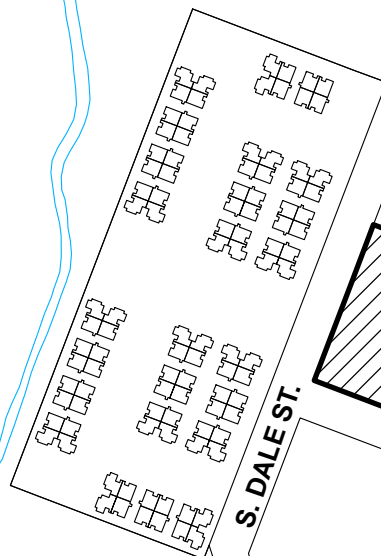


DRH11-00133

1"=300'



S. DALE ST.

S. LA POINTE ST.

W. SHERWOOD ST.

S. LUSK ST.

W. ROYAL BLVD.

S. CAPITOL BLVD.



Planning & Development Services

Boise City Hall, 2nd Floor
150 N. Capitol Boulevard
P. O. Box 500
Boise, Idaho 83701-0500

Phone: 208/384-3830
Fax: 208/384-3753
TDD/TTY: 800/377-3529
Website: www.cityofboise.org/pds

Summary for DRH11-00133

Staff's Recommendation

Deferral.

Summary

Glenn Levie requests approval to construct a 108 unit apartment complex comprised of one and two bedroom and live/work units in four-stories on property located at 1005 W. Royal in an R-OD (Residential Office with Design Review) zone.

The project as submitted is conceptual in its ideas. Staff believes the project is appropriate for the area in respects to the use, massing and materials proposed. The applicant is proposing to reuse shipping containers for a portion of the building. They are to be connected with wood frame construction finished with fiber cement board and vinyl siding. The project will utilize primary colors and warm grays for its finishes.

The use of shipping containers for housing has not been used in Boise previously. The use can be found in other communities and in many different countries. The uses range from high end housing to temporary housing depending on how the container is worked into the design. The high end housing is using the shipping container as a focal element of the design because of its material and durability. The temporary housing is using it for its availability, durability and ease of transport from one location to the next.

The main apartment building mass is located at the intersections of Island and Dale as well as Royal and LaPointe. The live/work units are central to the site creating a "Social Exchange Mall" between the buildings to be used by the residents and the people visiting. Surface parking is located at the intersections of Island and LaPointe as well as the intersection of Dale and Royal. Structure parking is located in behind the work portion of the live/work units.

The landscape plan conceptual with this submittal. Very basic concepts which include native grasses and ground cover as well as some tree placing have been proposed. Further development of the landscape plan is needed to ensure compliance with the Landscape Ordinance.

A less than 10% parking reduction has been requested by the applicant. The project will provide 1.5 parking spaces per unit. The spaces not proposed for the site are the ones in the ordinance for guest parking. With the transit in the vicinity, greenbelt, on-street parking and the fact that all of the units are only one bedroom, approval of the parking reduction should be granted.

Motion

Move to approve DRH11-00133 with staff's findings and recommended conditions of approval.





p 818.996.3307
f 877.273.1080
email : LevieArch@me.com

Project Status

Applicant Glenn Leve
1005 W Royal Blvd
Boise, ID
Royal Cubes Residential / Office

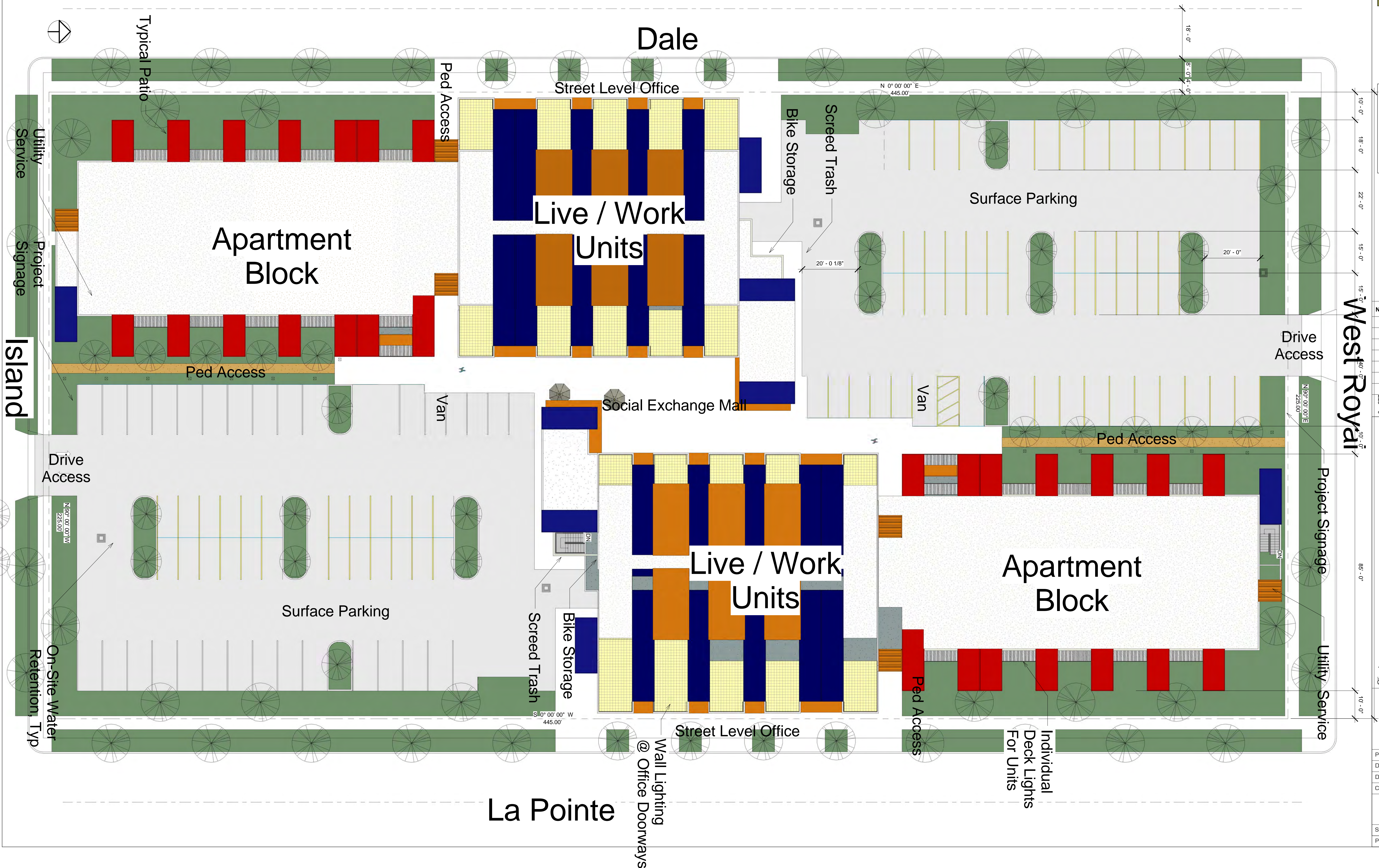
Project Address	Project Name:
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Site

Project number	Project Number
Issue	Issue Date
Drawn by	Author
Checked by	Checker

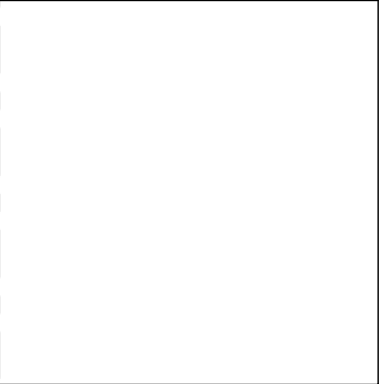
DR-1

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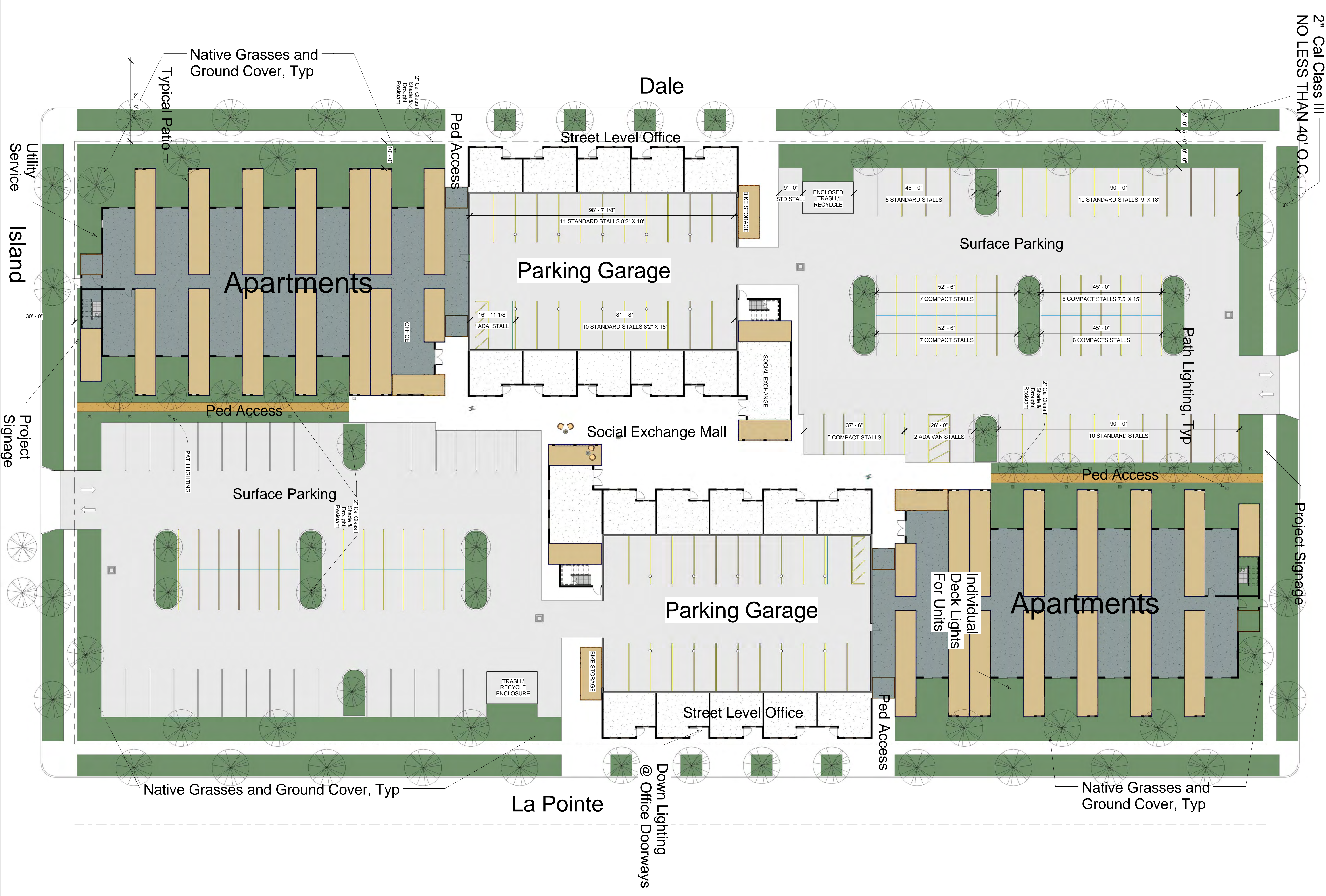
Levie Architectural Group
an Idaho PLLC
17711 Karen Drive, Encino, CA
91316
p 818 336 3307
f 877 273 1080
email : LevieArch@me.com

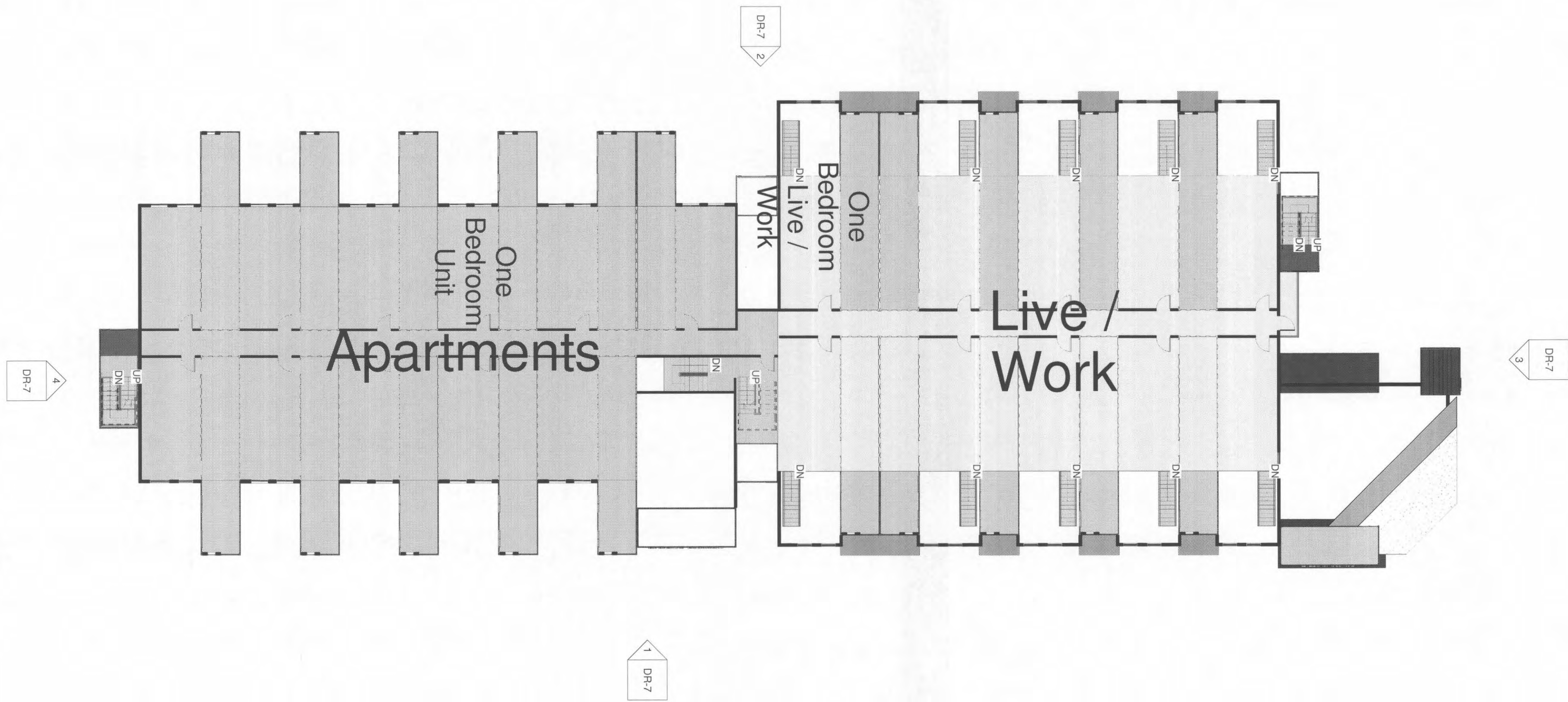


Project Status		
Project Status		
No.	Description	Date

Client:	Applicant Glenn Levie	
	1005 W Royal Blvd Boise, ID	
Project Address:	Royal Cubes Residential / Office	

