

**Project/File: DRH12-00033**

This is a conditional-use permit application for the construction of a 7 story mixed use apartment building. The site is located at 620 S. 9<sup>th</sup> Street in Boise, Idaho.

**Lead Agency:** City of Boise

**Site address:** 620 S. 9<sup>th</sup> Street

**Commission Approval:** Consent Agenda  
March 21, 2012

**Applicant:** Steve Hosac  
River 8 LLC  
1770 W. State Street #390  
Boise, ID 83702

**Representative:** John Price  
The Architects Office  
499 Main Street  
Boise, ID 83702

**Staff Contact:** Jarom Wagoner  
Phone: 387-6174  
E-mail: [jwagoner@achdidaho.org](mailto:jwagoner@achdidaho.org)



**Tech Review:** March 13, 2012

## A. Findings of Fact

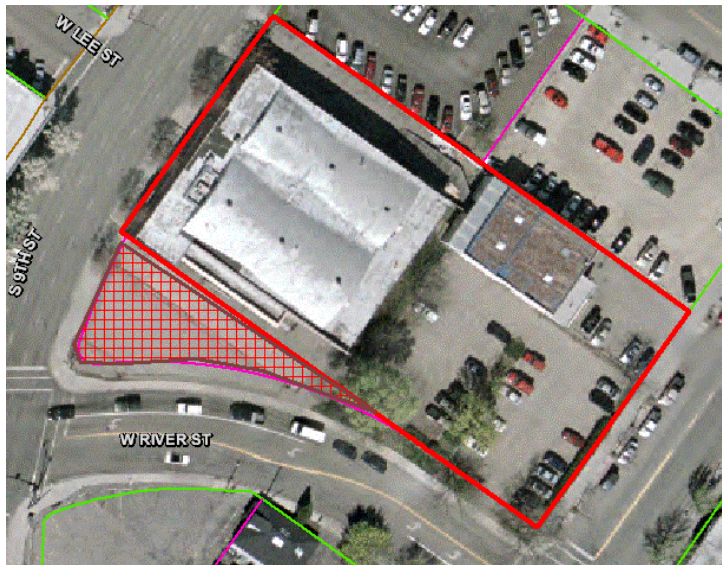
- Description of Application:** The applicant is proposing to construct a new 7 story multi-use apartment building. The first two floors are proposed for parking and commercial/retail uses. Floors 3 thru 7 with contain 130 dwelling units in three separate towers.

- Description of Adjacent Surrounding Area:**

Direction	Land Use	Zoning
North	Central Business	C-5DD
South	Residential Office	R-0DD
East	Central Business	C-5DDC
West	Central Business	C-5DD

- Site History:** ACHD staff previously reviewed this site for a development application (CUP10-00041 & DRH10-00173) in July of 2010. The requirements of this report are consistent of those from the prior action.

Additionally, In October of 2007 ACHD received a request to vacate a portion of right-of-way on the southwest portion of the site. The vacation was approved by the ACHD Commission (Resolution 831) in January of 2008. The right-of-way that was vacated is identified below in red.



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 Program or the Capital Improvements Plan (CIP).

## B. Traffic Findings for Consideration

1. **Trip Generation:** This development is estimated to generate 1,241 additional vehicle trips per day (none existing); 98 additional vehicle trips per hour in the PM peak hour (none existing), based on the Institute of Transportation Engineers Trip Generation Manual, 8<sup>th</sup> 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
9 <sup>th</sup> Street	230 feet	Principal Arterial	1,274	Better than "D"	Better than "D"
River Street	290 feet	Collector	371	Better than "D"	Better than "D"
8 <sup>th</sup> Street	155 feet	Local Commercial	87	N/A	N/A

\*Acceptable level of service for a four-lane one-way principal arterial is "E" (850 VPH per lane).

\* Acceptable level of service for a three-lane collector is "D" (720 VPH).

3. **Average Daily Traffic Count (VDT)**  
*Average daily traffic counts are based on ACHD's most current traffic counts.*

- The average daily traffic count for 9<sup>th</sup> Street south of Myrtle was 13,237 on June 17, 2010.
- The average daily traffic count for River Street west of Capitol was 6,762 on June 22, 2010.
- The average daily traffic count for 8<sup>th</sup> Street south of Myrtle was 1,602 on Nov. 19, 2009.

