Design Review Committee
AGENDA
CITY OF BOISE

Committee Meeting
Wednesday, September 9, 2020
6:00 PM
City Hall - Maryanne Jordan City Council Chambers
150 Capitol Blvd
Boise, ID 83702

Virtual attendance is strongly encouraged. 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

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 Hearing Minutes / August 12, 2020*

III. **NEW BUSINESS**

*1. **DRH20-00005 / James Doolin**
   Location: 511 N. Maple Grove
   Construct a multi-family residential project with 108 units in nine buildings, six detached garages, a clubhouse, and associated site improvements on property in a pending C-1D (Neighborhood Commercial with Design Review) zone. *Josh Wilson*

*2. **DRH20-00353 / Kyle Wood, Acorn Boise LLC**
   Location: 607 N. Mitchell Street
   Construct an approximately 11,871 square foot medical office building and associated site improvements on property located in a M-1D (Light Industrial with Design Review) zone. *Katelyn Menuge*

*3. **DRH20-00356 / Ryan Lierman**
   Location: 1311 W. Targee Street
   Construct four single-family detached dwellings on four contiguous substandard lots of record on property in a R-1C (Single Family Residential) zone. *Katelyn Menuge*

IV. **ADJOURNMENT**
I. CALL TO ORDER

PRESENT: Zabala
REMOTE: Marsh, Aguilar, Rudeen, Talboy
ABSENT: Semple, Zuckerman

II. MINUTES

1. Design Review Committee Minutes / July 8, 2020

RESULT: APPROVED [UNANIMOUS]
MOVER: David Rudeen, Co-Chair
SECONDER: Jessica Aguilar, Committee Member
AYES: Marsh, Aguilar, Zabala, Rudeen, Talboy
ABSENT: Ben Semple, Dana Zuckerman

III. CONSENT AGENDA

1. DRH20-00052 / Leigh Alderton
   Location: 2919 W. Jordan Street
   Construct a multi-family residential project consisting of two four-story buildings containing eight units with associated site improvements on property in a R-3D (High Density Residential) zone.

2. DRH20-00262 / Eric Anderson, ALC Architecture
   Location: 10390 W. State Street
   Construct an approximately 5,100 square foot laundromat building and associated site improvements on property in a PC-D (Pedestrian Commercial with Design Review) zone.
4. **DRH20-00268 / Eric Anderson, ALC Architecture**  
   Location: 2602 W. Canal Street  
   Construct an approximately 3,500 square foot laundromat building and associated site improvements on property in a C-2D (General Commercial with Design Review) zone.

5. **DRH20-00296 / Ben Semple, Rodney Evans + Partners, PLLC**  
   Location: 1426 S. Euclid Avenue  
   Construct four single-family detached dwellings with alley loaded garages and one accessory dwelling unit, on four contiguous substandard lots on property in an R-3D (Multi-family Residential) zone.

7. **DRH20-00300 / Marcellus Clark, BRS Architects**  
   Location: 858 W. McGregor Court  
   Construct an approximately 91,000 square foot manufacturing, office, and warehouse building with associated site improvements on property in a M-1D (Light Industrial with Design Review) zone.

8. **DRH20-00301 / Kady Givens, Hatch Design Architecture**  
   Location: 6099 S. Federal Way  
   Construct a self-service storage facility consisting of sixteen buildings totaling approximately 348,000 square feet and associated site improvements in a M-1D (Light Industrial with Design Review) zone.

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<td>MOVER: David Rudeen, Co-Chair</td>
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**IV. NEW BUSINESS**

2. **DRH20-00069 / Scott McCormack**  
   Location: 8306 W. State Street  
   Construct a multi-family residential project with 85 units in four buildings and associated site improvements with a waiver for swales within the front landscape buffer on property in a pending R-3D (High Density Residential) zone.

**KayCee Babb (City of Boise):** This project is addressed off State Street because it was recently connected to the property to the South. There was a minor land division in 2019. It is currently its own parcel and will receive a new address most likely off of Limelight or potentially off Roe Street as well.
This project is for the development of 85 multi-family units within four buildings and was approved through a Planned Unit Development (PUD). That PUD was appealed to City Council with concerns about safety and infrastructure. City Council has heard the appeal and they have generally approved the project forward and they will receive findings shortly. The project also had a Rezone from R-1A to R-3D.

These are the proposed elevations. They are using a gabled roof. They are kind of modulated, so it creates a shed roof design. They are proposing fiber cement lap siding and stucco panels as well as stone veneer.

This is the proposed site plan. You can see that the main entry is proposed along Limelight Street with a secondary entry along Roe Street.

Through the PUD process there were some site conditions. The first is that there needs to be a cross access to the South and West for future redevelopments. I’ll go back to the aerial. You can see that the property is surrounded by relatively undeveloped parcels though in the future they may develop the cross access to reduce current cuts in the area.

Additionally, all setbacks shall be measured from the final property lines. Ada County Highway District (ACHD) is going to take some right-of-way with this project and the proposed property lines should be the final property lines. We shouldn’t see any changes of what this site plan shows.

The remaining Design Review condition for this site plan is that all internal pathways shall be a minimum of 5 feet in width. When we were working through this process, we were kind of spot checking the sidewalks and then doing a full review. We noticed that there are just a couple of pathways that don’t quite meet the 5 feet in width particularly along the southern building.

Based off the site plan the landscape that is available to be reduced, we don’t anticipate any significant changes in order to meet that condition.
Again, the PUD did receive approval from Planning & Zoning. That hearing was on June 1, 2020. The North West Neighborhood Association appealed the project with concerns about infrastructure and safety. The appeal was heard by City Council on July 28, 2020. At that Council hearing there were some discussions, again, primarily on infrastructure and safety.

The main discussion that impacts Design Review are the storm water swales. This project is proposing swales between the street and the detached sidewalk. Swales within the street buffer that aren’t in an industrial zone require alternative compliance review for Design Review. City Council directed Design Review to work on a drainage solution that has minimal slope or mitigation for such slope, as well as greater connectivity. This is the swale design that was presented before City Council that has the direction to try and reduce slope and create connectivity. As you can see, the swales are located between the street as well as the sidewalk. They are proposing lawn and vegetation, primarily native vegetation as well as street trees. The primary concern was the slopes were proposed at approximately 12 inches deep each.

There’s also not a lot of connectivity. The site is using street parking to meet its parking requirements. Individual parking along the streets don’t have direct pathways to the sidewalk or into the site. Instead they would have to walk through the swales or go around walking on the street.

Those are the primary concerns. As I noted, we are still getting the street trees. They are proposing putting the trees within the backslope of the swale right next to the sidewalk. We will still get some shade and softening of the pedestrian environment. During initial discussions we did bring in Community Forestry. They review the final placement of street trees within the right-of-way in addition to ACHD. Community Forestry said that this location is appropriate for the trees and that the proposed root barrier will allow them to grow healthy. We are still going to get street trees and there are no concerns that there will be issues with their growth.
To address the safety and design concerns with connectivity of City Council the Committee did receive a memo suggesting an added condition which is to redesign the street swales to accommodate pedestrian connectivity from the sidewalk and parking spaces along both Limelight and Roe and provide an improved pedestrian environment that may include but is not limited to reducing slopes, utilizing permeable pavers to reduce swale demands and an increased landscape buffer. The final design should be coordinated with Design Review staff and ACHD. This condition is worded to allow us to still review the project and look at some details. They do have a Geotech report that should have been attached to the report to see what would be the best option.

The applicant has worked on a redesign of the swales based off of City Council’s direction. By the time they completed redesigning the proposal it wasn’t quite enough time for us to submit it into the record, but I believe they will present the options in their presentation today. We will have a proposed change that we can discuss and see what is appropriate.

Overall, staff is recommending approval for the construction of the multi-family units proposed under DRH20-00069 with the attached conditions of approval. With that we can see the new swale designs proposed by the applicant and hear from the public. I would like to leave us with the photos of the surrounding area for context.

**Applicant Testimony**

**Scott McCormack (Managing Development Partner / Limelight Village):** I do have a PowerPoint presentation. I’ll share my screen. Thank you for the opportunity to present the project and to discuss the issues that are outstanding. I want to say I think the staff has done a great job in working with us and going back and forth and trying to be cooperative.

I also want to let you know that we have two other team members that are on the meeting tonight. Our lead designer, Walter Hughes from Humphries & Partners Architects and we also have Dan Erlandson from HPLA Studio, our landscape architect. So, if there are any questions that may come up for them.
The first thing I want to say is that you can see the first rendering along Roe Street, Building Type 1. This is our Building Type 2 and it seems like staff is satisfied with that. We feel really proud and we think they are very attractive and present kind of a nice mountainous look.

With respect to the landscape plan, KayCee did a nice job showing us the details along the swales. I’m going to focus on the swale discussion at this point because we previously worked with them on dealing with internal pathways, landscaping and refining exterior design. We’ve worked through all of that with them. In this case we heard the goals of the Council and we saw the revised staff recommendations. Based on that we’ve worked with our team and we’ve come up with some new design plans that we think address this and exceed what has been requested. This is a quick summary of what we planned since the Council meeting on July 28th.

Along Roe Street. In order to address the key issues that were brought up which were improve pedestrian safety and connectivity and reduce the slopes. Here’s what we’ve done. I’ll summarize these quickly and I’ll show you on the plan how it works.

We’ve added two-foot level landings at the sidewalk and the curb. That helps anybody who is walking on the sidewalk and the curb to get out of their car safely.

On Roe Street we’ve reduced the depth of the swale from 12-inches to 6-inches. We’ve reduced the slope from 3.1 to 4.1 and we’re going to add two strategically placed 5-foot concrete connectivity paths from the curb to the sidewalk on Roe. We’ll show you where we have the tentative locations for those. We can work with staff on the ultimate locations.

We’ve also added shrubs and native seed mix to give the planters a more natural and attractive look and feel.

On Limelight Street we added a 3-foot level landing at the sidewalk and a 2-foot level landing at the curb to reduce the depth of that swale from 12-inches to 9-inches and we’ve reduced the slope from 3.1 to 4.1. We’ll add two logically placed 5-foot concrete connectivity paths from the curb to the sidewalk on Limelight.
The other thing I would add is that KayCee mentioned that we worked with staff and the City Arborist. Through that process we actually did agree to an additional 5-foot buffer on Limelight Street to give a little bit more room for the trees. That was a good process that we worked through.

This is a section of Roe Street which shows you the 2-foot landings. We’ve reduced the slope and we’ve also changed the bottom of the swale from a sand drainage swale to...we’re going to use a bio-retention swale where we use some amended soil that helps the drainage and gives it a better look.

Above is the plant selection from our landscape architect that we’re going use in here. Including the trees that we plant and put along there as required by the Code.

This is Limelight Street. It shows you the sidewalk here. We have the 3-foot landing area next to the sidewalk and then we have the 2-foot level entryway off the curb. Same thing, similar kind of landscape selection and then these are the trees that will go along Limelight Street.

This is a site plan showing you where we intended to put the connectivity pathways. We looked at the distance between the entrance on Roe Street at the corner and then we decided these would be really strategic places to put these. So, if somebody was getting out of a vehicle, they would walk along the new level pathway and get here and cross over and it would be easy for them to do so safely. We did the same thing along Limelight Street. We picked what we thought were logical and reasonable locations along these areas along the street buffers.

Also, to the right here, this is the ACHD best matching practices detail. We used this as an inspiration for trying to accomplish the goals that were set for us and the concerns by Council. We think that we done that to a great extent and that we’ve exceeded it.
In summary of what we’re presenting here and a couple of key points I wanted to reiterate to the Committee. Number one is that swales are allowed with alternative compliance requests which we have made through the design review process appropriately. The Boise City Code sets forth specific design and engineering requirements for swales to be approved through this alternative compliance process. These drainage swales are necessary in this case and it is due to the high-water table on the property. As KayCee said, we have provided the Geotech report for the record which I think you have available. It shows that the average water table here is about 4 to 6 feet. The surrounding high-density properties in this area also have used swales in poor solutions in their cases.

We also would like to state for the record that our design meets and exceeds each of the Code’s requirements. In addition to the standard City code requirements the City approved this project with the condition that we revise the design, minimize the slope and increase safety connection and we think we’ve done a good job of that.

I would also like to mention that this swale has been approved by ACHD. The original design and of course this second design as KayCee stated, will be submitted to them for their approval.

In summary we’ve addressed all the goals and design requirements. We feel we’ve met and exceeded the goals and concerns that were mentioned by Council and the Planning staff. We are requesting that you approve this item as staff has recommended and we agree to the staff conditions. Thank you.

**Committee Member Zabala:** I have two questions of Mr. McCormack. One, will the cross access from the curb to the sidewalk...I assume that would be handicap accessible for somebody in a wheelchair?

**Scott McCormack:** We haven’t discussed that specifically, but I am confident that the 5-foot width of those concrete paths would be connected into the sidewalk and would meet that requirement.

**Committee Member Zabala:** Second question, under a storm event do your calculations indicate that there will be an absorption rate such that at some point during that event you will probably have standing water in there until the retention basin assimilate the water?
Scott McCormack: Yes, that is correct. The civil engineer...in a rain event there would be a time where there would be standing water there until drains through.

Committee Member Zabala: Do you have a time on that? Is it one hour, two hours?

Scott McCormack: I do not have that. Unfortunately, our civil engineer is currently traveling and not available tonight, but in my discussions with her it meets all the code requirements. She has done the calculations in accordance with City and ACHD standards.

Neighborhood Association Testimony

Erika Schofield (North West Neighborhood Association Representative): I am a board member and will be representing the neighborhood’s concerns tonight just as I did when we appealed this development application after Planning & Zoning. My focus for the last two and a half years as a board member has been on public health and safety in relation to land use law and development for my neighborhood.

This is the sixteenth time I’ve provided testimony on behalf of infrastructure and safety hazards. Yes, you heard that right, that’s the sixteenth time in two and a half years. I have not provided testimony on traffic and all kinds of things that most people provide testimony. I focus on citizen safety. You recently heard me testify on school buses picking up children on Highway 44 at 50 to 55 miles per hour. That was about a month ago.

So just as with that development I want to say the same thing to start out with this application and make something clear. We’re not in opposition to the actual building and the design materials, and the lay of the land in terms of how the structures are sited and such. We simply are in opposition to the condition that we believe will make a hazardous situation versus actual work to promote and protect public safety.
This is what we’re looking at tonight when we have drainage swales allowed in our neighborhood. This is just to the east of this property. This is actually a swale that was allowed to be mitigated to have reduced slope. If you look at those photos all it does is flood into the street, so it doesn’t necessarily help the matter at all to have less slope than the 12-inches because it just makes it flood into the road which causes additional hazards. I put the statement at the top here of “Never underestimate the power of water", because it is so true. This was just a storm in June. Nothing unusual about it and this is what happened in the drainage swales. They inundate the roadway and they also produce situations where a child or a toddler can drown. They can drown in 2-3 inches of water.

We’re faced with a situation where in this particular application there was no ACHD hearing for the public to address this issue because there wasn’t a traffic study required to be held in hearing. The record shows that ACHD did not have a modification or waiver for their own policy regarding the swale to be modified and waived. The Boise Storm Water Management Ordinance requires an actual more official drainage plan than they submitted to the Building Department. We’ve got Boise Ordinance 46-1-9 (?) that gives Design Review authority over on-site grading and drainage while ACHD’s policies give them authority over the public right-of-way which is Roe Street.

Furthermore, we had Planning & Zoning, Council and now Design Review placing conditions on stormwater management in the public right-of-way, yet we have a ground water study that was done on October 21, 2019, but not submitted until here recently. No soil permeability test was conducted in that study so in terms of being able to definitively say how fast that water would be absorbed isn’t necessarily possible without an actual test. The full requirements of analysis when I read the ACHD Policy and the Boise Storm Water Policy and they have not been fully conducted. I believe that this takes place once Public Works and the Building Code take this on. So, setting forth conditions or limitation is premature without this required data. I did actually submit a question to Josh which he did reply to me...I said I find it kind of contradictory to Idaho Code 67-65-35.2 that says, “A decision has to have a rationale that is based on factual information contained in the record”, yet we don’t have any final findings approved from City Council because they are on vacation and they’re not going to approve their findings until August 18th. We have a whole lot of issues just on the procedural side.
Furthermore, according to Boise Code words do matter when you’re dealing with the law. It says that alternative compliance is to be submitted as a request in conjunction with the application. The applications for the Conditional Use Permit (CUP) and Design Review were submitted in January and February whereas on July 21st the applicant submitted a letter that states that this is in connection with this application. I know this is probably a minor point to many, but words do matter when you’re dealing with the law. So, for ACHD this is from their stormwater management policies, they “Allow infiltration swales on arterials, collectors, medians, and subdivision common lots and rural streets with lot sizes of 1-acre or greater, but less than 5-acres per dwelling”. Not total size for the entire unit. ACHD does not allow swales on residential streets. You can see where I’ve marked the two red boxes on their BMP30 here. The top one addresses not residential streets and the rural issue. The second box addresses the step-out zones that Scott was talking about earlier and if you note there, it does say, “Has to meet current ADA requirements”. So, that will be part of that condition if this moves forward.
Furthermore, with ACHD in terms of addressing what they mean by rural...Roe Street is a local street and they define local as urban and rural. This is not a rural location. If you look at their Table 8 for rural, rural streets do not require sidewalks. Boise annexed this area which at one time was rural and that is why the Silver Cloud Apartments have a drainage swale because it was built during the time it was still in Ada County and not under Boise Code. It is no longer rural, and it is going to be rezoned to higher density multi-family residential. So, designing for public safety that prior side was set at a 24-inch step out zone...this is an example in ACHD’s Stormwater Design Section 8200 that shows what that would look like. It does not show swooping, low mitigated swales that are open where water still collects. It is actually more like, instead of a raised bed, it is more like a sunken edge bed with a cap waist to cross through at appropriate sections. So, in filtration swales the record for this application shows the ACHD staff member saying, “These are unusual and that they allow them” and why is that so? In their second e-mail here, they say, “We don’t allow them because they are frequently altered without proper approval”, which is exactly what has happened in our neighborhood. Here is the Silver Cloud Townhouses. So, the apartments were developed when it was Ada County and allowed to have this swale. The townhouses were developed once it moved into annexed Boise and the developer disregarded their permit and installed these otherwise which was not what was allowed. Boise, at this point, has done nothing about it which I plan to follow up on because it’s essentially a violation of what was approved for their land use development. They went ahead and not only installed swales, but they planted the trees right in the middle of them which is, if you know anything about landscaping and plants, not the best environment for a plant to survive.