Ground Level / Landscape Lighting	
Project number	Project Number
Date	Issue Date
Drawn by	Author
Checked by	Checker
DR-2	
Scale	1/16" = 1'-0"
Plot Date	7/21/2011 1:36:48 PM





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Project Status

Project Status

No.	Description	Date

Client: **Applicant Glenn Levie**
Project Address: **1005 W Royal Blvd
Boise, ID**
Project Name: **Royal Cubes Residential / Office**

Second Level
Detail

Project number	Project Number
Date	Issue Date
Drawn by	Author
Checked by	Checker

DR-4

Scale	1/16" = 1'-0"
Plot Date	6/19/2011 2:05:04 PM



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email: LLevieArch@ms.com



Project Status
Project Status

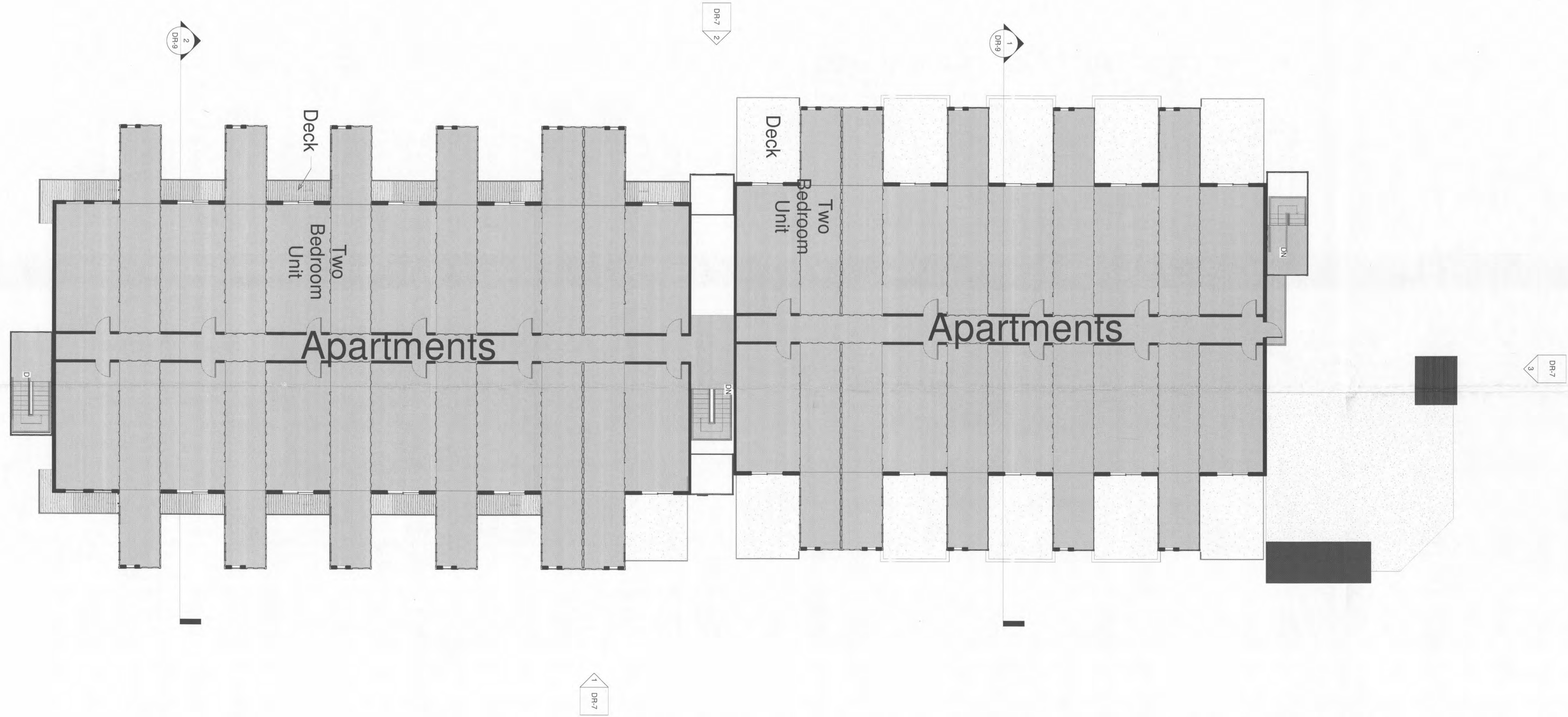
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Client: **Applicant Glenn Levie**
Project Address: **1005 W Royal Blvd
Boise, ID**
Project Name: **Royal Cubes Residential / Office**

Third Level
Detail

Project number	Project Number
Date	Issue Date
Drawn by	Author
Checked by	Checker

DR-5
Scale 3/32" = 1'-0"
Plot Date 6/6/2011 1:44:48 PM



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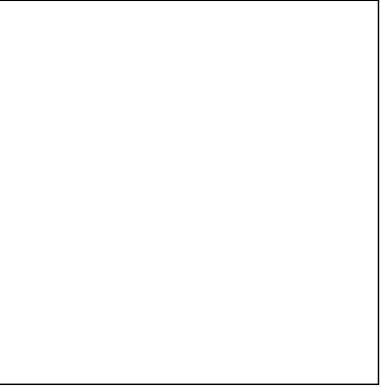
① East
3/32" = 1'-0"



③ North
3/32" = 1'-0"



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f 877.273.1080
email : LeviaArch@me.com



Project Status
Project Status

No.	Description	Date

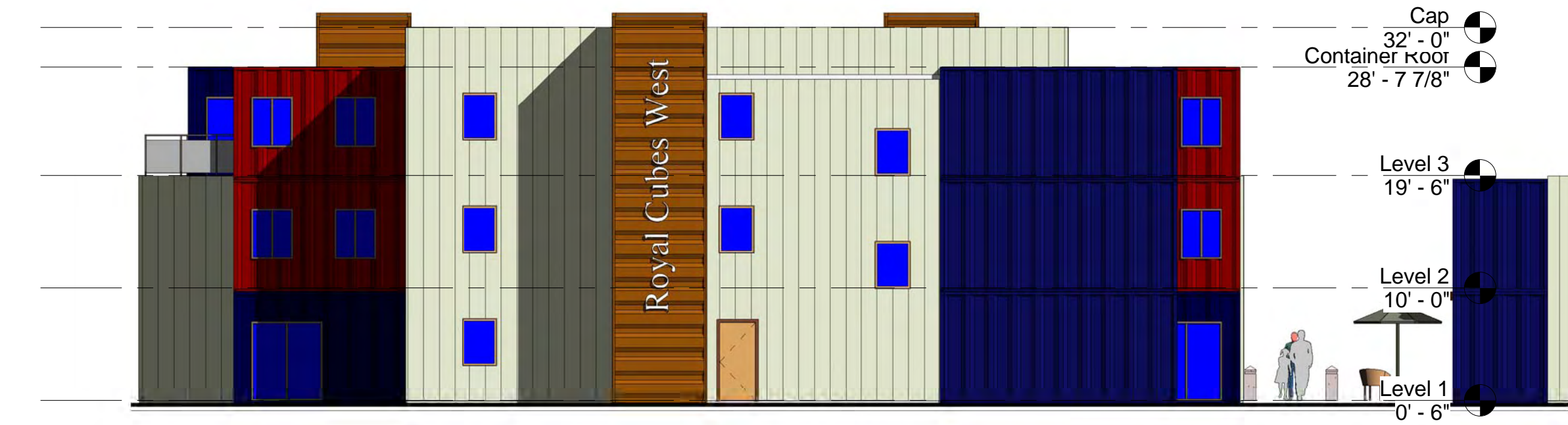
Client:	Applicant Glenn Levia 1005 W Royal Blvd Boise, ID	Project Name:	Royal Cubes Residential / Office
Project Address:			

Elevations	
Project number	Project Number
Date	Issue Date
Drawn by	Author
Checked by	Checker

DR-7	
Scale	3/32" = 1'-0"
Plot Date	7/21/2011 1:15:05 PM



① West
3/32" = 1'-0"

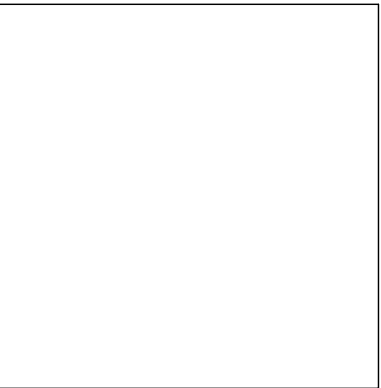


② South
3/32" = 1'-0"



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Project Status		
Project Status		
No.	Description	Date

Client:	Applicant Glenn Levie	
	1005 W Royal Blvd Boise, ID	
Project Address:	Royal Cubes Residential / Office	
Project Name:		

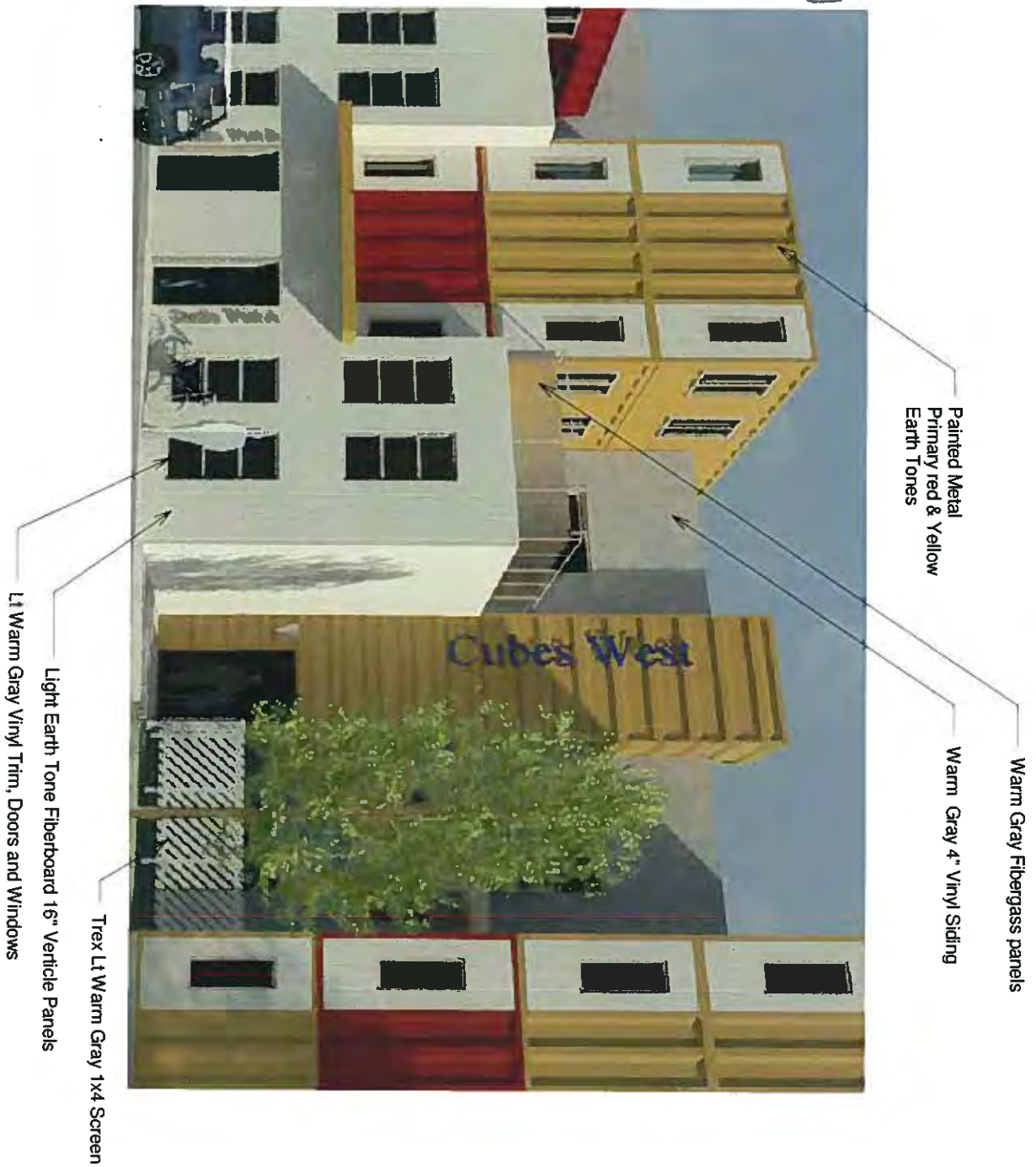
Unnamed	
Project number	Project Number
Date	Issue Date
Drawn by	Author
Checked by	Checker

