



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

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Summary for DRH13-00225

Staff's Recommendation

Approval with Conditions

Summary

Mark Bowen requests conceptual approval for the construction of a 334,000 square foot, 9-story office building in a C-5DD (Central Business with Downtown Design Review) zone.

The goals of the conceptual design review approval are to:

- Confirm the building location on the site
- Confirm the building height
- Confirm the building mass, bulk and scale
- Confirm direction of the ground level connection of the building to the pedestrian
- Confirm connectivity of the public pedestrian sidewalk with the interior park at 10th Street, Broad Street and the Pioneer Pathway.

Details regarding the final materials of the building, landscape, pedestrian surface finishes and final façade articulation through materials will be brought back for a separate review prior to building permit.

In reviewing the documents submitted, the proposed building meets the intent of the goals for the Draft Downtown Design Guidelines. As the document has not been formally adopted by City Council, the applicant is not required to comply however they have used the document as a base for design.

This application, with the suggested conditions of approval, complies with the objectives, findings and considerations of Sections 11-7-3.1, 11-7-3.2 and 11-7-3.3 of the Boise City Zoning Ordinance and the design related goals and policies of the Boise City Comprehensive Plan.

Recommended Motion

Conceptual approval of DRH13-00225 based on the analysis contained in the project report and recommended conditions of approval. Detailed approval shall be brought back to the committee for review as outlined in condition 1c.

SIMPLOT OFFICE BUILDING

Boise, Idaho

1) Urban Context and conformance with the River Myrtle Masterplan

The proposed project is part of a larger development on the block between 9th and 11th, and Myrtle and Front Street. By responding to existing context, and by filling the current void space with new urban fabric, the new development bridges between the adjacent neighborhoods and creates new hubs of activity and places of interest that will complement the existing community fabric in the city.

The proposed project is a new office building on the same site as a private institutional development Jack's Urban Meeting Place (JUMP) already under way. The overall site design locates the proposed new office building mass to the block perimeter, thereby creating a new publicly accessible open space; this interior park setting will become a new urban resource with multiple community constituencies/uses and pedestrian connection points. The JUMP project is located at the center of the site; and the park in turn is located in the 'center of gravity' of the Broadway-Chinden connector. This new attraction helps to break down the "barrier-like" character the connector has due to the heavy traffic flow on its boundary streets.

The location of the proposed office building on the park perimeter allows the new building to protect outdoor pedestrian uses from the heavy traffic on Front Street.

The **River Myrtle Masterplan** also encourages building designs that break down mega structures into a series of building masses that are more *human scaled and less monumental*.

The proposed design organizes the overall bulk of the building internal functional program requirements into two separate structures; the main office building between 11th and 10th Street, and a conference annex between 10th and 9th Street. The office building and the annex are connected by a pedestrian bridge on the 4th and 5th level. The ROW opening on 10th street is maintained as outdoor pedestrian space, allowing foot traffic connectivity on axis with 10th Street. The JUMP building, as a new institution for Boise, is properly framed in this street prospect and view corridor.

Each of the separate buildings is further articulated to achieve a small scale breakdown of mass, bulk and scale; which will relate the larger structures to the urban context and pedestrian scale of the core city. Also, it will provide an interesting background for people using the outdoor spaces in the park.

On 11th Street, the corner of the building is opened up with a passage way to allow pedestrians to access the park. This also breaks up the massing of the building along the sidewalk and provides additional opportunities for retail type interactions and outdoor areas of interest along the sidewalk zone at a pedestrian level.

As previously approved for the site, the Pioneer Path Walkway is fully realized as intended in the master plan - and leads right through the middle of the park. The new annex building reinforces the Pioneer Path and the pedestrian activities by adding a proposed new restaurant with outdoor dining. This will help connect activities between BODO via the Pioneer Path, the Event Lawn at the corner of 9th and Front Street with JUMP and the park.

The proposed development includes a widened sidewalk along Front Street, with an 8 foot parkway protecting a min. 8 foot wide sidewalk. While making every effort to protect the calm pedestrian oriented park, the proposed building nevertheless is 'transparent' for pedestrian traffic in the north south direction on 10th street, and on the corner of 11th and Front Streets.

The proposed office building eliminates all surface parking that would be associated with this project and will provide publicly accessible open space, as well as institutional uses. As a corporate headquarter, it will provide places of work for nearly 1,000 people, and will contribute to the vitality of the Connector area, as well as to the adjacent urban neighborhoods.

A below grade parking garage is under construction and will eventually cover (practically) the entire site. All above grade areas are either developed as buildings or used for publicly accessible open space / park.

The overall site design creates safe and convenient routes for walking and bicycling, as well as connectivity with an already existing and expanding alternative infrastructure for Boise's transportation needs.

The **River Myrtle Masterplan** is suggesting both an office emphasis (*areas where office uses are concentrated that also may have retail, restaurants, lodging and convention or conference facilities....*) as well as an institutional emphasis (*areas where government offices are concentrated such as the ADA County Courthouse Corridor that also may have offices, retail, restaurants.....*). The proposed project is providing office use along the heavy

travelled Front Street corridor; this new building, in turn, protects a more institutional use on the remainder of the site, in the publicly accessible park, as well as in the JUMP project already underway.

The **River Myrtle Masterplan** specifically focuses on an activated ground level and people oriented design. The building design achieves this primarily by creating generous openings/entrances into the park; as well as designing the exterior, lower level of the buildings in the small scale rhythm of existing downtown storefronts.

The design plans on a series of display locations adjacent to the sidewalk which are part of a larger tractor exhibit over the entire development/block. Finally, the annex building will include a ground floor restaurant, presenting a friendly and inviting face towards downtown.

Given the building program, and considering the car dominated character of Front Street that close to the freeway, we seek the DR boards input and suggestions in how to best design the ground level street frontage on Front Street to best promote the urban goals of pedestrian friendliness and walk-ability.

According to the **River Myrtle Masterplan**, the site is scheduled to hold buildings between 7 and 9 stories in height. The proposed project is 9 stories tall.

2) **Urban Context and conformance with the Zoning Code**

Per the Zoning Code, the ground floor of new buildings is required to be designed to accommodate pedestrian friendly elements. Additionally, at least seventy percent (70%) of the building's ground level, street facing facade(s) is to be constructed to abut and be oriented to a public sidewalk or plaza.

The entire proposed building is, with the street facing facade, abutting either a newly created sidewalk or plaza on the ground level.

The ground floor of the structure is designed to create visual interest by either creating direct pedestrian use (restaurant, building entry lobby, retail type functions, and exhibition areas), or is designed as a storefront type exterior along the pedestrian routes.

The sidewalk along front street shall be a minimum of 16 feet wide in total, with an 8 foot wide parkway protecting a min. 8 foot wide sidewalks. The sidewalk along 11th street is a total of 12 foot min. wide.

The sidewalk and parkway design, as well as the locations of street trees, street lighting and street amenities, reflects CCDC standards.

3. Building Design and Compliance with Downtown Design Guidelines

The proposed building design promotes an original interpretation of the design guidelines core agenda, to

- a. *Integrate design techniques that distinguish a buildings' top, middle, and bottom on all buildings at least three-stories in height.*

The proposed design employs a design technique of "stacked boxes". The lower set of boxes provides a very clear base zone for the building to connect to the streets; these volumes are articulated with pedestrian friendly amenities or design features. The middle box encloses the bulk of interior space in the building, and the highest box sits lightly on top of the other boxes to complete the "box stack" to the sky.

This design provides a multitude of different angles to view the project, and will provide an ever changing appearance to people moving around the building's exterior.

The roofline is articulated through the sheer nature of the "stacked boxes" design, providing a varying and articulated skyline. The highest portions of the building will be surrounded by a screen wall simulating and extending the top boxes' skin, which will then become even more transparent against the sky (which allows the building to fade into the sky) while visually shielding the required MEP equipment.

On the annex building, the top 'box' will be articulated to be "floating" and also transparent while surrounding a green house and ancillary spaces. This will visually articulate SIMPLOT's motto "to bring earth's resources to life" to the visitors arriving from downtown; at night this space will be lit to provide a 'beacon' that articulates this very special new landmark for Boise.

- b. *Larger buildings need more substantial articulated/modulated features to break up the massing and add visual interest. Building facades wider than 130 feet shall break up the building's perceived massing and add visual interest. One suggested way to do this is to design the building such that the*

façade employs building walls with contrasting articulation that make it appear like two distinct buildings.

The proposed design articulates the building as a series of "stacked boxes", with "infill tissue" bridging the gap between them. Each stack can be read as a separate vertical building with volumetric differentiation to the adjacent stack; or, the individual volumes can also be seen as simply articulating and breaking down the larger whole structure. The building is intended to appear as both - a cohesive corporate headquarter building, as well as an articulated ensemble that seamlessly integrates with the smaller scale Boise context.

The proposed building is complying with the restrictions in tower width above the 6th floor or 180 feet, as well as with the minimum tower street setback above the 6th floor of 10 foot minimum.

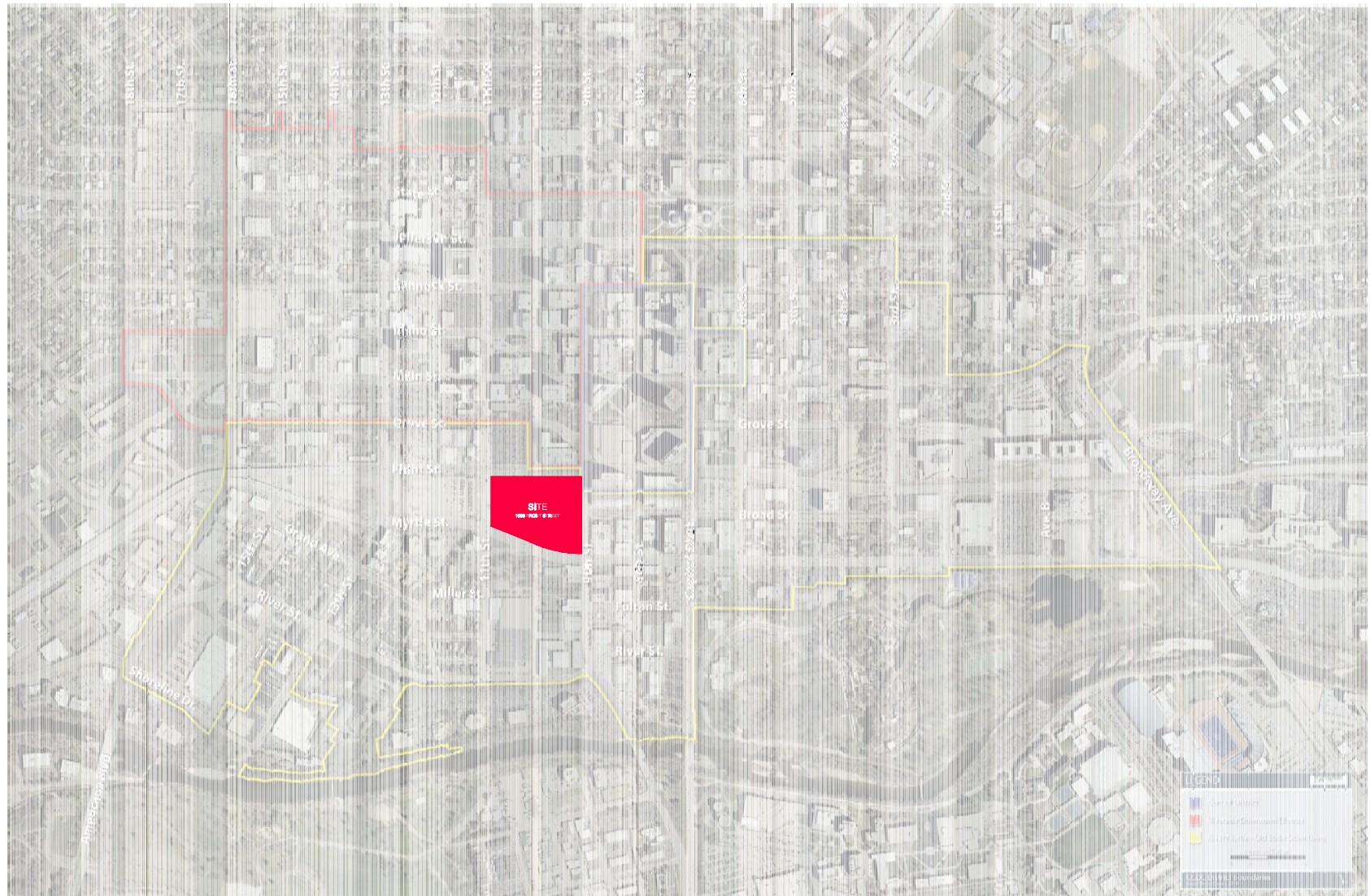
The building design fully intends to create a lively, walkable street frontage with facade articulations that create a design pattern akin to small storefronts. Details in this regard will be shown in future DR packages.

The maximum width of unbroken exterior wall of 130 feet is exceeded by small amounts (the widest face is about 140 feet). However, we seek a variance from this requirement due to the fact that the building design achieves a high level of articulation adequate for a building located on these busy arterials, while maintaining design logic and integrity.

The proposed building is highly integrated with the park. The design features a pedestrian passage into the park on the corner of 11th and Front street. It is there that the main entrance is located, with a prominent entry off Front street, as well as entrances from the passage and from the park. This entrance situation is articulated by a special tractor exhibit box, as a feature showcase of the tractor exhibits that are leading throughout the entire complex.

All roof top MEP equipment will be surrounded by vertical screen that will continue the design language of the exterior building walls.

All visible roof areas will either be accessible and paved, or green roofs will be used to cover exposed roofing membrane.



1 SITE CONTEXT AERIAL
A0.2 SCALE: AS NOTED



1c FRONT STREET



1b FRONT STREET



1a FRONT STREET



2c 11TH STREET



2b 11TH STREET



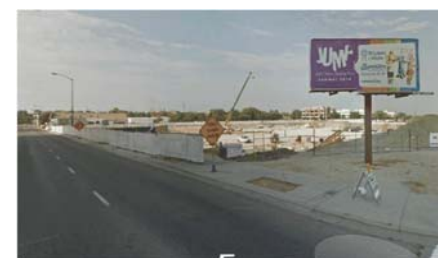
2a 11TH STREET



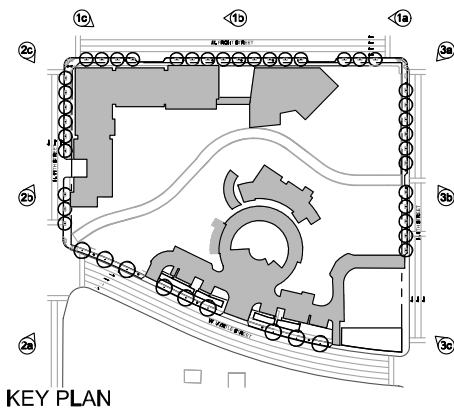
3c 9TH STREET



3b 9TH STREET

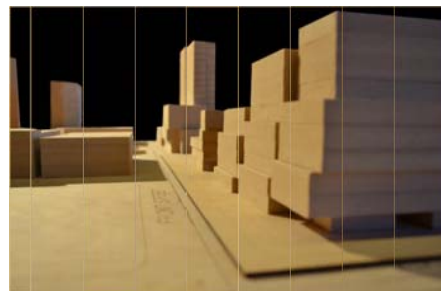
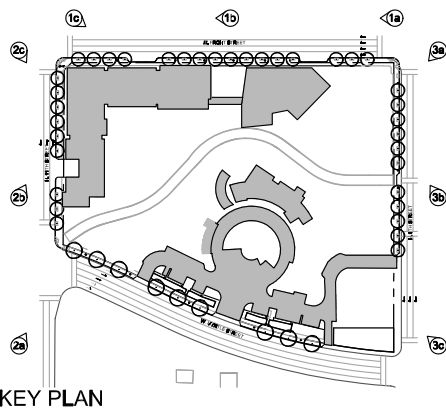


3a 9TH STREET

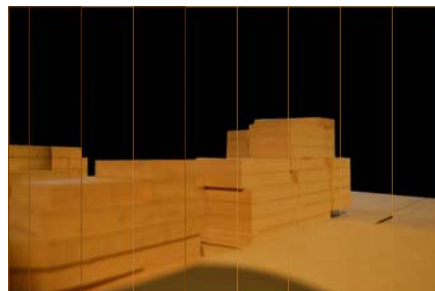


KEY PLAN

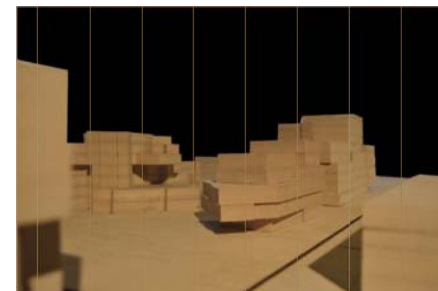
SITE CONTEXT IMAGES



1c FRONT STREET



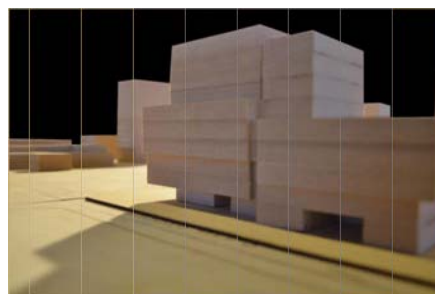
1b FRONT STREET



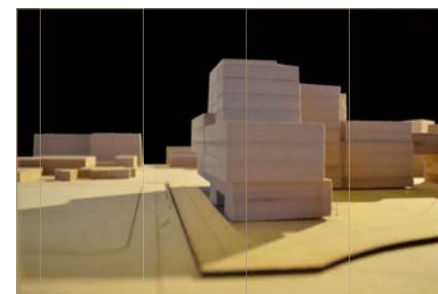
1a FRONT STREET



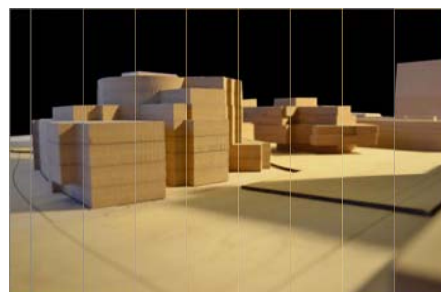
2c 11TH STREET



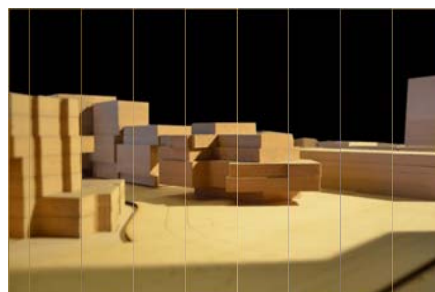
2b 11TH STREET



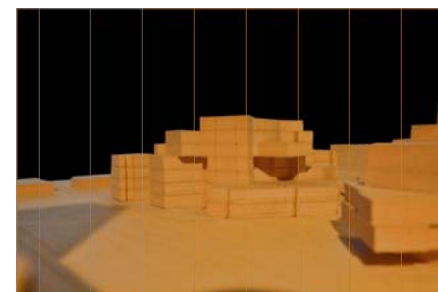
2a 11TH STREET



3c 9TH STREET

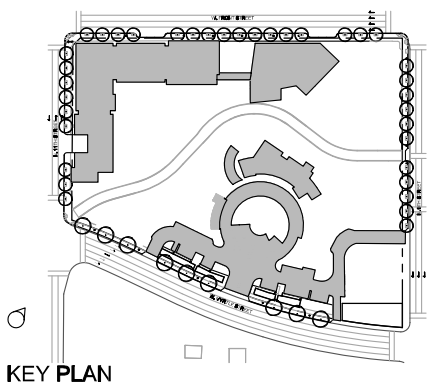


3b 9TH STREET

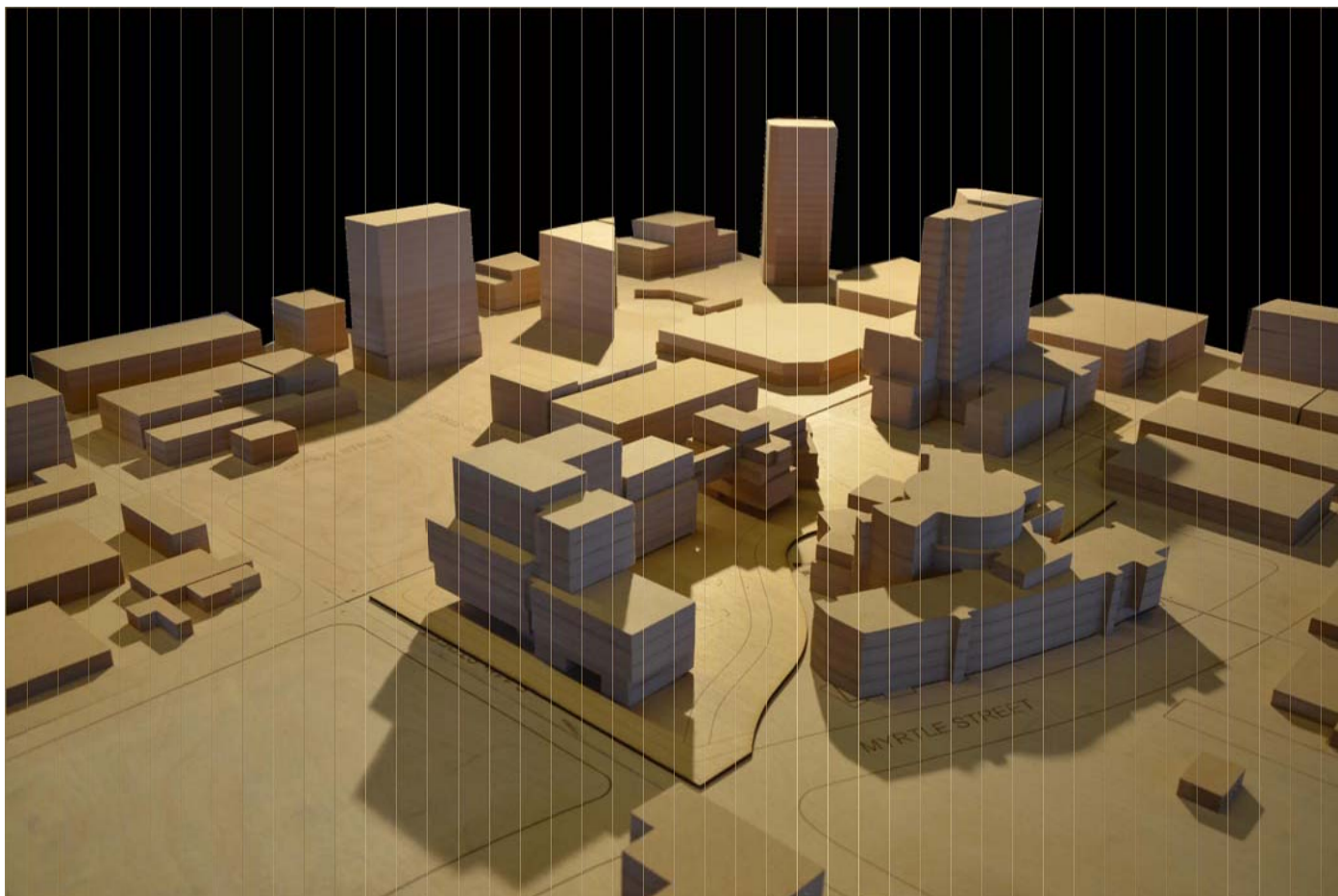


3a 9TH STREET

SITE CONTEXT : MODEL IMAGES

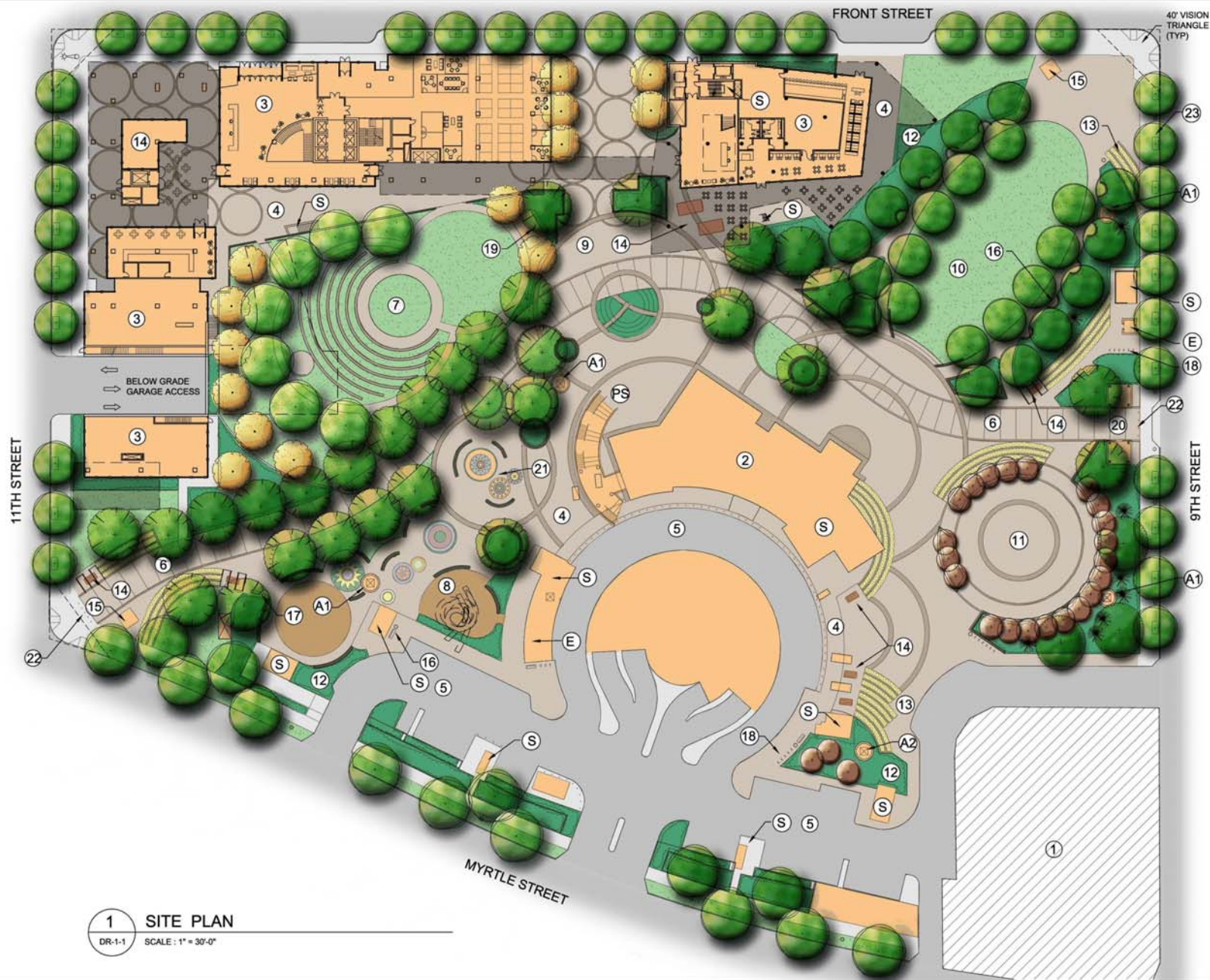


KEY PLAN



DOWNWARD VIEW FROM MYRTLE AND 11TH STREET

SITE CONTEXT: MODEL IMAGE - OVERALL SITE PERSPECTIVE



- KEYED NOTES:**
- 1 EXISTING STRUCTURE - NOT IN SCOPE
 - 2 JUMP BUILDING
 - 3 SIMPLOT OFFICE BUILDING
 - 4 PEDESTRIAN WALKWAY
 - 5 DRIVE AISLE
 - 6 PIONEER PATH
 - 7 AMPHITHEATER
 - 8 ACTION ZONE
 - 9 JUMP PLAZA
 - 10 EVENT LAWN
 - 11 MARKETPLACE
 - 12 PLANTING BED - TYP.
 - 13 AGRICULTURE PLANTING BEDS - TYP.
 - 14 TRACTOR DISPLAYS/CANOPIES - TYP.
 - 15 JUMP SIGNAGE
 - 16 SEATING PODS/BENCHES - TYP.
 - 17 TRASH/RECYCLING RECEPTACLE - TYP.
 - 18 BIKE RACK (2 SPACES EA) - TYP.
 - 19 KIOSK
 - 20 GATEWAY
 - 21 WATER FEATURE
 - 22 REMOVABLE BOLLARD
 - 23 STREET TREE IN TREE GRATE - TYP.
 - E ELEVATOR SERVICE
 - S STAIR
 - PS PIONEER STAIR
 - A1 AIR EXHAUST
 - A2 AIR INTAKE