I’m going to add this additional fact here because I think decisions should always be considered with the long-term impacts in mind. The City of Boise took on and hired a consulting company to do a climate adaptation study in 2016 and of the eight significant impacts in the next 60-years the second one was heavy precipitation days. Specifically saying that flood related hazard to property, roadways and water contamination can and will occur and that it can exceed the capacity of the stormwater system.
Here’s what these swales around this area look like right now when it is dry outside. People tend to park away from the curb. Granted keep in mind that my slides were made before Scott just showed his slides with the adaptation that ACHD would require. But, right now people park away from the curb because they want to be able to get out of their car onto flat land not stepping right into an angled swale. They don’t want to trudge through stormwater so that forces people to walk through the street to reach the corner. I will have to say that the addition of shrubs and grass to the swale that Scott is proposing will be a nightmare for the landscape people to maintain. You’ve got angles and trying to cut grass with shrubs in the way and the shrubs that he has listed generally grow anywhere from 6-8 wide and up to 12 feet tall. They are far too large for this kind of an application and I am a master gardener with the University of Idaho, so I feel like I have some ability to say that in confidence.

This also creates quite a bit of issues for ADA access. The City of Boise just proclaimed ADA Awareness Day and without addressing this we end up creating additional mobility challenges for individuals in wheelchairs, walkers or even if you have crutches. You can’t use a side lift, or a car ramp and service animals are trained to not expose their person to a water hazard and again, it would force people to walk in the unprotected street without actual pathway access.
But my biggest concern here is this, a toddler can drown in 2-3 inches of water. There is an absolute sound reason why this is allowed in an industrial or rural area with low-density or a farm. It is not met for high-density where children are going to be. I put this in the packet that I sent to you and I put it in the City Council and Planning & Zoning packets. These are various different sites throughout the country that deal with child safety and when it says small bodies of standing water around your home such as drainage ditches are part of this risk, that needs to be taken extremely seriously. Children are attracted to water. It sparkles, it moves, and it associated with fun. This particular project doesn’t have any kid friendly amenities due to the target market they are seeking, and it is important to recognize that the court, it shows in the record, will examine if the situation was considered an attractive nuisance for children. There is a logical and sound reason why these should not be allowed. It leads to negligence in my opinion. It can be mitigated by simply following the law and saying we’re not going to make an exception to this because it enables a hazard to public health and safety. It can possibly lead to personal injury lawsuits and case law has shown that you can be liable in a wrongful death situation or a lawsuit when water is involved. If you look at other areas throughout the City that have been recently developed especially near the East End no open stormwater retention systems are located along the street. None. I drove all around looking and I couldn’t find a single one. So, for the Boise Development Code in terms of meeting the purpose and intent it does not achieve a safe environment, it does not meet the required findings for alternative compliance. The site conditions have not been proven to be impossible or impractical. It is not equal or superior to what is required. It is actually detrimental to public welfare due to being an attractive nuisance for children leading to a possible high-risk of drowning. Protecting the health and safety and general welfare is the number one priority in addition to protecting the waters of the State. I ask that you look at these criteria very carefully because minimizing the slope from 12-inches to 6-inches or 12-inches to 9-inches is not going to mitigate the risk of a toddler drowning in 2-3 inches of water.

Furthermore, at this point and time this lacks clear and convincing evidence that the facts and circumstances warrant a finding of an exception. The additional geotechnical work needs to be done before conditions can be placed in the record that say, “This is allowed”, or “This isn’t allowed”. We’re jumping ahead of the game here.
In closing, here is what I want to say in terms of making exceptions. On August 25, 2003, the City of Boise made an exception to a critical safety standard for the annexation of the Oregon Trail Subdivision. Their record shows that the land was located partially outside of the required Fire Response Standard. A Planning & Zoning Commissioner specifically asked about that risk in the public hearing and exactly 5-years to the very day a horrific tragedy occurred. On August 25, 2008, 10 homes were destroyed, 11 damaged and 100 people evacuated, 18 first responders were injured and a BSU professor lost her life and her spouse lost his partner. Why, because we made an exception to safety. That’s not why we have laws in place. Laws are in place to protect citizen safety. They are not in place to make exceptions to them.

I ask that you please consider this very carefully. Thank you.

**Public Testimony**

**Chairman Marsh:** None seen.

**Applicant Rebuttal**

**Scott McCormack:** I think what I would like to reiterate to the Committee is one, this project has been approved by the Commission, it’s been approved by the Council with the conditions as they set forth and we’ve agreed to those. We believe we have met those and exceeded them. The current code allows for this alternative compliance.

I think the other part with respect to the ADA comments made by Erika, I would just say we have and meet the appropriate ADA standards for parking within the project so any of those folks would be able to park inside.

Our civil engineer has worked in the area and the Geotech report has also been completed by MTI who has extensive knowledge of the area. They have indicated what the soil type is there. Our civil engineer has done the calculations and said this meets those standards and understands generally what the percolation is in the area.

In addition, as I pointed out earlier, we are going to use the standards from ACHD which uses an uncompacted bio-retention soil which will help the drainage of these areas and we will meet all conditions required with this respect. Staff recommends approval as they have stated previously.
We’ve been delayed significantly through this process due to COVID-19 and a bunch of other things. It has been a very long process for us. I would request that you go with the staff’s recommendation and allow them to do their job and work with us to make sure we meet all the requirements as have been stated. We have tried to be very cooperative and expended additional resources in order to meet these requirements and we feel like we’ve met and exceed those. We appreciate your consideration.

**Committee Member Aguilar:** This is for the applicant and staff. I don’t see in their packet a grading and drainage plan and we’re being asked to make a decision about grading and drainage. Where is that plan? Was that included with the P&Z application?

**KayCee Babb:** Typically, we see the drainage and grading plan for the building permit because the building permit gets routed to Public Works and they are the entity who specifically reviews drainage. So, they’ll review that to make sure that the swale retention is appropriate and that it won’t go outside of the allowed area or the swale retention. Sometimes applicants will submit grading through the Design Review application, but it is not required, and it is not on our checklist. What we review is the requirement for swales within the code and then Public Works and ACHD if you want to go beyond. The City of Boise have their own specific requirements that get reviewed in addition to what we’re reviewing.

**Scott McCormack:** I would just add KayCee, isn’t it fairly rare that an applicant would turn in that drainage plan at this point in the process?

**KayCee Babb:** Typically, they get submitted with the building permit so that would occur after design review.

**Scott McCormack:** Right.

**Public Portion Closed**

**Committee Deliberation**
Committee Member Talboy: If I may, just a couple of points. I do compliment the design. It is very attractive and very well done. I have to admit I’ve had some of the same concerns that Ms. Schofield raised about the berms and the swales and the standing water for a number of reasons. Obviously, child safety is huge. I also understand the drainage requirements and those types of things, but if I understand things correctly, and some insight into this would be very helpful for me, is whether we can change or make recommendations relative to the drainage that is already there. It would be really nice to know if we had that Geotech report to know what that percolation rate was to see...I don’t know if we could compare to what we saw in the photographs, but obviously the quicker you can get it out of there the better. I don’t know and anybody that can direct me I would appreciate it. If we can make recommendations for that or if that is some other part of the process.

Chairman Marsh: Do either KayCee or Josh want to chime in on that? Typically, talking from my own personal experience on applications with ACHD and drainage in the right-of-way as well as on-site drainage as it correlates to ACHD it is a very carefully monitored piece where I know ACHD does not like to take any drainage from on-site onto their portions. They are very particular about the drainage of their own. One of the other options I guess would be when we’ve probably seen some of those other subdivisions or some underground seepage beds or some other kind of storm structures that are in those systems. In this case the applicant will also be making additional applications to ACHD who will review the Geotechnical reports, the percolation rates, the size of the retention basins, safety, and everything in that regard inside of the right-of-way as part of their application. I don’t believe we have a whole lot of jurisdiction. If there was something that you wanted to recommend that gets passed along to ACHD that’s something that I’m sure we could ask staff to do.

Committee Member Talboy: Thank you. That actually clarifies that. The point of my comments where I figured it was down the road and there were more cross checks, etcetera. I do understand the concerns and I want to let Ms. Schofield know that rings a bell and that it is an issue that we need to make sure that it is done...however it is done, in the safest manner possible. Like I said, I didn’t think we had a whole lot and I don’t even know what I would recommend quite honestly other than an underground seepage bed, but I don’t know that that’s within our purview to do that.
Chairman Marsh: Yes, exactly. ACHD will make those recommendations on all of that aside from the stormwater retention.

It is a little bit challenging even with the ADA portions of things. The other examples that they show have detached sidewalks as well, but they’re also in uneven ground with grass and such and it’s probably still not an ADA surface that you get out of your car and walk on in those circumstances. There is also a 6-inch curb at all those locations so it is not a wheelchair ADA accessible location on any of those as well which would be considered on the inside of the parking where they meet the minimum required accessible parking stalls. It is still a little bit hard to tell where you actually draw the line aesthetically. I prefer having some capped sidewalks. I think they look better.

Swales, I understand the safety concerns. They do work fairly well, and they are a good solution in high ground water areas, and it is a pretty common solution. However, in these locations it is…I don’t know that we have a whole lot of purview to make much other than potentially a recommendation to pass along to ACHD.

Committee Member Talboy: You froze up there, but what I did hear was a very good clarification. Thank you very much.

Chairman Marsh: I would probably reiterate what Mr. Talboy said. I think it is a very attractive design and well-thought-out. Short of the items that are in ACHD’s right-of-way I didn’t hear much of anything that is of concern from design or aesthetics. If there is no other discussion, I would be certainly open for a motion.

Committee Member Zabala: Obviously there has been a lot of work done by both the neighborhood as well as the applicant to try to make this a very attractive and safe project. I don’t know that given the high water table and the fact this is in the right-of-way that there’s much one can do other than to continue to work on the swale design with the various agencies, reviewing staff, and the design team to make it the best they can under the situation.

Committee Member Zabala moved to approve DRH20-00069 with waiver request as recommended in the findings of fact, conclusions of law and recommended conditions of approval as noted in the project report with the addition of Condition 1.i., “The redesign of the street swales shall be consistent with the concept in the revised documents provided by the applicant at the August 12, 2020 hearing to accommodate pedestrian connectivity between the
sidewalk and parking spaces along both Limelight and Roe Street and provide an improved pedestrian environment that may include, but is not limited to reducing the slopes and an increased landscape buffer. The final design shall be coordinated with and approved by the Design Review staff and Ada County Highway District.”

RESULT: APPROVED [UNANIMOUS]
MOVER: Thomas Zabala, Committee Member
SECONDER: David Rudeen, Co-Chair
AYES: Marsh, Aguilar, Zabala, Rudeen, Talboy
ABSENT: Ben Semple, Dana Zuckerman

6. DRH20-00298 / Bret Bartron, neUdesign Architecture
Location: 5452 W. State Street
Construct an approximately 16,800 square foot office and warehouse building with associated site improvements on property in a C-3D (Service Commercial with Design Review) zone.

KayCee Babb (City of Boise): This is the proposed site plan for the project. They are proposing a light industrial warehouse building with office space. As you can see, there is a future development parcel shown on the site plan. That property will require a separate review through Design Review and is not subject to the current review.

The current configuration of the lot with the warehouse Building A and the T3 Support Building above appears to have occurred in 2015. We could not find records with the City with this site configuration. Instead what we have is this record of survey which shows three lots instead of two configured the opposite way. Because of that the lot is technically not a buildable lot at this moment. However, because of that the first condition is to pursue a record of survey to do a lot line adjustment and consolidation. The applicant is in the process of doing this so that’s why reviewing the design review. They will need to comply with any requirements of the record of survey and if there are any significant changes to the proposed layout because of the record of survey we would go through a modification application through design review.

I’ve mostly laid out some of the conditions. I’m unsure of the concerns of the public and we can go back to them. Primarily with the site layout there are parking changes and cross access agreements needed as well as a pathway reconfiguration.
This is the landscape plan. The main requirements are that we need a few more street trees. Additionally, we need verification from Idaho Power that they would allow Class II trees. There are some overhead lines and we are anticipating needing to replace those with appropriate Class I trees. We do need some terminal planters and a finalized tree mitigation plan, and we need to relocate some light poles.

With the design conditions and primarily because this is an industrial building and it is designed and used for an industrial building, but it is in a commercial zone. Because of that it is not exempt from our Design Standards, so we do need to get some decorative building materials on the front façade and get some more design interest. We also need to avoid blank walls on the side elevations.

With the applicant agreeing with the recommended conditions of approval I would like to reiterate that staff does recommend approval of this project and I’m happy to answer questions that may arise.

**Applicant Testimony**

Bret Bartron (Applicant/ neUdesign Architecture): We did agree with all the conditions laid out by the staff and there were no other concerns brought by the public. I did speak with one property owner across the road so I guess at this point I would love to hear the concerns brought by the public.

**Public Testimony**

Mark Salvi (President, Pick-A-Part Jalopy Jungle): We are a network of automobile salvage yards. I wanted to be on this call to be on record. I am not against the proposed project. Being a grandfathered business model in the area with industrial and operations, I wanted to make sure and confirm that there was going to be no alterations to the traffic flow on State Street. We have semis and tow trucks that frequently come in and we need a full access on our most eastern property border. I want to be sure that none of that is going to be hindered with this current development and that future corner development coming up. I wanted to be on record that we do have a grandfathered business there that has been 60 plus years operating and I want to be sure we’re able to maintain that operation unhindered with this development. I would like to hear from the applicant. I don’t know if ACHD has commented on it or put any proposed right-in’s, right-
out’s or anything like that. Those types of things severely hinder our business so that’s what I’m here to try and figure out.

Applicant Rebuttal

Bret Bartron: There is actually a study done by ACHD and I spoke to Ed, he said he was the owner of Jalopy Jungle. I talked to him this afternoon. I told him there is actually a study done by ACHD and they are looking at changing the traffic flow along State Street. However, that has nothing to do with this development. That study was actually completed months ago I believe, if not at least a year. These revisions have been coming down the pipeline long before we even looked at this property. I would advise him to look into that. I don’t have that exact report number or reference. KayCee, do you have that information that maybe you could share with him?

KayCee Babb: ACHD did provide comments. They did not specifically change traffic flow with this project. They did take some future dedicated right-of-way which is in anticipation of developments on State Street which will include multiple lanes...bike lanes and a potential multi-use pathway. I do not have the specifics of when that project will occur. It is not being prompted by this project and it is not occurring now or because of the project.

Public Portion Closed

Committee Deliberation

Committee Member Rudeen: It feels to me like everybody’s on the right wavelength here. I haven’t heard any objections, so I’ll move to approve DRH20-00298 based on the associated findings of fact, conclusions of law and recommended conditions of approval contained in the project report.

RESULT: APPROVED [UNANIMOUS]
MOVER: David Rudeen, Co-Chair
SECONDER: Robert W. Talboy, Committee Member
AYES: Marsh, Aguilar, Zabala, Rudeen, Talboy
ABSENT: Ben Semple, Dana Zuckerman

V. ADJOURNMENT
TO: Design Review Committee
FROM: Joshua Wilson, Planning and Development Services
DATE: August 13, 2020
SUBJECT: | | DRH20-00005 / James Doolin

SUMMARY:
DRH20-00005 / James Doolin Location: 511 N. Maple Grove Construct a multi-family residential project with 108 units in nine buildings, six detached garages, a clubhouse, and associated site improvements on property in a pending C-1D (Neighborhood Commercial with Design Review) zone. Josh Wilson

BACKGROUND:

RECOMMENDATION:

ATTACHMENTS:

- 1_DRH20-00005 Maple Grove (PDF)
Summary for DRH20-00005

Staff's Recommendation
Approval with conditions

Summary
The applicant proposes to construct a multi-family residential development with 102 units in multiple buildings with accessory structures and associated site improvements. The site is located on the southwest corner of Emerald Street and Maple Grove Road on a vacant parcel. The project received Planned Unit Development approval from the Planning and Zoning Commission on May 20, 2020, and City Council approved the rezone on August 18, 2020.

The applicant is proposing access via internal service drives off both Emerald Street and Maple Grove Road. A condition of approval of PUD19-00041 required the applicant to construct new detached sidewalk along both roadways. Additional rights of way are required to be dedicated along Emerald Street to total 48’ from centerline. All setbacks shall be measured from the final property lines once the right-of-way dedication is completed and any significant changes will require the submittal of a modification application. The proposed landscaping includes street trees, areas of grass, shrub beds, and foundation plantings on all sides of the buildings. The landscape plan has not been updated to reflect the condition of approval form PUD19-00041 requiring detached sidewalks, and a new plan shall be submitted for review prior to application for building permits.