## C. Findings for Consideration

### 1. 9<sup>th</sup> Street

- a. **Existing Conditions:** 9<sup>th</sup> Street is improved with 4 one-way southbound travel lanes, vertical curb, gutter, and 10-foot wide sidewalk abutting the site. There is 80 feet of right-of-way for 9<sup>th</sup> Street (40 feet from centerline).

- b. **Policy:**

**Arterial Roadway Policy:** District Policy 7205.2.1 states that the developer is responsible for improving all street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.

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

**Street Section and Right-of-Way Width:** District Policies 7205.2.1 & 7205.5.1 state that the standard 5-lane street section shall be 72 feet (back-of-curb to back-of-curb) within 96 feet of right-of-way. This width typically accommodates two travel lanes in each direction, a continuous center left-turn lane, and bike lanes on a minor arterial and a safety shoulder on a principal arterial.

**ACHD Master Street Map:** ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, arterial street requirements, and specific roadway features required through development. This segment of 9<sup>th</sup> Street is designated in the MSM as a Mobility Arterial with 4 lanes and on-street bike lanes, a 62-foot street section within 86 feet of right-of-way.

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

- c. **Applicant Proposal:** The applicant is not proposing any improvements on 9<sup>th</sup> Street.
- d. **Staff Comments/Recommendations:** 9<sup>th</sup> Street is improved with 4 one-way southbound travel lanes, vertical curb, gutter and sidewalk; therefore, no additional right-of-way or street improvements are required as part of this application.

The applicant should be required to replace any deteriorated or deficient sidewalk, curb, gutter or pedestrian facilities along 9<sup>th</sup> Street abutting the site, consistent with ACHD's Minor Improvement Policy 7203.3.

### 2. River Street

- a. **Existing Conditions:** River Street is improved with 2-3 travel lanes, vertical curb, gutter, and 5-foot wide sidewalk abutting the site. There is 80 feet of right-of-way for River Street (40 feet from centerline).

- b. **Policy:**

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

**Master Street Map and Typology Policy:** District Policy 7206.5 states that if the collector street is designated with a typology on the Master Street Map, that typology shall be

considered for the required street improvements. If there is no typology listed in the Master Street Map, then standard street sections shall serve as the default.

**Street Section and Right-of-Way Policy:** District Policy 7206.5.2 states that the standard right-of-way width for collector streets shall typically be 50 to 70-feet, depending on the location and width of the sidewalk and the location and use of the roadway.

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

**Sidewalk Policy:** District Policy 7206.5.6 requires a concrete sidewalks at least 5-feet wide to be constructed on both sides of all collector streets. A parkway strip at least 6-feet wide between the back-of-curb and street edge of the sidewalk is required to provide increased safety and protection of pedestrians. Consult the District's planter width policy if trees are to be placed within the parkway strip. Sidewalks constructed next to the back-of-curb shall be a minimum of 7 feet wide.

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.

**On-Street Parking Policy:** District Policy 7206.3.11 states that the District may consider on-street parking on a case-by-case basis taking into consideration the anticipated roadway volumes and adjacent land uses. If on-street parking is allowed by the District it may be removed in the future at the discretion of the District if safety conditions warrant.

**ACHD Master Street Map:** ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, collector street requirements, and specific roadway features required through development. This segment of River Street is designated in the MSM as a Towncenter Collector with 3 lanes and on-street bike lanes, an 60-foot street section within 88 feet of right-of-way.

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

- c. **Applicant Proposal:** The applicant is proposing to construct 7-foot wide bike lane, 8-foot wide parking lane, vertical curb, gutter, 8-foot wide planter strip, and 8-foot wide sidewalk on River Street, abutting the site.
- d. **Staff Comments/Recommendations:** The applicant's proposal meets the intent of the MSM for a Towncenter Collector and should be approved, as proposed. The sidewalk is proposed to be constructed outside of the existing right-of-way; therefore, the applicant should be required to provide the District with an easement for any portion of sidewalk that is located outside of the right-of-way.

If the City of Boise desires additional amenities within the pedestrian zone the city should coordinate those requests with the applicant.

This site is located within Boise City's River Myrtle-Old Boise District. As such the applicant should enter into a license agreement with the City of Boise regarding the sidewalk, planter strip and other streetscaping/landscaping proposed to be located within the right-of-way.