DR-7.1	
Scale	3/32" = 1'-0"
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**LEVIE ARCHITECTURAL
GROUP**

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ENCINO, CA 91316
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(F) 818.996.3315
EMAIL: LEVIEGROUP@SBCGLOBAL.NET

Applicant Glenn Levie
Royal Cubes Residential /
Office, Inc.
100% Boise, ID

Materials & Colors

PROJECT NUMBER	Project Number
DATE	Issue Date
DRAWN BY	Author
CHECKED BY	Checker

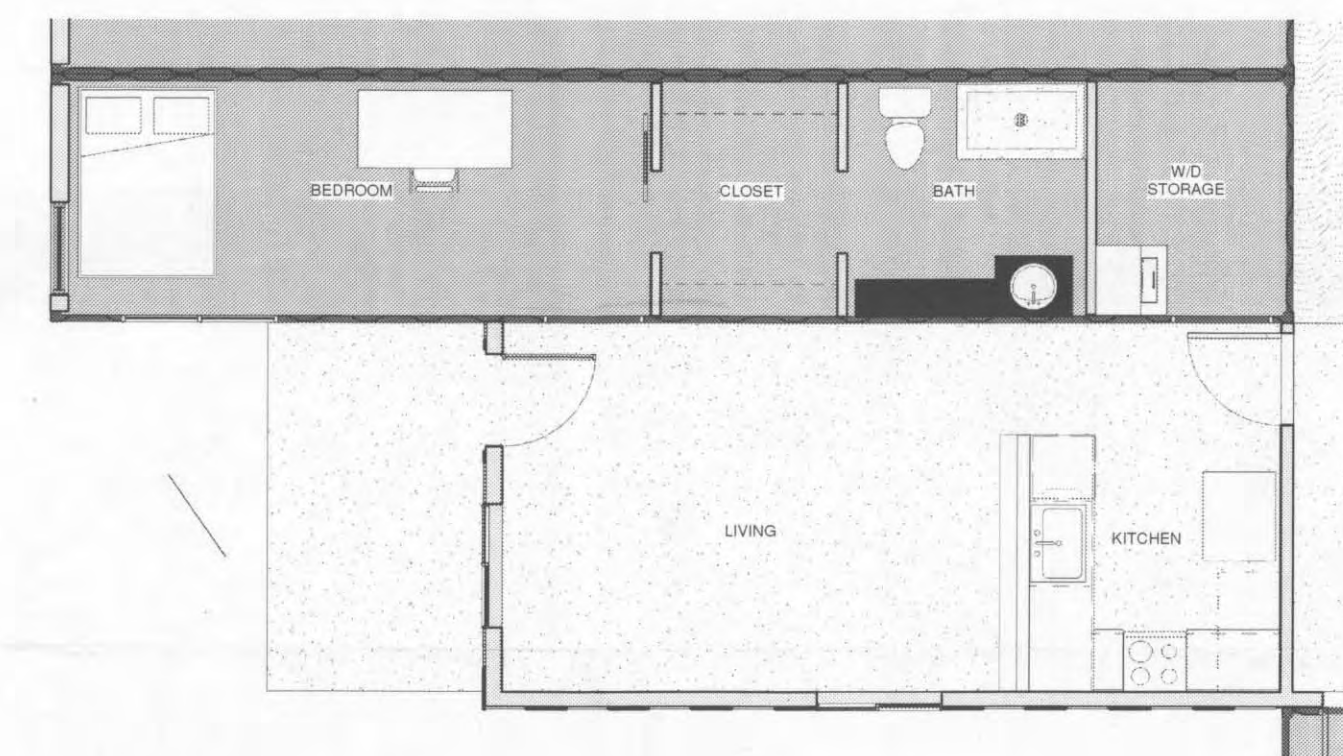
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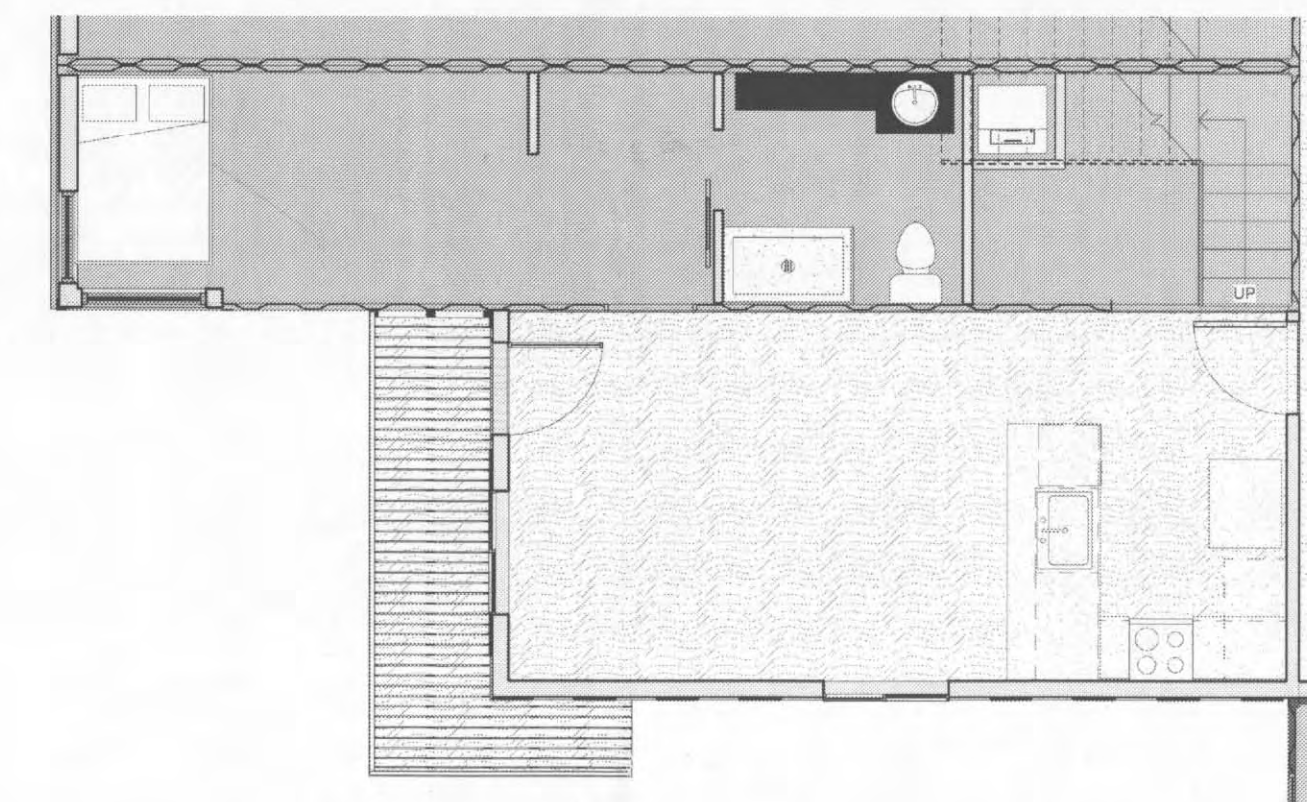
DRH 11 00 133



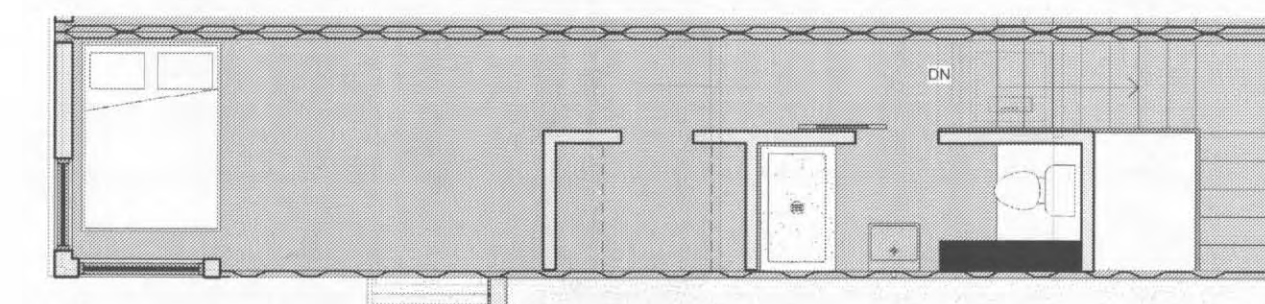
① Cutaway View



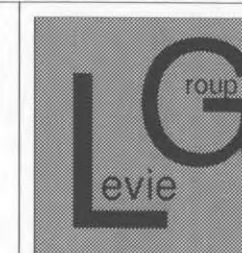
② One Bedroom Unit
1/4" = 1'-0"



③ Upper Level Two Bedroom
1/4" = 1'-0"



④ Second Floor Two Bedroom
1/4" = 1'-0"



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Project Status		
No.	Description	Date

Royal Cubed Partners
Royal Ave
Boise, ID
Project Name: Royal Cubes Mixed Use

Client: Royal Cubed Partners
Project Address: Royal Ave, Boise, ID
Project Name: Royal Cubes Mixed Use

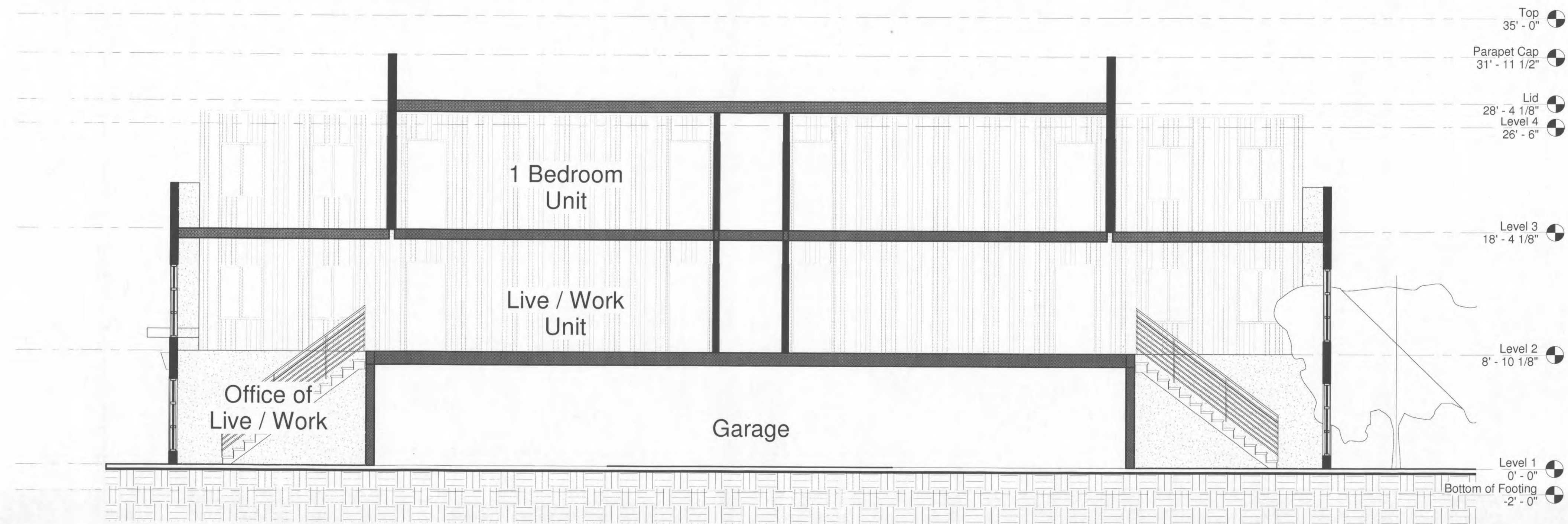
Cut-Away View

Project number: Project Number
Date: Issue Date
Drawn by: Author
Checked by: Checker

