
<td>2926 S Jupiter Avenue</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></td>
</tr>
</tbody>
</table>

Construct an approximately 21,760 square foot self-service storage facility in twelve buildings using metal shipping containers and associated site improvements. The project will preserve an existing warehouse building located on the site, using space in the building for the storage unit offices, while also retaining the warehouse use.

2. Land Use

Description and Character of Surrounding Area

The subject property is located north of W Victory Road, at the corner of Woodlark Street and Jupiter Avenue, and is approximately 1.73 acres. The property is zoned M-1D. The land use designation is Industrial, and the property is located in the Southwest planning area. The surrounding uses include industrial and commercial uses, with residential properties south of Victory Road.

Adjacent Land Uses and Zoning

<table>
<thead>
<tr>
<th>North</th>
<th>Industrial / M-1D</th>
</tr>
</thead>
<tbody>
<tr>
<td>South</td>
<td>Industrial / M-1D</td>
</tr>
<tr>
<td>East</td>
<td>Industrial / M-1D</td>
</tr>
<tr>
<td>West</td>
<td>Industrial / M-1D</td>
</tr>
</tbody>
</table>

Site Characteristics

The subject parcel is already developed with an approximately 6,000 square foot warehouse and associated parking lot. There is existing attached sidewalk along Woodlark. The property was building in the County in 1999 and was annexed into Boise in 2009.

Special Considerations

The site is currently developed with a warehouse building that will remain. Based on the level of addition, this is a Level III improvement that requires the entire development to conform to all applicable standards, not just the new construction.

History of Previous Actions

CAR08-00029 – Annexation into the City of Boise
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>36%</td>
</tr>
<tr>
<td>Percentage of the site devoted to paving:</td>
<td>44%</td>
</tr>
<tr>
<td>Percentage of the site devoted to landscaping:</td>
<td>20%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>100%</td>
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</table>

Parking

<table>
<thead>
<tr>
<th>Proposed</th>
<th>Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accessible spaces proposed:</td>
<td>1</td>
</tr>
<tr>
<td>Total parking spaces proposed:</td>
<td>18</td>
</tr>
<tr>
<td>Number of compact spaces proposed:</td>
<td>0</td>
</tr>
<tr>
<td>Bicycle parking spaces proposed:</td>
<td>2</td>
</tr>
<tr>
<td>Parking Reduction requested?</td>
<td>No</td>
</tr>
</tbody>
</table>

*The site is currently overparked for the uses. To meet parking standards, stalls on site shall be reduced to a maximum of 12 stalls or a Conditional Use Permit to exceed the parking maximum shall be obtained. Parking is based on use, with the current indicated uses being a self-service storage unit and associated office, as well warehouse.

Setbacks

<table>
<thead>
<tr>
<th>Yard</th>
<th>Required</th>
<th>Proposed for Building</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front (West)</td>
<td>Building: 20'</td>
<td>Building: 10''</td>
</tr>
<tr>
<td></td>
<td>Parking: 7'</td>
<td>Parking: 10'</td>
</tr>
<tr>
<td>Interior Side (North)</td>
<td>Building: 0'</td>
<td>Building: 10'</td>
</tr>
<tr>
<td></td>
<td>Parking: 0'</td>
<td>Parking: 10'</td>
</tr>
<tr>
<td>Interior Side (South)</td>
<td>Building: 0'</td>
<td>Building: 10'</td>
</tr>
<tr>
<td></td>
<td>Parking: 0'</td>
<td>Parking: 9'</td>
</tr>
<tr>
<td>Rear (East)</td>
<td>Building: 0'</td>
<td>Building: 10'</td>
</tr>
<tr>
<td></td>
<td>Parking: 0'</td>
<td>Parking: 10'</td>
</tr>
</tbody>
</table>
The front setback in the M-1 zone is 20-feet. While this property is unique in how much street frontage it has, the front setback is not directly tied to frontage. Instead, the location of the primary street is used to help determine which side should be the front, often with the property line parallel to the street being designated the front property line. As such, the full expanse of the western property line is viewed as the front property line per the Boise City Zoning Code and shall meet the zoning setbacks or obtain a variance.

**Transportation**

<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>Jupiter Avenue</td>
<td>60’</td>
<td>Local</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Woodlark Street</td>
<td>0’</td>
<td>Local</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

**Average Daily Traffic Count (VDT)**
- There are no average daily traffic counts for either Jupiter Avenue or Woodlark Street.

**Fencing**
There is existing 6-foot-tall chain link fencing around the perimeter of the property. There are existing slats on a portion of the fencing. Due to the applicant proposing un-landscaped gravel around the perimeter of the storage units, a closed vision fence is required. The applicant shall add vinyl slats to the full perimeter of the storage units or provide an alternative screening material. The applicant is also proposing wrought iron fencing for the storage security sliding gates and to enclose the storage unit area from the parking lot.

**Outdoor Lighting**
The applicant has indicated a few wall mounted LED lights within the storage unit area. However, there is no indication of candle size that would illustrate what areas of the site will be illuminated and which areas will not be lit. To provide safety and security for both customers and their possessions, lighting shall be designed to avoid unlit building entries and provide a general means of secure egress. As such, a lighting plan showing the light candles on the site plan shall be submitted for review prior to submittal of Building permits. Staff will coordinate review of the lighting plan with Police to determine an appropriate final plan.

**Structure(s) Design**

<table>
<thead>
<tr>
<th>Number and Proposed Use of Buildings</th>
<th>12 shipping container storage unit buildings; 1 existing warehouse with storage office</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed Building Height</td>
<td>9-feet</td>
</tr>
</tbody>
</table>
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>11-04-6</td>
<td>Industrial Districts</td>
</tr>
<tr>
<td>11-07-03</td>
<td>Off-Street Parking and Loading Guidelines</td>
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</table>

<table>
<thead>
<tr>
<th>Comprehensive Plan Sections</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>SW-1</td>
<td>Southwest Planning Area</td>
</tr>
<tr>
<td>3-29</td>
<td>Design Principles for Commercial/Employment Areas</td>
</tr>
</tbody>
</table>

5. Analysis/Findings

The subject property is approximately 1.73 acres, located at the northwest corner of Jupiter Avenue and Woodlark Street. The property is one parcel north of Victory Road. The land use designation is Industrial, and the property is in the Southwest planning areas. The surrounding uses include industrial and commercial properties, with residential properties south of Victory Road. The current site was developed in 1999, with the property annexed into the city in 2009.

The proposed project is a Level III improvement per the Boise Citywide Design Standards and Guidelines. Level III improvements require that the entire development shall conform to all applicable standards, not just new construction.
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 twelve single-story structures, built out of shipping containers, and to maintain the existing warehouse building. The office for the storage units will be located within a tenant space in the existing building. Access to the site is from an existing curb cut at the corner of Jupiter and Woodlark. The property currently has 19 parking stalls on site. The applicant is reducing the parking stalls to 18 by removing one stall to accommodate landscape terminals. However, at 18, the site will be overparked for the proposed uses. Storage units and their associated office have a parking minimum of 4 stalls. The 6,000 square foot warehouse, at a parking minimum of 1 stall per 2,000 square feet, requires 3 stalls. The maximum parking allowed for a site requiring 7 stalls is 1.75 the minimum, or 12. Due to the project being a Level III improvement, even existing parking is required to be brought into current compliance. The applicant will need to reduce the parking by 6 stalls or obtain a Conditional Use Permit to exceed the parking maximum. One accessible parking stall is proposed; however, the access aisle needs to be located on the right (passenger) side to be van accessible. The parking lot drive aisle is approximately 23 feet, meeting the 22-foot minimum. The service drives within the storage unit area range between 20-feet-7-inches to 25-feet-5-inches, meeting the minimum 20-feet for a two-way drive.

There are narrower paved pathways between the storage unit buildings and gravel areas adjacent to the service drives. To prevent vehicles are parking or driving on narrow or unimproved areas, bollards or a similar physical barrier shall be proposed to block vehicular traffic from gravel areas and paved areas less than 10-feet in width. Any paved areas between 10-feet and 20-feet will need to be marked as one-way.

**Non-Motorized Circulation and Connections**

There is existing 5-foot-wide sidewalk, curb, and gutter along Woodlark Street, terminating in the curb cut for the subject’s property driveway. The applicant is proposing a striped pathway from the street to the interior of the site. However, there is no indication that the pathway is connected to the sidewalk. The pedestrian pathway leading into the site shall be connected to the sidewalk along Jupiter/Woodlark with an accessible curb ramp to create an accessible and direct pathway into the site. There is existing sidewalk abutting the warehouse building. One “U” shaped bicycle rack is proposed near the warehouse main entry, which provides two bicycle parking stalls.

**Traffic Impact Summary**

The proposed development, with internal pathways and bicycle parking, will improve the pedestrian connectivity to the site. 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 masonry trash enclosure with metal gate, located between buffer landscaping and the storage unit gate entry. Trash carts are proposed, rather than a dumpster, as they were previously used for the warehouse building. Comments from Solid Waste indicate that the proposed location of the trash carts may need to be relocated to allow for a side-load truck to safely and efficiently service the containers. The applicant will need to coordinate the final location of the trash carts and enclosure with Public Works. Any location shall conform to both Public Works and Design Review standards for screening.

**Landscape Design**

There is existing landscaping on site, including landscaping abutting the building and buffering the existing parking lot. After a redesign from the initial submission, the applicant is proposing terminal planters for the customer and employee parking. However, terminal planters require Class II trees. The species proposed by the applicant, the Flowering Pear and the Tartarian Maple, are both Class I. As conditioned, the applicant shall select Class II trees that approved for use by the City of Boise, as documented in the Treasure Valley Tree Selection Guide. For the 60-feet of street frontage, the property requires two Class II street trees. There are currently
two Class II crab trees located along the street. Complying to the word of the Boise City Zoning Code would waste existing resources and remove established trees. Instead, alternative landscape compliance is proposed by Staff. Per the Boise City Zoning Code, alternative compliance is permitted to provide for alternative means to meet the intended purposes of the landscape requirements when explicit compliance is not feasible, or the alternative means are superior to what is required. As an alternative compliance, Staff is proposing the planting of either one Class II tree or two Class I trees in the landscape buffer along the southern property line. This alternative meets the intent of the Boise City Zoning Code by balancing the class species and providing additional shade and softening of the adjacent industrial uses for customer and employees in the parking lot. Based on the provide landscape plans, there is also sufficient space to plant either one or two trees in the buffer.

Ground cover proposed ranges from lawn, to shrubbery with bark or rock mulch, and gravel. Areas of gravel, not meeting xeriscape standards, shall be fully screened from view with closed vision fencing, which can include the installation of vinyl slats into the existing chain link fencing. Additionally, vehicular traffic shall be blocked from accessing large areas of gravel, such as around the perimeter, with bollards or a similar barrier.

**Landscaping, Stabilization and Screening Summary**

Based on the preceding analysis and the suggested conditions of approval, as well as landscape alternatives, the landscape plan will provide a mixture of species that will provide year-round color and will soften the overall appearance of the site. An appropriate buffer will be provided between the office use and the abutting single-family homes, softening the proposed building and increasing privacy for both properties.

**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 applicant is proposing two drainage retention basins at the northwest and northeast corners of the property. 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.

**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**

<table>
<thead>
<tr>
<th>Material Location</th>
<th>Type/Color</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roof:</td>
<td>Metal / Medium Gray</td>
</tr>
<tr>
<td>Exterior Walls:</td>
<td>Metal / Medium Gray and Charcoal</td>
</tr>
<tr>
<td>Windows/ Doors:</td>
<td>Metal / Medium Gray and Charcoal</td>
</tr>
<tr>
<td>Trim, Fascia, Etc.</td>
<td>Metal / Medium Gray</td>
</tr>
</tbody>
</table>

**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 existing warehouse building is concrete tilt up panels, painted white with black and red accents. The applicant is proposing to construct 21,760 square feet of storage units out of 20-foot and 40-foot long shipping containers. The metal shipping containers will be provided with metal coiling doors. The primary color schedule for the units will be grey, with white, medium grey, and black accent walls and trim. The materials and colors are appropriate for use and zone. In industrial zones, buildings are not required to comply with all building design standards, meaning metal siding may be located within two feet above grade when adjacent to drive aisles and...
pedestrian pathways. Overall the colors and materials are appropriate for the industrial development in the 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 proposed storage units will all be single-story, with a peak height of 9 feet, well below the maximum allowed height of 55-feet. There are two proposed decorative gates, which are proposed at approximately 25-feet. The new construction will have a minimal impact on surrounding properties and will be nominal in size compared to other development in the area. Overall, the building’s massing and articulation are appropriate and compatible with the surrounding neighborhood.

**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).*

In the industrial zone, construction does not need to meet all building design standards found in the Boise Citywide Design Standards and Guidelines. However, industrial buildings shall provide an articulated and welcoming building entry for structures with an office component and/or customer/client use. This includes providing weather protection over primary entries and incorporating a combination of façade articulation, material change, and design details to create a clearly defined entry. The existing warehouse building has canopies over the two entries. However, the current proposal does not provide façade articulation, material changes, or design details for the entry into the storage units. While there is detailing at the top of the gate entries, the storage containers directly facing into the parking lot, including the base of the gates, are one material with no articulation, resulting in start blank walls. To meet the Design Review Guidelines for a welcoming entry for customers, the project has been conditioned to incorporate design elements on the visible storage containers. Design elements may include secondary base materials, faux windows, or contrasting metal detailing.
A design detail proposed by the applicant is a security graphic within the wrought iron screen of the entry gate. The security graphic is of a person holding a weapon. In the first rendition of the graphic, it was a silhouette. In the second, the security graphic is an outline. There are no additional details as to the material or design. After communicating with Police about the project, it was determined that the illustration of a weapon creates a security concern and could result in an increase of unnecessary police calls, particularly during overcast weather or at darker times of day, either early morning or late evening, when the storage units may be accessed. While an industrial zone, the use of a self-storage unit facility is customer focused and generates, per comments received by the Ada County Highway District, an additional 23 vehicle trips per day. The proposed illustration does not increase physical safety of the property, but does raise security concerns, and does not provide a welcoming entry to the public, going against the Design Review guidelines. To comply with Police comments, the applicant is required to remove the weapon from the silhouette affixed to the gate elements. A silhouette of a person, without weapons, may be permitted. However, Police recommends using surveillance cameras for security measures.

**Building Design Summary**

The building is designed with appropriate colors and materials 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 March 11, 2020 and revised March 20, 2020, except as expressly modified by the following
conditions:

a. Comply with all setbacks or obtain a variance. The front setback in the M-1 zone is 20-feet.

b. To meet parking standards, stalls on site shall be reduced to a maximum of 12 or a Conditional Use Permit to exceed the parking maximum shall be obtained.

c. Access aisle shall be located on the right (passenger) side of the van accessible parking stall.

d. All areas accessible to vehicles shall be paved and a minimum of 10-feet for one-way drives, marked, and 20-feet for two-way drives. Gravel areas proposed between storage unit buildings and around the perimeter, and areas less than 10-feet in width, shall be blocked to vehicular traffic by bollards or similar physical barrier.

e. Pedestrian pathway leading into the site shall be connected to the sidewalk along Jupiter/Woodlark with an accessible curb ramp. All work within the public right-of-way shall be approved by and coordinated the Ada County Highway District.

f. As a landscape alternative, plant one Class II tree or two Class I trees along the landscape buffer along the southern property line.

g. Provide Class II trees in the parking terminals, as designated by the Treasure Valley Tree Selection Guide and approved for use in the City of Boise. Flowering Pear and Tatarian Maple are both Class I species per the guide.

h. Incorporate design elements on the storage containers directly facing into the parking lot to avoid blank walls and create a welcoming entry for the customer focused storage units. Design elements may include secondary base materials, faux windows, or contrasting metal detailing.

i. To comply with Police comments, remove the weapon from the silhouette affixed to the gate elements. A silhouette of a person, without weapons, may be permitted. However, Police recommends using surveillance cameras for security measures.

j. If applicable, indicate keypad/entry scanner on site plan. Location shall not interfere with parking stalls or backup space.

k. All gravel areas shall be fully screened from view with site obscuring fencing.
The existing chain link fencing may be used to satisfy this condition with the addition of vinyl slats throughout the perimeter.

I. Provide a lighting plan that shows the light candles on the site plan. Lighting shall be designed to avoid unlit building entries and be aimed to provide security for customers and customer possessions.

m. Comply with all Street Lights requirements, including installing a street light at the SW corner of the lot. Contact Public Works for all required facilities and location(s) prior to submittal of 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 (3-13-20)
   - Sewers (3-16-20)
   - Street Lights (3-13-20)
   - Solid Waste (3-20-20)

   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 Boise Project Board of Control and/or New York 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. A total of one (1) 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.
To: Planning and Development Services

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

Subject: Street Light Comments
       DRH20-00101: 2926 S Jupiter Ave.

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. SWC of lot a 30’ black roadway pole with a 15’ mast and a class “B” fixture

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. Jupiter Ave

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.
March 27, 2020

To: Alan Fox, via email
   1050 S. State Street
   Salt Lake City, UT 84111

Subject: BOI20-0143/DRh20-00101
         2926 S. Jupiter Avenue
         Tower Storage-21,760 Square Feet of Self-Service Storage Units

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).

The applicant shall be required to:

1. Pay a traffic impact fee. 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

This development is estimated to generate 33 additional vehicle trips per day (10 existing); and 4 additional vehicle trips per hour in the PM peak hour (1 existing), based on the Institute of Transportation Engineers Trip Generation Manual, 10th edition.

If you have any questions, please feel free to contact me at (208) 387-6218.

Sincerely,

Dawn Battles
Planner
Development Services

cc: City of Boise (KayCee Babb), via email
    PMA, Inc. (Patrick McKeegan), 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: Planning and Development Services  
FROM: Randi Walkins  
        Environmental Analyst  
        Public Works Department  
DATE: 3/20/2020  
RE: Solid Waste Comments – DRH20-00101

City of Boise Solid Waste staff has reviewed the application for this project and has the following comment(s):

Based on the current site configuration, the trash carts may need to be staged in a location other than where the solid waste enclosure is located for service. This could include another location on the property that would allow a side-load truck to safely and efficiently service the containers.

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.
Date: March 16, 2020

To: Planning and Development Services

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

Subject: DRH20-00101; 2926 S. Jupiter Avenue; Sewer Comments

If the proposed structure contains plumbing fixtures, connection to central sanitary sewer is required. 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.
INTER-DEPARTMENT CORRESPONDENCE

Date: 3/13/2020

To: Planning and Development Services

From: Brian Murphy, Drainage Coordinator
Public Works

Subject: DRH20-00101; 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 at 208-608-7148 or bmurphy@cityofboise.org.
20 March 2020

Boise City Planning & Development
150 North Capitol Boulevard
P O Box 500
Boise, Idaho 83701-0500

RE: Alan Fox DRH20-00101
2926 S Jupiter Ave.
New York Irrigation District NY – 203-030-13
Main Canal 454+50
Sec. 24, T3N, R1E, BM.

Boise City Planning:

There are no Boise Project facilities located on the above-mentioned property, however it does in fact possess a valid water right.

Local irrigation/drainage ditches that cross this property, in order to serve neighboring properties, must remain unobstructed and protected by an appropriate easement.

If you have any further questions or comments regarding this matter, please do not hesitate to contact me at (208) 344-1141.

Sincerely,

Thomas Rithaler
Assistant Project Manager, BPBC

tbr/tr
cc Clint McCormick Watermaster, Div; 2 BPBC
Terri Hasson Secretary-Treasurer-NYID
File
TO: Design Review Committee
FROM: Joshua Wilson, Planning and Development Services
DATE: April 17, 2020
SUBJECT: DRH20-00145 / Jeff Likes, ALC Architecture

SUMMARY:
DRH20-00145 / Jeff Likes, ALC Architecture / Location: 10990 W. Fairview Avenue Construct an approximately 9,000 square foot accessory structure on a site shared with an existing office building in a C-2D/DA (General Commercial with Design Review and Development Agreement) zone. KayCee Babb

BACKGROUND:
Application received on April 10, 2020 postponed due to COVID-19

RECOMMENDATION:

ATTACHMENTS:

- 2_DRH20-00145 Fairview (PDF)
Summary for DRH20-00145

Staff's Recommendation

Move to approve DRH20-00145 as recommended in the Findings of Fact, Conclusions of Law and the Recommended Conditions of Approval noted in the project report.

Summary

Don Baldwell and Jeff Likes – ALC Architects, requests Design Review approval to construct a 9,000 square foot accessory storage building and related site improvements on a site with an existing 4,760 square foot building in the C-2D/DA (General Commercial with Design Review Overlay and Development Agreement) zone. The property was recently rezoned and approved for auto sales, with the use proposed to continue with this addition.

The subject property is located on the north side of Fairview Avenue, west of Five Mile Road. The property was recently rezoned to C-2D, with an attached Development Agreement. The surrounding uses include commercial offices, self-storage, and retail. The proposed project is a Level III improvement per the Boise Citywide Design Standards and Guidelines, as the addition increases the gross floor area of the site by more than 100 percent. Such developments shall conform to all applicable standards, not just the new development.

Staff has recommended conditions regarding complying with past approvals, internal pathways, landscaping, and bicycle parking. 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=3.2.a
March 13, 2020

City of Boise  
Planning & Development Services  
C/O: Planning and Zoning – 2nd Floor  
150 North Capitol Boulevard  
Boise, Idaho 83701

Re: 10990 W. Fairview Ave. – Accessory Building

Greetings Planning and Zoning Staff:

Thank you for the opportunity to provide our proposal for an accessory use building located to the north of the existing Sales Facility. Our proposal is to add a 9,000 s.f. metal building with stone accents and stucco walls with overhead doors and storefront doors with metal eyebrow awnings. The colors of the building will match the existing sales building currently located on the site, to an existing drive-thru awning. The existing building is approximately 5,280 square feet and the primary use is an Auto Sales Facility.

We look forward to staff’s comments / thoughts and look forward to your approval of our Accessory Structure application. Should you have any questions or concerns regarding this project please don’t hesitate to contact? We thank you for your time and consideration.

Thank you,

Jeff Likes  
Architect  
ALC Architecture  
jeff@alcaarchitecture.com  
208.514.2713
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.
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10990 FAIRVIEW

BOISE, IDAHO 83713

JURISDICTION: BOISE

ZONE: C-2D/DA

SITE AREA: 56,192 S.F.

1.190 ACRES

BUILDING AREA: 9,000 S.F.

PARKING PROVIDED: 26 STANDARD SPACES

2 ADA SPACES

TOTAL SPACES: 28

PARKING REQUIRED:

OFFICE = 16 SPACES (1:300)

ACCESSORY = 10 SPACES (1:900)

TOTAL: 26 SPACES

EXISTING OFFICE

4,760 SF

EXISTING STORAGE

150'X60'

9,000 S.F.

ACCESS EASEMENT

30'-0""
CONCEPTUAL SITE LAYOUT
SEPTEMBER 19, 2019

SCALE:
3/16"=1'-0"

NORTH ELEVATION

FIN. FLR.
0'-0"

T.O. CMU
4'-0"

T.O. O.H. DOOR
12'-0"

T.O. RIDGE
21'-6"

B.O. AWNING
8'-8"

FIN. FLR.
0'-0"

T.O. RIDGE
21'-6"

STUCCO WALL PANEL
MANUFACTURER: SENERGY
COLOR: 3108 BADGER

KALWALL WALL PANEL
STUCCO WALL PANEL
MANUFACTURER: SENERGY
COLOR: 3108 BADGER

PRE MANUFACTURED STONE VENEER
MANUFACTURER: CULTURED STONE
STYLE: LEDGESTONE
COLOR: BLACK MOUNTAIN

METAL EYEBROW AWNING
COLOR: DARK BRONZE

INSULATED OVERHEAD DOOR
COLOR: DARK BRONZE

STOREFRONT ENTRY DOOR
COLOR: DARK BRONZE

INSULATED OVERHEAD DOOR
COLOR: DARK BRONZE

PRE MANUFACTURED STONE VENEER
MANUFACTURER: CULTURED STONE
STYLE: LEDGESTONE
COLOR: BLACK MOUNTAIN

METAL ROOFING
MANUFACTURER: AEP SPAN
DESIGN SPAN HP
COLOR: MATCH EXISTING

METAL ROOFING
MANUFACTURER: AEP SPAN
DESIGN SPAN HP
COLOR: MATCH EXISTING

---

SOUTH ELEVATION

---

NORTH ELEVATION

---
SITE PLAN

1119 E. State Street, Suite 120 - Eagle, Idaho 83616
p. 208.514.2713 www.alcarchitecture.com

CONCEPTUAL SITE LAYOUT
SEPTEMBER 19, 2019

SCALE: 3/16"=1'-0"

WEST ELEVATION

FIN. FLR. 0'-0"
T.O. CMU 4'-0"
T.O. O.H. DOOR 12'-0"
T.O. RIDGE 21'-6"
B.O. AWNING 8'-8"
FIN. FLR. 0'-0"
T.O. RIDGE 21'-6"

EAST ELEVATION

FIN. FLR. 0'-0"
T.O. O.H. DOOR 12'-0"
T.O. RIDGE 21'-6"
STUCCO WALL PANEL
MANUFACTURER: SENERGY
COLOR: 3108 BADGER

PRE MANUFACTURED STONE VENEER
MANUFACTURER: CULTURED STONE
STYLE: LEDGESTONE
COLOR: BLACK MOUNTAIN

METAL EWYBROW AWNING
COLOR: DARK BRONZE

INSULATED HOLLOW METAL DOOR
COLOR: TO MATCH STUCCO

INSULATED OVERHEAD DOOR
COLOR: DARK BRONZE

METAL ROOFING
MANUFACTURER: AEP SPAN
DESIGN SPAN HP
COLOR: MATCH EXISTING

ATTACHMENT: 2_DRH20-00145 Fairview  (DRH20-00145 / Jeff Likes, ALC Architecture)
This map is a user-generated static output from an Internet mapping site and is for general 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 OR LEGAL PURPOSES.
RECORDING REQUESTED BY AND
WHEN RECORDED RETURN TO:

Planning and Development Services Department
City of Boise City
P.O. Box 500
Boise, Idaho 83701-0500

Re-recording to include
missing conditions from 2019-122512

(Space Above for Recorder’s Use)

DEVELOPMENT AGREEMENT

This Development Agreement ("Agreement") is by and between the City of Boise City, a municipal corporation of the State of Idaho (the "City") and CDTC Investments L.P., an Idaho limited partnership (the "Developer"), the owner of the real property legally described on Exhibit A attached hereto and made a part hereof (the "Property") and the applicant for Boise City rezone case number CAR19-00012.

WHEREAS, the Developer has applied to the City for a conditional rezone to C-2D/DA of the Property to develop approximately 1.29 acres making up 1 commercial location with existing structure on W. Fairview Avenue, Boise, Idaho; and

WHEREAS, the City, pursuant to Boise City Code section 11-03-04.2 and Idaho Code section 67-6511A, has the authority to conditionally rezone the Property and to enter into a development agreement for the purpose of allowing, by agreement, a specific development to proceed in a specific area and for a specific purpose or use which is appropriate in the area, but for which the requested zoning may not be consistent with Idaho Code and Boise City Code; and

WHEREAS, the City’s Planning & Zoning Commission and City Council have held public hearings as prescribed by law with respect to the zoning and planned development of the Property and this Agreement; and

WHEREAS, it is the intent and desire of the parties hereto that development of the Property proceed as provided herein, subject to the terms and conditions of this Agreement and the amendments hereto.

NOW THEREFORE, in consideration of the above recitals and the mutual consideration as reflected in the covenants, duties and obligations herein set forth, the sufficiency of which is hereby acknowledged, the parties hereto agree as follows:

1. Description and Location of Property; Size of Property; Present Zoning. This conditional C-2D/DA zone shall apply to the Property. The commonly-associated address of the Property is 10990 W. Fairview Ave., Boise, ID 83713, which are identified as the

10990 W. Fairview Ave. (CAR19-00012) Development Agreement
following parcel R1580902556 and detailed in Exhibit A. The Property is approximately 1.29 acres. The Property was formerly zoned by City of Boise as C-1D.

2. **Use Permitted by this Agreement.** The sole uses allowed pursuant to this conditional rezone as reflected in this Agreement are use as a commercial retail establishment, as shown in Exhibit C. The Developer agrees that this Agreement specifically allows only the uses described and specifically incorporated herein under the conditional C-2D zone. No change in the uses specified in this Agreement shall be allowed without modification of this Agreement pursuant to the requirements of Boise City Code.

3. **Construction of Use in Conditional Zone.** Except for future permitted remodel, renovation or construction and any Rezoning Conditions stated herein, the site shall remain substantially similar to the parcel map and image attached hereto as Exhibit B and made a part hereof (the “Parcel Map”) and shall be consistent with the development standards set forth below as well as the conditions of approval in Exhibit C. Failure to construct the development consistent with this Agreement and the Boise City Development Code or construction in variance with this Agreement, including any amendment of this Agreement, shall constitute a default of this Agreement by the Developer.

a. **Rezoning Conditions.** The following items, requirements, and conditions shall be applied to the rezoning the Property to a C-2D/DA zone.

i. **Outdoor Vehicle Display.** As a commercial retail establishment, no vehicles or other merchandise for sale shall be displayed on the service drives, grass or landscaped area between Fairview Avenue and the building located on the Property.

ii. **No Demolition of the Building.** Except for future permitted redevelopment, remodels or renovations, the building located on this property shall not be razed or demolished, but shall remain a fixture to the Property.

iii. **Building Remodel.** The building on the Property currently features a drive-thru window and awning. This portion of the building shall be remodeled so that when viewed from Fairview Avenue the building’s drive-thru feature is no longer a visual characteristic.

iv. **Redevelopment Prohibited Uses.** In the event the site completely redevelops the following uses are prohibited: Convenience Store with Gasoline Service, Surface Automotive Sales Lot, Car Wash, Major and Minor Motor Vehicle Repair, Commercial and Off-Site Accessory Parking Lots, Service Station, Outdoor Storage and Self-Service Storage.

4. **Default.** In the event the Developer, its heirs or assigns, or subsequent owners of the Property, or any other person acquiring an interest in the Property, changes or expands the use

10990 W. Fairview Ave. (CAR19-00012) Development Agreement
permitted by this Agreement without formal modification of this Agreement as allowed by Boise City Code, or fails to faithfully comply with all of the terms and conditions included in this Agreement, this Agreement may be modified or terminated by the Boise City Council upon compliance with the requirements of Boise City Code.

a. **Amendment.** In the event the Boise City Council determines that this Agreement shall be modified, the terms of this Agreement shall be amended, and the Developer shall comply with the amended terms. Failure to comply with the amended terms shall result in default.

b. **Termination.** In the event the Boise City Council, after compliance with the requirements of Boise City Code, determines that this Agreement shall be terminated as a result of default, the zoning of the Property shall revert to the City of Boise C-1D. All uses of the Property which are not consistent with the City of Boise C-1D zoning or otherwise approved by the City shall cease.

c. **Non-Waiver.** A waiver by the City of any default by the Developer of any one or more of the covenants or conditions hereof shall apply solely to the breach and breaches waived and shall not bar any other rights or remedies of the City or apply to any subsequent breach of any such or other covenants and conditions.

5. **Effective Date.** This Agreement shall be effective on the date that the City has adopted and published an ordinance by the Boise City Council zoning the Property as described herein and pursuant to case number CAR19-00012 (the “Rezoning Ordinance”).

6. **Consent to Rezone.** The Developer, and its heirs, successors, assigns and personal representatives, by entering into this Agreement, do hereby agree that in the event there shall be a default in the terms and conditions of this Agreement in connection with the Property, after compliance with the requirements of Boise City Code, this Agreement shall serve as consent to a rezone of the Property to the City of Boise C-1D zoning, as provided in Idaho Code section 67-6511A.