1 SITE PLAN
DR-1-1 SCALE: 1" = 30'-0"

JENSEN BELTS ASSOCIATES
Site Planning / Landscaping Architects
400 Main Street, Suite 1000, Boise, ID 83720
PH: 208.333.7770, FX: 208.333.7771

CONCEPTUAL DESIGN REVIEW APPLICATION SUBMITTAL
APPLICANT: SBP, LLLP

SIMPLOT OFFICE BUILDING
1009 FRONT STREET BOISE, IDAHO 83702



07.09.13
A1.1



A1.10 **SCALE :** $\frac{1}{8}" = 1'-0"$

A1.1

SCALE : $\frac{1}{32}'' = 1'-0''$

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07.09.13
A1.10

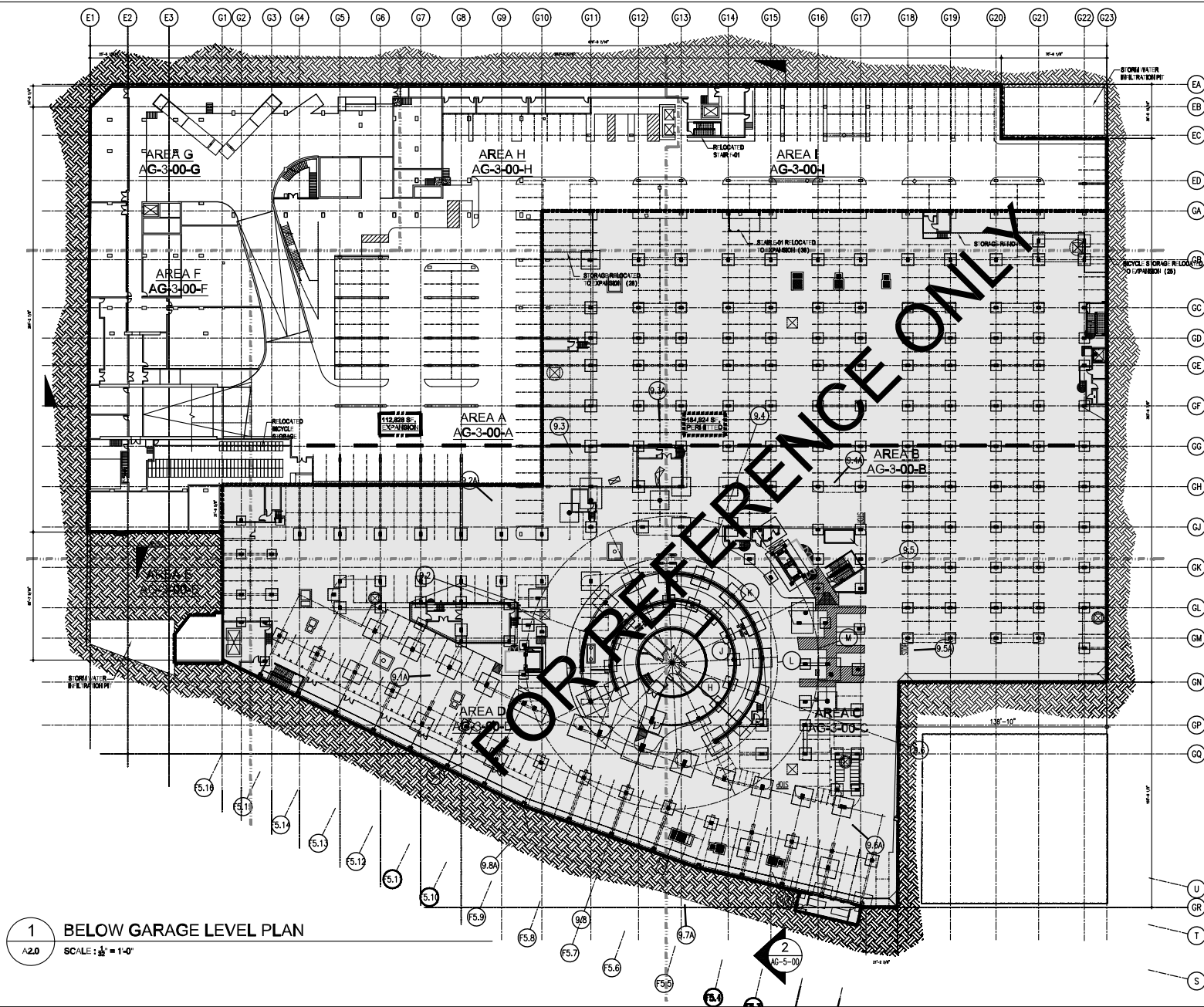
SIMPLIST
OFFICE BUILDING
1099 FRONT STREET BOISE, IDAHO 83724

CONCEPTUAL DESIGN REVIEW APPLICATION SUBMITTAL
APPLICANT: SBP, LLLP
NOT FOR PERMITTING OR CONSTRUCTION

NOT FOR PERMITTING OR CONSTRUCTION!



adamson
ASSOCIATES, INC.

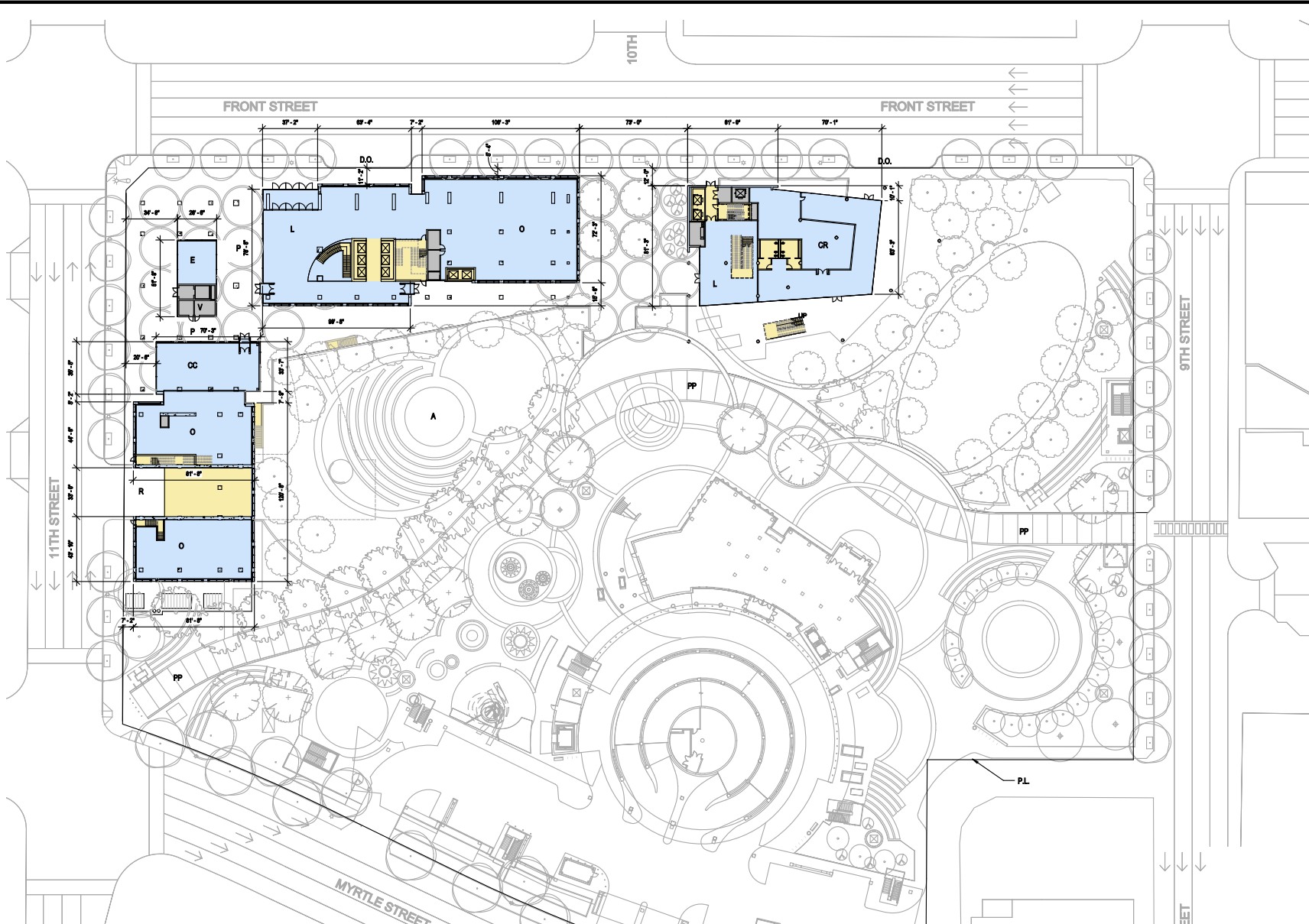


1 BELOW GARAGE LEVEL PLAN

A2.0 SCALE: 1/8" = 1'-0"

NOTE: UNDERGROUND GARAGE LEVEL PLAN
 SUBMITTED TO THE CITY ON JUNE 12, 2013,
 AS SHEET SKA-0193.

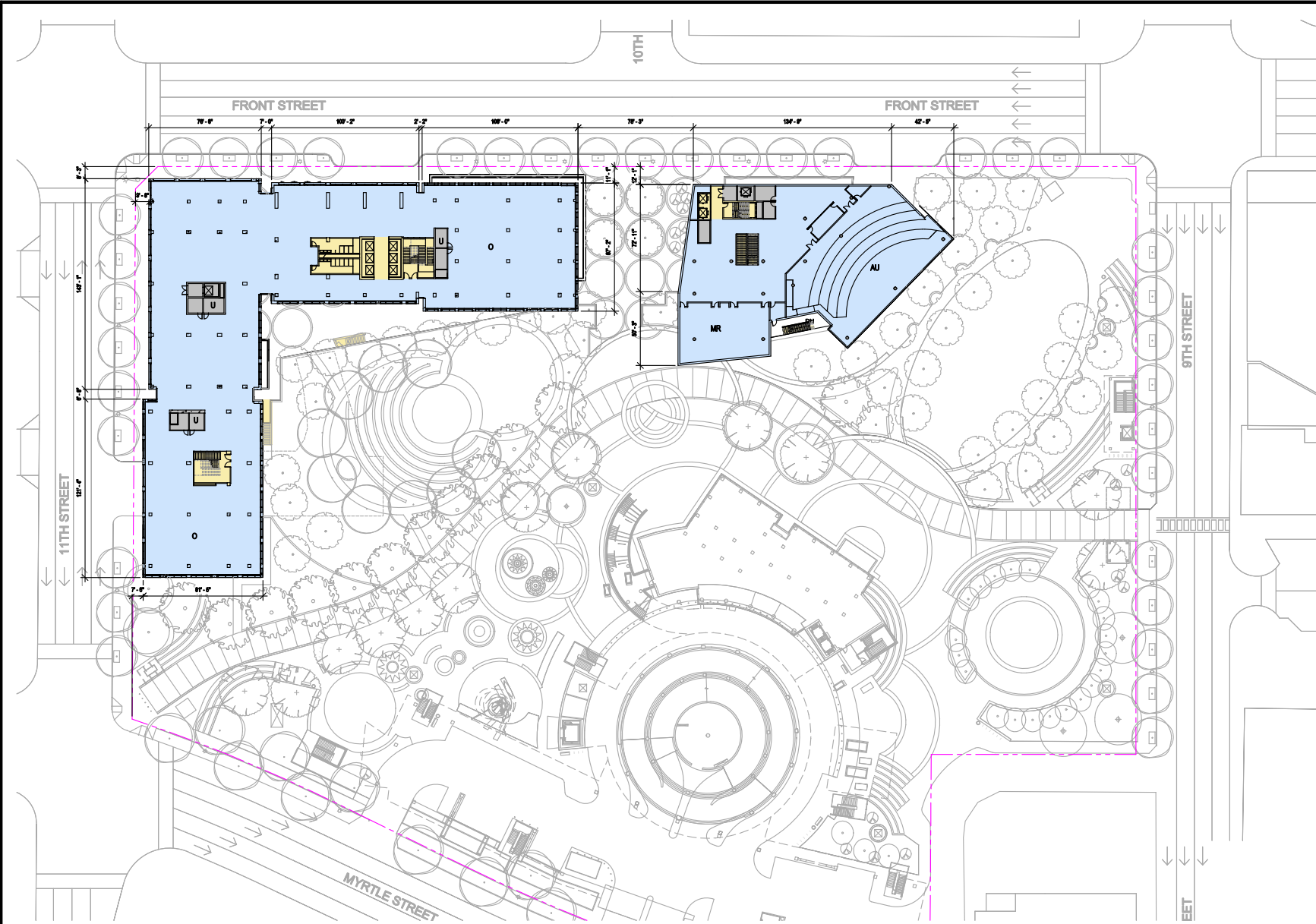




- LEGEND**
- A OUTDOOR AMPHITHEATER
 - AU AUDITORIUM
 - CC COMMERCIAL SPACE (CAFE)
 - CR COMMERCIAL SPACE (RESTAURANT)
 - D DINING
 - D.O. PASSENGER DROP OFF
 - E EXHIBIT
 - F FOYER
 - GH GREENHOUSE
 - GR GREEN ROOF
 - K KITCHEN
 - L LOBBY
 - LH LECTURE HALL
 - MR MEETING ROOMS
 - MW MECHANICAL WELL
 - O OFFICE SPACE
 - P OPEN AIR PASSAGE
 - PP PIONEER PATH
 - R RAMP TO GARAGE
 - RD ROOF DECK
 - S STORAGE
 - U UTILITY SPACE

1 FLOOR PLAN - GROUND LEVEL
1/32" = 1'-0"

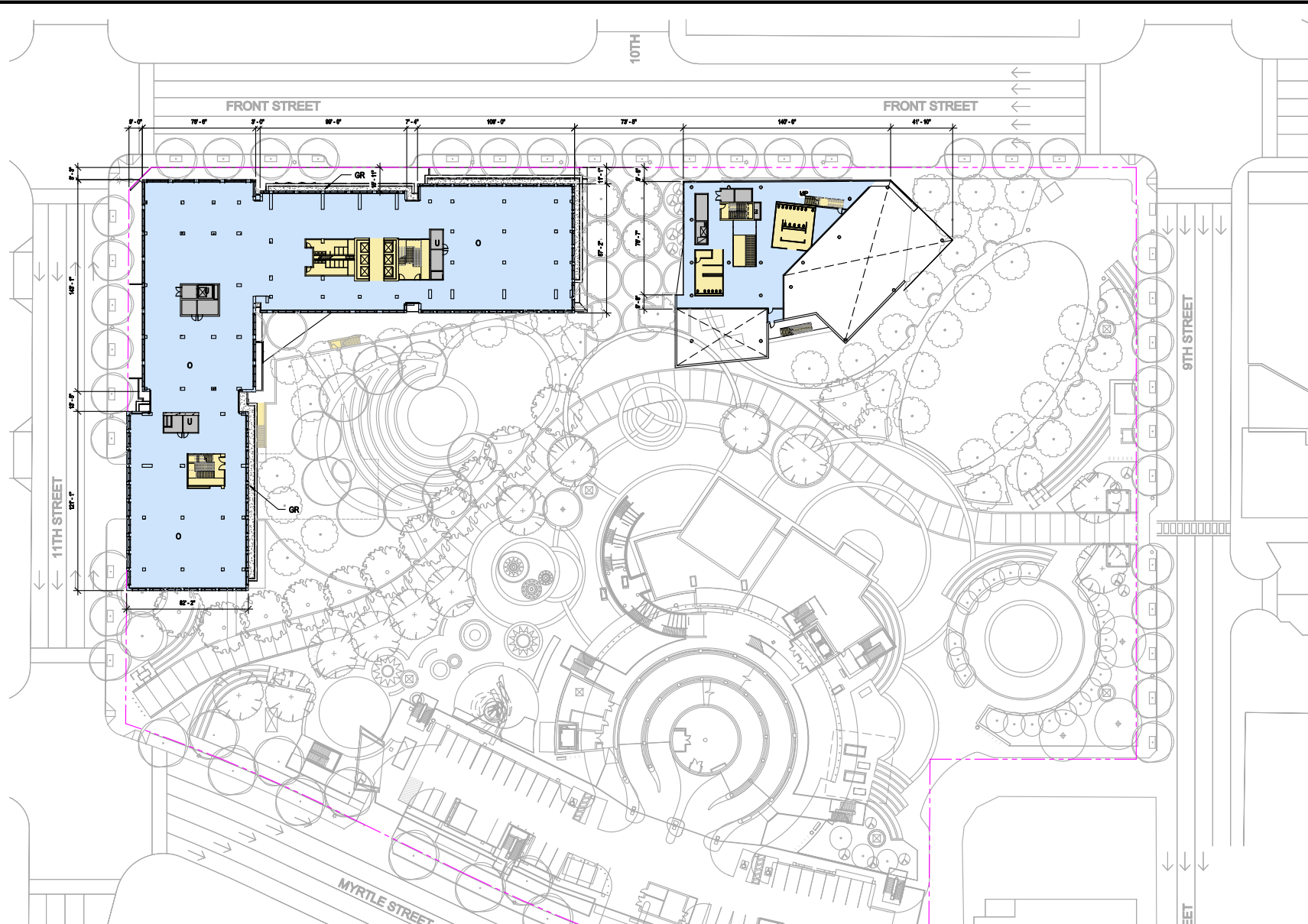




- LEGEND**
- A OUTDOOR AMPHITHEATER
 - AU AUDITORIUM
 - CC COMMERCIAL SPACE
 - CR (CAFE) COMMERCIAL SPACE (RESTAURANT)
 - D DINING
 - D.O. PASSENGER DROP OFF
 - E EXHIBIT
 - F FOYER
 - GH GREENHOUSE
 - GR GREEN ROOF
 - K KITCHEN
 - L LOBBY
 - LH LECTURE HALL
 - MR MEETING ROOMS
 - MW MECHANICAL WELL
 - O OFFICE SPACE
 - OP OPEN AIR PASSAGE
 - PP PIONEER PATH
 - R RAMP TO GARAGE
 - RD ROOF DECK
 - S STORAGE
 - U UTILITY SPACE



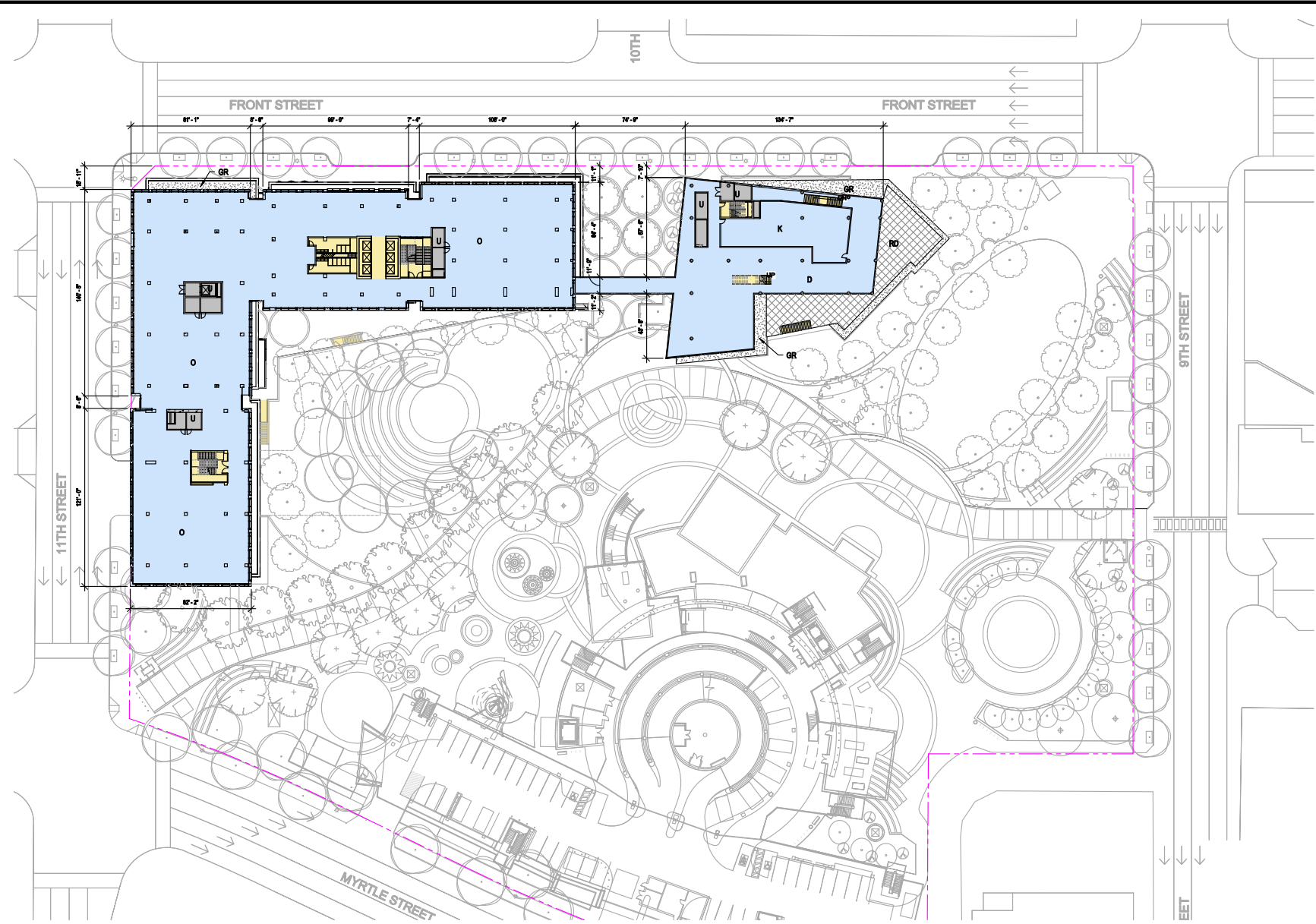
1 FLOOR PLAN - 2ND LEVEL
1/32" = 1'-0"