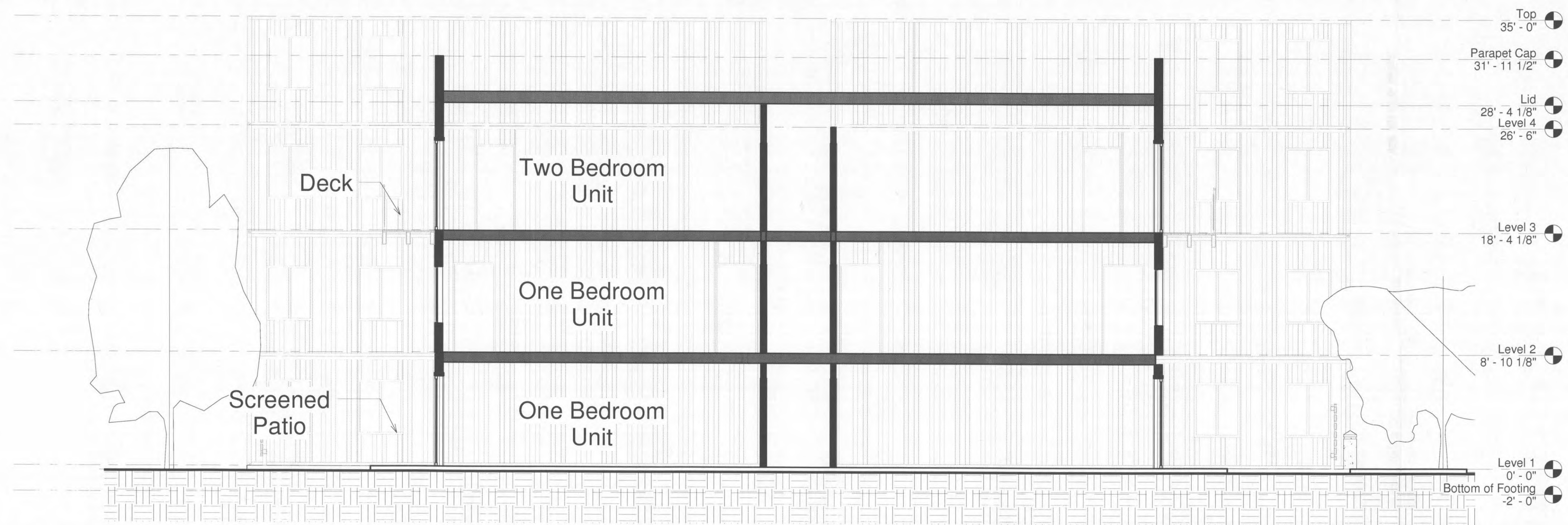
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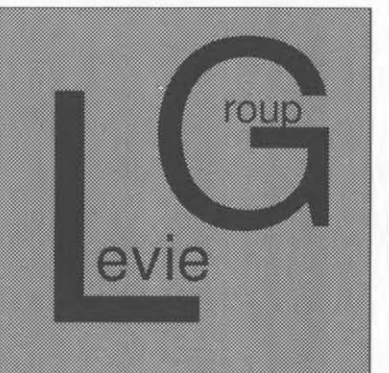
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① Section 1
3/16" = 1'-0"



② Section 2
3/16" = 1'-0"



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Project Status
Project Status

No.	Description	Date

Client: Applicant Glenn Levie

Project Address: 1005 W Royal Blvd
Boise, ID

Project Name: Royal Cubes Residential / Office

Sections

Project number	Project Number
Date	Issue Date
Drawn by	Author
Checked by	Checker

DR-9

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DRH11-00133



Site looking northeast



Looking Northwest



Looking North



Looking West



Looking South



South along Dale



North along Dale



East along Island



West along Island



East along Royal



West along Royal



South along LaPointe



Royal east of the project site



Island east of the project site



Streetscape at apartments to the west



Buildings visible from property



Fraser Vineyard on LaPointe



Office Building on LaPointe



House of Wheels on LaPointe



1014 LaPointe



House of Wheels on LaPointe



Buildings on LaPointe



Southeast corner of Island and LaPointe

LEVIE ARCHITECTURAL GROUP

an Idaho PLLC



1005 Royal Design Review Intent / Philosophy of the Project

Taking advantage of an opportunity within a mixed used land zone, it is the intent of this development to create a socially responsible development.

By this, the project will be designed to reduce the carbon footprint of typical building construction and create a social interactive community through diversity of activities, encouraging collaboration between dwellers and the surrounding community.

Construction of the project will be a hybrid of recycled shipping containers and conventional wood frame construction with the emphasis on maximizing sustainable building materials. The shipping containers will be utilized for their structural strength. The balance of the materials will be for infill purposes.

The project is designed to meet the needs of professionals seeking a live work environment near the university. The project additionally should attract students and others looking to interact with their neighbors.

The site consists of social enclosed and open areas in and around ground level office space to help foster this interaction. Half of the office spaces create a liner plaza, book ended by activity centers, providing activity throughout the day and into warm summer evenings as well. The balance of the office space will have direct contact with the streets and surrounding environs.

The emphasis on the unit mix will be one-bedroom units, live work units with a small balance of two bedroom units.

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Email: LevieArch@me.com

DRH 11 00133

Sarah Schafer - both light and dark are hardi plank

From: Levie Architectural <leviearch@me.com>
To: Sarah Schafer <SSchafer@cityofboise.org>
Date: 8/3/2011 3:31 PM
Subject: both light and dark are hardi plank

the dark was cut on a C&C router, the same machine that cuts kitchen cabinets.



IMG_4677.JPG

Sarah Schafer - Hardi Plank 16" wide verticle application

From: Levie Architectural <leviearch@me.com>
To: Sarah Schafer <SSchafer@cityofboise.org>
Date: 8/3/2011 3:30 PM
Subject: Hardi Plank 16" wide verticle application



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Planning & Development Services

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Phone: 208/384-3830
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Website: www.cityofboise.org/pds

1

Planning Division Staff Report

File Number	DRH11-00133
Applicant	Glenn Levie
Property Address	1005 West Royal Boulevard
Public Hearing Date	August 10, 2011
Heard by	Design Review Committee
Analyst	Sarah Schafer

Public Notification

Newspaper notification published on: June 28, 2011
Radius notices mailed to properties within 300 feet on: June 28, 2011
Staff posted notice on site on: June 16, 2011

Table of Contents

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2. Land Use	2
3. Project Proposal	3
4. Analysis and Findings	4
5. Conclusion and Recommended Conditions	8
Exhibits	
ACHD Report	
Public Works Comments	
Other Agencies	
Public Comments	

1. Project Data and Facts

Applicant/Status	Glenn Levie / Architect
Architect/Representative	Glenn Levie / Levie Architectural Idaho PLLC
Location of Property	1005 West Royal Boulevard
Size of Property	2.3 Acres
Present Zoning and Land Use	R-OD (Residential Office with Design Review)
Description of Applicant's Request	Approval of a 108 unit apartment complex with live/work units and related site improvements.

2. Land Use

Description and Character of Surrounding Area
The area is currently developed with truck/bus operations which are not in use. This use is typical of an industrial area. There are minimal improvements to the public right-of-way and lack of landscape. In early 2000 the property to the west developed with apartment buildings. With the installation of the apartments there was the addition of curb, gutter, sidewalk and landscape improvements the City would like to see continued throughout the area.

Adjacent Land Uses and Zoning

North:	Truck loading and unloading lot / R-OD
South:	Bus Storage / R-OD
East:	Office uses/ C-2D
West:	Apartments / R-OD

Site Characteristics

The site currently contains three structures which would be removed with this development application. The parcel has been used for truck loading and unloading. There is no prominent vegetation which would need to be maintained. There is on street parking surrounding the site.

Special Considerations

The project is located within the floodplain. The applicant will be required to submit for a floodplain and river system permit prior to issuance of a building permit. [See Memorandum dated June 13, 2011 from Jim Wylie of the Boise City Public works department.](#)

History of Previous Actions

DR-166-74 – Approval of a sign for Browning Freight Line.
DR-196-74 – Approval of security fencing for Browning Freight Line.

3. Project Proposal

Site Design

Land Use	
Percentage of the site devoted to building coverage:	36%
Percentage of the site devoted to paving:	51%
Percentage of the site devoted to landscaping:	13%
Other:	0%
TOTAL	100%

Parking

Proposed		Required	
Handicapped spaces proposed:	5	Handicapped spaces required:	6
Total parking spaces proposed:	162**	Total parking spaces required:	173*
Number of compact spaces proposed:	66	Number of compact spaces allowed:	73
Bicycle parking spaces proposed:	20	Bicycle parking spaces required:	19
Parking Reduction requested?	No	Off-site Parking requested?	No

*Parking is calculated at 1.5 spaces per unit ($108 \times 1.5 = 162$) plus 1 guest space for every ten residential units (11) for a total of 173 spaces.

** As part of the application, the applicant has requested a parking reduction. The parking reduction is less than 10% of the overall required parking. In order to obtain the parking reduction the project must meet the requirements of Section 11-10-04.03 states:

An application for a reduction of parking shall include the following;

- A. A parking study documenting a reduction need for parking.*
- B. List and schedule of major parking events.*
- C. A detailed site plan and parking counts.*
- D. A description of available public transit services.*
- E. A description of available on-street parking.*

The applicant was initially proposing restricted parking with this application. In an e-mail to staff dated June 30, 2011, the applicant stated they no longer wished to include the restricted

parking in the application. The applicant is aware through e-mails and phone conversations with staff that restricted parking would require a 20% increase in parking provided for public use.

Setbacks

<i>Yard</i>	<i>Building</i>		<i>Parking</i>	
	<i>Required</i>	<i>Proposed</i>	<i>Required</i>	<i>Proposed</i>
Front (LaPointe)	10'*	3'2" canopy	10'	10'
Street Side (Royal)	10'*	5'	10'	10'
Front (Dale)	10'*	3'2" canopy	10'	10'
Street Side (Island)	10'*	5'	10'	10'

*The ordinance allows 50% of the building to encroach 80% into the setback. This would allow for a 2 foot setback for 80% of the building façade along that street frontage.

Fencing

Recycled plastic is proposed for the fencing. The applicant has indicated on the rendered elevation that the product will be a Trex warm gray 1 x 4 screen.

Outdoor Lighting

The site plan indicates there will be individual deck lights for the units, there will be wall lighting at the office doors and there will be typical path lighting. As a condition of approval it will be required that cut sheets with heights for the pathway lighting are supplied prior to submittal for a building permit.

Structure(s) Design	
Number/ Proposed Use of Buildings	There are two buildings to be constructed each housing 54 residential units with those at the ground level containing a live/work component with covered parking in behind.
Maximum Building Height	35'
Number of Stories	4
Square Footage	50,200 per building

4. Zoning Ordinance and Comprehensive Plan

Zoning Ordinance Sections	
11-7-3.1	Objective – Site Design A - E
11-7-3.2	Objective – Structure Design A - F
11-7-3.3	Adopted Plans and Design Guidelines

Comprehensive Plan Sections	
7-2-2	Residential Development
8-11	Landuse policies for the Central Bench Planning Area

5. Analysis/Findings

The project is the construction of a 108 unit apartment partially constructed out of used shipping containers. The three story structure will have one bedroom units with up to 20 of the units able to be used as live/work spaces. The project will consist mostly of surface parking with some structured parking tucked in behind the first floor of the live/work units.

The use of shipping containers in construction is becoming more widely used. The product type is ranging from high end single family residential to temporary housing. The high end residential uses the shipping containers as a focal point of the architecture for material and space definition as well as durability. While the temporary housing uses it because of the availability, durability and the ease of moving the units from one location to the next. Some countries have used the shipping containers for student housing. Each container is an individual unit. This project is much different from a project such as this because it is also utilizing stick built construction with the shipping containers. The shipping containers are not the only portion of the residential units.

Comprehensive Plan

The property is located in the Central Bench planning area of the comprehensive plan. Objective 8.12.4 states *Higher-density housing, in conjunction with supporting retail services, shall be promoted in the area between Capitol Boulevard and Ann Morrison Park. The principles and standards of New Urbanism shall be promoted.* The proposed development meets these standards by placing the buildings at two opposite corners of the site. Staff had the applicant take an alternate look at the project by placing the parking mid-block and having the buildings run more along Island and Royal. When reviewing the project in the alternate layout which we thought might meet the New Urbanism standards in a

truer sense, the parking became a much larger focus of the project and the pedestrian connectivity through the parcel was greatly reduced. It became even more difficult to meet the parking requirements.

The design the applicant is moving forward with provides buildings at the southwest corner and the northeast corner of the sites with parking at the northwest and southeast. Splitting the parking into two sections and providing parking in behind the “work” portion of the live/work units de-emphasizes it. Staff believes the design as presented meets the goals of the Comprehensive Plan for high-density housing at 108 units and the guidelines for new urbanism site planning.

The Surrounding Area

The site is bounded by Royal to the north, Dale to the west, La Pointe to the east and Island to the south. The project area is a mixture of residential, office and old industrial uses. There are several lots with large expanses of unimproved parking and storage areas for the existing businesses. Ann Morrison Park is within one block of the development.

The new residential development to the west constructed attached curb, gutter and sidewalk along Dale and Royal. The remainders of the blocks immediately surrounding the project do not contain these improvements.

There is very limited development of landscape within the area except for the residential development to the west along with the park. There is no street, parking lot or site trees developed within the area.

Site Layout and Circulation/ Parking/ Pedestrian and Bicycle Facilities

Access

The buildings are oriented to Dale and La Pointe with parking for approximately 38% of the street frontage. The access to the surface parking lot is located approximately mid-block on Royal and Island. The access point is 22’ in width and doesn’t show the radius and intersection with the streets. ACHD in their memorandum to the City and copied to the applicant has stated the access point will be required to be constructed as a 20’ wide driveway.

Parking

The project provides both surface and structured parking. The parking stall dimensions within the structured parking are 8’ or 9’ in width and 18’ in length with a 22’ back up area. There is approximately five additional feet left over at the end of each parking aisle within the garage. Section 11-10-03.02 A states the minimum dimensions for structured parking stalls is 8’ by 18’ therefore with the current design the ordinance requirements are met. There are 22 parking spaces within each of the two parking structures.