7. **Notices.** Any and all notices required to be given by either of the parties hereto shall be in writing and be deemed delivered upon personal service, if hand-delivered, or when mailed in the United States mail, certified, return receipt requested, addressed as follows:

a. **To the City:**

   Director, Planning and Development Services Department  
   City of Boise City  
   P.O. Box 500  
   Boise, Idaho 83701-0500

67-6511A
b. To the Developer:

CDTC Investments L.P.
Attn: Donald Baldwin, Manager
26 Freedom Ranch Rd.
Garden Valley, ID 83622

Either party shall give notice to the other party of any change of its address for the purpose of this section by giving written notice of such change to the other in the manner herein provided. The Developer expressly agrees to notify any successors and assigns of the need to provide the City with a current address. In the event any successor or assign fails to provide an address, the City’s obligation of mailing shall be deemed accomplished by use of the address on file with the County Tax Assessor.

8. Attorneys’ Fees. Should any litigation be commenced between the parties hereto concerning this Agreement, the prevailing party shall be entitled, in addition to any other relief as may be granted, to court costs and reasonable attorneys’ fees as determined by a court of competent jurisdiction. This provision shall be deemed to be a separate contract between the parties and shall survive any default, termination, or forfeiture of this Agreement.

9. Time Is of The Essence. The parties hereto acknowledge and agree that time is strictly of the essence with respect to each and every term, condition, and provision hereof, and that the failure to timely perform any of the obligations hereunder shall constitute a breach of and a default under this Agreement by the party so failing to perform.

10. Binding Upon Successors. This Agreement shall be binding upon and inure to the benefit of the parties’ respective successors, assigns, and personal representatives, including the City’s corporate authorities and their successors in office. This Agreement shall be binding on the owner of the Property, each subsequent owner of the Property, and each other person acquiring an interest in the Property. This Agreement shall run with the land.

11. Requirement for Recordation. The City shall record this Agreement, including all exhibits attached hereto, prior to adopting and publishing the Rezoning Ordinance. If for any reason after such recordation the Boise City Council fails to adopt such an ordinance, the City shall execute and record an appropriate instrument of release of this Agreement.

12. Invalid Provisions. If any provision of this Agreement is held not valid, such provision shall be deemed to be excised therefrom, and the invalidity thereof shall not affect any of the other provisions contained herein.

[end of text – signatures on following pages]

10990 W. Fairview Ave. (CAR19-00012) Development Agreement
IN WITNESS WHEREOF, the parties to this Agreement have caused it to be executed.

Dated this 4th day of December, 2019

CITY / GRANTOR:

CITY OF BOISE CITY,
an Idaho municipal corporation

By: ____________________________

David H. Bieter, Mayor

ATTEST:

________________________________________
Lynda Lowry, City Clerk

STATE OF IDAHO )
) ss.
County of Ada)

On this 4th day of December, 2019, before me, the undersigned, a Notary Public in and for said State, personally appeared David H. Bieter, known or identified to me to be the Mayor of the City of Boise City, the Idaho municipal corporation that executed the within and foregoing instrument, or the person who executed the instrument on behalf of said Idaho municipal corporation, and acknowledged to me that such Idaho municipal corporation executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

________________________________________
Debbie Westervelt
Notary Public for Idaho
My commission expires: 8.24.2021

10990 W. Fairview Ave. (CAR 19-00012) Development Agreement
DEVELOPER / GRANTEE:

CDTC Investments L.P.,
an Idaho limited partnership

By: CDTC Investments L.P.,
an Idaho limited partnership

Its: Manager

By: __________________________
Donald Baldwin

STATE OF IDAHO

) ss.
County of Ada

On this 4th day of November, 2019 before me, a notary public in and for the State of Idaho, personally appeared Donald Baldwin, known or identified to me the Manager of CDTC Investments L.P., an Idaho limited partnership, that signed the within and foregoing instrument, and acknowledged to me that such Idaho limited liability company executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

Kelsey N. Hylton
Notary Public for Idaho
My commission expires: May 10, 2023

10990 W. Fairview Ave. (CAR 19-00012) Development Agreement
EXHIBIT A
Property Legal Description

PAR #2556 OF LOTS 10 & 11
R S #1816 PAR #2
COUNTRY HOME ADD
#2555 B

Parcel: R1580902556
EXHIBIT B
Parcel Map

10990 W. Fairview Ave. (CAR19-00012) Development Agreement
EXHIBIT C
Conditions of Approval

Rezoning Conditions. The following items, requirements, and conditions shall be applied to the rezoning the Property to a C-2D zone:

1. **Outdoor Vehicle Display.** As a commercial retail establishment, no vehicles or other merchandise for sale shall be displayed on the service drives, grass or landscaped area between Fairview Avenue and the building located on the Property.

2. **No Demolition of the Building.** Except for future permitted redevelopment, remodels or renovations, the building located on this property shall not be razed or demolished, but shall remain a fixture to the Property.

3. **Building Remodel.** The building on the Property currently features a drive-thru window and awning. This portion of the building shall be remodeled so that when viewed from Fairview Avenue the building's drive-thru feature is no longer a visual characteristic.

4. **Redevelopment Prohibited Uses.** In the event the site completely redevelops the following uses are prohibited: Convenience Store with Gasoline Service, Surface Automotive Sales Lot, Car Wash, Major and Minor Motor Vehicle Repair, Commercial and Off-Site Accessory Parking Lots, Service Station, Outdoor Storage and Self-Service Storage.

10990 W. Fairview Ave. (CAR19-00012) Development Agreement
Planning Division Project Report

File Number: DRH20-00145
Applicant: Jeff Likes
Property Address: 10990 W Fairview Ave

Public Hearing Date: May 13, 2020
Heard by: Design Review Committee

Design Review Planner: KayCee Babb
Design Review Supervisor: Josh Wilson

Public Notification:
Newspaper notification published on: April 28, 2020
Radius notices mailed to properties within 300 feet on: April 28, 2020
Applicant posted notice on site on: April 28, 2020

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7. Conclusion and Recommended Conditions .......................................................................... 11
8. Agency Comments ................................................................................................................ 18
1. Project Data and Facts

<table>
<thead>
<tr>
<th>Owner</th>
<th>Don Baldwell</th>
</tr>
</thead>
<tbody>
<tr>
<td>Architect/Representative</td>
<td>Jeff Likes / ALC Architects</td>
</tr>
<tr>
<td>Location of Property</td>
<td>10990 W Fairview Avenue</td>
</tr>
<tr>
<td>Present Zoning and Land Use</td>
<td>C-2D/DA / Commercial</td>
</tr>
<tr>
<td>Description of Applicant's Request</td>
<td>Construct a 9,000 square foot accessory storage building and related site improvements on a site with an existing 4,760 square foot building.</td>
</tr>
</tbody>
</table>

2. Land Use

Description and Character of Surrounding Area

The subject property is located on the north side of Fairview Avenue, west of Five Mile Road, and is approximately 1.29 acres. The property is zoned C-2D, with an attached Development Agreement. The land use designation is Commercial, and the property is located in the West Bench planning area. The surrounding uses include commercial offices, self-storage, and retail. The property was recently rezoned and approved for auto sales, with the use proposed to continue with this addition.

Adjacent Land Uses and Zoning

<table>
<thead>
<tr>
<th>North</th>
<th>Commercial / C-2D/DA</th>
</tr>
</thead>
<tbody>
<tr>
<td>South</td>
<td>Commercial / C-2D/DA</td>
</tr>
<tr>
<td>East</td>
<td>Self-Storage / C-2D/DA</td>
</tr>
<tr>
<td>West</td>
<td>Commercial / C-2D/DA</td>
</tr>
</tbody>
</table>

Site Characteristics

The subject parcel is already developed with an approximately 4,760 square foot office building with associated parking lot. The proposed storage building will be located towards the rear of the property, with the existing office building oriented towards the street. There is existing attached sidewalk, curb, and gutter along Fairview.

Special Considerations

The site is currently development with an office building that will remain. Based on the level of addition, this is a Level III improvement that requires the entire development to conform to all applicable standards, not just the new construction.

Additionally, there is an associated Development Agreement attached to the property that was recorded as part of the rezone in 2019. The Development Agreement primarily restricts vehicle and other merchandise display areas, preservation of the existing office building, and prohibited uses in the event the site completely redevelops. The proposal is in compliance with the recorded Agreement.
### 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>24%</td>
</tr>
<tr>
<td>Percentage of the site devoted to paving:</td>
<td>50%</td>
</tr>
<tr>
<td>Percentage of the site devoted to landscaping:</td>
<td>26%</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>2</td>
</tr>
<tr>
<td>Total parking spaces proposed:</td>
<td>31</td>
</tr>
<tr>
<td>Number of compact spaces proposed:</td>
<td>0</td>
</tr>
<tr>
<td>Bicycle parking spaces proposed:</td>
<td>3</td>
</tr>
<tr>
<td>Parking Reduction requested?</td>
<td>No</td>
</tr>
<tr>
<td>Off-site Parking requested?</td>
<td>No</td>
</tr>
</tbody>
</table>

*The minimum number of parking spaces required for the office building is 16. As accessory storage, the new building’s parking is determined by the Director, rather than a set table designation. As such, the additional 15 stalls are found to be appropriate for the storage building and vehicle display areas. A minimum of 16 stalls shall be reserved for customer and vehicle parking only.*
Setbacks

<table>
<thead>
<tr>
<th>Yard</th>
<th>Required</th>
<th>Proposed for Building</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front</td>
<td>Building: 10’</td>
<td>New Building: 157’</td>
</tr>
<tr>
<td></td>
<td>Parking: 10’</td>
<td>Parking: 25’</td>
</tr>
<tr>
<td>Interior Side (West)</td>
<td>Building: 0’</td>
<td>New Building: approx. 37.5’</td>
</tr>
<tr>
<td></td>
<td>Parking: 5’</td>
<td>Parking: 7’</td>
</tr>
<tr>
<td>Interior Side (East)</td>
<td>Building: 0’</td>
<td>New Building: 57’</td>
</tr>
<tr>
<td></td>
<td>Parking: 5’</td>
<td>Parking: 6’</td>
</tr>
<tr>
<td>Rear</td>
<td>Building: 0’</td>
<td>New Building: 5’</td>
</tr>
<tr>
<td></td>
<td>Parking: 5’</td>
<td>Parking: 5’</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>Fairview Avenue</td>
<td>approx. 247’</td>
<td>Principal Arterial</td>
<td>2,539</td>
</tr>
</tbody>
</table>

Average Daily Traffic Count (VDT)
- The average daily traffic count for Fairview Avenue east of Cloverdale Road is 29,858.

Fencing
The applicant has not proposed any fencing and there is no existing fencing indicated on the site. Any future fencing will require separate review.

Outdoor Lighting
The applicant has not indicated any lighting. However, there appears to be existing free-standing lighting on site, some of which will be removed to accommodate the new building. Any existing and future lighting shall not shine onto adjacent properties. Plans submitted for Building permits shall accurately show site lighting.

Structure(s) Design

<table>
<thead>
<tr>
<th>Number and Proposed Use of Buildings</th>
<th>One single-story accessory storage structure; existing single-story auto sales office</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed Building Height</td>
<td>22-feet</td>
</tr>
<tr>
<td>Maximum Building Height</td>
<td>45-feet</td>
</tr>
<tr>
<td>Number of Stories</td>
<td>One story</td>
</tr>
<tr>
<td>Square Footage</td>
<td>9,000 square feet</td>
</tr>
</tbody>
</table>
4. Zoning Ordinance and Comprehensive Plan

**Zoning Ordinance Sections**

<table>
<thead>
<tr>
<th>Section</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>110-04-05</td>
<td>Commercial Districts</td>
</tr>
<tr>
<td>11-07-03</td>
<td>Off-Street Parking and Loading Guidelines</td>
</tr>
<tr>
<td>11-07-05</td>
<td>Landscaping, Fences, Walls, and Screening</td>
</tr>
</tbody>
</table>

**Comprehensive Plan Sections**

<table>
<thead>
<tr>
<th>Section</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>3-29</td>
<td>Design Principles for Commercial/Employment Areas</td>
</tr>
<tr>
<td>WB-1</td>
<td>West Bench Planning Area Policies</td>
</tr>
</tbody>
</table>

5. Analysis/Findings

The subject property is approximately 1.29 acres, located on the north side of Fairview Avenue, west of Five Mile Road. The land use designation is Commercial, and the property is located in the West Bench planning area. The surrounding uses include commercial offices, self-storage, and retail.
The proposed project is a Level III improvement per the Boise Citywide Design Standards and Guidelines. Level III improvements require that the entire development shall conform to all applicable standards, not just new construction.

**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 accessory storage building at the rear of the subject property. With the site changes, the property will be provided with 31 parking spaces, including two accessible parking stalls. This provides the minimum parking of 16 stalls for the office building. Accessory storage parking standards are determined by the Director. At 9,000 square feet of storage associated with the vehicle sales offices, the additional 15 stalls are appropriate for both storage parking and merchandise display. The parking may be reduced a few spaces to accommodate attached conditions of approval, which will still provide enough parking on site. Access to the site is from two existing curb cuts along Fairview. The drive aisles and parking stall dimensions meet all current standards.

In September of 2019, a Design Review approval for DRH19-00421 was issued. The approval was for the installation of an overhead door on the east elevation of the office building, with an associated drive aisle/access lane. As conditioned, 8-foot-wide terminal planters were required on either side of the proposed access lane, each containing a minimum of one Class II tree. A Building permit (BLD19-03923) was submitted, which was redesigned by the applicant to show one new terminal planter, with the existing planter to the north serving as the other terminus. Per standard practice for simple design changes, the plans were redlined by Staff to stripe the parking stalls in front of the overhead door as a no parking area. With the modifications, the site lost approximately three parking stalls, meeting parking minimums. The issued Building permit is still under construction and has not received final inspections at the time this report was written. However, plans submitted for this project do not show compliance with DRH19-00421 and do not match plans approved through the Building Department process. The terminal planters were
required to meet the Boise City Zoning Code requirement that at all terminus points of parking, a planter be provided, as well as to clearly identify the drive aisle for the overhead door. By delineating the parking spaces from the access lane and creating a physical barrier showing a change in use, both vehicular and pedestrian safety is accounted for through visual cautioning. This follows standard Design Review practice of requiring terminal planters on overhead doors located on primary buildings adjacent to pedestrian pathways. As such, Staff has conditioned that the conditions of approval of DRH19-00421, which were agreed upon and approved through BLD19-03923, be enforced and required to be met during this project.

Non-Motorized Circulation and Connections
There is existing attached sidewalk, curb, and gutter along Fairview Avenue. Internal pathways are provided adjacent to the existing office building. However, there is no direct connection between the public sidewalk and internal pathways. As a Level III improvement per the Boise Citywide Design Review Standards and Guidelines, the entire development shall conform to all applicable standards. Per 3.2.2. of the Design Review Standards, all buildings shall have clear pedestrian access to a public sidewalk. As such, a minimum 5-foot-wide sidewalk shall be provided from the public sidewalk to the internal pathway system. Staff recommends installing the pathway on the left side of the easternmost curb cut.

To protect pedestrian access, in addition to the terminal planters for the overhead door mentioned above, bollards shall be placed between the overhead doors and man doors on the accessory storage building. Bollards are appropriate separation, rather than terminal planters, due to the use of the storage building being primarily for employees of the business, with the area not intended for public pedestrian traffic. The bollards will protect users of the man doors from vehicular traffic, meeting the intent of pedestrian safety within the Design Review Standards.

On the application form, the applicant indicated that there are, or will be, three bicycle parking stalls on site. However, the site plan does not indicate a location. The bicycle parking shall be located within 50-feet from the main entrance of the office building and be located outside of pathways. Bicycle spaces shall be a minimum of 6-feet long by 2.5-feet wide, have an overhead clearance of 7 feet, and have a 4-foot-wide aisle between the spaces and any nearby walls. All bicycle parking shall be “U” racks, rather than “wave” style, to allow for two points of contact and greater stability.

Traffic Impact Summary
As proposed, the development does not provide appropriate pedestrian connectivity. However, with the attached conditions of approval, the site will be compliant with current standards and provide a safe pedestrian and cycling network while also accommodating vehicular traffic and displays. 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 one trash enclosure on site, located between parking on the east side of the property. The screening shall meet all Public Works and Design Review standards, including being a minimum of 6-feet in height. An 8-foot side landscape planter is proposed to the south of the trash enclosure. However, no landscaping is proposed to the north. Per 3.7.1 of the Design Review Standards, the sides and rear of the enclosure shall be screened with Type A, B, or C landscaping at least 5-feet deep in locations visible from parking areas. The northern side of the trash enclosure is visible to parking on the side of the storage building, as well as parking abutting the main office building. A minimum 5-foot-wide terminal planter with appropriate landscaping shall be provided to soften the trash enclosure.

The applicant has not provided a roof plan or indicated any new mechanical equipment. If new equipment is proposed, it shall be fully screened. Rooftop equipment shall be screened the full height by the building parapet or additional screening material. Ground equipment shall be screened with screening material and appropriate vegetation.

Landscape Design
There is existing landscaping on the site, including perimeter landscaping, terminal planters, and a couple street trees. The applicant is proposing Type B landscaping (Type A, B, or C is allowed) on the east and west perimeters, providing buffer trees. Additionally, new trees are proposed in the existing landscaping terminals and along the street. A total of four street trees, one marked as existing, are proposed; there are two trees located in the front landscape buffer but serve as terminal planter trees. Based on the width of the lot and at one tree per 40 linear feet, a total of six street trees are required. Staff believes there is enough room to accommodate two additional trees behind the existing sign, to not cause visibility concerns. The proposed Class II trees include Summit Ash, Honeylocust, and Sweet Gum. Summit Ash trees are not permitted by the City of Boise for required trees. The Summit Ash shall be replaced with a Class II species approved for use by the City of Boise per the Treasure Valley Tree Selection Guide. Aside from the required perimeter and internal parking lot landscaping, the applicant is proposing a mix of perennials along the base of the building and adjacent to internal pathways.
As previously discussed, a terminal landscape planter is required for the overhead door access lane on the main office building. The planter shall have one Class II tree and an appropriate ground coverage. Additionally, the landscape planter required to the north of the trash enclosure shall have Type A, B, or C landscaping.

**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. The proposed landscaping is appropriate for the use and, for the buffering between the site and commercial uses to the east and west, exceeds the minimum required.

**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. 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 new signage. The project must comply with all ordinance regulations in effect at the time the sign application is submitted.

**Structure Design**

<table>
<thead>
<tr>
<th>Building Design and Materials</th>
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<td><strong>Material Location</strong></td>
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<td>Windows/ Doors:</td>
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<td>Trim, Fascia, Etc.:</td>
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</tbody>
</table>
**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 mix of materials in neutral tones of tan and brown that will complement the existing building on site and the surrounding area. The storage building materials will include stucco and stone. The stone base of the building is four feet high, meeting the base material standards and keeping the stucco above two feet above grade. The rooftop is proposed as gray metal. Overall the colors and materials are appropriate for the commercial development and provides design interest to the interior of the site.

**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 accessory storage building is proposed as a single-story structure, with a peak height of approximately 22-feet. The height is below the maximum allowed height in the zone, which is 45-feet, and similar to that of the existing single-story office building on site. The proposed building does not have significant articulation. The approximately 150-foot-long structure has a single roofline and no modulation. However, the building is located at the rear of the property and is not facing any public right-of-way. Additionally, the stone base material and man door canopies do add minor articulation that enhances the appearance of the building from the parking lot. That, in addition to multiple overhead and man doors, help break up the façade and reduce the visual impact of the massing. Overall, the building's massing and articulation are appropriate and compatible with the location and use of the building, as well as the surrounding neighborhood.
**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 a mix of materials, colors, and windows on the building to add design interest and shadow lines. Emphasis has been given to the southern elevation of the new buildings, which faces the primary office building and bulk of the customer parking, to create an attractive view for customer and employees. Doors visually break up the elevation and windows provide design interest, both helping to avoid blank walls that would increase the perceived massing of the building. Though the rear (north facing) elevation of the building classifies as a blank wall, it does not face the public right-of-way or a pedestrian pathway and is permitted. Additionally, the building abuts a rear landscape buffer that screens some of the blank wall. Canopies are proposed over the man doors, which measure just under four feet in depth. They provide not only appropriate weather protection for employees, but also add additional design interest and shadow lines to the building.

**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 April 1, 2020, except as expressly modified by the following conditions:

   a. Comply with all documents on file and conditions of approval of DRH19-00421, including:
      a. 8-foot-wide terminal planters are required on either side of the proposed
access lane (for the overhead door on the existing building), each containing a minimum of one Class II tree.

b. A minimum 5-foot-wide sidewalk shall be provided from the public sidewalk to the internal pathway system, recommended to be located on the left side of the easternmost curb cut.

c. Bollards shall be placed between the overhead doors and man doors on the accessory storage building, located to protect users of the doors from vehicular traffic.

d. Show the three proposed bicycle parking spaces on the site plan, to be located within 50-feet of the main entrance of the office building and outside of pathways. Bicycle spaces shall be “U” racks and meet all dimensional standards found in the Boise City Zoning Code.

e. A minimum 5-foot-wide planter shall be provided along the north side of the trash enclosure. Planter shall have type A, B, or C landscaping.

f. Provide a total of 6 street trees along the front of the property, with 4 currently proposed. Two trees serving at terminal planter trees do not count towards the total street tree calculation.

g. Summit Ash trees are not permitted by the City of Boise for required trees; the Summit Ash shall be replaced with a Class II species approved for use by the City of Boise per the Treasure Valley Tree Selection Guide.

h. Any new mechanical equipment shall be fully screened.

i. Plans submitted for Building permits shall accurately show any and all parking lot lighting on the site.

j. At no point shall there be less than 16 parking stalls reserved for customer and employee parking, to be free from merchandise display.

k. Comply with Street Lights comments by providing one street light on the west side of the east driveway entrance. Coordinate location and further details with Public Works.

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 (4-1-20)
   - Sewers (4-2-20)
   - Street Lights (4-3-20)
   - Solid Waste (4-6-20)

   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 Nampa & Meridian Irrigation District letter dated 4-8-20.

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.
To: Planning and Development Services  
From: Tom Marshall, Street Light Program Technician  
Public Works Engineering  
Subject: Street Light Comments  

DRH20-00145: 10990 W Fairview Ave.

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 west side of the east driveway entrance a 30’ black roadway pole with a 15’ mast and class “B” fixture

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. Two options here. First is to connect to a previous light circuit down the street. Second, install a meter cabinet.

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
tmarshall@cityofboise.org

Making Boise the most livable city in the country.
November 26, 2019
(Revised April 6, 2020)

To: Jeff Likes
   ALC Architecture
   1119 E. State St. Ste. 120
   Eagle, ID 83616

Subject: BOI19-0176 / DRH19-00507
         10990 W. Fairview Ave.
         Lupo Motors

In response to your request for comment, the Ada County Highway District (ACHD) staff has reviewed the submitted application and site plan for the item referenced above. It has been determined that ACHD has no site specific conditions of approval for this application.

There is No Impact Fee Due for this application and an ACHD inspection is not required.

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

Sincerely,

Austin Miller
Planner II
Development Services
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 specific comments at this time. No changes are proposed to solid waste.

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.
If the proposed structure contains plumbing fixtures, connection to central sanitary sewer is required. 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 and Development Services

From: Melissa Jannusch, E.I.T., Associate Engineer
Public Works Engineering

Subject: Drainage Comments
10990 W Fairview Ave
DRH20-00145

DR01 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 Public Works 208-608-7150

I:\PWA\Subjects\Review Comments\CUs\CU Drainage comment template letterhead.docx
April 8, 2020

Planning & Development Services
Boise City
P.O. Box 500
Boise, ID 83701

RE: DRH20-00145/ 10990 W. Fairview Avenue

Dear Planning & Development:

Providing all storm drainage is retained on-site there will be no impact to Nampa & Meridian Irrigation District (NMID). Therefore, no further review will be required at this time.

If any surface drainage leaves the site, NMID requires a filed Land Use Change Application for review prior to final platting. Please contact Elke Adams at (208) 466-7861, or 1503 First St. S, Nampa, ID 83651, for further information.

All private laterals and waste ways must be protected. It is recommended that irrigation water be available to all developments within the NMID. Developers must comply with Idaho Code 31-3803.

Please call with any further questions at (208) 466-0663.

Sincerely,

David T. Duvall
Asst. Water Superintendent
Nampa & Meridian Irrigation District
DTID/ gnf

Cc: Office/ File
TO: Design Review Committee
FROM: Joshua Wilson, Planning and Development Services
DATE: April 17, 2020
SUBJECT: DRH20-00149 / Jeff Herman, CBH Homes

SUMMARY:
DRH20-00149 / Jeff Herman, CBH Homes / Location: 6300 S. Cole Road Construct a community center and park including a welcome center, sports fields, playground, and picnic shelter in a SP-03 (Syringa Valley Specific Plan) zone. KayCee Babb

BACKGROUND:
Application received on April 15, 2020 postponed due to COVID-19

RECOMMENDATION:

ATTACHMENTS:

- 3_DRH20-00149 Cole (PDF)
Summary for DRH20-00149

Staff’s Recommendation

Move to approve DRH20-00149 as recommended in the Findings of Fact, Conclusions of Law and the Recommended Conditions of Approval noted in the project report.

Summary

Jeff Herman and Doug Cooper – McKibben + Cooper Architects, request Design Review approval to construct an approximately 5,342 square foot community/welcome center with pool, sports fields, playground, and picnic shelter in a SP-03 (Syringa Valley Specific Plan) zone.

The subject property is located on the south side of Lake Hazel Road, east of Cole Road. The proposed project is one of the first developments of the Syringa Valley community, which received approval in 2015. The surrounding uses are predominately planned residential development, both in and outside Boise City limits. The project is subject to the Citywide Design Standards and Guidelines, as well as the Syringa Valley Specific Plan. Staff has outlined the relevant standards of the Specific Plan throughout for reader convenience. However, the full Syringa Valley Specific Plan can be found at: https://www.cityofboise.org/media/3116/syringa-valley-specific-plan.pdf.

Staff has recommended conditions regarding obtaining the variance approval, 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=
April 7, 2020

Ms. KayCee Babb  
Design Review Planner  
City of Boise Planning and Development Services  
150 N. Capitol Blvd.  
Boise, ID 83702

Note items in bold italic have been added following the preliminary application review and discussion.

Re: Barnwood Subdivision No. 1 Park  
DRH20-00149  
McK+C No. 1979a300  
Design Review Application

Dear KayCee,

Attached are documents representing our application for Design Review approval of the above project, dated 4/7/2020. In addition to these documents, we would like to provide some additional information to help explain the project:

General

As discussed with you, the project is located on a large, 8.89 acre parcel at the north end of Barnwood Subdivision No. 1, between the New York Canal on the west, future Barnwood Avenue on the east, Lake Hazel Road on the north and future Sugarwood Street on the south. The lot is Lot 2, Block 1 of Barnwood Subdivision No. 1. The project consists of the “Community Center” and “Dual Function Open Space” components of the Specific Plan 03, (Syringa Valley). The majority of the site consists of the Dual Function Open Space- an ACHD drainage facility, the shallower basin of which has been used for (4) soccer fields. There are also Pickleball, Basketball, play structure, and Bocce Ball courts, as well as a decorative orchard, demonstration garden, picnic shelter, and dog park. The SE corner of the development includes the Community Center, that consists of a welcome center/sales office, meeting room, and changing facilities supporting 36’x75’ and 25’ diameter pools. The sales and meeting portions surround a paved courtyard. Many of the paved paths are shaded by trellis structures that will be planted with vines. Finally, there is a parking lot supporting the community center and recreation facilities along Sugarwood St.

Note there is a monument sign for the Park at the NE corner of the site. This sign will be submitted separately for a sign permit.

Specific Plan 03 (Syringa Valley) Notes
Specific Plan Zoning: This portion of the specific plan is designated LR, Low Density Residential. Per Allowed Uses table 11-013.9, Parks, Playgrounds, Outdoor Recreation Facilities and Swimming Pools are allowed uses, and Community Center is an allowed use with Design Review approval.

Specific Plan Community Center (Section 10. a): Per the specific plan, the community center will include the community welcome center, community association offices, a meeting room with library and kitchenette, and a restroom changing facility with a fitness room.

Specific Plan Open Space Passive/Active Recreation Area (Section 10. b): The drainage basin has been configured where possible to allow the maximum playing field area, yielding (3) U6-U7-U8, and (1) U11-U12 soccer fields. On the portion of the site above the drainage basin are the courts, play structure, gardens and dog park mentioned above.

Specific Plan Design Concepts and Guidelines (Section 13. a): The community center building evokes a rural, pitched roof, siding-clad architecture, maximizing shade. All three portions of the building feature extensive porch roofs shading the courtyard and pool deck, and there are separate shade structures at each end of the main pool. Each of the three portions of the building are painted in different colors, the center section accented in a brighter red color. The primary space of each portion is also accented on the street side with façade projections, larger windows, a stone base, and decorative brackets. The courtyard space itself is created by the enclosure of the buildings. Clerestory windows are provided at the meeting room and welcome center. All three sections of the building feature operable glazed overhead doors facing the courtyard to take advantage of local weather.

Specific Plan Setbacks (Table 11-013. 10): The LR sub district requires 10’ front and side yard setbacks abutting public streets. The community center building only abuts Barnwood Ave and Sugarwood St, and the setbacks on both of these streets far exceed 10’. The parking lot fronting Sugarwood St. meets the required 15’ setback.

Off street parking: Staff has required that a standard of 1 space per 250 sf for the community center, and 5 spaces per acre of active park space be provided. This number of spaces has been provided per the tabulation on the architectural site plan.

Citywide Design Guideline Notes

We would like to note how the project complies with several specific Design Guidelines requirements:

1.2 1 Sunlight: Buildings are in a primarily east-west line to take advantage of south windows.

1.2 3 Energy: Shading is provided so that all windows are shaded a majority of the time.
1.2.8 Connectivity: Connectivity is more applicable in a mixed use development, but this development features pedestrian pathways between all uses.

2.2 Block Frontages & Standards: There are no Block Frontage designations for this area, meaning that landscaped frontages are permitted and there are no parking lot location restrictions. All building entrances face the street, and since they are set back, pedestrian connections from the sidewalk have been provided. Since the building is greater than 20’ from the sidewalk, there are no minimum transparency standards. Min. 3’ weather protection has been provided at entrances by the breezeway configuration.

3.2.6 Parking Lot Pathways: Paved sidewalks are required at minimum 200’ intervals through parking lots, and we have provided (2) such pedestrian connections across the parking lot, less than 200’ apart and 6’ wide. One connects from the sidewalk to the west building entrance, and one connects directly to the central park pathway. Both are accessible.

*Note parking lot terminal planters that include Class II trees are 8’ wide measured to the inside of the curbs as required.*

3.5.2 2. c: Pedestrian Scaled Lighting: Even though this development is not within any of the districts described in 3.5.1, We have provided pedestrian scale lighting at minimum 2FC around the courtyard, which may be used for evening events. The lighting is either mounted under the porch roofs that surround 3 sides of the courtyard, or mounted on trellis columns at 11’ high on the north side of the courtyard. The swimming pools and playing fields and courts will not be used after dark.

*Note light fixtures at the parking lot and courtyard are Cooper INVUE with bell shade, mounted on Eurotique arms, color black, as approved by City of Boise and used on adjacent Barnwood Subdivision No. 1 streets. Parking lot fixtures are mounted on 12’ poles, at the courtyard the arms are mounted directly to trellis columns.*

3.7.2: Service Utility Equipment: (3 condensers, one per building section) have been screened with vegetation.