The proposed structures include one story accessory garages, two story duplex/garage structures, three story six-unit townhome buildings, and three story twelve-unit multi-family buildings. The buildings generally use a simple form with a low sloping hip roofs and a simple palette of materials, relying on window patterning, material changes, building wall modulation, and covered balconies to provide design interest and create shadow lines. The main materials used on the buildings are stucco, cultured stone, and composite board and batten siding. As proposed, the designs will contain appropriate colors, materials, fenestration and architectural details for the building types and location. Each of these elements will break up the massing of the structures, provide an additional depth of character through shading and relief and provide architectural design interest to the buildings.

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:

### MASTER PLANTING SCHEDULE

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<thead>
<tr>
<th>Key</th>
<th>Common Name</th>
<th>Botanical Name</th>
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<tbody>
<tr>
<td>G</td>
<td>GOLDEN RAIN TREE</td>
<td>Koelreuteria paulsiana</td>
</tr>
<tr>
<td>A</td>
<td>AUTUMN BRILLIANCE SERVICEBERY OR SPRING SHOW CRABAPPLE</td>
<td>Amelanchier grandiflora Autumn Brilliance or Malus Spring Snow</td>
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<td>P</td>
<td>PACIFIC SUNSET MAPLE OR PARKWAY MAPLE</td>
<td>Acer macrophyllum 'A. platanooides Variegated' or Acer platanooides 'Cinnamon Torpedo'</td>
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<td>G</td>
<td>GREENSPIRE LINDEN</td>
<td>Tilia cordata 'PN 6025'</td>
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<tr>
<td>IM</td>
<td>IMPERIAL HONEY LOCUST</td>
<td>Gleditsia triacanthos 'Trijapal'</td>
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<tr>
<td>S</td>
<td>SNYDER SILHOUETTE STREETUM ON UNRIPED SPRINT HYBRID OAK</td>
<td>Liquidambar styraciflua 'Snyder Silhouette' or Quercus x xylon 'Nadar'</td>
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<td>S</td>
<td>SERBIAN SPRUCE</td>
<td>Picea omorika</td>
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<td>V</td>
<td>VANDERWOLF PINE</td>
<td>Pinus flexilis 'Vanderwolf's Pyramid'</td>
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<tr>
<td>K</td>
<td>KRAMER'S RED HINED HEATH OR PERIWINKLE</td>
<td>Erica x darleyensis 'Woman's Rose' or Eric x virginiana 'Virus minor'</td>
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<td>F</td>
<td>FLORACARPET PINK SUPREME GLADIOLUS-Rose Or FLOWER-CARPET AMBER MUGWOUNDER ROSE</td>
<td>Rosa 'NOADSS892' or Rosa x NoADF8389</td>
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<td>S</td>
<td>SHOW OFF FORSYTHIA OR GOLD TIGE FORSYTHIA</td>
<td>Forsythia x intermedia 'Molitor' or Forsythia x 'Crousetti'</td>
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<td>CORAL BEAUTY COTONEASTER OR GARCIA LOW SUNBURN</td>
<td>Cotoneaster dammeri 'Coral Beauty' or Rhus aromatica 'Sun-Lite'</td>
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<td>Calamagrostis acutiflora 'Karl Foerster'</td>
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<td>L</td>
<td>LITTLE SURREY TILTED GRAVE OR ELISHA BLUE FESCUE</td>
<td>Festuca rubra var. glauca 'Little Surrey' or Festuca californica 'Eliza Blue'</td>
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### EXISTING VEGETATION LEGEND

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<th>Key</th>
<th>Description</th>
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<td>D</td>
<td>Deciduous Tree - To Remain</td>
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<tr>
<td>E</td>
<td>Evergreen Tree - To Remain</td>
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ELEVATIONS
PAYTON 6-PLEX
BUILDING VAR. B
COLOR VARIATION 2

LEGEND
1. STUCCO
2. HARD IRODO & BATTEN
3. STUCCO w/ FOAM CORBEL - SMOOTH FINISH
4. ASPHALT SHINGLE
5. FAUX GABLE VENT
6. BRICK
7. FIBERGLASS ENTRY DOOR
8. METAL SECTIONAL GARAGE DOOR
9. VINYL-FRAMED WINDOW

Front Elevation

Unit
First
Second
Total

Square Footage

200
646
1,846
2,334
2,334
2,334
2,334

Garage
299
Garage
1,794

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ELEVATIONS
PAYTON 6-PLEX

LEFT ELEVATION

BACK ELEVATION

RIGHT ELEVATION

BUILDING VAR. B
COLOR VARIATION 2

<table>
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<th>SQUARE FOOTAGE</th>
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</tr>
<tr>
<td>Garage</td>
<td>250</td>
</tr>
<tr>
<td>Garage</td>
<td>250</td>
</tr>
</tbody>
</table>

01/30/2020

A.2
ELEVATIONS
PAYTON 6-PLEX

BUILDING VAR. B
COLOR VARIATION 4

LEGEND
1. STUCCO
2. HARDI BOARD & BATTEN
3. STUCCO w/ FOAM CONCEAL - SMOOTH FINISH
4. ASPHALT SHINGLE
5. FAUX GABLE VENT
6. BRICK
7. FIREGLASS ENTRY DOOR
8. METAL SECTIONAL GARAGE DOOR
9. VINYL FRAMED WINDOW

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EXTERIOR COLOR SCHEME #1 - GRAY

- Roof Shingle: Architectural Shingles - Black
- Soffit, Fascia, Gutters: Aluminum - White
- Stair Railing: Sherwin Williams - Tricorn Black SW6258
- Roof Shingle: 30 Year Architectural Shingles - Black
- Exterior Stone: MATCH GRAPHICS
- Exterior Stone: Natural Stone - MATCH GRAPHICS
- Door, Jamb, Siding, Stucco Trim Details: Center Board & Batten Area at Entrances
- Roof Corbels & Siding Columns (Not Two-Tone)
- Stucco Area on Upper Top Section of Building
- Accent Color 2: Sherwin Williams - Mindful Gray SW7016
- Color Matched Stucco - Lower Two Bands of Building
- Stair Railing: Sherwin Williams - Black
- Exterior Stone: MATCH GRAPHICS
- Windows: Always White / Grid for Plan Elevation
**Exterior Color Scheme #2 - Taupe**

- **Roof Shingles**: Black
- **Natural Stone**: Match Graphics
- **Main Stucco Body Color 1**: Sherwin Williams Keystone Gray SW7504
- **Stair Railing**: Sherwin Williams Tricorn Black SW6258
- **Windows**: Always White
- **Exterior Stone**: Accent Color 2: Sherwin Williams Balanced Beige SW7037
- **Roof Corbels & Siding Columns (Not Two-Tone)**: Stucco Area on Upper Top Section of Building
- **Board & Batten Pop-Outs on Sides of Buildings (Not Center)**: Stucco at Center Breezeway Areas - Apartment Entrances
- **Doors, Jamb, Siding & Stucco Trim Details**:
  - Center Board & Batten Area at Entrances
  - Color Matched Stucco - Lower Two Bands of Building
- **Roof Soffit-Fascia / Gutters**: Mastic / Plygen Aluminum White
- **Exterior Color Scheme #2 - Taupe**

---

**Telluride Apartments Building B**

SW Corner of Emerald St. & N. Maple Grove Rd.
EXTERIOR COLOR SCHEME #3 - SILVER

- Roof Shingle: Architectural Shingles Black
- Mastic/Plygen Aluminum White
- Exterior Stone: Harristone - Lueders - Slate Installed Drystacked
- Accent Color 2: Sherwin Williams Serious Gray SW6256
- Board & Batten Pop Outs on Sides of Buildings Only (not Center)
- Stucco at Breezeway Areas - Apartment Entrances
- Main Stucco Body Color 1: Sherwin Williams March Wind SW7668
- Color Matched Stucco - Lower Two Bands of Building
- Windows: Always White / Grids Per Elevation
- Stair Railing: Sherwin Williams Tricorn Black SW6258
- Roof Shingle: 30 Year Architectural Shingles Black
- Accent Color 3 & Overall Trim Color: Sherwin Williams Pure White SW7005
- Doors, Jamb, Siding, Stucco Trim Details Center Board & Batten Area at Entrances
- Roof Corbels & Siding Columns (not Two Tone)
- Stucco Area on Upper Top Section of Building

TELLURIDE APARTMENTS BUILDING 'G'
SW CORNER OF EMERALD ST. & N. MAPLE GROVE RD.

1. FRONT ELEVATION COLOR
2. BACK ELEVATION COLOR
3. LEFT ELEVATION COLOR
4. RIGHT ELEVATION COLOR

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NAMPA, IDAHO 83687
PH. (208) 465-3419  FAX (208) 442-3942

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Attachment: 1_DRH20-00005 Maple Grove  (CO #4 / James Doolin)
**EXTERIOR COLOR SCHEME #1 - GRAY**

- **Roof Shingle:** 30 Year Architectural Shingles, Black
- **Soffit-Fascia/Gutters:** Aluminum, White
- **Roof Shingle:** 30 Year Architectural Shingles, Black

**Exterior Stone:**
- **Main Stucco Body Color 1:** Sherwin Williams Dovetail SW7018
- **Color Matched Stucco - Lower Two Bands Of Building:**
- **Windows:** Always White / Grids Per Plan Elevation

**Details:**
- Center Board & Batten Area At Entrances
- Roof Corbels & Siding Columns (Not Two-Tone)
- Stucco Area On Upper Top Section Of Building

**Issued For:**
- Suite 103

**Attached:**
- Maple Grove (DRH20-00005 / James Doolin)
EXTERIOR COLOR SCHEME #3 - SILVER

SOFFIT-FASCIA / GUTTERS:
MASTIC / PLYGEN ALUMINUM WHITE

EXTERIOR STONE:
MAIN STUCCO BODY COLOR 1:
SHERWIN WILLIAMS EARL GREY SW7660

COLOR MATCHED STUCCO - LOWER TWO BANDS OF BUILDING

WINDOWS:
ALWAYS WHITE / GRIDS PER PLAN ELEVATION

ROOF SHINGLE:
30 YEAR ARCHITECTURAL SHINGLES BLACK

ACCENT COLOR 1 & OVERALL TRIM COLOR:
SHERWIN WILLIAMS PURE WHITE SW7005

DOORS, JAMBS, SIDING & STUCCO TRIM DETAILS
CENTER BOARD & BATTEN AREA AT ENTRANCES ROOF CORBELS & SIDING COLUMNS (NOT TWO-TONE)

STUCCO AREA ON UPPER TOP SECTION OF BUILDING BEARING 9'-1" FINISH GRADE 0'-0"
RIDGE 15'-6"

DATE DRAWN: 12/04/19
JOB NO.: CO # 3
SHEET NUMBER: 1

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TELLURIDE APARTMENTS GARAGE C:
S.W. CORNER OF EMERALD ST. & N. MAPLE GROVE RD.

NOTES:

1/4" = 1'-0"

1 FRONT ELEVATION CO 3
2 BACK ELEVATION CO 3
3 LEFT ELEVATION CO 3
4 RIGHT ELEVATION CO 3

NATURAL STONE
MATCH GRAPHICS

1/2" = 1'-0"

1 
2 
3 
4

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Attachment: 1_DRH20-00005 Maple Grove  (DRH20-00005 / James Doolin)
**EXTERIOR COLOR SCHEME #1 - GRAY**

**SOFFIT-FASCIA / GUTTERS:**
MASTIC / PLYGEN ALUMINUM
WHITE

**FRONT DOORS COLOR & STAIR RAILING:**
SHERWIN WILLIAMS
TRICORN BLACK SW6258

**ROOF SHINGLE:**
OWENS CORNING - OAKRIDGE
ONYX BLACK

**EXTERIOR STONE:**
HARRISTONE - LUEDERS - SLATE
INSTALLED DRYSTACKED

**ACCENT COLOR 3 & OVERALL TRIM COLOR:**
SHERWIN WILLIAMS
PURE WHITE SW7005

**SIDE DOORS & OVERALL TRIM COLOR:**
SHERWIN WILLIAMS
MINDFUL GRAY SW7016

**MAIN STUCCO BODY COLOR 1:**
SHERWIN WILLIAMS
DOVETAIL SW7018

**COLOR MATCHED STUCCO - LOWER TWO BANDS OF BUILDING**

**WINDOWS:**
ALWAYS WHITE / GRIDS PER PLAN ELEVATION
TELLURIDE GARAGE/APARTMENTS
BUILDING 'A'
SW CORNER OF EMERALD ST. & N. MAPLE GROVE RD.

Second Level Floor Plan
SCALE: 1/4" = 1'-0"

Dimension Note:
Site verify all dimensions before ordering materials and commencing any work. Report any significant discrepancies to the designer.

Main Level Floor Plan
SCALE: 1/4" = 1'-0"
EXTERIOR COLOR SCHEME #2 - TAUPE

- Roof Shingle: Architectural Shingles Black
- Exterior Fascia + Gutters: Mastic / Plygen Aluminum White
- Accent Color 1:
  - Trim:
  - Main Stucco Body Color 1:
    - SHERWIN WILLIAMS KEYSTONE GRAY SW7504
    - Color Matched: Lower two bands of building
- Windows: Always White / Grids per plan elevation
- STAIR RAILING:
  - SHERWIN WILLIAMS TRICORN BLACK SW6258
- Roof Shingle:
  - 30 Year Architectural Shingles Black
- Accent Color 3:
  - SHERWIN WILLIAMS PURE WHITE SW7005
  - Doors, Jams, Siding & Stucco Trim Details
- Exterior Stone:
  - HARRISTONE - LUEDERS - SLATE
  - Installed Drystacked

GARAGE / APARTMENT MODEL

GCO#2

SUITE 103
1307 N. 39TH ST.
NAMPA, IDAHO 83687
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Issued for Pre-Construction

Packet Pg. 58

Attachment: 1_DRH20-00005 Maple Grove  (DRH20-00005 / James Doolin)
Telluride Garage/Apartments

1. Front Elevation
2. Right Elevation
3. Left Elevation
4. Rear Elevation

1/4" = 1'-0"
**EXTERIOR COLOR SCHEME #3 - BLUE GRAY**

- **Roof Shingles:** Owens Corning - Oakridge - Onyx Black

- **Gutter Pop-outs:**
  - Soffit - Fascia: Mastic / Plygen Aluminum White

- **Front Doors Color & Stair Railings:** Sherwin Williams Tricorn Black SW6258

- **Roof Shingles:**
  - Onyx Black

- **Exterior Stone:** Harristone - Lueders - Slate
  - Installed Drystacked

- **Accent Color 3 & Overall Trim Color:** Sherwin Williams Pure White SW7005

- **Windows:**
  - Always White Grids Per Plan Elevation

- **Sidings & Stucco Trim Details:**
  - Center Board & Batten Area at Entrances
  - Roof Corbels & Siding Columns (Not Two-Tone)
  - Stucco Area on Upper Top Section of Building

- **Main Stucco Body Color 1:** Sherwin Williams March Wind SW4668
  - Color Matched Stucco - Lower Two Bands of Building

- **Main Stucco Body Color 2:** Sherwin Williams Serious Gray SW6256
  - Board & Batten Pop-outs on Sides of Buildings (Not Center), Stucco at Center Breezeway Areas - Apartment Entrances

**GARAGE / APARTMENT MODEL**

**TELLURIDE GARAGE / APARTMENT**

SW CORNER OF EMERALD ST. & N. MAPLE GROVE RD.

Packet Pg. 61

Attachment: 1_DRH20-00005 Maple Grove (DRH20-00005 / James Doolin)
TELLURIDE GARAGE / APARTMENT
BUILDING 'C'
SW CORNER OF EMERALD ST. & N. MAPLE GROVE RD.

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

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1307 N. 39TH. STREET
NAMPA, IDAHO 83687
PH. (208) 465-3419  FAX (208) 442-3942
FLOOR PLAN - 1,503 S.F.

SCALE: 1/4" = 1'-0"
Telluride Apartments

South Property Line Facing North
TELLURIDE APARTMENTS

REAR VIEW 12-PLEX

Attachment: 1_DRH20-00005 Maple Grove  (DRH20-00005 / James Doolin)
TELLURIDE APARTMENTS

MAIN ENTRANCE FACING WEST
Planning Division Project Report

File Number: DRH20-00005
Applicant: James Doolin
Property Address: 511N. Maple Grove Road

Public Hearing Date: September 9, 2020
Heard by: Design Review Committee
Design Review Analyst: Josh Wilson, Design Review Planning Manager

Public Notification
Newspaper notification published on: August 25, 2020
Radius notices mailed to properties within 300 feet on: August 25, 2020
Applicant posted notice on site on: August 25, 2020

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1. Project Data and Facts ........................................................................... 2
2. Land Use ................................................................................................... 2
3. Project Proposal ....................................................................................... 3
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6. Conclusion and Recommended Conditions ...................................... 11

Exhibits
Project Drawings
Letters of Explanation
Site Photos
Agency Comments
1. Project Data and Facts

<table>
<thead>
<tr>
<th>Applicant/Status</th>
<th>James Doolin / Developer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Representative</td>
<td>Kent Brown / Kent Brown Planning</td>
</tr>
<tr>
<td>Architect</td>
<td>Adam Garcia / Houston Bugatsch</td>
</tr>
<tr>
<td>Location of Property</td>
<td>511 N. Maple Grove Road</td>
</tr>
<tr>
<td>Present Zoning and Land Use</td>
<td>Pending C-1D / Vacant parcel</td>
</tr>
<tr>
<td>Description of Applicant's Request</td>
<td>Construct a multi-family project with 102 residential units</td>
</tr>
<tr>
<td>Parcel Size</td>
<td>5.16 acres</td>
</tr>
<tr>
<td>Land Use Designation</td>
<td>Industrial</td>
</tr>
<tr>
<td>Planning Area</td>
<td>West Bench</td>
</tr>
<tr>
<td>Neighborhood Association</td>
<td>None</td>
</tr>
</tbody>
</table>

2. Land Use

Description and Character of Surrounding Area
The area is a mix of commercial and industrial uses west of the Boise Towne Square Mall Regional Activity Center. To the west is an open-air canal.