The access aisles within the surface parking lot are 20' in width with drive aisles to be used for back up space as 22'.

The surface parking lots are currently designed for 59 parking spaces each. The dimensions of the spaces meet the minimum zoning ordinance requirements. The parking stall lengths have been reduced to 18' along the perimeter of the lot. The 10' setbacks along the streets are large enough to handle the bumper overhang and the landscape required in this area. The landscape adjacent to the sidewalks is also large enough to handle the bumper overhangs. The parking stalls interior to the surface lot are compact parking stalls with a length of 15'. The ordinance allows for 40% of the parking stalls to be compact and the project only contains 38%.

Section 11-04-05.06 H requires open-air parking areas adjacent to street side yard setbacks to be landscaped and screened. A three foot wall shall be constructed adjacent to the parking area with vegetation to soften portions of the wall and to provide additional screening of the parking beyond. The screen can also take place with continuous landscape to a three foot height.

Parking Reduction Request

As part of the application, the applicant has requested a parking reduction. The parking reduction in less than 10% of the overall required parking. In order to obtain the parking reduction the project must meet the requirements of Section 11-10-04.03 states:

An application for a reduction of parking shall include the following;

- A. A parking study documenting a reduction need for parking.*
- B. List and schedule of major parking events.*
- C. A detailed site plan and parking counts.*
- D. A description of available public transit services.*
- E. A description of available on-street parking.*

All of the units in the apartment complex are one bedroom units. The possibility of there being two cars for each unit is going to be the exception more than the rule. There is limited square footage in each unit so more than two tenants per unit is unlikely. The property is parked at 1.5 parking spaces per unit and meets the base requirement of the ordinance. The ordinance also allows for guest parking at 1 space per 10 units. The applicant is asking for the reduction of the 11 spaces this would provide.

There would be no major events associated with this development so there is no additional information needed for item B. The use of the property would require additional parking based on this item.

The site plan and parking counts have been included in the staff report and are shown on the drawing indicated as sheet "DR-2". There is a combination of surface parking and covered

or structured parking proposed for the site. The covered parking is in the buildings tucked behind the “work” portion of the live/work units. The spaces are not designated parking spaces and are able to be occupied on a first come/first serve basis.

There is available public transportation in the area. Valley Regional Transit provides bus service within a quarter mile walking distance from the site along Capitol and 9th Streets. Additional bus services can be found on the BSU campus which is within walking distance. There is also a shuttle that runs from this area over to BSU. The greenbelt is located just north of the property allowing for easy access to the park system, BSU and downtown.

All of the streets surrounding the property allow for on-street parking. The area is highly used by BSU students and the apartments to the west for on-street parking. The businesses to the east of the property also utilize the on-street parking directly in front of their businesses. Even though the on-street parking is currently highly used, it is available.

Staff believes the applicant has met the requirements for the parking reduction listed in the application. A condition requiring that a minimum of 162 parking spaces be made available on site will be listed.

Bicycle

Bicycle parking has been provided adjacent to the parking area and relatively near the entries to the live-work units. The standard for bicycle parking is one space for every ten vehicle parking spaces. The ordinance also requires the bicycle parking spaces to be located within 50’ of the building’s main entry. In this instance, staff believes the location proposed for bicycle storage is appropriate.

Pedestrian Facilities

The pedestrian access to the site is through the public sidewalk system. Ada County Highway District has approved the attached sidewalks shown on the original application submittal. The applicant has changed the sidewalks to a detached sidewalk at the request of the City. The detached sidewalk provides for a more comfortable environment encouraging people to walk to some of their shorter destinations instead of driving. This also provides the opportunity to construct a tree lawn with street trees providing more shade and a better living environment. Staff believes a comfortable pedestrian environment is very important for this area with the proximity to the University, Ann Morrison Park and public transportation systems there will be a lot of foot traffic.

Royal Boulevard is a highly used access point into Ann Morrison Park. With future development plans in this area, the City is anticipating a high amount of foot traffic along the Royal Boulevard sidewalk adjacent to this property. With the foot traffic a wider sidewalk would be appropriate to accommodate the additional pedestrians. Staff has recommended a condition of approval requiring a minimum 10’ tree lawn and an 8’ sidewalk to accommodate the additional pedestrians. The additional feet needed to meet this requirement can be taken

from the Island streetscape allowing for a smaller tree lawn and Class II trees at that end of the project.

Landscape

The landscape for the project is very conceptual. The only indication for the landscape is the placement of Class III street trees, approximately 27 along the four street frontages. Native grasses and ground cover are indicated for the setbacks.

Street Trees

Section 11-13-04.04 requires a minimum of five different tree species when over 50 trees are used on a site. One species can not amount to more than 40% of the total trees.

Section 11-13-06.01 C requires 1 street tree for every 40' lineal feet of street frontage. There are 34 street trees required as part of this application. There are 49 street trees indicated on the site plan. The landscape plan shows there is a ten foot setback along the parking areas. In these areas a Class III street tree can be required. The larger trees will provide a great tree canopy over these streets in the future.

With the requirement for a tree lawn in this area, street trees will be required in conjunction with vegetation along the back of the sidewalk. Staggered trees along the sidewalks would be appropriate as shown in the plans. The requirements need to be met in conjunction with the requirements of the memorandum from Ryan Rodgers, Forestry Specialist dated June 16, 2011 indicating the use of Class II or Class III street trees at a spacing of 30' to 40' respectively. Though there are already a lot of street trees shown on the application, staff would recommend at least one maybe two additional trees along the Royal and Island Street frontages near the access points.

The streetscape where adjacent to the live/work units has been modified to include trees within tree grates instead of a tree lawn and detached sidewalk. This provides for a different look at the live/work units to help in their identification. The minimum dimension for tree grates is 36 SF. The City prefers to see 6' by 6' dimensions at a minimum. The 8' by 8' grates shown by the applicant exceed the range and will provide for a healthier tree.

Interior Trees

Along the pedestrian access and the social exchange mall, landscape has been shown on either side of the sidewalk. Trees are located along the parking lot side of the sidewalk. The landscape plan shall show the plantings at the base of the building prior to building permit application for staff to approve.

Parking Lot Trees

Section 11-13-07 provides the requirements for the planters within the parking fields. Planters within the parking lot are to be used to delineate the traffic lanes and shall be designed with a minimum internal dimension of 8' for a Class II tree or 10' for a Class III tree. The planters are also required to be the length of the adjacent parking stalls. No

grouping of parking is allowed to exceed 10 spaces in a row without containing a planter island and the planters shall be spaced as evenly as possible. Each planter which serves a single row of vehicles shall include one tree with low shrubs or vegetative ground cover. Each planter which serves a double row shall contain two trees with the low shrubs or ground cover. Light poles are prohibited from being placed within the required landscape islands.

The plans submitted on July 21, 2011 meets these parking lot layout requirements and will provide for softening of the concrete along with the vegetation at the perimeter.

Planter Beds

Planter beds or some kind of vegetation should be installed at the base of the building to soften it. The planter beds should be indicated on the landscape plan with the number and species of each specimen called out.

Plaza

There is an interior courtyard labeled as the "Social Exchange Mall" abutting the live/work units. The area is 17' in width at its smallest location and 34' at its widest and approximately 51' in length with strong pedestrian connections along the north/south access lines. Secondary access points run along the west/east access through and around the building. The original plaza plan shown for the site included trees within tree grates to help provide shade and softening of the plaza. Staff suggests the applicant look at adding the trees back into this area.

Trash Enclosures and Mechanical Units

There are two separate screened trash enclosure location on the interior of the site adjacent to the building. Public Works Solid Waste has indicated in their memoranda dated June 8, 2011 that the proposed trash enclosure locations on documents dated received June 7, 2011 did not meet the dimensional requirements or clearances. The revised plans have been sent to Public Works for further comment. The applicant will be required to meet all requirements of Public Works in regard to solid waste removal for the site.

The mechanical equipment is to be mounted on the roof and screened by parapet walls.

Materials

Building Location	Type/Color
Roof:	flat
Exterior Walls:	Metal, fiberboard, vinyl in primary colors and white
Accents/ Trim:	NA
Windows/ Doors:	Vinyl and metal
Mechanical Equipment:	To be screened by parapet wall

The majority of the exterior finish materials can be found on other buildings throughout the area however, they are used in a different form. Many of the existing structures are tilt-up

concrete or siding. The used shipping containers are unusual however it provides a unique design element for the overall structure. Additionally, the applicant is using Hardi-plank siding in a vertical manner and at a width of 16" versus the standard 4" or 6".

The painted shipping containers are a new construction material for Boise. They do add design interest to the project and with a material which will last with the correct application of paint to protect the metal structure. Staff believes the utilization of the material in this area is interesting given the areas use as trucking transfer facilities.

The project is also proposing to use of cement fiberboard. This material is widely used throughout Boise on housing projects. This location is an appropriate use of the material as it has been shown to weather well in our climate.

The last material the applicant has proposed for a finish material is vinyl siding located on the upper portions of the residential units. City Council has approved vinyl siding within the city limits given that the use is limited, the product isn't located in areas where there would be an extreme heat source such as barbecue grills and the product proposed is of high quality meeting minimal thickness and guarantee standards. It will be required that the vinyl product used in this application have a minimum thickness of 0.044 inches and have a warranty which guarantees a minimum of 3 Hunter units fade. Additionally it will be conditioned that the product not be used adjacent to balconies or patio areas where grills, fire pits or other items which may generate extreme heat can be used.

Building Design

The building design is around the re-use of the shipping containers. The containers are stacked three deep for a height of 32', less than the height limit for the zone. The structure joining the containers is finished with cement fiberboard (Hardieplank) at the ground level and vinyl siding at the upper floors.

The R-O has several requirements for the design of the building. They include the requirement for the building to provide modulation of the façade where it is within the 10' setback required by the ordinance. There is to be no wall plan within the setback greater than 20' in length and the modulation must be at least 3' in depth. If this requirement is met, this zone allows for 50% of the setback to be covered by 80%.

The site plan shows modulation in the building façade meeting these requirements. The live/work portion of the building is located at the two foot setback for approximately 13' before it steps back to accommodate the covered entries. The covered entry wall is setback at 6' with the overhang out a couple of inches past the face of the wall set at 2'. The apartment units are all at or beyond the 10' setback required by the ordinance. There is approximately on 42% of the building façade covering 80% or less of the setback.

The apartment only portion of the buildings is located at the corners of the site and are eleven

feet from the front property line. This portion of the building does encroach into the side street setbacks (West Royal and Island). The stair tower is approximately five feet off the property line.

Massing/ Proportions

The massing of the buildings is similar to the other residential buildings in the area. Each building has two separate massings with the live/work units approximately six feet closer to the property line than the apartment building and the main entry. The residential buildings across the street are clustered into pods with similar length proportions.

The height of the proposed structure is different than the residential units to the west however. With this project the floor to floor height is greatly reduced over what would typically be seen in residential construction. The project is able to obtain three complete levels within 32'. The difference in height and massing can also be attributed through the difference in roofline. The residential units to the west have a gable roofline. This project is proposing a flat roof with a parapet. At the live/work unit portion the parapet roofline cants to mimic a shed roofline. This provides added interest to the design. Carrying this element throughout the project would provide a unique and recognizable roofline to the overall development or the change in parapet could be maintain just at the live/work units to provide further delineation between the types of product provided.

Shadow Relief/ Design Interest

There is a lot of design interest in the project ranging from the use of materials to the modulation of the façade. The wall plans along the street frontage and the interior courtyards provide shadow relief. The way the building design is currently set up the shipping container sections would step out closer to the property line with the recessed portions being the wood construction with cement fiber board (Hardieplank) or vinyl siding finish. Additional interest is added through balconies on the upper levels, recessed entries at the live/work units with overhangs and patio spaces for the ground level units.

There is a lot of design interest in this building with the stepping of the walls, changes in height and roofline and materials.

Openings

The amount of openings in the façade is one concern of staff. Currently the apartments are accessed from the interior with outdoor patios or decks facing the perimeter. The live/work units obviously have access at the ground level however in the current design; the doors do not face the street. Staff believes that it is very important for the doors to be easily visible for the project to be successful as a live/work space.

The windows at the live/work units though slightly wider than the windows within the residential only units, are still less than the City would like to see. Storefront windows, reaching down to the ground level to allow for display of products or easy visual access into

the “work” portion of the unit are desired. This too should allow for a more successful marketing of the product.

The side elevations contain very little window but contain a wide range of material, modulation of the wall planes and interest through varying heights. Staff believes the Design Review Committee should consider the side elevations and determine if additional openings are needed.

Relationship of Exterior Materials

The materials have been discussed throughout the rest of the staff report. The use of metal shipping containers is one we haven't seen in Boise. The overall design is one which could be replicated without the actual shipping container with materials available on the market. The Design Review staff and committee are not responsible for the structural integrity of the building. We are responsible for the exterior presence of the structure.

City Council upon an appeal has approved the use of vinyl siding with the condition the vinyl be of high quality and meet certain standards. This application has recommended conditions from staff detailing those standards.

City Council has also been requesting unique design ideas, ones which bring a different look to Boise. This application does that. The one concern is with the project being dated in 10 to 15 years in its exterior appearance. This is something we ask the Design Review Committee to look at closely to ensure we are getting a product which could be remodeled if the design ever became too dated. Staff believes it is possible with this structure however this is not necessarily a bad thing. Most of the time and architect does design to the current trend. If metal exterior of the shipping container is not something we desire in the future, staff is confident a new finish could be added. The structural integrity of the building could remain.