4.2.1 Façade Articulation: Weather protection features, changes in roofline and roof material, changes in wall materials, and vertical building modulation occur at intervals less than 50’.

4.2.2 Maximum Façade Width: The south elevation of the building exceeds 120’ (about 180’) It employs changes in roof shape, window pattern, wall plane, wall and roof materials, and colors to break up the massing.

4.2.4 Roofline Modulation: In addition to the variety noted above, the shingled roof pitches exceed 5:12 (6:12 and 12:12, except lower sloped metal roof accents).
4.2.6 Articulated Building Entries: The building has (2) breezeway style entrances, connecting to the courtyard as well as building entries. Each has a unique roof shape and detailing.

4.3.1 Façade Details: The facades feature large grouped windows at feature points (smaller elsewhere), clerestory windows, breezeway entrances, decorative brackets, and a variety of roof shapes and accents.

4.4.1 High Quality Building Materials: For each of the three sections of the building, we have used stone to accent the primary space of that section.

4.5.1 Street Level Lighting: As mentioned above, the building features breezeway style entrances, lighting is provided at the ceilings of these spaces to accent their functions as entrances.

Thank you for your consideration.  
Sincerely,

Doug Cooper  
McKibben + Cooper Architects

CC: Jeff Herman, CBH Homes
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.
1. PROPERTY/BOUNDARY LINE.
2. SHELTER, RE: A1.1
3. FENCE, RE: LANDSCAPE
4. TRELLISED WALKWAY, RE: A1.1
5. POOL.
6. STONE FENCE PANEL.
7. PAVERS, RE: LANDSCAPE
8. ASPHALT PAVING PARKING/DRIVE AISLE.
9. SITE LIGHT FIXTURE. COOPER 'INVUE' WITH BELL SHADE-MOUNTED ON 12' POLES WITH EUROTIQUE ARMS AT PARKING LOT, EUROTIQUE ARMS ONLY IN COURTYARD, COLOR BLACK.
10. BICYCLE RACKS, RE: LANDSCAPE
11. CONDENSING UNIT, RE: MECHANICAL
12. TREE, RE: LANDSCAPE
13. SOFFIT LIGHT FIXTURE
14. SIDEWALK
15. COURTYARD, RE: LANDSCAPE
16. TREE GRATE, RE: LANDSCAPE
17. GARDEN, RE: LANDSCAPE
18. BOCCE, RE: LANDSCAPE
19. PICNIC SHELTER, RE: A1.1
20. ARBOR STRUCTURE, RE: LANDSCAPE
21. PLAYGROUND, RE: LANDSCAPE
22. BASKETBALL COURT, RE: LANDSCAPE

PROJECT/CODE DATA

SHEET NOTES

GOVERNING CODES
INTERNATIONAL BUILDING CODE: 2015
INTERNATIONAL MECHANICAL CODE: 2015
IDAHO STATE PLUMBING CODE: 2017
INTERNATIONAL FUEL AND GAS CODE: 2012
INTERNATIONAL FIRE CODE: 2012
NATIONAL ELECTRICAL CODE: 2014
INTERNATIONAL ENERGY CONSERVATION CODE: 2015

SITE DEVELOPMENT AREA: 8.89 ACRES (327,248 SF)
LOT COVERAGE PERCENTAGE:
BUILDING AREA: 5,342 SF , 1%
LANDSCAPED AREA (INCLUDES PLAYING FIELDS AND PLAY STRUCTURE): 211,702 SF, 55%
PAVED AREAS (INCLUDES PLAYING COURTS): 70,964 SF, 26%
OTHER (INCLUDES ACHD DRAINAGE FACILITIES, SWIMMING POOLS): 99,278 SF, 25%
TOTAL: 387,247 SF, 100%

PARKING REQUIREMENTS: COMMUNITY CENTER: 1 PER 250 GSF= 22
ACTIVE OPEN SPACE: 5 PER ACRE=34 FOR 6.68 ACRES
TOTAL REQUIRED = 56
TOTAL PROVIDED = 58
BIKE RACKS: 1/10 SPACES, 6 REQUIRED/PROVIDED

ARCHITECTURAL SITE PLAN

Scale: 1:30

Trilogy Development
Barnwood Subdivision No. 1
Community Center
Boise, Idaho

McKibben + Cooper Architects PLLC
519 W. Hays St.
Boise, Idaho 83702
v/f 208.343.7851
mckibbencooper.com

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SHEET NOTES

1. GENERAL COLOR NOTES:
   - ALL SIDING AND ADJACENT TRIM IS COLOR #1, U.N.O.
   - ALL FASCIA AND ADJACENT TRIM IS COLOR #3, U.N.O.
   - ALL BRACKETS, POSTS AND BEAMS ARE COLOR #3, U.N.O.

2. COLOR SCHEDULE:
   - COLOR #1: SW7646/WHITE
   - COLOR #2: SW6869/BLACK
   - COLOR #3: SW0077/CHERRY BARGE
   - METAL ROOF PANEL: TREASURE VALLEY STEEL, LIGHT GRAY
   - ASPHALT SHINGLES: BLACK
   - WINDOWS, STOREFRONT, OVERHEAD DOORS: BLACK

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Packet Pg. 132
Attachment: 3_DRH20-00149 Cole  (DRH20-00149 / Jeff Herman, CBH Homes)
Community Center

From southeast corner - Looking northwest

From northeast corner - Looking southwest
View to site from east (future Barnwood Ave)
View from site to east
View to site from south (future Sugarwood St)
View to site from west
View from site to west (canal)
View to site from north (Lake Hazel Rd)
View from site to north
View to site from NW corner (canal bridge)
1. BIKE RACK

2. 6' ROUND IRON TREE GRATE

3. LITTER RECEPTACLE

4. 6' BENCH

5. CONCRETE SEATWALL SEAT TOP

6. BOGGLE BALL COURTS

7. PAVERS
Planning Division Project Report

File Number: DRH20-00149
Applicant: Jeff Herman
Property Address: 6300 S Cole Rd
Public Hearing Date: May 13, 2020
Heard by: Design Review Committee
Design Review Planner: KayCee Babb
Design Review Supervisor: Josh Wilson

Public Notification
Newspaper notification published on: April 28, 2020
Radius notices mailed to properties within 300 feet on: April 28, 2020
Applicant posted notice on site on: April 28, 2020

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1. Project Data and Facts.................................................................2
2. Land Use....................................................................................2
3. Project Proposal.................................................................3
4. Transportation Data...............................................................4
5. Zoning Ordinance and Comprehensive Plan..........................5
6. Analysis/Findings.....................................................................5
7. Conclusion and Recommended Conditions.............................13
8. Agency Comments...................................................................19
1. Project Data and Facts

<table>
<thead>
<tr>
<th>Applicant/Status</th>
<th>Jeff Herman / Owner &amp; Applicant</th>
</tr>
</thead>
<tbody>
<tr>
<td>Architect/Representative</td>
<td>Doug Cooper / McKibben + Cooper Architects</td>
</tr>
<tr>
<td>Location of Property</td>
<td>6300 S Cole Road</td>
</tr>
<tr>
<td>Present Zoning and Land Use</td>
<td>SP-03 / LR (Low-Density Residential)</td>
</tr>
<tr>
<td>Description of Applicant’s Request</td>
<td>Construct an approximately 5,342 square foot community/welcome center with pool, sports fields, playground, and picnic shelter in a SP-03 (Syringa Valley Specific Plan) zone.</td>
</tr>
</tbody>
</table>

2. Land Use

**Description and Character of Surrounding Area**
The subject property is located on the south side of Lake Hazel Road, east of Cole Road. Located within the Syringa Valley Specific Plan area (SP-03 zone), the property is approximately 8.9 acres. The land use designation is Low-Density Residential, per the Specific Plan, and the property is located in the Southwest planning area. The surrounding uses are predominately planned residential development, both in and outside Boise City limits.

**Adjacent Land Uses and Zoning**

<table>
<thead>
<tr>
<th>North</th>
<th>Vacant Land, Future Single-Family Homes / SP-03</th>
</tr>
</thead>
<tbody>
<tr>
<td>South</td>
<td>Vacant Land, future Single-Family Homes / SP-03</td>
</tr>
<tr>
<td>East</td>
<td>Vacant Land, Future Single-Family Homes &amp; Commercial Village Center / SP-03</td>
</tr>
<tr>
<td>West</td>
<td>Vacant Land, Future Single-Family Homes / R-1C and Unannexed County</td>
</tr>
</tbody>
</table>

**Site Characteristics**
The Syringa Valley community is largely undeveloped high desert rangeland. The subject property is currently undeveloped and located to the east of the elevated NY Canal. The project will be one of the first large developments of the planned community.

**Special Considerations**
The subject property is located within the Syringa Valley Specific Plan (SP-03) area and is designated as the community’s recreational area and community/welcome center. The Syringa Valley Specific Plan has and will continue to guide the development of the planned community for several decades. New development in the area is regulated by the Boise City Zoning Code, Citywide Design Standards and Guidelines, and the Specific Plan. Staff has outlined the relevant standards of the Specific Plan throughout for reader convenience. However, the full Syringa Valley Specific Plan can be found at: [https://www.cityofboise.org/media/3116/syringa-valley-specific-plan.pdf](https://www.cityofboise.org/media/3116/syringa-valley-specific-plan.pdf)

**History of Previous Actions**
CAR06-00057/58 – Annexation and rezone to A-2.
CPA15-00008, SUB15-00055 & CAR15-00029 – Rezone approximately 600 acres to create a Specific Plan District Zone (SP03). Creation of Syringa Valley Specific Plan.

CAR17-00014 – Amendment to the Syringa Valley Specific Plan. Amended process of final plat.

### 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>1%</td>
</tr>
<tr>
<td>Percentage of the site devoted to paving:</td>
<td>18%</td>
</tr>
<tr>
<td>Percentage of the site devoted to landscaping:</td>
<td>55%</td>
</tr>
<tr>
<td>Percentage of the site devoted to other uses</td>
<td>26%</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>3 Accessible spaces required:</td>
</tr>
<tr>
<td>Total parking spaces proposed:</td>
<td>58 Total parking spaces required:</td>
</tr>
<tr>
<td>Number of compact spaces proposed:</td>
<td>0 Number of compact spaces allowed:</td>
</tr>
<tr>
<td>Bicycle parking spaces proposed:</td>
<td>12 Bicycle parking spaces required:</td>
</tr>
<tr>
<td>Parking Reduction requested?</td>
<td>No Off-site Parking requested?</td>
</tr>
</tbody>
</table>

#### Setbacks

<table>
<thead>
<tr>
<th>Yard</th>
<th>Required</th>
<th>Proposed for Building</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front (East)</td>
<td>Building: 10' Parking: 15'</td>
<td>Building: 94' Parking: 63'</td>
</tr>
<tr>
<td>Street Site (North)</td>
<td>Building: 10' Parking: 15'</td>
<td>Building: approx. 342' Parking: approx. 395'</td>
</tr>
</tbody>
</table>
Street Side (South) | Building: 10' | Building: 94'  
| Parking: 15'   | Parking: 15'   
Rear (West)      | Building: 15' | Building: approx. 530'  
| Parking: 5'    | Parking: approx. 385'  

### 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>Cole Road</td>
<td>No direct frontage on subject property</td>
<td>Principal Arterial</td>
<td>S of Overland: 1,318</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>S of Victory: 988</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>N of Lake Hazel: 286</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>S of Lake Hazel: 216</td>
</tr>
<tr>
<td>Lake Hazel Road</td>
<td>Approx. 360'</td>
<td>Proposed Principal Arterial</td>
<td>W of Cole Road: 481</td>
</tr>
</tbody>
</table>

### Average Daily Traffic Count (VDT)
- The average daily traffic count for Cole Road south of Overland Road was 32,598 on 9/24/15.
- The average daily traffic count for Cole Road south of Victory Road was 17,011 on 4/23/15.
- The average daily traffic count for Cole Road north of Lake Hazel was 3,565 on 12/7/15.
- The average daily traffic count for Cole Road south of Lake Hazel was 3,924 on 12/7/15.
- The average daily traffic count for Lake Hazel Road west of Cole Road was 4,306 on 1/7/16.

### Fencing
The applicant is proposing six-foot tall wrought iron fencing around the swimming pools. The fencing meets both design and safety needs. Fencing is also proposed around the dog park.

### Outdoor Lighting
The applicant has indicated pedestrian scale lighting of 2FC around the courtyard, mounted under porch roofs and on trellis columns. The applicant has indicated that the pools, playing fields, and courts will not be used after dark. However, Chapter 10 of the Syringa Valley Specific Plan called specific for lighted tennis and basketball courts. While tennis courts were instead replaced with pickleball, Staff believes the requirement of lighting is important to maintain. Staff has conditioned the installation of lighting for both the pickleball and basketball courts. It is recommended that the lighting be solar powered or similarly energy efficient. Staff has no requirement for the hours or uses of the courts.
however. If not in used after dark, the lighting will be for safety and increased visibility of the area.

<table>
<thead>
<tr>
<th>Structure(s) Design</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number and Proposed Use of Buildings</td>
</tr>
<tr>
<td>One community center structure with attached pool and surrounding park uses.</td>
</tr>
<tr>
<td>Proposed Building Height</td>
</tr>
<tr>
<td>26-feet</td>
</tr>
<tr>
<td>Maximum Building Height</td>
</tr>
<tr>
<td>35-feet</td>
</tr>
<tr>
<td>Number of Stories</td>
</tr>
<tr>
<td>One</td>
</tr>
<tr>
<td>Square Footage</td>
</tr>
<tr>
<td>5,342 square feet</td>
</tr>
</tbody>
</table>

4. Zoning Ordinance and Comprehensive Plan

<table>
<thead>
<tr>
<th>Zoning Ordinance Sections</th>
</tr>
</thead>
<tbody>
<tr>
<td>11-03-04.12 C (7)(d) (i) Site Design – A - E</td>
</tr>
<tr>
<td>11-03-04.12 C (7)(d) (ii) Structure Design – A - E</td>
</tr>
<tr>
<td>11-03-04.12 C (7)(d) (iii) Adopted Plans and Design Guidelines</td>
</tr>
<tr>
<td>11-07-03 Off-Street Parking and Loading Guidelines</td>
</tr>
<tr>
<td>11-013-03 Syringa Valley</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Comprehensive Plan Sections</th>
</tr>
</thead>
<tbody>
<tr>
<td>SW-1</td>
</tr>
<tr>
<td>Southwest Planning Area Policies</td>
</tr>
</tbody>
</table>

5. Analysis/Findings

The subject property is located on the south side of Lake Hazel Road, east of Cole Road. Located within the Syringa Valley Specific Plan area (SP-03 zone), the property is approximately 8.9 acres. The land use designation is Low-Density Residential, per the Specific Plan, and the property is located in the Southwest planning area. The surrounding uses are predominantly planned residential development, both in and outside Boise City limits.
Chapter 10 of the Syringa Valley Specific Plan is dedicated to the required community features and amenities. Staff finds the proposal to meet the intent of the features and amenities sections, as outlined below.

a. Community Center
   a. 5,000–7,500 square feet
      i. This requirement is met. The proposed community center building is 5,342 square feet.
   b. House a Community Welcome Center, Community Association offices, meeting/library/gathering rooms, kitchenette accommodations, fitness/weight room, indoor racquetball courts, and restroom/changing rooms.
      i. The Community Center floor plan indicates offices and work rooms for the Community Association in the east of the new building. A meeting room, restrooms, and kitchenette are proposed in the middle building, with room for an informal library area near a fireplace. The west is designated to an exercise room and changing rooms for the pool area. An indoor racquetball court is not proposed. However, Chapter 10 describes options for the Community Center and does not require all examples be provided. Staff finds the proposed Community Center to meet the intent of the Syringa Valley Specific Plan and provide an beneficial community meeting space.
c. Provided with a large outdoor swimming pool (approximately 35x70 feet with kid pool and/or splash pad), playground/tot lot, and lighted tennis and basketball courts.
   i. The applicant has proposed a community pool (36'x75') with kid pool (25' diameter) in a fenced area by the community pool. Additionally, the applicant has provided a playground, pickleball court, and basketball court.

b. Dual-Function Open Space/Active and Passive Recreation Area
   a. Depressed stormwater to occupy approximately 2-3 acres and be able to accommodate approximately two (2) full size football/soccer fields or several youth practice fields.
      i. The applicant has proposed one full size (150'x225') sporting field, as well as three smaller (60'x90') field areas, meeting this standard.
   b. Provide other recreation activities such as dog park and community gardens.
      i. In addition to the previously mentioned activity areas, the applicant has proposed a fenced dog park, picnic shelter, bocce ball court, and waterwise demonstration garden.
   c. Total acreage planned for the community center and dual-function open space/active and passive play area will be 10-12 acres.
      i. The proposed community center and dual-function open space is proposed at 8.9 acres. While below the 10-12 acres called out in the Syringa Valley Specific Plan, the size does not include land used to construct sidewalk and access lanes. Additionally, the size meets, and in places exceeds, the required recreational activities. Staff finds the proposal to meet the intent of the Specific Plan.

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 a one-story community center with related recreational site improvements. The applicant is proposing a total of 58 parking stalls. Parking for the community center is one stall per 250 square feet. The proposed 5,342 square foot building requires approximately 22 parking spaces. The remaining parking allows for approximately five stalls per acres of active space, which is standard for non-reservable recreation areas. Staff finds the 58 stalls appropriate for the use. The parking stalls are proposed 18-foot long bumper overhang stalls. Parking stall length
may be reduced to 18 feet when the adjacent sidewalk or landscaping is increased by two feet over the minimum requirement. Following the Citywide Design Standards and Guidelines standards of 5-foot-wide pedestrian pathways, the pathways adjacent to the bumper overhang parking stalls shall be a minimum of 7-feet-wide. Plans indicate the majority of the pathways abutting the bumper overhangs meet this requirement. Vehicular access to the site will be from a new fire department access roadway, West Sugarwood Street. The design places the community center at the southwest corner of the property, with direct vehicular and pedestrian access.

Non-Motorized Circulation and Connections

There is existing 5-foot wide attached sidewalk along Lake Hazel. The applicant is showing new 5-foot-wide detached sidewalk along Barnwood and Sugarwood. A large pedestrian pathway system is proposed, connecting the public sidewalk to the community building, as well as the different recreational activities spread-out throughout the site. The majority of the pathways are between 6 and 8-feet in width, exceeding the 5-foot minimum and is appropriate for the outdoor/community use emphasis of the development. Staff believes the pathway system is sufficient for the various uses, providing direct and accessible access to all relevant site amenities, including the dog park. While there is no pathway leading directly to the sporting fields, the access is appropriate for the use.

The applicant is proposing 6 “u” shaped bicycle racks, which provides parking for 12 bikes. The racks are located to the east of the parking lot, outside proposed pedestrian pathways. The racks are metal and wood, matching the other fixtures on the site. The number and location of the stalls are appropriate for the recreational use and community center.
Traffic Impact Summary
The proposed development, with internal walkways and bicycle parking, will enhance the pedestrian connectivity and provide a safe pedestrian and cycling network that connects into the overall planned community. 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 site is approved for hand cart service by City of Boise Solid Waste. A permanent trash enclosure is not required. The applicant is proposing 35 gallon trash receptables finished in pewter and wood to complement the other fixtures on the site, such as benches and trellises, and do not require screening.

The applicant has indicated at-grade AC condensers, which are proposed to be screened with landscaping. At grade AC condensers, and all other mechanical units, shall be full screened at time of installation. This can be accomplished with immature landscaping and temporary fencing, low growing landscaping and permanent fencing, or planting mature landscaping at time of installation.

Landscape Design
The existing site is vacant, with no existing landscaping. Chapter 12 of the Syringa Valley Specific Plan goes over environmental considerations, such as landscaping. The landscape vision advocates for a design focused on water conservation, beauty, and utility. Large turf areas are only allowed for functional recreation zones. Xeric plant selection and hydrozoning are outlined with a list of suitable plant species and grouping. The most applicable design standards for the proposed project are as follows:

- Water all landscaping with automatic underground irrigation systems;
- Require drip irrigation for all shrubs and trees, except within approved turn areas;
- Limit landscaping to primarily low water use or xeric plant material per an approved plant list;
- Prohibit the use of turf as a general ground cover (recreational fields or seepage beds excluded). Low water use turf varieties to be used;
- Plant low water use deciduous trees along streets to provide shading for pedestrians. Use only native grasses in streetscape landscaping;
- Grade open spaces to create water harvesting areas for shrubs and trees; and
Select plants for their low water use, seasonal color, and ability to blend with the natural landscape.

Proposed landscaping includes street trees, which exceed the minimum required, landscape terminal planters, ornamental orchard, and waterwise demonstration garden. The proposed plants include a mix of species that are drought-resistant, such as Blue Mist Spirea and Ivory Halo Yucca. There are large areas of lawn, including the seepage beds and playing fields. While the Syringa Valley Specific Plan calls for reduced use of lawn, the expanses of lawn are appropriate for a community amenity and encourages public use. Areas of decorative rock are proposed. All decorative rock (rock mulch) shall be provided with 50% vegetative ground coverage at plant maturity to meet xeriscape standards. Staff recommends native and drought-resistant plantings for the vegetative ground coverage.

While pervious pavement is only specified for the Village Center and the Commercial/Business Campus planning areas, Staff recommends utilizing pervious pavement practices for the parking lot and/or internal pathway system.

**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. Emphasis has been placed on native and drought-resistant varieties, as directed by the Syringa Valley Specific Plan.

**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.

Due to the elevated NY Canal adjacent to the subject property, virtually all drainage will be retained on-site. As such, the site is proposed with dual-function stormwater seepage beds. The site conditions offer an excellent environmental opportunity for groundwater recharge, with preliminary engineering plans indicating that this will be accomplished through landscape swales, seepage beds, borrow ditches, community storm drain facility, and pervious pavement. The grading and drainage will be reviewed by Boise City Public Works at the time of building permit submittal to ensure drainage is contained on site and meets all department and plan requirements. Additionally, the seepage beds will be in coordination with the Ada County Highway District. A letter from ACHD stating that the plan meets their requirements and best management practices shall be provided to Design Review Staff prior to submittal of Grading and/or Building permits.
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.

The project will include a monument sign at the NE corner of the site. A sign application is required for any new signage. The project must comply with all ordinance regulations in effect at the time the sign application is submitted.

Structure Design
Chapter 13 of the Syringa Valley Specific Plan pertains to the design concepts and guidelines of the area. In additional to general citywide design standards and guidelines, the Syringa Valley plan guides development to create a distinct identifiable neighborhood that responds to the unique Boise climate and high desert landscape. Though there are no specific design standards for the community center, the overall vision of the design should:

▪ Create a healthy community that is active, walkable, and connected;
▪ Utilize open space as an organizing element in neighborhood design;
▪ Support education through the community plan;
▪ Become a model for water-wise community development and sustainable design principles;
▪ Promote original and high-quality design;
▪ Promote design that enhances the “sense of place” for neighborhoods”; and
▪ Increase the awareness of design considerations amongst the citizens of Boise.

Building Design and Materials

<table>
<thead>
<tr>
<th>Material Location</th>
<th>Type/Color</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roof</td>
<td>Asphalt Shingle and Metal / Black and Gray</td>
</tr>
<tr>
<td>Exterior Walls</td>
<td>Cement Board and Stone Veneer / Red, Gray, Browns</td>
</tr>
<tr>
<td>Windows/ Doors</td>
<td>Metal / Black</td>
</tr>
<tr>
<td>Trim, Fascia, Etc.</td>
<td>Cement Board / Gray</td>
</tr>
</tbody>
</table>

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 proposed community center consists of three connected structures. Each three sections are painted a unique color; the center section is a brighter red to draw attention to the main meeting area, with the other sections in shades of gray and brown. The roof structures alternate between asphalt shingle and metal roofing materials. Using cement board and stone veneer siding, the building creates a feeling of rural architecture. Throughout the site, wood trellis structures are proposed. Overall the colors and materials promote original and high-quality design, while establishing a “sense of place”, meeting the Syringa Valley Specific Plan design requirements.

**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 proposed community center is proposed as a one-story structure, with a peak height of 26-feet, which is below the maximum allowed height of 35-feet. The building has a combination of varying roofline heights and styles, including both a barn-style roof form and shed roof. By breaking up the building into three sections, with two large breezeways, and alternating the height, the visual impact of the building is reduced. The various eave lines and extended patio covers similarly break up the façade. Though still a prominent architectural component on the currently empty lot, the
structure will keep in scale with the surrounding area as it begins to develop into residential properties. Staff is confident that the building’s massing and articulation is appropriate and will be compatible with the future surrounding neighborhood.

**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 differing roof forms, modulation, a mix of materials and colors, eaves, and windows on the building to add design interest and shadow lines. The elevation facing east, which faces Barnwood Avenue, provides significant glazing and a modulated façade with two shed roofs, a metal patio cover, and alternating materials. The combination of the design elements creates shadow lines and emphasizes the more office use of this section. The elevation facing the parking lot and Sugarwood Street, which will be the main community entrance, illustrates all of the varying rooflines and materials. With shadow relief, articulation, and unique architectural details on each building section, the façade creates a welcoming entrance that draws attention to the various uses found throughout. Clerestory windows with larger windows within the community gathering areas create a glazing pattern that takes advantage of the natural environment, while avoiding blank walls. All three sections of the building have porch roofs, which help shade the courtyard and pool areas. The proposed building uses elements that avoid flat planes to provide shadow relief, while emphasizing a practical design.

**Building Design Summary**

The building is designed with appropriate colors, materials, fenestration and architectural details for the project use and location. It complies with the Syringa Valley Specific Plan design requirements by creating a sense of place and establishing a rural design aesthetic. 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 April 6, 2020, except as expressly modified by the following conditions:

   a. All pathways abutting bumper overhang parking (18-foot long stalls) shall be a minimum of 7 feet in width.

   b. All areas with decorative rock shall meet xeriscape standards of 50% vegetative ground coverage at plant maturity.

   c. At grade AC condensers, and all other mechanical units, shall be full screened at time of installation. This can be accomplished with immature landscaping and temporary fencing, low growing landscaping and permanent fencing, or mature landscaping.

   d. Lighting shall be provided for both the pickleball and basketball courts. Staff recommends solar powered or similarly energy efficient. Lighting should be designed to have minimal effect on surrounding properties and buildings. Lighting should be directed downward.

   e. A letter from ACHD stating that the plan meets their requirements and best management practices shall be provided to Design Review Staff prior to submittal of Grading and/or Building permits.

   f. Though not required by the Syringa Valley Specific Plan, Staff recommends utilizing pervious pavement practices for the parking lot and/or internal pathway system.

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:
3. Drainage (4-29-20)
   Sewers (4-6-20)
   Street Lights (4-7-20)
   Solid Waste (4-13-20)

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. 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 Boise Project Board of Control and New York Irrigation Districts.

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,
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.
April 14, 2020

To: Jeff Herman, via email
CBH Homes
1977 W. Overland Road
Boise, ID 83642

Subject: BOI20-0164/ DRH20-00149
6300 S. Cole Road
Barnwood Subdivision No. 1 Park

On September 27, 2017, the Ada County Highway District approved BPP17-0012/ SUB17-00038 for Barnwood District Subdivision. The site specific conditions of approval also apply to BOI20-0164/ DRH20-00149.

If you have any questions, please feel free to contact me at (208) 387-6218.

Sincerely,

Dawn Battles
Planner
Development Services

cc: City of Boise (KayCee Babb), via email
McKibben + Cooper Architects (Doug Cooper), 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). Private Utilities including sewer or water systems are prohibited from being located within the ACHD right-of-way.

2. 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.

3. 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.

4. 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.

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

6. 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.

7. 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.

8. 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.

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

10. 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.

11. 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.
This is a preliminary plat application to allow for the development of 453 building lots and 64 common lots on 116.5 acres. The site is located east of Cole Road and south of the future Lake Hazel extension and is located within the Syringa Valley Specific Area Plan planning area.

The applicant's proposal is consistent with the Syringa Valley Specific Area Plan (SP03).

The applicant’s proposal is consistent with the Syringa Valley Specific Area Plan (SP03).

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>Syringa Valley Specific Area Plan</td>
<td>SP03</td>
</tr>
<tr>
<td>South</td>
<td>Rural Residential</td>
<td>RR (Ada County)</td>
</tr>
<tr>
<td>East</td>
<td>Syringa Valley Specific Area Plan</td>
<td>SP03</td>
</tr>
<tr>
<td>West</td>
<td>Rural Southwest</td>
<td>RSW (Ada County)</td>
</tr>
</tbody>
</table>
3. **Site History:** ACHD previously reviewed this site as an annexation and rezone (CAR06-00057) application in September 2006. At that time the site was annexed into Boise City and rezoned from Rural Preservation to A2 Open Land. ACHD did not have specific comments on the application.

On February 12, 2014 and on January 27, 2016 ACHD reviewed and approved the site as part of the Syringa Valley Specific Area Plan (SP03). The conditions of this report are consistent with ACHD’s prior action on the site.

4. **Transit:** Transit services are not available to serve this site.

5. **New Center Lane Miles:** The proposed development includes 4.51 centerline miles of new public road.

6. **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.

7. **Capital Improvements Plan (CIP)/ Integrated Five Year Work Plan (IFYWP):**
   - The Cole/Lake Hazel intersection is scheduled in the draft IFYWP to be widened to 5/6 lanes on Cole Road and 3 lanes on Lake Hazel Road and signalized in 2018, with construction starting this winter.
   - The Victory/Cole intersection is scheduled in the IFYWP to be widened to 7 lanes on the west and to 6 lanes on the east legs of the intersection. The north and south legs of the intersection are to remain at 5 lanes. This project includes widening Cole Road to 5 lanes between Victory and McGlochlin and is scheduled to begin in 2020.
   - Lake Hazel Road is listed in the CIP to be widened to 5-lanes from Maple Grove Road to Cole Road between 2022 and 2026.
   - Lake Hazel Road is listed in the CIP to be extended as 5-lanes from Cole Road to Orchard Street between 2022 and 2026.
   - The intersection of Lake Hazel Road and Cole Road is listed in the CIP to be improved between 2022 and 2026.
   - The intersection of Lake Hazel Road and Orchard Street is listed in the CIP to be constructed as 5-lanes on the north leg, 0-lanes on the south, 5-lanes east, and 5-lanes on the west leg, and signalized between 2022 and 2026.

**B. Traffic Findings for Consideration**

1. **Trip Generation:** This development is estimated to generate 4,045 vehicle trips per day; 391 vehicle trips per hour in the PM peak hour, based on the traffic impact study.

2. **Traffic Impact Study**
   See Finding for Consideration 5.
3. **Condition of Area Roadways**

Traffic Count is based on Vehicles per hour (VPH)

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Segment</th>
<th>PM Peak Hour Traffic Count</th>
<th>PM Peak Hour Level of Service</th>
<th>Existing Plus Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cole Road</td>
<td>South of Overland</td>
<td>1,318</td>
<td>Better than “E”</td>
<td>Better than “E”</td>
</tr>
<tr>
<td></td>
<td>South of Victory</td>
<td>988</td>
<td>“F”</td>
<td>“F”</td>
</tr>
<tr>
<td></td>
<td>North of Lake Hazel</td>
<td>286</td>
<td>Better than “E”</td>
<td>Better than “E”</td>
</tr>
<tr>
<td></td>
<td>South of Lake Hazel</td>
<td>216</td>
<td>Better than “E”</td>
<td>Better than “E”</td>
</tr>
<tr>
<td>Lake Hazel Road</td>
<td>West of Cole Road</td>
<td>481</td>
<td>Better than “E”</td>
<td>Better than “E”</td>
</tr>
</tbody>
</table>

* Acceptable level of service for a two-lane principal arterial is “E” (690 VPH).
* Acceptable level of service for a three-lane principal arterial is “E” (880 VPH).