District Traffic Services staff reviewed the proposed on-street parking and had no issues with the proposal. The applicant should enter into a hold harmless agreement with the District

regarding the on-street parking. As traffic in the area increases and/or if vehicular conflicts/accidents increase along this portion of River Street, ACHD may remove the parking at any time.

### 3. 8<sup>th</sup> Street

- a. **Existing Conditions:** 8<sup>th</sup> Street is improved with 2 travel lanes, vertical curb, gutter, and 10-foot wide sidewalk abutting the site. There is 80 feet of right-of-way for 8<sup>th</sup> Street (40 feet from centerline).
- b. **Policy:**  
**Minor Improvements Policy:** District Policy 7203.3 states that minor improvements to existing streets adjacent to a proposed development may be required. These improvements are to correct deficiencies or replace deteriorated facilities. Included are sidewalk construction or replacement; curb and gutter construction or replacement; replacement of unused driveways with curb, gutter and sidewalk; installation or reconstruction of pedestrian ramps; pavement repairs; signs; traffic control devices; and other similar items.
- c. **Applicant Proposal:** The applicant is proposing to construct vertical curb, gutter and a 15-foot wide paver sidewalk with tree wells, on 8<sup>th</sup> Street abutting the site.
- d. **Staff Comments/Recommendations:** 8<sup>th</sup> Street is already fully improved abutting the site; therefore, no additional right-of-way or street improvements should be required as part of this application.

If the city of Boise desires additional amenities within the pedestrian zone the city should coordinate those requests with the applicant.

The applicant's proposal to construct vertical curb, gutter and 15-foot wide sidewalk meets District Policy and should be approved, as proposed. This site is located within Boise City's River Myrtle-Old Boise District. As such the applicant should enter into a license agreement with the City of Boise regarding the sidewalk, tree wells, and other streetscaping/landscaping proposed to be located within the right-of-way.

### 4. Driveways

#### 4.1 9<sup>th</sup> Street

- a. **Existing Conditions:** There are two driveways onto 9<sup>th</sup> Street from the site. They are located as follows:
  - 24-foot wide driveway located approximately 100 feet north of the intersection of 9<sup>th</sup> Street and River Street (measured centerline-to-centerline).
  - 30-foot wide driveway located approximately 280 feet north of the intersection of 9<sup>th</sup> Street and River Street (measured centerline-to-centerline).

- b. **Policy**

**Access Points Policy:** District Policy 7205.4.1 states that all access points associated with development applications shall be determined in accordance with the policies in this section and Section 7202. Access points shall be reviewed only for a development application that is being considered by the lead land use agency. Approved access points may be relocated and/or restricted in the future if the land use intensifies, changes, or the property redevelops.

**Access Policy:** District Policy 7205.4.7 states that direct access to principal arterials is typically prohibited. If a property has frontage on more than one street, access shall be taken from the street having the lesser functional classification. If it is necessary to take access to the higher classified street due to a lack of frontage, the minimum allowable spacing shall be based on Table 1b under District Policy 7205.4.7, unless a waiver for the access point has been approved by the District Commission. Driveways, when approved on a principal arterial shall operate as a right-in/right-out only, and the District will require the construction of a raised median to restrict the left turning movements.

**Driveway Location Policy:** District Policy 7205.4.7 requires driveways located on principal arterial roadways to be located a minimum of 355-feet from the nearest intersection for a right-in/right-out only driveway. Full-access driveways are not allowed on principal arterial roadways.

**Successive Driveways Policy:** District Policy 7205.4.7 Table 1b, requires driveways located on principal arterial roadways with a speed limit of 30 MPH to align or offset a minimum of 355 feet from any existing or proposed driveway.

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

**Driveway Paving Policy:** Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7205.4.8, the applicant should be required to pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of the roadway and install pavement tapers in accordance with Table 2 under District Policy 7205.4.8.

- c. **Applicant's Proposal:** The applicant is proposing to close both driveways on 9<sup>th</sup> Street and replace them with vertical curb, gutter and sidewalk.
- d. **Staff Comments/Recommendations:** The applicant's proposal meets District Driveway Policies and should be approved, as proposed.