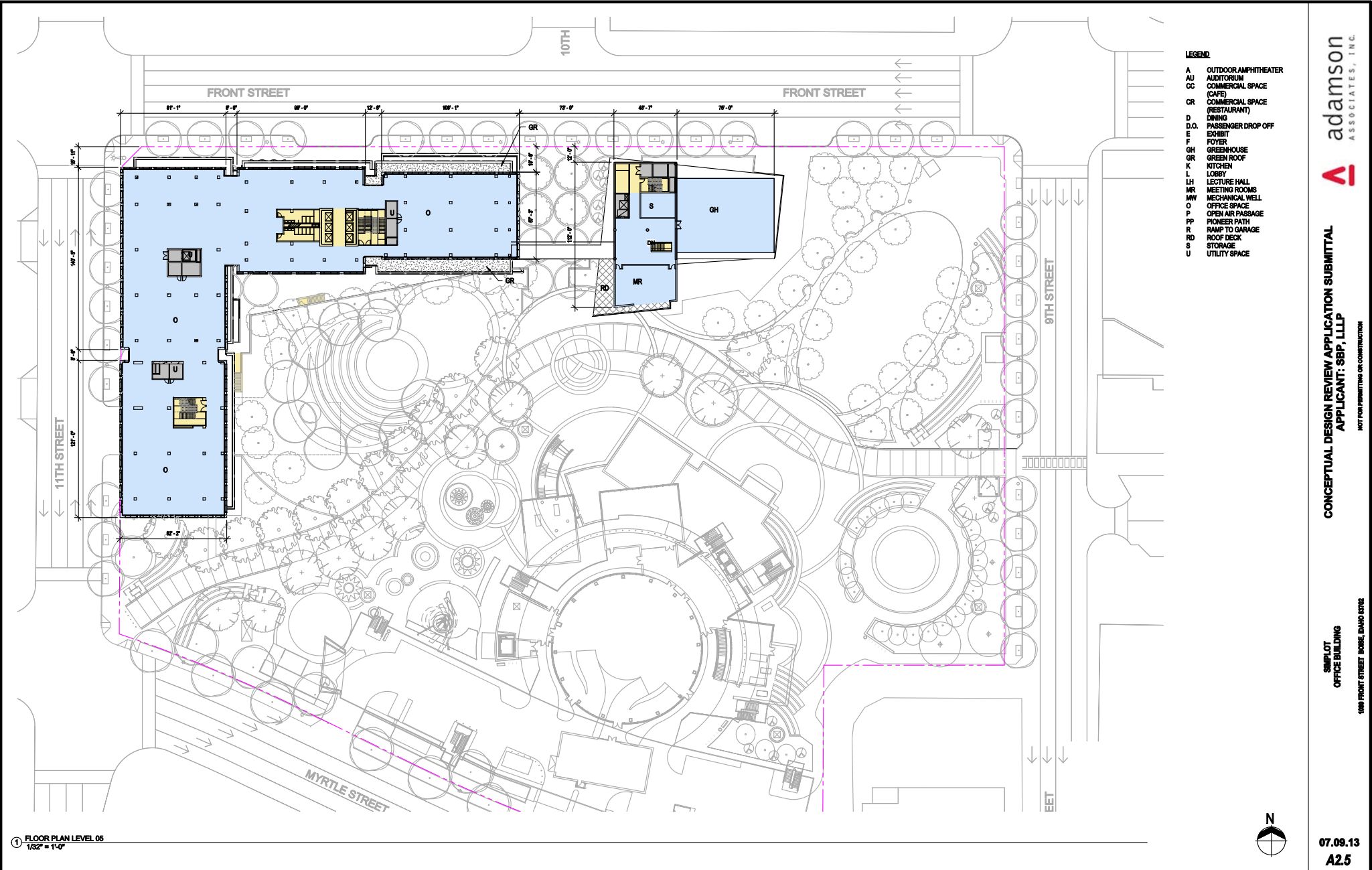
- LEGEND**
- A OUTDOOR AMPHITHEATER
 - AU AUDITORIUM
 - CC COMMERCIAL SPACE (CAFE)
 - CR COMMERCIAL SPACE (RESTAURANT)
 - D DINING
 - D.O. PASSENGER DROP OFF
 - E EXHIBIT
 - F FOYER
 - GH GREENHOUSE
 - GR GREEN ROOF
 - K KITCHEN
 - L LOBBY
 - LH LECTURE HALL
 - MR MEETING ROOMS
 - MW MECHANICAL WELL
 - O OFFICE SPACE
 - P OPEN AIR PASSAGE
 - PP PIONEER PATH
 - R RAMP TO GARAGE
 - RD ROOF DECK
 - S STORAGE
 - U UTILITY SPACE

1 FLOOR PLAN - 3RD LEVEL
1/32" = 1'-0"



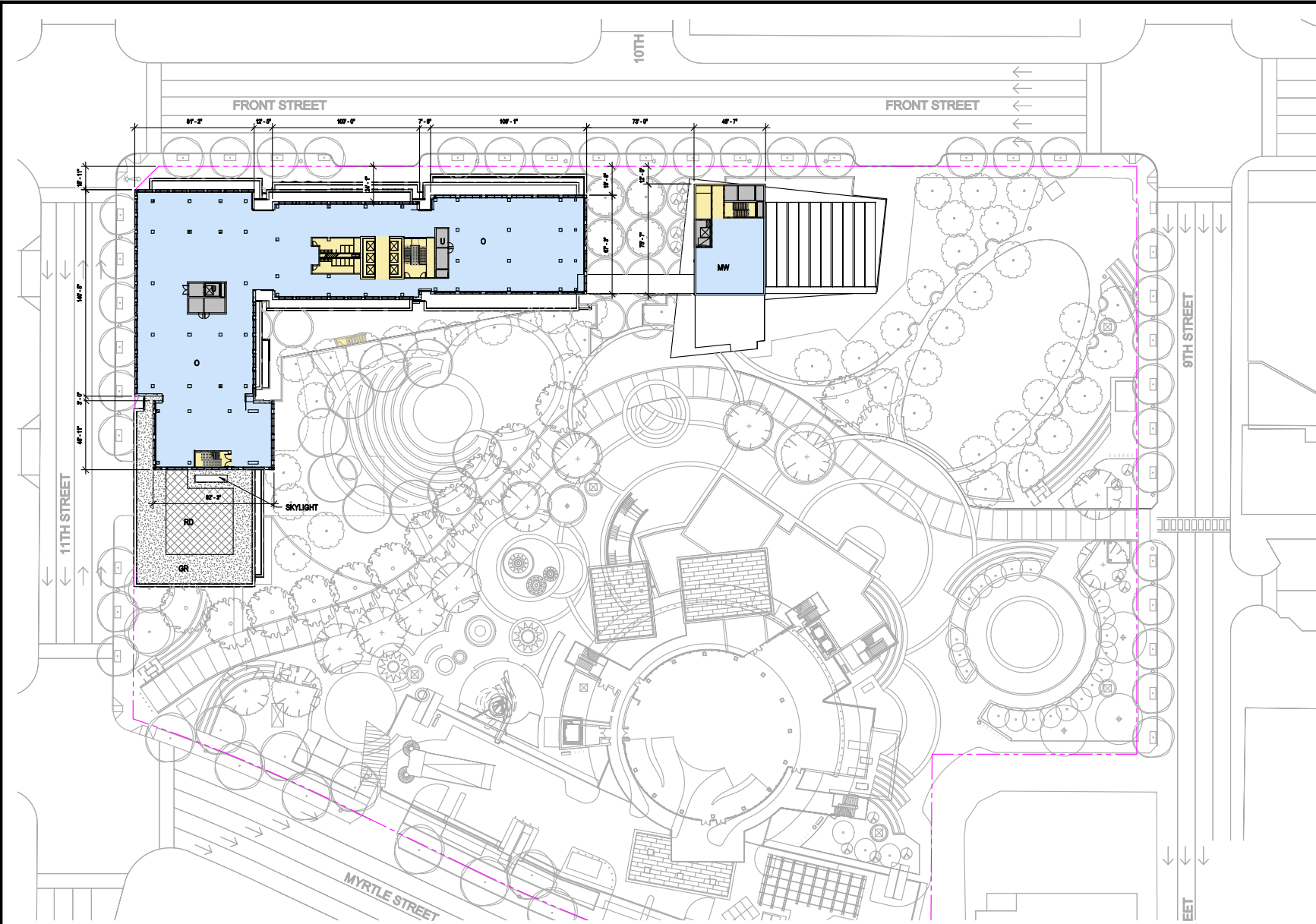


- LEGEND
- A OUTDOOR AMPHITHEATER
 - AU AUDITORIUM
 - CC COMMERCIAL SPACE
 - CR COMMERCIAL SPACE (RESTAURANT)
 - D DINING
 - D.O. PASSENGER DROP OFF
 - E EXHIBIT
 - F FOYER
 - GH GREENHOUSE
 - GR GREEN ROOF
 - K KITCHEN
 - L LOBBY
 - LH LECTURE HALL
 - MR MEETING ROOMS
 - MW MECHANICAL WELL
 - O OFFICE SPACE
 - P OPEN AIR PASSAGE
 - PP PICKER PATH
 - R RAMP TO GARAGE
 - RD ROOF DECK
 - S STORAGE
 - U UTILITY SPACE



1 FLOOR PLAN LEVEL 05
1/32" = 1'-0"

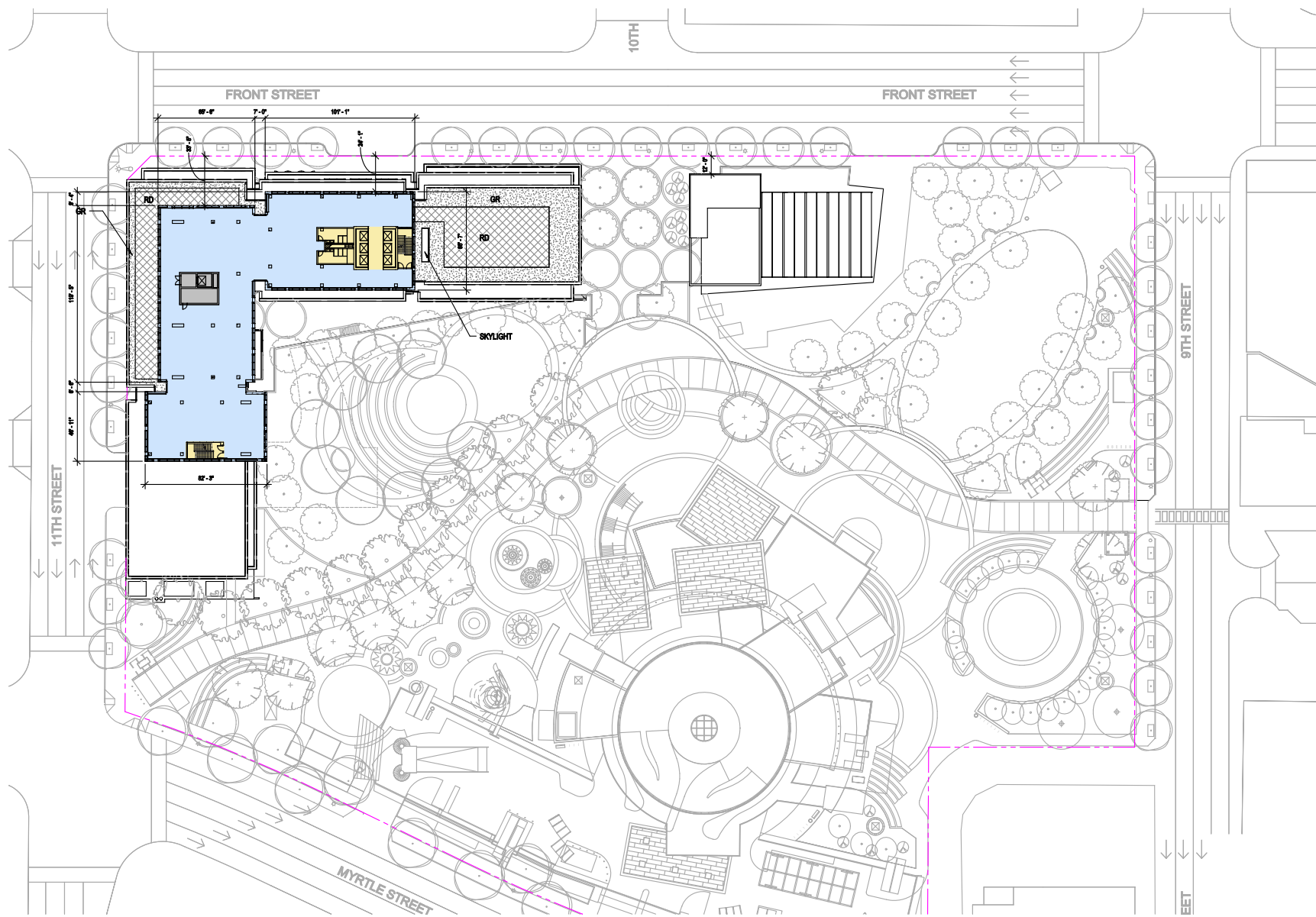




- LEGEND**
- A OUTDOOR AMPHITHEATER
 - AU AUDITORIUM
 - OC COMMERCIAL SPACE (CAFE)
 - CR COMMERCIAL SPACE (RESTAURANT)
 - D DINING
 - D.O. PASSENGER DROP OFF
 - E EXHIBIT
 - F FOYER
 - GH GREENHOUSE
 - GR GREEN ROOF
 - K KITCHEN
 - L LOBBY
 - LH LECTURE HALL
 - MR MEETING ROOMS
 - MW MECHANICAL WELL
 - O OFFICE SPACE
 - P OPEN AIR PASSAGE
 - PP PIONEER PATH
 - R RAMP TO GARAGE
 - RD ROOF DECK
 - S STORAGE
 - U UTILITY SPACE

1 FLOOR PLAN LEVEL 06
1/32" = 1'-0"





- LEGEND**
- A OUTDOOR AMPHITHEATER
 - AU AUDITORIUM
 - CC COMMERCIAL SPACE (CAFE)
 - CR COMMERCIAL SPACE (RESTAURANT)
 - D DINING
 - D.O. PASSENGER DROP OFF
 - E EXHIBIT
 - F FOYER
 - GH GREENHOUSE
 - GR GREEN ROOF
 - K KITCHEN
 - L LOBBY
 - LH LECTURE HALL
 - MR MEETING ROOMS
 - MW MECHANICAL WELL
 - O OFFICE SPACE
 - PP OPEN AIR PASSAGE
 - P PIONEER PATH
 - R RAMP TO GARAGE
 - RD ROOF DECK
 - S STORAGE
 - U UTILITY SPACE

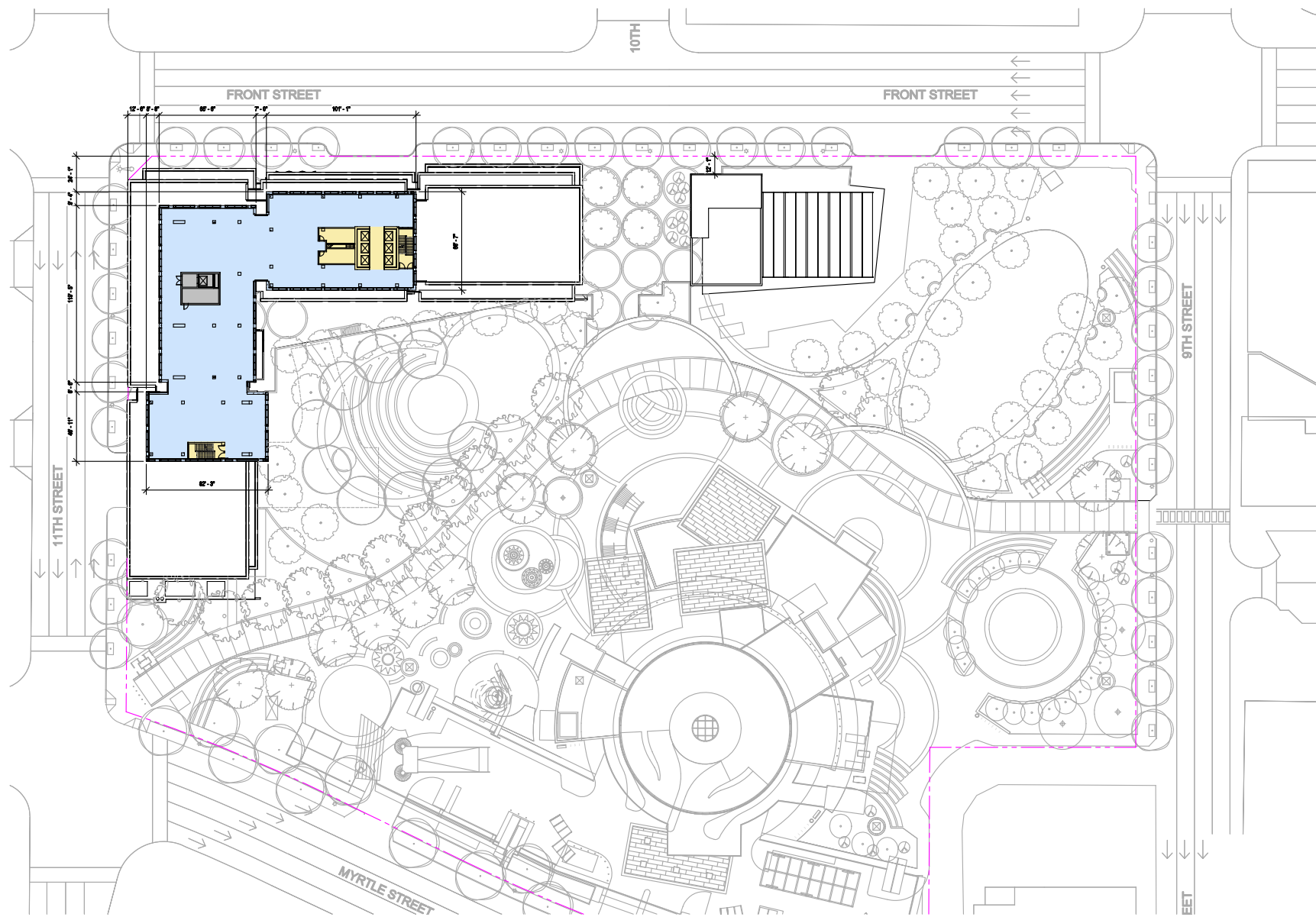


1 FLOOR PLAN LEVEL 07
1/8" = 1'-0"



- A OUTDOOR AMPHITHEATER
- AU AUDITORIUM
- CC COMMERCIAL SPACE (CAFE)
- CR COMMERCIAL SPACE (RESTAURANT)
- D DINING
- D.O. PASSENGER DROP OFF
- E EXHIBIT
- F FOYER
- GH GREENHOUSE
- GR GREEN ROOF
- K KITCHEN
- L LOBBY
- LH LECTURE HALL
- MR MEETING ROOMS
- MW MECHANICAL WELL
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- P OPEN AIR PASSAGE
- PP PROMENADE PATH
- R RAMP TO GARAGE
- RD ROOF DECK
- S STORAGE
- U UTILITY SPACE

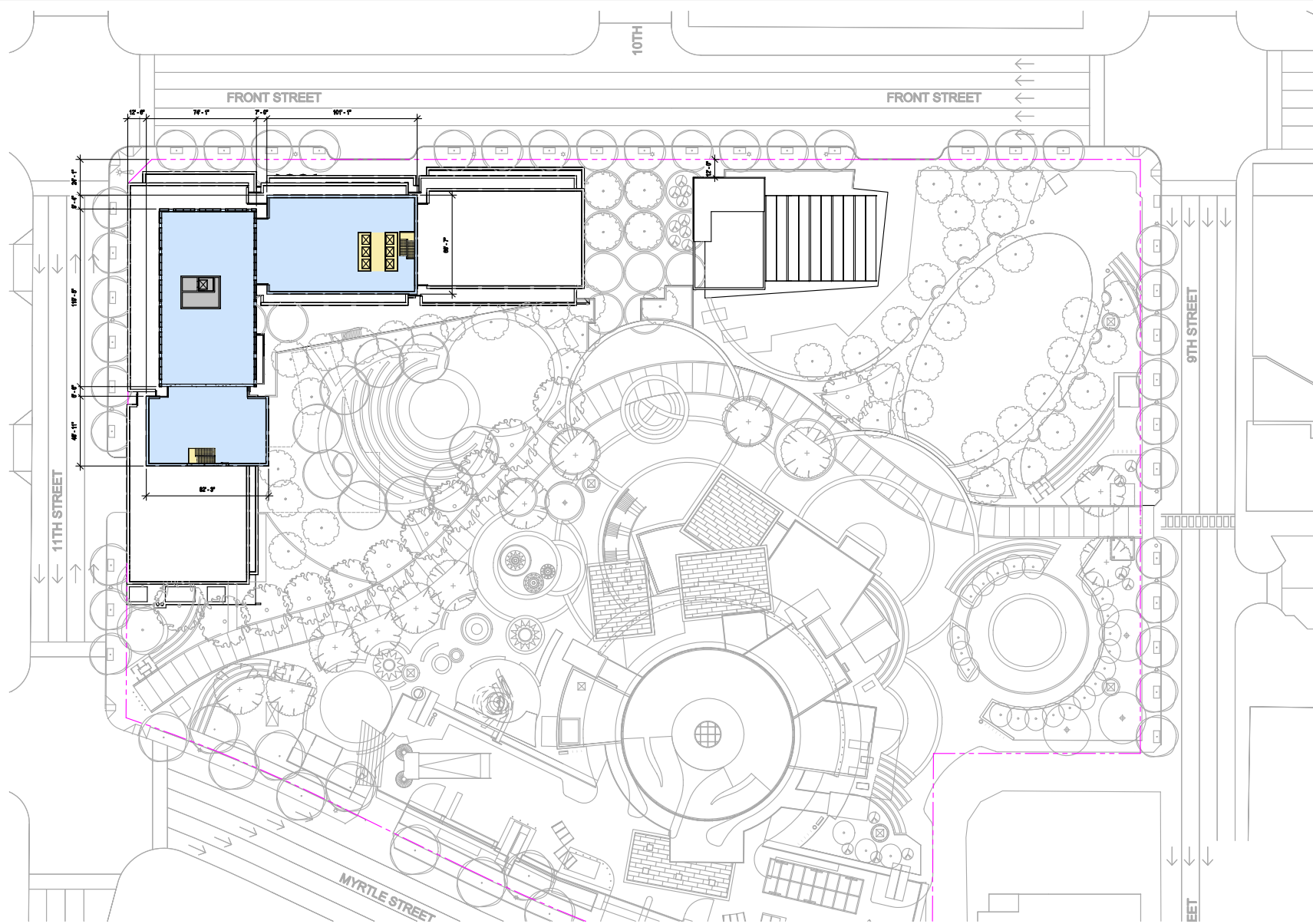




- LEGEND**
- A OUTDOOR AMPHITHEATER
 - AU AUDITORIUM
 - CC COMMERCIAL SPACE (CAFE)
 - CR COMMERCIAL SPACE (RESTAURANT)
 - D DINING
 - D.O. PASSENGER DROP OFF
 - E EXHIBIT
 - F Foyer
 - GH GREENHOUSE
 - GR GREEN ROOF
 - K KITCHEN
 - L LOBBY
 - LH LECTURE HALL
 - MR MEETING ROOMS
 - MW MECHANICAL WELL
 - O OFFICE SPACE
 - P OPEN AIR PASSAGE
 - PP PIONEER PATH
 - R RAMP TO GARAGE
 - RD ROOF DECK
 - S STORAGE
 - U UTILITY SPACE

① FLOOR PLAN - 8TH LEVEL
1/8" = 1'-0"





① FLOOR PLAN - ROOF LEVEL
1/32" = 1'-0"

LEGEND

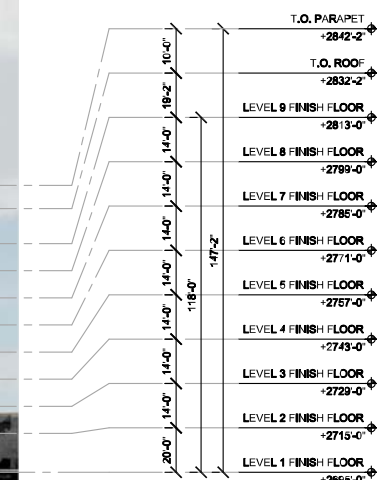
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|------|-------------------------------|
| A | OUTDOOR AMPHITHEATER |
| AU | AUDITORIUM |
| CC | COMMERCIAL SPACE (CAFE) |
| CR | COMMERCIAL SPACE (RESTAURANT) |
| D | DINING |
| D.O. | PASSENGER DROP OFF |
| E | EXHIBIT |
| F | FOYER |
| GH | GREENHOUSE |
| GR | GREEN ROOF |
| K | KITCHEN |
| L | LOBBY |
| LH | LECTURE HALL |
| MR | MEETING ROOMS |
| MW | MECHANICAL WELL |
| O | OFFICE SPACE |
| P | OPEN AIR PASSAGE |
| PP | PICKER TRUCK |
| R | RAMP TO GARAGE |
| RD | ROAD DECK |
| S | STORAGE |
| U | UTILITY SPACE |