4. **Average Daily Traffic Count (VDT)**

*Updated traffic counts were not provided for this application, as there were lane restrictions and road closures for utility work in the area and Lake Hazel Road between Maple Grove and Five Mile was resurfaced and restriped for 3 lanes this summer causing disruptions in area travel patterns. These are the same traffic counts provided in the January 27, 2016 staff reports for the Syringa Valley Specific Area Plan (SP03) and Kristen Subdivision.

- The average daily traffic count for Cole Road south of Overland Road was 32,598 on 9/24/15.
- The average daily traffic count for Cole Road south of Victory Road was 17,011 on 4/23/15.
- The average daily traffic count for Cole Road north of Lake Hazel was 3,565 on 12/7/15.
- The average daily traffic count for Cole Road south of Lake Hazel was 3,924 on 12/7/15.
- The average daily traffic count for Lake Hazel Road west of Cole Road was 4,306 on 1/7/16.
C. Findings for Consideration

1. Lake Hazel Extension/Gowen Road Relocation Alignment Study and the Southwest Boise Transportation Study

This site is located within the study areas of both the Lake Hazel/Gowen Road Relocation Alignment Study and the Southwest Boise Transportation Study.

The Lake Hazel Extension/Gowen Road Relocation study was led by ACHD in partnership with Boise City and the Boise Airport. The study was adopted by the ACHD Commission on December 22, 2008. The adoption of the study allows ACHD to preserve a route for the Lake Hazel Extension and connecting roads as development occurs in the area.

The study identifies an alignment and cross sections for the extensions of Lake Hazel Road and Orchard Street, and established ½ half mile intersection spacing on Lake Hazel Road. The Southwest Boise Transportation Study identifies future roadway, intersection and corridor needs to accommodate future traffic demand in the Southwest Boise area. The study was adopted by the ACHD Commission on May 27, 2009. The study identifies an alignment and cross sections for the extensions of Lake Hazel Road and Orchard Street.

Both studies recommend that Lake Hazel be extended as a future 5-lane roadway and that Orchard Street be realigned as a 7-lane roadway from Gowen Road to Victory Road and extended as a 5-lane road from Gowen Road to Lake Hazel Road.

2. Syringa Valley Specific Area Plan (SP03)

On January 27, 2016 the ACHD Commission heard and approved the Syringa Valley Specific Area Plan (SP03). The applicant is required to comply with all recommendations and conditions of the Specific Area Plan for each preliminary plat application unless specifically modified in subsequent preliminary plat approvals.

3. Current Application

On January 27, 2016 ACHD reviewed and approved the preliminary plat for Kristen Subdivision, the first preliminary plat within SP03. The applicant has not proceeded with the first phase of Kristen Subdivision, but instead is proposing to develop the Barnwood District as the first phase of the development.

To reduce the development impacts to Cole Road, as part of ACHD's action on Kristen Subdivision, the applicant was allowed to final plat 170 single family building lots prior to the construction of the Orchard Street and Lake Hazel Road extensions. An updated traffic impact study was also required prior to the 171st lot. Boise City's conditions of approval for Kristen Subdivision were more restrictive, allowing 24 building permits and 12 units to be occupied prior to the construction of the Orchard Street and Lake Hazel Road extensions, with a maximum of 60 building permits until ACHD completes the Cole/Lake Hazel intersection project. The applicant is requesting that the Boise City conditions of approval be applied to the Barnwood District Subdivision, see attachment 3.

As proposed, the cumulative approvals from Boise City would apply to both Kristen Subdivision and the Barnwood District. Between the two developments a maximum of 60 building permits could be issued until the Orchard Street and Lake Hazel Road extensions and the Cole/Lake Hazel intersection projects are completed and open for public use.
4. **Area Roadway Improvements**

Since the 2016 approval of Kristen Subdivision by ACHD and the Boise City, the applicant has entered into a Cooperative Development Agreement (CDA) with ACHD to construct the Orchard Street and Lake Hazel Road extensions. In 2018 ACHD will be constructing the Cole/Lake Hazel intersection, and will be signalizing the Orchard/Gowen intersection and widening Gowen Road to 3 lanes as part of an ACHD maintenance project. Combined, these projects should reduce traffic impacts to Cole Road by providing an alternative route for access to I-84 and downtown Boise.

**CDA**

As noted above, the applicant has entered into a CDA with ACHD for the construction of Orchard Street from Gowen Road south to Lake Hazel Road and Lake Hazel Road east from Orchard Street to the site, as a 2 lane rural arterial. This project is on schedule with construction anticipated to start in April 2018 with substantial completion by June 30, 2018.

**Cole/Lake Hazel Intersection**

The Cole/Lake Hazel intersection project is on ACHD’s 90 day bid list, with construction anticipated to start between November 2017 and January 2018. The bridge work will be complete prior to the spring 2018 irrigation season with substantial completion of the intersection and bridge projects by June 30, 2018.

**Gowen Road & Gowen/Orchard Intersection**

In anticipation of the construction of the Orchard Street and Lake Hazel Road extensions and the Cole/Lake Hazel intersection project, ACHD’s Maintenance crews will be widening Gowen Road to 3 lanes from the Orchard extension to existing Orchard Street and ACHD’s Traffic Operations crews will install a signal at the Gowen/Orchard intersection. This project is anticipated to be complete by May 30, 2018.

All 3 of these roadway improvement projects will be constructed and roadways will be open for use by June 30, 2018. Given the roadway construction schedules, the applicant is not anticipated to have any occupied units within the Barnwood District until after the Orchard Street and Lake Hazel Road extensions are completed, minimizing the impact to Cole Road.

5. **Traffic Impact Study**

Kittelson and Associates prepared a traffic impact study for the proposed Syringa Valley Specific Area Plan Planning Area in 2013 for the prior conditional use permit and preliminary plat applications. Because the land use assumptions proposed in the current application are consistent with those of the prior application and because ACHD policy requires updated traffic impact studies for each phase (subsequent preliminary plat applications) an updated traffic impact study was not required for this application.

Consistent with ACHD’s prior action on the site, the applicant should be required to submit an updated traffic impact study prior to ACHD’s signature on the final plat that contains the 171st lot. This will allow time for new traffic patterns to be established after the opening of the Orchard Street and Lake Hazel Road extensions and the Cole/Lake Hazel intersection project. Therefore, allowing the new traffic patterns and trip distributions to be evaluated as part of the study. The requirement for an updated traffic impact study for the final plat that contain the 171st lot applies to both Kristen Subdivision and the proposed Barnwood District combined.

Although an updated traffic impact study was not required for this application, the applicant’s engineer did provide a memo which included a trip generation and distribution analysis for the Barnwood District, as well as, a brief analysis of the development’s potential impacts to Cole Road, see attachment 4.

The memo notes that with the construction of Orchard Street and Lake Hazel Road extension and the Cole/Lake Hazel intersection that residents of the development would have 3 ways to access...
the site via; Cole Road, Lake Hazel Road, and Orchard Street. The memo estimates that 22% of the total traffic would use Cole Road to access the site. This would be approximately 68 trips in the AM peak hour, 86 trips in the PM peak hour and 890 daily trips.

The memo also recommended the construction of a westbound left turn lane on Lake Hazel Road at the Barnwood/Lake Hazel Road intersection. The westbound left turn lane on Lake Hazel Road is included in the CDA and will be built as part of the Lake Hazel Road extension project.

6. Maximum Traffic on One Access
   a. Existing Conditions: There are no roadways within the site.
   b. Policy: Maximum Traffic on One Access: District Policy 7206.3.3 states that if a proposed development only has one access to a public street that is a collector street, or if it proposes to extend public streets from existing development with only one collector street access to the public street system, the maximum forecast ADT to be allowed at any point on the collector street access is 3,000 and is subject to fire department requirements for the provision of a secondary access. This volume may be reduced or increased based on information received from the lead land use agency, the applicable fire department, and/or emergency services. The District will also take into consideration the following items when determining whether or not to reduce or increase the maximum allowable ADT: railroad crossings, canal crossings, topography (foothills vs. flat land), pedestrian connectivity, location of schools, etc.
   c. Applicant Proposal: The applicant is proposing one access point, Barnwood Avenue, a collector roadway to access the site off of Lake Hazel Road.
   d. Staff Comments/Recommendations: As noted above, the applicant is proposing one access point, Barnwood Avenue to access the site until the proposed subdivision builds out, stub streets are extended and alternative (secondary) access becomes available. District policy restricts the number of vehicle trips to 3,000 trips per day on a collector road with only one access point. Based on the submitted preliminary plat application, the first phase of this project is anticipated to generate approximately 4,045 vehicle trips per day; far exceeding the average daily traffic allowed per District policy.

Therefore, the applicant should be required to provide a secondary access to the site for the Barnwood District prior to ACHD’s signature on the final plat that contains the 315th building lot. The applicant should be required to coordinate the design and location of the secondary access with Development Services staff.

7. Lake Hazel Road
   a. Existing Conditions: There is 98-feet of unopened, unimproved right-of-way for Lake Hazel Road abutting the site.
   b. Policy:
      Arterial Roadway Policy: District Policy 7205.2.1 states that the developer is responsible for improving all street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.

      Master Street Map and Typology Policy: District Policy 7205.5 states that the design of improvements for arterials shall be in accordance with District standards, including the Master Street Map and Livable Streets Design Guide. The developer or engineer should contact the District before starting any design.

      Street Section and Right-Of-Way Width Policy: District Policies 7205.2.1 & 7205.5.2 state that the standard 5-lane street section shall be 72-feet (back-of-curb to back-of-curb) within 96-feet of right-of-way. This width typically accommodates two travel lanes in each direction, a continuous center left-turn lane, and bike lanes on a minor arterial and a safety shoulder on a principal arterial.
Street Section and Right-of-Way Width Policy: District Policy 7205.2.1 & 7205.5.2 states that the standard 3-lane street section shall be 46-feet (back-of-curb to back-of-curb) within 70 feet of right-of-way. This width typically accommodates a single travel lane in each direction, a continuous center left-turn lane, and bike lanes.

Right-of-Way Dedication: District Policy 7205.2 states that The District will provide compensation for additional right-of-way dedicated beyond the existing right-of-way along arterials listed as impact fee eligible in the adopted Capital Improvements Plan using available impact fee revenue in the Impact Fee Service Area.

No compensation will be provided for right-of-way on an arterial that is not listed as impact fee eligible in the Capital Improvements Plan.

The District may acquire additional right-of-way beyond the site-related needs to preserve a corridor for future capacity improvements, as provided in Section 7300.

Sidewalk Policy: District Policy 7205.5.7 requires a concrete sidewalk at least 5-feet wide to be constructed on both sides of all arterial streets. 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. Sidewalks constructed next to the back-of-curb shall be a minimum of 7-feet wide.

Detached sidewalks are encouraged and should be parallel to the adjacent roadway. Meandering sidewalks are discouraged.

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.

Pathway Crossings: United States Access Board R304.5.1.2 Shared Use Paths. In shared use paths, the width of curb ramps runs and blended transitions shall be equal to the width of the shared use path.

AASHTO's Guidelines for the Development of Bicycle Facilities 5.3.5 Other Intersection Treatments: The opening of a shared use path at the roadway should be at least the same width as the shared use path itself. If a curb ramp is provided, the ramp should be the full width of the path, not including any flared sides if utilized. . . . Detectable warnings should be placed across the full width of the ramp.

FHWA's "Designing Sidewalks and Trails for Access" (1999) reflected common ADA-related concepts: Chapter 6, Page 16-6: The width of the ramp should be at least as wide as the average width of the trail to improve safety for users who will be traveling at various speeds. In addition, the overall width of the trail should be increased, so the curb ramp can be slightly offset to the side. The increased width reduces conflict at the intersection by providing more space for users at the bottom of the ramp.

Frontage Improvements Policy: District Policy 7205.2.1 states that the developer shall widen the pavement to a minimum of 17-feet from centerline plus a 3-foot wide gravel shoulder adjacent to the entire site. Curb, gutter and additional pavement widening may be required (See Section 7205.5.5).

ACHD Master Street Map: ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, arterial street requirements, and specific roadway features required through development. This segment of Lake Hazel Road is designated in the MSM as a Residential Mobility Arterial with 5-lanes and on-street bike lanes, a 72-foot street section within 98-feet of right-of-way.
c. **Applicant Proposal:** Consistent with the CDA, the applicant is proposing to construct Lake Hazel Road as a 2-lane rural arterial with two 12-foot wide travel lanes, 8-foot wide paved shoulders on both sides of the roadway, 3-foot wide gravel shoulders, and 8-foot wide barrow ditch on both sides of the roadway.

The applicant is proposing to construct a 10-foot wide detached concrete pathway on Lake Hazel Road abutting the site.

d. **Staff Comments/Recommendations:** The applicant's proposal is consistent with the CDA and SP03 and should be approved, as proposed. The 10-foot wide concrete pathway should be located a minimum of 41-feet from the centerline of Lake Hazel Road abutting the site. The applicant should be required to provide a permanent right-of-way easement if the 10-foot wide detached concrete pathway is located outside of the dedicated right-of-way.

As recommended in the traffic memo, the applicant should be required to construct a westbound left turn lane on Lake Hazel Road at Barnwood. The applicant should coordinate the design and construction of the turn lane with ACHD's Development Review staff.

8. **Barnwood Avenue (Lake Hazel to Idlewood)**

a. **Existing Conditions:** Barnwood Avenue is not constructed within the site.

b. **Policy:**

   **Collector Street Policy:** District policy 7206.2.1 states that the developer is responsible for improving all collector frontages adjacent to the site or internal to the development as required below, regardless of whether access is taken to all of the adjacent streets.

   **Master Street Map and Typologies Policy:** District policy 7206.5 states that if the collector street is designated with a typology on the Master Street Map, that typology shall be considered for the required street improvements. If there is no typology listed in the Master Street Map, then standard street sections shall serve as the default.

   **Street Section and Right-of-Way Policy:** District policy 7206.5.2 states that the standard right-of-way width for collector streets shall typically be 50 to 70-feet, depending on the location and width of the sidewalk and the location and use of the roadway. The right-of-way width may be reduced, with District approval, if the sidewalk is located within an easement; in which case the District will require a minimum right-of-way width that extends 2-feet behind the back-of-curb on each side.

   The standard street section shall be 46-feet (back-of-curb to back-of-curb). This width typically accommodates a single travel lane in each direction, a continuous center left-turn lane, and bike lanes.

   **Residential Collector Policy:** District policy 7206.5.2 states that the standard street section for a collector in a residential area shall be 36-feet (back-of-curb to back-of-curb). The District will consider a 33-foot or 29-foot street section with written fire department approval and taking into consideration the needs of the adjacent land use, the projected volumes, the need for bicycle lanes, and on-street parking.

   **Sidewalk Policy:** District policy 7206.5.6 requires a concrete sidewalks at least 5-feet wide to be constructed on both sides of all collector streets. 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. Sidewalks constructed next to the back-of-curb shall be a minimum of 7-feet wide.

   Detached sidewalks are encouraged and should be parallel to the adjacent roadway. Meandering sidewalks are discouraged.
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.

**Landscape Medians Policy:** District policy 7206.5.14 states that landscape medians are permissible where adequate pavement width is provided on each side of the median to accommodate the travel lanes and where the following is provided:

- The median is platted as right-of-way owned by ACHD.
- The width of an island near an intersection is 12-feet maximum for a minimum distance of 150-feet. Beyond the 150-feet, the island may increase to a maximum width of 30-feet.
- At an intersection that is signalized or is to be signalized in the future, the median width shall be reduced to accommodate the necessary turn lane storage and tapers.
- The Developer or Homeowners Association shall apply for a license agreement if landscaping is to be placed within these medians.
- The license agreement shall contain the District’s requirements of the developer including, but not limited to, a “hold harmless” clause; requirements for maintenance by the developer; liability insurance requirements; and restrictions.
- Vertical curbs are required around the perimeter of any raised median. Gutters shall slope away from the curb to prevent ponding.

c. **Applicant Proposal:** The applicant has proposed to construct Barnwood Avenue, a north/south collector roadway with two 20-foot wide travel lanes, 14-foot wide center landscape islands, vertical curb, gutter, and 7-feet of an 8-foot wide planter strip within 56-feet of right-of-way with a 5-foot wide detached concrete sidewalk within an easement.

Where center landscape islands are not constructed between Lake Hazel Road and Idlewood Street the applicant has proposed to construct Barnwood Avenue, as a 36-foot wide collector roadway with vertical curb, gutter, and 7-feet of an 8-foot wide planter strip within 50-feet of right-of-way with a 5-foot wide detached concrete sidewalk within an easement.

d. **Staff Comments/Recommendations:** The applicant’s proposal is consistent with ACHD’s action on SP03 and meets District policy, with the exception of the width of the center landscape islands. The islands should be limited to a maximum width of 12-feet when they are located within 150-feet of an intersection. The islands should be platted as right-of-way owned by ACHD. The applicant or the future owners association should enter into a license agreement with ACHD if landscaping within the islands is desired.

The right-of-way should be reduced to extend 2-feet behind the back of curb and permanent right-of-way easements should be provided for detached sidewalks located outside of the dedicated right-of-way.

Parking is prohibited on collector roadways. The applicant should be required to sign both sides of Barnwood Avenue for “NO PARKING”.

9. **Trestlewood Street (east of Chinook Avenue)**

a. **Existing Conditions:** Trestlewood Street is not constructed within the site.

b. **Policy:**

**Collector Street Policy:** District policy 7206.2.1 states that the developer is responsible for improving all collector frontages adjacent to the site or internal to the development as required below, regardless of whether access is taken to all of the adjacent streets.
Master Street Map and Typologies Policy: District policy 7206.5 states that if the collector street is designated with a typology on the Master Street Map, that typology shall be considered for the required street improvements. If there is no typology listed in the Master Street Map, then standard street sections shall serve as the default.

Street Section and Right-of-Way Policy: District policy 7206.5.2 states that the standard right-of-way width for collector streets shall typically be 50 to 70-feet, depending on the location and width of the sidewalk and the location and use of the roadway. The right-of-way width may be reduced, with District approval, if the sidewalk is located within an easement; in which case the District will require a minimum right-of-way width that extends 2-feet behind the back-of-curb on each side.

The standard street section shall be 46-feet (back-of-curb to back-of-curb). This width typically accommodates a single travel lane in each direction, a continuous center left-turn lane, and bike lanes.

Residential Collector Policy: District policy 7206.5.2 states that the standard street section for a collector in a residential area shall be 36-feet (back-of-curb to back-of-curb). The District will consider a 33-foot or 29-foot street section with written fire department approval and taking into consideration the needs of the adjacent land use, the projected volumes, the need for bicycle lanes, and on-street parking.

Sidewalk Policy: District policy 7206.5.6 requires a concrete sidewalks at least 5-feet wide to be constructed on both sides of all collector streets. 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. Sidewalks constructed next to the back-of-curb shall be a minimum of 7-feet wide.

Detached sidewalks are encouraged and should be parallel to the adjacent roadway. Meandering sidewalks are discouraged.

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.

Landscape Medians Policy: District policy 7206.5.14 states that landscape medians are permissible where adequate pavement width is provided on each side of the median to accommodate the travel lanes and where the following is provided:

- The median is platted as right-of-way owned by ACHD.
- The width of an island near an intersection is 12-feet maximum for a minimum distance of 150-feet. Beyond the 150-feet, the island may increase to a maximum width of 30-feet.
- At an intersection that is signalized or is to be signalized in the future, the median width shall be reduced to accommodate the necessary turn lane storage and tapers.
- The Developer or Homeowners Association shall apply for a license agreement if landscaping is to be placed within these medians.
- The license agreement shall contain the District’s requirements of the developer including, but not limited to, a “hold harmless” clause; requirements for maintenance by the developer; liability insurance requirements; and restrictions.
- Vertical curbs are required around the perimeter of any raised median. Gutters shall slope away from the curb to prevent ponding.

c. Applicant Proposal: The applicant has proposed to construct Trestlewood Street, an east/west collector roadway with two 20-foot wide travel lanes, 14-foot wide center landscape
islands, vertical curb, gutter, and 7-feet of an 8-foot wide planter strip within 56-feet of right-of-way with a 5-foot wide detached concrete sidewalk within an easement on the south side of the roadway and a 10-foot wide path on the north side of the roadway.

Where center landscape islands are not constructed the applicant has proposed to construct Trestlewood Street, as a 36-foot wide collector street with vertical curb, gutter, and 7-feet of an 8-foot wide planter strip within 50-feet of right-of-way with a 5-foot wide detached concrete sidewalk within an easement.

d. Staff Comments/Recommendations: The applicant’s proposal is consistent with ACHD’s action on SP03 and meets District policy, with the exception of the width of the center landscape islands. The islands should be limited to a maximum width of 12-feet when they are located within 150-feet of an intersection. The islands should be platted as right-of-way owned by ACHD. The applicant or the future owners association should enter into a license agreement with ACHD if landscaping within the islands is desired.

The right-of-way should be reduced to extend 2-feet behind the back of curb and permanent right-of-way easements should be provided for detached sidewalks located outside of the dedicated right-of-way.

The 10-foot wide pathway on the north side of Trestlewood Street should be constructed out of concrete. A permanent right-of-way easement should be provided for the detached 10-foot wide pathway.

10. Barnwood/Trestlewood Intersection

a. Staff Comments/Recommendations: The Barnwood Avenue/Trestlewood Street intersection is a collector/collector intersection which may need traffic control in the future. Staff believes this may be a good location for a mini roundabout to be constructed in lieu of a standard intersection treatment, such as signalization of the intersection. To allow for the construction of a mini roundabout at the intersection; consistent with FHWA standards, staff recommends that an inscribed circle diameter of not more than 90-feet be preserved at the intersection.

11. Internal Local Streets

a. Existing Conditions: There are no internal local streets within the site.

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 50-feet wide and that the standard street section shall be 36-feet (back-of-curb to back-of-curb). The District will consider the utilization of a street width less than 36-feet with written fire department approval.

Standard Urban Local Street—36-foot to 33-foot Street Section and Right-of-way Policy: District Policy 7207.5.2 states that the standard street section shall be 36-feet (back-of-curb to back-of-curb) for developments with any buildable lot that is less than 1 acre in size. This street section shall include curb, gutter, and minimum 5-foot concrete sidewalks on both sides and shall typically be within 50-feet of right-of-way.

The District will also consider the utilization of a street width less than 36-feet with written fire department approval. Most often this width is a 33-foot street section (back-of-curb to back-of-curb) for developments with any buildable lot that is less than 1 acre in size.

Sidewalk Policy: District Policy 7207.5.7 states that five-foot wide concrete sidewalk is required on both sides of all local street, except those in rural developments with net densities
of one dwelling unit per 1.0 acre or less, or in hillside conditions where there is no direct lot
frontage, in which case a sidewalk shall be constructed along one side of the street. Some
local jurisdictions may require wider sidewalks.

The sidewalk may be placed next to the back-of-curb. Where feasible, a parkway strip at least
8-feet wide between the back-of-curb and the street edge of the sidewalk is recommended to
provide increased safety and protection of pedestrians and to allow for the planting of trees in
accordance with the District’s Tree Planting Policy. If no trees are to be planted in the
parkway strip, the applicant may submit a request to the District, with justification, to reduce
the width of the parkway strip.

Detached sidewalks are encouraged and should be parallel to the adjacent roadway. Meandering sidewalks are discouraged.

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 7207.2.2 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.

**Landscape Medians Policy:** District policy 7207.5.16 states that landscape medians are
permissible where adequate pavement width is provided on each side of the median to
accommodate the travel lanes and where the following is provided:

- The median is platted as right-of-way owned by ACHD.
- The width of an island near an intersection is 12-feet maximum for a minimum distance of
  150-feet. Beyond the 150-feet, the island may increase to a maximum width of 30-feet.
- At an intersection that is signalized or is to be signalized in the future, the median width
  shall be reduced to accommodate the necessary turn lane storage and tapers.
- The Developer or Homeowners Association shall apply for a license agreement if
  landscaping is to be placed within these medians.
- The license agreement shall contain the District’s requirements of the developer including,
  but not limited to, a “hold harmless” clause; requirements for maintenance by the
  developer; liability insurance requirements; and restrictions.
- Vertical curbs are required around the perimeter of any raised median. Gutters shall slope
  away from the curb to prevent ponding.

**Minor Local Street Policy:** District policy 7207.5.2 states that a minor local street is defined
as a reduced width local street that provides direct lot access for residential uses, and in limited
circumstances, commercial or mixed use as described below.

- **Pavement Width and Curb Type:** A minor local shall be constructed with a reduced width
  of 24-feet from back-of-curb to back-of-curb with curb and gutter. Where the minor local
  street is utilized in a gridded street system with alleys, vertical curb shall be required and
direct lot access shall be restricted. Where the minor local street is utilized, with residential
open space scenarios, rolled curb or ribbon curbing (with an inverted crown), is allowed if
access to the rear of the parcels is provided from the minor local street.

- **Sidewalk and Right-of-Way:** Five-foot wide concrete sidewalks are required on both sides,
  unless as otherwise described below or approved by ACHD and the lead land use agency.
The sidewalk for this street section may be located within a permanent right-of-way easement. If the sidewalk is located within an easement, the minimum right-of-way width for this street section is 28-feet, to allow for 2-feet behind the back-of-curb on each side. Sidewalk may not be required, or may be required on one side only as determined by the lead land use agency, if the minor local street is used in residential areas where houses accessing the minor local street are built with the front of the house (including the front door) facing the common or open space lots that include a connected system of sidewalks or paved pathways and the lotting pattern is mirrored on both sides of the street.

- **Parking:** Parking is prohibited on both sides of this street section. “No Parking” signs are required. Alternative parking for guests, visitors, auxiliary residential parking, and deliveries shall be provided and shall be designated and located in coordination with the lead land use agency. Typically this parking will be provided via community parking spaces located within walking distance of these types of residences. Walking distance shall be defined by the lead land use agency.

- **Requirements (This street section may only be used if the following conditions are met):**
  - The maximum projected ADT is less than 400.
  - The street connects to two other standard size streets.
  - There is support from the lead land use agency (either from staff or Commission/Council).
  - Maximum block length of 600-feet.
  - In commercial or mixed use areas where urban designs utilizing alleys are desirable, but may be impractical due to access restrictions to classified roadways (arterials, collectors, and residential collectors). In this example, the minor local street would parallel the access-restricted roadway and would provide direct access to the commercial or mixed-use lots.
  - No portion of a building shall be over 30-feet in height. If any portion of a building is over 30-feet in height, aerial fire apparatus is required and a 26-foot wide street is required (International Fire Code Appendix D Section C105). However, a 26-foot wide street, with a minimum right-of-way of 30-feet, is allowed if all other requirements for a minor local street are met.

c. **Applicant’s Proposal:** The applicant has proposed to construct the entry portion of Tarp Street (east & west of Barnwood) with two 20-foot wide travel lanes, 14-foot wide center landscape islands, vertical curb, gutter, and 7-feet of an 8-foot wide planter strip within 56-feet of right-of-way with a 5-foot wide detached concrete sidewalk within an easement.

The applicant is proposing to construct all of the internal local streets as 33-foot street sections with rolled curb, gutter, and 7-feet of an 8-foot wide planter strip in 47-feet of right-of-way, with a 5-foot wide detached concrete sidewalk in an easement with the exception of Spindlebrush, Arista (Snowberry to Mossywood), Chucker (Cheyenne to Harvest Cove), Shelterwood, & Madronawood.

The applicant has proposed to construct Spindlebrush, Arista (Snowberry to Mossywood), Chucker (Cheyenne to Harvest Cove), Shelterwood, & Madronawood as 24-foot wide minor local streets with rolled curb and gutter within 28-feet of right-of-way. The minor local streets are proposed to provide access to homes that front an open space lots and they are proposed to intersect a standard size public street on either end. In lieu of constructing sidewalks abutting the minor local streets, the applicant has proposed to construct pathways within the open space lots to provide pedestrian connectivity.

The applicant has proposed to construct bulb-out at intersections throughout the site.

d. **Staff Comments/Recommendations:** The applicant’s proposal for the entry portion of Tarp Street (east & west of Barnwood) meets District policy, with the exception of the width of the
center landscape islands. The islands should be limited to a maximum width of 12-feet when they are located within 150-feet of an intersection. The islands should be platted as right-of-way owned by ACHD. The applicant or the future owners association should enter into a license agreement with ACHD if landscaping within the islands is desired.

The applicant’s proposal to construct the internal local streets as 33-foot street section with rolled curb, gutter, and 5-foot detached concrete sidewalks meet’s District policy and should be approved, as proposed.

The “Y” type intersection at the Barnwood/Jumper intersection is approved, as proposed.

The applicant should be required to reduce the right-of-way to 2-feet behind the back of curb on the entry portions of Tarp Street and on the 33-foot wide streets. A permanent right-of-way easement should be provided for the detached sidewalks located outside of the right-of-way.

The applicant’s proposal to construct Spindlebrush, Arista (Snowberry to Mossywood), Chucker (Cheyenne to Harvest Cove), Shelterwood, & Madronawood as 24-foot wide minor local street with rolled curb and gutter within 28-feet of right-of-way meet’s District policy and should be approved, as proposed.

The applicant’s proposal to construct bulb-outs at intersection throughout the site is approved, as proposed. The applicant will be required to provide a minimum of 24-feet of pavement between the bulb-outs at the intersection, as measured from face of curb to face of curb.

The applicant should be required to provide written fire department approval for use of the reduced street sections.

12. Roadway Offsets
   a. Existing Conditions: There are no roadway offsets within the site.
   
   b. Policy:
      Local Street Intersection Spacing on Principal Arterials: District policy 7205.4.3 states that new local streets should not typically intersect arterials. Local streets should typically intersect collectors. If it is necessary, as determined by ACHD, for a local street to intersect an arterial, the minimum allowable offset shall be 1,320-feet as measured from all other existing roadways as identified in Table 1b (7205.4.7).

      Collector Offset Policy: District policy 7205.4.2 states that the optimum spacing for new signalized collector roadways intersecting minor arterials is one half-mile.

      District policy 7205.4.2 states that the optimum spacing for new signalized collector roadways intersecting principal arterials is one half-mile.

      District policy 7206.4.2 states that the preferred spacing for new collectors intersecting existing collectors is ¼ mile to allow for adequate signal spacing and alignment.

      Local Offset Policy: District policy 7207.4.2, requires local roadways to align or provide a minimum offset of 125-feet from any other street (measured centerline to centerline).

   c. Applicant’s Proposal: The applicant has proposed to construct one collector roadway onto Lake Hazel Road to access the site, Barnwood Avenue, located ¼ mile east of Cole Road.

   d. Staff Comments/Recommendations: The applicant’s proposal is consistent with SP03 and should be approved, as proposed.

      This access point should be restricted to right-in/right-out only when Lake Hazel Road is widened to 5-lanes or traffic conditions warrant, as conditioned with SP03. The proposed collector network will provide future signalized access to Lake Hazel Road.
All of the internal roadway offsets meet or exceed ACHD policy and should be approved, as proposed.

13. Stub Streets
   a. Existing Conditions: There are no stub streets to or from the site.
   b. Policy:
      Stub Street Policy: District policies 7206.2.4 and 7207.2.4 state that stub streets will be required to provide circulation or to provide access to adjoining properties. Stub streets will conform with the requirements described in Sections 7206.2.5.4 and 7207.2.5.4, except a temporary cul-de-sac will not be required if the stub street has a length no greater than 150-feet. A sign shall be installed at the terminus of the stub street stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE." or “THIS IS A DESIGNATED COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDED AND WIDENED IN THE FUTURE.”