#### 4.2 River Street

- a. **Existing Conditions:** There are 2 driveways onto River Street from the site. They are located as follows:
  - 50-foot wide driveway located approximately 140 feet east of the intersection of River Street and 9<sup>th</sup> Street (measured centerline-to-centerline).
  - 25-foot wide driveway located approximately 80 feet west of the intersection of River Street and 8<sup>th</sup> Street (measured centerline-to-centerline).

- b. **Policy**

**Access Policy:** District Policy 7206.1 states that the primary function of a collector is to intercept traffic from the local street system and carry that traffic to the nearest arterial. A secondary function is to service adjacent property. Access will be limited or controlled. Collectors may also be designated at bicycle and bus routes.

**Driveway Location Policy:** District Policy 7206.4.4 requires driveways located on collector roadways near a STOP controlled intersection to be located outside of the area of influence; OR a minimum of 150-feet from the intersection, whichever is greater. Dimensions shall be measured from the centerline of the intersection to the centerline of the driveway.

**Successive Driveways:** District Policy 7206.4.5 Table 1, requires driveways located on collector roadways with a speed limit of 20 MPH and daily traffic volumes greater than 200 VTD to align or offset a minimum of 245-feet from any existing or proposed driveway.

**Driveway Width Policy:** District Policy 7206.4.6 restricts high-volume driveways (100 VTD or more) to a maximum width of 36-feet and low-volume driveways (less than 100 VTD) to a maximum width of 30-feet. Curb return type driveways with 30-foot radii will be required for high-volume driveways with 100 VTD or more. Curb return type driveways with 15-foot radii will be required for low-volume driveways with less than 100 VTD.

**Driveway Paving Policy:** Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7206.4.6, the applicant should be required to pave the driveway its full width and at least 30-

feet into the site beyond the edge of pavement of the roadway and install pavement tapers in accordance with Table 2 under District Policy 7206.4.6.

- c. **Applicant's Proposal:** The applicant is proposing to close the 25-foot wide driveway located 80 feet west of the intersection of River Street and 8<sup>th</sup> Street with vertical curb, gutter and sidewalk.

To address the Fire Department's concerns regarding access to the site, the applicant is proposing to reduce the existing 50-foot wide driveway onto River Street to 30 feet in width and replace the unused portion of driveway with vertical curb, gutter, and sidewalk. The driveway would be for emergency access only and is proposed to be signed, as such.

- d. **Staff Comments/Recommendations:** The applicant's proposal to replace the existing 25-foot wide driveway with vertical curb, gutter, and sidewalk meets District Driveway Policy and should be approved as proposed.

The applicant's proposal to replace the existing 50-foot wide driveway with a 30-foot wide driveway does not meet District Driveway Location Policy; however, staff is recommending a modification of policy to allow the driveway as proposed. Staff's recommendation is due the fact that the driveway is a requirement of the Boise Fire Department (see attachment 3), and would be restricted and signed, as such. The applicant should be required to coordinate the construction of the driveway and a signage plan to restrict the driveway for emergency services only with District Traffic Services and Development Review staff.

#### 4.3 8<sup>th</sup> Street

- a. **Existing Conditions:** There is a 30-foot wide driveway onto 8<sup>th</sup> Street from the site. The driveway is located 170 feet north of the intersection of 8<sup>th</sup> Street and River Street (measured centerline-to-centerline).

- b. **Policy**

**Driveway Location Policy:** District Policy 7208.4.1 requires driveways located near intersections to be located a minimum of 75 feet (measured centerline-to-centerline) from the nearest street intersection. There are no minimum spacing requirements for access points on a commercial street, but the District does encourage shared access points where appropriate.

**Commercial Driveway Policy:** District Policy 7208.4.3 restricts commercial driveways to a maximum width of 40-feet. Most commercial driveways will be constructed as curb-cut type facilities if located on commercial streets.

**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 Proposal:** The applicant is proposing to expand the existing 30-foot wide driveway by 10 feet so as to be 40-foot wide. This driveway is proposed to provide sole access to the building and parking garage.
- d. **Staff Comments/Recommendations:** The applicant's request meets District Driveway Location Policy; however, the request does not meet District Driveway Width Policy. Staff is recommending a modification of the Driveway Width Policy to allow the expanded driveway, as proposed due to the fact that the driveway will be used by garbage trucks to access the buildings trash receptacle. Additionally, the driveway will provide the only access to the buildings parking garage.