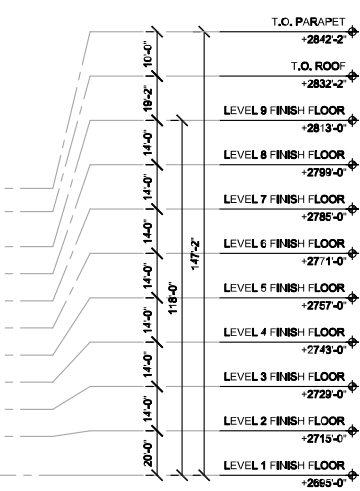
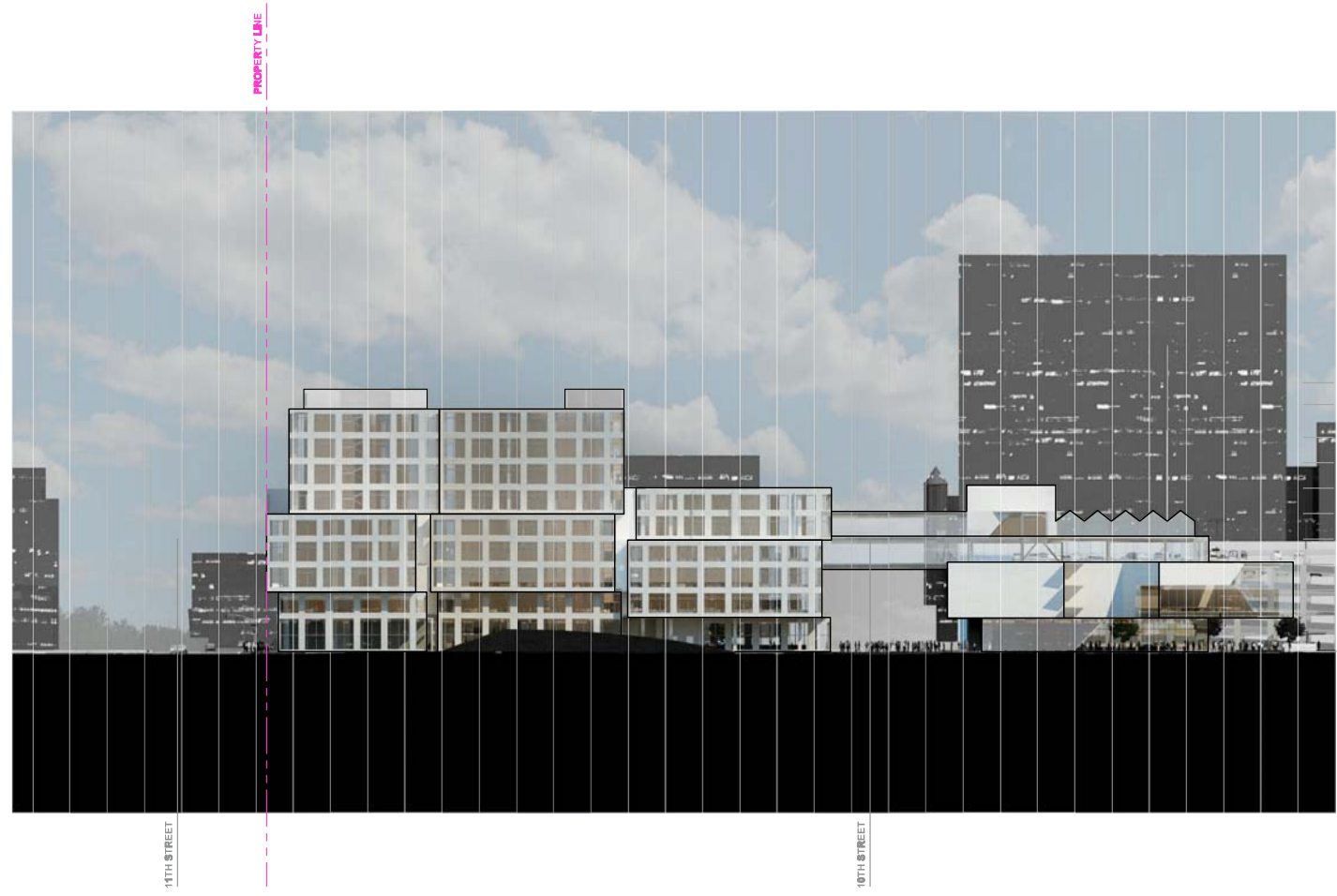
PROPERTY LINE

11TH STREET



1 NORTH ELEVATION ALONG FRONT ST.
A3.1 SCALE: 1/8" = 1'-0"

1 SOUTH ELEVATION
A3.2 SCALE: $\frac{1}{8}" = 1'-0"$





A3.3 SCALE : $\frac{1}{32}'' = 1'-0''$

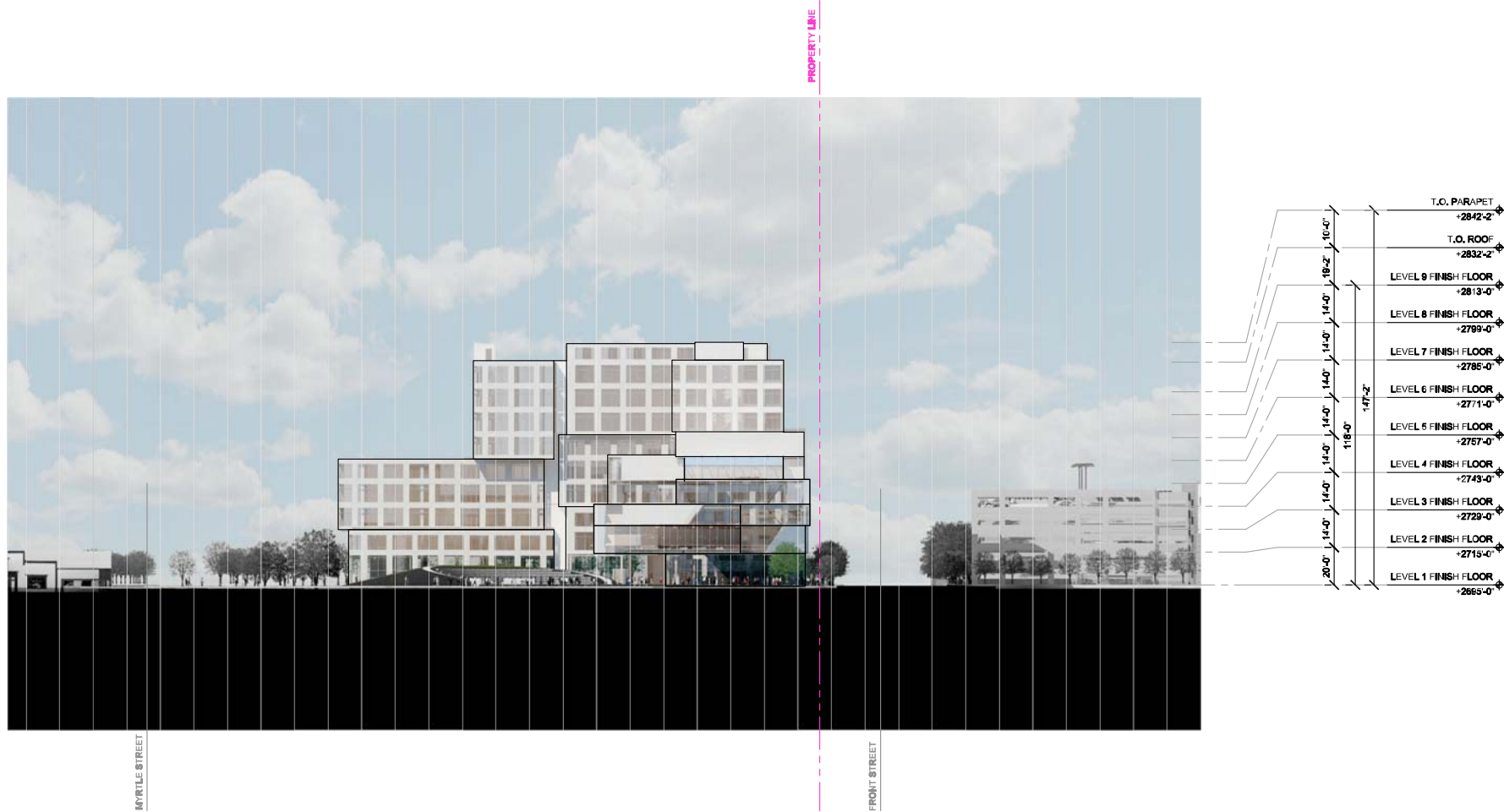
1/32" = 1'-0"

A horizontal scale bar with tick marks at 0, 16, 32, and 64 feet. The text "SCALE IN FEET" is written vertically below the bar.

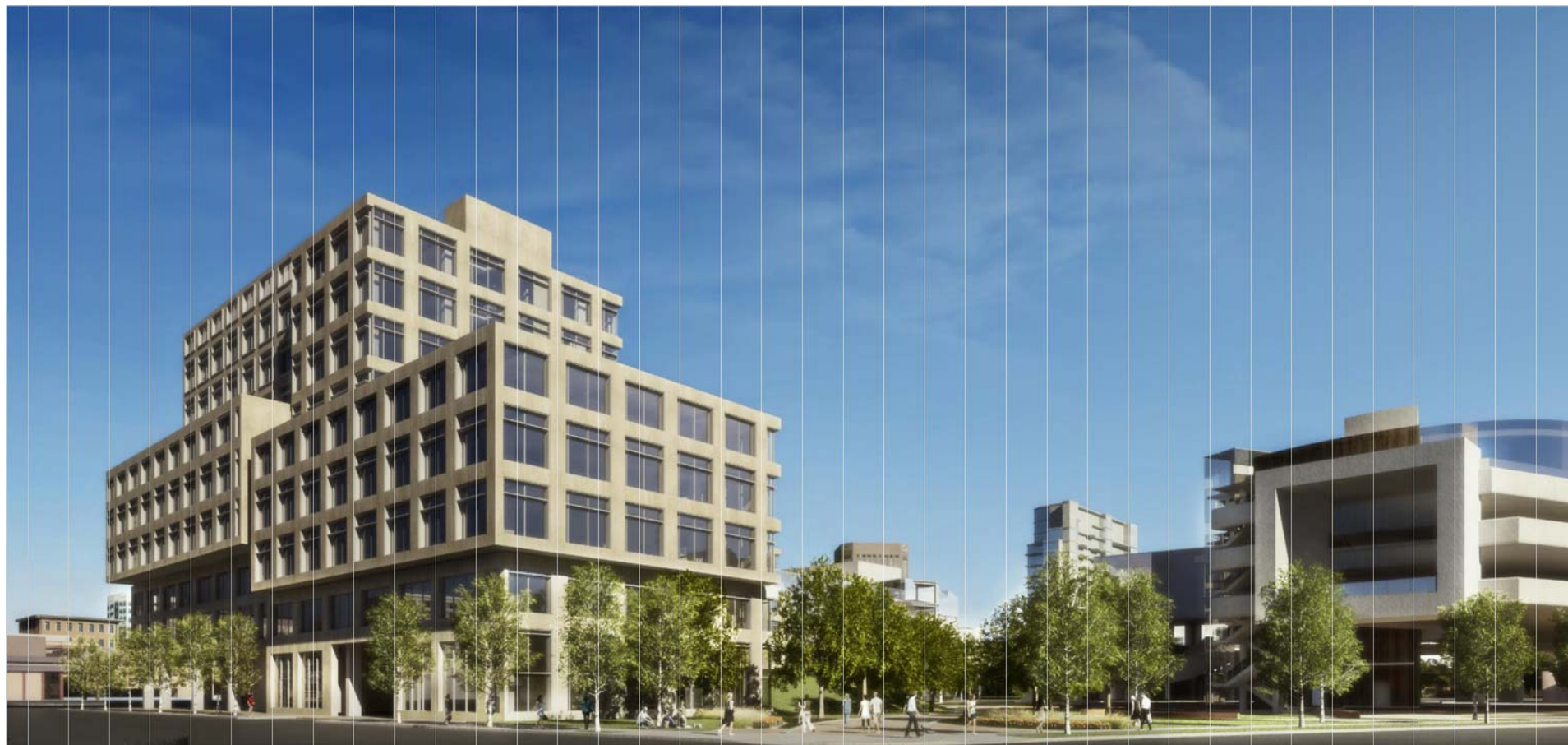
CONCEPTUAL DESIGN REVIEW APPLICATION SUBMITTAL
APPLICANT: SBP, LLLP
NOT FOR PERMITTING OR CONSTRUCTION



adamson
ASSOCIATES, INC.



1 EAST ELEVATION
A3.4 SCALE: $\frac{1}{8}'' = 1'-0''$



1 RENDERED PERSPECTIVE
A9.1 SCALE: N.T.S.



1 RENDERED PERSPECTIVE
A9.2 SCALE: N.T.S.



1 RENDERED PERSPECTIVE
A9.3 SCALE: N.T.S.



1 RENDERED PERSPECTIVE
A9.4 SCALE: N.T.S.



1 RENDERED PERSPECTIVE
A9.1 SCALE: N.T.S.



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

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Planning Division Staff Report

File Number	DRH13-00225
Applicant	Mark Bowen
Property Address	1099 W. Front Street
Public Hearing Date	August 14, 2013
Heard by	Design Review Committee
Design Review Planner	Sarah M. Schafer

Public Notification

Newspaper notification published on:	July 30, 2013
Radius notices mailed to properties within 300 feet on:	July 30, 2013
Staff posted notice on site on:	July 29, 2013

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Exhibits

Public Works Comments

Boise City Fire Department Comments

1. Project Data and Facts

Applicant/Status	Mark Bowen / Applicant
Architect/Representative	Mark Bowen / Mark H Bowen CMS
Location of Property	1099 W. Front Street / SEC of Front and 11 th Street
Present Zoning and Land Use	C-5DD (Central Business with Downtown Design Review) – The site is currently under construction with a below grade parking structure and the JUMP building.
Description of Applicant's Request	Conceptual approval for the construction of a nine-story, 334,000 square foot office building to include restaurant and below grade parking.

2. Land Use

Description and Character of Surrounding Area
<p>The site is in the downtown Central Business District located on two gateways, Front Street and Myrtle Street and two principal arterial streets, 9th Street and 11th Street. The Convention Center is located to the northeast of the project. There are two vacant parcels to the west of the property. One parcel is owned by the Greater Boise Auditorium District. Across Myrtle Street to the south are residential properties.</p> <p>To the east of the project site is the BoDo development and Aspen Lofts. This area is a mixture of retail, restaurant and office space with a large condominium building for downtown living. There is structured parking associated with this development that is operated by Capital City Development Corporation (CCDC).</p> <p>On the same parcel, the JUMP (Jack's Urban Meeting Place) is under construction. This is a six-story structure housing structured parking, event space and rooms dedicated to dance, music, art, cooking and other activities.</p>

Adjacent Land Uses and Zoning

North:	Surface parking and parking structure, C-5DD (Central Business w/ Downtown Design Review)
South:	Undeveloped parcels and converted warehouse structures, C-5DD (Central Business w/ Downtown Design Review)
East:	Eight-story parking garage and office/retail development, C-5DD (Central Business w/ Downtown Design Review)
West:	Undeveloped parcel, C-5DD (Central Business District with Downtown Design Review)

Site Characteristics

The site is surrounded by four principal arterial roadways. To the north of the property is Front Street, to the south of the site is Myrtle Street, to the west is 11th Street, a two-way street and to the east is 9th Street.

The property is currently under construction with a below grade parking structure to fill the entire property. Access is from Front, Myrtle Street and 11th Street. The below grade parking has spaces for 613 cars, 139 bicycles, and 22 motorcycles. There is storage and mechanical space, loading docks and trash.

Special Considerations

The site is located along a designated gateway street, Front Street. The *Boise City Comprehensive Plan*, *Downtown Boise Plan* and the *Design Review Guidebook* contain policies pertaining to developments along gateway streets.

History of Previous Actions

DRH13-00149 – Approval for expansion of the below grade parking structure.

DRH10-00178 – Approval of Jack’s Urban Meeting Place (JUMP) a six-story, multi-use building with below grade and structured parking, office, assembly area, training and education spaces.

SOS09-00011 - Request to vacate right-of-way easement of Borah Street located between 9th and 11th, Myrtle and Front. The request was granted.

CAR06-00023 – P-1 parking overlay approved for the site.

Other Permits – Miscellaneous permits have been submitted for the existing structures and surface parking lots which were in place prior to the construction of the JUMP project.

3. Project Proposal

The project is proposed to serve as the Simplot Company’s headquarters with the main office building, conference annex, restaurant with outdoor dining, exhibition areas, and roof top greenhouses. In conjunction with the JUMP project located along Myrtle Street, parking is proposed underground for the majority of the site.

The current request is for conceptual approval of the nine-story office building. This approval will be for the massing, height and basic form of the structure with details including, materials, landscape and final form to be approved at a future hearing.

The site is designed to locate the main massing of the building at the intersection of Front and 11th streets. The building forms an “L” shape and runs the majority of the two street frontages creating a buffer for the interior park setting.

Site Design

Land Use	Percentage
Percentage of the site devoted to building coverage:	16%
Percentage of the site devoted to paving:	28%
Percentage of the site devoted to landscaping:	56%
TOTAL	100%

Parking

The property is located within a P-1 parking overlay district. No parking is required with the development of the property.

Setbacks

Yard	Required	Proposed for Building	Proposed for Parking Area
Myrtle Street (South)	0' (bldg.) 20' (prkg.)	NA	NA
9 th Street (East)	0' (bldg.) 10' (prkg.)	NA	NA
Front Street (North)	0' (bldg.) 20' (prkg.)	0'	NA
11 th Street (West)	0' (bldg.) 10' (prkg.)	0'	NA

Transportation

Roadway	Frontage	Functional Classification	PM Peak Hour Traffic Count	PM Peak Hour Level of Service	Existing Plus Project
Myrtle Street	575-feet	Principal Arterial	1,962		2,531
Front Street	665-feet	Principal Arterial	3,689		4,743
9 th Street	540-feet	Principal Arterial	1,293	Better than "E"	1,739
11 th Street	370-feet	Collector	362	Better than "D"	494

Acceptable level of service for a four-lane principal arterial is “E” (1,330 VPH).

Acceptable level of service for a five-lane principal arterial is “E” (1,770 VPH).

Acceptable level of service for a three-lane collector is “D” (530 VPH).

Average Daily Traffic Count (VDT)

- The average daily traffic count for Myrtle Street east of 13th Street was 30,199 on July 29, 2009.
- The average daily traffic count for Front Street west of 9th Street was 35,949 on January 7, 2012.
- The average daily traffic count for 9th Street north of Myrtle Street was 15,196 on June 16, 2010.
- The average daily traffic count for 11th Street south of Front Street was 4,776 on August 27, 2009.

Fencing

No fencing is proposed for this project.

Outdoor Lighting

The details regarding the outdoor lighting will be reviewed at the time of the detailed design review approval.

Structure(s) Design	
Number and Proposed Use of Buildings	One Building / Office, conference and restaurant space
Proposed Building Height	147-feet
Maximum Building Height	Unlimited
Number of Stories	Nine
Square Footage	334,000 square feet

4. Zoning Ordinance and Comprehensive Plan

Zoning Ordinance Sections	
11-03-04.12 C (7)(d) (i)	Site Design – A - E
11-03-04.12 C (7)(d) (ii)	Structure Design – A - E
11-03-04.12 C (7)(d) (iii)	Adopted Plans and Design Guidelines
11-07-03	Off-Street Parking and Loading Guidelines
11-04-05	Zoning District

Comprehensive Plan Sections	
3-45	Corridor Design Principles
3-29	Commercial/Employment Areas
DT-1	Downtown Planning Area

5. Analysis/Findings

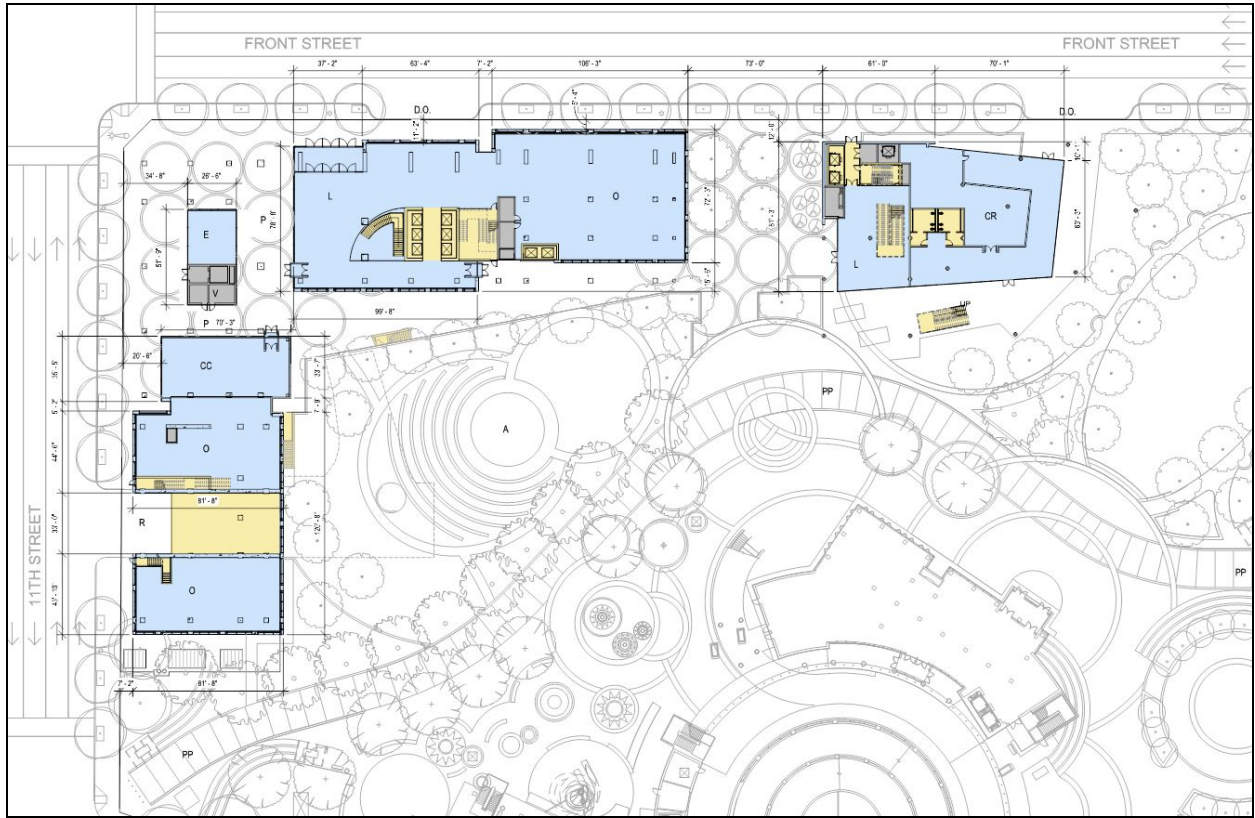
Zoning Analysis

The property is zoned C-5DD (Central Business with Downtown Design Review). The office use is allowed in the C-5 Zone with a floor area ratio (FAR) of 4. Floor area ratio means 4 times the site square footage is allowed for the building square footage. Certain uses such as landscape features (5:1), plazas (12:1), residential (4:1) and parking structures (4:1- below grade, 1:1 – above grade) provide a bonus for additional square footage. (B.C.C. Section 11-07-06.3)

In order to figure the allowed square footage for the site, the JUMP building must also be taken into consideration as the entire site is currently a single parcel.

Amenity	FAR	Area SF	Square Footage Allowed
Base	4	341,568	1,366,272
Structured Parking			
Below Grade	4	202,399	809,596
Above Grade	1	42,384	42,384
Landscape Feature	5	138,578	692,890
Plaza	12	55,036	660,432
TOTAL			3,571,574

The building square footage for the JUMP structure is approximately 60,000 square feet above grade. This building will have 334,000 square feet for a total of 394,000 square feet, well below the square footage allowed in the zoning ordinance.

Site Design

The property will contain two structures, the six-story multi-use JUMP facility located along the Myrtle Street frontage and the proposed nine-story, office building for Simplot headquarters with conference room, restaurant and accessory uses such as exhibit space and a rooftop greenhouse located at the intersection of Front and 11th Streets. The multi-use JUMP building was approved under DRH10-00178 and is not a part of this review.

The proposed Simplot Headquarters building is an “L” shape with a floor plate width at the ground level between 72-feet 3-inches and 81-feet 8-inches. The ground level is broken up into four masses with a small exhibit space (approximately 1,370 square feet) setback approximately 35-feet from the intersection adjacent to the main entry of the office building. To the east along Front Street are the lobby and ground level office space in a foot print of approximately 9,230 square feet. The restaurant is separated from the main lobby and office space by 73-feet where 10th Street would enter the site. This separation allows for clear visual connection from 10th Street into the site and frames the view of the JUMP building on the south side of the property. The restaurant foot print to the east of this space is approximately 9,144 square feet. Along 11th Street the ground level has a café and office space and covers the entry to the below grade parking and delivery area. This footprint is approximately 11,945 square feet.

At ground level the buildings are set back from the property lines 5-feet 4-inches along Front Street and 7-feet 2-inches from 11th street with upper portions of the building reaching to the property lines along both street frontages.

The placement of the new headquarters building is appropriate for the site, use and downtown location. The building starts to frame the intersection of Front and 11th Streets. It provides for plaza space at the ground level and design interest that will be discussed in more detail later in the report.

Vehicle Access

The overall parcel has three locations for vehicles to access on-site parking. On 9th Street, south of the pedestrian crossing is an access point to surface parking associated with the JUMP project as well as the entry to the below grade parking structure. There are access points along 11th Street and Myrtle Street to the below grade parking as well. All access points have been previously approved by either the Ada County Highway District (ACHD) or the Idaho Transportation Department (ITD).

The applicant is requesting two drop off locations on Front Street with this application. The first location is approximately 146-feet west of the intersection of Front and 9th streets. The space is approximately 61-feet in length from the start of the curb radius to start of curb radius. Three average sized vehicles would be able to fit tightly into this area, more than likely it would be used by two vehicles at a time. The second location is 285-feet west of the first location and is approximately the same size allowing two vehicles comfortably. These drop-off areas will need to be reviewed and approved by ITD. If they are not approved, the continuation of the streetscape with trees in grates is required.

The vehicular access points to the site and the drop off areas, do not compromise the pedestrian circulation. Any location where a conflict may occur such as the access point to the below grade parking and delivery area off of 11th Street will need to be clearly marked with audible and visual signals for a pedestrian when there are vehicles exiting the facility.

Pedestrian Access

The streetscapes for the project were approved as part of the JUMP application. Refinements to the park and streetscape will take place as part of the detailed design review application. The project as presented shows the Urban Concrete Streetscape as required in the Capital City Development Corporation (CCDC) document.

Public sidewalks surround the perimeter of the development. The sidewalk along Front Street is a minimum of 9-feet from the face of the building to the edge of the tree grate. The minimum sidewalk width along 11th Street is 15-feet. These dimensions are appropriate for an urban sidewalk where large amounts of pedestrian activity are expected to take place. These dimensions will be further verified through the detailed design review process.

The plaza located at the intersection of 11th and Front streets will use markings within the pavement to provide design interest. Structural columns for the above structure will also help to define the plaza space differently from the public sidewalk surrounding the development. Street trees will provide the barrier from the vehicle traffic.

B.C.C. Section 11-03-04.12.C.7.d Findings states:

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

Based on the analysis above and with the conditions of approval, the project will mitigate the impact of the development on the surrounding roadways with the roads operating at an acceptable level of service better than “E”. The pedestrian has been provided for with a public sidewalk system along the perimeter of the property in compliance with the streetscape requirements established by CCDC and adopted by Boise City through Blueprint Boise, the City’s Comprehensive Plan. The cyclist has been provided for through a striped bike lane on 11th Street. Bike storage areas are provided on-site in the below grade parking area as well as throughout the park. The access from the below grade parking will be safe with the addition of an audio and visual system indicating exiting vehicles.