      In addition, stub streets must meet the following conditions:
      • A stub street shall be designed to slope towards the nearest street intersection within the proposed development and drain surface water towards that intersection; unless an alternative storm drain system is approved by the District.
      • The District may require appropriate covenants guaranteeing that the stub street will remain free of obstructions.

      Temporary Dead End Streets Policy: District policies 7206.2.4 and 7207.2.4 requires that the design and construction for cul-de-sac streets shall apply to temporary dead end streets. The temporary cul-de-sac shall be paved and shall be the dimensional requirements of a standard cul-de-sac. The developer shall grant a temporary turnaround easement to the District for those portions of the cul-de-sac which extend beyond the dedicated street right-of-way. In the instance where a temporary easement extends onto a buildable lot, the entire lot shall be encumbered by the easement and identified on the plat as a non-buildable lot until the street is extended.
   c. Applicant Proposal: The applicant has proposed to construct 6 stub streets to the east and 2 stub streets to the south. The stub streets are proposed to be located as follows:

      Stub Streets to the east:
      • Snowberry Street, located approximately 230-feet south of Lake Hazel Road.
      • Mossywood Street located approximately 970-feet south of Lake Hazel Road.
      • Trestlewood Street, located approximately 1,145-feet south of Lake Hazel Road.
      • Homewood Street, located approximately 1,325-feet south of Lake Hazel Road.
      • Hearthside Street, located approximately 1,985-feet south of Lake Hazel Road.

      Stub Streets to the south:
      • Barnwood Street, located at the site’s southeast property line.
      • Arista Avenue, located approximately 350-feet east of Barnwood Avenue.
   d. Staff Comments/Recommendations: The applicant’s proposal meets District policy and should be approved, as proposed. The applicant should be required to install a sign at the terminus of local stub streets stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE."
The applicant should be required to install a sign at the terminus of Trestlewood Street and Barnwood Avenue stating that, “THIS IS A DESIGNATED COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDED AND WIDENED IN THE FUTURE.”

A temporary turnaround should be constructed at the terminus of Trestlewood Street, as it extends greater than 150-feet in length. The temporary turnaround should be paved and shall be the dimensional requirements of a standard cul-de-sac. The developer should grant a temporary turnaround easement to the District for those portions of the cul-de-sac which extend beyond the dedicated street right-of-way. In the instance where a temporary easement extends onto a buildable lot, the entire lot shall be encumbered by the easement and identified on the plat as a non-buildable lot until the street is extended.

No other temporary turnaround should be required.

The right-of-way for Harvest Cove Avenue abutting the site’s east property line should extend to the property line.

14. Tree Planters
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.

15. 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.

16. Other Access
Lake Hazel Road is classified as a principal arterial roadway. Barnwood Avenue (north of Idlewood) and Trestlewood Street are classified as collector roadways. Other than the access specifically approved with this application, direct lot access is prohibited to these roadways and should be noted on the final plat.

D. Site Specific Conditions of Approval
1. Provide an updated traffic impact study prior to signature on the final plat, which contains 171 single family lots or exceeds 1,770 vehicle trips per day.
2. Provide a secondary access to the site prior to ACHD’s signature on the final plat that contains the 315th building lot.
3. Consistent with the CDA, construct Lake Hazel Road as a 2-lane rural arterial with two 12-foot wide travel lanes, 8-foot wide paved shoulders on both sides of the roadway, 3-foot wide gravel shoulders, and 8-foot wide barrow ditch on both sides of Lake Hazel Road abutting the site.
4. Construct a 10-foot wide detached concrete pathway located a minimum of 41-feet from the centerline of Lake Hazel Road abutting the site. Provide a permanent right-of-way easement if the 10-foot wide detached concrete pathway is located outside of the dedicated right-of-way.
5. Construct a westbound left turn lane on Lake Hazel Road at Barnwood Avenue. Coordinate the design and construction of the turn lane with ACHD’s Development Review staff.
6. Construct Barnwood Avenue from Lake Hazel to Idlewood, with two 20-foot wide travel lanes, 12-foot wide center landscape islands, vertical curb, gutter, and an 8-foot wide planter strip, with a 5-foot wide detached concrete sidewalk. The dedicated right-of-way shall extend 2-feet behind the back of curb. Provide a permanent right-of-way easement for the detached sidewalk located outside of the dedicated right-of-way. Plat the center landscape islands as right-of-way owned by ACHD. The applicant or the future owners association shall enter into a license agreement with ACHD if landscaping within the islands is desired.

7. Where center landscape islands are not proposed between Lake Hazel and Idlewood construct Barnwood Avenue, as a 36-foot wide collector roadway with vertical curb, gutter, an 8-foot wide planter strip and a 5-foot wide detached concrete sidewalk. The dedicated right-of-way shall extend 2-feet behind the back of curb. Provide a permanent right-of-way easement for the detached sidewalk located outside of the dedicated right-of-way.

8. Sign Barnwood Avenue between Lake Hazel Road and Idlewood Street for “NO PARKING”.

9. Construct Trestlewood Street, with two 20-foot wide travel lanes, 12-foot wide center landscape islands, vertical curb, gutter, and an 8-foot wide planter strip, with an 10-foot wide concrete pathway on the north side of the roadway and 5-foot wide detached concrete sidewalk on the south side. The dedicated right-of-way shall extend 2-feet behind the back of curb. Provide a permanent right-of-way easement for the detached pathway and sidewalk located outside of the dedicated right-of-way. Plat the center landscape islands as right-of-way owned by ACHD. The applicant or the future owners association shall enter into a license agreement with ACHD if landscaping within the islands is desired.

10. Where center landscape islands are not proposed construct Trestlewood Street, as a 36-foot wide collector roadway with vertical curb, gutter, an 8-foot wide planter strip, with an 10-foot wide concrete pathway on the north side of the roadway and a 5-foot wide detached concrete sidewalk on the south. The dedicated right-of-way shall extend 2-feet behind the back of curb. Provide a permanent right-of-way easement for the detached sidewalk located outside of the dedicated right-of-way.

11. Sign Trestlewood Street between Barnwood Avenue and the east property line for “NO PARKING”.

12. Preserve an inscribed circle diameter of not more than 90-feet at the Barnwood/Trestlewood intersection to allow for the future construction of a mini roundabout.

13. Construct the entry portion of Tarp Street (east & west of Barnwood) with two 20-foot wide travel lanes, 12-foot wide center landscape islands, vertical curb, gutter, with an 8-foot wide planter and 5-foot wide detached concrete sidewalks. The dedicated right-of-way shall extend 2-feet behind the back of curb. Provide a permanent right-of-way easement for the detached sidewalks located outside of the dedicated right-of-way. Plat the center landscape islands as right-of-way owned by ACHD. The applicant or the future owners association shall enter into a license agreement with ACHD if landscaping within the islands is desired.

14. Construct Spindlebrush, Arista (Snowberry to Mossywood), Chucker (Cheyenne to Harvest Cove), Shelterwood, & Madronawood as 24-foot wide minor local streets with rolled curb and gutter within 28-feet of right-of-way.

15. Construct all other internal local streets as 33-foot street sections with rolled curb, gutter, and 5-foot detached concrete sidewalk. The dedicated right-of-way shall extend 2-feet behind the back of curb. Provide a permanent right-of-way easement for the detached sidewalks located outside of the dedicated right-of-way.
16. Construct bulb-outs at intersections throughout the site, as proposed. Provide a minimum of 24-feet of pavement between the bulb-outs at the intersection, as measured from face of curb to face of curb.

17. Provide written fire department approval for use of the reduced street sections.

18. Construct one collector roadway, Barnwood Avenue, onto Lake Hazel Road located ¼ mile east of Cole Road.

19. Construct the following stub streets to the east and south. Install a sign at the terminus of local stub streets stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE." Install a sign at the terminus of Trestlewood Street and Barnwood Avenue stating that, "THIS IS A DESIGNATED COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDED AND WIDENED IN THE FUTURE."

   Stub Streets to the east:
   • Snowberry Street, located approximately 230-feet south of Lake Hazel Road.
   • Mossywood Street located approximately 970-feet south of Lake Hazel Road.
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   • Hearthside Street, located approximately 1,985-feet south of Lake Hazel Road.

   Stub Streets to the south:
   • Barnwood Street, located at the site’s southeast property line.
   • Arista Avenue, located approximately 350-feet east of Barnwood Avenue.

20. Construct a temporary turnaround at the terminus of Trestlewood Street, as it extends greater than 150-feet in length.

21. The right-of-way for Harvest Cove Avenue abutting the site’s east property line shall extend to the site east property line.

22. Other than access specifically approved as part of this application direct lot access is prohibited to Lake Hazel Road, Barnwood Avenue (north of Idlewood), and Trestlewood Street and shall be noted on the final plat.

23. Payment of impact fees is due prior to issuance of a building permit.


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. Applicant’s Letter
4. Traffic Memo
5. Utility Coordinating Council
6. Development Process Checklist
7. Request for Reconsideration Guidelines
VICINITY MAP
Taunton Group
Community Development

August 28, 2017

Todd Tucker
Senior Planner
Planning & Development Services
2nd Floor, Boise City Hall
150 N. Capitol Blvd.
Boise, ID 83701-0500

RE: Barnwood District Subdivision Preliminary Plat Application - Cover Letter and Project Description

Dear Todd,

On behalf of the Applicant, Trilogy Development, I am pleased to submit this application for the Barnwood District Preliminary Plat. The Barnwood District plan implements the Syringa Valley Specific Plan community vision and is consistent with the Syringa Valley Specific Plan Conceptual Masterplan and community development principles. The property involved in this application totals 116.50 acres and is located south of Lake Hazel Rd. and east of the NY Canal along S. Cole Rd. It includes the entire Hawk Lake planning area and portions of the Falcon and Kestrel planning areas. The owner of the property is the Corey Barton Homes Inc.

In December 2016, the Boise City Council rezoned the Syringa Valley property to SP-03 Syringa Valley Specific Plan including a number of Sub-Districts with a range of allowable uses and dimensional standards; approved an amendment to the Boise Comprehensive Plan text related to the residential development north of Lake Hazel Rd.; and approved the Kirsten Subdivision Preliminary Plat. Since the approval, the Applicant has not proceeded with engineering plans and a final plat for the first phase of the Kirsten Subdivision and has chosen to focus initial development activities south of Lake Hazel Rd. The Applicant intends to develop the 10-acre Community Center, the major amenity in Syringa Valley, with the initial phase of development and to concentrate the installation of infrastructure and residential development south of Lake Hazel Rd. rather than also develop to the north.
A neighborhood meeting was properly noticed and held on August 21, 2017, from 7:00 pm to approximately 8:30 pm at the Lake Hazel Branch Library at 10489 Lake Hazel Rd. Approximately 30-35 individuals attended the meeting to learn about the application. Copies of the sign-in sheets have been forwarded to Boise Planning & Development Services.
Project Description

The preliminary plat includes 517 total lots with 453 buildable lots and 64 common lots. A total of 35.0 acres is open space or 30 percent of the site.

The preliminary plat area is entirely located in the Low-Density Residential (LR) Sub-District of the SP-03 zone. The intent of this Sub-District is to provide for a diversity of urban housing products through flexible design standards. Densities in the LR Sub-District range from 3-6 units per gross acre.

For the purposes of calculating residential density in the Barnwood District Preliminary Plat area, paragraph 6.F. of the Syringa Valley Specific Plan Zoning Ordinance defines the gross residential acreage as excluding the right of way already owned by ACHD for Lake Hazel Rd. and the NY Canal easement (11.71 acres). The gross residential acreage becomes 104.79 acres, including the 10-acre community Center, and the density is 4.33 units/gross acre.

Density will transition from roughly 6.5 units/gross acre north of Trestlewood St. surrounding the Community Center and adjacent the future Medium – Density (MR) and Village Center (VC) Sub-Districts to a low of approximately 3.30 units/gross acre at the south portion of the preliminary plat area.

While predominantly single family housing is expected in the LR Sub-District and limited service commercial uses as part of the Community Center development. The Barnwood District Preliminary Plat includes a diverse range of residential lots including 64 townhome lots. Lot sizes for non-townhome lots offer the opportunity for six distinct housing types on lots that are approximately 40, 50, 60, 70, 80, and 90 feet wide. Eighty -five units are alley-loaded and typically front on greenspace. This diversity in housing is intended to achieve the goal of providing a wide housing choice to meet consumer preferences, income levels, and life-stages.

Circulation

The multi-modal circulation system in Barnwood District has been designed to be consistent with the Syringa Valley Specific Plan.

The Barnwood District Preliminary Plat area does not have direct access or frontage on S. Cole Rd. and will rely on the completion of Lake Hazel Rd. for access to the community. The planned completion of the Lake Hazel Rd. – Orchard St. extension from Cole Rd. to Gowen Rd. is June 30, 2018 (see below for further discussion of the timeframe). ACHD will construct the Cole Rd.-Lake Hazel Rd. signalized intersection and a bridge over the NY Canal. The Syringa Valley project will construct Lake Hazel Rd. and Orchard St. from east of the bridge to Gowen Rd.
The main access into the Barnwood District will be at the planned un-signalized intersection of Lake Hazel Rd. and Barnwood Ave. The Applicant will work with ACHD to determine the timing and location of a temporary secondary access to Lake Hazel Rd.

Barnwood Ave. is planned as a collector standard roadway with landscaped islands and enhanced landscaping at the Tarp St. and Trestlewood St. intersections. The collector road will transition to a local residential street north of Idlewood St. and accommodates the existing SUEZ 16-inch water line.

Trestlewood St. is the planned east-west collector in Syringa Valley linking Barnwood Ave. to Orchard St. Idlewood St. is positioned slightly north of the alignment depicted in the Specific Plan to allow for a tier of lots to back onto the adjacent out-parcel.

Five local streets are 28’ wide and will function as alleys for the adjacent rear-loaded lots. Sidewalks will access the front of the lots from internal greenspace. The use of a local street section allows addressing for the lots that front open space.

The plan also includes the 10-foot pathway along Lake Hazel Rd., the 10-foot pathway along the full length of the NY Canal, and the 8-foot pathways adjacent Trestlewood St. and north of Idlewood St. that connect to the NY Canal pathway as depicted in the Specific Plan. There are also numerous locations of 5-foot micro-paths in the plan. This pedestrian and bicycle system combined with detached sidewalks will encourage alternative modes of travel and support healthy resident activity.

**Infrastructure**

Municipal water will be provided by SUEZ through an existing 16-inch water main in Barnwood Ave. Wastewater service will be provided by the City of Boise. The project will install a sewer trunk line in the most westerly streets parallel the NY Canal and will construct a lift station at the northwest corner of the preliminary plat area to pump sewage over the NY Canal into the existing trunk in Lake Hazel Rd. at Cole Rd.

Storm water will be retained on site through shallow swales, borrow ditches (Lake Hazel Rd.), surface drainage ponds and subsurface infiltration facilities as contemplated in the Specific Plan.

**Community Features and Amenities**

Approximately 20 acres south of Lake Hazel Rd. and west of Barnwood Ave. receive irrigation water from the New York Irrigation District. The Specific Plan Conceptual Masterplan designated this area as the location of the 10-acre Community Center to take advantage of the surface water irrigation for playfields. While the design and programming are still underway,
the facility will incorporate the elements described in the Specific Plan – 5,000-7,000 square foot building, outdoor swimming pool, playground/tot lot, outdoor lighted basketball and tennis courts, and other outdoor playfields.

The preliminary plat includes a central 1.6-acre neighborhood park with a pool, playground and picnic area accessed by the NY Canal pathway and the pathway north of Idlewood St. Barnwood District residents will be well-served by pools exceeding the Specific Plan threshold of one pool per 350-400 housing units. A passive park area is located at the south end of the plan area adjacent to the NY Canal pathway.

All amenities will be open to the residents of Barnwood District and other Syringa Valley residents.

**Environmental**

Barnwood District will adopt the Water Conservation Strategy outlined in the Syringa Valley Specific Plan. The Specific Plan anticipated that all residential units would be served solely by SUEZ without irrigation from the New York Irrigation District. Approximately 64 lots west of Barnwood Ave. and north of Mossywood St. will receive pressurized irrigation installed by the developer.

The lighting standards included in the Specific Plan to minimize glare and spillage of light will be adopted.

**Consistency with the Syringa Valley Specific Plan**

The following summary chart demonstrates the consistency of the Barnwood District Preliminary Plat with the Specific Plan elements and other community development principles that apply to the LR Sub-District.

<table>
<thead>
<tr>
<th>Syringa Valley Specific Plan Principles and Features</th>
<th>Barnwood District Subdivision Plan Features</th>
</tr>
</thead>
</table>
| *Syringa Valley Vision:* A walkable mixed-use community, thoughtfully designed, and embracing its high desert setting. Syringa Valley will be a multi-generational community offering diverse and competitively priced housing options linked together by pathways and recreation facilities to encourage physical activity and social engagement for all residents. | • Specific Plan water conservation strategy is adopted  
• Diverse housing (lot sizes and types) and townhomes appeal to a broad range of incomes and life stages  
• Extensive multi-use pathway system and micro-paths connect to a 10-acre Community Center and 2 neighborhood parks  
• Higher density lots front on internal |
**Community Development Principles:**
- Create a healthy community that is active, walkable and connected
- Adopt street patterns and building orientations that focus life on the street
- Utilize open space as an organizing element in neighborhood design
- Become a model for water-wise community development
- Offer a diversity of housing choices to match consumer incomes, preferences, and life stages
- Interconnected gridded streets, extensive multi-use pathway system, and micro-paths encourage walking and biking
- Higher densities focused near the 10-acre Community Center encourage pedestrian access and activity
- Homes fronting the Community Center and 1.6-acre neighborhood park provide visual interest and direct access
- Higher density lots front on internal neighborhood greenspace
- Specific Plan Water Conservation Strategy adopted
- Diverse housing (lot sizes and types) and townhomes appeal to a broad range of incomes and life stages

**Low-Density Residential (LR) Sub-District:**
- Diversity of urban housing products through flexible design standards.
- Allows residential scale multi-family and limited service commercial uses
- Density is limited to an overall 6 units per gross acre south of Lake Hazel. Actual development densities will be subject to economic and market conditions.
- Reduced setbacks allow homes to connect to the street and internal greenspace
- Community Center offers opportunity for small scale commercial uses
- Density of 4.33 units/ac. is the higher range for a diverse single family development with 30% common area and lower transitional densities to the south. Barnwood District density will not preclude future development from achieving an overall density of 6 units per gross acre south of Lake Hazel

**Hawk Lake Planning Area:**
- Grid system of roads may not be appropriate due to canal barrier
- Approx. 20 ac. have surface irrigation
- NW corner is location of Community Center and sports field, i.e. dual function open space (combining storm water retention and recreation) with active and passive recreation
- SF housing to predominate. Other housing types possible.
- Lower densities near south boundary as transition to rural residential
- Street pattern is a modified grid pattern adapting to the NY Canal alignment
- Community Center, including playfields, and approximately 10 acres of adjacent residential development will be served by pressurized irrigation from the NY Canal
- Community Center will be developed as dual function open space
- 64 townhome lots are included in addition to diverse single family lot sizes and types
- Larger lots planned in the southern portion of the site provide a transition to rural densities

**Circulation Plan Principles:**
- Provide an efficient and safe network of
- Interconnected gridded streets, extensive multi-use pathway system, and micro-paths
| vehicular, bicycle and pedestrian facilities that support the multi-modal vision of the project |
| Support the planned land uses of the development in a manner that encourages vehicular and pedestrian connectivity within and between neighborhoods and other land uses and amenities |
| Create streetscapes that are safe, pleasant and comfortable for a diverse population |
| Improve the health of residents by providing convenient facilities that encourage walking and cycling |
| Reduce vehicle trips through community design, travel demand strategies, and transit options |

| encourage walking and biking |
| All sidewalks are detached with 8’ planter strips and shade trees |
| Pathway system provides convenient access to open space and recreational activity areas that encourage pedestrian and bike activity and fosters neighborhood connectivity |
| Barnwood District’s safe and comfortable system for pedestrians and cyclists reduces internal vehicle trips |

| Specific design elements to accomplish a pedestrian-scale system: |
| Wide sidewalks separated from roadways with 8-foot planter strips that provide shade from street trees |
| Multi-use pathways separated from streets |
| Alley-loaded homes that reduce the conflict areas between vehicle and pedestrians and bicycles |
| On-street parking along streets fronting residential and commercial uses |
| Narrower street standards on low volume local streets |
| Intersection treatments that reduce pedestrian crossing distances and vehicle travel speeds |
| A grid system of streets with short blocks, intersection density, and frequent mid-block pedestrian connections |
| Detached sidewalks on all streets |
| Use of micro-paths to connect neighborhoods and open space |

| All sidewalks are detached with 8’ planter strips and shade trees |
| Multi-use pathways include the 10’ pathway along Lake Hazel frontage; 10’ pathway along the full length of the NY Canal; and two 8’-pathways linking the NY Canal pathway to future development through the Barnwood District |
| Alley-loaded homes and townhomes front on internal greenspace |
| Street standards adopt width and on-parking principals |
| Attractive landscape intersection designs created along Cheyenne with street bulb outs |
| Maximum block lengths are approximately 500’ unless bisected by a pedestrian pathway |
| Numerous 5’ micro-paths provide mid-block connectivity |

| Pedestrian/bicycle network: |
| 10’-concrete pathway on the south side of Lake Hazel transitioning to the 7 raised concrete sidewalk on the bridge. Pathways located in 30’ landscape buffer |
| 10’-paved trail along the NY canal outside of |

| Multi-use pathways include the 10’ pathway along Lake Hazel; 10’ pathway along the full length of the NY Canal and connecting to the Community Center; and two 8’-pathways linking the NY Canal pathway to future |
the 25’ easement from toe of slope
- 8’-paved community pathway in 25-30’ corridor connecting to the NY Canal pathway and Community Center. Allow for connections across Cheyenne at Trestlewood and north of Idlewod (see map)
- 5’-paved neighborhood pathways in 15’ minimum corridor linking residents to amenities, other backbone pathways.

development through the Barnwood District
- Numerous 5’ micro-paths provide mid-block connectivity

<table>
<thead>
<tr>
<th>Amenities:</th>
<th>Barnwood District includes the major Syringa Valley 10-ac. Community Center and Dual-Function Open Space/Active and Passive Play Area; a 1.6 ac. neighborhood park with pool; and a passive recreation park adjacent the NY Canal pathway</th>
</tr>
</thead>
</table>
| - Total acreage planned for the Community Center and the Dual-Function Open Space/Active and Passive Play Area is 10-12 acres. 
- Each neighborhood planning area to have 1-2 acres of planned park area centrally located for convenient access for the surrounding residents.
- Neighborhood pool for approximately 350-400 housing units
- All park and pool facilities within the neighborhoods will be open for community-wide use. | - Amenities are open to all residents and guests |

<table>
<thead>
<tr>
<th>Design Guidelines</th>
<th>Diverse lot sizes and housing types in close proximity provide visual interest</th>
</tr>
</thead>
</table>
| - To create visual interest, a variety of housing types and sizes are encouraged on a single block face.
- Block lengths should be less than 500’ long unless bisected with a significant pedestrian pathway. | - Maximum block lengths are approximately 500’ unless bisected by a pedestrian pathway |

**Barnwood District and the Future Village Center**

The Syringa Valley Specific Plan included illustrations depicting the Conceptual Masterplan, Zoning Sub-Districts, and the Village Center. The illustrations were not based on legal descriptions and minor adjustments to the boundaries may occur with detailed planning and engineering. However, to ensure that the Barnwood District Preliminary Plat will not negatively impact the Village Center (VR) Sub-District the plan was overlaid on the Village Center Concept plan. The following exhibit demonstrates that the preliminary plat matches well with the
concept plan from a land use and circulation perspective. Note that two proposed multi-family buildings overlap the preliminary plat in error. The buildings are located in the LR Sub-District and exceed the western boundary of the MR Sub-District lying north of the Village Center.
Conceptual Phasing

The initial phase of development will occur between Barnwood Ave. and the NY Canal and progress south from Lake Hazel Rd. to take advantage of the logical extensions of the sewer and Barnwood Ave. The following exhibit provides a conceptual development phasing plan, subject to economic and marketing conditions.

Syringa Valley Development Timeframe
A key component of the Syringa Valley Specific Plan approval was the introduction of a development timeframe chart forecasting the timing of phase 1 of the Kirsten Subdivision and the construction of the Lake Hazel Rd. – Orchard St. extension including the Cole Rd. intersection and bridge over the NY Canal. With the postponement of the Kirsten Subdivision development phase, the Applicant has prepared a revised timeframe which forecasts the opening of the connection from Cole Rd. to Gowen Rd. at least several months prior to the commencement of homebuilding. Note that ACHD extended the completion date from May 31 to June 30, 2018.

Existing & Proposed Barnwood District Conditions of Approval

In 2016 the ACHD Commissioners placed conditions of approval on the Kirsten Subdivision Preliminary Plat limiting development until the developer completed the Lake Hazel Rd.–Orchard St. extension and in December the Boise City Council imposed more restrictive transportation conditions and other plan related conditions on the preliminary plat and Syringa Valley Specific Plan. The Applicant has reviewed the existing City of Boise conditions and considering postponement of the Kirsten project and the revised timeframe and would like to propose the following modified conditions to apply to the Barnwood District Preliminary Plat.
<table>
<thead>
<tr>
<th>Key City of Boise Conditions of Approval</th>
<th>Specific Plan Conditions</th>
<th>Kirsten Preliminary Plat Conditions</th>
<th>Proposed Barnwood District Preliminary Plat Conditions</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Max. 24 building permits &amp; 12 occupancy permits issued in Kirsten until developer completes Lake Hazel &amp; Orchard extension</td>
<td>Yes</td>
<td>Yes – correction needed to be consistent with SP</td>
<td>Does not apply to Barnwood District – no secondary access from Cole available</td>
</tr>
<tr>
<td>2. Max. 60 building permits issued in Kirsten until ACHD completes Lake Hazel/Cole intersection and bridge</td>
<td>Yes</td>
<td>Yes</td>
<td>Apply to Barnwood District</td>
</tr>
<tr>
<td>3. Heavy construction truck traffic access from Cole restricted from 9:00 am - 2:30 pm until Lake Hazel – Orchard extension completed Heavy construction truck traffic to only use Lake Hazel – Orchard when completed Time restriction removed</td>
<td>Yes</td>
<td>Yes</td>
<td>Apply to Barnwood District</td>
</tr>
<tr>
<td>4. Prior to approval of 1st prelim. plat after Kirsten amend SP to identify minimum square feet of commercial or limits of residential on ground floor, or some other way to ensure an adequate level of commercial development in the Village Center</td>
<td>Yes</td>
<td>No</td>
<td>Amend SP condition to require the amendment prior to approval of a final plat including the 450th lot from either Kirsten or Barnwood District</td>
</tr>
<tr>
<td>5. Prior to approval of 1st prelim. plat after Kirsten work with Boise to establish a mechanism to fund a 2nd fire station</td>
<td>Yes</td>
<td>No</td>
<td>Condition satisfied</td>
</tr>
<tr>
<td>6. All new residential development in the SP subject to an avigation</td>
<td>Yes</td>
<td>No</td>
<td>No condition needed SP condition applies</td>
</tr>
</tbody>
</table>

Attachment: 3_DHR20-00149 Cole (DHR20-00149 / Jeff Herman, CBH Homes)
easement and sound attenuation standards of a minimum noise level reduction (NLR) of 25 dB

<table>
<thead>
<tr>
<th></th>
<th>reference</th>
<th>by reference</th>
</tr>
</thead>
</table>

7. Coordinate with City to request Eagle Grove St. in Kirsten become permanent access  No  Yes  Does not apply to Barnwood District

8. Submit updated TIS prior to approval of a final plat containing the 171st lot in Kirsten (also an ACHD condition)  No  Yes  Apply to Barnwood District and revise to require approval prior to approval of a final plat including the 171st lot from either Kirsten or Barnwood District

**Correction to Syringa Valley Zoning Ordinance**

The Applicant would like to propose PDS staff correct a minor drafting error in the Zoning Ordinance text on page 1 Paragraph 3.B. The density range was mistakenly written as 2 to 6 units per gross acre. The correct range is 3 to 6 units per acre.

Please contact me if you have any questions or require any additional information related to the application. We look forward to working with the Planning & Development Services staff during the review of the application.

Sincerely,
Bob Taunton, President
Taunton Group, LLC
2724 S. Palmatier Way
Boise ID 83716
208-401-5505
bobtaunton@tauntongroup.com

**Additional Exhibits on Following Pages**

Syringa Valley Zoning Sub-Districts
Syringa Valley Overall Conceptual Masterplan
Syringa Valley Street Circulation & Dedicated Bike Lanes
Syringa Valley Open Space & Community Pathway/Bike Lane System
September 1, 2017

Corey Barton Homes, Inc.
C/O Bob Taunton
Taunton Group
2724 S. Palmatier Way
Boise, ID 83716

RE: Syringa Valley Traffic Review of Phase 1 Relocated from the Kirsten Subdivision to the Barnwood District Subdivision - Boise, Idaho

Dear Bob,

This letter presents the results of the transportation evaluation for changing the location of the initial residential development from the approved Kirsten Subdivision, located in the northwest quadrant of the Syringa Valley Development, to the Barnwood District Subdivision to be located in the southwest quadrant of the development.

The proposed development plan for the Barnwood District Subdivision includes approximately 454 housing units in the Hawk Lake development area south of Lake Hazel Road, which will include 64 townhomes and 390 single family homes. This would replace the 452 housing units approved for the Kirsten Subdivision on the north side of Lake Hazel Road, which included 40 townhomes and 412 single family homes.

This study addresses the following key items:

- Evaluation of the site traffic projected to use S Cole Road with the change to the proposed development location and number of lots.
- Threshold analysis to identify the timing for a secondary connection to Lake Hazel Road from the new subdivision.
- Evaluation of the traffic operations and the need for turn lanes at the Barnwood Avenue (formerly shown as Cheyenne Avenue)/Lake Hazel Boulevard intersection.
- Conclusions and recommendations.

BACKGROUND

In November, 2016, the City of Boise approved the Kirsten Subdivision, which included approximately 412 single family homes and 40 condominium/townhome units. The Kirsten Subdivision included access to S Cole Road and Lake Hazel Road. The City required that no more than 12 occupancy permits at the Kirsten Subdivision be approved prior to completing the Lake-Hazel Road and Orchard Street extensions, such that site traffic access would not be limited to Cole Road.
Based an updated review of the development phasing, Cory Barton Homes determined the best phasing approach is to shift the majority of the first phase of the development near the proposed community center in the area to the south of Lake Hazel Road and to the east of the New York Canal. The new plat, named Barnwood District, would include the Hawk Lake development area as well as portions of the Falcon and Kestrel Development areas.

Figure 1 shows the Syringa Valley Development Conceptual Master Plan with the location of the approved Kirsten Subdivision and the proposed Barnwood District Subdivision identified. Figure 2 illustrates the proposed site plan.

**IMPACT TO TRAFFIC ON S COLE ROAD**

Based on a comparison of the development locations, and the City requirement that the development provide the Lake Hazel Road and Orchard Road extensions, the impact on S Cole Road is estimated to be similar with respect to the percentage of traffic that will utilize S Cole Road. Therefore, the primary factor that would impact the site traffic impact on S Cole Road is the trip generation of the development.
Table 1 shows a trip generation comparison between the Kirsten Subdivision and the new proposed Barnwood District Subdivision.