Adjacent Land Uses and Zoning

<table>
<thead>
<tr>
<th>North</th>
<th>Emerald St., then restaurants and a multi-tenant commercial development / C-1D</th>
</tr>
</thead>
<tbody>
<tr>
<td>South</td>
<td>Warehouses / M-1D</td>
</tr>
<tr>
<td>East</td>
<td>Maple Grove Rd., then self-storage facility and vacant land / M-1D</td>
</tr>
<tr>
<td>West</td>
<td>Nursing home / M-1D</td>
</tr>
</tbody>
</table>

Site Characteristics
The site is located on the southwest corner of Emerald Street and Maple Grove Road. The site is flat and vacant. There is an open-air canal on the west property boundary.

Special Considerations
The rezone to C-1D included a Development Agreement that prohibits future automobile-oriented uses. The prohibited uses include a convenience store with gasoline service, drive-up establishment, car wash, minor motor vehicle repair, commercial and off-site accessory parking lot, and service station. The proposed development is in compliance with the agreement.

History of Previous Actions

RZ-9-96: Request to rezone from M-1D to C-1D for neighborhood retail uses - Approved
DRH07-00581: Design Review permit for a retail building - Approved
CAR17-00010: Rezone from C-1D to M-1D for a self-service storage facility - Approved
CAR19-00031 and PUD19-00041: Concurrent request for a rezone from M-1D to C-1D for a 102-unit multi-family residential Planned Unit Development. Planning and Zoning

3. Project Proposal

<table>
<thead>
<tr>
<th>General Design</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Number and Use of Buildings</strong></td>
<td></td>
</tr>
<tr>
<td>Duplex/Garage Buildings: 3</td>
<td></td>
</tr>
<tr>
<td>12-unit Buildings: 7</td>
<td></td>
</tr>
<tr>
<td>6-unit Attached Townhome Buildings: 2</td>
<td></td>
</tr>
<tr>
<td>Garage Buildings: 3</td>
<td></td>
</tr>
<tr>
<td>Clubhouse: 1</td>
<td></td>
</tr>
<tr>
<td><strong>Total:</strong> 16</td>
<td></td>
</tr>
<tr>
<td><strong>Allowed Building Height</strong></td>
<td>35' 0&quot;</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Number of Stories/ Proposed Building Height</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Duplex/Garage Buildings: Two / 23’ in height</td>
<td></td>
</tr>
<tr>
<td>12-unit Buildings: Three / 33’ in height</td>
<td></td>
</tr>
<tr>
<td>6-unit Buildings: Three / 33’ in height</td>
<td></td>
</tr>
<tr>
<td>Garage Buildings: One / 16’ in height</td>
<td></td>
</tr>
<tr>
<td>Clubhouse: One / 16’ in height</td>
<td></td>
</tr>
</tbody>
</table>

| Number of Residential Units | 102 |

### Parking

<table>
<thead>
<tr>
<th>Proposed</th>
<th>Required</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Accessible spaces proposed:</strong></td>
<td>7</td>
</tr>
<tr>
<td><strong>Total parking spaces proposed:</strong></td>
<td>149</td>
</tr>
<tr>
<td><strong>Number of compact spaces proposed:</strong></td>
<td>17</td>
</tr>
<tr>
<td><strong>Bicycle parking spaces proposed:</strong></td>
<td>102</td>
</tr>
<tr>
<td><strong>Covered bicycle parking spaces:</strong></td>
<td>26</td>
</tr>
<tr>
<td><strong>Parking Reduction requested?</strong></td>
<td>No</td>
</tr>
</tbody>
</table>

### Setbacks

<table>
<thead>
<tr>
<th>Yard</th>
<th><strong>Required</strong></th>
<th><strong>Proposed</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Street (Maple Grove)</td>
<td>10’ building / 10’ parking</td>
<td>10’ building / 92’ parking</td>
</tr>
<tr>
<td>Street Side (Emerald)</td>
<td>10’ building / 10’ parking</td>
<td>15’ building / 17’ parking</td>
</tr>
<tr>
<td>Side (South)</td>
<td>0’ building / 5’ parking</td>
<td>10’ building / 10’ parking</td>
</tr>
<tr>
<td>Rear (West)</td>
<td>0’ building / 5’ parking</td>
<td>20’ building / 20’ parking</td>
</tr>
</tbody>
</table>
Outdoor Lighting
Pole mounted parking lot lighting and building mounted lighting is proposed.

Fencing
8’ CMU wall along the south property line

4. Zoning Ordinance and Comprehensive Plan

<table>
<thead>
<tr>
<th>Comprehensive Plan Sections</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chapter 2: City Wide Visions &amp; Policies</td>
</tr>
<tr>
<td>Goal NAC2.2 Incorporate Housing</td>
</tr>
<tr>
<td>Goal NAC3.2 Areas of Change &amp; Stability</td>
</tr>
<tr>
<td>Goal CC1.1 Reduce Vehicle Miles Traveled</td>
</tr>
<tr>
<td>Goal CC3.2 Transit Facilities</td>
</tr>
<tr>
<td>Goal CC9.1 Expand Network Possibilities</td>
</tr>
<tr>
<td>Goal EC1.2 Adequate Land Supply</td>
</tr>
<tr>
<td>Goal EC3.2 Protect Business from Encroachment</td>
</tr>
<tr>
<td>Goal EC5.1 Timing of Improvements</td>
</tr>
<tr>
<td>Chapter 3: Community Structure &amp; Design</td>
</tr>
<tr>
<td>Principle GDP-MU.4 Pedestrian Access &amp; Orientation</td>
</tr>
<tr>
<td>Principle IDP-MU.2(d) Relationship to Surrounding Neighborhoods</td>
</tr>
<tr>
<td>Principle GDP-N.1(a) Connectivity</td>
</tr>
<tr>
<td>Principle GDP-N.5(a) Pedestrian-Oriented Streetscapes</td>
</tr>
<tr>
<td>Principle GDP-N.7 Garage Placement</td>
</tr>
<tr>
<td>Principle GDP-C.5 Transit Access</td>
</tr>
<tr>
<td>Principle GDP-MU.6(b) Housing</td>
</tr>
<tr>
<td>Chapter 4: West Bench Planning Area Policies</td>
</tr>
<tr>
<td>Goal WB-CCN 1.5 Corridor Streetscapes</td>
</tr>
<tr>
<td>Goal WB-CCN 3.2 Boise Towne Square Mall</td>
</tr>
<tr>
<td>Goal WB-C 2.2 Pedestrian/Bicycle Connectivity</td>
</tr>
</tbody>
</table>

<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)(iii) Adopted Plans and Design Guidelines</td>
</tr>
<tr>
<td>11-04-05 Commercial Zoning Districts</td>
</tr>
<tr>
<td>11-06-03.2 Multi-family Living Uses</td>
</tr>
<tr>
<td>11-07-03 Off-Street Parking and Loading Requirements</td>
</tr>
</tbody>
</table>
5. Analysis/Findings

Applicant’s Proposal/Background
The applicant has requested approval of a multi-family project containing 102 residential units in multiple buildings with accessory structures and associated site improvements. The site is located on the southwest corner of Emerald Street and Maple Grove Road on a vacant parcel. The project received Planned Unit Development approval from the Planning and Zoning Commission on May 20, 2020, and City Council approved the rezone on August 18, 2020.

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 is proposing access via internal service drives off both Emerald Street and Maple Grove Road. ACHD approved the access off Emerald Street as a temporary full access driveway and this may be restricted to right-in/right-out only as conditions warrant at ACHD’s discretion. ACHD approved the access off Maple Grove Road as a right-in/right-out driveway. The applicant is required to restrict the driveway with a 6” raised median, beginning at Emerald Street south 75’ beyond the project’s driveway. Other than the access specifically approved, direct lot access to Emerald Street and Maple
Grove Road is prohibited. Existing 7’ wide attached sidewalk, curb and gutter line both Emerald Street and Maple Grove Road. A condition of approval of PUD19-00041 required the applicant to construct new detached sidewalk along both roadways. Additional rights of way are required to be dedicated along Emerald Street to total 48’ from centerline. All setbacks shall be measured from the final property lines once the right-of-way dedication is completed and any significant changes will require the submittal of a modification application. On-street parking is prohibited on both Emerald Street and Maple Grove Road. The proposal includes 6 one-bedroom, 84 two-bedroom and 12 three-bedroom units. Housing typologies include a 12-plex, a 6-plex attached townhome and a duplex/garage. Including the required guest parking, a total of 140 vehicle parking spaces and 102 bicycle spaces are required. The project meets these requirements. Although this project certainly qualifies, it does not utilize the multi-family parking reductions standards within the Development Code. Based on these standards, with the presence of existing transit this project could be allowed to provide only 126 vehicle parking spaces.

The pedestrian circulation for the site is accomplished through a comprehensive sidewalk network with connections to the public sidewalk network on the north and east sides of the site. A sidewalk fronts the parking on the interior of the site with connections to both streets and the main building entries.

As conditioned with the Planned Unit Development, the project complies with adopted standards and ordinances and will enhance the pedestrian network. Vehicular circulation and parking have been provided in a manner that will not negatively impact adjacent public roads or properties with the area.

**Service Area Location and Design**

The proposal includes three trash enclosures for the project located on the south and west boundaries. Boise Public Works Solid Waste has submitted comments that the enclosure must comply with Solid Waste Design Standards and have at least 18 feet of unobstructed clearance between gate posts and a depth of at least 12 feet. The applicant shall coordinate with Boise City Public Works to design the service areas to ensure compliance with these requirements. The application indicates that there are mechanical units proposed, however there are not details of screening proposed. Details shall be submitted that detail the location of ground units and demonstrate that the units are adequately screened by landscaping and/or fencing.
Landscape Design

The proposed landscaping includes street trees, areas of grass, shrub beds, and foundation plantings on all sides of the buildings. The landscape plan has not been updated to reflect the condition of approval form PUD19-00041 requiring detached sidewalks, and a new plan shall be submitted for review prior to application for building permits. Trees proposed include Eastern Redbud, Golden Raintree, Honeylocust, Siberian Spruce and Vanderwolf Pine. Planter beds have been proposed along throughout the site, containing shrubs including Juniper, Boxwood, Forsythia, and Dogwood. Perennials including Feather Reed Grass, Blue Fescue, and Fountain Grass are also proposed. Organic bark mulch is proposed within the planter beds. The parking lot contains trees within planters as required, and no row of parking exceeds ten spaces without a planter proposed.

As proposed and with minor updates to comply with conditions, the landscaping for the site will comply with standards, provide buffering and year-round visual interest, and provide shade to the built environment.
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 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:
   B. Utilities: That utility systems do not detract from building design and that their size and location are appropriate and maintainable.

All new utilities are required to be installed underground.

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>Architectural Asphalt Shingles / Black</td>
</tr>
<tr>
<td>Exterior Walls:</td>
<td>Stucco / White, Off-white, Brown, and Light Gray Board and Batten Siding / Light Gray Cultured Ledger Stone Veneer/ Natural Stone</td>
</tr>
<tr>
<td>Windows:</td>
<td>Vinyl / White</td>
</tr>
<tr>
<td>Doors:</td>
<td>Metal / White</td>
</tr>
<tr>
<td>Soffit, Trim, and Fascia:</td>
<td>Composite Board and Metal / White, Off-white and Light Gray</td>
</tr>
<tr>
<td>Other:</td>
<td>Decorative Trellis / Painted Wood / Off-white Metal Railing / Black</td>
</tr>
</tbody>
</table>
Six-unit townhouse building

Twelve-unit multi-family building
**Building Design Summary**

The proposed structures include one story accessory garages, two story duplex/garage structures, three story six-unit townhome buildings, and three story twelve-unit multi-family buildings. The buildings generally use a simple form with a low sloping hip roofs and a simple palette of materials, relying on window patterning, material changes, building wall modulation, and covered balconies to provide design interest and create shadow lines.

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

**Building Materials**

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

Exterior materials that complement surrounding development in terms of color and relief should be utilized.

The main materials used on the buildings are stucco, cultured stone, and composite board and batten siding. The use of stucco has been limited to less than 50% on all street facing elevations as required by the Design Standards and Guidelines. White vinyl windows are proposed with a prominent trim as is required with stucco walls. A cultured stone wainscot of varying height has been proposed on all the buildings. The wall plane breaks on the building are also used as material breaks, providing order and consistency with the building material application. The proposed color palette is subdued with shades of off-white, brown, and gray similar to those seen in recent construction trends in Boise.

Based on the above, the materials and color palette are consistent with the surrounding neighborhood and the design of the building and are appropriate.

**Building Massing and Articulation**

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

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

Window fenestration patterns, weather protection, horizontal modulation, and material changes are used consistently throughout the structures. The design of the buildings use modulated wall planes to break up the perceived massing with simple forms and a consistent application of materials.

**Shadow Relief and Architectural Details**

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

Openings in the facade shall be consistent with the architecture in the area. (For example, balconies, bays, and porches are encouraged with a minimum of monotonous flat planes to provide shadow relief).
The design of the buildings is contemporary and compatible with recent architecture in the area. The windows are set within the wall plane and a prominent trim has been provided. These window openings are appropriate and consistent with the overall design of the area and with recently constructed buildings. Texture and architectural detailing have been provided throughout the buildings with the proposed materials, including stone and the use of painted wood trellis structures, which provide design interest and character.

**Building Design Summary**

As proposed, the designs will contain appropriate colors, materials, fenestration and architectural details for the building types and location. Each of these elements will break up the massing of the structures, provide an additional depth of character through shading and relief and provide architectural design interest to the buildings. 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 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 January 8, 2020 and April 13, 2020 (revised plans), except as expressly modified by the following conditions:

   a. Comply with all conditions of CAR19-00031 and PUD19-00041.

   b. The building height shall not exceed 35’ 0” to the mid-point of any sloped roofline.

   c. Submit details that demonstrate that the ground level mechanical units are adequately screened by landscaping and/or fencing.

   d. Coordinate overhead utility clearances with Idaho Power Company and submit written documentation that the proposed building location and
landscaping is acceptable.

e. Submit a revised landscape plan showing the detached sidewalks required with PUD19-00041. In the event that Idaho Power will not allow street trees in the existing easement, street trees will be installed behind the detached sidewalks and a variety of tall grasses and native shrubs shall be provided in the parkway.

f. A minimum of 26 bicycle parking spaces shall be weather protected and details specifying location and type of protection shall be provided with construction 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, including but not limited to:
   - Drainage
   - Sewers
   - Street Lights
   - Solid Waste
   - Pretreatment

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

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

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

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

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

The solid waste enclosure must have at least 18 feet of unobstructed clearance between gate posts, as measured from the innermost points (not the exterior dimensions) a depth of at least 12 feet.

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

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

Please contact me with any questions at 208-608-7555 or rwalkins@cityofboise.org.
CITY OF BOISE

INTER-DEPARTMENT CORRESPONDENCE

Date: January 14, 2020

To: Planning and Development Services

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

Subject: DRH20-00005; 511 N. Maple Grove Road; Sewer Comments

Upon development of the property, connection to central sanitary sewer is required. Sewers are available in N. Maple grove Road.

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

If you have any further questions, please contact Mike Sheppard at 608-7504.
DATE: May 13, 2020

TO: PDSTransmittals@cityofboise.org

FROM: Lanette Daw, Supervisor, Traffic Safety and Transportation

RE: PUD19-00041 & DRH20-00005 – Telluride Apartments

At the present time, the Developer and/or Owner have made arrangements to comply with all requirements of the Boise School District.

The schools currently assigned to the proposed project area are:

   Elementary School: Horizon
   Junior High School: Fairmont
   High School: Capital

Comments Regarding Traffic Impact: None

Comments Regarding Safe Routes to School Impact: None

If you have any further questions, please feel free to contact this office.
TO: Planning and Development Services  
FROM: Ed Fritz, Crime Prevention Supervisor, Boise Police Department  
DATE: 1/14/2020  
RE: DRH20-00005

COMMENTS

No comment at this time.

Please contact Ed Fritz with additional questions. 208-570-6071, efritz@cityofboise.org
February 4, 2020

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

RE: DRH20-00005/ Telluride Apartments; 511 N. Maple Grove Road

Dear Planning & Development:

Nampa & Meridian Irrigation District (NMID) requires a filed Land Use Change Application to review prior to final platting. Please contact Elke Adams (208) 466-7861, at 1503 First Street S. Nampa, ID, for further information.

All private laterals and waste ways must be protected. The Districts Ridenbaugh Canal courses along the west boundary of this proposed project. The districts easement for the Ridenbaugh Canal at this location is a minimum of one hundred feet (100') total, fifty feet (50') each side.

This easement must be protected. Any encroachment without a signed License Agreement and approved plan before construction is unacceptable.

All municipal surface drainage must be retained on site. If any municipal surface drainage leaves the site, the NMID must review drainage plans. Developer must comply with Idaho Code 31-3805.

Sincerely,

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

Cc:
Office/ file
RE: Land Use Change Application – Telluride Apartments
Please note the District requires three (3) sets of plans

Dear Mr. Brown:

Enclosed please find a Land Use Change Application for your use to file with the Irrigation District for its review on the above-referenced development. If this development is under a "rush" to be finalized, I would recommend that you submit a cashier’s check, money order or cash as payment of the fees in order to speed the process up. If you submit a company or personal check, it must clear the bank before processing the application.