Colors of buildings are easily changed. Though the area is mainly filled with browns this project would not be completely out of balance when looking at the redevelopment of the area. The red, yellow and blues requested by the applicant are of a darker shade (they have brown/black added to them) to darken them. They are not the true primary color. Staff has suggested a condition of approval requiring the applicant to submit color samples for approval.

Summary

Overall, the application meets the requirements of the ordinance with the 10% parking reduction granted. Staff believes the design is new for the area and provides for a different housing type. The mix of architecture and uses is what makes an area interesting. Over the next couple of years, the City is anticipating additional requests for housing in this area and is hoping to provide a mix of units and architectural styles to help create a vibrant community.

Conclusion and Recommended Conditions

Staff finds the project generally complies with Sections 11-7-3.1, 11-7-3.2 and 11-7-3.3 of the Zoning Ordinance 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 plans and specifications submitted to and on file in the Planning and Development Services Department dated received June 7, 2011 (sections and isometric drawings) and revised June 21, 2011 (upper level floor plans) and July 21, 2011 (the site plan, landscape plan and elevation), except as expressly modified by the following conditions:
 - a. Provide cut sheets for each of the building mounted lighting fixtures. Show locations on the building and indicate number to be used.
 - b. Provide a cut sheet for the pathway lighting fixtures. Indicate height and number of fixtures to be used.
 - c. The building façade shall be modulated at no more than every 20' for a minimum depth of 3'.
 - d. Provide details for the bicycle storage location. Some bike parking spaces shall be located within 50' of the live/work unit entries along Dale and LaPointe.
 - e. The sidewalks adjacent to La Pointe and Dale and Island shall be detached a minimum of eight feet with a five foot sidewalk.
 - f. The street frontage along Island can be reduced to a 6' tree lawn and a 5' sidewalk with Class II trees.
 - g. The sidewalk adjacent to Royal shall be detached a minimum of 8' and have an 8' sidewalk.
 - h. A minimum of five different tree species shall be used for the site. No species is allowed to make up more than 40% of the tree plantings.
 - i. Street trees shall be Class III trees spaced a minimum of 40' on center. Trees may be grouped however the required 34 street trees must be planted. The tree lawn must be finished with a vegetative ground cover.
 - j. Tree grates shall be a minimum of 36 square feet if used in conjunction with the "Social Exchange Mall". The City prefers a standard 6' by 6' grate or larger.
 - k. Light poles are prohibited within the parking lot planters.
 - l. Provide a revised location and elevations for the screened trash enclosure. Elevations shall call out materials and colors.
 - m. A cut sheet shall be provided for the vinyl siding. The vinyl siding shall have a minimum thickness of 0.044 inches and a warranty guaranteed to a minimum of 3 Hunter units fade resistance.
 - n. The vinyl siding shall not be used in areas where extreme heat sources could be present such as balconies or patios.

- o. All non-residential uses and related activities, except parking, shall be conducted within a completely enclosed structure.
- p. A minimum of a 3' wall shall be designed along the street frontages to screen the surface parking areas. Additional landscape shall be installed in these areas as well to soften the wall and the visibility of the parking.
- q. The project shall be brought back to the Design Review Committee under a separate application no later than 80% construction document development in order to ensure compliance with all ordinance requirements.
- r. The project shall provide a total of 162 parking stalls shall be provided. A parking reduction of 11 stalls has been granted with this application.
- s. Color samples shall be submitted to staff for review and approval. The primary colors shall be of a dark shade.
- t. The doors for the live/work units shall face the street.
- u. The windows on the live/work units along the street shall be more of a storefront type where they are closer to the ground to allow for display of product.

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 384-3998 regarding questions pertaining to this condition.
- 3. The applicant shall comply with the requirements of the Boise City Public Works Department (BCPW) for drainage, sewers and street lights per department comments dated **June 13, 2011**, and per memorandum from the Solid Waste/Ground Water Manager dated **June 8, 2011**. Please contact BCPW at 384-3900. 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. 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 384-4083 with questions regarding this condition.
- 5. Compliance with requirements as requested by the Ada County Highway District (ACHD) in the memo dated **June 20, 2011**.
- 6. The applicant shall comply with the Boise City Fire Code as required by the Boise Fire Department as outlined in the memo dated **June 16, 2011**.

General Conditions

7. 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.
8. 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 384-4083 for information regarding tree care operations.
9. Swales/retention/detention areas shall not be located along the streets, unless it can be shown that landscaped berms/shrubs will screen the swales.
10. Vision Triangles as defined under Section 11-1-3 and Section 11-10-4.4G of the Boise City Code shall remain clear of sight obstructions.
11. In compliance with Title 9, Chapter 16, 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 384-4083. Species shall be selected from the Boise City Tree Selection Guide.
12. 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.
13. 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.
14. All signs will require approval from the Planning and Development Services Department prior to installation.
15. 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.
16. Utility services shall be installed underground.

17. 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.
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. 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

20. 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; and

- Daily broom cleaning of above grade floors, adjacent streets and sidewalks.
- c) 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.
- d) 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.
- e) Applicant shall comply with Boise City Fire Department requirements for water, access, and/or other requirements as determined by the Fire Marshal.
- f) 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.



Project/File: DRH11-00133

This is a design review application for a 108-unit apartment/residential office project on 2.3-acres. This site is located on the southwest corner of Royal Boulevard and La Pointe Street, in Boise, Idaho.

Lead Agency: City of Boise

Site address: 1005 W. Royal Blvd.

Staff Approval: June 20, 2011

**Applicant/
Representative:** Levie Architectural Idaho, PLLC
Glenn Levie
17711 Karen Dr.
Encino, CA 91316

Staff Contact: Kristy Heller
Phone: 387-6171
E-mail: kheller@achdidaho.org



Tech Review: June 15, 2011 (via email)

A. Findings of Fact

1. **Description of Application:** This is a design review application for a 108-unit apartment/residential office project on 2.3-acres. The prior use was a truck loading and unloading center, which is currently vacant.

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

Direction	Land Use	Zoning
North	Residential Office District (Boise Terminal)	R-OD
South	Residential Office District	R-OD
East	General Commercial	C-2D
West	Residential Office District (Morrison Park Condos)	R-OD

3. **Site History:** ACHD has not previously reviewed this site for a development application.

4. **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.

5. **Capital Improvements Plan (CIP)/Five Year Work Plan (FYWP):**

There are currently no roadways, bridges or intersections in the general vicinity of the project that are currently in the Five Year Work Plan or the District's Capital Improvement Plan (CIP).

B. Traffic Findings for Consideration

1. **Trip Generation (if TIS not required):** This development is estimated to generate 718 additional vehicle trips per day (none existing); 67 additional vehicle trips per hour in the PM peak hour (none existing), based on the Institute of Transportation Engineers Trip Generation Manual, 8th edition.

2. **Condition of Area Roadways**

Traffic Count is based on Vehicles per hour (VPH)

Roadway	Frontage	Functional Classification	PM Peak Hour Traffic Count	PM Peak Hour Level of Service	Existing Plus Project
Royal Boulevard	225-feet	Local	N/A	N/A	N/A
Dale Street	450-feet	Local	N/A	N/A	N/A
Island Avenue	225-feet	Local	N/A	N/A	N/A
La Pointe Street	450-feet	Local	N/A	N/A	N/A

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

Average daily traffic counts are based on ACHD's most current traffic counts.

- There is no average daily traffic count for Royal Boulevard, Dale Street, Island Avenue, or La Pointe Street.

C. Findings for Consideration

1. **Royal Boulevard**

- a. **Existing Conditions:** Royal Boulevard is improved with 2-travel lanes, and no curb, gutter or sidewalk abutting the site. There is 60-feet of right-of-way for Royal Boulevard (30-feet from centerline).

- b. **Policy:**

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

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

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

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

parkway strip, the applicant may submit a request to the District, with justification, to reduce the width of the parkway strip.

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

Appropriate easements shall be provided if public sidewalks are placed out of the right-of-way. The easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the sidewalk. Sidewalks shall either be located wholly within the public right-of-way or wholly within an easement.

Half Street Policy: District Policy 7207.2.2 required improvements shall consist of pavement widening to one-half the required width, including curb, gutter and concrete sidewalk (minimum 5-feet), plus 12-feet of additional pavement widening beyond the centerline established for the street to provide an adequate roadway surface, with the pavement crowned at the ultimate centerline. A 3-foot wide gravel shoulder and a borrow ditch sized to accommodate the roadway storm runoff shall be constructed on the unimproved side.

- c. **Applicant's Proposal:** The applicant is not proposing any improvements to Royal Boulevard abutting the site.
- d. **Staff Comments/Recommendations:** The applicant should be required to construct Royal Boulevard as one half of a 36-foot street section with curb, gutter and 5-foot wide attached concrete sidewalk abutting the site within the existing right-of-way. Coordinate the drainage design with District Development Review staff.

2. Dale Street

- a. **Existing Conditions:** Dale Street is improved with 2-travel lanes, and no curb, gutter or sidewalk abutting the site. There is 60-feet of right-of-way for Dale Street (30-feet from centerline). There is vertical, curb, and 7-foot wide attached concrete sidewalk on the west side of Dale Street, across from the site.

- b. **Policy:**

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

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

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

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

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

Appropriate easements shall be provided if public sidewalks are placed out of the right-of-way. The easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the sidewalk. Sidewalks shall either be located wholly within the public right-of-way or wholly within an easement.

Half Street Policy: District Policy 7207.2.2 required improvements shall consist of pavement widening to one-half the required width, including curb, gutter and concrete sidewalk (minimum 5-feet), plus 12-feet of additional pavement widening beyond the centerline established for the street to provide an adequate roadway surface, with the pavement crowned at the ultimate centerline. A 3-foot wide gravel shoulder and a borrow ditch sized to accommodate the roadway storm runoff shall be constructed on the unimproved side.

- c. **Applicant's Proposal:** The applicant is not proposing any improvements to Dale Street abutting the site.
- d. **Staff Comments/Recommendations:** The applicant should be required to construct Dale Street as one half of a 36-foot street section with curb, gutter and 5-foot wide attached concrete sidewalk abutting the site within the existing right-of-way. Coordinate the drainage design with District Development Review staff.

3. Island Avenue

- a. **Existing Conditions:** Island Avenue is improved with 2-travel lanes, and no curb, gutter or sidewalk abutting the site. There is 60-feet of right-of-way for Island Avenue (30-feet from centerline).
- b. **Policy:**
 - Local Roadway Policy:** District Policy 7207.2.1 states that the developer is responsible for improving all local street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.

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

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

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

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

Appropriate easements shall be provided if public sidewalks are placed out of the right-of-way. The easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the sidewalk. Sidewalks shall either be located wholly within the public right-of-way or wholly within an easement.

Half Street Policy: District Policy 7207.2.2 required improvements shall consist of pavement widening to one-half the required width, including curb, gutter and concrete sidewalk (minimum 5-feet), plus 12-feet of additional pavement widening beyond the centerline established for the street to provide an adequate roadway surface, with the pavement crowned at the ultimate centerline. A 3-foot wide gravel shoulder and a borrow ditch sized to accommodate the roadway storm runoff shall be constructed on the unimproved side.

- c. **Applicant's Proposal:** The applicant is not proposing any improvements to Island Avenue abutting the site.
- d. **Staff Comments/Recommendations:** The applicant should be required to construct Island Avenue as one half of a 36-foot street section with curb, gutter and 5-foot wide attached concrete sidewalk abutting the site within the existing right-of-way. Coordinate the drainage design with District Development Review staff.

4. La Pointe Street

- a. **Existing Conditions:** La Pointe Street is improved with 2-travel lanes, and no curb, gutter or sidewalk abutting the site. There is 60-feet of right-of-way for La Pointe Street (30-feet from centerline).

- b. **Policy:**

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

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

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

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

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

Appropriate easements shall be provided if public sidewalks are placed out of the right-of-way. The easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the sidewalk. Sidewalks shall either be located wholly within the public right-of-way or wholly within an easement.

Half Street Policy: District Policy 7207.2.2 required improvements shall consist of pavement widening to one-half the required width, including curb, gutter and concrete sidewalk (minimum 5-feet), plus 12-feet of additional pavement widening beyond the centerline established for the street to provide an adequate roadway surface, with the pavement crowned at the ultimate centerline. A 3-foot wide gravel shoulder and a borrow ditch sized to accommodate the roadway storm runoff shall be constructed on the unimproved side.

- c. **Applicant's Proposal:** The applicant is not proposing any improvements to La Pointe Street abutting the site.
- d. **Staff Comments/Recommendations:** The applicant should be required to construct La Pointe Street as one half of a 36-foot street section with curb, gutter and 5-foot wide attached concrete sidewalk abutting the site within the existing right-of-way. Coordinate the drainage design with District Development Review staff.

5. Driveways

5.1 Royal Boulevard

- a. **Existing Conditions:** There is one existing 24-foot wide driveway onto Royal Boulevard from the site located approximately 130-feet west of the intersection of Royal Boulevard and La Pointe Street (measured centerline to centerline).
- b. **Policy:**
 - Driveway Location Policy:** District policy 7207.4.1 requires driveways located near intersections to be located a minimum of 75-feet (measured centerline-to-centerline) from the nearest street intersection.
 - Successive Driveways:** District Policy 7207.4.1 states that successive driveways away from an intersection shall have no minimum spacing requirements for access points along a local street, but the District does encourage shared access points where appropriate.
 - Driveway Width Policy:** District policy 7207.4.3 states that where vertical curbs are required, residential driveways shall be restricted to a maximum width of 20-feet and may be constructed as curb-cut type driveways.
 - Driveway Paving Policy:** Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7207.4.3, the applicant should be required to pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of the roadway.
- c. **Applicant's Proposal:** The applicant is proposing to construct one 20-foot wide driveway onto Royal Boulevard located approximately 120-feet east of the intersection of Royal Boulevard and Dale Street (measured centerline to centerline).
- d. **Staff Comments/Recommendations:** The applicant's proposal meets District Policy and should be approved, as proposed. The applicant should be required to required to pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of the roadway.