### Table 1: Phase 1 Trip Generation Comparison

<table>
<thead>
<tr>
<th>Land Use</th>
<th>ITE Code</th>
<th>Size</th>
<th>Daily</th>
<th>Total</th>
<th>In</th>
<th>Out</th>
<th>Total</th>
<th>In</th>
<th>Out</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Approved Kirsten Subdivision</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Single Family Residential</td>
<td>210</td>
<td>412 Units</td>
<td>3,864</td>
<td>298</td>
<td>75</td>
<td>224</td>
<td>376</td>
<td>237</td>
<td>139</td>
</tr>
<tr>
<td>Condominium/Townhome</td>
<td>230</td>
<td>40 Units</td>
<td>322</td>
<td>18</td>
<td>3</td>
<td>15</td>
<td>21</td>
<td>14</td>
<td>7</td>
</tr>
<tr>
<td><strong>Kirsten Total Trips</strong></td>
<td></td>
<td></td>
<td>4,096</td>
<td>316</td>
<td>78</td>
<td>238</td>
<td>397</td>
<td>251</td>
<td>146</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Proposed New Phase 1 Barnwood District Subdivision Buildout Proposal</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Family Residential</td>
<td>210</td>
<td>390 Units</td>
<td>3,673</td>
<td>283</td>
<td>71</td>
<td>212</td>
<td>358</td>
<td>225</td>
<td>132</td>
</tr>
<tr>
<td>Condominium/Townhome</td>
<td>230</td>
<td>64 Units</td>
<td>372</td>
<td>28</td>
<td>5</td>
<td>23</td>
<td>33</td>
<td>22</td>
<td>11</td>
</tr>
<tr>
<td><strong>New Subdivision Total</strong></td>
<td></td>
<td></td>
<td>4,045</td>
<td>311</td>
<td>76</td>
<td>235</td>
<td>391</td>
<td>248</td>
<td>143</td>
</tr>
<tr>
<td><strong>Net Difference</strong></td>
<td></td>
<td></td>
<td>-51</td>
<td>-5</td>
<td>-2</td>
<td>-3</td>
<td>-6</td>
<td>-3</td>
<td>-3</td>
</tr>
</tbody>
</table>

As shown in Table 1, the change in the development location for the initial phase of the Syringa Valley development results in approximately 51 less daily trips and a decrease of approximately 5 to 6 weekday peak hour trips.

With the extension of both Lake Hazel Road and Orchard Street required as part of the initial phase of buildout, the traffic from the site is projected to utilize three primary roadways for access to the development which include S Cole Road, Orchard Street/Gowen Road, and Lake Hazel Road. Table 2 shows the estimated distribution of the difference in trips to the external roadways.

### Table 2: Distribution of the Difference in Trips between Phase 1 Subdivisions

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Trip Percentage</th>
<th>Daily Trip Difference</th>
<th>AM Peak Hour Trip Difference</th>
<th>PM Peak Hour Trip Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>S. Cole Road</td>
<td>22%</td>
<td>-11</td>
<td>-1</td>
<td>-1</td>
</tr>
<tr>
<td>Lake Hazel Road</td>
<td>28%</td>
<td>-14</td>
<td>-1</td>
<td>-2</td>
</tr>
<tr>
<td>Orchard Street/Gowen Road</td>
<td>50%</td>
<td>-26</td>
<td>-3</td>
<td>-3</td>
</tr>
</tbody>
</table>

As shown in Table 2, the net impact on the S Cole Road corridor is approximately 1 trip during the weekday a.m and p.m. peak hours and 11 daily trips. This change is not significant and therefore the proposed change in the subdivision location will not have a significant impact on S Cole Road.

**TIMING FOR A SECOND ACCESS TO LAKE HAZEL ROAD**

One potential issue that is relevant to the new proposal plat is that the area will be served by only one public street connection to Lake Hazel Road. While there are other accesses to Lake Hazel Road...
at 1/4 mile spacing, they will not be completed in the first subdivision. Section 7206.3.3 of the ACHD Policy Manual states the following:

“If a proposed development only has one access to a public street that is classified as a collector, or if it proposes to extend public streets from an existing development with only one collector street access to the public street system, the maximum forecast ADT to be allowed at any point on the collector street is 3,000. This volume may be reduced or increased based on information received from the lead land use agency, the applicable fire department, and/or emergency services. The District will also take into consideration the following items when determining whether or not to reduce or increase the maximum allowable ADT: railroad crossings, canal crossings, and topography (foothills vs. flat land).”

Based on the 3,000 ADT threshold, approximately 315 single family homes can be built and occupied for the new plat area prior to exceeding the ACHD policy threshold. Therefore, at approximately 315 homes, a secondary connection to Lake Hazel Road will be required or ACHD will need to grant an exception to their policy. The secondary access could be a planned street connection through a future plat to the east or a temporary access to Lake Hazel Road.

OPERATIONS & TURN LANE ANALYSIS AT LAKE HAZEL ACCESS

Based on an evaluation of the buildout of the proposed new Barnwood District Subdivision with an interim full access to Lake Hazel Road at Barnwood Avenue, the intersection level of service and ACHD turn lane warrants were evaluated. Traffic volumes were estimated based on a buildout year of the Barnwood District Subdivision of approximately 2025. This assumes that Lake Hazel Road is only two lanes (one through lane in each direction) and only the Barnwood subdivision is built-out. Table 3 shows the results of the level of service analysis.

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Intersection Control</th>
<th>Lane Group</th>
<th>AM Peak Hour</th>
<th>PM Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>V/C</td>
<td>LOS</td>
<td>Delay</td>
</tr>
<tr>
<td>Lake Hazel Rd/Barnwood Ave</td>
<td>TWSC</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td></td>
<td>WBL</td>
<td>0.03</td>
<td>A</td>
</tr>
<tr>
<td></td>
<td></td>
<td>NBLTR</td>
<td>0.50</td>
<td>C</td>
</tr>
<tr>
<td></td>
<td></td>
<td>SBLTR</td>
<td>0.04</td>
<td>B</td>
</tr>
</tbody>
</table>

Notes: ¹ TWSC = Two-Way Stop Control intersection, ASWC = All-Way Stop Controlled intersection; ² V/C Ratio is defined as vehicle-to-capacity ratio which calculates the number of vehicles divided by the capacity of the roadway/intersection during the peak 15 minutes of the peak hour; ³ LOS = Level of Service; ⁴ Delay is reported as average delay in seconds per vehicle; and Bold and italics and highlighted cells indicate an intersection and/or lane group operating below its jurisdiction’s standards.

As shown in Table 3, the intersection movements are below capacity and the critical northbound side street approach on Barnwood Avenue operates at an acceptable LOS C.

The turn lane evaluation analyzed the need for a westbound left-turn lane and eastbound right-turn lane on Lake Hazel Road and assumed a posted speed of 40 mph on Lake Hazel Road. Table 4 shows the results of the turn lane evaluation.
Table 4. Turn Lane Warrant Analysis Results

<table>
<thead>
<tr>
<th>Intersection/Access</th>
<th>Turn Lane</th>
<th>PM Peak Total Traffic Conditions Warranted / Storage?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lake Hazel Road/Barnwood Avenue (Interim Full Access)</td>
<td>EB Right-Turn Lane</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>WB Left-Turn Lane</td>
<td>Yes / 100 feet</td>
</tr>
</tbody>
</table>

As shown in Table 4, a westbound left-turn lane on Lake Hazel Road is warranted with buildout of the proposed 454 residential units. Based on the anticipated traffic volumes, a 100-foot left-turn lane is recommended.

CONCLUSIONS

Based on this evaluation the following conclusions can be made:

- The net increase in trips due to the change in development phasing results in no significant impact on the S Cole Road and the surrounding roadway system.
- A westbound left-turn lane on Lake Hazel Road at Barnwood Avenue should be planned for the proposed subdivision.
- The new plat area should be planned to include development of a secondary access to Lake Hazel Road at approximately 315 homes.

We trust that the information provided herein describes the impacts of the new Barnwood District Subdivision as the initial phase of the Syringa Valley development. Please call me at (208) 338-2683 if you have any questions or need any additional information.

Sincerely,
KITTELSON & ASSOCIATES, INC.

[Signature]
John F. Ringert, P.E.
Senior Principal Engineer

REFERENCES

ATTACHMENTS

- Trip Generation Computations
- Projected 2025 Turning Movement at Barnwood Avenue/Lake Hazel Road
- Average Daily Traffic Calculation at Barnwood Avenue
- Level of Service and Turn Lane Evaluation Worksheets
Trip Generation Comparison

Original Trip Generation Phase 1 (with Connection to Orchard/Gowen)

<table>
<thead>
<tr>
<th>Land Use</th>
<th>ITE Code</th>
<th>Size</th>
<th>Daily</th>
<th>Weekday AM</th>
<th>Weekday PM</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Total</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>In</td>
<td>Out</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Total</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>In</td>
<td>Out</td>
</tr>
<tr>
<td>Single Family Residential</td>
<td>210</td>
<td>170 Units</td>
<td>1,620</td>
<td>125 30</td>
<td>95 179 105</td>
</tr>
<tr>
<td>Condominium/Townhome</td>
<td>240</td>
<td>30 Units</td>
<td>170</td>
<td>15 5</td>
<td>10 15 10 5</td>
</tr>
<tr>
<td>Business Park</td>
<td>770</td>
<td>13.8 Acres</td>
<td>1,920</td>
<td>240 205</td>
<td>85 215 45 170</td>
</tr>
<tr>
<td>Phase 1 Sub Total Trips</td>
<td></td>
<td></td>
<td>3,710</td>
<td>380 240 140</td>
<td>409 169 240</td>
</tr>
<tr>
<td>Less Internal Trips (1% dayl , 0% a.m., 1% p.m.)</td>
<td>(40)</td>
<td>(0)</td>
<td>(0)</td>
<td>(0)</td>
<td>(0)</td>
</tr>
<tr>
<td>Phase 1 Total Trips</td>
<td></td>
<td></td>
<td>3,670</td>
<td>380 240 140</td>
<td>395 169 235</td>
</tr>
</tbody>
</table>

Note that Equation was not used for townhomes since internal trips between uses is not calculated and townhomes are part of a larger overall larger number of residential units that is over the average in the ITE manual.

Kirsten Sub - Trip Generation Based on Revised Plat

<table>
<thead>
<tr>
<th>Land Use</th>
<th>ITE Code</th>
<th>Size</th>
<th>Daily</th>
<th>Weekday AM</th>
<th>Weekday PM</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Total</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>In</td>
<td>Out</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Total</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>In</td>
<td>Out</td>
</tr>
<tr>
<td>Single Family Residential</td>
<td>412</td>
<td>3864</td>
<td>298</td>
<td>75 224</td>
<td>376 237 139</td>
</tr>
<tr>
<td>Condominium/Townhome</td>
<td>40</td>
<td>232</td>
<td>18</td>
<td>3 15</td>
<td>21 14 7</td>
</tr>
<tr>
<td>Total</td>
<td>452</td>
<td>4096</td>
<td>316</td>
<td>78 238</td>
<td>397 251 146</td>
</tr>
</tbody>
</table>

Plat #2 - Trip Generation

<table>
<thead>
<tr>
<th>Land Use</th>
<th>ITE Code</th>
<th>Size</th>
<th>Daily</th>
<th>Weekday AM</th>
<th>Weekday PM</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Total</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>In</td>
<td>Out</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Total</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>In</td>
<td>Out</td>
</tr>
<tr>
<td>Kirsten - Single Family Residential</td>
<td>0.0</td>
<td></td>
<td>28</td>
<td>5 23 33 22</td>
<td>11</td>
</tr>
<tr>
<td>Condominium/Townhome</td>
<td>64</td>
<td>372</td>
<td>28</td>
<td>5 23 33 22</td>
<td>11</td>
</tr>
<tr>
<td>Single Family Residential</td>
<td>390.0</td>
<td>3673</td>
<td>283</td>
<td>71 212 358</td>
<td>225 132</td>
</tr>
<tr>
<td>Total</td>
<td>454</td>
<td>4045</td>
<td>311</td>
<td>75 235 391</td>
<td>248 143</td>
</tr>
</tbody>
</table>

Net Difference

<table>
<thead>
<tr>
<th>ITE Code</th>
<th>Size</th>
<th>Daily</th>
<th>Weekday AM</th>
<th>Weekday PM</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Total</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>In</td>
<td>Out</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Total</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>In</td>
<td>Out</td>
</tr>
<tr>
<td>2</td>
<td>-51</td>
<td>-5</td>
<td>-2</td>
<td>-3</td>
</tr>
</tbody>
</table>

Note that Equation was not used for townhomes since internal trips between uses is not calculated and townhomes are part of a larger overall larger number of residential units that is over the average in the ITE manual.
### Percentage Impact on Roadways

Distribution of Trips (based on Figure 15 of the TIS)

<table>
<thead>
<tr>
<th></th>
<th>Percentage Daily Trips</th>
<th>AM Peak Trips</th>
<th>PM Peak Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>S Cole Road</td>
<td>22%</td>
<td>-11</td>
<td>-1</td>
</tr>
<tr>
<td>Lake Hazel Road</td>
<td>28%</td>
<td>-14</td>
<td>-1</td>
</tr>
<tr>
<td>Orchard Street/Gowen Road</td>
<td>50%</td>
<td>-25</td>
<td>-2</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
<td>-51</td>
<td>-5</td>
</tr>
</tbody>
</table>

(Attachment: 3_DRH20-00149 Cole (DRH20-00149 / Jeff Herman, CBH Homes))
## Estimated Turning Movements

### 2025 Background - PM (Figure 13 in TIS)

| EBTH | 200 | 300 | WBTH |

| EBTH | 210 | 210 | WBTH |

### Site Buildout Traffic for Phase 1 Subdivision (Above)

#### PM PEAK 2025 With Barnwood

| EBTH | 200 | 300 | WBTH |
| EBRT | 124 | 124 | WBLT |
| Vo   | 324 | 72  | 72   | 424 | Va |
|      | NBLT| NBRT| 29%  | LT% |

#### AM PEAK 2025 With Barnwood

| EBTH | 210 | 210 | WBTH |
| EBRT | 38  | 38  | WBLT |
| Vo   | 248 | 118 | 118  | 248 | Va |
|      | NBLT| NBRT| 15%  | LT% |
Timing for 3,000 ADT on Barnwood Ave
Number of Units that can be Occupied Prior to Exceeding ACHD 3,000 ADT Collector Threshold
Average Daily Trip Rate 9.52
ADT Limit 3000
Net Unit Estimate 315.1261
## Intersection

**Int Delay, s/veh**: 6.5

### Movement

<table>
<thead>
<tr>
<th>Lane Configurations</th>
<th>EBL</th>
<th>EBT</th>
<th>EBR</th>
<th>WBL</th>
<th>WBT</th>
<th>WBR</th>
<th>NBL</th>
<th>NBT</th>
<th>NBR</th>
<th>SBL</th>
<th>SBT</th>
<th>SBR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Vol, veh/h</td>
<td>5</td>
<td>210</td>
<td>38</td>
<td>38</td>
<td>210</td>
<td>5</td>
<td>118</td>
<td>5</td>
<td>118</td>
<td>5</td>
<td>5</td>
<td>5</td>
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### Sign Control

- RT Channelized: Free, Free, Free, Free, Free, Stop, Stop, Stop, Stop, Stop, Stop
- Storage Length: - - - - - - - - - - -
- Veh in Median Storage, #: 0 0 0 0 0 0 0 0 0 0 0 0
- Grade, %: 0 0 0 0 0 0 0 0 0 0 0 0
- Peak Hour Factor: 92 92 92 92 92 92 92 92 92 92 92 92
- Heavy Vehicles, %: 2 2 2 2 2 2 2 2 2 2 2 2
- Mvmt Flow: 5 228 41 41 228 5 128 5 128 5 5 5

### Major/Minor

#### Conflicting Flow All

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Turn Lane Warrants for Lake Hazel/Barnwood Ave (PM Peak-Most Critical Time Period for Inbound Turning)

Figure 1 – Left-Turn Lane Guidelines for Two-Lane Roads less than or equal to 40 mph

- Warrant Threshold
- Meets Warrant
- No Left-turn Lane
- Warrant Threshold at 40 mph
- Does Not Meet Warrant
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 iduucc.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 & Plat, 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 Reconsideration of Commission Action

1. **Request for Reconsideration of Commission Action:** A Commissioner, a member of ACHD staff or any other person objecting to any final action taken by the Commission may request reconsideration of that action, provided the request is not for a reconsideration of an action previously requested to be reconsidered, an action whose provisions have been partly and materially carried out, or an action that has created a contractual relationship with third parties.

   a. Only a Commission member who voted with the prevailing side can move for reconsideration, but the motion may be seconded by any Commissioner and is voted on by all Commissioners present.

   If a motion to reconsider is made and seconded it is subject to a motion to postpone to a certain time.

   b. The request must be in writing and delivered to the Secretary of the Highway District no later than 11:00 a.m. 2 days prior to the Commission’s next scheduled regular meeting following the meeting at which the action to be reconsidered was taken. Upon receipt of the request, the Secretary shall cause the same to be placed on the agenda for that next scheduled regular Commission meeting.

   c. The request for reconsideration must be supported by written documentation setting forth new facts and information not presented at the earlier meeting, or a changed situation that has developed since the taking of the earlier vote, or information establishing an error of fact or law in the earlier action. The request may also be supported by oral testimony at the meeting.

   d. If a motion to reconsider passes, the effect is the original matter is in the exact position it occupied the moment before it was voted on originally. It will normally be returned to ACHD staff for further review. The Commission may set the date of the meeting at which the matter is to be returned. The Commission shall only take action on the original matter at a meeting where the agenda notice so provides.

   e. At the meeting where the original matter is again on the agenda for Commission action, interested persons and ACHD staff may present such written and oral testimony as the President of the Commission determines to be appropriate, and the Commission may take any action the majority of the Commission deems advisable.

   f. If a motion to reconsider passes, the applicant may be charged a reasonable fee, to cover administrative costs, as established by the Commission.
Date: 7 April 2020

To: Planning and Development Services

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

Subject: Street Light Comments
DRH20-00149: 6300 S Cole Rd.

No comment.

If you have any questions, contact Tom Marshall at 208-608-7526 or tmarshall@cityofboise.org.
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, and site is approved for cart service.

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

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

Please contact me with any questions at 208-608-7555 or rwalkins@cityofboise.org.
INTER-DEPARTMENT CORRESPONDENCE

Date: April 29, 2020

To: Planning and Development Services

From: Melissa Jannusch, E.I.T., Associate Engineer
       Public Works Engineering

Subject: Drainage Comments
         6300 S Cole Road
         DRH20-00149

DR01 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 Public Works 208-608-7150.

\boise\pw\Common\PWA\Subjects\Review Comments\CUs\Hillside Comments (MMJ)\2020\AG_Drainage DRH20-00149.docx
If the proposed structure contains plumbing fixtures, connection to central sanitary sewer is required. 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: Design Review Committee
FROM: Joshua Wilson, Planning and Development Services
DATE: April 17, 2020
SUBJECT: DRH20-00152 / Tim Wilcomb, Jordan-Wilcomb Construction Inc.

SUMMARY:

DRH20-00152 / Tim Wilcomb, Jordan-Wilcomb Construction Inc. / Location: 6779 W. Targee Street Construct two industrial buildings totaling approximately 23,680 square feet with associated site improvements in an M-1D (Light Industrial with Design Review) zone. Katelyn Menuge

BACKGROUND:

Application received on April 17, 2020. Postponed due to COVID-19

RECOMMENDATION:

ATTACHMENTS:

- 4_DRH20-00152_Targee (PDF)
Summary for DRH20-00152

Staff’s Recommendation

Move to approve DRH20-00152 as recommended in the Findings of Fact, Conclusions of Law and the Recommended Conditions of Approval noted in the project report.

Summary


The proposed parcel is 3.14 acres with frontage on Targee Street on the north and Melrose Street on the south. The surrounding uses are mainly industrial with some large lot residential properties in the vicinity. There is an existing warehouse building on the north side of the property to remain with some existing site improvements. Vehicle circulation and parking are located on the west of the structures with a gravel yard on the east. Staff is recommending a landscape waiver to street trees along Melrose Street based on the 20-foot easement that precludes trees. Prior to construction the applicant will need to vacate a plat note that prohibits direct access to Melrose Street, in order to construct the Melrose access as proposed.

Staff has recommended conditions regarding the plat note vacation, screening of gravel, landscape requirements, lighting and compliance with other subdivision 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=
March 26, 2020

City of Boise
Planning and Development Services
P.O. Box 500
Boise, Idaho 83701

Re: Design Review Application for 6779 W. Targae Street in Boise, Idaho.

Dear Sir:

Please find attached a Design Review Application for two additional buildings to be located on the property at 6779 W. Targae in Boise, Idaho. The first building on the site was constructed in 2017. The two new buildings will be phased over the two years or as market conditions permit. The building located on W. Melrose Street will be Phase One followed by the building located in the middle of the site about half way between Targae Street and Melrose.

The Phase One building will be 11,840 square feet and the Phase Two building will be the same size but will have different overhead and man door locations. The eave height of the pre-engineered building will be 20 feet and the peak of the roof will be just under 24 feet.

The materials and colors on the two new buildings will match the first building. The wall colors will be blue with gray trim at the corners and eaves. The overhead doors and man doors will be white. The blue siding is metal and the doors will also be metal. The roofing color will be white or silver.

The Owner is proposing to pave the west side of the site for parking and vehicle traffic. Additional paving around the building constructed in 2017 will be provided on the west side. The east side of the site would be a gravel for the storage of materials. The east side of the site will border a wrecking yard and the Owner feel the east side is the best location for material storage. The east curb cut off Melrose would be paved 20 feet into the site to meet ACHD standards. Landscaping would be provided along Melrose as shown on the Landscape Plan. Additional landscaping in proposed in each the parking area islands.

Each building would have a small heated storage area and a rest room. The insides of the building will be insulated and will have lights. The building will have gas piped to the building but no heat until a user is determined.
We hope the Design Review Committee and Staff will approve this project and look forward to your comments.

Sincerely,
Larson Architects

Cornel Larson
Land Use Legend

- Project parcel
- Land Use Designations
  - Industrial
  - Suburban

Attachment: 4_DRH20-00152_Targee (DRH20-00152 / Tim Wilcomb, Jordan-Wilcomb Construction Inc.)
ENLARGED SITE PLAN BLDG 3

PLANT SCHEDULE

<table>
<thead>
<tr>
<th>Item</th>
<th>Plant Type</th>
<th>Planting Date</th>
<th>Planting Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Shrub</td>
<td>04/03/2020</td>
<td>Building 3</td>
</tr>
<tr>
<td>2.</td>
<td>Deciduous Tree</td>
<td>04/03/2020</td>
<td>Building 3</td>
</tr>
</tbody>
</table>

LANDSCAPE NOTES

- All plant material must be in accordance with the Approved Plant List. Any substitutions must be approved by the Architect.
- All plant material must be of premium quality and free of disease and insect damage.
- All plant material must be delivered and planted within the specified dates.
- All plant material must be acceptable to the City of Boise for planting in the approved locations.

SITE DATA

- Site Address: 11540 S.F., 80' x 148'
- Building Area: 23,390 sq. ft.
- Site Area: 2.25 acres or 9,445 sq. ft.
- Landscaping Area: 4,228 sq. ft.
- Gravel Area: 2,000 sq. ft.

OWNER DATA

- Owner: May LLC
- Address: 1815 S. Vista Ave
- Phone: 208.342.2999
- Architect: Larson Architects, P.A.
- Engineer: South Beck & Baird Landscape Architecture P.C.

VICTORY MAP
EMAIL:

TO: Derritt Kerner  
   Rock Solid Civil

FROM: Jon Reichard

Email: dkerner@rocksolidcivil.com  
PAGES: 1

DATE: September 30, 2016  
CC: File

SUBJECT: 6779 W. Targee Street

COMMENTS: Available Flow Information

Our records indicate the following water fire flow availability at: 6779 W. Targee St.:

Flow 2,750 gpm

This information represents the fire flow availability to be used for conditional use permit applications or design review purposes. The pressures and flows are subject to change, however, depending on system demand and changes in system operations.

If you have further questions, please feel free to call.

Sincerely,

Jon Reichard
Planning Division Project Report

File Number: DRH20-00152
Applicant: Tim Wilcomb – Jordan-Wilcomb Construction Inc.
Property Address: 6779 W Targee St
Public Hearing Date: May 13, 2020
Heard by: Design Review Committee

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

Public Notification
Newspaper notification published on: April 28, 2020
Radius notices mailed to properties within 300 feet on: April 28, 2020
Applicant posted notice on site on: April 21, 2020

Table of Contents
1. Project Data and Facts ................................................................. 2
2. Land Use .................................................................................. 2
3. Project Proposal .......................................................................... 3
4. Zoning Ordinance and Comprehensive Plan ............................... 5
5. Analysis/Findings ...................................................................... 5
6. Conclusion and Recommended Conditions ................................. 11

Exhibits
Agency Comments

Attachment: 4_DRH20-00152_Targee (DRH20-00152 / Tim Wilcomb, Jordan-Wilcomb Construction Inc.)
1. Project Data and Facts

<table>
<thead>
<tr>
<th>Applicant</th>
<th>Tim Wilcomb – Jordan-Wilcomb Construction Inc.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Representative / Architect</td>
<td>Damon Beard – Larson Architects</td>
</tr>
<tr>
<td>Location of Property</td>
<td>6779 W Targee St</td>
</tr>
<tr>
<td>Present Zoning</td>
<td>M-1D (Light Industrial with Design Review Overlay)</td>
</tr>
<tr>
<td>Description of Applicant’s Request</td>
<td>Construct two industrial buildings totaling approximately 23,680 square feet with associated site improvements.</td>
</tr>
</tbody>
</table>

2. Land Use

**Description and Character of Surrounding Area**

The proposed parcel is 3.14 acres with frontage on Targee Street on the north and Melrose Street on the south. The property is zoned M-1D. The land use designation is Industrial, and the property is located in the Airport Planning Area and Airport Influence Area B. The surrounding uses are mainly industrial with some large lot residential properties in the vicinity.

**Adjacent Land Uses and Zoning**

<table>
<thead>
<tr>
<th>North:</th>
<th>RV Sales and Service Across Targee Street / M-1D</th>
</tr>
</thead>
<tbody>
<tr>
<td>South:</td>
<td>Vacant Lot Across Melrose Street / M-1D</td>
</tr>
<tr>
<td>East:</td>
<td>Shop and Outdoor Storage / M-1D</td>
</tr>
<tr>
<td>West:</td>
<td>Industrial Warehouses / M-1D</td>
</tr>
</tbody>
</table>

**Site Characteristics**

There is an existing building on the north side of the property to remain with some existing site improvements.

**Special Considerations**

ACHD will not allow irrigation along the north of the property, so rock mulch with decorative boulders was installed. There is a 20ft irrigation easement along the south of the site that prohibits trees. There is a plat note that prohibits direct access to Melrose.

**History of Previous Actions**

CAR99-00039 - Annexation with M-1D zoning
DRH16-00233 – Design Review approval to construct a 9,600sf warehouse building on the north of the site - Completed
### 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>25%</td>
</tr>
<tr>
<td>Percentage of the site devoted to paving:</td>
<td>27%</td>
</tr>
<tr>
<td>Percentage of the site devoted to landscaping:</td>
<td>4%</td>
</tr>
<tr>
<td>Other: Gravel Storage Yard and Sidewalks</td>
<td>44%</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>3</td>
<td>3</td>
</tr>
<tr>
<td>Total parking spaces proposed:</td>
<td>Total parking spaces required:</td>
</tr>
<tr>
<td>18</td>
<td>17</td>
</tr>
<tr>
<td>Number of compact spaces proposed:</td>
<td>Number of compact spaces allowed:</td>
</tr>
<tr>
<td>0</td>
<td>40%</td>
</tr>
<tr>
<td>Bicycle parking spaces proposed:</td>
<td>Bicycle parking spaces required:</td>
</tr>
<tr>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Parking Reduction requested?</td>
<td>Off-site Parking requested?</td>
</tr>
<tr>
<td>No</td>
<td>No</td>
</tr>
</tbody>
</table>

#### Setbacks

<table>
<thead>
<tr>
<th>Yard</th>
<th>Required M-1</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front (South)</td>
<td>Building- 20 feet Parking- 7 feet</td>
<td>Building- 26 feet Parking- 20 feet</td>
</tr>
<tr>
<td>Front (North)</td>
<td>Building- 20 feet Parking- 7 feet</td>
<td>Building- 50+ feet Parking- 7 feet</td>
</tr>
<tr>
<td>Interior Side (West)</td>
<td>Building- 0 feet Parking- 0 feet</td>
<td>Building- 50+ feet Parking- 0 feet</td>
</tr>
<tr>
<td>Interior Side (East)</td>
<td>Building- 0 feet Parking- 0 feet</td>
<td>Building- 50+ feet 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>Targee Street</td>
<td>230-feet</td>
<td>Collector</td>
<td>N/A</td>
</tr>
<tr>
<td>Melrose Street</td>
<td>230-feet</td>
<td>Local</td>
<td>N/A</td>
</tr>
</tbody>
</table>

Trip Generation
This development is estimated to generate 41 additional vehicle trips per day; 4 additional vehicle trips per hour in the PM peak hour, based on the Institute of Transportation Engineers Trip Generation Manual, 10th edition.

Fencing
The applicant has indicated perimeter fencing as part of this application. Minimum six-foot tall solid screening is required to screen gravel yards from the streets. This could be a solid fence or combination of fencing and landscape to provide a solid screen.

Outdoor Lighting
The applicant has indicated exterior building lighting. Lights shall be directed downward and are not permitted to shine onto adjacent properties or streets. Light poles are not permitted within landscape planters that contain the required trees.

Structure Design

<table>
<thead>
<tr>
<th>Structure Design</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number and Proposed Use of Buildings</td>
<td>2 New warehouse buildings</td>
</tr>
<tr>
<td></td>
<td>1 Existing warehouse building to remain</td>
</tr>
<tr>
<td>Proposed Building Height</td>
<td>Approximately 24 feet</td>
</tr>
<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 23,680 square feet of new warehouse space</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)</td>
<td>3-32</td>
</tr>
<tr>
<td>Site Design – A - E</td>
<td>Industrial Land Use Category</td>
</tr>
<tr>
<td>11-03-04.12 C (7)(d) (ii)</td>
<td>AP-1</td>
</tr>
<tr>
<td>Structure Design – A - E</td>
<td>Airport Planning Area</td>
</tr>
<tr>
<td>11-03-04.12 C (7)(d) (iii)</td>
<td>11-04-05</td>
</tr>
<tr>
<td>Adopted Plans and Design Guidelines</td>
<td>Commercial Districts</td>
</tr>
<tr>
<td>11-07-03</td>
<td>11-07-03</td>
</tr>
<tr>
<td>Off-Street Parking and Loading Guidelines</td>
<td></td>
</tr>
</tbody>
</table>

5. Analysis/Findings

The proposed parcel is 3.14 acres with frontage on Targee Street on the north and Melrose Street on the south. The property is zoned M-1D. The land use designation is Industrial, and the property is located in the Airport Planning Area and Airport Influence Area B. The surrounding uses are mainly industrial with some large lot residential properties in the vicinity.
**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 two new buildings on the subject property which currently contains one warehouse building at the north. Building 3 will be located at the south of the property and constructed next. Building 2 is located between Building 1 and Building 3 and is planned to be constructed within the next two years or as market conditions allow. A new service drive with parking area is proposed to connect Targee Street and Melrose Street. A gravel storage area is proposed along the east of the site.