Landscape Design

The landscape plan approved for the park will change with the development of the office building. The revision to the park and any changes to the streetscape along Front and 11th streets will be reviewed as part of the detailed design review approval for the site.

B.C.C. Section 11-03-04.12.C.7.d Findings states:

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

The preliminary plan shown in conjunction with this application appears to provide appropriate screening of the site, wide public sidewalks with approved streetscapes and year round interest in the park. Detailed landscape plans will be required through the next review of the application.

Grading and Drainage

Grading and drainage plans have not been submitted as part of the design review application. Drainage locations for the site will be approved through the building permit by Boise City Public Works to ensure compliance with all codes. The site drainage will be handled through multiple infiltration basins.

B.C.C. Section 11-03-04.12.C.7.d Findings states:

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

This project complies with this finding through the requirement the applicant meet the conditions of approval placed on the application by Boise City Public Works memoranda from Brian Murphy dated July 12, 2013.

Signage

The project at this time has not addressed signage for the site. It is recommended that a sign program be established for the entire parcel so the impact can be reviewed all at once.

B.C.C. Section 11-03-04.12.C.7.d Findings states:

D. Signage: That signs provide for business identification, minimize clutter comply with the sign regulations.

The project will be required to obtain sign permits. It is recommended that the applicant submit a sign application for the property.

Utilities

All utilities for the property are proposed to be installed in the below grade parking or placed on the roof of the development and screened by parapet walls. Some fresh air intake grates will be located throughout the park for venting of the below grade parking structure.

B.C.C. Section 11-03-04.12.C.7.d Findings states:

E. Utilities: That utility systems do not detract from building design and that their size and location are appropriate and maintainable.

The project complies with the requirements of this finding. All utility services are located either below grade or on the rooftops. Rooftop mechanical equipment is screened by the parapet walls shielding the equipment from public view at the street level. Some equipment may be visible from above. Any mechanical equipment such as fresh air intake vents at grade are required to be integrated with the landscape.

Structure Design

Building Location	Type/Color
Roof:	Single ply membrane with terrace roof or XX
Exterior Walls:	Curtain wall with predominate glazing
Trim:	None
Windows/ Doors:	Aluminum curtain wall with exterior shade structures
Mechanical Equipment:	Roof mounted/ Screened by parapet walls

Building Mass

The major massing of the structure is located at the intersection of Front and 11th Streets. At nine stories and 147-feet the building will start to define this intersection which has vacant land or single-story structures at the other corners. The building steps down to six stories at the edge of the office building where floors four and five are connected to the annex building of five stories to the east. The building steps down to five stories along 11th Street where it meets up with the Pioneer Pathway running through the site from the intersection of 11th and Myrtle streets.

The building massing is made up of a series of cubes which have been offset as they step up the building but also as they line the street. Some cubes overhang the lower levels while above the sixth floor the cubes step back to provide opportunities for upper level outside terrace activities.

B.C.C. Section 11-03-04.12.C.7.d

Building Mass: The building mass should be consistent with development in the immediate area.

The mass of the building is appropriate for the downtown planning area and use. The building is located along the street and reaches the River Street-Myrtle Street Master Plan goal for a structure of seven to nine stories. There is modulation of the parapet line.

Building Facades



The building façade for the office tower is articulated through a series of stacked boxes. The stacked boxes are offset from one another in both the north-south and east-west directions. There are three separate towers of stacked boxes along Front Street. These masses are joined with a glass curtain wall recessed from the face of the building by five to ten feet.

Between the office tower and the annex building there is a 73-foot wide plaza, 3-stories high with a pedestrian bridge above floors 4 and 5.



The façade of the annex building is currently articulated differently than that of the office building. The façade of this building is broken up horizontally, with the first two floors reading as a solid mass, floors three and four lighter and currently depicted as being finished in glass curtain wall. Greenhouse space is on the eastern end of the building with the traditional gable ends which run into a solid cube.

The plaza side of the both building masses have façade articulation very similar to the street side.

The design of this site starts to set the overall redevelopment patterns for adjoining properties. Many of the buildings and parcels in the area are either vacant or ready for redevelopment. The breaking up of the massing and facades with this proposal start to show how the City would like to see adjoining parcels developed.

B.C.C. Section 11-03-04.12.C.7.d

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

The height to width relationship of the façade is appropriate for the area. The façade is broken up through stacked boxes joined by glass curtain wall. The façade provides for appropriate height for the ground level and starts to provide clear definition of the vehicular and pedestrian realms.

Openings in the Facades

The openings in the façade currently proposed are appropriate for the office development and the area in which the building is being constructed. The final materials on the façade and the openings will be reviewed as part of the detailed design review application. The preliminary drawings we see for the building skin show a very appropriate window pattern.

Information submitted at the time of the detailed design review should include the depth of the wall from the finish face to the glazing on the office building portion. This depth should be more than an inch or two in order to great strong shadow lines and interest.

B.C.C. Section 11-03-04.12.C.7.d

Openings in the Facades: Openings in the façade shall be consistent with the architecture in the area.

This finding will be reviewed for consistency with the detailed design review application. The preliminary drawings submitted with this application do show compliance with this finding.

Exterior Materials

The detailed information for the exterior materials has not been submitted with the conceptual design review approval. The current request is to obtain approval of the buildings massing and façade dimensions with detailed information on openings, materials and landscape to come back at a later date.

B.C.C. Section 11-03-04.12.C.7.d

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

This finding will be reviewed for consistency with the detailed design review application.

Commercial/Industrial Buildings Adjacent to Residential

The placement of the building mass on the northwest corner of the site, away from the residential structure (Aspen) to the east, place a large portion of the site activity far from the residential structure. The grass lawn is located at the intersection of 9th and Front streets adjacent to the residential development.

B.C.C. Section 11-03-04.12.C.7.d

Commercial/Industrial Buildings Adjacent to Residential: The design shall minimize impacts on adjoining (including across a street or alley) residential uses and districts.

The site as currently designed minimizes the impact of the development on the adjoining residential uses. The proposed structure is located off of the intersection that would directly impact the residential development, Aspen, to the east. This finding will continue to be reviewed under the detailed design review application to make sure that lighting and materials are appropriate and don't cause an undue glare for adjoining residential properties.

Adopted Plans and Guidelines

Blueprint Boise, the City's Comprehensive Plan has several policies established pertaining to the Downtown Planning area.

DT-CCN 1.1: Downtown Area Plans

(a) Use adopted master plans and development guidelines for Downtown to guide development.

The adopted master plan for this property is the River Street-Myrtle Street Master Plan. All relevant policies and guidelines from this plan are listed and discussed following the applicable comprehensive planning policies.

DT-CCN 1.4: Urban Building Forms

(a) Establish design criteria that require developments built in the CBD to use urban building forms where typically buildings are placed at the sidewalk and create a street wall, street level space is activated with people-oriented uses, and building entrances and openings are oriented to public sidewalks rather than to parking lots.

(b) Work with developers to use building massing in Downtown that responds to the traditional pattern of lots within blocks, and creates a collage of buildings in each block rather than full-block megabuildings or "superblocks".

Though the design criteria, Downtown Design Guidelines, are currently in the process of being adopted, the information was transmitted to the applicant. They have used the document as a basis for their design and comply with the policy listed above by placing the buildings at the back of the sidewalk creating a street wall. The street level space will have entries to the main lobby of the office building, restaurant and café from the public sidewalk, not an interior surface parking lot. The buildings for the project respect the location of 10th Street by using a pedestrian walkway at the upper levels (4 and 5) to move from the main office building form to the "annex" building to the east housing conference rooms and restaurant space. This creates smaller masses to detail and provides for interesting skyline as well as pedestrian areas.

DT-CCN 1.5: Avoid Auto-Oriented Building Forms

Avoid strip commercial, open air drive-through lanes, and other auto-oriented building forms in the CBD.

The office building and restaurant do have a need for parking of patrons and visitors. The parking is supported through the below grade parking and adjacent public parking structures. No surface parking or drive through facilities is proposed in combination with the construction of the office building.

Goal DT-CCN 3: Encourage redevelopment of surface parking lots and other underutilized properties.

This project along with the JUMP building located on the south side of the site do a wonderful job of redeveloping a previous surface parking lot which was an underutilization of downtown property. It transforms the parcels into usable space appropriate for a downtown setting.

DT-C 1.6: Pedestrian Network

a) Create a network of safe, attractive pedestrian routes in Downtown to encourage walking as a transportation mode and as an enjoyable part of the Downtown experience.

DT-C 2.3 Streetscape

Continue a program of improving sidewalks along Downtown streets with paving, street trees, historic lights, benches, planters, and other street furnishings consistent with the Downtown Boise Streetscape Standards and the Downtown Boise Elements of Continuity. Use streetscape to give Downtown a distinctive identity, beautify the public realm, and create a safe, appealing environment in which to walk.

The project complies with the streetscape requirements outlined in the River Street-Myrtle Street Master Plan.

DT-C 2.7: Pioneer Corridor

Enhance the Pioneer Corridor connecting Downtown to the Boise River, as development occurs.

This project in conjunction with the JUMP development on the south side of the site will extend the Pioneer Corridor from the southwest corner of the property (11th and Myrtle) to the mid-point of the property on 9th Street in alignment with Broad.

Goal DT-NC 4: Set a high standard for the quality of urban design, building design, and construction in Downtown, especially in the CBD.

DT-NC 4.1: Urban Design Principles

(a) Utilize the urban design principles contained in the adopted master plans for the urban renewal districts.

Blueprint Boise has adopted the River Street-Myrtle Street Master Plan as one of the guiding documents for the downtown area. The River Street-Myrtle Street Master Plan places this project in the West Connect subdistrict. The Design and Development Guidelines for this area state:

WC-2 Use the Built Form map in Figure 7 to guide building heights and development densities in the West Connector subdistrict. Achieve a building height and density of development that makes an appropriate transition from the CBD to the West Connector.

Figure 7 shows this property having a built form of 7 – 9 stories.



This project proposed at 9 stories meets the goals of the River Street-Myrtle Street built form character.

WC-3 Allow expansion of downtown commercial uses into the West Connector subdistrict in a manner that contributes to the synergy between the West Connector subdistrict, the CBD and the Warehouse Cultural District.

WC-4 Encourage tourism-related and destination-type retail, restaurant and entertainment businesses to cluster in the West Connector subdistrict, especially between 9th and 11th streets. Promote an urban intensity of at least 2.0 FAR in this area.

WC-5 Strategically place tourism-related uses so they are within comfortable walking distance of each other and hotels, public parking and transit, and design connections so they are clearly marked, attractive and safe.

The proposed development has commercial uses mixed in with the main focus of the office structure. A café and restaurant are proposed for the current development with the JUMP complex providing for additional interest that may include programs which have occasional commercial/retail aspects.

WC-10 Discourage the construction of megastructures that fill entire superblocks unless this building type is absolutely essential to a particular use. Use building designs that break down megastructures into a series of building masses that are more human-scaled and less monumental.

The building form proposed accomplishes this guideline. Though the overall site is considered a superblock the structures proposed do not resemble megastructures. They do not cover the entire site and through the design of the buildings fine grain massing is proposed with the pushing of the individual cubes on the office building. The massing is also broken at the lower levels where 10th Street ends at the site. The upper level walkway to the conference annex building to the east allows for easy visibility into the site and breaks up the overall mass of the use providing two distinct building forms.

Street Character & Connections

WC-11 Apply the Streetscaping Standards in the 2025 Downtown Boise Redevelopment Plan to streets in the West Connector subdistrict.

WC-12 Apply the Design & Development Guidelines related to the Connector stated in Chapter 6, Street Character, Civic Spaces & Pedestrian Ways and Transportation & Parking.

WC-13 Re-establish the traditional street grid between Front and Myrtle by reconstructing 10th, and Broad streets. If a street connection is not possible, establish pedestrian connections as an alternative.

The re-establishment of the traditional street grid with the extension of 10th Street and the construction of Broad Street was discussed at length through the design review process for the JUMP building. The determination to not extend these streets was made with the understanding that the Pioneer Corridor would move through the site from the southwest corner to where Broad Street ends on the east side of the site.

With the design of the Simplot Headquarters building, there is a visual and pedestrian connection from where 10th Street ends on the north side of the site. The possibility of a future pedestrian light at this location will be dependent upon the use once the site is development. The applicant and the City will need to work with ITD for implementation.

Pedestrian/Bicycle/Transit Connections

WC-14 Establish strong pedestrian, bicycle and transit connections between the West Connector subdistrict, the CBD and other subdistricts in downtown.

WC-15 Recognize 10th, 11th 13th and Broad streets as primary pedestrian and bicycling streets.

WC-16 Use 11th and Broad streets to extend the Pioneer Walkway from its current terminus at 11th and Myrtle through the West Connector subdistrict to the Warehouse/Cultural District, The Grove plaza and CBD.

7. Conclusion and Recommended Conditions

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

Site Specific Conditions

1. Compliance with the plans and specifications submitted to and on file in the Planning and Development Services Department dated received July 10, 2013, except as expressly modified by the following conditions:
 - a. Provide documentation from the Idaho Transportation Department approving the two drop-off locations on Front Street. If the locations are not approved, continuation of the streetscape with street trees in tree wells is required.
 - b. A system which provides audio and visual indication of a vehicle exiting the below grade parking and delivery area shall be installed at the ingress/egress location on 11th Street.
 - c. A detailed design review approval will be needed to review the following:
 - Landscape plan
 - Building materials
 - Mechanical screens
 - Final building form
 - Openings in the facade

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 (Inter-Department Correspondence dated July 12, 2013 from Brian Murphy), sewers (Inter-Department Correspondence dated July 11, 2013 from

Mike Sheppard), street lights (Inter-Department Correspondence dated July 15, 2013 from Mike Hedge) and pretreatment (Inter-Department Correspondence dated July 11, 2013 from Terry Alber) comments as well as the memorandum from the Solid Waste/Ground Water Manager dated July 15, 2013. 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. Prior to a Building Permit and prior to any construction on the site, an Erosion and Sediment Control Permit must be obtained from the Building Division of the Planning and Development Services Department.
5. A Building Permit is contingent upon approval from Boise City Community Forestry for tree planting within right-of-ways, per Title 9, Chapter 16, Section 09-16-05.2. Contact Boise City Community Forestry at 384-4083 with questions regarding this condition.
6. Compliance with the requirements of the Ada County Highway District (ACHD) letter dated July 26, 2013.
7. Compliance with the Boise City Fire Department requirements.

Standard Conditions of Approval

8. The applicant is encouraged to participate in a Transportation Demand Management Program which may include the following measures:
 - a. Designation of an Alternative Transportation Coordinator to promote alternatives to automobile transportation to employees. This should be coordinated with ACHD's Commuteride Program and ValleyRide.
 - b. Establish employee alternative transportation incentive programs which may include discounted or free transit passes for employees, carpool/vanpool matching services through coordination with ACHD Commuteride, and flexible work hours.
9. 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.
10. 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.
11. An approved protective curbing shall enclose all landscape areas where they are adjacent to parking areas or driveways.

12. Vision Triangles as defined under Section 11-07-02 (B) of the Boise City Code shall remain clear of sight obstructions.
13. In compliance with Boise City Code, anyone planting, pruning, removing or trenching/excavating near any tree(s) on ACHD or State right-of-ways must obtain a permit from Boise City Community Forestry at least one (1) week in advance of such work by calling 384-4083. Species shall be selected from the Boise City Tree Selection Guide.
14. Deciduous trees shall be not less than 2 to 2 ½ inch caliper size at the time of planting, evergreen trees 5 to 6 feet in height, and shrubs 1 to 5 gallons, as approved by the Design Review staff. All plants are to conform to the American Association of Nurseryman Standards in terms of size and quality.
15. All surface drainage shall be reviewed and approved by ACHD and BCPW. Perimeter grading shall be designed to match the existing grade of the adjoining properties.
16. Any outside lighting shall be reflected away from adjacent property and streets. Exterior light fixture details shall be submitted to the Design Review staff for approval prior to issuance of a Building Permit. Impacts on residential areas shall not be permitted.
17. Boise City Fire Department requires water mains, fire hydrants and temporary Fire Department access to be installed, inspected and approved by the Fire Department prior to commencement of combustible construction. Note: Temporary water and temporary access during construction may be permitted upon request to, and approval by, the Fire Department.
18. No obstructions (landscaping, signs, fences or other elements) shall encroach upon any required fire access or fire facility.
19. All signs will require approval from the Planning and Development Services Department prior to installation.
20. 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.
21. Utility services shall be installed underground.
22. No trees within street right-of-ways shall be removed or pruned without approval from Boise City Community Forestry in compliance with Boise City Code. No trees within the property, as shown on the plans and approved by the Design Review Committee or the Design Review staff, shall be removed without the approval of the Design Review Committee or the Design Review staff and in compliance with Boise City Code.
23. In the event a tree is removed without prior approval, the tree shall be replaced with a tree

with trunk caliper 1.5 times the one removed or with a sufficient number of trees, as approved by the Design Review Committee or the Design Review staff, with a trunk caliper not less than 4 inches and a total cumulative caliper area equal to 1.5 times the caliper area of the tree(s) removed. Caliper shall be as measured by the American Nurseryman's Association standards. For example, if a 12 inch caliper tree is removed, it must be replaced with either one 18 inch caliper tree or three 6 inch caliper trees or five 4 inch caliper trees. The replacement requirement may be modified upon a showing made to the Design Review Committee or the Design Review staff of disease or death of the tree which was not caused by neglect.

24. 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 percent of the value of the condition(s) that is incomplete.
25. 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.
26. Any change by the applicant in the planned use of the property, which is the subject of this application, shall require the applicant to comply with all rules, regulations, ordinances, plans, or other regulatory and legal restrictions in force at the time the applicant, or successors of interest, advise Boise City of intent to change the planned use of the property described herein, unless a variance in said requirements or other legal relief is granted pursuant to the law in effect at the time the change in use is sought.

CITY OF BOISE

INTER-DEPARTMENT CORRESPONDENCE

Date: 15 July, 2013

To: Planning and Development Services

From: Mike Hedge, Street Light Technician
Public Works

Subject: DRH13-00225; 1099 Front St; Street Light Comments

SL05 This project is within the defined Historical Lighting District and ornamental-style street lighting is required along the following street frontages:

1. Front St (To be installed with JUMP Project)
2. 11th St. (To be installed with JUMP Project)

Street light plans must be submitted and approved by Public Works prior to issuance of a building permit.

SL 15 As per Idaho Power requirements the lights along the following street frontages must be installed on a metered service. Meter service cabinet location to be in the right of way or in a developer designated City Street Light Easement and shall meet the requirements of the Idaho Standards for Public Works Construction, Standard Drawings SD-1125 or SD-1126, and SD-1127, and the Boise City Standard Revisions for ISPWC Division 1102 Street Lights.

1. Front St. (To be installed with JUMP Project)
2. 11th St. (To be installed with JUMP Project)

If you have any further questions contact Mike Hedge at 388-4719 or mhedge@cityofboise.org.

Memo

To: Planning and Development Services
From: Peter McCullough, Public Works Department
Date: 7/12/13
Re: DRH11-00225, 1099 W. Front St.- Simplot Headquarters

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

1. The applicant has indicated that they will use multiple compactors for solid waste service; the specifications of the compactors must be provided prior to final plan approval.
2. Note that compactors require 60' of straight line access in front of the compactor for service.
3. Applicant must indicate the minimum overhead clearance in the underground loading dock.
4. Please provide a Detail of a typical compactor on the proposed elevated platform.
5. No parking can be permitted in the area in front of the compactors.

Please contact me with any questions you may have at 384-3906.

http://curbit.cityofboise.org/Trash/Commercial/Commercial_Trash_Home/page51871.aspx

CITY OF BOISE

INTER-DEPARTMENT
CORRESPONDENCE

Date: July 11, 2013

To: Planning and Development Services

From: Mike Sheppard, Civil Engineer
Public Works

Subject: DRH13-00225; 1000 W Myrtle; Sewer Comments

Connection to central sewer is required. Sanitary sewers are available in Myrtle

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

If you have any further questions please contact Mike Sheppard at 384-3920.

CITY OF BOISE

INTER-DEPARTMENT CORRESPONDENCE

Date: 7/11/2013

To: Planning and Development Services

From: Terry Alber, Senior Environmental Specialist
Public Works

Subject: **DRH13-00225**; 1000 W MYRTLE ST; Pretreatment Comments

	Suitable and adequate grease abatement will be required for any food service/restaurant facilities. Applicant <u>may</u> be required to provide odor abatement facilities downstream of large outside grease interceptors.
	Covered Parking Garages – All water from non-atmospheric sources (i.e., transported on vehicles) or indirect atmospheric sources (i.e., blown through openings and windows) that flows through covered parking garages or commercial structures may go to the sanitary sewer disposal system through an approved sand/oil/grease interceptor. Sewer connection fees and monthly service fees apply. If there is no feasible alternative for disposal of water from internal parking garages via the sanitary sewer then this water may be allowed into a storm sewer system. Adequate treatment prior to storm water discharge and proper disposal of waste and wash water will still be required to comply with the City's Storm Water Discharge Ordinance.
	Shell and Core Projects - Applicant/Builder shall provide segregated grease line for all tenant spaces with any potential to house food service facilities. More than one outside grease interceptor unit may be required.

For more information, or if you have any questions please contact Terry Alber, 384-3992 or email at talber@cityofboise.org.



IDAHO TRANSPORTATION DEPARTMENT

P.O. Box 8028
Boise, ID 83707-2028

(208) 334-8300
itd.idaho.gov

July 16, 2013

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

VIA EMAIL

Re: **DRH13-00225 1000 West Myrtle Street**

The Idaho Transportation Department (ITD) has reviewed the referenced design review application for the 334,000 sq. ft. office building by SBP LLLC. ITD has the following comments:

1. A traffic study had been submitted for this project. That study identified that the ITD street system is near capacity under current and future conditions. There is little opportunity for ITD to provide additional roadway capacity in this corridor.
2. ITD had previously approved two approaches on Myrtle Street between 9th Street and 11th Street. Both permits are valid and both are restricted to left-in/left-out operation. No other approaches on Myrtle Street meet current ITD policy.
3. No permits have been approved for the Front Street portion of the project. No approaches on Myrtle Street meet current ITD policy.
4. ITD has comprehensive rules governing outdoor advertising (IDAPA 39.03.60). IDAPA 39.04.32 also requires that signs not "dazzle or blind" drivers. The current trend toward high intensity signs has caused an increasing number of driver complaints on urban segments of the State Highway System. This applicant should be aware of the issue and plan the site's signing and lighting strategies accordingly.

If you have any questions, you may contact me at 334-8377.

Sincerely,

A handwritten signature in blue ink that reads "Dave Szplett".

Dave Szplett
Development Services Manager
dave.szplett@itd.idaho.gov

CITY OF BOISE

INTER-DEPARTMENT CORRESPONDENCE

Date: 7/12/2013

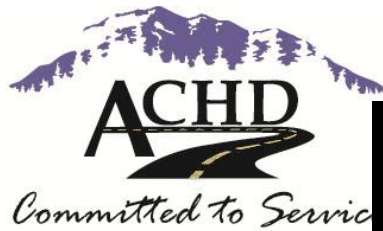
To: Planning and Development Services

From: Brian Murphy, Drainage Coordinator
Public Works

Subject: **DRH13-00226;** Drainage/Stormwater Comments

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

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



Date: July 26, 2013

To: Mark Bowen
8500 Elkhorn Ln.
Nampa, ID 83686

Subject: DRH13-00225
1000 W. Myrtle St.
Request to construct a 9 story office building.

On September 1, 2010, the Ada County Highway District approved a development application (DRH10-00178) for the JUMP project (Jack's Urban Meeting Place). On July 3, 2013, the Ada County Highway District approved a development application (DRH13-00149) for the JUMP parking garage expansion. The conditions and requirements of these two prior applications also apply to DRH13-00225. The applicant may be required to update any existing non-compliant pedestrian improvements adjacent to the site to meet current ADA (Americans with Disabilities Act) requirements.

The applicant shall be required to meet all of the ACHD Standard Conditions of Approval as well as all ACHD Policies and requirements that may apply as noted below.

If you have any questions or concerns please feel free to contact this office at (208) 387-6335.

Sincerely,

Austin Miller
Planning Review Intern
Development Services

CC: Project File
City of Boise,
Debbie McDonald, via e-mail

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.

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.



Committed to Service

Project/File: DRH10-00178

This is a design review application for the demolition of unused buildings and parking lots, and the development of a multi-use building. This building will include office space, assembly rooms and training/educational resources. There will also be an above-ground and below-ground parking garage. This project is commonly referred to as the JUMP project (Jacks' Urban Meeting Place). The site is located at 1000 W. Myrtle Street in Boise, Idaho. For this application ACHD is a recommending body to Boise City. This item is on the consent agenda due to the size of the development.

Lead Agency: City of Boise

Site address: 1000 W. Myrtle Street

Commission Hearing: September 1, 2010 @ Noon

Commission Approval: September 1, 2010

Applicant: JUMP Project Management
Mark Bowen
999 Main Street, Suite 1000
Boise, ID 83702

Representative: Susan Desko
P.O. Box 6496
Ketchum, ID 83340

Staff Contact: Mindy Wallace
Phone: 387-6178
E-mail: mwallace@achdidaho.org



A. Findings of Fact

1. **Description of Application:** This application is for the demolition of existing buildings for the construction of a new multi-use facility. This facility, commonly referred to as the JUMP Project (Jacks Urban Meeting Place) is proposed to contain office space, assembly rooms, as well as educational and training facilities. The site is approximately 7.48 acres and will have an underground parking garage for approximately 500 cars and above-grade parking for an additional 150 cars. There will be approximately 50,000sf of program and support space, 170,000sf of outdoor terrace and display space and 4.5 acres of outdoor green space. The applicant seeks to create a publicly accessible facility for the local population that will facilitate the growth, education and empowerment of all who visit it.