Should this development be planning a pressurized urban irrigation system that will be owned, operated and maintained by the Irrigation District, I strongly urge you to coordinate with Greg G. Curtis, Water Superintendent for the Irrigation District, concerning the installation of the pressure system. Enclosed is a questionnaire that you must fill out and return in order to initiate the process of contractual agreements between the owner or developer and the Irrigation District for the ownership, operation and maintenance of the pressure urban irrigation system.

If you have any questions concerning this matter, please feel free to call on me at the District’s office, or Greg G. Curtis, at the District’s shop.

Sincerely,

Elke Adams, Asst. Secretary/Treasurer
NAMPA & MERIDIAN IRRIGATION DISTRICT

cc: File
Water Superintendent
Boise City, Planning & Development Services P.O. Box 500 Boise, ID 83701
James Doolin, Fig Village at Parkside, LLC 295 W. Center St., Ste 201 Provo, UT 84601

enc.
3.1.a

28 April 2020

Kent Brown
Kent Brown Planning
3161 E. Springwood Dr.
Meridian, ID 83642

RE: Land Use Change Application – Maple Grove Business & Industrial Park

Please note the District requires three (3) sets of plans

Dear Mr. Brown:

Enclosed please find a Land Use Change Application for your use to file with the Irrigation District for its review on the above-referenced development. If this development is under a "rush" to be finalized, I would recommend that you submit a cashier’s check, money order or cash as payment of the fees in order to speed the process up. If you submit a company or personal check, it must clear the bank before processing the application.

Should this development be planning a pressurized urban irrigation system that will be owned, operated and maintained by the Irrigation District, I strongly urge you to coordinate with Greg G. Curtis, Water Superintendent for the Irrigation District, concerning the installation of the pressure system. Enclosed is a questionnaire that you must fill out and return in order to initiate the process of contractual agreements between the owner or developer and the Irrigation District for the ownership, operation and maintenance of the pressure urban irrigation system.

If you have any questions concerning this matter, please feel free to call on me at the District’s office, or Greg G. Curtis, at the District’s shop.

Sincerely,

[Signature]

Elke Adams, Asst. Secretary/Treasurer
Nampa & Meridian Irrigation District

EA/cmg

cc: File
Water Superintendent
Boise City, Planning & Development Services P.O. Box 500 Boise, ID 83701
James Doolin, Fig Village at Parkside, LLC 295 W. CTR St., Ste 201 Provo, UT 84601

enc.

Packet Pg. 104

Attachment: 1_DRH20-00005 Maple Grove (DRH20-00005 / James Doolin)
April 27, 2020

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

RE: DRH20-00005/ Maple Grove Business & Industrial Park; 511 N. Maple Grove Road

Dear Planning & Development:

Nampa & Meridian Irrigation District (NMID) requires a filed Land Use Change Application to review prior to final platting. Please contact Elke Adams (208) 466-7861, at 1503 First Street S. Nampa, ID, for further information.

All private laterals and waste ways **must be protected**. The Districts Ridenbaugh Canal courses along the west boundary of this proposed project with a minimum easement of one hundred feet (100’) total, fifty feet (50’) from centerline each side.

This easement must be protected. Any encroachment without a signed License Agreement and approved plan before construction is unacceptable.

All municipal surface drainage **must be retained** on site. If any municipal surface drainage leaves the site, the NMID must review drainage plans. Developer must comply with Idaho Code 31-3805.

Sincerely,

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

Cc: Office/ file
DATE: May 13, 2020

TO: PDSTransmittals@cityofboise.org

FROM: Lanette Daw, Supervisor, Traffic Safety and Transportation

RE: PUD19-00041 & DRH20-00005 – Telluride Apartments

At the present time, the Developer and/or Owner have made arrangements to comply with all requirements of the Boise School District.

The schools currently assigned to the proposed project area are:

- Elementary School: Horizon
- Junior High School: Fairmont
- High School: Capital

Comments Regarding Traffic Impact: None

Comments Regarding Safe Routes to School Impact: None

If you have any further questions, please feel free to contact this office.
April 17, 2020

To: James Doolin
Village Parkside LLC
295 W. Center Street Suite 201
Provo, Utah 84601

Subject: BOI20-0006/DRH20-00005
511 N. Maple Grove Road
Updated Site Plan

On February 9, 2020, the Ada County Highway District approved BOI20-0006/PUD19-00041 for Telluride Apartments. The site specific conditions of approval also apply to DRH20-00005, and the updated site plan.

If you have any questions, please feel free to contact me at (208) 387-6293.

Sincerely,

Paige Bankhead, E.I.
Planner II
Development Services

cc: City of Boise
Rep
Standard Conditions of Approval

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

1. Description of Application: The applicant is requesting approval of rezone and planned unit development application to rezone 6.39 acres from Light Industrial Design Review (M-1D) to Neighborhood Commercial Design Review (C-1D), and construct a 102 unit multifamily development.

The City of Boise’s Comprehensive Plan designates this area as 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>Neighborhood Commercial with Design Review</td>
<td>C-1HD</td>
</tr>
<tr>
<td>South</td>
<td>Limited Industrial with Design Review</td>
<td>M-1D</td>
</tr>
<tr>
<td>East</td>
<td>Storage - Limited Industrial with Design Review</td>
<td>M-1D</td>
</tr>
<tr>
<td>West</td>
<td>Limited Industrial with Design Review</td>
<td>M-1D</td>
</tr>
</tbody>
</table>

3. Site History: ACHD Staff previously reviewed this site as BOI17-0348/CAR17-00010 in September 2017 for a rezone application. The requirements of this staff report are different with those of the prior action.
4. **Transit:** Transit services are available to serve this site via Route 8.

5. **New Center Lane Miles:** The proposed development includes 0.0 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):**
   - Emerald Street is listed in the CIP to be widened to 5-lanes from Maple Grove Road to Five Mile Road between 2031 and 2035 and is unfunded.
   - Emerald Street is listed in the CIP to be widened to 5-lanes from Maple Grove Road to Cole Road between 2031 and 2035 and is unfunded.

B. **Traffic Findings for Consideration**

1. **Trip Generation:** This development is estimated to generate 747 additional vehicle trips per day (0 existing); 58 additional vehicle trips per hour in the PM peak hour (0 existing), 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)

<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>Emerald Street</td>
<td>435-feet</td>
<td>Minor Arterial</td>
<td>883</td>
<td>Better than “E”</td>
</tr>
<tr>
<td>Maple Grove Road</td>
<td>448-feet</td>
<td>Minor Arterial</td>
<td>1,076</td>
<td>Better than “E”</td>
</tr>
</tbody>
</table>

   * Acceptable level of service for a five-lane minor arterial is “E” (1,540 VPH).

3. **Average Daily Traffic Count (VDT)**
   * Average daily traffic counts are based on ACHD’s most current traffic counts.
   - The average daily traffic count for Emerald Street east of Five Mile Road was 12,639 on 11/29/17.
   - The average daily traffic count for Maple Grove Road south north of Emerald Street was 23,981 on 06/05/19.

C. **Findings for Consideration**

1. **Emerald Street**
   a. **Existing Conditions:** Emerald Street is improved with 3 to 5-lanes, vertical curb, gutter, and 7-foot wide attached sidewalk. There is 85-feet to 100-feet of right-of-way for Emerald Street (38-feet to 48-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 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.

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 Emerald Street is designated in the MSM as an Industrial Arterial with 5-lanes and on-street bike lanes, a 72-foot street section within 96-feet of right-of-way.

c. Applicant Proposal: The applicant has not proposed any improvements to Emerald Street.
d. **Staff Comments/Recommendations:** Emerald Street is already improved with 3 to 5 travel lanes with vertical curb, gutter and sidewalk, therefore, staff does not recommend additional improvements, as part of this application. Consistent with the MSM, the applicant should be required to dedicate additional right-of-way to total 48-feet from centerline of Emerald Street abutting the site where deficient. Compensation will be provided for this right-of-way dedication since it is listed in the CIP, per District Policy.

If the City of Boise requires sidewalk to be reconstructed abutting the site, ACHD District Policy requires sidewalks to be 7-foot wide attached or 5-foot wide detached for minor arterial roadways. If street trees are required, then an 8-foot wide planter strip should be provided.

The applicant should provide a permanent right-of-way easement to 2-feet behind back of sidewalk for any sidewalk placed outside of the dedicated right-of-way.

Consistent with ACHD’s Minor Improvement policy, the applicant should be required to replace any broken or deteriorated portions of curb, gutter, and sidewalk on Emerald Street abutting the site.

2. **Maple Grove Road**

a. **Existing Conditions:** Maple Grove Road is improved with 5 to 6 travel-lanes, vertical curb, gutter, and 7-foot wide attached sidewalk. There is 100-feet to 120-feet of right-of-way for Maple Grove Road (48-feet to 60-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 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.

   **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 Maple Grove Road is designated in the MSM as a Industrial Arterial with 5-lanes and on-street bike lanes, a 72-foot street section within 96-feet of right-of-way.

c. **Applicant Proposal:** The applicant has not proposed any improvements to Maple Grove Road.

d. **Staff Comments/Recommendations:** Maple Grove Road is already improved with 5 to 6 travel lanes, curb, gutter and sidewalk within 48 to 60-feet of right-of-way from centerline abutting the site, therefore, staff does not recommend any additional improvements or right-of-way dedication, as part of this application.

If the City of Boise requires sidewalk to be reconstructed abutting the site, ACHD District Policy requires sidewalks to be 7-foot wide attached or 5-foot wide detached for minor arterial roadways. If street trees are required, then an 8-foot wide planter strip should be provided.

The applicant should provide a permanent right-of-way easement to 2-feet behind back of sidewalk for any sidewalk placed outside of the dedicated right-of-way.

Consistent with ACHD’s Minor Improvements policy, the applicant should be required to replace any broken or deteriorated portions of curb, gutter, and sidewalk on Maple Grove Road abutting the site.

### 3. Driveways

#### 3.1 Emerald Street

a. **Existing Conditions:** There are 2 existing curb return type driveways onto Emerald Street from the site. There is a 30-foot wide driveway located 265-feet west of Maple Grove Road and a 36-foot wide driveway located 495-feet west of Maple Grove Road.

b. **Policy:**

**Access Points 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.

**Access Policy:** District policy 7205.4.6 states that direct access to minor arterials is typically prohibited. If a property has frontage on more than one street, access shall be taken from the street having the lesser functional classification. If it is necessary to take access to the higher classified street due to a lack of frontage, the minimum allowable spacing shall be based on
Table 1a under District policy 7205.4.6, unless a waiver for the access point has been approved by the District Commission.

**Driveway Location Policy:** District policy 7205.4.5 requires driveways located on minor arterial roadways from a signalized intersection with a single left turn lane shall be located a minimum of 330-feet from the nearest intersection for a right-in/right-out only driveway and a minimum of 660-feet from the intersection for a full-movement driveway.

District policy 7205.4.5 requires driveways located on minor arterial roadways from a signalized intersection with a dual left turn lane shall be located a minimum of 330-feet from the nearest intersection for a right-in/right-out only driveway and a minimum of 710-feet from the intersection for a full-movement driveway.

**Successive Driveways:** District policy 7205.4.6 Table 1a, requires driveways located on minor arterial roadways with a speed limit of 30 MPH to align or offset a minimum of 330-feet from any existing or proposed driveway.

**Driveway Width Policy:** District policy 7205.4.8 restricts high-volume driveways (100 VTD or more) to a maximum width of 36-feet and low-volume driveways (less than 100 VTD) to a maximum width of 30-feet. Curb return type driveways with 30-foot radii will be required for high-volume driveways with 100 VTD or more. Curb return type driveways with 15-foot radii will be required for low-volume driveways with less than 100 VTD.

**Driveway Paving Policy:** Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7205.4.8, 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 7205.4.8.

**Cross Access Easements/Shared Access Policy:** District Policy 7202.4.1 states that cross access utilizes a single vehicular connection that serves two or more adjoining lots or parcels so that the driver does not need to re-enter the public street system.

c. **Applicant’s Proposal:** The applicant has proposed to close the existing driveway that is 265-feet to the west of Maple Grove Road with landscaping.

The applicant has proposed to use the existing 36-foot wide driveway, located 495-feet to the west of Maple Grove Road that aligns with the driveway to the north, as a full movement driveway.

d. **Staff Comments/Recommendations:** The applicant's proposal to close the existing driveway that is 265-feet to the west of Maple Grove Road meets District Policy and should be approved as proposed. The applicant should be required to close driveway with curb, gutter and sidewalk to match existing improvements on either side.

The applicant's proposal to utilize the existing driveway that is 495-feet to the west of Maple Grove Road as a full movement driveway does not meet the District Policy requiring driveways to be spaced at least 330-feet on a minor arterial for a speed limit of 30 MPH or the District Policy for full movement driveways to be 660-feet from signalized intersections with a single left turn lane. However, staff recommends a modification of policy to allow the driveway to be a temporary full movement driveway located at the proposed location due to the fact that:

- There isn't enough site frontage along Emerald Street for the driveway to meet the required distance of 660-feet from the intersection and 330-feet between driveways,
- There are several existing driveways to the north on Emerald Street that prohibit the applicant from meeting driveway spacing requirements,
• The driveway is outside the area of influence for the Maple Grove Road/Emerald Street intersection,

• The driveway is located the furthest from the intersection to the west property line that is practical and feasible, the driveway cannot be moved farther west from the intersection due to irrigation equipment and west property line, and

• The full movement driveway will be taking access onto Emerald Street, which has a lesser traffic count than Maple Grove Road.

Staff recommends approval of the driveway onto Emerald Street as a temporary full access driveway. This driveway may be restricted to right-in/right-out only as conditions warrant at the discretion of ACHD.

3.2 Maple Grove Road

a. Existing Conditions: There is a 36-foot wide curb return type driveway onto Maple Grove Road located 350-feet south of Emerald Street.

b. Policy:

Access Points 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.

Access Policy: District policy 7205.4.6 states that direct access to minor arterials is typically prohibited. If a property has frontage on more than one street, access shall be taken from the street having the lesser functional classification. If it is necessary to take access to the higher classified street due to a lack of frontage, the minimum allowable spacing shall be based on Table 1a under District policy 7205.4.6, unless a waiver for the access point has been approved by the District Commission.

Driveway Location Policy: District policy 7205.4.5 requires driveways located on minor arterial roadways from a signalized intersection with a single left turn lane shall be located a minimum of 330-feet from the nearest intersection for a right-in/right-out only driveway and a minimum of 660-feet from the intersection for a full-movement driveway.

District policy 7205.4.5 requires driveways located on minor arterial roadways from a signalized intersection with a dual left turn lane shall be located a minimum of 330-feet from the nearest intersection for a right-in/right-out only driveway and a minimum of 710-feet from the intersection for a full-movement driveway.

Successive Driveways: District policy 7205.4.6 Table 1a, requires driveways located on minor arterial roadways with a speed limit of 35 MPH to align or offset a minimum of 330-feet from any existing or proposed driveway.

Driveway Width Policy: District policy 7205.4.8 restricts high-volume driveways (100 VTD or more) to a maximum width of 36-feet and low-volume driveways (less than 100 VTD) to a maximum width of 30-feet. Curb return type driveways with 30-foot radii will be required for high-volume driveways with 100 VTD or more. Curb return type driveways with 15-foot radii will be required for low-volume driveways with less than 100 VTD.

Driveway Paving Policy: Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7205.4.8, 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 7205.4.8.
**Driveway Design Requirements:** District policy 7208.4.3 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.

**Cross Access Easements/Shared Access Policy:** District Policy 7202.4.1 states that cross access utilizes a single vehicular connection that serves two or more adjoining lots or parcels so that the driver does not need to re-enter the public street system.

c. **Applicant’s Proposal:** The applicant has proposed to use the existing 36-foot wide driveway as a full movement driveway to provide access to the site.

d. **Staff Comments/Recommendations:** The applicant's proposal to use the existing driveway, as full access does not meet the District Policy, which required full access driveways on minor arterial roadways to be located 660-feet from a signalized intersection. However, the proposed location does meet policy for a right-in/right-out only driveway, which is 330-feet from a signalized intersection. Consistent ACHD policy staff recommends the location of the driveway be approved, as proposed as a right-in/right-out only driveway. The applicant should be required to restrict the driveway to right-in/right-out only with the installation of 6" raised median. The median should begin at Emerald Street and should extend south 75-feet beyond the driveway.

4. **Tree Planters**

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

5. **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.

6. **Other Access**

   Emerald Street and Maple Grove Road are classified as minor arterials. 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. Install a 6" raised median on Maple Grove Road starting at Emerald Road and extending south 75-feet beyond the driveway on Maple Grove Road located 350-feet to the south of Emerald Street.

2. Pave the existing 36-foot wide driveway, that is 495-feet to the west of Maple Grove Road on Emerald Street, its full length and width into the site, as proposed. This driveway may be restricted to right-in/right-out only at any time, as determined by ACHD.

3. Close the existing driveway on Emerald Street located 265-feet to the west of Maple Grove Road with curb, gutter and sidewalk to match existing improvements on either side.

4. Dedicate additional right-of-way to total 48-feet from centerline abutting the site for Emerald Street where deficient. Compensation will be provided for this right-of-way dedication, consistent with District Policy.
5. Other than the access specifically approved with this application, direct lot access is prohibited to these Emerald Street and Maple Grove and should be noted on the final plat.

6. Consistent with ACHD’s Minor Improvements policy, the applicant should be required to replace any broken or deteriorated portions of curb, gutter, and sidewalk on Maple Grove Road and Emerald Street abutting the site.