Targee Street is a collector roadway and is improved with two travel lanes, curb, gutter and five-foot attached sidewalk. Melrose Street is a local roadway and is improved with two travel lanes, curb, gutter and five-foot attached sidewalk. Both streets are fully improved, and no additional right-of-way improvements are required. A plat note prohibits direct access to Melrose from the subject parcel. The adjacent property to the west was approved for a partial plat note vacation to allow their direct access to Melrose.
There are two existing driveways on Targee to remain. A western driveway which is shared with the adjacent property and an eastern driveway. The applicant is proposing to pave their half of the western driveway, within an existing easement. Two new driveways are proposed at the south onto Melrose Street, one along the west, and the other on the east, leading into a gravel storage area. Because there is an existing plat note that prohibits direct access to Melrose, the applicant will need to remove these access points or submit and obtain approval to vacate the plat note in relation to their parcel. ACHD has also noted the gates will need to be relocated farther from the street edge and outside of the recorded easement.

Four paved parking spaces, including an ADA accessible space were constructed with the existing building and will remain. The applicant is proposing to add an additional parking stall at this building. Six new parking spaces, including an ADA parking stall will be constructed with Building 3 in the first phase. An additional seven parking stalls including an ADA stall will be constructed with Building 2 in the second phase. The proposal complies with the warehouse parking requirements of one parking stall for every 2,000 gross square feet.

**Non-Motorized Circulation and Connections**
There is existing, attached 5-foot wide public sidewalk along Melrose Street and Targee Street adjacent to the site. The applicant will provide a sidewalk connection from the public sidewalk along Melrose Street to the main entry of Building 3. The applicant has also proposed sidewalks along the east and west sides of the buildings which allow for safer pedestrian circulation. The application indicates an existing bicycle rack at the existing building on the site. The applicant will need to show the location of two bicycle parking stalls that meet all Zoning Code requirements. The bicycle racks should provide two points of contact for each bicycle and should be located to not obstruct pedestrian circulation.

**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 to locate the trash behind the perimeter fencing. The applicant will need to comply with Boise Solid Waste and ensure the trash service
location is sufficiently screened from view. The applicant has indicated two ground mechanical units to be screened with landscape. A condition of approval requires that all mechanical equipment is screened from public view.

**Landscape Design**
The applicant is proposing plantings within the landscape buffer to the south and interior parking islands with trees within the parking area. To the north, there is an existing gravel area with landscape rocks, as no landscape was permitted to be installed adjacent to the Targee right-of-way, consistent with the subdivision plat. The applicant is requesting a landscape waiver to not install the street tree along Melrose Street to the south due to a 20ft wide irrigation easement that does not allow trees. Instead, the application is requesting a rock mulch area with a variety of shrubs. Staff recommends approval of the request based on the low vehicle and pedestrian traffic and visibility on Melrose Street and the large width of the easement in comparison to the 7ft setback. The applicant should construct a terminal planter with tree at the south side of the Building 3 parking row, outside of the easement.

**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. All site drainage shall comply with the Master Drainage Plan for the subdivision.

**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 / Gallvalume</td>
</tr>
<tr>
<td>Exterior Walls:</td>
<td>Metal / Blue</td>
</tr>
<tr>
<td>Windows/ Doors:</td>
<td>Metal / White</td>
</tr>
<tr>
<td>Trim, Fascia, Etc.:</td>
<td>Metal / Gray</td>
</tr>
<tr>
<td>Awnings:</td>
<td>Metal / Blue</td>
</tr>
</tbody>
</table>

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 colors and materials on the two new buildings to match the existing building on the site. The metal siding will be blue with gray trim along the corners and the eaves. The metal overhead doors and man doors will be white. The metal roof is proposed to be white or silver. Overall, the matching colors and materials are appropriate for industrial buildings and fit with the existing building on the site.
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 buildings are similar in size and massing to the existing building on the site and other industrial buildings in the area. The peak height of the buildings is approximately 24 feet, much less than the 55-foot maximum allowed height in the zone. The narrower façade of Building 3 faces Melrose, which reduces the perceived massing. Overall, the massing is consistent with that in the area.

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 warehouse buildings. The main doors are highlighted with awnings that also provide the required weather protection. The buildings are shown to be framed with the potential to add additional doors and awnings depending on the tenant. The sloped roof and overhead doors placed on the longer facades also help to break up the wall planes. The plantings along Melrose will help to soften the south façade and will provide design interest from the street.

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 April 3, 2020, except as expressly modified by the following conditions:

   a. A minor land division to create the proposed parcels requires a separate Record of Survey application. The applicant shall remove the proposed Melrose Street access or obtain approval for and finalize a plat note vacation prior to building permit submittal.
   
   b. All gravel storage areas shall be screened from the adjacent streets with minimum 6-ft solid fencing or a combination of fencing and landscape to create a solid screen.
   
   c. A landscape waiver is granted from planting street trees along Melrose Street, due to the 20-ft wide easement which precludes trees.
   
   d. Provide a terminal planter with tree at the south of the parking row adjacent to Building 3, outside of easements that preclude trees.
   
   e. All landscape areas with rock mulch shall contain a minimum 50% vegetative groundcover, excluding the existing area along Targee Street.
   
   f. Drainage swales shall meet Public Works and Zoning Code requirements. Swales along streets shall be landscaped with plant materials.
   
   g. 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.
   
   h. All exterior lighting fixtures shall be full-cutoff and directed downward.
   
   i. All exterior mechanical equipment and trash service areas shall be screened from public view.
   
   j. Comply with all other subdivision requirements, easements and associated documents, including the master drainage plan.
   
   k. Comply with all Boise Public Works requirements, which could include submittal of a site and building specific geotechnical engineering report prior to building permit submittal.
   
   l. Comply with all requirements of the Boise Airport and Airport Influence Area B.
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 (4-9-20)
   - Street Lights (4-9-20)
   - Solid Waste (4-13-20)
   - Pretreatment
   - Drainage (4-29-20)

   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
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.
To: Planning and Development Services  
From: Melissa Jannusch, E.I.T., Associate Engineer  
Public Works Engineering  
Subject: Drainage Comments  
6779 w Targee St.  
DRH20-00152  

DR01 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 Public Works 208-608-7150.
To: Planning and Development Services
From: Mike Sheppard P.E., Civil Engineer II
Public Works Department
Subject: DRH20-00152; 6779 W. Targee Street; Sewer Comments

If the proposed structures contain plumbing fixtures, connection to central sanitary sewer is required. Sewers are available in W. Targee Street.

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 and Development Services
FROM: Randi Walkins
Environmental Analyst
Public Works Department
DATE: 4/13/2020
RE: Solid Waste Comments – DRH20-00152

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.
Date: 9 April 2020

To: Planning and Development Services

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

Subject: Street Light Comments
      DRH20-00152: 6779 W Targee St.

No comment.

If you have any questions, contact Tom Marshall at 208-608-7526 or tmarshall@cityofboise.org.
Project/File: BOI16-0256 / DRH20-00152
This is a design review application to allow for the construction of two new 11,840 square foot industrial buildings on a 3.1-acre site.

Lead Agency: City of Boise
Site address: 6779 W. Targee Street
Staff Approval: April 30, 2020
Applicant: Tim Wilcomb
Jordan-Wilcomb Construction Inc.
PO Box 7373
Boise, ID 3707

Representative: Damon Beard
Larson Architects
210 Murray Street
Boise, ID 83714

Staff Contact: Austin Miller
Phone: (208) 387-6335
E-mail: amiller@achdidaho.org

A. Findings of Fact

1. Description of Application: This is a design review application to allow for the construction of two new 11,840 square foot industrial buildings on a 3.1-acre site. The site is currently zoned M-1D and the proposed use is consistent with the City of Boise’s comprehensive plan designation of industrial.

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>Limited Industrial District</td>
<td>M-1D</td>
</tr>
<tr>
<td>South</td>
<td>Limited Industrial District</td>
<td>M-1D</td>
</tr>
<tr>
<td>East</td>
<td>Limited Industrial District</td>
<td>M-1D</td>
</tr>
<tr>
<td>West</td>
<td>Limited Industrial District</td>
<td>M-1D</td>
</tr>
</tbody>
</table>

3. Site History: ACHD previously reviewed this site as part of Gill Wood Subdivision 2 (SUB05-00113) in 2008, and as DRH16-00233 for a warehouse building in 2016. The requirements of this staff report are consistent with those of the prior action.

4. Transit: Transit services are not available to serve this site.

5. New Center Lane Miles: The proposed development includes 0 centerline miles of new public road.
6. **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.

7. **Capital Improvements Plan (CIP) / Integrated Five Year Work Plan (IFYWP):**
   There are no roadways, bridges or intersections in the general vicinity of the project that are in the Integrated Five Year Work Plan (IFYWP) or the District’s Capital Improvement Plan (CIP).

B. **Traffic Findings for Consideration**

   1. **Trip Generation:** This development is estimated to generate 41 additional vehicle trips per day; 4 additional vehicle trips per hour in the PM peak hour, based on the Institute of Transportation Engineers Trip Generation Manual, 10th edition.

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

      | Roadway       | Frontage | Functional Classification | PM Peak Hour Traffic Count | PM Peak Hour Level of Service |
      |---------------|----------|---------------------------|----------------------------|-------------------------------|
      | Targee Street| 230-feet | Collector                 | N/A                        | N/A                           |
      | Melrose Street| 230-feet | Local                     | N/A                        | N/A                           |

C. **Findings for Consideration**

1. **Surface/Storm Water:** Consistent with plat note 12 on the final plat for Gillwood 2 Amended, the applicant should be required to locate all storm drain system and/or seepage beds for the site as far away from the public right-of-way as possible. Additionally, no landscaping that requires watering will be allowed within or adjacent to the right-of-way on Targee Street.

2. **Targee Street**
   a. **Existing Conditions:** Targee Street is improved with 2-travel lanes, vertical curb, gutter, and 5-foot wide sidewalk. There is 55-feet of right-of-way for Targee Street (28-feet from centerline).

   b. **Policy:**
   
   **Collector Street Policy:** District policy 7206.2.1 states that the developer is responsible for improving all collector frontages adjacent to the site or internal to the development as required below, regardless of whether access is taken to all of the adjacent streets.

   **Master Street Map and Typologies Policy:** District policy 7206.5 states that if the collector street is designated with a typology on the Master Street Map, that typology shall be considered for the required street improvements. If there is no typology listed in the Master Street Map, then standard street sections shall serve as the default.

   **Street Section and Right-of-Way Policy:** District policy 7206.5.2 states that the standard right-of-way width for collector streets shall typically be 50 to 70-feet, depending on the location and width of the sidewalk and the location and use of the roadway. The right-of-way width may be reduced, with District approval, if the sidewalk is located within an easement; in which case the District will require a minimum right-of-way width that extends 2-feet behind the back-of-curb on each side.

   The standard street section shall be 46-feet (back-of-curb to back-of-curb). This width typically accommodates a single travel lane in each direction, a continuous center left-turn lane, and bike lanes.
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.

ACHD Master Street Map: ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, collector street requirements, and specific roadway features required through development. This segment of Targee Street is designated in the MSM as an Industrial Collector with 3-lanes and on-street bike lanes, a 50-foot street section within 74-feet of right-of-way.

c. Applicant Proposal: The applicant is not proposing any improvements to Targee Street abutting the site.

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

The applicant should be required to repair or replace any damaged or deficient facilities on Targee Street abutting the site.

3. Melrose Street

a. Existing Conditions: Melrose Street is improved with 2-travel lanes, vertical curb, gutter, and 5-foot wide sidewalk. There is 50-feet of right-of-way for Melrose Street (25-feet from centerline).

b. Policy:

   Industrial Roadway Policy: District Policy 7209.2.1 states that the developer is responsible for improving all industrial 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 7209.5 states that right-of-way widths for new industrial roadways shall be 50-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 40-foot street section (back-of-curb to back-of-curb) will typically accommodate two travel lanes and a center turn lane.
   • A 52-foot street section (back-of-curb to back-of-curb) will typically accommodate two travel lanes and a center turn lane and on-street parking.

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 improvements to Melrose Street abutting the site.

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

The applicant should be required to repair or replace any damaged or deficient facilities on Melrose Street abutting the site.
4. Driveways

4.1 Targee Street

a. Existing Conditions: There are 2 driveways onto Targee Street from the site located as follows:

- A 38-foot wide curb cut type driveway located on the west property line. This driveway is shared with the neighboring parcel to the west. The western ½ of the driveway is paved.

- A 30-foot wide curb cut type driveway located 15-feet west of the east property line (measured to centerline).

b. Policy:

Access Policy: District Policy 7205.4.1 states that all access points associated with development applications shall be determined in accordance with the policies in this section and Section 7202. Access points shall be reviewed only for a development application that is being considered by the lead land use agency. Approved access points may be relocated and/or restricted in the future if the land use intensifies, changes, or the property redevelops.

District Policy 7206.1 states that the primary function of a collector is to intercept traffic from the local street system and carry that traffic to the nearest arterial. A secondary function is to service adjacent property. Access will be limited or controlled. Collectors may also be designated at bicycle and bus routes.

Driveway Paving Policy: Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7206.4.6, 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 and install pavement tapers in accordance with Table 2 under District Policy 7206.4.6.

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 proposing to pave the eastern half of the existing cross access driveway on the west property line.

d. Staff Comments/Recommendations: The applicant’s proposal meets District policy and should be approved as proposed.

4.2 Melrose Street

a. Existing Conditions: There are no driveways onto Melrose Street from the site.

b. Policy:

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.

**Driveway Design Requirements:** District policy 7209.4.3 states if an access point is to be gated, the gate or keypad (whichever is closer) shall be located a minimum of 50-feet from the near edge of the intersection and a turnaround shall be provided.

c. **Applicant’s Proposal:** The applicant is proposing to construct two driveways onto Melrose Street from the site located as follows:

- A 26-foot wide curb cut type driveway located 26-feet from the west property line (measured to centerline).
- A 35-foot wide curb cut type driveway located 39-feet from the east property line (measured to centerline).

Both driveways are proposed to be gated, with the fence/gate located at the property line.

d. **Staff Comments/Recommendations:** There is a sand and grease trap and a seepage bed within an ACHD easement along Melrose Street abutting the southwest corner of the site. The western driveway is proposed through the existing easement. Staff has reviewed the site plan and depth of the existing seepage bed and has determined a driveway in this location would not adversely impact the seepage bed or ACHD’s maintenance of the facility. The applicant’s proposed driveway locations meet District policy and should be approved as proposed.

The proposed gates are not located 50-feet from the near edge of Melrose Street as required by District Driveway Design Requirements policy. Plat note 10 of the Gill Wood Subdivision 2 Amended plat prohibits “all encroachments and obstructions (including fences and trees)” within the existing ACHD easements. Therefore, the proposed gates should be relocated to be a minimum of 50-feet north of the edge of pavement along Melrose Street, outside the existing ACHD easement.

5. **Tree Planters**

**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.

6. **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.

7. **Other Access**

Targee Street is classified as a collector roadway. Other than the access specifically approved with this application, direct lot access is prohibited onto Targee Street.

D. **Site Specific Conditions of Approval**
1. Locate all storm drain system and/or seepage beds for the site as far away from the public right-of-way as possible. No landscaping that requires watering will be allowed within or adjacent to the right-of-way on Targee Street.

2. Repair or replace any damaged or deficient facilities on Targee Street and Melrose Street abutting the site.

3. Pave the eastern half of the existing shared driveway onto Targee Street at the west property line as, proposed.

4. Construct a 26-foot wide curb cut type driveway from the site onto Melrose Street located 26-feet from the west property line (measured to centerline).

5. Construct a 35-foot wide curb cut type driveway from the site onto Melrose Street located 39-feet from the east property line (measured to centerline).

6. Locate the gates for the driveways onto Melrose Street a minimum of 50-feet from the edge of pavement of Melrose Street.

7. 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.

8. Payment of impact fees is due prior to issuance of a building permit.


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
VICINITY MAP

Attachment: 4_DRH20-00152_Targee (DRH20-00152 / Tim Wilcomb, Jordan-Wilcomb Construction Inc.)
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 to 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.
TO: Design Review Committee
FROM: Joshua Wilson, Planning and Development Services
DATE: April 17, 2020
SUBJECT: DRH20-00153 / Dylan Schneider, Schneider Custom Homes Inc.

SUMMARY:
DRH20-00153 / Dylan Schneider, Schneider Custom Homes Inc. / Location: 3302 W. Rose Hill Street Construct a duplex on a substandard lot of record without alley access in a R-1C (Single-Family Residential) zone. Katelyn Menuge

BACKGROUND:
Application received April 17, 2020. Postponed due to COVID-19

RECOMMENDATION:

ATTACHMENTS:
- 5_DRH20-00153_Rose Hill (PDF)
Summary for DRH20-00153

Staff’s Recommendation

Move to approve DRH20-00153 as recommended in the Findings of Fact, Conclusions of Law and the Recommended Conditions of Approval noted in the project report.

Summary

Dylan Schneider – Schneider Custom Homes Inc, requests Design Review approval to construct a duplex on a substandard lot of record without alley access in an R-1C (Single-Family Residential) zone.

The subject property is located at the northwest corner of West Rose Hill Street and South Gourley Street. There is currently no curb, gutter or sidewalk along Gourley Street, but based on the narrow right-of-way width and lack of room to widen the street, the ACHD does not recommend construction of improvements with this application. Surrounding uses include other duplexes, single-family homes and multi-family buildings. The applicant has demonstrated an appropriate partial two-story design that utilizes increased setbacks. Staff believes that with the recommended conditions, the proposed structure will be appropriately scaled and use suitable materials and architectural details to be harmonious with the mix of uses in the surrounding neighborhood.

Staff has recommended conditions regarding the structure’s design, parking, 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=
4/3/2020

Planning & Development Services
Boise City Hall, 2nd Floor
150 N Capitol Boulevard
P.O. Box 500
Boise, Idaho 83701

Dear Design Review Committee:

The purpose of this project is to construct a duplex with an attached two-car garage and two additional off-street parking spaces on a corner substandard lot at 3302 W Rose Hill St in Boise, Idaho. We have worked diligently with reputable architect, Amy Allgeyer Architect Inc, to design a duplex that will harmonize with surrounding duplexes and single family homes while meeting zoning requirements and design guidelines. We are proposing a two story structure with Gourley Street as the front of the duplex to determine setbacks. This configuration works well as it provides an 18’ buffer from the neighboring property to the west, which was purchased by a new owner in March 2020 and has plans to do an extensive remodel. The configuration also provides for a 35’ buffer to the neighboring property to the north. Neighbors to the east and south have a public street buffer in addition to the required setbacks.

Rose Hill Street is already improved with concrete sidewalk with curb and gutter. Gourley Street is a dead end street, has no improvements on any portion of the street, and is only 20’ wide. Because of this, we are requesting a waiver from the Director to not provide a sidewalk with curb and gutter along Gourley Street. We have reached out to Austin Miller at ACHD regarding their requirements. Here is the information received:

1. District policy 7203.2 states that if a proposed development is for a land use with the potential of generating less than ten additional vehicle trips per day, the developer shall have no requirement except as required by Sections 7203.3 and 7300.

   The other policies referenced state that impact fees will still be due and you are responsible to replace any damaged or deteriorated existing facilities (aka if you break the sidewalk on Rose Hill during construction, you have to rebuild it).

   A duplex is anticipated to generate 14.6 vehicle trips per day. To build it you will have to raze the existing single family homes which is anticipated to generate 9.4 trips per day. You development is anticipated to generate 5.2 additional vehicle trips per day and therefor is not subject to ACHD frontage improvement policies. We will not require curb, gutter and sidewalk be constructed abutting this site.

Thank you for your consideration of this quality project. Neighbors have communicated their excitement to see something other than the eyesore that previously resided.

Best Regards,

Dylan Schneider
Schneider Custom Homes
470 E Floating Feather Rd
Eagle, ID 83616
Land Use Legend

- Project parcel
- Land Use Designations
  - Compact
  - High Density
  - Office
  - Parks/Open Space
  - School

Attachment: 5_DRH20-00153_Rose Hill (DRH20-00153 / Dylan Schneider, Schneider Custom Homes Inc.)
ALL DRAINAGE TO BE RETAINED ON SITE

EXISTING TREE

6' PRIVACY FENCE

EXISTING TREE

OFF STREET PARKING

OFF STREET PARKING

OFF STREET PARKING

URB A

URB B

40' SITE TRIANGLE

EXISTING SIDEWALK

EXISTING TREE

THIS IRRIGATION BOX IS THE END OF THE NEW YORK CANAL COMPANY IN THIS AREA. THE IRRIGATION LINE DOES NOT CONTINUE PAST THIS POINT. CITY WATER WITH UNDERGROUND SPRINKLER SYSTEM WILL BE USED INSTEAD.

PARCEL NUMBER: R5520000200
PARCEL DESCRIPTION: LOT 21 MAY'S SUB
ZONING CODE: R-1C
LOT SIZE: 1800 SQUARE FEET

PARCEL NUMBER: R5520000200
PARCEL DESCRIPTION: LOT 21 MAY'S SUB
ZONING CODE: R-1C
LOT SIZE: 1800 SQUARE FEET
ALL DRAINAGE TO BE RETAINED ON SITE

PARCEL NUMBER: R5520000200
PARCEL DESCRIPTION: LOT 21 MAYS SUB
ZONING CODE: R-1C
LOT SIZE: 7800 SQUARE FEET

PROJECT NAME: 3302 W ROSE HILL ST
PROJECT ADDRESS: 3302 W ROSE HILL ST
BOISE, ID 83705

PARCEL NUMBER: R5520000200
PARCEL DESCRIPTION: LOT 21 MAYS SUB
ZONING CODE: R-1C
LOT SIZE: 7800 SQUARE FEET

 projects to be retained on site

EXISTING TREE

EXISTING SIDEWALK

PERMABARK
CONCRETE
5 GALLON BURNING BUSH
1 GALLON SEEDUMS
RIVER BIRCH CLASS II TREE
IRRIGATION SYSTEM TO BE UNDERGROUND SPRINKLER SYSTEM

40' SITE TRIANGLE
EXISTING TREE
Main Floor Plan
1/8" = 1'-0"

Gourley Street Duplex
Gourley & Rose Hill

Packet Pg. 283
Upper Floor Plan
1/8" = 1'-0"

Gourley Street Duplex
Gourley & Rose Hill

Packet Pg. 284
Front Elevation
1/8"=1'-0"

Gourley Street Duplex
Gourley & Rose Hill

PO Box 7692 | Boise ID 83702 | Phone: 208-724-6309
Rose Hill Elevation
1/8" = 1'-0"

Right Side Elevation
1/8" = 1'-0"
TO: Fire Flow Reviewing Authority  

DATE: February 26, 2020  

SUBJECT: 3302 W. Rose Hill St. Duplex  

______________________________  
COMMENTS:  

Our records indicate the following water pressure and volume at: **3302 W. Rose Hill St. Duplex**.:  

**Pressure at average demand is 60 psi**  
Flow of 2,000 gpm at 20 psi residual pressure  
At hydrant 2471 on the corner of Mark St. and Rose Hill St.  

______________________________  

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
Photos from Ada County Assessor
Planning Division Project Report

File Number                  DRH20-00153
Applicant                    Dylan Schneider – Schneider Custom Homes Inc
Property Address            3302 W Rose Hill St
Public Hearing Date         May 13, 2020
Heard by                    Design Review Committee
Design Review Planner       Katelyn B. Menuge
Design Review Supervisor    Josh G. Wilson

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Exhibits
Agency Comments
1. Project Data and Facts

<table>
<thead>
<tr>
<th>Applicant</th>
<th>Dylan Schneider – Schneider Custom Homes Inc</th>
</tr>
</thead>
<tbody>
<tr>
<td>Owner</td>
<td>Dylan Schneider – Schneider Custom Homes Inc</td>
</tr>
<tr>
<td>Location of Property</td>
<td>3302 W Rose Hill St</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 duplex on a substandard lot of record without alley access.</td>
</tr>
</tbody>
</table>

2. Land Use

Description and Character of Surrounding Area

The subject property is located at the northwest corner of West Rose Hill Street and South Gourley Street. The lot is an original platted lot of Mays Sub. Surrounding uses include other duplexes, single-family homes and multi-family buildings. The property is zoned R-1C and the Comprehensive Plan has identified this site as “Compact”. The property is located within the Central Bench Planning Area.

Adjacent Land Uses and Zoning

<table>
<thead>
<tr>
<th>North</th>
<th>Single-Family Home / R-1C</th>
</tr>
</thead>
<tbody>
<tr>
<td>South</td>
<td>Single-Family Home Across Rose Hill Street / R-1C and R-3D</td>
</tr>
<tr>
<td>East</td>
<td>Duplexes and Single-Family Homes and Across Gourley Street / R-1C</td>
</tr>
<tr>
<td>West</td>
<td>Single-Family Home / R-1C</td>
</tr>
</tbody>
</table>

Site Characteristics

The existing home on the site was removed. There is no available alley access. There is existing sidewalk, curb and gutter along Rose Hill Street. There is no sidewalk, curb or gutter along Gourley Street. Gourley Street is a dead-end roadway with only 20 feet of right-of-way.

Special Considerations

This project is also subject to the Duplex Standards in the Boise Development Code.

History of Previous Actions

None
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.

Structure(s) Design

<table>
<thead>
<tr>
<th>Number and Proposed Use of Buildings</th>
<th>On duplex with attached garages.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed Building Height</td>
<td>28’</td>
</tr>
<tr>
<td>Maximum Building Height</td>
<td>35’</td>
</tr>
<tr>
<td>Number of Stories</td>
<td>Partial Two-Story</td>
</tr>
</tbody>
</table>

4. Zoning Ordinance and Comprehensive Plan

Zoning Ordinance Sections

<table>
<thead>
<tr>
<th>Zoning Ordinance Sections</th>
<th>Substandard Lot Ordinance</th>
</tr>
</thead>
<tbody>
<tr>
<td>11-06-03.3</td>
<td></td>
</tr>
<tr>
<td>11-06-03.1.B</td>
<td>Duplex Ordinance</td>
</tr>
<tr>
<td>11-07-03</td>
<td>Off–Street Parking and Loading Requirements</td>
</tr>
</tbody>
</table>

Comprehensive Plan Sections

<table>
<thead>
<tr>
<th>Comprehensive Plan Sections</th>
<th>Neighborhoods</th>
</tr>
</thead>
<tbody>
<tr>
<td>3-18</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>CB-1</td>
<td>Central Bench Planning Area</td>
</tr>
</tbody>
</table>
5. Transportation Data

Trip Generation
This development is estimated to generate 15 vehicle trips per day and 2 vehicle trips per hour in the PM peak hour based on the Institute of Transportation Engineers Trip Generation Manual, 10th edition.

<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>W Rose Hill St</td>
<td>65'</td>
<td>Minor Arterial</td>
<td>584</td>
</tr>
<tr>
<td>S Gourley St</td>
<td>120'</td>
<td>Local</td>
<td>N/A</td>
</tr>
</tbody>
</table>

Average Daily Traffic Count (VDT):
Average daily traffic counts are based on ACHD’s most current traffic counts
The average daily traffic count for Rose Hill Street east of Owyhee Street was 11,208 on 10/18/2018.

6. Analysis / Findings - Section 11-06-03.3 Substandard Lots & Section 11-06-03.1.B Duplexes

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 a 65-foot wide substandard corner lot located at the northwest corner of Rose Hill Street and Gourley Street. The lot is an original platted lot of Mays Sub. Surrounding uses include other duplexes, single-family homes and multi-family buildings. The property is zoned R-1C and the Comprehensive Plan has identified this site as “Compact”. The property is located within the Central Bench Planning Area.
Setbacks

The applicant is proposing to comply with all required setbacks. South Gourley Street was chosen as the front, in terms of determining setbacks, for the optimal layout that allows for private open space for each unit as well as all lot access to come from Gourley Street.

Building Height
The applicant has indicated the structure height to the peak is 28-feet. 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.

<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 (East)</td>
<td>15'-20' (building) 20' (parking)</td>
<td>18'</td>
<td>20'</td>
</tr>
<tr>
<td>Rear (West)</td>
<td>15' (building) 15' (parking)</td>
<td>15'</td>
<td>N/A</td>
</tr>
<tr>
<td>Street Side (South)</td>
<td>15' (building) 20' (parking)</td>
<td>20'</td>
<td>N/A</td>
</tr>
<tr>
<td>Interior Side (North)</td>
<td>5' (building) 5' (parking)</td>
<td>30'</td>
<td>5'</td>
</tr>
</tbody>
</table>
Building Size
The effective lot area of the proposed parcel has been calculated to be approximately 7,800 square feet. The applicant has indicated the total residential floor area will be 3,010 square feet. The residential floor area is approximately 39% of the effective lot area, well below the maximum 55% permitted by the Substandard Lot Ordinance.

Private Open Space
The applicant has provided a private yard area for each of the units along the west of the duplex. Each yard will be enclosed by solid fencing. The yards comply with the substandard lot and duplex criteria, exceeding the minimum required 375 square feet of private yard area for each unit.

Landscaping
The applicant has provided a landscape plan that indicates two existing trees on the property to remain and three new Class II trees to be planted, one along Rose Hill Street and two along Gourley Street. Grass is proposed as the primary groundcover for the front and rear yards. Additional plantings are proposed around the southeast corner of the structure and the northern unit’s entrance with a permabark groundcover. Trees planted in the right-of-way will require Boise Forestry review and approval. The applicant will also need to obtain a license agreement with the Ada County Highway District to maintain vegetation in the adjacent right-of-way. Overall, the proposed landscape is appropriately designed.

Parking
A duplex requires two off-street parking spaces for each unit for a total of four spaces. The applicant is proposing two, single-car garages to be attached to the home and two surface parking spaces located to the north of the home. One of the surface parking stalls will be a compact size stall. All access is from Gourley Street, as Rose Hill Street is an arterial and no direct lot access is allowed. The proposed layout prevents a larger garage that would dominate the east façade and also avoids a large surface parking area. The garage walls are less than 50% of the façade width on Gourley Street, which complies with the duplex design criteria. The applicant should increase the depth of the compact stall to 15ft. With this update all parking spaces will meet the required dimensional standards and setbacks.
Right-of-Way Improvements
Rose Hill Street is improved with sidewalk, curb and gutter and no additional improvements are required beyond repair or replacement of deteriorated improvements. Gourley Street is a narrow, 20-ft wide roadway that acts much like an alley. Gourley Street dead-ends approximately 600 feet north of Rose Hill Street. There is currently no curb, gutter or sidewalk along Gourley Street, but based on the narrow right-of-way width and lack of room to widen the street, the ACHD does not recommend construction of improvements with this application. Consequently, Boise Design Review staff does not recommend improvements along Gourley Street.

Section 11-06-03.3.E Design Guidelines for Substandard Lots and Section 11-06-03.1.B Design Guidelines for Duplexes

<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>Gray</td>
</tr>
<tr>
<td>Body</td>
<td>Board &amp; Batten and Horizontal Siding</td>
<td>Warm White</td>
</tr>
<tr>
<td>Windows/Doors</td>
<td>Vinyl/Composite</td>
<td>White/Blue-Green</td>
</tr>
</tbody>
</table>

The substandard lot ordinance allows for partial two-story structures adjacent to less than two-story structures when it can be shown they are appropriately designed to retain the privacy of the adjacent homes. The applicant is proposing a partial two-story design that meets the Substandard Lot utilizes additional three-foot setbacks on all sides. The property to the west contains a single-story, single-family home and the property to the north is comprised of a two-story, single-family home.