## 5. 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.

## **6. Landscaping**

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

## **7. Other Access**

9<sup>th</sup> Street is classified as a principal arterial roadway and River Street is classified as a collector roadway. Direct lot access is prohibited to these roadways.

## **D. Site Specific Conditions of Approval**

1. Construct a 7-foot wide bike lane, 8-foot wide parking lane, vertical curb, gutter, 8-foot wide planter strip, and an 8-foot wide sidewalk on River Street abutting the site, as proposed. Provide ACHD with an easement for any segment of the sidewalk located outside of the right-of-way. Enter into a license agreement with the City of Boise regarding the sidewalk, planter strip and other streetscaping/landscaping proposed to be located within the right-of-way.
2. Enter into a hold harmless agreement with the District regarding the on-street parking on River Street. As traffic in the area increases and/or if vehicular conflicts/accidents increase along this portion of River Street, ACHD may remove the parking at any time.
3. Construct vertical curb, gutter and a 15-foot wide paver sidewalk with tree wells on 8<sup>th</sup> Street abutting the site, as proposed. Enter into a license agreement with the City of Boise regarding the sidewalk, tree wells and other streetscaping/landscaping proposed to be located within the right-of-way.
4. Replace the 24-foot wide driveway on 9<sup>th</sup> Street located 100 feet north of the intersection of 9<sup>th</sup> Street and River Street with vertical curb, gutter, and sidewalk to match the existing improvements on either side, as proposed.
5. Replace the 30-foot wide driveway on 9<sup>th</sup> Street located 280 feet north of the intersection of 9<sup>th</sup> Street and River Street with vertical curb, gutter, and sidewalk to match the existing improvements on either side, as proposed.
6. Reduce the 50-foot wide driveway on River Street located 140 feet east of the intersection of River Street and 9<sup>th</sup> Street to be 30 feet wide, as proposed. Replace the unused portion of driveway with vertical curb, gutter, and sidewalk to match the existing improvements on either side. This driveway is to be restricted for fire department use only. Coordinate the design and signage program with District Traffic Services and Development Review staff for the driveway restriction.
7. Replace the 25-foot wide driveway on River Street located 80 feet west of the intersection of River Street and 8<sup>th</sup> Street with vertical curb, gutter, and sidewalk to match the existing improvements on either side, as proposed.
8. Widen the 30-foot wide driveway on 8<sup>th</sup> Street located 170 feet north of the intersection of 8<sup>th</sup> Street and River Street by 10 feet so as to be a total of 40 feet wide. Pave the driveway its full-width at least 30-feet into the site beyond the edge of pavement.
9. Direct lot access is prohibited to 9<sup>th</sup> Street and River Street.



10. Payments of impact fees are due prior to issuance of a building permit.
11. 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.