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. Site Specific Conditions of Approval for Sidewalk Improvements, if required by the City of Boise

1. If sidewalk is required by the City of Boise, the applicant may construct 7-foot wide attached or 5-foot wide detached concrete sidewalk on Emerald Street and/or Maple Grove Road abutting the site. If street trees are required, then an 8-foot wide planter strip should be provided. Provide a permanent right-of-way easement to 2-feet behind back of sidewalk for any sidewalk placed outside of the dedicated right-of-way.

F. 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.

G. 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.

H. Attachments

1. Vicinity Map
2. Site Plan
3. Utility Coordinating Council
4. Development Process Checklist
5. Request for Reconsideration Guidelines OR Appeal Guidelines
SITE PLAN

[Site Plan Diagram]

Attachment: 1 DRH20-00005 Maple Grove (DRH20-00005 / James Doolin)
Ada County Utility Coordinating Council

Developer/Local Improvement District
Right of Way Improvements Guideline Request

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

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

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

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

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

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

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

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

DID YOU REMEMBER:
Construction (Non-Subdivisions)
- Driveway or Property Approach(s)
  - Submit a "Driveway Approach Request" form to ACHD Construction (for approval by Development Services & Traffic Services). There is a one week turnaround for this approval.
- Working in the ACHD Right-of-Way
  - Four business days prior to starting work have a bonded contractor submit a “Temporary Highway Use Permit Application” to ACHD Construction – Permits along with:
    a) Traffic Control Plan
    b) An Erosion & Sediment Control Narrative & Plat, done by a Certified Plan Designer, if trench is >50’ or you are placing >600 sf of concrete or asphalt.

Construction (Subdivisions)
- Sediment & Erosion Submittal
  - At least one week prior to setting up a Pre-Construction Meeting an Erosion & Sediment Control Narrative & Plan, done by a Certified Plan Designer, must be turned into ACHD Construction to be reviewed and approved by the ACHD Stormwater Section.
- Idaho Power Company
  - Vic Steelman at Idaho Power must have his IPCO approved set of subdivision utility plans prior to Pre-Con being scheduled.
- Final Approval from Development Services is required prior to scheduling a Pre-Con.
Request for Appeal of Staff Decision

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

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

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

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

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

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

FROM: Ed Fritz, Crime Prevention Supervisor, Boise Police Department

DATE: 1/14/2020

RE: DRH20-00005

COMMENTS

No comment at this time.

Please contact Ed Fritz with additional questions. 208-570-6071, efritz@cityofboise.org
To: Planning and Development Services

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

Subject: Street Light Comments
DRH20-00005: 511 N Maple Grove Rd.

No comment.

If you have any questions, contact Tom Marshall at 208-608-7526 or tmarshall@cityofboise.org.
TO: Planning and Development Services  
FROM: Randi Walkins  
    Environmental Analyst  
    Public Works Department  
DATE: 1/15/2020  
RE: Solid Waste Comments – DRH20-00005

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

For two 3-yd dumpsters, the solid waste enclosure must have at least 18 feet of unobstructed clearance between gate posts, as measured from the innermost points (not the exterior dimensions) and a depth of at least 12 feet.

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

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

Please contact me with any questions at 208-608-7555 or rwalkins@cityofboise.org.
TO: Design Review Committee
FROM: Joshua Wilson, Planning and Development Services
DATE: August 13, 2020
SUBJECT: DRH20-00353 / Kyle Wood, Acorn Boise LLC

SUMMARY:

DRH20-00353 / Kyle Wood, Acorn Boise LLC Location: 607 N. Mitchell Street Construct an approximately 11,871 square foot medical office building and associated site improvements on property located in a M-1D (Light Industrial with Design Review) zone. Katelyn Menuge

BACKGROUND:

RECOMMENDATION:

ATTACHMENTS:

- 2_DRH20-00353_Mitchell (PDF)
Summary for DRH20-00353

Staff’s Recommendation
Move to approve DRH20-00353 as recommended in the Findings of Fact, Conclusions of Law and the Recommended Conditions of Approval noted in the project report.

Summary
Kyle Wood - Acorn Boise LLC, requests Design Review approval to construct an approximately 11,871 square foot medical office building and associated site improvements in an M-1D (Light Industrial with Design Review) zone.

The subject property is a vacant flag lot located on the west side of Mitchell Street north of Emerald Street. The property was created through a property line adjustment and received Conditional Use approval in 2019. A shared service drive along the north connects Mitchel Street to the parcel to the West. The surrounding uses are primarily low-rise office developments and light industrial uses, with apartments and an elementary school also in the vicinity. The property is zoned M-1D, the land use designation is Industrial, and it is located in the West Bench Planning Area.

Staff has recommended conditions regarding pedestrian connectivity, landscape requirements 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: https://permits.cityofboise.org/CitizenAccess/Default.aspx
DESIGN INTENT

The project entails a new dental clinic on a vacant lot. The clinic will be a new one story wood framed building of 11,871 square feet and new parking lot. The remainder of the lot will be landscaped. The new building will have cement plaster walls with masonry accents and a metal roof. The roof will be a 4/12 hipped roof. The walls will have two different colors of plaster with metal reveals.

The building will be a clean and simple design which will blend into the local area which has other commercial buildings with similar materials. We have developed pleasing building proportions and a high quality appearance for this project.
ENCLOSURE

BIKE RACK LOCATION

TRASH

N O R T H

0° 43.87'

1 SITE

1" = 20'-0"

48

11,871 S.F. BLDG.

15° 24' 09"

N

8° 32.38'

E

0° 21' 13/64"

7' - 9 13/64"

7' - 6"

5' - 0"

5' - 0"

TRASH ENCL. SEC.

TRASH ENCL. PLAN

N. MITCHELL ST.
PLANT SCHEDULE

<table>
<thead>
<tr>
<th>SITE</th>
<th>COMMON NAME</th>
<th>BOTANICAL NAME</th>
<th>SIZE</th>
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<td>Tree</td>
<td>Plantago ovata</td>
<td>3.2.a</td>
</tr>
<tr>
<td>2</td>
<td>Shrub</td>
<td>Plantago ovata</td>
<td>3.2.a</td>
</tr>
</tbody>
</table>

NOTES

1. ALL PLANTING AREAS SHALL BE INSTALLED IN ACCORDEANCE WITH CITY OF BOISE CODES, RULES, AND ORDINANCES.
2. ALL PLANTING AREAS MUST BE MAINTAINED IN AN ADEQUATE, GROWTH-PROFITABLE MANNER, IN ACCORDANCE WITH THE PLANTING SURFACE SPECIFICATIONS.
3. LOCATE AND PROTECT ALL UTILITIES DURING CONSTRUCTION.
4. TREES SHALL NOT BE PLANTED WITHIN THE STREET CLEARED OR OF ANY OTHER CITY OF BOISE OWNED RIGHT OF WAY. TALL OR BRANCHING TRUNKS OF TREES MAY BE PLANTED TO PROVIDE GEOMETRIC SPACE OR PRUNE TO PROVIDE GEOMETRIC SPACE.
5. LANDSCAPE IRIGATION SYSTEMS MUST BE INSTALLED IN ACCORDANCE WITH THE CITY OF BOISE LANDSCAPE IRIGATION SYSTEM POLICY.
6. TRENCHES MUST NOT BE OPEN TO THE PUBLIC OR ACCESSIBLE TO NON-PROJECT PERSONNEL.
7. NO TREES OR SHRUBS IMPART THE SCENT OR SIGHT OF NON-EXISTENCE. NO SHRUBS OR TREES PLANTED WITHIN 3 FEET OF A STREET OR SIDEWALK MAY BE OPEN TO THE PUBLIC OR ACCESSIBLE TO NON-PROJECT PERSONNEL.
8. LANDSCAPE IRIGATION SYSTEMS MUST BE INSTALLED IN ACCORDANCE WITH THE CITY OF BOISE LANDSCAPE IRIGATION SYSTEM POLICY.
9. TRESS AND NO EXISTING TREES ON SITE.

1.1 RELATED DOCUMENTS
1.5 DELIVERY, STORAGE AND HANDLING

F. Construction Pruning:

D. Do not remove container-grown stock from containers until planting time.

B. Related Sections: The following sections contain requirements.

B. Trees and Shrubs: Provide freshly dug trees and shrubs. Do not prune prior to delivery.

10. Before the contractor leaves the site, all existing trees which have been damaged due to rootballs during deliver, storage and handling.

3. If root relocation is not practical, cut roots approximately 3 inches back from new growth.

2. Where excavating for new construction is required in soil containing the roots of the existing trees, remove it as follows:

5. Miscellaneous Landscape Elements.

1. Plant or install all plant materials during normal planting seasons from 15 March to 15 October.

6. Prohibit cutting, breaking and skinning of branches and roots. All pruning of branches and roots shall be done prior to planting.

10. Amend soils per chemist’s recommendations and as herein specified unless otherwise directed by Architect.

1. Commercial fertilizer “A” for trees and shrubs during planting; slow release Agriform 15-10-10 for turf. Apply immediately from project site.

6. Mulch pits, and planted areas. Provide woven weed barrier under all rock mulch. Secure per manufacturer’s recommendations. Provide not less than following thickness of mulch, and necessary for elimination of weeds.

C. Stakes and Guys: Provide stakes and deadmen of sound new hardwood, treated softwood, or plastic. Provide number of stakes and guy wires as follows:

2. Inspect for leakage.

1. Provide and install a complete and operating automatic irrigation system for the project.

1. Provide a complete and operating automatic irrigation system for the project.


3. Inspect for leakage.

4. Obtain and pay for all permits and fees for the work of this section.

D. Install quick coupler(s) on main supply line, approximately equal spacing, at D. Install quick coupler(s) on main supply line, approximately equal spacing, at


3. Zoning shall be designed for optimum use of available pressure and efficient

3.8 SPRINKLER HEADS

3.7 PIPE INSTALLATION

B. Locate all underground utilities and structures and notify Architect of any

1. Install heads at level with mulch

D. Install quick coupler(s) on main supply line, approximately equal spacing, at

1. Make necessary provision for thoroughly bleeding the line of air and debris.

A. In addition to installed system, furnish owner with the following:

1. Provide a complete and operating automatic irrigation system for the project.

A. Trenching and backfilling shall be per applicable ISPWC Section.

B. Valve box - high impact plastic, green in color.

A. Chemicals: primer and solvent glue as required by pipe manufacturer.

2.5 MISCELLANEOUS

2.2.5.2 Pipe and Fittings

A. Chemicals: primer and solvent glue as required by pipe manufacturer.

2.2.5.1 Pipe

A. Chemicals: primer and solvent glue as required by pipe manufacturer.

2.2.5.1.1 Pressure lines: Schedule 40 solvent weld.

2.2.5.1.2 Non-pressure lines: Schedule 40 solvent weld.

A. Chemicals: primer and solvent glue as required by pipe manufacturer.

1. Make necessary provision for thoroughly bleeding the line of air and debris.

A. In addition to installed system, furnish owner with the following:

1. Make necessary provision for thoroughly bleeding the line of air and debris.

A. In addition to installed system, furnish owner with the following:

1. Provide and install a complete and operating automatic irrigation system for

D. Drainage backfill - clean gravel or crushed stone, graded from 3” maximum to 3” maximum to

C. Drip Line: Netafim Techline Dripperline, with .6 GPH drippers at 18” spacing.

A. Coarse sand, free of stones and debris, clean and quaryed in size 7/16” and 1/2”.

B. Locate all underground utilities and structures and notify Architect of any

1. Provide a complete and operating automatic irrigation system for the project.

D. Install quick coupler(s) on main supply line, approximately equal spacing, at

C. Drip Line: Netafim Techline Dripperline, with .6 GPH drippers at 18” spacing.

A. Coarse sand, free of stones and debris, clean and quaryed in size 7/16” and 1/2”.

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A. Coarse sand, free of stones and debris, clean and quaryed in size 7/16” and 1/2”.

B. Locate all underground utilities and structures and notify Architect of any
EXTERIOR COLORS

COLOR A - ROOF
PRODUCT: METALWORK DIRECT
COLOR: STANDING SEAM GREY (SRI-44)

COLOR A - GUTTERS
PRODUCT: MATCH ROOF
COLOR A - SWILLIAMSON STONE
COLOR B - SWILLIAMSON STONE

MASONRY: INTERSTATE BRICK
COLOR: MIDNIGHT BLACK

NOTES

1. PROVIDE COMPLETE PRE-FINISHED STANDING SEAM METAL ROOF WITH ALL FLASHING AND TREAD COMPONENTS READY FOR COMPLETE WATERPROOF INSTALLATION.

2. PROVIDE COMPLETE PRE-FINISHED GUTTERS AND DOWNSPOUTS. COLOR FINISH MATCHES COLOR OF METAL ROOF COLOR. INSTALL MINIMUM 3" DOWNSPOUTS TO TIGHTLINE STORM DRAINAGE SYSTEM AS SHOWN ON SITE OR PLUMBING PLAN. COORDINATE BETWEEN SYSTEMS AS REQUIRED.

3. PROVIDE COMPLETE PRE-FINISHED GUTTER AND DOWNSPOUT SYSTEM WITH EAVE FLASHING AS REQUIRED. COLOR SHALL MATCH SIDING.
1 VIEW FROM NORTHEAST
Planning Division Project Report

File Number          DRH20-00353
Applicant            Kyle Wood, Acom Boise LLC
Property Address     607 N Mitchell St
Public Hearing Date  September 9, 2020
Heard by             Design Review Committee
Design Review Planner Katelyn Menuge
Design Review Supervisor Josh Wilson

Public Notification

Newspaper notification published on: August 25, 2020
Radius notices mailed to properties within 300 feet on: August 25, 2020
Applicant posted notice on site on: August 25, 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 .............................. 10

Exhibits

Agency Comments Attached
1. Project Data and Facts

<table>
<thead>
<tr>
<th>Applicant</th>
<th>Kyle Wood, Acorn Boise LLC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Architect</td>
<td>Martin Reimers – Concept Architecture</td>
</tr>
<tr>
<td>Location of Property</td>
<td>607 North Mitchell Street</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 an approximately 11,871 square foot medical office building and associated site improvements.</td>
</tr>
</tbody>
</table>

2. Land Use

**Description and Character of Surrounding Area**

The subject property is a vacant flag lot located on the west side of Mitchell Street north of Emerald Street. The property was created through a property line adjustment and received Conditional Use approval in 2019. A service drive along the north connects Mitchell Street to the parcel to the West. The surrounding uses are primarily low-rise office developments and light industrial uses, with apartments and an elementary school also in the vicinity. The property is zoned M-1D, the land use designation is Industrial, and it is located in the West Bench Planning Area.

**Adjacent Land Uses and Zoning**

<table>
<thead>
<tr>
<th>North</th>
<th>Vacant Lot and Office / M-1D</th>
</tr>
</thead>
<tbody>
<tr>
<td>South</td>
<td>Commercial and Office Uses Across State St / M-1D</td>
</tr>
<tr>
<td>East</td>
<td>Vacant Parcel, Mitchell Street, then Elementary School / M-1D</td>
</tr>
<tr>
<td>West</td>
<td>Surface Parking Lot Associated with Adjacent Office Building / M-1D</td>
</tr>
</tbody>
</table>

**Site Characteristics**

The subject site is currently vacant.

**Special Considerations**

None

**History of Previous Actions**

- A-5-90 – Annexation with M-1D zone.
- CUP19-00046 – Conditional Use Approval for Medical Office Use
- ROS19-00089 – Record of Survey to Create the Subject Parcel
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>17%</td>
</tr>
<tr>
<td>Percentage of the site devoted to paving:</td>
<td>70%</td>
</tr>
<tr>
<td>Percentage of the site devoted to landscaping:</td>
<td>13%</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>65</td>
</tr>
<tr>
<td>Compact spaces proposed:</td>
<td>8</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>

Setbacks

<table>
<thead>
<tr>
<th>Yard</th>
<th>Required</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front (North)</td>
<td>Building- 20 ft Parking- 7 ft</td>
<td>Building- 74 ft Parking- 6 ft- 9in</td>
</tr>
<tr>
<td>Side (East)</td>
<td>Building- 0 ft Parking- 0 ft</td>
<td>Building- 15 ft Parking- 5 ft</td>
</tr>
<tr>
<td>Interior Side (West)</td>
<td>Building- 0 ft Parking- 0 ft</td>
<td>Building- 57 ft Parking- 5 ft</td>
</tr>
<tr>
<td>Rear (South)</td>
<td>Building- 0 ft Parking- 0 ft</td>
<td>Building- 15 ft Parking- 5 ft</td>
</tr>
</tbody>
</table>
Transportation

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Frontage</th>
<th>Functional Classification</th>
<th>PM Peak Traffic Count</th>
<th>Level of Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mitchell Street</td>
<td>32 ft</td>
<td>Collector</td>
<td>342</td>
<td>Better than “D”</td>
</tr>
<tr>
<td>Emerald Street</td>
<td>N/A</td>
<td>Minor Arterial</td>
<td>342</td>
<td>Better than “D”</td>
</tr>
</tbody>
</table>

* Acceptable level of service for a three-lane minor arterial is “D” (720 VPH)
* Acceptable level of service for a three-lane collector is “D” (530 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 Emerald Street west of Maple Grove Road was 15,036 on 11/29/17.
• The average daily traffic count for Mitchell Street south of Irving Street was 4,911 on 10/19/17.

This development is estimated to generate 418 additional vehicle trips per day; and 42 additional vehicle trips per hour in the PM peak hour, based on the Institute of Transportation Engineers Trip Generation Manual, 10th edition.

Fencing
The solid waste enclosure is proposed to be chain link fence with black wood or vinyl slats. This area will need to comply with all Boise Solid Waste enclosure requirements.