The applicant has provided an 18-foot second story setback from the residential parcel to the west and an approximately 34-foot setback from the parcel to the north. The adjacent homes have interior side setbacks adjacent to this parcel where the setbacks would typically be just 5-feet. The proposed increased setbacks also exceed the duplex development criteria in the Boise Development Code that require two-story duplexes to provide an 8-foot interior setback. Furthermore, the project is located on an arterial roadway where additional residential units are
desired in close proximity to public transit. A Route 4-Roosevelt bus stop is approximately 0.3 miles west of the subject parcel. The applicant has provided sloped roof forms, covered entries and other pedestrian scaled details that relate to the surrounding structures. Second story windows are appropriately sized to maintain privacy. There is also solid fencing proposed along the north and west property lines. Based on the increased setbacks, location on an arterial roadway, and carefully designed facades, staff finds that the proposed partial two-story design is appropriate and will not adversely impact the adjoining properties.

The applicant is proposing the duplex to utilize an asphalt shingle roof with warm-toned, off-white horizontal and board and batten siding. The doors will utilize a blue-green accent color. The design incorporates wall plane modulation, sloping roof forms, traditional window-patterning, entry covers and other pedestrian elements that complement the surrounding structures. To comply with the duplex ordinance the applicant has placed one main entry on Rose Hill Street and one on Gourley Street, each with a covered front porch. To ensure the Rose Hill façade does not appear as one large wall plane, staff has recommended a horizontal trim or other element be added that can break up the height. The applicant has also met the duplex criteria for providing a minimum 15% façade area of windows and doors on the east and south facades. 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 April 6, 2020, except as expressly modified by the following conditions:
   a) Provide visible horizontal trim between the first and second floors on the south façade, or another architectural element that can break up the height of the structure, to be reviewed and approved prior to building permit issuance.
   b) The applicant shall maintain the right-of-way along Rose Hill Street, adjacent to the property, with vegetative plant material. Trees planted in the right-of-way require Boise Forestry approval. Landscape in the right-of-way also requires the applicant to enter into a license agreement with the Ada County Highway District.
c) Increase the depth of the compact parking stall to be 15-feet, while maintaining the 20 ft setback.

d) All lighting shall be directed downward and shall not shine onto adjacent properties or streets.

e) Fencing shall comply with Boise Zoning Code requirements.

f) 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 (4-7-20)
   - Sewer (4-8-20)
   - 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.
April 20, 2020

To: Dylan Schneider  
Schneider Custom Homes  
470 E. Floating Feather Road  
Eagle, ID 83616

Subject: BOI20-0158/DRH20-00153  
3302 W. Rose Hill Street  
Construct a duplex

The applicant is requesting approval of a design review application to demolish an existing vacant home and construct a duplex 0.18 acres.

A. Findings of Fact  
1. Rose Hill Street  
   a. Existing Conditions: Rose Hill Street is improved with 3-travel lanes, vertical curb, gutter, and 6-foot wide attached concrete sidewalk abutting the site. There is 80-feet of right-of-way for Rose Hill Street (40-feet from centerline).
   
   b. Policy:  
      Arterial Roadway Policy: District Policy 7205.2.1 states that the developer is responsible for improving all street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.
      
      Master Street Map and Typology Policy: District Policy 7205.5 states that the design of improvements for arterials shall be in accordance with District standards, including the Master Street Map and Livable Streets Design Guide. The developer or engineer should contact the District before starting any design.
      
      Street Section and Right-of-Way Width Policy: District Policy 7205.2.1 & 7205.5.2 states that the standard 3-lane street section shall be 46-feet (back-of-curb to back-of-curb) within 70 feet of right-of-way. This width typically accommodates a single travel lane in each direction, a continuous center left-turn lane, and bike lanes.
      
      Right-of-Way Dedication: District Policy 7205.2 states that The District will provide compensation for additional right-of-way dedicated beyond the existing right-of-way along arterials listed as impact fee eligible in the adopted Capital Improvements Plan using available impact fee revenue in the Impact Fee Service Area.

      No compensation will be provided for right-of-way on an arterial that is not listed as impact fee eligible in the Capital Improvements Plan.

      The District may acquire additional right-of-way beyond the site-related needs to preserve a corridor for future capacity improvements, as provided in Section 7300.
Sidewalk Policy: District Policy 7205.5.7 requires a concrete sidewalk at least 5-feet wide to be constructed on both sides of all arterial streets. 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. Sidewalks constructed next to the back-of-curb shall be a minimum of 7-feet wide.

Detached sidewalks are encouraged and should be parallel to the adjacent roadway. Meandering sidewalks are discouraged.

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.

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.

ACHD Master Street Map: ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, arterial street requirements, and specific roadway features required through development. This segment of Rose Hill Street is designated in the MSM as a Neighborhood Residential Arterial with 3-lanes and on-street bike lanes, a 46-foot street section within 70-feet of right-of-way.

c. Applicant Proposal: The applicant has not proposed any improvements to Rose Hill Street.

d. Staff Comments/Recommendations: Rose Hill Street is already improved with 3 lanes, vertical curb, gutter and sidewalk within 80-feet of right-of-way, meeting the intent of the MSM. Therefore, no additional improvements or right-of-way dedication should be required as part of this application.

Consistent with ACHD’s Minor Improvement Policy, the applicant should be required to replace any broken or deteriorated portions of curb, gutter, and a sidewalk on Rose Hill Street abutting the site.

2. Gourley Street

a. Existing Conditions: Gourley Street is improved with 20-feet of pavement within 20-feet of right-of-way abutting the site (10-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).

Standard Urban Local Street—33-foot Street Section and Right-of-Way Policy: District Policy 7207.5.2 states that the standard street section shall be 33-feet (back-of-
curb to back-of-curb) for developments with any buildable lot that is less than 1 acre in size. This street section shall include curb, gutter, and minimum 5-foot wide concrete sidewalks on both sides and shall typically be constructed within 47-feet of right-of-way.

For the City of Kuna and City of Star: Unless otherwise approved by Kuna or Star, the standard street section shall be 36-feet (back-of-curb to back-of-curb) for developments with any buildable lot that is less than 1 acre in size. This street section shall include curb, gutter, and minimum 5-foot wide concrete sidewalks on both sides and shall typically be constructed within 50-feet of right-of-way.

Reduced Urban Local Street—27-foot Street Section and Right-of-Way Policy:
District Policy 7207.5.2 states that the width of a reduced urban local street shall be 27-feet (back-of-curb to back-of-curb) with curb, gutter, and minimum 5-foot wide concrete sidewalks on both sides and shall typically be within 41-feet of right-of-way. Unless approved in writing by the land use agency, this street section is not allowed by the City of Kuna and City of Star. In some cases this street width may not accommodate new utilities. A 29-foot street section within 43-feet of right-of-way may be constructed in lieu of a 27-foot street section if the applicant demonstrates that the additional roadway width is necessary to extend the utilities. Although some parking is allowed by the following subsections, the District will further restrict parking on a reduced width street if curves or other physical features cause problems, if actual emergency response experience indicates that emergency vehicles may not be able to provide service, or if other safety concerns arise. One of the following three sets of design conditions shall apply.

Design Condition #1: Parking is allowed on one side of a reduced width street when all of the following criteria are met:

- The street is in a residential area.
- The developer shall provide written approval from the appropriate fire department or emergency response unit in the jurisdiction.
- The developer shall install NO PARKING signs on one side of the street, as specified by the District and as specified by the appropriate fire department.
- This street section shall include curb, gutter, and minimum 5-foot wide concrete sidewalks on both sides and shall typically be constructed within 41-feet of right-of-way.
- Traffic volumes on the street shall not exceed 1,000 vehicle trips per day. There shall be no possibility that another street may be connected to it in a manner that would allow more than 1,000 vehicle trips per day.

Design Condition #2: Parking is allowed on both sides of a reduced width street when the street layout has the qualities of a road grid system. This provides fire trucks and other emergency vehicles alternate routes of access since the ability to pass another vehicle may be compromised by placement of parked vehicles on both sides of the street. The following criteria shall be met:

- The street is in a residential area.
- The developer shall provide written approval from the appropriate fire department or emergency response unit in the jurisdiction.
- The block length of the street shall not exceed 500-feet, measured between centerlines.
- Traffic volumes on the street are not forecast to exceed 400 vehicle trips per day.
- A minimum of two street connections shall be provided to each end of the street with the reduced width. The two connecting streets shall each connect to the larger street system to provide the intended alternate routes of access. A street system that has one street connection to the larger street network on one end and a loop/circle street on the other end with no outlet shall not be approved.

- This street section shall include curb, gutter, and minimum 5-foot wide concrete sidewalks on both sides and shall typically be constructed within 41-feet of right-of-way.

Design Condition #3: Parking is allowed on both sides of a reduced width residential street with passing pockets that are created when two driveways are constructed near the same property line, where a 50-foot segment will not have on-street parking on the side of the street with the driveways. This provides fire trucks and other vehicles areas to move to the side of the street to allow another vehicle to pass when vehicles are parked on the street. Parking is allowed on both sides of a reduced width street when the following criteria are met:

- The street is in a residential area.
- The developer shall provide written approval from the appropriate fire department or emergency response unit in the jurisdiction.
- Driveway locations are predetermined with curb cuts for the driveways to be installed when the street is constructed. The curb cuts shall be 20-feet wide. Each lot on the street will be paired with an adjacent lot. If there are an odd number of lots, one lot at either end of the street will not be paired. Each pair of lots shall locate its driveway 5-feet from the shared lot line of the pair.
- This street section shall include curb, gutter, and minimum 5-foot wide concrete sidewalks on both sides and shall typically be constructed within 41-feet of right-of-way.
- The lots cannot abut an alley.
- Traffic volumes on the street are not forecast to exceed 400 vehicle trips per day.

Sidewalk Policy: District Policy 7207.5.7 states that five-foot wide concrete sidewalk is required on both sides of all local streets, except those in rural developments with net densities of one dwelling unit per 1.0 acre or less, or in hillside conditions where there is no direct lot frontage, in which case a sidewalk shall be constructed along one side of the street. Some local jurisdictions may require wider sidewalks.

The sidewalk may be placed next to the back-of-curb. Where feasible, a parkway strip at least 8-feet wide between the back-of-curb and the street edge of the sidewalk is recommended to provide increased safety and protection of pedestrians and to allow for the planting of trees in accordance with the District’s Tree Planting Policy. If no trees are to be planted in the parkway strip, the applicant may submit a request to the District, with justification, to reduce the width of the parkway strip.

Detached sidewalks are encouraged and should be parallel to the adjacent roadway. Meandering sidewalks are discouraged.

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.
**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).

c. **Applicant Proposal:** The applicant has not proposed any improvements to Gourley Street abutting the site.

d. **Staff Comments/Recommendations:** Typically, street improvements are required with a duplex development application per District policy because the trips per day generated by the duplex are greater than 10. Street improvements are also required when a duplex is replacing a vacant single family home because the existing trips per day are currently zero for the site and trips per day for a duplex are 15.

Gourley Street is improved with 20-feet of pavement within 20-feet of right-of-way and the applicant would normally be required to improve the street abutting the site as one-half of a local street section with pavement widening, curb, gutter and sidewalk. However, Gourley street functions more like an alley than a typical local street based on the dimensions and notations on the plat. The 20-feet of right-of-way for Gourley Street was designated as a “Lane” on the Mays Subdivision plat in 1940. Normally, 50-feet of right-of-way was dedicated for streets and specifically included the label “Street” on plats, as is the case for Mark Street which was designated in 1939 on the Mark Subdivision plat directly east of the site. Thus, the original right-of-way for Gourley Street was most likely intended to be for an alley type access when compared with current policy and not necessarily a street. Therefore, staff does not recommend Gourley Street be improved as one-half of a local street section abutting the site and for the following reasons:

- The small lot sizes and limited space along Gourley Street restrict the ability of future developments to dedicate the additional right-of-way needed to construct a standard local street section or 27-foot wide local street section for Gourley Street and still reasonably meet underlying zoning requirements, and
- There are minimal trips generated by the residential development on Gourley Street, about 230 trips per day. This is not expected to increase because the extension of Gourley Street to connect with Hamilton Street to the north is restricted by the existing single family homes on small lots.
There is already 20-feet of right-of-way for Gourley Street it is paved its entire width and length of the right-of-way abutting the site, as required per District policy for alleys. Therefore, staff recommends no additional improvements abutting the site for Gourley Street be required. The applicant should be required to install “NO PARKING” signs at the alley intersection with Rose Hill Street.

3. Other Access
Rose Hill Street is classified as a minor arterials roadway. Other than the access specifically approved with this application, direct lot access is prohibited to this roadway.

B. Site Specific Conditions of Approval
1. Consistent with ACHD’s Minor Improvement Policy, the applicant should be required to replace any broken or deteriorated portions of curb, gutter, and a sidewalk on Rose Hill Street abutting the site. Install “NO PARKING” signs at the Gourley Street intersection with Rose Hill Street.

2. Direct lot access is prohibited onto Rose Hill Street.

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

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 15 additional vehicle trips per day (0 existing); and 2 additional vehicle trips per hour in the PM peak hour (0 existing), 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>Rose Hill Street</td>
<td>65-feet</td>
<td>Minor Arterial</td>
<td>584</td>
<td>Better than “E”</td>
</tr>
</tbody>
</table>

* Acceptable level of service for a three-lane minor arterial is “E” (720 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 Rose Hill Street east of Owyhee Street was 11,208 on 10/18/2018.

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

Attachment: 5_DRH20-00153_Rose Hill (DRH20-00153 / Dylan Schneider, Schneider Custom Homes Inc.)
VICINITY MAP
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.
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 corner of Gourley & Rose Hill facing Rose Hill
   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. Might be required contact Idaho Power

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 journeymen 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.
CITY OF BOISE

INTER-DEPARTMENT
CORRESPONDENCE

Date: April 8, 2020

To: Planning and Development Services

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

Subject: DRH20-00153; 3302 W. Rose Hill Street; Sewer Comments

Upon development of the property, connection to central sanitary sewer is required. Sewers are available W. Rose Hill Street.

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.
08 April 2020

Boise City Planning & Development Services
150 North Capitol Boulevard
P O Box 500
Boise, Idaho 83701-0500

RE: Dylan Schneider
3302 W Rose Hill St Boise, ID 83707
New York Irrigation District Bennett 2.1 Lateral 188+00
Sec. 16, T3N, R2E, BM.

DRH20-00153
NY – 180-017-02

Boise City Planning:

There are no Boise Project facilities located on the above-mentioned property, however it does in fact possess a valid water right.

Local irrigation/drainage ditches that cross this property, in order to serve neighboring properties, must remain unobstructed and protected by an appropriate easement.

If you have any further questions or comments regarding this matter, please do not hesitate to contact me at (208) 344-1141.

Sincerely,

Thomas Rithalner
Assistant Project Manager, BPBC

cc Clint McCormick Watermaster, Div; 2 BPBC
Terri Hasson Secretary-Treasurer-NYID
File
TO: Design Review Committee
FROM: Joshua Wilson, Planning and Development Services
DATE: April 17, 2020
SUBJECT: DRH20-00154 / Renee Strand, Holst Architecture

SUMMARY:
DRH20-00154 / Renee Strand, Holst Architecture  Location: 600 W. Front Street Modify the materials proposed on a previously approved 8-story, 75-unit multi-family building in a C-5DDC (Central Business with Downtown Design Review and Capitol Boulevard Special Design District) zone. Josh Wilson

BACKGROUND:
Application received April 18, 2020. Postponed due to COVID-19

RECOMMENDATION:

ATTACHMENTS:
- 6_DRH20-00154 Vanguard  (PDF)
Summary for DRH20-00154

Staff's Recommendation
Approval with conditions

Summary
The applicant has requested approval to modify the building materials on a previously approved eight-story mixed-use housing development with 75 residential units and ground floor commercial space. The project is located on the northwest corner of Front Street and 6th Street at a very prominent intersection in downtown Boise.

The main materials used on this building are brick and stucco. The wall plane breaks between the masses on the upper floors are also used as material breaks, providing order and consistency with the building material application. The stucco is used as a secondary material on the north and west elevations and is meant to pay homage to the Basque Block to the north. With the proposed modification, the applicant has proposed to substitute a dark colored stucco in areas previously approved as brick on the north and west elevations, and substitute ochre stucco for the previously approved fiber cement accent panels.

The Capitol Boulevard Special Design District states that the same materials should be used on all exposed building walls and the previously approved stucco areas were carefully considered as elements paying homage to the Basque Block and therefore allowed. The addition of the dark colored stucco which mimics the dark brick is detrimental to the design of the building and is a departure from the design language of the structure which was deliberate in the application of materials. The brick veneer on the west and north elevations should be required to remain in order to retain the integrity of the original design.

The proposed substitution of ochre stucco for the ochre fiber cement panels, however, is an appropriate change that will not detract from the building. The panels are accents to the structure in specific areas and the change to stucco is not contrary to the design intent. This change should be allowed as proposed.

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=3.6.a
**Building Materials**

**Smooth Finish Architectural Concrete**
- Exposed Concrete Stairwells

**Precast Concrete Coping**
- Field Brick Veneer - Running Bond
  - Color: Dark Grey, Texture: Acid Etched

**Brick Veneer Masonry**
- Floor Line Accent Band - Running Bond
  - Color: Dark Grey, Texture: Smooth

**Metal Screen Panel**
- Perforated Metal Panel, GR-1, and MS-1
  - Color: Black
  - GR-3: Color - Ochre, Texture: Smooth

**Metal Flashing**
- Color: Black

**Metal Guardrail**
- Level 2
  - Painted Steel Flat Bar
  - Color: Black

**Metal Guardrail**
- Level 1
  - Color: Black

**Metal Panel**
- Elevator Overrun Cladding - Color: Light Grey

**Metal Composite Panel**
- Color: Black

**Acrylic Stucco**
- Color: Yellow, Texture: Smooth Finish

**Acrylic Stucco**
- Color: Light Grey, Texture: Smooth Finish

**Acrylic Stucco**
- Color: Dark Grey, Texture: Coarse Finish

**Aluminum Storefront**
- Structural Sealed Glazed, Sealant and Mullion
  - Color: Black

**Brick Veneer Masonry**
- Floor Line Accent Band - Running Bond
  - Color: Dark Grey, Texture: Smooth

**Brick Veneer Masonry**
- Running Bond
  - Color: Dark Grey, Texture: Velour

**Metal Flashing**
- Color: Black

**Metal Guardrail**
- Level 2
  - Painted Steel Flat Bar
  - Color: Black
600 W FRONT ST
600 W FRONT ST
BOISE ID, 83702
04.07.2020
TITLE:
SHEET:
© 2019 HOLST ARCHITECTURE, INC
DESIGN REVIEW
MODIFICATION

G 01
04.26.2019
REVISION 1

EXTERIOR BUILDING ELEVATIONS - NORTH | SCALE: 3/16"=1'-0"

EXTERIOR MATERIALS

SMOOTH FINISH ARCHITECTURAL CONCRETE
CONC-1

BRICK VENEER MASONRY
BV-X

METAL SCREEN PANEL
MS-X

METAL GUARDRAIL
GR-X

METAL PANEL
MP-1

METAL COMPOSITE PANEL
MCP-1

FIBER CEMENT PANEL
FCP-1

METAL FLASHING
MF-X

PRE-CAST CONCRETE COPING
PCC-1

ALUMINUM STOREFRONT
SF-1

VINYL WINDOW
WND-X

ACRYLIC STUCCO
ST-X

EXTERIOR MATERIALS LEGEND

CONC-1 SMOOTH FINISH ARCHITECTURAL CONCRETE
BV-X

MS-X METAL SCREEN PANEL
GR-X METAL GUARDRAIL
MP-1
MCP-1 METAL COMPOSITE PANEL
FCP-1
MF-X METAL FLASHING
PCC-1
SF-1 ALUMINUM STOREFRONT
WND-X VINYL WINDOW
ST-X ACRYLIC STUCCO

PRELIMINARY - NOT FOR CONSTRUCTION

PRELIMINARY - NOT FOR CONSTRUCTION

1/2" = 1'-0"

ELEVATION

LEVEL 01
0'-0"

LEVEL 02
13'-6"

LEVEL 03
23'-6"

LEVEL 04
33'-6"

LEVEL 05
43'-6"

LEVEL 06
53'-6"

LEVEL 07
63'-6"

LEVEL 08
73'-6"

B.O. TRUSS
85'-0"

T.O. PARAPET
89'-0"

S 6TH STREET
13' - 6" 10' - 0" 10' - 0" 10' - 0" 10' - 0" 10' - 0" 10' - 0" 11' - 6" 4' - 0" @ NE CORNER 11' - 0"

Packet Pg. 333
Attachment: 6_DRH20-00154 Vanguard  (DRH20-00154 / Renee Strand, Holst Architecture)
Planning Division Project Report

File Number: DRH20-00154
Applicant: Renee Strand / Holst Architecture
Property Address: 600 W. Front Street

Public Hearing Date: May 13, 2020
Heard by: Design Review Committee
Design Review Supervisor: Josh Wilson

Public Notification

Newspaper notification published on: April 21, 2020
Radius notices mailed to properties within 300 feet on: April 21, 2020
Applicant posted notice on site on: April 21, 2020

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4. Zoning Ordinance and Comprehensive Plan ........................ 4
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6. Conclusion and Recommended Conditions ....................... 8

Exhibits
- Project Drawings
- Letters of Explanation
- Site Photos
- Agency Comments
1. Project Data and Facts

<table>
<thead>
<tr>
<th>Applicant/Status</th>
<th>Renee Strand / Project Architect</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location of Property</td>
<td>600 W. Front Street</td>
</tr>
<tr>
<td>Present Zoning and Land Use</td>
<td>C-5DDC / New building under construction</td>
</tr>
<tr>
<td>Description of Applicant’s Request</td>
<td>Construct an eight-story mixed-use housing project with 75 units and ground floor commercial space</td>
</tr>
<tr>
<td>Parcel Size</td>
<td>.18 acres</td>
</tr>
<tr>
<td>Land Use Designation</td>
<td>Downtown Mixed Use</td>
</tr>
<tr>
<td>Planning Area</td>
<td>Downtown</td>
</tr>
<tr>
<td>Neighborhood Association</td>
<td>Downtown Boise</td>
</tr>
</tbody>
</table>

2. Land Use

**Description and Character of Surrounding Area**
The area is comprised of a diverse mix of residential, office, commercial, and institutional uses in buildings of varied height.

**Adjacent Land Uses and Zoning**

<table>
<thead>
<tr>
<th>North:</th>
<th>Commercial building / C-5DDC</th>
</tr>
</thead>
<tbody>
<tr>
<td>South:</td>
<td>Front Street, then a commercial development / C-5DDC</td>
</tr>
<tr>
<td>East:</td>
<td>Hotel currently under construction / C-5DD</td>
</tr>
<tr>
<td>West:</td>
<td>Commercial building / C-5DDC</td>
</tr>
</tbody>
</table>

**Site Characteristics**
The site is located on the northwest corner of 6th Street and Front Street. The property currently contains a commercial business in a single-story structure built in 1906.

**Special Considerations**
The project is within the boundaries of the P-1 parking overlay, the Capitol Boulevard Special Design District overlay, and the River Street-Myrtle Street Master Plan.

**History of Previous Actions**

DRH19-00096: Approval to construct an eight-story mixed-use housing project with 75 units and ground floor residential. Approved on May 8, 2019.
3. Project Proposal

Parking

<table>
<thead>
<tr>
<th>Proposed</th>
<th>Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accessible spaces proposed:</td>
<td>0 Accessible spaces required: 0*</td>
</tr>
<tr>
<td>Total parking spaces proposed:</td>
<td>0 Total parking spaces required: 0*</td>
</tr>
<tr>
<td>Number of compact spaces proposed:</td>
<td>0 Number of compact spaces allowed: NA</td>
</tr>
<tr>
<td>Bicycle parking spaces proposed:</td>
<td>75 Bicycle parking spaces required: 75</td>
</tr>
<tr>
<td>Parking Reduction requested?</td>
<td>No Off-site Parking requested? No</td>
</tr>
</tbody>
</table>

Project located in the P-1 parking overlay

Setbacks

<table>
<thead>
<tr>
<th>Yard</th>
<th>Required</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Street (Front Street)</td>
<td>0’ building</td>
<td>0’ building</td>
</tr>
<tr>
<td>Street (6th Street)</td>
<td>0’ building</td>
<td>0’ building</td>
</tr>
<tr>
<td>Rear (North)</td>
<td>0’ building</td>
<td>1’1” building</td>
</tr>
<tr>
<td>Side (West)</td>
<td>0’ building</td>
<td>1’1” building</td>
</tr>
</tbody>
</table>

Fencing
None.

Outdoor Lighting
Building mounted lighting and historic street lights are proposed.

Building Square Footage

<table>
<thead>
<tr>
<th>Floor</th>
<th>Sq. Ft.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st Floor</td>
<td>7,411</td>
</tr>
<tr>
<td>2nd Floor</td>
<td>7,307</td>
</tr>
<tr>
<td>3rd Floor</td>
<td>7,505</td>
</tr>
<tr>
<td>4th Floor</td>
<td>7,505</td>
</tr>
</tbody>
</table>
4. Zoning Ordinance and Comprehensive Plan

<table>
<thead>
<tr>
<th>Comprehensive Plan Sections</th>
<th>Zoning Ordinance Sections</th>
</tr>
</thead>
<tbody>
<tr>
<td>3-13 Downtown Mixed-Use Land Use</td>
<td>11-03-04.12 C (7)(d)(i) Site Design – A-E</td>
</tr>
<tr>
<td>3-17 Infill Design Principles of Mixed Use (IDP-MU)</td>
<td>11-03-04.12 C (7)(d)(iii) Adopted Plans and Design Guidelines</td>
</tr>
<tr>
<td>DT Downtown Planning Area</td>
<td>11-04-05 Commercial Zoning Districts</td>
</tr>
<tr>
<td></td>
<td>11-05-03 Capitol Boulevard Special Design (C) District</td>
</tr>
<tr>
<td></td>
<td>11-07-03 Off-Street Parking and Loading Requirements</td>
</tr>
</tbody>
</table>

5. Analysis/Findings

Applicant's Proposal
The applicant has requested to modify the approved building materials for an eight-story mixed-use housing development with 75 residential units and ground floor commercial space. The project is located on the northwest corner of Front Street and 6th Street at a very prominent intersection in downtown Boise. The footprint of the building covers the small parcel almost completely, and no parking is proposed with the project. The ground
floor will house uses including an entrance lobby, a commercial tenant space, a bike room, and utility areas; residential units are located on floors two through eight.

The property is located in the Downtown Planning Area and designated Downtown 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. The site is also located within the River Street-Myrtle Street Master Plan (revised plan adopted in 2004). It envisions a compact, urban neighborhood with high density residential, office and neighborhood-oriented retail uses. The property is also in the Capitol Boulevard Special Design District which encourages buildings of the highest standards in regards to design and materials. While not directly fronting onto Capitol Boulevard, this site is an important part of the corridor and is highly visible.

**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 applicant has not proposed changes to the pedestrian connection with this modification.

**Grading and Drainage**

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

B. 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 and ITD 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:

C. 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:
D. Utilities: That utility systems do not detract from building design and that their size and location are appropriate and maintainable.

**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>TPO (or similar) / White</td>
</tr>
<tr>
<td></td>
<td>Greenroof w/ Pavers</td>
</tr>
<tr>
<td>Exterior Walls:</td>
<td>Architectural Concrete / Smooth / Natural</td>
</tr>
<tr>
<td></td>
<td>Brick / Smooth and Velour / Dark Gray</td>
</tr>
<tr>
<td></td>
<td>Stucco / Ochre and Dark Gray</td>
</tr>
<tr>
<td></td>
<td>Stucco / Smooth and Raked / Light Gray</td>
</tr>
<tr>
<td></td>
<td>Metal Composite Panel / Black</td>
</tr>
<tr>
<td>Windows:</td>
<td>Aluminum Storefront / Black</td>
</tr>
<tr>
<td></td>
<td>Commercial Vinyl / Black</td>
</tr>
<tr>
<td>Soffit and Fascia:</td>
<td>Metal / Black</td>
</tr>
<tr>
<td></td>
<td>Precast Coping / Acid Etched / Dark Gray</td>
</tr>
<tr>
<td></td>
<td>Brick / Dark Gray</td>
</tr>
<tr>
<td>Other:</td>
<td>Metal Screen Panel / Perforated / Black and Ochre</td>
</tr>
<tr>
<td></td>
<td>Painted Steel Guardrails / Black and Ochre</td>
</tr>
</tbody>
</table>

**Building Design Summary**

The proposed building currently under construction is an 8-story mixed use housing project with 75 units and ground floor commercial space. The building generally uses a simple form and pallet of materials, relying on window patterning, material changes, cantilevered building masses, and accent colors 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.

At the ground level, full height storefront windows have been featured prominently at the corner of Front and 6th Streets, coinciding with the commercial tenant space and residential lobby. The building takes advantage of the location at a prominent intersection, addressing the public realm with transparency and a building overhang which combine to engage the pedestrian and create a strong street presence. The cantilevered building masses on both 6th Street and Front Street contain living space on the second through eighth floors, providing an opportunity for balconies at the edge of the mass which are angled to meet the building face and provide an interesting building shape on the most prominent elevation.

At the rear, to the north, the building steps back 10-feet on floors two through eight to create a modulated building form, provide private second floor patios, and allow for...
increased window openings due to a larger building wall separation from the property line. At the portion of the building near 6th Street on the north elevation there is an area of firewall, due to the proximity to the north property line.

**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.

Additionally, the Capitol Boulevard Special Design District states the following:

11-05-03.4 Building Design

(a) All building facade materials should be high quality to enhance the appearance of Capitol Boulevard. The same facade materials or other architecturally compatible facade materials should be used for all exposed building walls and other architectural features.

The main materials used on this building are brick and stucco. The wall plane breaks between the masses on the upper floors are also used as material breaks, providing order and consistency with the building material application. The stucco is used as a secondary material on the north and west elevations and is meant to pay homage to the Basque Block to the north. With the proposed modification, the applicant has proposed to substitute a dark colored stucco in areas previously approved as brick on the north and west elevations, and substitute ochre stucco for the previously approved fiber cement accent panels.

The Capitol Boulevard Special Design District states that the same materials should be used on all exposed building walls and the previously approved stucco areas were carefully considered as elements paying homage to the Basque Block and therefore allowed. The addition of the dark colored stucco which mimics the dark brick is detrimental to the design of the building and is a departure from the design language of
the structure which was deliberate in the application of materials. The brick veneer on the west and north elevations should be required to remain in order to retain the integrity of the original design.

The proposed substitution of ochre stucco for the ochre fiber cement panels, however, is an appropriate change that will not detract from the building. The panels are accents to the structure in specific areas and the change to stucco is not contrary to the design intent. This change should be allowed as proposed.

**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 massing and articulation of the proposed building will not change and remain appropriate.

**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 shadow relief and detailing on the building will not change and remain appropriate.

**Building Design Summary**
With conditions, the modified building 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 April 8, 2020 and May 5, 2019 (corrected elevations), except as expressly modified by the following conditions:
   a. Comply with all applicable conditions of DRH19-00096.
   b. The previously approved brick veneer on the west elevation and north elevation shall remain.

**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. Comply with the Building Department comments in the memo dated March 15, 2019.

4. The applicant shall comply with the requirements of the Boise City Public Works Department, including but not limited to:
   - Drainage dated March 15, 2019
   - Sewers
   - Street Lights dated March 25, 2019
   - Solid Waste dated March 20, 2019
   - Pretreatment dated March 15, 2019

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.

5. 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.

6. 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.
7. The applicant shall comply with the Boise City Fire Code.

8. Comply with Irrigation District requirements.

**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.
To: Planning and Development Services

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

Subject: Street Light Comments
DRH20-00154: 600 W Front St.

No comment.

If you have any questions, contact Tom Marshall at 208-608-7526 or tmarshall@cityofboise.org.