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

Direction	Land Use	Zoning
North	Central Business District	C-5
South	Central Business District	C-5
East	Central Business District	C-5
West	Residential Office District	R-O

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 Program or the District's Capital Improvement Plan (CIP).

B. Traffic Findings for Consideration

1. **Trip Generation:** This development is estimated to generate 700 additional vehicle trips per day (840 existing); 250 additional vehicle trips per hour in the PM peak hour (300 existing), based on the traffic impact study.

2. **Traffic Impact Study**

Six Mile Engineering, P.A. prepared a traffic impact study for the proposed JUMP Project. Below is an executive summary of the findings **as presented by Six Mile Engineering, P.A.** The following executive summary is **not the opinion of ACHD staff**. ACHD has reviewed the submitted traffic impact study for consistency with ACHD policies and practices, and may have additional recommendations or requirements beyond what is noted in the summary. ACHD staff comments on the submitted traffic impact study can be found below under *staff comments*.

Executive Summary:

JUMP is a proposed 7.5-acre mixed-use project developed by JRS Properties III L.P. It is located in Boise's central business district (CBD) in the area bounded by 9th Street and 11th Street to the east and west and Front Street and Myrtle Street to the north and south. The development includes all parcels in the block with the exception of the 0.1-acre parcel in the southeast corner.

1. *Existing Traffic: The existing AM and PM peak hour intersection turning movement traffic at the eight study area intersections, identified by the Idaho Transportation Department (ITD) and the Ada County Highway District (ACHD) during the study scoping process, were counted in late 2007 and early 2008. With the existing lane configurations, signalized control, and existing peak hour traffic counts the intersections experience the following levels of service (LOS) in the AM / PM peak hours:*

- | | |
|--|---------------|
| a. Capitol Boulevard and Myrtle Street | LOS C / LOS B |
| b. 9 th Street and Myrtle Street | LOS A / LOS B |
| c. 11 th Street and Myrtle Street | LOS A / LOS A |
| d. 13 th Street and Myrtle Street | LOS E / LOS B |
| e. Capitol Boulevard and Front Street | LOS A / LOS F |

- f. 9th Street and Front Street LOS B / LOS E
 - g. 11th Street and Front Street LOS B / LOS B
 - h. 13th Street and Front Street LOS A / LOS E
2. **Proposed Land Uses:** JUMP is a mixed-use development with 550 on-site parking spaces, with 400 located below-grade and 150 located at or above-grade, and the following proposed land uses:
- a. **Pioneer Room**
 - o 13, 500 gross square-feet – One multi-purpose room
 - o 2,000 gross square-feet – Catering and restroom facilities
 - b. **Simplot Foundation Studios**
 - o 22,800 gross square-feet of enclosed studio space
 - Office/Business Area
 - Industrial Studio (glass, woodworking, metal shop, etc.)
 - Movement Studio (open area for dance, yoga, etc.)
 - Animation/Multi-Media Studio (electronics)
 - Kitchen Studio
 - Gallery/Staff Area
 - c. **Park**
 - o 6 acres
 - d. **Outdoor Amphitheater**
 - o Lawn Seating
3. **Trip Generation:** At the time of full build-out in 2013, the JUMP development is anticipated to generate the following traffic volumes:
- a. **Total vehicle trips including existing trips utilizing parking spaces on the current JUMP site:**
 - o 1,540 weekday trips
 - o 550 AM peak hour trips
 - o 550 PM peak hour trips
 - b. **New vehicle trips on the roadway network:**
 - o 700 weekday trips
 - o 250 AM peak hour trips
 - o 250 PM peak hour trips

The trip generation rates in ITE's Trip Generation were developed from studies of suburban developments and are not applicable to developments in downtown environments. As a result, trips to and from JUMP are expected to be limited by the 550 parking spaces available at the site. Offices for the Simplot Corporation and Simplot Foundation are expected to reserve 400 parking spaces. A parking lot located on the proposed JUMP site currently accommodates 300 of the Simplot parking spaces; therefore, only vehicle trips from 100 reserved parking spaces would be new to the area. The remaining 150 parking spaces would be available to the other development land uses and generate new vehicle trips to the area. It was assumed that the parking spaces would each generate a trip during the AM peak hour and the PM peak hour as a worst-case scenario.

4. **Trip Distribution:** The estimated daily trip distribution to and from JUMP is:
- a. 42 percent of traffic travels to and from west of the development
 - b. 36 percent of traffic travels to and from east of the development
 - c. 17 percent of traffic travels to and from north of the development
 - d. 5 percent of traffic travels to and from south of the development
5. **2013 Background Traffic:** The forecasted 2013 background traffic is the existing intersection turning movement traffic increased by an annual growth rate of 1.07 percent estimated from the COMPASS Community Choices model. The forecasted

peak hour traffic was analyzed at the eight study area intersections. Because of the constrained nature of the CBD, additional thru or turn-lanes were not considered in the intersection analysis. The study area intersections operate with the following LOS during the AM /PM peak hours:

- | | |
|--|---------------|
| a. Capitol Boulevard and Myrtle Street | LOS D / LOS B |
| b. 9 th Street and Myrtle Street | LOS A / LOS B |
| c. 11 th Street and Myrtle Street | LOS D / LOS A |
| d. 13 th Street and Myrtle Street | LOS F / LOS B |
| e. Capitol Boulevard and Front Street | LOS A / LOS F |
| f. 9 th Street and Front Street | LOS B / LOS F |
| g. 11 th Street and Front Street | LOS A / LOS B |
| h. 13 th Street and Front Street | LOS A / LOS E |

6. **2013 Site Plus Background Traffic:** The 2013 site plus background peak hour traffic was analyzed at the eight study area intersections. Because of the constrained nature of the CBD, additional thru or turn-lanes were not considered in the intersection analysis. The study area intersections operate with the following LOS during the AM / PM peak hours:

- | | |
|--|---------------|
| a. Capitol Boulevard and Myrtle Street | LOS D / LOS B |
| b. 9 th Street and Myrtle Street | LOS A / LOS B |
| c. 11 th Street and Myrtle Street | LOS D / LOS A |
| d. 13 th Street and Myrtle Street | LOS F / LOS B |
| e. Capitol Boulevard and Front Street | LOS A / LOS F |
| f. 9 th Street and Front Street | LOS B / LOS F |
| g. 11 th Street and Front Street | LOS A / LOS B |
| h. 13 th Street and Front Street | LOS A / LOS F |

7. **Site Access:** The primary ingress and egress approach to JUMP is located on Myrtle Street. An ingress-only approach is proposed on 9th Street. Both of these approach locations provide access to the parking facilities. Secondary approaches located on Front Street, Myrtle Street, and 9th Street serves delivery trucks and drop-off vehicles.

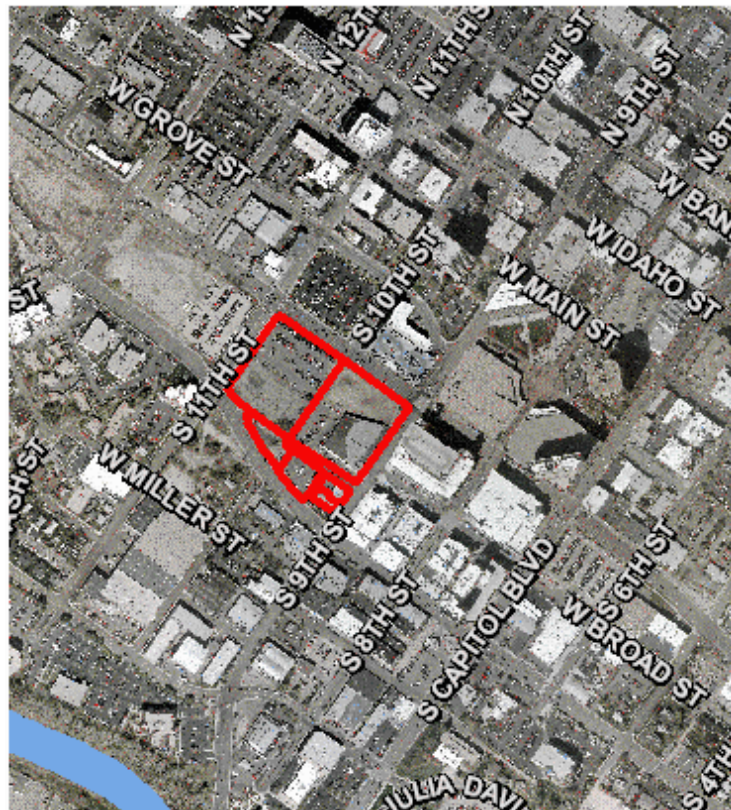
With 2013 site plus background traffic, the Myrtle Street approach is expected to operate at LOS D in the AM and LOS C in the PM peak hour. The 9th Street approach serves inbound traffic only and does not experience delay. The secondary approaches are expected to experience very low traffic volumes from deliveries and drop-offs and were not analyzed.

8. **Proposed Pedestrian Crossings:** The Capital City Development Corporation (CCDC) requested the analysis of three pedestrian crossings on Front Street at 10th Street, on Myrtle Street at 10th Street, and on 9th Street at Broad Street. The crossings would require signalization similar to the existing pedestrian crossing of Front Street at 8th Street to provide a safe crossing for pedestrians. The pedestrian signals are not expected to significantly affect existing or build-out year traffic operations at signalized intersections in the study area. However, pedestrian crossings at the three proposed locations are not recommended by this traffic impact study and should not be installed unless the pedestrian signals are warranted.
9. **Proposed 10th Street Traffic Signals:** The CCDC also requested analysis of vehicle traffic signals at the intersections of 10th Street with Front Street and Myrtle Street. Traffic signals are not recommended at these locations due to the limited vehicle movements they would serve. With the proposed site access, 10th Street would not align with the site approaches thereby excluding crossing vehicle movements. As a

result, only right-in/right-out movements would be served by the proposed 10th Street traffic signals.

10. **Proposed 11th Street Lane Reduction:** The CCDC noted that the Downtown Boise Mobility Study identified bike lanes on 11th Street and requested analysis of 11th Street as a three-lane roadway, with one lane in each direction and a center turn lane, to provide width for bike lanes. The proposed lane reduction will increase delay at the 11th Street and Front Street intersection during the PM peak hour with 2013 site plus background traffic and will reduce the length of northbound left-turn storage available on 11th Street. As a result, the proposed lane reduction on 11th Street is not recommended.

The JUMP site plans provide the width necessary to construct the northbound bike lane along 11th Street while retaining the existing four vehicle travel lanes. Width for the southbound bike lane would need to be addressed by the developer of the parcel with frontage on the western side of 11th Street.



Staff Comments/Recommendations:

- There was not enough information provided in the TIS to support either traffic signals or pedestrian signals on Front and Myrtle. Since Front and Myrtle are both principal arterial roadways on the state highway system the number of signals needs to be limited to those that are necessary and warranted. Additionally, the proposed driveway for JUMP does not align with 10th Street on either side and the exact number of pedestrians is unknown at this time.
- While the Downtown Boise Mobility Study recommends reducing 11th Street from 4 to 3 travel lanes, the submitted study shows that decision needs to be reexamined due to the

back-to-back left turn vehicle queues that would result. The TIS does not recommend reducing 11th Street from 4 to 3 lanes in the future. Based on the information submitted in the TIS staff is supportive of that recommendation.

- The submitted study did not include a peak hour directional analysis, as required in ACHD's new traffic impact study policy. However, staff recommends a modification of policy to not require the peak hour directional analysis since staff has been working with the applicant and has reviewed earlier JUMP studies prior to ACHD's adoption of the new traffic impact study policy.
- ACHD Traffic Services has reviewed the request to install a pedestrian signal at 9th/Broad. It has been determined that installing a pedestrian signal on the north (upstream) side of 9th/Broad would be acceptable. The signal would be for pedestrians only and would not be used for vehicle control. ACHD previously installed conduit across 9th Street at Broad to aid in the construction of the pedestrian signal. The crosswalk on the south side of 9th/Broad will need to be removed at the applicant's expense. The applicant should be required to design and construct the new pedestrian signal at their expense.

3. Condition of Area Roadways

Traffic Count is based on vehicles per hour (VPH) in the PM Peak Hour.

Roadway	Frontage	Functional Classification	PM Peak Hour Traffic Count	PM Peak Hour Level of Service	Existing Plus Project	Future Level of Service
Myrtle Street	575-feet	Principal Arterial	1,962		2,531	
Front Street	665-feet	Principal Arterial	3,689		4,743	
9 th Street	540-feet	Principal Arterial	1,293	Better than "E"	1,739	Better than "E"
11 th Street	370-feet	Collector	362	Better than "D"	494	Better than "D"

* Acceptable level of service for a four-lane principal arterial is "E" (1,330 VPH).

*Acceptable level of service for a five-lane principal arterial is "E" (1,770 VPH).

* Acceptable level of service for a three-lane collector is "D" (530 VPH).

4. Average Daily Traffic Count (VDT)

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

- The average daily traffic count for Myrtle Street east of 13th Street was 30,199 on July 29, 2009.
- The average daily traffic count for Front Street west of 9th Street was 35,949 on January 7, 2010.
- The average daily traffic count for 9th Street north of Myrtle Street was 15,196 on June 16, 2010.
- The average daily traffic count for 11th Street south of Front Street was 4,776 on August 27, 2009.

5. Conditions of Area Intersections

5.1 Front/11th Streets

Front Street/ 11 th Street	East Leg	South Leg	North Leg	Overall
Current V/C Ratio	.90	1.18	.61	.91
Future V/C Ratio	1.01	1.27	.65	1.00

*An acceptable level of service for an intersection has an overall V/C ratio of 0.9 or less and lane group V/C ratio of 1.0 or less.

5.2 Front/9th Streets

TH = Thru Lane RT = Right Turn Lane

Front Street/ 9 th Street	East Leg	North Leg TH	North Leg RT	Overall
Current V/C Ratio	1.09	1.05	.95	1.08
Future V/C Ratio	1.14	1.17	1.17	1.15

*An acceptable level of service for an intersection has an overall V/C ratio of 0.9 or less and lane group V/C ratio of 1.0 or less.

5.3 Myrtle/11th Streets

TH = Thru Lane RT = Right Turn Lane

Myrtle Street/ 11 th Street	West Leg	South Leg TH	South Leg RT	North Leg	Overall
Current V/C Ratio	.85	.25	.07	.16	.56
Future V/C Ratio	.8	.32	.09	.22	.6

*An acceptable level of service for an intersection has an overall V/C ratio of 0.9 or less and lane group V/C ratio of 1.0 or less.

5.4 Myrtle/9th

Myrtle Street/ 9 th Street	West Leg	North Leg	Overall
Current V/C Ratio	.74	.80	.77
Future V/C Ratio	.87	.86	.86

*An acceptable level of service for an intersection has an overall V/C ratio of 0.9 or less and lane group V/C ratio of 1.0 or less.

C. Findings for Consideration

1. Myrtle Street/US 20/26

Staff Comments/Recommendations: Myrtle Street/US 20/26 is under the jurisdiction of the Idaho Transportation Department (ITD). The applicant, Lead Land Use Agency, and ITD should work together to determine if additional right-of-way or improvements are necessary on Myrtle Street/US 20/26.

ITD has indicated they have some concerns with the proposed traffic circulation onto Myrtle Street. With 42% of vehicles coming to/from the west and 17% from the north and the sole access to the site being located off of Myrtle Street those vehicles would be making unnecessary trips on Myrtle Street and Capital Boulevard as they attempt to reach Front Street. This would create an undue burden on an ACHD roadway (Capital Boulevard). Staff is supportive of ITD's consideration of a single access onto Front Street aligned with 10th Street on the north side of Front Street, as this would alleviate much of the potential impact to Capital Boulevard.

2. Front Street/US 20/26

Front Street/US 20/26 is under the jurisdiction of the Idaho Transportation Department (ITD). The applicant, Lead Land Use Agency, and ITD should work together to determine if additional right-of-way or improvements are necessary on Front Street/US 20/26.

3. 9th Street

- a. **Existing Conditions:** 9th Street is improved with 4 - one-way southbound travel lanes, vertical curb, gutter, and 16-foot wide concrete sidewalks. There is 82-feet of right-of-way for 9th Street (41-feet from centerline).
- b. **Policy**

Arterial Roadway Policy: District Policy 7203.4.3 states that if a proposed development abuts an arterial street, the developer shall provide sidewalk along the paved frontage and dedicate right-of-way required by the proposed land use and scale of the project.
- c. **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 9th is designated in the MSM as a Town Center Arterial with 4-lanes and on-street bike lanes, a 61-foot street section within 90-feet of right-of-way.

- d. **Applicant Proposal:** The applicant has proposed to maintain the existing 16-foot wide sidewalk with tree wells and to construct two parking pullouts along 9th Street to accommodate on-street parking. The northerly pullout would accommodate three 22-foot long, 9-foot wide parking stalls located approximately 120-feet (measured near edge to near edge) south of Front Street. The southerly pullout would accommodate two 22-foot long, 9-foot wide parking stalls located approximately 412-feet south (measured near edge to near edge) of Front Street. The parking pullouts are proposed to be located within the existing right-of-way.

e. **Staff Comments/Recommendations:**

- Staff is supportive of the applicant's proposal to construct the two parking pullouts on 9th Street. On-street parking is not typically allowed on principal arterial roadways, however, it is common in this area of down town and the proposed parking pullouts allow the one-way southbound travel lanes to maintain their function.

Boise City staff has indicated that they may not allow the proposed parking pullouts on 9th Street, so that the applicant can provide more landscaping.

Either scenario is acceptable to ACHD. Boise City should provide a letter to ACHD that details the final conditions of approval.

- The applicant's proposal for the 16-foot wide sidewalk with tree wells is approved, as proposed. The applicant should be required to provide a sidewalk easement for any segment of the sidewalk located outside of the right-of-way.
- The ACHD MSM recommends that bike lanes be constructed on 9th Street abutting the site. Staff is recommending a modification of policy to not construct the bike lanes, or require the dedication of additional right-of-way to accommodate the future construction of the bike lane with this application. Staff recommends this modification due to the fact that there are no bike lanes north or south of the site, and having bike lanes on one block of the roadway in this area could lead to confusion for both cyclists and drivers, leading to unsafe conditions for both.

4. **11th Street**

- a. **Existing Conditions:** 11th Street is improved with 4 travel lanes, vertical curb, gutter, and 12-foot wide concrete sidewalks. There is 82-feet of right-of-way for 11th Street (41-feet from centerline).
- b. **Arterial Roadway Policy:** District Policy 7203.4.3 states that if a proposed development abuts an arterial street, the developer shall provide sidewalk along the paved frontage and dedicate right-of-way required by the proposed land use and scale of the project.
- c. **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 11th Street is not designated in the MSM.
- d. **Applicant Proposal:** The applicant has proposed to widen 11th Street with 5-feet of additional pavement and to stripe a bike lane on the east side of the roadway abutting the site. The applicant has proposed to construct vertical curb, gutter, and 16-foot wide sidewalks with tree wells abutting the site.
- e. **Staff Comments/Recommendations:** Staff is generally supportive of the applicant's proposal, but does not recommend that the proposed bike lane be striped at this time. There are no bike lanes north and south of this site, and having bike lanes on one block of the

roadway in this area could lead to confusion for both cyclists and drivers leading to unsafe conditions for both. As other segments of 11th Street are widened in the future, then this segment of 11th Street can be re-stripped. In the interim, there will be an extra-wide outer-lane for this one block segment.

5. Right-of-Way Vacations

- a. **Staff Comments/Recommendations:** The applicant has proposed to vacate Borah Street and an existing alley within the site. Staff is supportive of this proposal. The applicant should submit a vacation application to ACHD for review, as this is a separate review and approval process. If the proposed right-of-way vacations are not approved the applicant will be required to submit a revised development application for the site.

6. Driveways

6.1 Myrtle Street, Front Street, and 9th Street

- a. **Existing Access**

There is one existing alley with access on Myrtle Street and one existing driveway with access on 9th Street.

- b. **Policy**

Access Policy: District policy 7207.8 states that direct access to arterials and collectors is normally restricted. The developer shall try to use combined access points. If the developer can show that the use of a combined access point to a collector or arterial street is impractical, the District may consider direct access points. Access points for proposed developments at intersections should be located as far from the intersection as practical, and in no case closer than as illustrated on Figure 72-F4, unless a waiver for the access point has been approved by the District Commission.

Driveway Location Policy: District policy 72-F4 (1) requires driveways located on arterial roadways near a signalized intersection to be located a minimum of 440-feet from the signalized intersection for a full-access driveway and a minimum of 220-feet from the signalized intersection for a right-in/right-out only driveway.

Successive Driveways: District policy 72-F5, requires driveways located on collector or arterial roadways with a speed limit of 20 MPH to align or offset a minimum of 105-feet from any existing or proposed driveway.

District policy 72-F5, requires driveways located on collector or arterial roadways with a speed limit of 25 to align or offset a minimum of 105-feet from any existing or proposed driveway.

District policy 72-F5, requires driveways located on collector or arterial roadways with a speed limit of 35 to align or offset a minimum of 150-feet from any existing or proposed driveway.

Commercial Driveway Width Policy: District policy 7207.9.3 restricts commercial driveways with daily traffic volumes over 1,000 vehicles to a maximum width of 36-feet. Most commercial driveways will be constructed as curb-cut type facilities if located on local streets. Curb return type driveways with 15-foot radii will be required for driveways accessing collector and arterial roadways.

Driveway Paving Policy: Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7207.9.1, 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 with 15-foot radii abutting the existing roadway edge.

c. Applicant's Proposal: The applicant has proposed to construct two driveways on 9th Street, three driveways on Myrtle Street, and two driveways on Front Street. The driveways are proposed to be located in the following locations:

9th Street

- 20-foot wide driveway located, approximately 235-feet (measured near edge to near edge) north of Myrtle.
- 40-foot wide driveway located, approximately 60-feet (measured near edge to near edge) north of Myrtle.

Myrtle Street

- 20-foot wide driveway located, approximately 180-feet (measured near edge to near edge) east of 9th Street.
- 25-foot wide driveway located, approximately 305-feet (measured near edge to near edge) east of 9th Street.
- 24-foot wide driveway located, approximately 425-feet (measured near edge to near edge) east of 9th Street.

Front Street

- 30-foot wide driveway located, approximately 220-feet (measured near edge to near edge) east of 9th Street.
- 30-foot wide driveway located, approximately 440-feet (measured near edge to near edge) east of 9th Street.

d. Staff Comments/Recommendations:

- **9th Street:** The applicant's proposal to construct two driveways onto 9th Street does not meet District Access Management, Successive Driveway and Driveway Location policies, however, staff recommends a modification of policy to allow the driveways to be located as proposed due to the fact that there is limited access to the site, and the driveways are anticipated to serve different uses. The north driveway is anticipated to provide access and parking for passenger cars visiting the site. The southern driveway has been designed to be used for truck traffic and delivery vehicles. The southern driveway is also planned to provide access to an out parcel (parcel number R5714250055) located at the southeast corner of the site. The applicant and the owner of the out parcel should enter into a cross access agreement to allow continued access to the out parcel (parcel number R5714250055). Attached is a letter from the owner of the out parcel (Breck Seinger, Jr.) expressing a willingness to come to a solution with the representative of the JUMP project regarding the cross access agreement, access, and parking issues.

Boise City staff has indicated they may require the applicant to combine the two driveways onto 9th Street into a single driveway to serve the site. If this is a requirement of Boise City for the submitted design review application, then the driveway should be designed to provide access to the out parcel (parcel number R5714250055) located at the southeast corner of the site.

The driveways (or driveway) onto 9th Street should be paved their full width at least 30-feet into the site beyond the edge of pavement with pavement tapers with 15-foot radii abutting the existing roadway edge of 9th Street.

- **Myrtle Street:** ITD has indicated that they would not allow three separated access points onto Myrtle Street, as proposed. They will consider one combined traditional (40-foot

wide) or boulevard style (84-feet wide with 4-foot wide median) access point onto Myrtle Street.

- **Front Street:** Additionally, ITD has indicated that they will not allow the two driveways on to Front Street as proposed, to provide access to surface parking. However, ITD will consider a single access onto Front Street aligned with 10th Street on the north side of Front Street. If a single access onto Front Street (aligned with 10th Street) is approved and a signal is desired, a signal warrant analysis should be submitted to both ACHD and ITD for review and approval. The applicant should be responsible for the design, construction, and installation of the signal if approved.

6.2 11th Street

a. **Existing Conditions:** There is one existing driveway on 11th Street to access the site.

b. **Policy**

Access Policy: District policy 7207.8 states that direct access to arterials and collectors is normally restricted. The developer shall try to use combined access points. If the developer can show that the use of a combined access point to a collector or arterial street is impractical, the District may consider direct access points. Access points for proposed developments at intersections should be located as far from the intersection as practical, and in no case closer than as illustrated on Figure 72-F4, unless a waiver for the access point has been approved by the District Commission.

Section Line Road Policy: District policy 7201.1 states that section line roads are future transportation corridors. They will ultimately function as a collector or arterial streets. Direct lot access to these roads will be restricted.

Driveway Location Policy: District policy 72-F4 (1) requires driveways located on collector roadways near a signalized intersection to be located a minimum of 175-feet from the signalized intersection for a full-access driveway and a minimum of 85-feet from the signalized intersection for a right-in/right-out only driveway.

District policy 72-F4 (2) requires driveways located on collector roadways near a stop controlled intersection to be located a minimum of 150-feet from the intersection for a full-access driveway and a minimum of 110-feet from the intersection for a right-in/right-out only driveway.

Successive Driveways: District policy 72-F5, requires driveways located on collector or arterial roadways with a speed limit of 20 MPH to align or offset a minimum of 105-feet from any existing or proposed driveway.