Outdoor Lighting
The applicant has not indicated exterior lighting. A lighting plan should be provided prior to building permit issuance. All pole lights must be located outside of the required planter islands that contain trees. All lighting fixtures shall be directed downward so as not to shine onto adjacent properties or streets.

Structure Design

<table>
<thead>
<tr>
<th>Structure(s) Design</th>
<th>One dentist office building</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number and Proposed Use of Buildings</td>
<td>22 feet</td>
</tr>
<tr>
<td>Proposed Building Height</td>
<td>55 feet</td>
</tr>
<tr>
<td>Maximum Building Height</td>
<td>Single-Story</td>
</tr>
<tr>
<td>Number of Stories</td>
<td>Approximately 11,871 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>11-04-06 Industrial Districts</td>
</tr>
<tr>
<td>11-07-03 Off-Street Parking and Loading Guidelines</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Comprehensive Plan Sections</th>
</tr>
</thead>
<tbody>
<tr>
<td>3-32 Industrial Land Use Category</td>
</tr>
<tr>
<td>3-33 General Design Principles for Commercial / Employment Areas</td>
</tr>
<tr>
<td>WB-1 West bench Planning Area</td>
</tr>
</tbody>
</table>

5. Analysis/ Findings

The subject property is a vacant flag lot located on the west side of Mitchell Street north of Emerald Street. A service drive along the north connects Mitchell Street to the parcel to the West. The surrounding uses are primarily low-rise office developments and light industrial uses, with apartments and an elementary school also in the vicinity. The property is zoned M-1D, the land use designation is Industrial, and it is located in the West Bench Planning Area.
**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 has proposed the medical office building at the southeast corner of the site, with parking along the north and the west. The parcel is a flag lot, with a shared access to Mitchell Street with existing driveway. There is also access to Emerald Street through the parcel to the west. The project received Conditional Use approval and a Record of Survey was approved to create the subject parcel. Right of way improvements along Mitchell Street were required with the Conditional Use Approval, including detached sidewalk.

A medical office building requires one parking stall for every 300 square feet of building area, resulting in a minimum parking requirement of 40 parking stalls. The applicant is proposing to provide 65 surface parking stalls, including eight compact stalls and two ADA stalls. Based on 65 parking stalls, three ADA stalls will be required.

**Non-Motorized Circulation and Connection**

Detached sidewalk was required along Mitchell Street adjacent to the parcels involved in the property line adjustment as part of the Conditional Use approval.
Sidewalk was originally proposed along the service drive in the Conditional Use approval, and the applicant should add this minimum 5-ft wide sidewalk back into the site design to ensure pedestrian connectivity is provided. A pedestrian pathway should also be provided between this sidewalk and the main building entry. Bicycle parking is proposed near the main entry. The applicant should utilize a rack that provides two points of contact for the bikes, such as single u-racks. A minimum of four bicycle parking spaces are required.

**Traffic Impact Summary**

This development, with public sidewalk, pedestrian connections 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 has indicated the solid waste enclosure will be located at the west side of the site, south of the shared service drive. The enclosure is proposed to be chain link fence with black wood or vinyl slats. The applicant should ensure the enclosure meets all Public Works Solid Waste requirements. The applicant has indicated one rooftop package unit that will be screened by the roof. The applicant should ensure the rooftop equipment is screened its full height on all sides.

**Landscape Design**

The applicant’s proposed landscape plan includes perimeter landscaping with trees, shrubs and other low plantings as well as interior parking lot landscaping with trees in planter islands. The applicant has appropriately placed trees around the site including Class II Tulip trees and Class I crabapple trees. To comply with the Boise Zoning Ordinance, the applicant should ensure there is a terminal planter island with Class II tree at the end of each parking row and between any parking row exceeding 10 consecutive stalls. This helps to break up the surface parking areas and provide an attractive environment. The applicant should also ensure that the north landscape area is located outside of the access easement while maintaining a minimum seven-foot width. As the Mitchell Street frontage for this lot is comprised entirely of a driveway, no trees are required along Mitchell Street.
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.

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.

Signage will require a separate sign permit. 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>Standing Seam Metal / Gray</td>
</tr>
<tr>
<td>Exterior Walls:</td>
<td>Cement Plaster, Brick Veneer / Gray Shades</td>
</tr>
<tr>
<td>Windows/ Doors:</td>
<td>Vinyl / Black or Gray</td>
</tr>
<tr>
<td>Fascia, Trim, Etc.:</td>
<td>Wood Fascia / Gray</td>
</tr>
</tbody>
</table>

![NORTH ELEVATION]
**Building Materials**

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

Exterior materials that complement surrounding development in terms of color and relief should be utilized.

There are a variety of material and colors utilized by the surrounding structures. The applicant is proposing cement plaster walls with light and dark gray tones and metal reveals. The building also includes a standing seam metal hipped roof and brick veneer accents to highlight the main entrance. Overall, the colors and materials will complement the surrounding development and are appropriate for a medical office building.

**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 of the proposed building is similar to other buildings in the surrounding area and provides compatibility with the surrounding office, industrial, residential and school uses. The maximum height is approximately 22 feet, which is well below the maximum allowed height of 55 feet allowed in the M-1D zone. The facades are sufficiently broken up with windows and color and material changes.

**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 numerous windows and a prominent entry that provides the required weather protection. The building elements are pedestrian scaled and appropriate for a medical office building. The color and material changes prevent the appearance of blank walls. The proposed trees will also soften the appearance of the building and provide additional interest.
Building Design Summary
With the recommended conditions, the structure will contain appropriate colors, materials, fenestration and architectural details for a medical office 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 this mixed-use 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 18, 2020, except as expressly modified by the following conditions:

a. Comply with all other submitted documents and conditions of CUP19-00046 and ROS19-00089.

b. Provide minimum 5-foot sidewalk along the service drive and provide a pedestrian connection between the sidewalk and the main building entry.

c. Provide a minimum 7-ft wide landscape buffer, outside of the access easement, north of the parking area.

d. Comply with all ADA requirements. A minimum of three ADA stalls are required for the proposed 65 parking stalls.

e. Provide a minimum 8-foot wide terminal landscape planter with Class II tree at the ends of each parking row and between any parking row exceeding 10 consecutive stalls.

f. Utilize a bicycle rack that provides two points of contact for each bicycle, such as single u-racks. Provide a minimum of four bicycle parking stalls.

g. All light fixtures shall be full-cutoff and downward facing. Light poles are not permitted within the required landscape planters. Lighting shall not shine onto adjacent properties or streets.

h. Rooftop equipment shall be screened its full height on all sides. Any ground equipment shall be screened from view with fencing or landscape.

i. The trash enclosure shall be modified to provide 50 feet of clearance in front of the enclosure and comply with all other Boise Public Works Solid Waste 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:
   - Sewers (8-24-20)
   - Drainage (8-24-20)
   - Street Lights (8-25-20)
   - Solid Waste (8-24-20)
   - Pretreatment

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

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

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

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

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

8. Compliance with all 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:

10. 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.

11. Secure bicycle parking and storage areas.

12. 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.

13. 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.

14. 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.

15. 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.

16. 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.

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

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

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

20. 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.

21. 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.

22. 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.

23. 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.

24. 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.

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

26. 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.

27. 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.

28. 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.

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

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

31. 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.

32. Utility services shall be installed underground.

33. 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.

34. 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.

35. 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.

36. 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.

37. 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.
38. 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.
Date: 25 August 2020

To: Planning and Development Services

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

Subject: Street Light Comments
       DRH20-00353: 607 N Mitchell St.

No comment.

If you have any questions, contact Tom Marshall at 208-608-7526 or tmarshall@cityofboise.org.
TO:  Planning and Development Services  
FROM:  Randi Walkins  
        Environmental Analyst  
        Public Works Department  
DATE:  8/24/2020  
RE:  Solid Waste Comments – DRH20-00353  

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

The solid waste enclosure must have at least 12 feet of unobstructed clearance between gate posts, as measured from the innermost points (not the exterior dimensions) and a depth of at least 12 feet.

Enclosures must be located and configured so there is at least 50’ of unobstructed access in front of the enclosure as measured from the center of the enclosure gates, extending to the width of the enclosure gates.

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

https://www.cityofboise.org/media/7186/commercia Lenlosurerequirements.pdf

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

From: Brian Murphy, Drainage Coordinator
Public Works

Subject: DRH20-00353; Drainage/Stormwater Comments

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

If you have any further questions contact Brian Murphy, 384-3752.
The applicant should provide the appropriate number of bicycle racks on the site. All bicycle racks should be "U" shaped to provide two points of contact.

The applicant should ensure all interior and terminal planter islands are a minimum of 8-feet in width (utilizing interior measurements) and contains the appropriate Class II tree to provide shading of the parking area.

There is an existing pedestrian pathway located on the north side of the shared driveway that extends to Mitchell Street. The applicant should provide an interconnected pedestrian network that includes a continuous 5-foot wide concrete sidewalk that extends from the building to the pathway on the north side of the shared driveway. In order to make this pedestrian network available for individuals of all abilities, the applicant will need to remove a portion of the extruded curb adjacent to the pathway.
Silver-bearing wastewater must be pretreated prior to discharge to the sanitary sewer system.

Installation of City approved amalgam separator meeting ISO11143 certification is required at all dental care facilities where any amalgam is placed or removed. All dental care facilities subject to pretreatment program best management practice requirements for proper management of generated wastes. Please call 208-608-7523 for list of approved separators, Dental BMPs and an application for coverage under the City Dental BMP program.

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

Conditional Use Design Review Application
SAR095 (Boise)
6.4
August 31, 2020

To: Kyle Wood, via email
Acorn Boise, LLC
6950 NE Campus Way
Hillsboro, OR 97124

Subject: BOI20-0355/ DRH20-00353
607 N. Mitchell Street
11,871 Square-Foot Dental Clinic

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. If applicable, a traffic impact fee may be assessed by ACHD and will be due prior to the issuance of a building permit by the lead agency. This is a separate review process and it is the applicant’s responsibility to submit plans directly to ACHD.

2. Comply with all ACHD Policies and ACHD Standard Conditions of Approval for any improvements or work in the right-of-way.

3. Obtain a permit for any work in the right-of-way prior to the construction, repair, or installation of any roadway improvements (curb, gutter, sidewalk, pavement widening, driveways, culverts, etc.).
Traffic Information

This development is estimated to generate 413 additional vehicle trips per day and 41 additional vehicle trips per hour in the PM peak hour, based on the Institute of Transportation Engineers Trip Generation Manual, 10th edition.

Condition of Area Roadways:

Traffic Count is based on Vehicles per hour (VPH)

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Frontage</th>
<th>Functional Classification</th>
<th>PM Peak Hour Traffic Count</th>
<th>PM Peak Hour Level of Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mitchell Street</td>
<td>32-feet</td>
<td>Collector</td>
<td>342</td>
<td>Better than “D”</td>
</tr>
</tbody>
</table>

* Acceptable level of service for a three-lane collector is “D” (530 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 Mitchell Street south of Irving Street was 4,911 on October 19, 2017.

If you have any questions, please feel free to contact me at (208) 387-6132.

Sincerely,

McKenna Roan
Intern
Development Services

cc: City of Boise (Katelyn Menuge), via email
    Concept Architecture (Martin Reimers), 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.
Date: August 24, 2020

To: Planning and Development Services

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

Subject: DRH20-00353; 607 N. Mitchell Street; Sewer Comments

Upon development of the property, connection to central sanitary sewer is required. Sewers are available in N. Mitchell 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.
September 18, 2019

John Skourtes
Acorn Meridian, LLC
6950 NE Campus Way
Hillsboro, OR 97124
skourtes@aol.com
(sent via email)

Re: CUP19-00046 / 665 N Mitchell St

Dear Applicant:

This letter is to inform you of the action taken by the Boise City Planning and Zoning Commission on your request for a conditional use permit to construct an approximately 12,000 square foot medical office building on 3.23 acres located in a M-1D (Light Industrial with Design Review) zone.

The Boise City Planning and Zoning Commission, at their hearing of September 16, 2019, approved your request, based on compliance with the attached Reason for the Decision and Conditions of Approval.

May we also take this opportunity to inform you of the following:

1. This approval will not take effect until after the appeal period has lapsed.

2. The decision of the Boise City Planning and Zoning Commission may be appealed to City Council within ten (10) calendar days from the issuance of this decision. The appeal must be written, accompanied by the appropriate fee, and submitted to the Planning and Development Services Department prior to the deadline set forth herein. Appeal application forms are available in the Planning Department or online under Applications at: http://pds.cityofboise.org/.

3. All appeals of this permit must be filed by 5:00 P.M., on September 26, 2019.

4. If this approval for a variance is not fulfilled or extended pursuant to the Boise City Code, within 24 months, it will become null and void without further notification from this department.

This letter constitutes your Conditional Use Permit.
Reason for the Decision

The applicant’s proposal complies with Boise City Code Section 11-03-04.6 (Conditional Use Permit) and is compatible with the general neighborhood consisting of office and light industrial uses with residential development to the north. The site is large enough to accommodate the proposed use as required by Code. Compliance with the Citywide Design Standards will be ensured through a Design Review permit. The use of the subject property as an office will not conflict with the existing industrial development or future industrial uses that may develop, but rather act as a transitional buffer for residential uses to the north. The use is supported by the Comprehensive Plan as Goal SHCC15 seeks to locate medical services to maximize access to Boise residents. The proposed dental office is centrally located in the West Bench Planning Area near transit routes along Emerald Street. Similarly, Principle SHCC14.2 is meant to ensure that health care facilities are accessible to residents, especially the elderly and disabled through transit access. Transit services are available to serve the site via Routes 8 and 8x.

Conditions of Approval

Site Specific

1. Compliance with plans and specifications submitted to and on file in the Planning and Development Services Department dated received July 25, 2019 and revised plans received September 3, 2019, except as expressly modified by the following conditions:

2. The applicant shall comply with the requirements of the Ada County Highway District received August 15, 2019.

3. The applicant shall submit a Design Review application and comply with all associated conditions of approval.

4. In compliance with Boise City Code (Section 11-07-03(3)(B)), four bicycle parking spaces shall be provided.

5. In compliance with Boise City Code (Section 11-07-05(D)(1)), a minimum 8’ wide landscape parkway strip will be provided between Mitchell Street and the detached sidewalk. The parkway strip will include City of Boise approved Class II trees at a minimum density of one tree per 40 lineal feet.

6. In compliance with Boise City Code (Section 11-07-03(4)), all parking shall comply with design standards, a maximum of 40 percent of the total parking spaces provided may be designed, designated, and used for compact size vehicles.
16. Deciduous trees shall be not less than 2" to 2 1/2" inch caliper size at the time of planting, evergreen trees 5' to 6' in height, and shrubs 1 to 5 gallons, as approved by staff. All plants are to conform to the American Association of Nurseryman Standards in terms of size and quality.

17. Any outside lighting shall be reflected away from adjacent property and streets. The illumination level of all light fixtures shall not exceed two (2) footcandles as measured one (1) foot above the ground at property lines shared with residentially zoned or used parcels.

18. 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.

19. 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.

20. 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.

21. Failure to abide by any condition of this approval shall be grounds for revocation by the Boise City Planning and Zoning Commission.

22. This permit shall be valid for a period not to exceed 24 months from the date of approval by the Planning and Zoning Commission. Within this period, the holder of the permit must acquire construction permits and commence placement of permanent footings and structures on or in the ground.

23. Prior to the expiration of this conditional use permit, the Commission may, upon written request by the holder, grant a two-year time extension. A maximum of two (2) extensions may be granted.
TO: Design Review Committee

FROM: Joshua Wilson, Planning and Development Services

DATE: August 13, 2020

SUBJECT: DRH20-00356 / Ryan Lierman

SUMMARY:

DRH20-00356 / Ryan Lierman Location: 1311 W. Targee Street Construct four single-family detached dwellings on four contiguous substandard lots of record on property in a R-1C (Single Family Residential) zone. Katelyn Menuge

BACKGROUND:

RECOMMENDATION:

ATTACHMENTS:

- 3_DRH20-00356_Targee (PDF)
Summary for DRH20-00356

Staff’s Recommendation

Move to approve DRH20-00356 as recommended in the Findings of Fact, Conclusions of Law and the Recommended Conditions of Approval noted in the project report.

Summary

Ryan Lierman - PropPoynt Holdings, LLC, requests Design Review approval to construct four single-family detached dwellings on four contiguous substandard lots of record in an R-1C (Single-Family Residential with Design Review Overlay). The subject property is located on the south side of West Targee Street, west of South Grant Avenue. Targee Street dead ends to the west end of the block. The subject property consists of four original substandard lots of record. Surrounding uses are mainly single-family homes. The property is zoned R-1C and the Comprehensive Plan has identified this site as Compact. The property is located within the Southeast Planning Area. The applicant is proposing to construct three full two-story homes on the three west lots and one partial two-story home on the east lot. Based on lack of surrounding improvements, staff is not recommending sidewalk installation unless required by the Ada County Highway District.

Staff has recommended conditions regarding building design, lighting and fencing. 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:

August 2, 2020

Subject: 1311 W Targee ST SFRs Project

Dear Design Review Staff:

PropPoynt Holdings, LLC, Ryan Lierman, requests Design Review approval to construct four single-family residential dwellings on four contiguous substandard lots of record at 1311 W. Targee ST. The homes have been designed to be congruent with other projects in the area that have been approved.

The easternmost home (Type 4) has been designed as a partial two-story with front and rear dormers. As noted in the left elevation, transom windows were used to protect the privacy of adjacent single-story home. The remaining three subject builds have been designed as two-story homes.