5.3 Island Avenue

- a. **Existing Conditions:** There are no existing driveways onto Island Avenue from the site.
- b. **Policy:**
 - Driveway Location Policy:** District policy 7207.4.1 requires driveways located near intersections to be located a minimum of 75-feet (measured centerline-to-centerline) from the nearest street intersection.
 - Successive Driveways:** District Policy 7207.4.1 states that successive driveways away from an intersection shall have no minimum spacing requirements for access points along a local street, but the District does encourage shared access points where appropriate.
 - Driveway Width Policy:** District policy 7207.4.3 states that where vertical curbs are required, residential driveways shall be restricted to a maximum width of 20-feet and may be constructed as curb-cut type driveways.
 - Driveway Paving Policy:** Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy,

7207.4.3, the applicant should be required to pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of the roadway.

- c. **Applicant's Proposal:** The applicant is proposing to construct one 20-foot wide driveway onto Island Avenue located approximately 120-feet west of the intersection of Island Avenue and La Pointe Street (measured centerline to centerline).
- d. **Staff Comments/Recommendations:** The applicant's proposal meets District Policy and should be approved, as proposed. The applicant should be required to required to pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of the roadway.

6. 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.

7. Landscaping

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

D. Site Specific Conditions of Approval

1. Construct Royal Boulevard as one half of a 36-foot street section with curb, gutter and 5-foot wide attached concrete sidewalk abutting the site within the existing right-of-way. Coordinate the drainage design with District Development Review staff.
2. Construct Dale Street as one half of a 36-foot street section with curb, gutter and 5-foot wide attached concrete sidewalk abutting the site within the existing right-of-way. Coordinate the drainage design with District Development Review staff.
3. Construct Island Avenue as one half of a 36-foot street section with curb, gutter and 5-foot wide attached concrete sidewalk abutting the site within the existing right-of-way. Coordinate the drainage design with District Development Review staff.
4. Construct La Pointe Street as one half of a 36-foot street section with curb, gutter and 5-foot wide attached concrete sidewalk abutting the site within the existing right-of-way. Coordinate the drainage design with District Development Review staff.
5. Construct one 20-foot wide driveway onto Royal Boulevard located approximately 120-feet east of the intersection of Royal Boulevard and Dale Street (measured centerline to centerline), as proposed. Pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of the roadway.
6. Construct one 20-foot wide driveway onto Island Avenue located approximately 120-feet west of the intersection of Island Avenue and La Pointe Street (measured centerline to centerline), as proposed. Pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of the roadway.
7. Enter into a license agreement for any landscaping proposed with ACHD right-of-way abutting the site along Royal Boulevard, Dale Street, Island Avenue, or La Pointe Street.
8. Comply with all Standard Conditions of Approval.

E. Standard Conditions of Approval

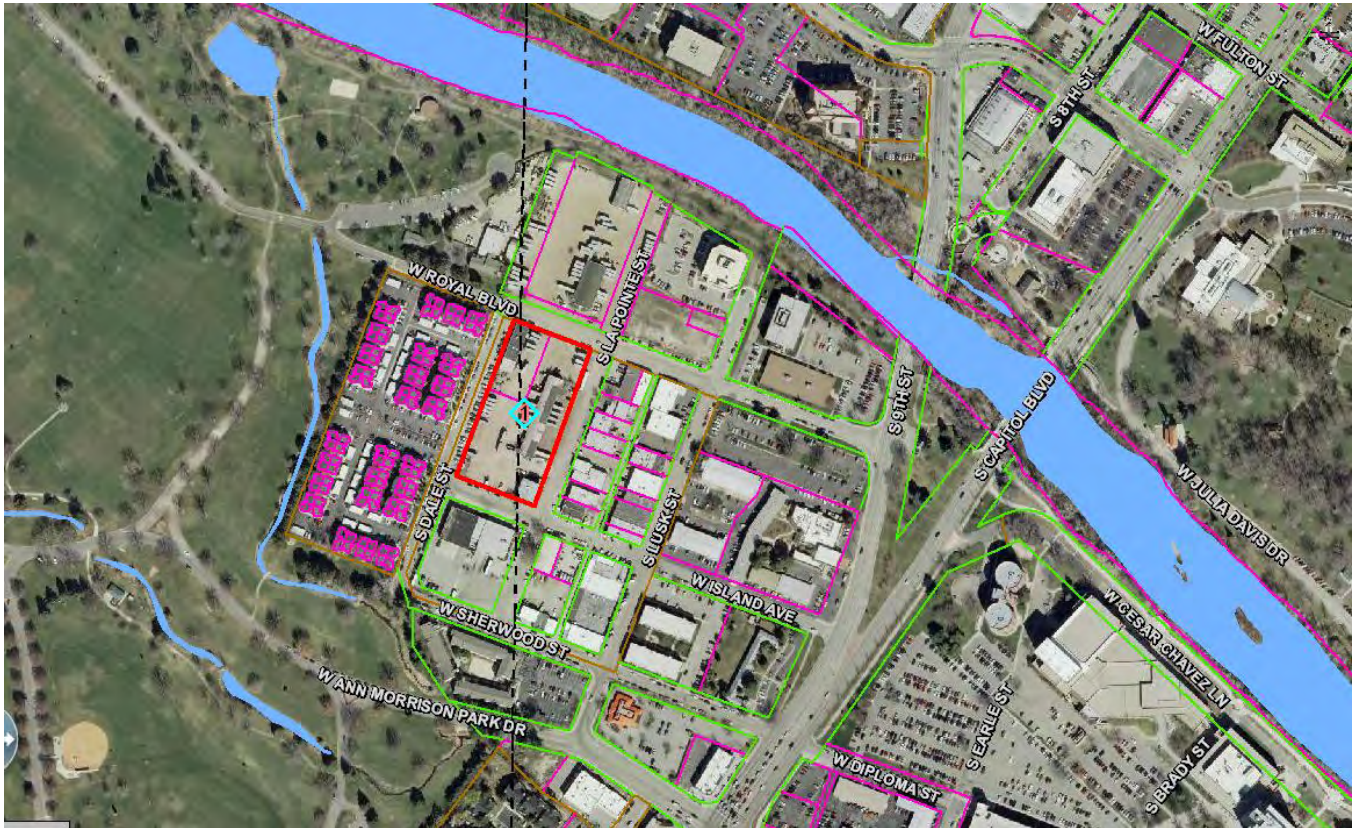
1. Any existing irrigation facilities shall be relocated outside of the ACHD right-of-way.
2. Private sewer or water systems are prohibited from being located within the ACHD right-of-way.
3. In accordance with District policy, 7203.6, the applicant may be required to update any existing non-compliant 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.

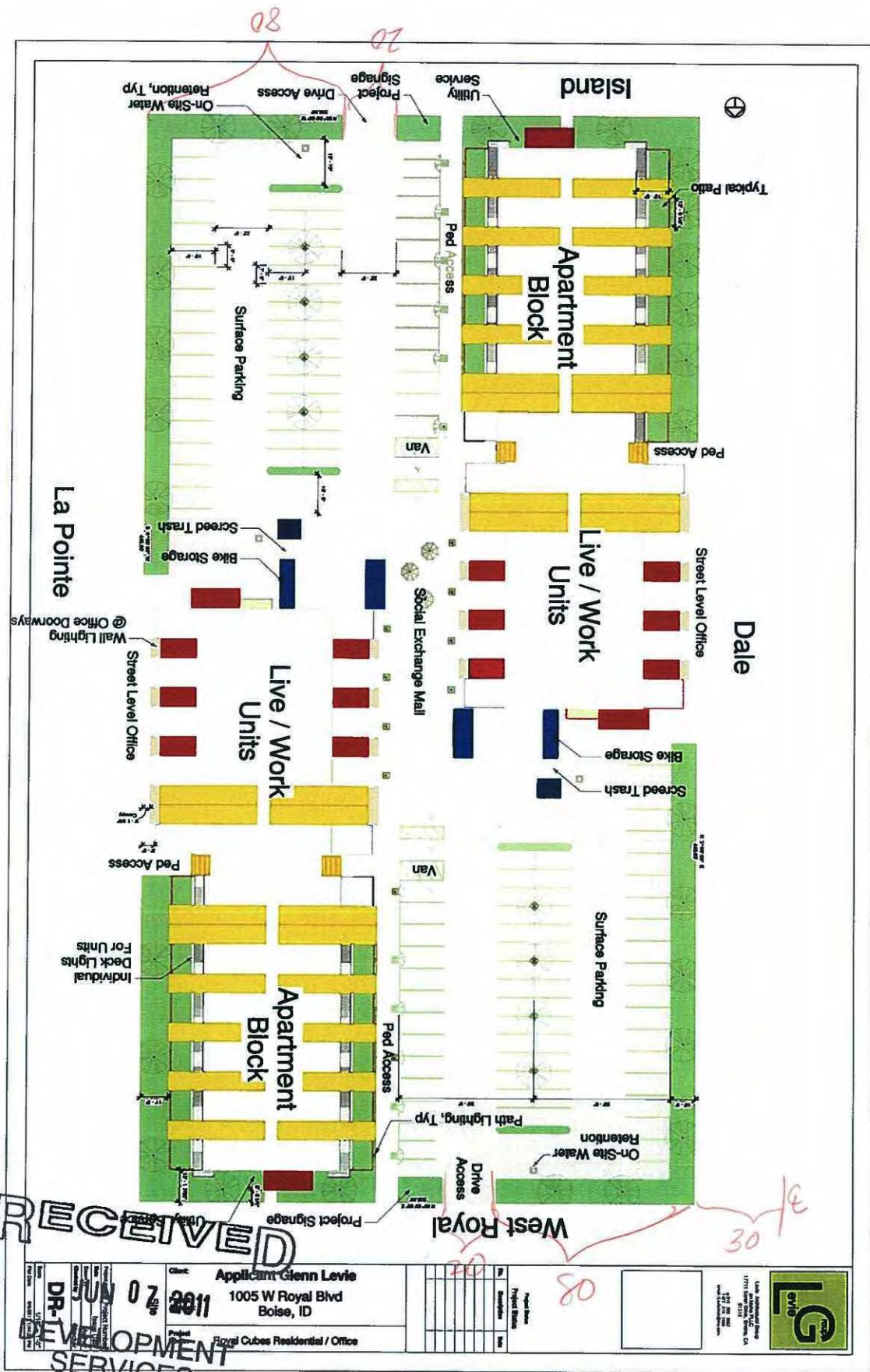
F. Conclusions of Law

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

G. Attachments

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





RECEIVED

DR-1
JUN 02 2011
DEVELOPMENT SERVICES

Client: Applicant Glenn Levie
1005 W Royal Blvd
Boise, ID
Project: Royal Cubes Residential / Office

Item	Quantity	Unit Price	Total Price

Levie
17715 Greenway Blvd, Suite 100
Boise, ID 83734
Phone: 208.333.1111
Fax: 208.333.1112
www.levie.com

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 ROWDS Manager when it is alleged that the ROWDS 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 of Highway Systems, 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 ROWDS 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 ROWDS 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 3:00 p.m. on the day 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.

BOISE FIRE DEPARTMENT

M E M O R A N D U M

TO: Sarah Schafer, PDS
FROM: Ron Amandus
SUBJECT: Royal Cubes Residential; DRH11-00133
1027 W Royal Blvd
DATE: June 16, 2011

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

Code Requirement:

Fire Department vehicular access shall be provided to within 150' of all portions of the non-sprinklered buildings. Dead end roads are prohibited from exceeding 750 feet. These distances can be increased somewhat for sprinklered buildings but exact distances are on a case-by-case basis. All Fire Department access roads, fire lanes, bridges, and gates are to be a minimum of 20' wide with 13' 6" overhead clearance, shall be capable of supporting 75,000 lbs GVW (25,000 lbs per axle), and shall be paved. Fire Department access roads and fire lanes shall have a minimum outside turning radius of 48' with an inside radius of 28'. Aerial fire apparatus roads shall have a minimum unobstructed width of 26 feet in the immediate vicinity of any building or portion of building more than 30 feet in height, and at least one of the required access routes meeting this condition shall be located within a minimum of 15 feet and a maximum of 30 feet from the building, and shall be positioned parallel to one entire side of the building. Any dead-end road in excess of 150' needs a Fire Department approved turnaround. No grade may exceed 10% (please note that fire apparatus are designed for a maximum 6% grade). Width and turning radius measurements specified by this paragraph can include those surfaces vehicles generally drive upon. Specifically, gutter and rolled curb are generally considered useable, while vertical curb or sidewalks are not.

Comments:

DRH11-00133 Construct a new 17,840 SF multi story 108 unit residential/office complex.