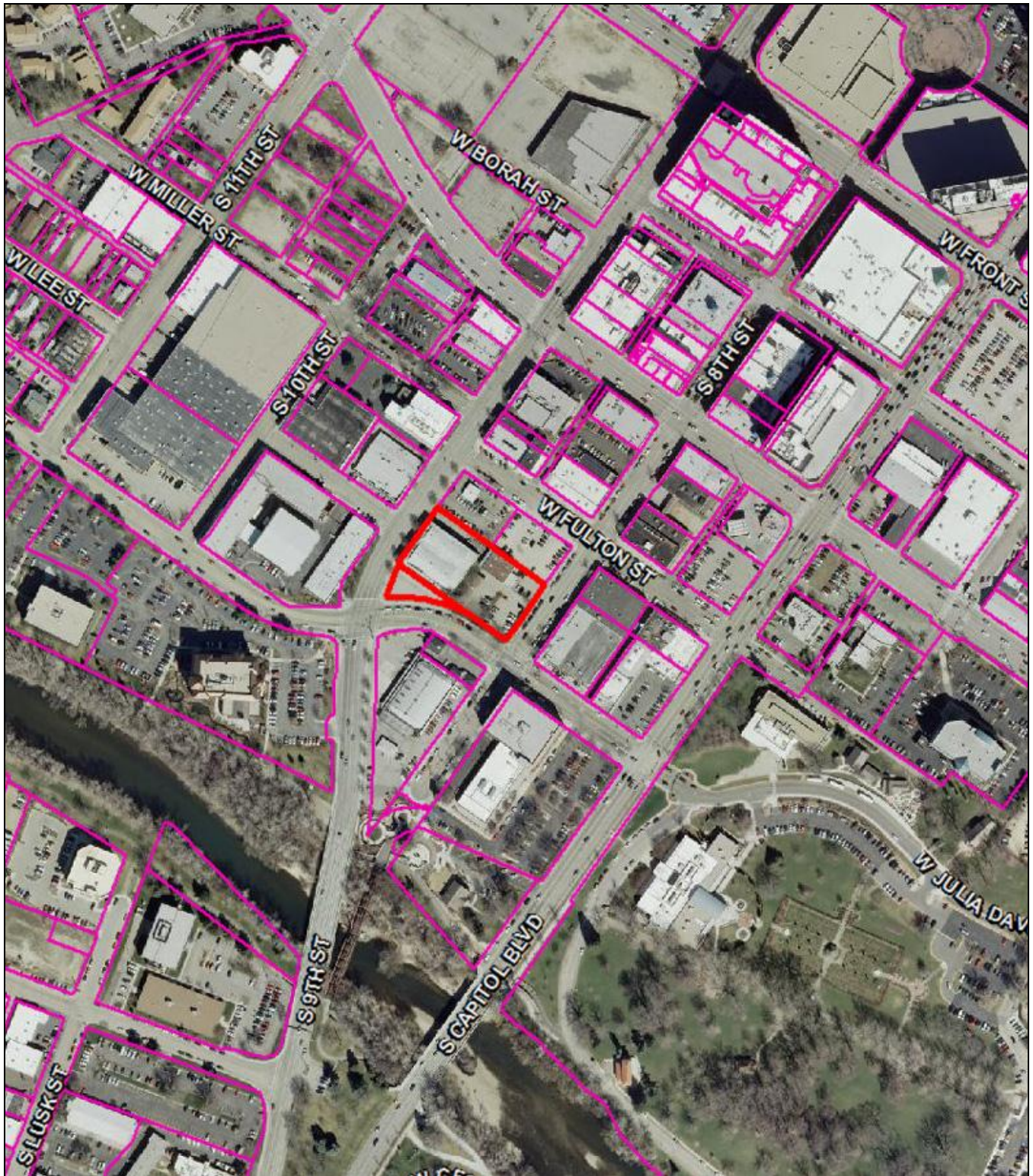
## **F. Conclusions of Law**

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**

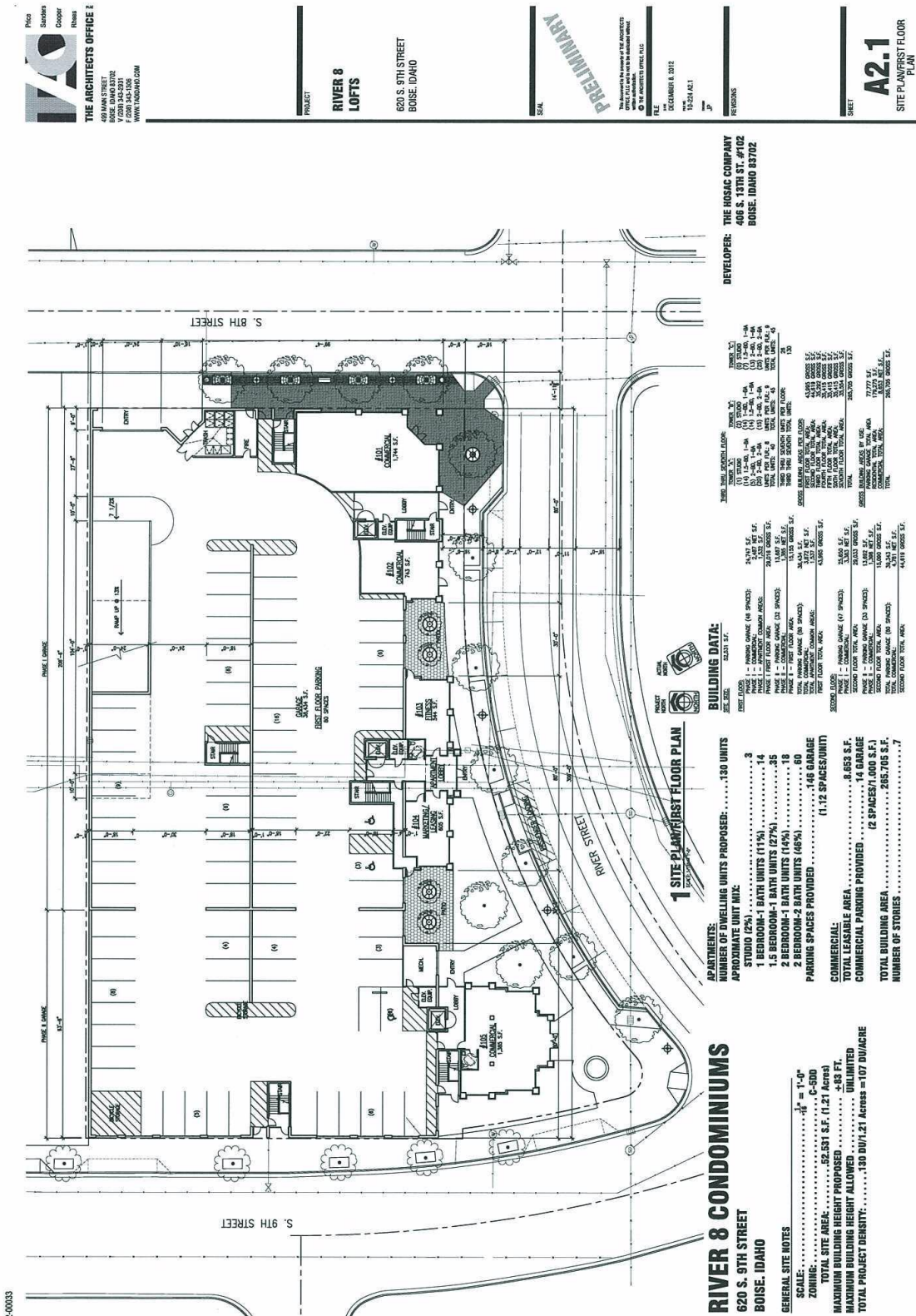
1. Vicinity Map
2. Site Plan
3. Boise Fire Department Comments
4. Utility Coordinating Council
5. Development Process Checklist
6. Request for Reconsideration Guidelines

# Vicinity Map





# Site Plan



# Boise Fire Department Comments



**Dennis Doan**  
Chief

**City Hall West**  
333 N. Mark Stall Place  
Boise, Idaho 83704-0644

**Phone**  
208/570-6500

**Fax**  
208/570-6586

**TDD/TTY**  
800/377-3529

**Web**  
[www.cityofboise.org/fire](http://www.cityofboise.org/fire)



**Mayor**  
David H. Bieter

**City Council**  
**President**  
Maryanne Jordan

**Council Pro Tem**  
Alan W. Shealy

Elaine Clegg  
David Eberle  
Lauren McLean  
TJ Thomson

An Equal Opportunity Employer

## Fire Department

February 16, 2012

Andrea Tuning  
PDS – Design Review

Re: Design Review Application – River 8 Apartments; DRH12-00033  
620 S. 9<sup>th</sup> St.

Dear Andrea,

This is design review request for a new 7-story mixed use building constructed in accordance with BCC Section 4-16.

The Boise Fire Department has reviewed and **cannot** approve the application subject to the following comments. This memo represents the requirements of the International Fire Code (IFC) as adopted and amended by Ordinance 6308.

### Comments:

1. Aerial access is required to be provided in accordance with BCC Section 4-16 and the IFC D105, as amended. The proposed design appears to not meet these requirements for the middle tower.
2. Fire flows are required to be in compliance with Appendix B of the IFC. The application indicates a required fire flow of 1,500 gpm but that appears inaccurate. Please review and ensure adequate fire flows are available. A reduction of up to 50% is required for buildings protected with a fire sprinkler system.

### General Requirement:

Specific building construction requirements of the International Building Code, International Fire Code, International Residential 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 Romeo Gervais at 570-6567 if they have any questions.

Regards,

Romeo P. Gervais, P.E.  
Deputy Chief – Fire Marshal  
Boise Fire Department

# 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](http://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 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.