A single garage complex has been designed which will allow for spacious garages and will enable 18’ garage doors versus the typical smaller 16’ garage doors. By doing do, these garages will provide much more efficient parking access.

If you have any questions or comments about the proposed development, please contact me by phone at 208.484.2333 or via email at ryan@proppoynt.com.

Sincerely,

Ryan Lierman
Manager, PropPoynt Holdings, LLC
Colored Front Elevations

Type #4 (east)  
Type #2/3 Elevation A  
Type #2/3 Elevation B  
Type #1 (west)
MAIN F.F. 0' - 0"

UPPER F.F. 10' - 1 7/8"

UPPER FLOOR T.O.P. 19' - 3"

METAL ROOF 3" / 12"

STONE VANEER 24" WIDE SIDING TYP. 12"

IT IS THE INTENT OF THESE DRAWINGS TO BE GUIDELINES FOR CONSTRUCTION. CONTRACTOR IS RESPONSIBLE FOR DETERMINING ANY QUESTIONS OR MEANINGS IN THE WORKING DRAWINGS AND SPECIFICATIONS. CONTRACTOR SHALL NOT MODIFY THE DESIGNER IN WRITING ON ANY ERRORS AND OMISSIONS WHICH MAY CAUSE CONSTRUCTION PROBLEMS.

PROJECT: LIERMAN ROWS

DATE DRAWN BY
8/3/20  |  DRH20-00356

REVISIONS

PROJECT ADDRESS:
131 W. TARGEE ST.
BOISE, ID 83706

Packet Pg. 179

Attachment: 3_DRH20-00356_Targee  (DRH20-00356 / Ryan Lierman)
IT IS THE INTENT OF THESE DRAWINGS TO BE GUIDELINES FOR CONSTRUCTION. CONTRACTOR IS RESPONSIBLE FOR DETERMINING ANY QUESTIONS OR MEANINGS IN THE WORKING DRAWINGS AND SPECIFICATIONS. CONTRACTOR SHALL NOTIFY THE DESIGNER IN WRITING OF ANY ERRORS AND OMISSIONS WHICH MAY CAUSE CONSTRUCTION PROBLEMS.

PROJECT: LIERMAN ROWS

PAGE: 2

PRINTED BY: LDM
IT IS THE INTENT OF THESE DRAWINGS TO BE GUIDELINES FOR CONSTRUCTION. CONTRACTOR IS RESPONSIBLE FOR DETERMINING ANY QUESTIONS OR MEANINGS IN THE WORKING DRAWINGS AND SPECS. CONTRACTOR SHALL NOT HOLD THE DESIGNER IN WRITING ON ANY ERRORS AND OMISSIONS WHICH MAY CAUSE CONSTRUCTION PROBLEMS.

PROJECT: LIERMAN ROWS

GENERAL CONDITIONS

DATE DRAWN BY PROJECT # PROJECT ADDRESS:
7/31/20 12:51:56 PM

1 W. TARGEE ST.
BOISE, ID 83706

CM

REVISIONS

ATTACHMENT: 3_DRH20-00356_Targee  (DRH20-00356 / Ryan Lierman)

A2.3
I. GENERAL CONDITIONS

1. DATE: 08/03/20  |  PROJECT #: 00356

2. DRAWN BY:

3. CONSTRUCTION:

4. PROJECT ADDRESS:

5. Packet Pg. 183

Attachment: 3_DRH20-00356_Targee  (DRH20-00356 / Ryan Lierman)
Colored Front Elevations

Type #4 (east)  
Type #2/3 Elevation A  
Type #2/3 Elevation B  
Type #1 (west)
Moderne White
Locator Number: 258-C6

Porpoise
Locator Number: 258-C6

Wheat Grass
Locator Number: 144-C2

Refined Beige
Locator Number: 144-C2
Site Photo & Aerial – 1311 W Targee ST, Boise 83706
North Neighboring View – Single Family Residences

East Neighboring View – Single Family Residence
South Neighboring View – Alley Access and Single Family Residences

3.3.a

Attachment: 3_DRH20-00356_Targee (DRH20-00356 / Ryan Lierman)
West Neighboring View – Single Family Home
TO: Fire Flow Reviewing Authority

DATE: July 31, 2020

SUBJECT: 1311 W. Targee St.

________________________________________

COMMENTS:

Our records indicate the following water pressure and volume at: 1311 W. Targee St.:

Pressure at average demand is 65 psi
Flow of 1,000 gpm at 20 psi residual pressure
At hydrant 55332 on the corner of S.Grant St. & Melrose 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
Planning Division Project Report

<table>
<thead>
<tr>
<th>File Number</th>
<th>DRH20-00356</th>
</tr>
</thead>
<tbody>
<tr>
<td>Applicant</td>
<td>Ryan Lierman – PropPoynt Holdings, LLC</td>
</tr>
<tr>
<td>Property Address</td>
<td>1311 W Targee St</td>
</tr>
<tr>
<td>Public Hearing Date</td>
<td>September 9, 2020</td>
</tr>
<tr>
<td>Heard by</td>
<td>Design Review Committee</td>
</tr>
<tr>
<td>Design Review Planner</td>
<td>Katelyn B. Menuge</td>
</tr>
<tr>
<td>Design Review Supervisor</td>
<td>Josh G. Wilson</td>
</tr>
</tbody>
</table>

Public Notification

- Newspaper notification published on: August 25, 2020
- Radius notices mailed to properties within 300 feet on: August 25, 2020
- Applicant posted notice on site on: August 25, 2020
- Applicant held neighborhood meeting on: June 26, 2020 and August 13, 2020

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1. Project Data and Facts ................................................................. 2
2. Land Use ......................................................................................... 2
3. Project Proposal ................................................................. 3
4. Zoning Ordinance and Comprehensive Plan ......................................... 3
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6. Analysis/Findings ........................................................................ 4
7. Conclusion and Recommended Conditions ........................................... 9

Exhibits

- Agency Comments
1. Project Data and Facts

<table>
<thead>
<tr>
<th>Applicant</th>
<th>Ryan Lierman – PropPoynt Holdings, LLC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Owner</td>
<td>Ryan Lierman – PropPoynt Holdings, LLC</td>
</tr>
<tr>
<td>Location of Property</td>
<td>1311 W Targee St</td>
</tr>
<tr>
<td>Present Zoning and Land Use</td>
<td>R-1C (Single-Family Residential)</td>
</tr>
<tr>
<td>Description of Applicant’s Request</td>
<td>Request to construct four single-family detached dwellings on four contiguous substandard lots of record.</td>
</tr>
</tbody>
</table>

2. Land Use

**Description and Character of Surrounding Area**

The subject property is located on the south side of West Targee Street, west of South Grant Avenue. Targee Street dead ends to the west end of the block. The subject property consists of four original substandard lots of record. Surrounding uses are mainly single-family homes. The property is zoned R-1C and the Comprehensive Plan has identified this site as Compact. The property is located within the Southeast Planning Area.

**Adjacent Land Uses and Zoning**

<table>
<thead>
<tr>
<th>North:</th>
<th>Single-Family Homes Across Targee Street / R-1C</th>
</tr>
</thead>
<tbody>
<tr>
<td>South:</td>
<td>Single-Family Homes Across Alley / R-1C</td>
</tr>
<tr>
<td>East:</td>
<td>Single-Family Home / 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 demolished and the site is now vacant.

**Special Considerations**

None

**History of Previous Actions**

BLD20-01675 – Demolition of House
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>
</tbody>
</table>

Fencing
The applicant has indicated solid 6-ft cedar fencing enclosing the side and rear yards of the parcels.

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>Four single-family homes with garage structure.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed Building Height</td>
<td>23’-6”</td>
</tr>
<tr>
<td>Maximum Building Height</td>
<td>35’</td>
</tr>
<tr>
<td>Number of Stories</td>
<td>Two-Story</td>
</tr>
</tbody>
</table>

4. Zoning Ordinance and Comprehensive Plan

Zoning Ordinance Sections

<table>
<thead>
<tr>
<th>Zoning Ordinance Sections</th>
<th>Section Number</th>
<th>Description</th>
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<tbody>
<tr>
<td></td>
<td>11-06-03.3</td>
<td>Substandard Lot Ordinance</td>
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<tr>
<td></td>
<td>11-07-03</td>
<td>Off -Street Parking and Loading Requirements</td>
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Comprehensive Plan Sections

<table>
<thead>
<tr>
<th>Comprehensive Plan Sections</th>
<th>Section Number</th>
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<tbody>
<tr>
<td></td>
<td>3-18</td>
<td>Neighborhoods</td>
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<tr>
<td></td>
<td>3-20</td>
<td>Compact Land Use Category</td>
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<tr>
<td></td>
<td>3-21</td>
<td>Design Principles for Neighborhoods</td>
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<td>3-27</td>
<td>Infill Design Principles</td>
</tr>
<tr>
<td></td>
<td>SE-1</td>
<td>Southeast Planning Area</td>
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</table>
5. Transportation Data

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Frontage</th>
<th>Functional Classification</th>
</tr>
</thead>
<tbody>
<tr>
<td>West Targee Street</td>
<td>100 ft</td>
<td>Local</td>
</tr>
</tbody>
</table>

**Average Daily Traffic Count (VDT):**

Average daily traffic counts are based on ACHD’s most current traffic counts

- There are no current traffic counts for West Targee Street.

6. Analysis / Findings - Section 11-06-03.3 Substandard Lots

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

The Surrounding Area

![Map of the surrounding area](Attachment: 3_DRH20-00356_Targee (DRH20-00356 / Ryan Lierman))

The subject property is located on the south side of West Targee Street, west of South Grant Avenue. Targee Street dead ends to the west end of the block. The subject property consists of four original substandard lots of record. Surrounding uses are mainly single-family homes. The property is zoned R-1C and the Comprehensive Plan has identified this site as Compact. The property is located within the Southeast Planning Area.
### Setbacks
Parcel A (Westernmost Lot)

<table>
<thead>
<tr>
<th>Yard</th>
<th>Required</th>
<th>Proposed for Building</th>
<th>Proposed for Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front (North)</td>
<td>17'-20' (building) 20' (parking)</td>
<td>17'</td>
<td>20'</td>
</tr>
<tr>
<td>Rear (South)</td>
<td>15' (building) 8' (parking)</td>
<td>15'</td>
<td>8'</td>
</tr>
<tr>
<td>Exterior Side (West)</td>
<td>5' (building) 5' (parking)</td>
<td>5'</td>
<td>5'</td>
</tr>
<tr>
<td>Interior Side (East)</td>
<td>3' (building) 0' (parking)</td>
<td>3'</td>
<td>0**</td>
</tr>
</tbody>
</table>

* Common Wall on Property Line

Parcel B

<table>
<thead>
<tr>
<th>Yard</th>
<th>Required</th>
<th>Proposed for Building</th>
<th>Proposed for Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front (North)</td>
<td>17'-20' (building) 20' (parking)</td>
<td>20'</td>
<td>20'</td>
</tr>
<tr>
<td>Rear (South)</td>
<td>15' (building) 8' (parking)</td>
<td>15'</td>
<td>8'</td>
</tr>
<tr>
<td>Interior Side (West)</td>
<td>3' (building) 0' (parking)</td>
<td>3'</td>
<td>0**</td>
</tr>
<tr>
<td>Interior Side (East)</td>
<td>3' (building) 0' (parking)</td>
<td>3'</td>
<td>0**</td>
</tr>
</tbody>
</table>

* Common Wall on Property Line

Parcel C

<table>
<thead>
<tr>
<th>Yard</th>
<th>Required</th>
<th>Proposed for Building</th>
<th>Proposed for Parking</th>
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</thead>
<tbody>
<tr>
<td>Front (North)</td>
<td>17'-20' (building) 20' (parking)</td>
<td>17'</td>
<td>20'</td>
</tr>
<tr>
<td>Rear (South)</td>
<td>15' (building) 8' (parking)</td>
<td>15'</td>
<td>8'</td>
</tr>
<tr>
<td>Interior Side (West)</td>
<td>3' (building) 0' (parking)</td>
<td>3'</td>
<td>0**</td>
</tr>
<tr>
<td>Interior Side (East)</td>
<td>3' (building) 0' (parking)</td>
<td>3'</td>
<td>0**</td>
</tr>
</tbody>
</table>

* Common Wall on Property Line
Parcel D (Easternmost Lot)

<table>
<thead>
<tr>
<th>Yard</th>
<th>Required</th>
<th>Proposed for Building</th>
<th>Proposed for Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front (North)</td>
<td>17'-20' (building) 20' (parking)</td>
<td>20'</td>
<td>20'</td>
</tr>
<tr>
<td>Rear (South)</td>
<td>15' (building) 8' (parking)</td>
<td>15'</td>
<td>8'</td>
</tr>
<tr>
<td>Interior Side (West)</td>
<td>3' (building) 0' (parking)</td>
<td>3'</td>
<td>0*</td>
</tr>
<tr>
<td>Exterior Side (East)</td>
<td>5' (building) 5' (parking)</td>
<td>5'</td>
<td>5'</td>
</tr>
</tbody>
</table>

* Common Wall on Property Line

**Setbacks**
The applicant is proposing to comply with all setbacks. The garages will utilize common walls on the shared property lines. The homes will provide varied front setbacks that add interest from the street.

**Building Height**
The applicant has indicated a maximum structure height to the peak of the roof of 23-feet 6-inches. The applicant should ensure the height is measured from adjacent finished grade. The proposed heights do not exceed the width of the lots and are less than the 35-feet allowed in the R-1C zone, meeting the criteria established by the Substandard Lot Ordinance and the zoning code.

**Building Size**
Each of the lots is approximately 3,215 square feet, allowing for a maximum residential floor area of 1,718 square feet. The highest proposed square footage is 1,600 square feet which is an approximately 50% residential lot coverage ratio, and below the maximum allowed 55%.

**Private Open Space**
The applicant has provided a private yard area for each of the parcels between the homes and the garages, enclosed with solid fencing. The yards comply with the substandard lot criteria, requiring a minimum 15ft x 25ft private open space area with a minimum 10ft x 15ft area open to the sky.

**Landscaping**
The applicant has indicated the primary groundcover for the lots will consist of lawn with shrub planting beds along the fronts and sides of the homes. Trees will be planted in the front and rear yards of each of the homes. Overall, the proposed landscape is appropriately designed.
Parking
The applicant is proposing two-car garages for each of the homes, constructed over the shared property lines. The attached garages allow for slightly wider garage doors, making them more functional and more likely to be utilized. The applicant will need to submit recorded common wall agreements prior to building permit submittal. The garages provide the required backup space of 22 feet to the opposite side of the alley and meet the minimum garage dimensions of 19x20. To break up the long garage structure, the applicant has provided vertical trim between the garages.

Right-of-Way Improvements
Targee Street is a local roadway with two travel lanes, and existing curb and gutter adjacent to the subject property. Based on the lack of sidewalk on this block and dead end to the west, staff is recommending no sidewalk be constructed with this project. The applicant will need to comply with all other ACHD requirements regarding right-of-way improvements.

Section 11-06-03.3.E Design Guidelines for Substandard Lots

Structure Design

<table>
<thead>
<tr>
<th>Component</th>
<th>Proposed Materials</th>
<th>Color</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roof</td>
<td>Asphalt Shingles, Metal</td>
<td>Black</td>
</tr>
<tr>
<td>Body</td>
<td>Horizontal Lap</td>
<td>Neutral Colors, Varies for Each House</td>
</tr>
<tr>
<td>Fascia, Trim, Etc.</td>
<td>8&quot; Fascia, 4&quot; Corner Trim</td>
<td>White</td>
</tr>
<tr>
<td>Windows/Doors</td>
<td>Vinyl</td>
<td>White, Accent on Doors</td>
</tr>
<tr>
<td>Accent</td>
<td>Stone Veneer</td>
<td>Gray</td>
</tr>
</tbody>
</table>

The applicant is proposing to construct three full two-story homes on the three west lots and one partial two-story home on the east lot. The existing houses to the west are full-two story structures. The existing house to the east is a single-story structure. 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 the partial two-story structure to utilize a side gable design with front and rear dormers. The east side, facing the single-story home, has minimal openings and will retain the privacy of the adjacent home. Staff recommends horizontal trim be incorporated to help break up the side elevations of all of the homes. The applicant has provided two different designs for the full two-story homes. The homes have pitched rooflines and traditional materials but provide a modern look. The four proposed homes are unique with differing color palettes, rooflines, window patterning and covered entries. The design elements, materials and colors complement the mix of styles found in the surrounding neighborhood. Proposed materials include 6-inch and 24-inch horizontal siding with stone accents and visible trim.

Based upon this review, and with the recommended conditions of approval, it is believed the proposed structures 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 August 3, 2020 and August 14, 2020, except as expressly modified by the following conditions:
   a) Building heights shall be measured from adjacent finished grade on the elevation drawings.
   b) Provide horizontal trim or other design elements on the side elevations to break up the wall planes.
   c) All lighting shall be directed downward and shall not shine onto adjacent properties or streets.
   d) Fencing shall comply with Boise Zoning Code requirements.
   e) Prior to building permit issuance, provide recorded common wall agreements for garage walls on the shared property lines.
   f) Provide any right-of-way improvements required by ACHD.

Revised plans indicating compliance with the above conditions shall be submitted to Planning Staff for approval prior to application for any construction permits.
Responsible Agencies and Other Boise City Departments

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

3. The applicant shall comply with the requirements of the Boise City Public Works Department:
   - Drainage
   - Street Lights
   - Sewer
   - 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.
Targee Street is currently improved with vertical curb and gutter abutting the site. The applicant should install a 5-foot detached concrete sidewalk that is separated from the existing curb line a minimum of 8-feet to accommodate the appropriate street trees within the landscape planters.