Commercial Driveway Width Policy: District policy 7207.9.3 restricts commercial driveways with daily traffic volumes over 1,000 vehicles to a maximum width of 36-feet. Most commercial driveways will be constructed as curb-cut type facilities if located on local streets. Curb return type driveways with 15-foot radii will be required for driveways accessing collector and arterial roadways.

Driveway Paving Policy: Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7207.9.1, 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 with 15-foot radii abutting the existing roadway edge.

c. **Applicant's Proposal:** The applicant has proposed to close the existing driveway on 11th Street with vertical curb, gutter, and sidewalk to match the improvements on either side. The applicant has not proposed any additional driveways onto 11th Street

- d. **Staff Comments/Recommendations:** Due to the stacking and queues on 11th Street that occur between Front Street and Myrtle Street, a driveway on this block is not recommended or approved.

7. 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.

8. 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.

9. Other Access

9th Street is classified as a principal arterial roadway. 11th Street is classified as a collector roadway. Other than the access specifically approved with this application, direct lot access to these roadways is prohibited.

D. Site Specific Conditions of Approval

1. Submit an application to vacate the right-of-way for Borah Street and the alley within the site. If the proposed right-of-way vacations are not approved the applicant will be required to submit a revised development application for the site.
2. Comply with requirements of ITD and City of Boise for the Myrtle Street (US 20-26) and Front Street (US 20/26) frontage. Submit to the District a letter from ITD regarding said requirements prior to District approval of the final plat or issuance of a building permit (or other required permits), whichever occurs first. Contact the District III Traffic Engineer at 334-8340.
3. Construct two parking pullouts on 9th Street, as proposed. The northerly pullout, located 120-feet south of Front Street should accommodate three 22-foot long, 9-foot wide parking stalls. The southerly pullout, located approximately 412-feet south of Front Street should accommodate two 22-foot long, 9-foot wide parking stalls.
4. If the parking pullouts are not constructed the existing curb line on 9th Street shall remain in its existing alignment abutting the site.
5. Install a pedestrian signal at 9th/Broad as proposed. The crosswalk on the south side of 9th/Broad shall be removed at the applicant's expense and the applicant shall be required to design and construct the new pedestrian signal at their expense.
6. Widen 11th Street by 5-feet as proposed, with vertical curb, gutter, and 16-foot wide sidewalks with tree wells abutting the site. (ACHD will stripe the bike lane in the future.)

7. Provide a sidewalk easement for the any segment of the sidewalks on 9th or 11th Street located outside of the right-of-way.
8. Construct one 20-foot wide driveway on 9th Street located approximately 235-feet north of Myrtle Street. Pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement with 15-foot curb radii.
9. Construct one 40-foot wide driveway on 9th Street located approximately 60-feet north of Myrtle Street. Pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement with pavement tapers with 15-foot curb radii.
10. Close the existing driveway on 11th Street with vertical curb, gutter, and sidewalk to match the improvements on either side.
11. Other than the access specifically approved with this application, direct lot access to 9th and 11th Streets is prohibited.
12. 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.

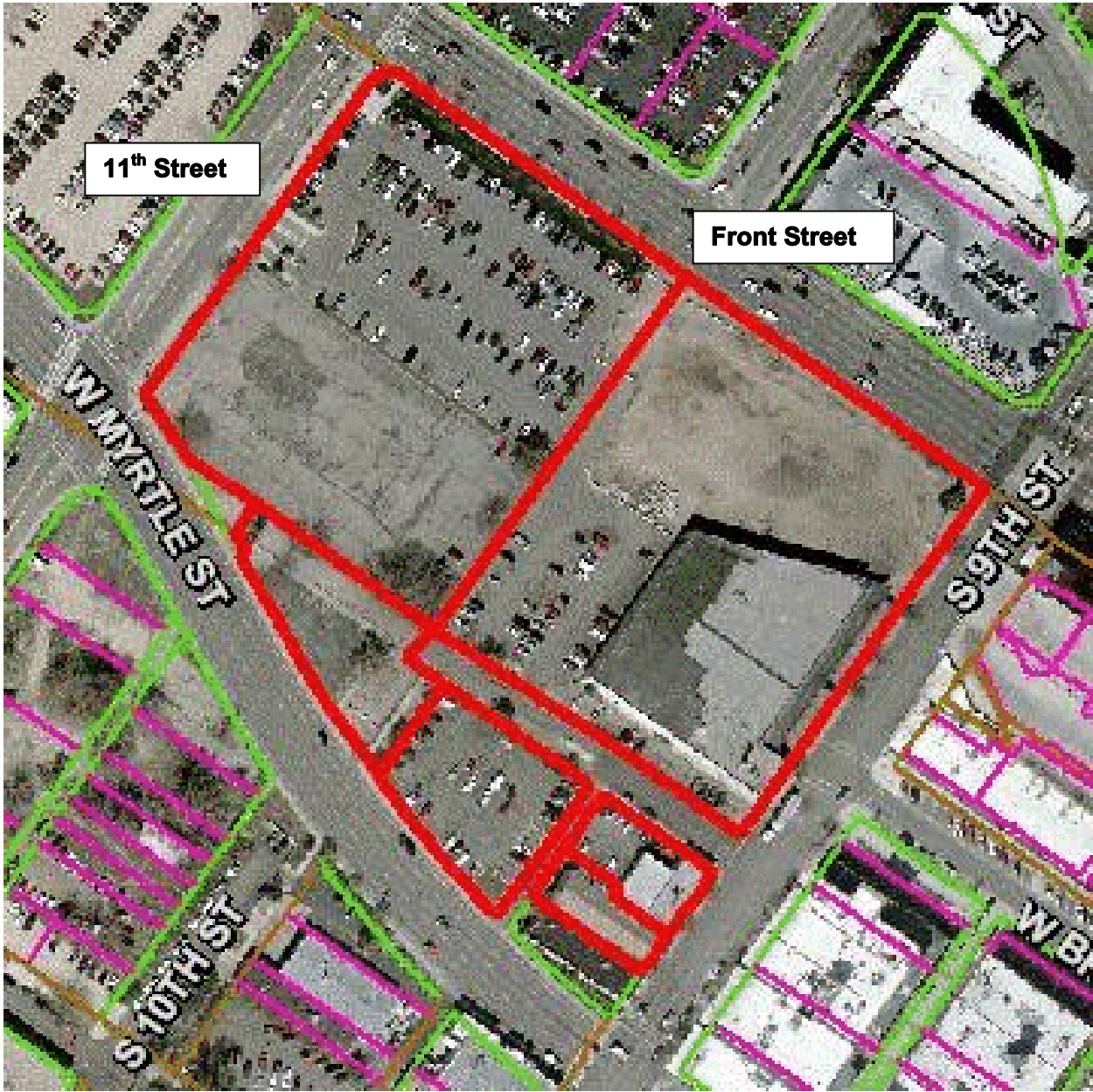
F. Conclusions of Law

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.

Attachments

1. Vicinity Map
2. Site Plan
3. Letter from Breck Seiniger, Jr.
4. Utility Coordinating Council
5. Development Process Checklist
6. Request for Reconsideration Guidelines

Vicinity Map



Site Plan



SEINIGER

LAW OFFICES

Professional Association

WM. BRECK SEINIGER, JR.
Idaho, Oregon, Washington, and the District of Columbia
JULIE MARSH SEINIGER
Idaho, Indiana, and the District of Columbia

ANDREW C. MARSH
Idaho, Indiana, and Missouri

July 30, 2010

Sara Schafer, Planner III
Planning and Development Services
City of Boise
150 N. Capitol Blvd.
Boise, Idaho 83702

Rodney Evans, Chairman
Design Review Committee
City of Boise
150 N. Capitol Blvd.
Boise, Idaho 83702

RECEIVED
AUG 04 2010
DEVELOPMENT
SERVICES

RE: **Permit Application for JUMP #DRH10-001789**

Dear Mr. Evans and Ms. Schafer:

We are writing regarding the JUMP project's permit application with the City of Boise Planning and Development Services. As the property owner operating a small business for almost 20 years adjacent to JUMP's location, and as a long-term lessee of parking spaces on their property, we have a critical interest in the design review process. We are requesting that we be notified of any Design Review Meetings, Hearings, Work Sessions and Agendas. It appears from your website that an August 18, 2010 Committee Meeting to discuss this application has been scheduled.

As you know, the Boise City Council in January required that "Existing vehicular access to the Seiniger Law Office building leased parking spaces shall be maintained during the Design Review process. Upon Design Review approval and prior to issuance of building permits, access must be formalized by an agreement which matches the terms of the long-term parking lot lease. Existing vehicular access to the Seiniger Law Office building for service vehicles and trash pick up shall be maintained during the Design Review Process. Upon Design Review approval and prior to issuance of building permits, the applicant shall provide an easement for trash pick-up and access for service delivery vehicles to the Seiniger Law Office property."

942 W. MYRTLE STREET
BOISE, IDAHO 83702

(208) 345-1000
Fax: (208) 345-4700

Breck@IdahoRights.com
www.IdahoRights.com

July 30, 2010
Page 2 of 2

We have been meeting with representatives of JUMP to come up with a solution acceptable to both parties, and it appears that we have done so. However, given the nature of the permit process, changes to the plans will naturally arise, and as you can understand, we want to make sure our access, parking spaces and service vehicle access is maintained throughout the entire process, as the City Council has stated. We would like to continue input into these issues, and the location of our parking, and sidewalks required for safety, throughout the review process.

We will also need to have discussions regarding the demolition and reconstruction of the common building wall we share with JUMP, including uninterrupted utilities, roof reconstruction, outer wall design, noise, dust and air quality and vibration containment. Are these items that your committee takes into consideration?

Thank you in advance for your communication and consideration of our concerns on this matter.

Very truly yours,

Wm. Breck Seiniger, Jr
Attorney

942 W. MYRTLE STREET
BOISE, IDAHO 83702

(208) 345-1000
Fax: (208) 345-4700

Breck@IdahoRights.com
www.IdahoRights.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 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.

**Project/File: DRH13-00149/JUMP Parking Garage Expansion**

This is a design review application for the expansion of the underground parking garage currently under construction for the Jack's Urban Meeting Place (JUMP) project. The proposed expansion includes 147 parking stalls to total 613. The site is located at 1000 West Myrtle Street, Boise, Idaho, 83702.

Lead Agency: City of Boise

Site address: 1000 West Myrtle Street

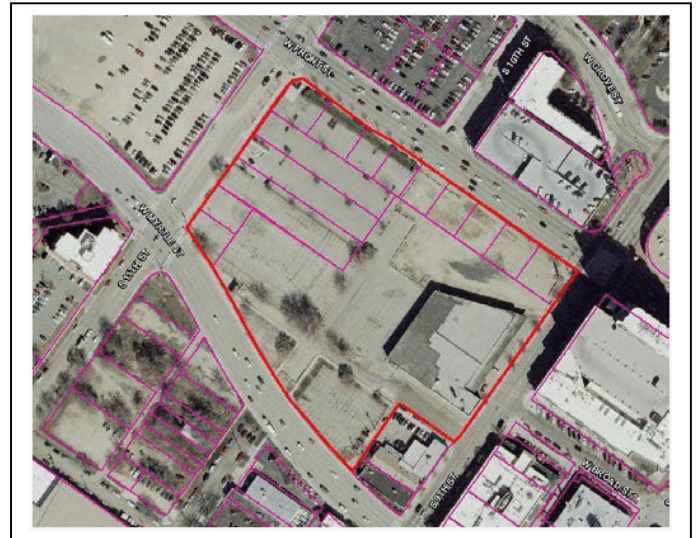
Staff Level

Approval: July 3, 2013

Applicant: Mark Bowen
JUMP Project Management Office
999 Main Street, Ste. 1000
Boise, ID 83702

Owner: Scott Simplot
JRS Properties III, LP
999 Main Street, Ste. 1000
Boise, ID 83702

Staff Contact: Lauren Watsek/Mindy Wallace
Phone: 387-6170
E-mail: lwatsek@achdidaho.org



A. Findings of Fact

- Description of Application:** The applicant is requesting design review approval for the expansion of a parking garage already under construction as part of the JUMP project. The application includes the addition of 147 new stalls to create a new total of 613 parking stalls. The parking lot expansion is to serve a future office building on the site. The office building will be subject to a separate development application. This site is zoned C-5DD and the proposed use is consistent with the City of Boise's comprehensive plan.
- Description of Adjacent Surrounding Area:**

Direction	Land Use	Zoning
North	Central Business	C-5
South	Central Business	C-5
East	Central Business	C-5
West	Central Business	C-5

3. **Site History:** ACHD previously reviewed this site as DRH10-00178/JUMP in September of 2010. The requirements of this staff report are consistent with those of the prior action (See attachment 3).
4. **Impact Fees:** Parking garages are not assessed impact fees as they do not generate additional vehicle trips.
5. **Transit:** Transit is available to serve the site via Valley Ride.
6. **Adjacent Development:** The following developments are pending or underway in the vicinity of the site:
 - The JUMP parking garage is currently under construction.
7. **Capital Improvements Plan (CIP)/Five Year Work Plan (FYWP):**
 The following projects are currently in the Five Year Work Program or the District's Capital Improvement Plan (CIP).
 - 30th Street is currently under construction to be widened to 5-lanes from Fairview Avenue to State Street.
 - State Street is listed in the Capital Improvements Plan to be widened to 7-lanes from 36th Street to 27th Street between 2017 and 2021.
 - The intersection of Broadway/Avenue B and Idaho/Warm Springs is listed in the Capital Improvements Plan to be widened to 7-lanes on the north leg, 7-lanes on the south, 5-lanes east, and 5-lanes on the west leg, and signalized between 2022 and 2026.
 - The intersection of Front Street and Broadway/Avenue B is listed in the Capital Improvements Plan to be widened to 6-lanes on the north leg, 8-lanes on the south, 6-lanes east, and 5-lanes on the west leg, and signalized between 2027 and 2031.

B. Traffic Findings for Consideration

1. **Trip Generation:** This development (parking garage expansion) is not estimated to generate any additional vehicle trips per day. The parking garage expansion is to serve a future office building to be developed on this site which will generate additional vehicle trips and will be subject to a separate development application.
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
**Front Street One-Way	680 feet	Principal Arterial	1,022	Better than "E"	Better than "E"
**Myrtle Street One-Way	595 feet	Principal Arterial	1,853	Better than "E"	Better than "E"
9 th Street One-Way	418 feet	Principal Arterial	1,374	Better than "E"	Better than "E"
11 th Street	370 feet	Collector	249	Better than "D"	Better than "D"

* Acceptable level of service for a four-lane principal arterial is "E" (1,330 VPH per lane).

*Acceptable level of service for a five-lane principal arterial is "E" (1,770 VPH per lane).

* Acceptable level of service for a three-lane collector is “D” (530 VPH).

**ACHD does not set Level of Service thresholds for state highways.

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

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

Updated traffic counts were requested due to several construction projects downtown.

- The average daily traffic count for Front Street west of 9th Street was 41,123 on October 20, 2011.
- The average daily traffic count for Myrtle Street west of 9th Street was 31,039 on October 12, 2011.
- The average daily traffic count for 9th Street north of Myrtle was 15,521 on 11/10/11.
- The average daily traffic count for 11th Street south of Front Street was 4,613 on 9/5/12.

C. **Findings for Consideration**

1. **Front Street**

Front Street is under the jurisdiction of the Idaho Transportation Department (ITD). The applicant, The City of Boise, and ITD should work together to determine if additional right-of-way or improvements are necessary on Front Street.

Staff Comments/Recommendations: The applicant should be required to comply with the requirements of ITD and the City of Boise regarding the Front Street frontage. The applicant should be required to submit to the District a letter from ITD regarding said requirements prior to plans acceptance.

2. **Myrtle Street**

Myrtle Street is under the jurisdiction of the Idaho Transportation Department (ITD). The applicant, the City of Boise, and ITD should work together to determine if additional right-of-way or improvements are necessary on Myrtle Street.

Staff Comments/Recommendations: The applicant should be required to comply with the requirements of ITD and the city of Boise regarding the Myrtle Street frontage. The applicant should be required to submit to the District a letter from ITD regarding said requirements prior to plans acceptance.

3. **9th Street**

a. **Existing Conditions:** 9th Street is improved with 4 - one-way southbound travel lanes, vertical curb, gutter, and 16-foot wide concrete sidewalks. There is 82-feet of right-of-way for 9th Street (41-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.

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

ACHD Master Street Map: ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, arterial street requirements, and specific roadway features required through development. This segment of 9th Street is designated in the MSM as a Town Center Arterial with 2 lanes and on-street bike lanes, a 11 foot street section within 110-feet of right-of-way.

- c. **Applicant Proposal:** The applicant is not proposing any improvements to 9th Street, abutting the site.
- d. **Staff Comments/Recommendations:** 9th Street is already improved with 4 - one-way southbound travel lanes, vertical curb, gutter, and 16-foot wide concrete sidewalks abutting the site. Consistent with ACHD policy, staff does not recommend any additional street improvements or right-of-way dedication for 9th Street as part of this application.

Consistent with ACHD's minor improvement policy the applicant should be required to replace any broken or deteriorated curb, gutter or sidewalk. Additionally, all pedestrian ramps should be current ADA standards.

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.

4. 11th Street

- a. **Existing Conditions:** 11th Street is improved with 4 travel lanes, vertical curb, gutter, and 9 foot wide sidewalks, abutting the site. There is 78 feet of right-of-way for 11th Street (39 feet from centerline).

- b. **Policy:**

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

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

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

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

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

ACHD Master Street Map: ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, collector street requirements, and specific roadway features required through development. This segment of 11th Street is designated in the MSM

as a Town Center Collector with 2 lanes and on-street bike lanes, a 11 foot street section within 88 feet of right-of-way.

- c. **Applicant Proposal:** The applicant is not proposing any improvements to 11th Street, abutting the site with this application.
- d. **Staff Comments/Recommendations:** As part of DRH10-00178/JUMP the applicant had proposed to widen 11th Street with 5-feet of additional pavement and to stripe a bike lane on the east side of the roadway abutting the site and to construct vertical curb, gutter, and a 16-foot wide sidewalk with tree wells abutting the site.

Staff was supportive of the applicant's proposal, however, during the review of the construction drawing it was determined that the curb line did not need to be moved to accommodate the future bike lane, and that instead 11th Street could be restriped to achieve the same result. Therefore, no additional street improvements or right-of-way dedication should be required as part of this application.

Consistent with ACHD's minor improvement policy the applicant should be required to replace any broken or deteriorated curb, gutter or sidewalk. Additionally, all pedestrian ramps should meet current ADA standards.

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.

The traffic generated by the future office which will use the proposed driveway onto 11th Street (see Finding 5) to access the site will lead to a significant increase in congestion during peak hours. The level of service at the 11th Street/Front Street intersection is anticipated to go from "B" to "F" during the PM peak hour.

This will make turning left out of the site onto 11th Street and turning right into the left turn lane on 11th (to then turn left onto Front Street) very challenging. This will increase right turning vehicles onto 11th Street traveling thru the 11th Street/Front Street intersection that will go through the intersection and travel on other downtown streets to access Front and Myrtle Streets or other routes.

Although the intersection of 11th Street/Front Street will operate at level of service "F" during the PM peak hour and 11th Street will be congested during peak hours, staff recommends approval of the applicant's proposal, as this site is located downtown and congestion is expected downtown during peak hours. One way to reduce the amount of congestion on 11th Street during peak times would be to stagger arrival and departure times of the future office building employees.

5. Driveways

5.1 11th Street

- a. **Existing Conditions:** There is an existing 45 foot wide driveway onto 11th Street from the site, located approximately 210 feet south of Front Street (measured centerline to centerline).
- b. **Policy:**
 - Access Policy:** District Policy 7205.4.1 states that all access points associated with development applications shall be determined in accordance with the policies in this section and Section 7202. Access points shall be reviewed only for a development application that is being considered by the lead land use agency. Approved access points may be relocated and/or restricted in the future if the land use intensifies, changes, or the property redevelops.

District Policy 7206.1 states that the primary function of a collector is to intercept traffic from the local street system and carry that traffic to the nearest arterial. A secondary function is to

service adjacent property. Access will be limited or controlled. Collectors may also be designated at bicycle and bus routes.

Driveway Location Policy: District policy 7206.4.3 requires driveways located on collector roadways near a signalized intersection to be located outside the area of influence; OR a minimum of 440-feet from the signalized intersection for a full-access driveway and a minimum of 220-feet from the signalized intersection for a right-in/right-out only driveway. 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 25 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. Curb return type driveways with 30-foot radii will be required for high-volume driveways with 100 VTD or more.

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 reduce the width of the existing driveway on 11th Street to a width of 34 feet.

Staff Comments/Recommendations: The applicant's proposal to construct a 34-foot wide driveway meet's District policy, and should be approved, as proposed. The applicant should be required to construct the driveway as a curb return type driveway with 30-foot radii and to pave the driveway at least 30-feet into the site beyond the edge of pavement.

The applicant's proposal does not meet District Access Management and Driveway Location Policy; however, the Development Services Manager has approved a modification of policy to allow the driveway to be located as proposed due to the fact that the proposed driveway is generally located midblock, and ACHD allows for midblock driveways in the Central Business District.

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.

8. Other Access

9th Street is classified as principal arterial roadway and 11th Street is classified at a collector roadway. Other than the access specifically approved with this application, direct lot access to 9th and 11th Streets is prohibited.

D. Site Specific Conditions of Approval

1. Comply with requirements of ITD and City of Boise for the Myrtle Street (US 20-26) and Front Street (US 20/26) frontage. Submit to the District a letter from ITD regarding said requirements prior to District approval of the final plat or issuance of a building permit (or other required permits), whichever occurs first.
2. Replace any broken or deteriorated curb, gutter or sidewalk on 9th and 11th Street abutting the site.
3. Construct one 34-foot wide curb return driveway on to 11th Street located 250-feet south of Front Street, as proposed. Pave the driveway at least 30 –feet into the site beyond the edge of pavement.
4. Payment of impacts fees are due prior to issuance of a building permit.
5. 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, 7203.3, the applicant may be required to update any existing non-compliant pedestrian improvements abutting the site to meet current Americans with Disabilities Act (ADA) requirements. The applicant's engineer should provide documentation of ADA compliance to District Development Review staff for review.
4. Replace any existing damaged curb, gutter and sidewalk and any that may be damaged during the construction of the proposed development. Contact Construction Services at 387-6280 (with file number) for details.
5. A license agreement and compliance with the District's Tree Planter policy is required for all landscaping proposed within ACHD right-of-way or easement areas.
6. All utility relocation costs associated with improving street frontages abutting the site shall be borne by the developer.
7. It is the responsibility of the applicant to verify all existing utilities within the right-of-way. The applicant at no cost to ACHD shall repair existing utilities damaged by the applicant. The applicant shall be required to call DIGLINE (1-811-342-1585) at least two full business days prior to breaking ground within ACHD right-of-way. The applicant shall contact ACHD Traffic Operations 387-6190 in the event any ACHD conduits (spare or filled) are compromised during any phase of construction.
8. Utility street cuts in pavement less than five years old are not allowed unless approved in writing by the District. Contact the District's Utility Coordinator at 387-6258 (with file numbers) for details.
9. All design and construction shall be in accordance with the ACHD Policy Manual, ISPWC Standards and approved supplements, Construction Services procedures and all applicable ACHD Standards unless specifically waived herein. An engineer registered in the State of Idaho shall prepare and certify all improvement plans.
10. Construction, use and property development shall be in conformance with all applicable requirements of ACHD prior to District approval for occupancy.
11. No change in the terms and conditions of this approval shall be valid unless they are in writing and signed by the applicant or the applicant's authorized representative and an

authorized representative of ACHD. The burden shall be upon the applicant to obtain written confirmation of any change from ACHD.