Approved fire apparatus access roads shall be provided as per the International Fire Code Section 503.1.1

Condition of Approval:

Code Requirement:

For streets having a width less than 36 feet back of curb to back of curb parking shall be restricted on (1) one side; for streets having a width less than 29 feet back of curb to back of curb parking shall be restricted on both sides; and for standard ACHD cul-de-sacs parking shall be restricted on both sides. A note on the face of the final plat is required noting the parking restriction prior to signing of the final plat by the Boise City Engineer. In addition, No Parking signs shall be installed in accordance with the requirements of the IFC.

Comments:

All fire access roadways shall be maintained clear and unobstructed.

Code Requirement:

Fire hydrant location and distribution shall meet requirements of International Fire Code Appendix C.

Comments:

The proposed fire flow requirements noted are 2,625 GPM. The available fire flow noted of 1,200 GPM is not sufficient. Additional volume of water for fire flow is required.

No fire hydrant has been noted. Without information on existing hydrants it appears that additional hydrants may/will be needed. However, we reserve the right to modify requirements as more information comes to light. Variables affecting hydrant numbers and location include, but are not limited to, area, construction type, existing hydrants, accuracy of information provided in the application, strategic location for fire fighting forces, and required fire flow. New hydrants must be "non-private" installations.

Condition of Approval:

General Requirement:

Fire code compliance of the building and this occupancy including but not limited to; the building egress components, sprinkler system, fire alarm system shall be reviewed for approval.

Fire Department required fire hydrants, access, and street identification shall be installed prior to construction or storage of combustible materials on site. Provisions may be made for temporary access and identification measures.

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

Please feel free to have the applicant contact Ron Amandus, 570-6574

cc: File

Interoffice

MEMORANDUM

DATE: June 16, 2011

TO: Boise Planning & Development

FROM: Ryan Rodgers, Forestry Specialist
Boise Parks & Recreation Department

SUBJ: DRH11-00133 1005 W. Royal Blvd.

The following requirements and recommendations are provided to assist the property owner with selection, placement, maintenance and protection of trees on public and private property.

Required Actions reflect provisions of Boise City Code Title 9, Chapter 16 (Boise Tree Ordinance). Questions relating to these required actions should be directed to this office at (208) 384-4083.

Recommended Actions may be included as a condition of approval, modified or excluded at the request of the Boise Development Services staff.

Existing Trees on public right of way:

None

Required Actions:

- A) Class 2 or 3 trees from the Boise Community Forestry Tree Selection guide shall be planted on the public right-of-way.
- B) Spacing between trees shall be 30 feet for Class 2 trees and 40 feet for Class 3 trees.

Recommended Actions:

- A) In order to provide maximum shade to paved surfaces I would recommend planting class two trees in the proposed parking lot planting sites.
- B) To provide ample room for root growth and tree development I would recommend the planting sites in the parking lot be at least 6' x 6' or better yet one continuous planter bed down the center.

BOISE CITY PUBLIC WORKS DEPARTMENT

DEPARTMENT CORRESPONDENCE

Date: June 13, 2011

To: Boise City Planning & Zoning

Re: DRH 11-00133; 1005 W. Royal Blvd.

CONDITIONS OF APPROVAL

SEWER CONDITIONS – MIKE SHEPPARD (384-3920)

Connection to central sewer is required. Sanitary sewers are available in Royal Blvd. and the intersection of La Pointe and Island (384-3900).

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

DRAINAGE / STORM WATER CONDITIONS – BRIAN MURPHY (384-3752)

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

STREET LIGHT CONDITIONS – MIKE HEDGE (388-4719)

Street lights are required at the following locations:

1. Retain or replace light on Royal Blvd. at parking lot entrance.
2. Add light on Island St. mid-block at parking lot entrance.

PERSON MAKING OTHER COMMENTS – JIM WYLLIE (384-3925)

OTHER COMMENTS –

See attached memo.

RECEIVED

JUN 14 2011

**DEVELOPMENT
SERVICES**


PUBLIC WORKS REPRESENTATIVE



PUBLIC WORKS REPRESENTATIVE

CITY OF BOISE

**INTER-DEPARTMENT
CORRESPONDENCE**

Date: June 13, 2011

To: Sarah Schafer
Planning and Development Services

From: Jim Wyllie 
Public Works Department

Subject: Royal Cubes Residential / Office
Floodplain Review Comments
DRH11-00133
FPR 999

I have reviewed the Design Review Application for the above referenced project and have the following comments:

1. The subject project is located in the Boise River floodplain. Property development is subject to the regulations and requirements of Chapter 12, Boise City Zoning Ordinance.
2. If this project is approved:
 - a. Two elevation certificates will be required for each building. One elevation certificate is required for issuance of a building permit. A second elevation certificate is required to document post construction finish floor height.
 - b. Minimum finish floor elevation of all buildings shall be no less than 1.0 feet above the base flood elevation.
 - c. Building utilities shall be elevated above the base flood elevation or floodproofed to prevent entry of flood waters into building utility systems.
 - d. Recommend that all buildings be constructed with slab-on-grade foundations.

Call if you have questions.

cc: Rob Bousfield, Assistant City Engineer
of FPR 999 2.4

FPR999DRH11-00133Royal



Independent School District of Boise City #1

Boundaries, Transportation, and Traffic Safety

8169 W Victory Rd - Boise, ID 83709

(208) 854-4167 Fax (208) 854-4011

RESPONSE TO PLANNING & DEVELOPMENT SERVICES

DATE: June 8, 2011

TO: PDSTransmittals@cityofboise.org

RE: DRH11-00133

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: **Garfield**

Junior High School: **North**

High School: **Boise**

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.

Sarah Stobaugh, Supervisor
Traffic Safety and Transportation

SS/pkw

Memo

To: Planning and Development Services
From: Peter McCullough, Public Works Department
Date: 6/8/11
Re: Solid Waste Comments- DRH11-00133, 1005 W. Royal Blvd.

City of Boise Solid Waste staff has reviewed the application for this project and has the following comments:

1. The proposed location for trash enclosures does not meet City of Boise requirements.
2. Ensure trash enclosures will comply with all Solid Waste Ordinance requirements detailed at:
http://www.cityofboise.org/Curbit/Trash/Commercial/Commercial_Trash_Home/CommercialEnclosureRequirements.pdf
3. Enclosure dimensions and required clearances must be shown on future site plans.

The applicant may contact me with any questions at 384-3906.

**Morrison Investors, LLC
14 Corporate Plaza Drive, Suite 100
Newport Beach, CA 92660**

August 3, 2011

Boise City Design Review Committee
c/o Sarah Schafer
City of Boise
150 N. Capital Boulevard
Boise, Idaho 83701

Re: Royal Cubes Residential/Office Project
File # DRH11-00133

Dear Sarah:

Morrison Investors, LLC, the owner of the Morrison Park Apartments located at 1099 S. Dale Street in Boise, wishes to express its opposition to the Royal Cubes Residential/Office project. The Royal Cubes Residential/Office project ("The Cubes") is proposed to be built across S. Dale Street from the 280 unit Morrison Park Apartments.

Based on our review of the proposed Cubes Project we have several concerns. Specifically they are as follows:

1. The poor aesthetic created by The Cubes.

We believe that the use of recycled shipping containers creates a negative aesthetic throughout the community. Shipping container housing is perceived as low cost/low income housing. The boxy exposed corrugated metal container look, the feel of industrial living that comes with stacked containers, the negative psychology of living in a metal container, the difficulty of living in cramped limited design interior space, and HVAC and maintenance problems, all combine to make this undesirable housing. Although container housing is being experimented with overseas, it is seldom utilized for housing and especially not in the United States. This fact alone says that people do not want to live in them. This project will likely become a low income housing project.

The use of shipping containers in place of normal construction materials (i.e. wood and brick) is generally used as a cheap alternative to normal construction. It is also normally used to satisfy short-term housing needs. It is rarely used as large scale long-term housing. Shipping container architecture originated as a cheap alternative for housing families without adequate shelter, as 'first responder' headquarters for natural disasters, and as military bunkers. Boise fortunately does not fit into any of these categories.

The Cubes is a large massing of containers. This is not just a stand-alone project of a few containers. It is three containers high and represents 108 units stretching an entire block. This is a huge mass of metal that will stand out for blocks, especially with the colors being proposed. It will be very imposing from the pedestrian street view. This is not like anything else in Boise, let alone in the Royal/S. Dale Street area. It certainly will not blend into the natural park environment that is so identifiable with this area. At a minimum, to help break up the monolithic nature of this project, the two large buildings should be broken up into several smaller buildings to help create more open space and air between groups of living units.

We were surprised to see that the shipping containers are not clad in some other material to hide the corrugated metal. There is no real design to this project other than a stack of shipping containers. If a majority of the exposed areas of the metal containers were clad in vinyl siding or other materials that softened the cold steel look of the project, that would be an improvement. In addition, all that metal will be difficult to maintain. Without regular painting, the colors will quickly fade and the paint will peel.

The Cubes in its current design and with the living environment it creates, does not represent the image of quality that this neighborhood deserves. This type of living is a fad that will soon pass. We are surprised that Boise would consider experimenting with this type of housing with a developer who has never done one of these projects before. Why not require a different design that blends in more with what Boise is about, rather than taking a long term chance on the first design that is presented?

2. The Cubes is not adequately parked on site.

It is apparent that The Cubes is not adequately parked on site. With 108 units, the basic multi-family ordinance requires 1.5 spaces per unit (162) plus one visitor space per 10 spaces (16.2 spaces for a total of 178.2 spaces or 179 spaces rounded. The project drawings show 144 spaces being provided. This works out to 1.33 spaces per unit. This is a minimum shortfall of 35 units.

However the office portion of this project needs to be taken into account and adequately parked. Specifically, the live/work units with their business office use will generate more parking than a residential unit. This work area should be parked according to office parking requirements. This will add additional parking requirements.

Furthermore, it is our opinion that The Cubes will, by its nature as a lower income project, have more occupants per unit than in a typical multi-family project. This heavier use will require more parking on site (either for the tenants or for their guests). Therefore, more parking should be required than for a normal multi-family project.

All of The Cubes required parking must be accommodated on its own site. None of the required parking should be allowed to be satisfied with offsite parking, especially on S. Dale Street which our project faces. Parking is a big problem in our area where parking is very tight. S. Dale Street is filled with parked cars already. Exacerbating the problem are

the Boise State students that park on S. Dale Street for the day and take the shuttle to campus. The shuttle stop is on the Morrison Park Apartments property. The Cubes should not be allowed to add to that problem. There is no extra parking on the street for The Cubes.

The design of the office portion of The Cubes shows intent to park that use offsite. The office portion of The Cubes has office doors that open to the street. This invites office guests to park on the street in front of the offices. This will only add to the parking problems on the streets. The design should be changed so that the offices don't open onto the street, but rather should open onto the interior of the project close to the parking allocated for office use.

3. The false conception that The Cubes is a green and socially responsible development that will “reduce the carbon footprint of typical building construction”.

The claim that The Cubes will reduce the carbon footprint of typical building construction is very doubtful. On the surface it sounds good, but is it really true? There are approximately 18 million shipping containers used in the world. Of these, 90% are used on ocean going ships and 26% of all these go through China. It is clear that most of the 18 million containers end up on the world's coasts. It is our opinion that the additional energy required to transport these containers via large trucks to Boise, the added costs of sandblasting the container interiors to the bare metal (required by health organizations to thoroughly clean and sanitize them from toxins), and the costs of heavy duty cranes required to lift them into place—all emit more carbon than would be typical in most construction.

Metal shipping containers conduct heat very well. This means that the temperature inside the containers can easily drop too low in the cold season, and conversely, rise quickly in the hot season. Therefore, controlling temperature inside the steel container unit is a major concern. When the recurring premium amount of energy needed to air condition a metal container in summer and heat a metal container in winter is taken into account, the project becomes less efficient than most projects, and certainly not green.

The argument that the development is 'green' is further muted when one takes into account the amount of shipping containers used in the project. Even if 100 recycled shipping containers were used, that would represent a reduction of less than .000005% of the world's shipping containers.

Essentially, to say that this project is “green” is very questionable and should be proven. It is not justifiable to allow this project to be completed based on environmental grounds. It is our opinion that the cost of shipment, cleaning, and cooling/heating of these containers outweigh the benefit of recycling a handful of the 18 million containers in existence today.

4. The overall use of shipping containers in the construction of The Cubes as well as for the primary residence of the people living in the project.

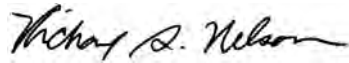
While the height dimensions of the living space within the interior of the containers is not within the purview of the Design Review Committee, if this project progresses to the next level of approval, we want to point out that there are serious concerns regarding interior heights here. The actual dimensions and livable area within the storage containers are an issue. The site plan shows the heights of the four levels of the building to be between 10' and 9' - 1 7/8". These heights only measure the *external* distance between floors and are calculated without compensating for loss of *internal* width/height due to insulation, the container's internal dimensions, plumbing, electrical installation, foundation supports, etc. This leads us to believe that the *internal* widths/heights of the containers are below acceptable living standards and codes in Boise.

For these reasons, we oppose the approval of The Cubes. Thank you for taking our concerns into consideration.

Sincerely,

Morrison Investors, LLC

By: Morrison Management, LLC, it Manager



By: Richard G. Nelson
Manager

Citation

1. Ebeling, C. E. (Winter 2009). "Evolution of a Box". *Invention and Technology* 23 (4): 8–9. ISSN 8756- 7296.
2. <http://data.worldbank.org/indicator/IS.SHP.GOOD.TU>
3. Smith, J.D. "Shipping Containers as Building Components" 2006 University of Brighton Department of the Built Environment