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

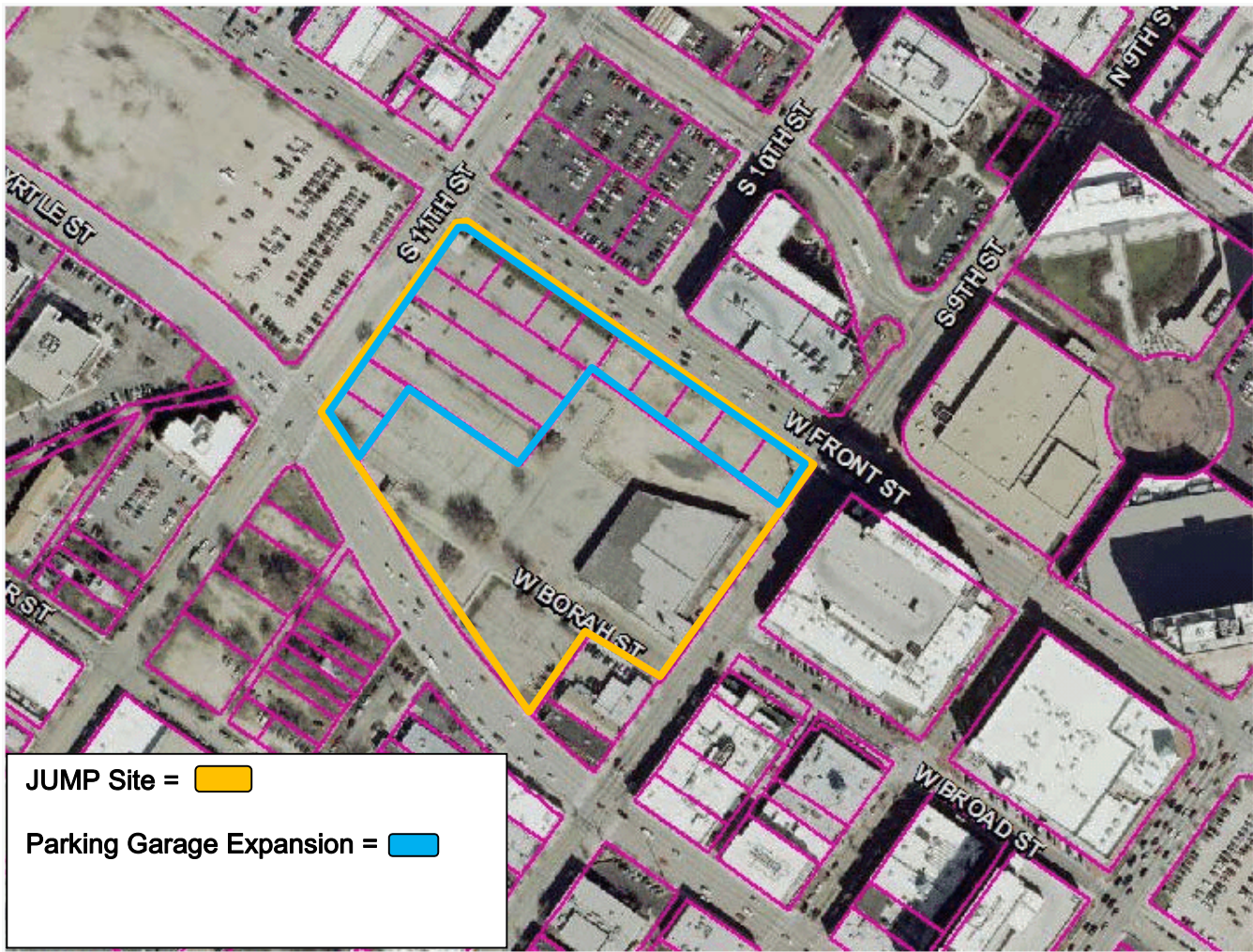
F. Conclusions of Law

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

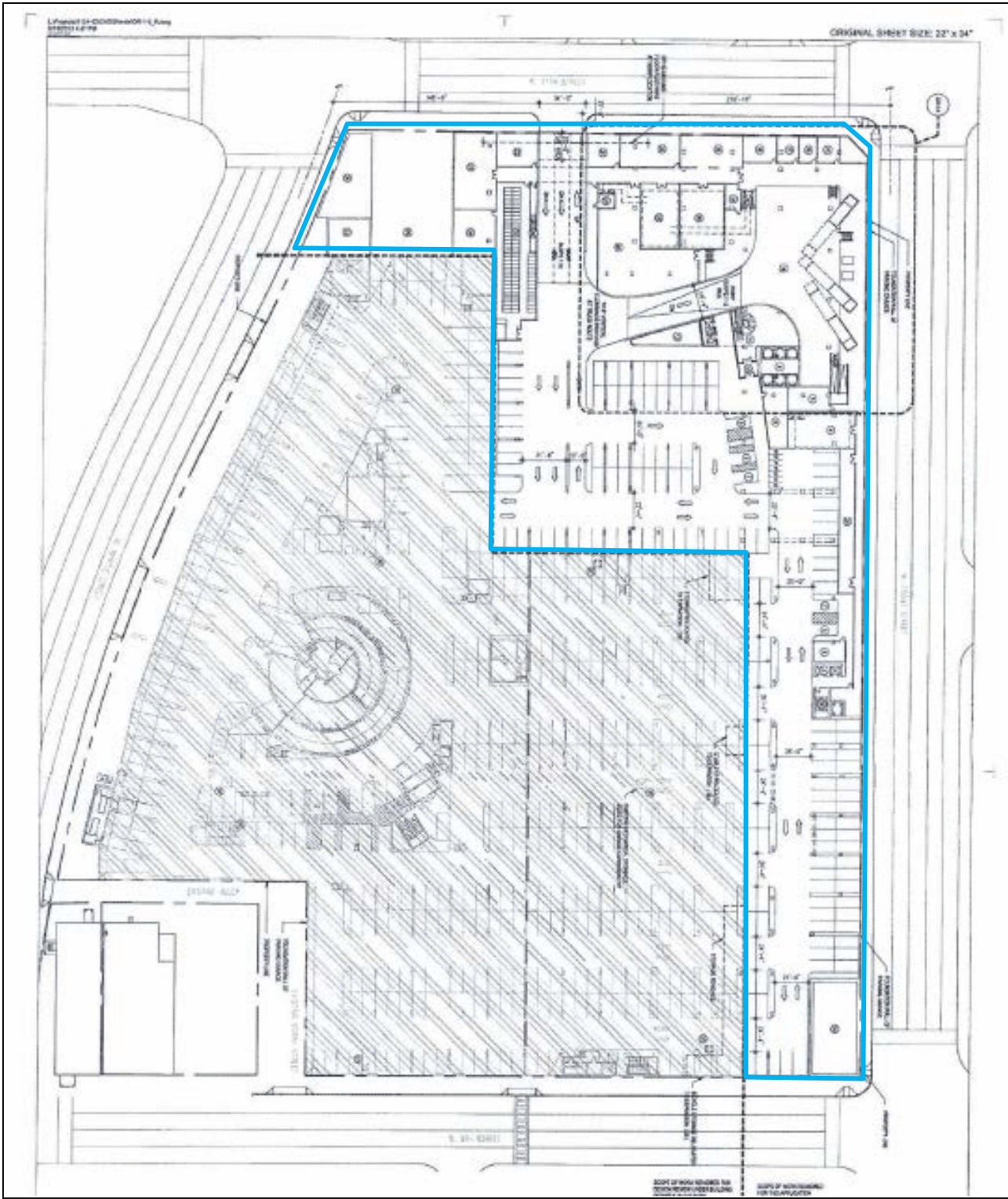
G. Attachments

1. Vicinity Map
2. Site Plan
3. DRH10-00178/JUMP Staff Report
4. Utility Coordinating Council
5. Development Process Checklist
6. Request for Reconsideration Guidelines

Vicinity Map



Site Plan



Project/File: DRH10-00178

This is a design review application for the demolition of unused buildings and parking lots, and the development of a multi-use building. This building will include office space, assembly rooms and training/educational resources. There will also be an above-ground and below-ground parking garage. This project is commonly referred to as the JUMP project (Jacks' Urban Meeting Place). The site is located at 1000 W. Myrtle Street in Boise, Idaho. For this application ACHD is a recommending body to Boise City. This item is on the consent agenda due to the size of the development.

Lead Agency: City of Boise

Site address: 1000 W. Myrtle Street

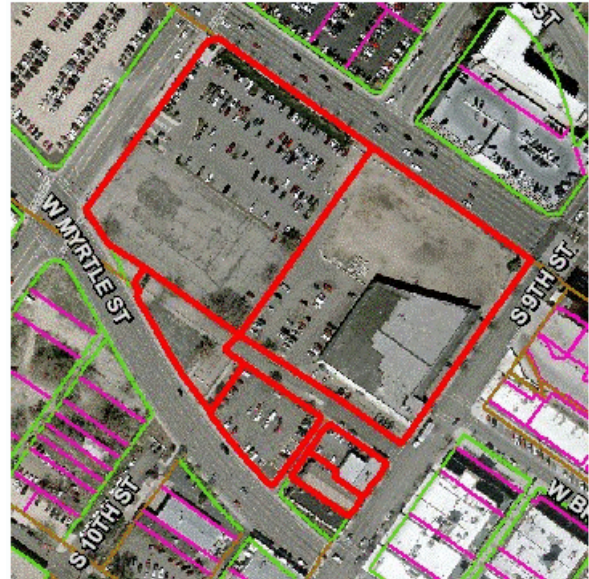
Commission Hearing: September 1, 2010 @ Noon

Commission Approval: September 1, 2010

Applicant: JUMP Project Management
Mark Bowen
999 Main Street, Suite 1000
Boise, ID 83702

Representative: Susan Desko
P.O. Box 6496
Ketchum, ID 83340

Staff Contact: Mindy Wallace
Phone: 387-6178
E-mail: mwallace@achdidaho.org



A. Findings of Fact

- 8. Description of Application:** This application is for the demolition of existing buildings for the construction of a new multi-use facility. This facility, commonly referred to as the JUMP Project (Jacks Urban Meeting Place) is proposed to contain office space, assembly rooms, as well as educational and training facilities. The site is approximately 7.48 acres and will have an underground parking garage for approximately 500 cars and above-grade parking for an additional 150 cars. There will be approximately 50,000sf of program and support space, 170,000sf of outdoor terrace and display space and 4.5 acres of outdoor green space. The applicant seeks to create a publicly accessible facility for the local population that will facilitate the growth, education and empowerment of all who visit it.

9. Description of Adjacent Surrounding Area:

Direction	Land Use	Zoning
North	Central Business District	C-5
South	Central Business District	C-5

East	Central Business District	C-5
West	Residential Office District	R-O

10. **Site History:** ACHD has not previously reviewed this site for a development application.
11. **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.
12. **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 District's Capital Improvement Plan (CIP).

B. Traffic Findings for Consideration

1. **Trip Generation:** This development is estimated to generate 700 additional vehicle trips per day (840 existing); 250 additional vehicle trips per hour in the PM peak hour (300 existing), based on the traffic impact study.
2. **Traffic Impact Study**
Six Mile Engineering, P.A. prepared a traffic impact study for the proposed JUMP Project. Below is an executive summary of the findings **as presented by Six Mile Engineering, P.A.** The following executive summary is **not the opinion of ACHD staff**. ACHD has reviewed the submitted traffic impact study for consistency with ACHD policies and practices, and may have additional recommendations or requirements beyond what is noted in the summary. ACHD staff comments on the submitted traffic impact study can be found below under *staff comments*.

Executive Summary:

JUMP is a proposed 7.5-acre mixed-use project developed by JRS Properties III L.P. It is located in Boise's central business district (CBD) in the area bounded by 9th Street and 11th Street to the east and west and Front Street and Myrtle Street to the north and south. The development includes all parcels in the block with the exception of the 0.1-acre parcel in the southeast corner.

1. **Existing Traffic:** *The existing AM and PM peak hour intersection turning movement traffic at the eight study area intersections, identified by the Idaho Transportation Department (ITD) and the Ada County Highway District (ACHD) during the study scoping process, were counted in late 2007 and early 2008. With the existing lane configurations, signalized control, and existing peak hour traffic counts the intersections experience the following levels of service (LOS) in the AM / PM peak hours:*
 - a. *Capitol Boulevard and Myrtle Street* *LOS C / LOS B*
 - b. *9th Street and Myrtle Street* *LOS A / LOS B*
 - c. *11th Street and Myrtle Street* *LOS A / LOS A*
 - d. *13th Street and Myrtle Street* *LOS E / LOS B*
 - e. *Capitol Boulevard and Front Street* *LOS A / LOS F*
 - f. *9th Street and Front Street* *LOS B / LOS E*
 - g. *11th Street and Front Street* *LOS B / LOS B*
 - h. *13th Street and Front Street* *LOS A / LOS E*
2. **Proposed Land Uses:** *JUMP is a mixed-use development with 550 on-site parking spaces, with 400 located below-grade and 150 located at or above-grade, and the following proposed land uses:*
 - a. *Pioneer Room*
 - o *13, 500 gross square-feet – One multi-purpose room*

- 2,000 gross square-feet – Catering and restroom facilities
 - b. **Simplot Foundation Studios**
 - 22,800 gross square-feet of enclosed studio space
 - Office/Business Area
 - Industrial Studio (glass, woodworking, metal shop, etc.)
 - Movement Studio (open area for dance, yoga, etc.)
 - Animation/Multi-Media Studio (electronics)
 - Kitchen Studio
 - Gallery/Staff Area
 - c. **Park**
 - 6 acres
 - d. **Outdoor Amphitheater**
 - Lawn Seating
3. **Trip Generation:** At the time of full build-out in 2013, the JUMP development is anticipated to generate the following traffic volumes:
- a. **Total vehicle trips including existing trips utilizing parking spaces on the current JUMP site:**
 - 1,540 weekday trips
 - 550 AM peak hour trips
 - 550 PM peak hour trips
 - b. **New vehicle trips on the roadway network:**
 - 700 weekday trips
 - 250 AM peak hour trips
 - 250 PM peak hour trips

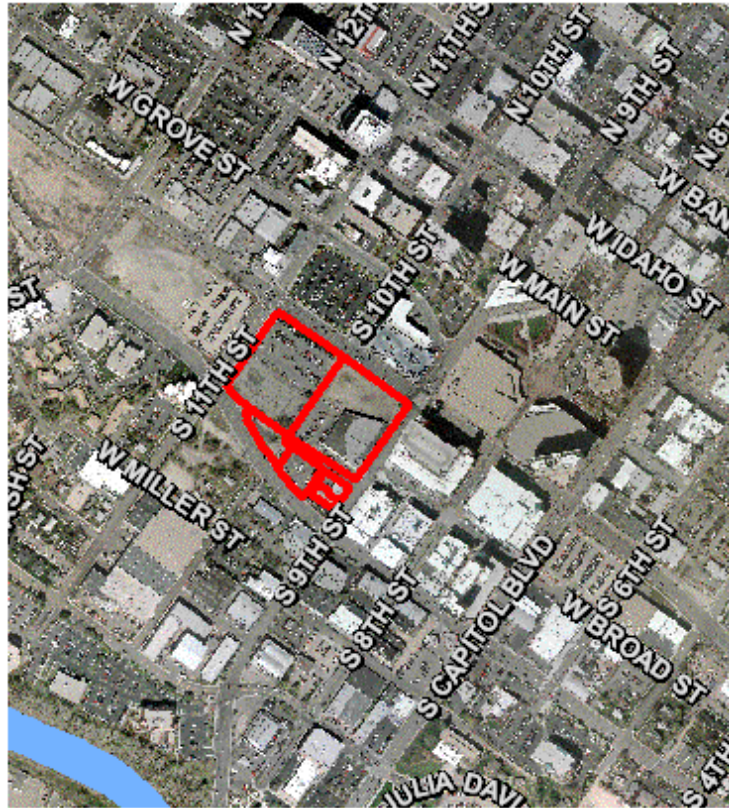
The trip generation rates in ITE's Trip Generation were developed from studies of suburban developments and are not applicable to developments in downtown environments. As a result, trips to and from JUMP are expected to be limited by the 550 parking spaces available at the site. Offices for the Simplot Corporation and Simplot Foundation are expected to reserve 400 parking spaces. A parking lot located on the proposed JUMP site currently accommodates 300 of the Simplot parking spaces; therefore, only vehicle trips from 100 reserved parking spaces would be new to the area. The remaining 150 parking spaces would be available to the other development land uses and generate new vehicle trips to the area. It was assumed that the parking spaces would each generate a trip during the AM peak hour and the PM peak hour as a worst-case scenario.

4. **Trip Distribution:** The estimated daily trip distribution to and from JUMP is:
- a. 42 percent of traffic travels to and from west of the development
 - b. 36 percent of traffic travels to and from east of the development
 - c. 17 percent of traffic travels to and from north of the development
 - d. 5 percent of traffic travels to and from south of the development
5. **2013 Background Traffic:** The forecasted 2013 background traffic is the existing intersection turning movement traffic increased by an annual growth rate of 1.07 percent estimated from the COMPASS Community Choices model. The forecasted peak hour traffic was analyzed at the eight study area intersections. Because of the constrained nature of the CBD, additional thru or turn-lanes were not considered in the intersection analysis. The study area intersections operate with the following LOS during the AM /PM peak hours:
- a. Capitol Boulevard and Myrtle Street LOS D / LOS B
 - b. 9th Street and Myrtle Street LOS A / LOS B
 - c. 11th Street and Myrtle Street LOS D / LOS A
 - d. 13th Street and Myrtle Street LOS F / LOS B

- | | |
|---|---------------|
| e. Capitol Boulevard and Front Street | LOS A / LOS F |
| f. 9 th Street and Front Street | LOS B / LOS F |
| g. 11 th Street and Front Street | LOS A / LOS B |
| h. 13 th Street and Front Street | LOS A / LOS E |
6. **2013 Site Plus Background Traffic:** The 2013 site plus background peak hour traffic was analyzed at the eight study area intersections. Because of the constrained nature of the CBD, additional thru or turn-lanes were not considered in the intersection analysis. The study area intersections operate with the following LOS during the AM / PM peak hours:
- | | |
|--|---------------|
| a. Capitol Boulevard and Myrtle Street | LOS D / LOS B |
| b. 9 th Street and Myrtle Street | LOS A / LOS B |
| c. 11 th Street and Myrtle Street | LOS D / LOS A |
| d. 13 th Street and Myrtle Street | LOS F / LOS B |
| e. Capitol Boulevard and Front Street | LOS A / LOS F |
| f. 9 th Street and Front Street | LOS B / LOS F |
| g. 11 th Street and Front Street | LOS A / LOS B |
| h. 13 th Street and Front Street | LOS A / LOS F |
7. **Site Access:** The primary ingress and egress approach to JUMP is located on Myrtle Street. An ingress-only approach is proposed on 9th Street. Both of these approach locations provide access to the parking facilities. Secondary approaches located on Front Street, Myrtle Street, and 9th Street serves delivery trucks and drop-off vehicles.
- With 2013 site plus background traffic, the Myrtle Street approach is expected to operate at LOS D in the AM and LOS C in the PM peak hour. The 9th Street approach serves inbound traffic only and does not experience delay. The secondary approaches are expected to experience very low traffic volumes from deliveries and drop-offs and were not analyzed.
8. **Proposed Pedestrian Crossings:** The Capital City Development Corporation (CCDC) requested the analysis of three pedestrian crossings on Front Street at 10th Street, on Myrtle Street at 10th Street, and on 9th Street at Broad Street. The crossings would require signalization similar to the existing pedestrian crossing of Front Street at 8th Street to provide a safe crossing for pedestrians. The pedestrian signals are not expected to significantly affect existing or build-out year traffic operations at signalized intersections in the study area. However, pedestrian crossings at the three proposed locations are not recommended by this traffic impact study and should not be installed unless the pedestrian signals are warranted.
9. **Proposed 10th Street Traffic Signals:** The CCDC also requested analysis of vehicle traffic signals at the intersections of 10th Street with Front Street and Myrtle Street. Traffic signals are not recommended at these locations due to the limited vehicle movements they would serve. With the proposed site access, 10th Street would not align with the site approaches thereby excluding crossing vehicle movements. As a result, only right-in/right-out movements would be served by the proposed 10th Street traffic signals.
10. **Proposed 11th Street Lane Reduction:** The CCDC noted that the Downtown Boise Mobility Study identified bike lanes on 11th Street and requested analysis of 11th Street as a three-lane roadway, with one lane in each direction and a center turn lane, to provide width for bike lanes. The proposed lane reduction will increase delay at the 11th Street and Front Street intersection during the PM peak hour with 2013

site plus background traffic and will reduce the length of northbound left-turn storage available on 11th Street. As a result, the proposed lane reduction on 11th Street is not recommended.

The JUMP site plans provide the width necessary to construct the northbound bike lane along 11th Street while retaining the existing four vehicle travel lanes. Width for the southbound bike lane would need to be addressed by the developer of the parcel with frontage on the western side of 11th Street.



Staff Comments/Recommendations:

- There was not enough information provided in the TIS to support either traffic signals or pedestrian signals on Front and Myrtle. Since Front and Myrtle are both principal arterial roadways on the state highway system the number of signals needs to be limited to those that are necessary and warranted. Additionally, the proposed driveway for JUMP does not align with 10th Street on either side and the exact number of pedestrians is unknown at this time.
- While the Downtown Boise Mobility Study recommends reducing 11th Street from 4 to 3 travel lanes, the submitted study shows that decision needs to be reexamined due to the back-to-back left turn vehicle queues that would result. The TIS does not recommend reducing 11th Street from 4 to 3 lanes in the future. Based on the information submitted in the TIS staff is supportive of that recommendation.
- The submitted study did not include a peak hour directional analysis, as required in ACHD's new traffic impact study policy. However, staff recommends a modification of policy to not require the peak hour directional analysis since staff has been working with

the applicant and has reviewed earlier JUMP studies prior to ACHD's adoption of the new traffic impact study policy.

- ACHD Traffic Services has reviewed the request to install a pedestrian signal at 9th/Broad. It has been determined that installing a pedestrian signal on the north (upstream) side of 9th/Broad would be acceptable. The signal would be for pedestrians only and would not be used for vehicle control. ACHD previously installed conduit across 9th Street at Broad to aid in the construction of the pedestrian signal. The crosswalk on the south side of 9th/Broad will need to be removed at the applicant's expense. The applicant should be required to design and construct the new pedestrian signal at their expense.

3. Condition of Area Roadways

Traffic Count is based on vehicles per hour (VPH) in the PM Peak Hour.

Roadway	Frontage	Functional Classification	PM Peak Hour Traffic Count	PM Peak Hour Level of Service	Existing Plus Project	Future Level of Service
Myrtle Street	575-feet	Principal Arterial	1,962		2,531	
Front Street	665-feet	Principal Arterial	3,689		4,743	
9 th Street	540-feet	Principal Arterial	1,293	Better than "E"	1,739	Better than "E"
11 th Street	370-feet	Collector	362	Better than "D"	494	Better than "D"

* Acceptable level of service for a four-lane principal arterial is "E" (1,330 VPH).

*Acceptable level of service for a five-lane principal arterial is "E" (1,770 VPH).

* Acceptable level of service for a three-lane collector is "D" (530 VPH).

4. Average Daily Traffic Count (VDT)

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

- The average daily traffic count for Myrtle Street east of 13th Street was 30,199 on July 29, 2009.
- The average daily traffic count for Front Street west of 9th Street was 35,949 on January 7, 2010.
- The average daily traffic count for 9th Street north of Myrtle Street was 15,196 on June 16, 2010.
- The average daily traffic count for 11th Street south of Front Street was 4,776 on August 27, 2009.

5. Conditions of Area Intersections

5.1 Front/11th Streets

Front Street/ 11th Street	East Leg	South Leg	North Leg	Overall
Current V/C Ratio	.90	1.18	.61	.91
Future V/C Ratio	1.01	1.27	.65	1.00

*An acceptable level of service for an intersection has an overall V/C ratio of 0.9 or less and lane group V/C ratio of 1.0 or less.

5.2 Front/9th Streets

TH = Thru Lane RT = Right Turn Lane

Front Street/ 9th Street	East Leg	North Leg TH	North Leg RT	Overall
Current V/C Ratio	1.09	1.05	.95	1.08
Future V/C Ratio	1.14	1.17	1.17	1.15

*An acceptable level of service for an intersection has an overall V/C ratio of 0.9 or less and lane group V/C ratio of 1.0 or less.

5.3 Myrtle/11th Streets

TH = Thru Lane RT = Right Turn Lane

Myrtle Street/ 11th Street	West Leg	South Leg TH	South Leg RT	North Leg	Overall
Current V/C Ratio	.85	.25	.07	.16	.56
Future V/C Ratio	.8	.32	.09	.22	.6

*An acceptable level of service for an intersection has an overall V/C ratio of 0.9 or less and lane group V/C ratio of 1.0 or less.

5.4 Myrtle/9th

Myrtle Street/ 9th Street	West Leg	North Leg	Overall
Current V/C Ratio	.74	.80	.77
Future V/C Ratio	.87	.86	.86

*An acceptable level of service for an intersection has an overall V/C ratio of 0.9 or less and lane group V/C ratio of 1.0 or less.

C. Findings for Consideration

1. Myrtle Street/US 20/26

Staff Comments/Recommendations: Myrtle Street/US 20/26 is under the jurisdiction of the Idaho Transportation Department (ITD). The applicant, Lead Land Use Agency, and ITD should work together to determine if additional right-of-way or improvements are necessary on Myrtle Street/US 20/26.

ITD has indicated they have some concerns with the proposed traffic circulation onto Myrtle Street. With 42% of vehicles coming to/from the west and 17% from the north and the sole access to the site being located off of Myrtle Street those vehicles would be making unnecessary trips on Myrtle Street and Capital Boulevard as they attempt to reach Front Street. This would create an undue burden on an ACHD roadway (Capital Boulevard). Staff is supportive of ITD's consideration of a single access onto Front Street aligned with 10th Street on the north side of Front Street, as this would alleviate much of the potential impact to Capital Boulevard.

2. Front Street/US 20/26

Front Street/US 20/26 is under the jurisdiction of the Idaho Transportation Department (ITD). The applicant, Lead Land Use Agency, and ITD should work together to determine if additional right-of-way or improvements are necessary on Front Street/US 20/26.

3. 9th Street

- a. **Existing Conditions:** 9th Street is improved with 4 - one-way southbound travel lanes, vertical curb, gutter, and 16-foot wide concrete sidewalks. There is 82-feet of right-of-way for 9th Street (41-feet from centerline).
- b. **Policy**

Arterial Roadway Policy: District Policy 7203.4.3 states that if a proposed development abuts an arterial street, the developer shall provide sidewalk along the paved frontage and dedicate right-of-way required by the proposed land use and scale of the project.
- c. **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 9th is designated in the MSM as a Town Center Arterial with 4-lanes and on-street bike lanes, a 61-foot street section within 90-feet of right-of-way.
- d. **Applicant Proposal:** The applicant has proposed to maintain the existing 16-foot wide sidewalk with tree wells and to construct two parking pullouts along 9th Street to accommodate on-street parking. The northerly pullout would accommodate three 22-foot long, 9-foot wide parking stalls located approximately 120-feet (measured near edge to near edge) south of Front Street. The southerly pullout would accommodate two 22-foot long, 9-

foot wide parking stalls located approximately 412-feet south (measured near edge to near edge) of Front Street. The parking pullouts are proposed to be located within the existing right-of-way.

e. Staff Comments/Recommendations:

- Staff is supportive of the applicant's proposal to construct the two parking pullouts on 9th Street. On-street parking is not typically allowed on principal arterial roadways, however, it is common in this area of down town and the proposed parking pullouts allow the one-way southbound travel lanes to maintain their function.

Boise City staff has indicated that they may not allow the proposed parking pullouts on 9th Street, so that the applicant can provide more landscaping.

Either scenario is acceptable to ACHD. Boise City should provide a letter to ACHD that details the final conditions of approval.

- The applicant's proposal for the 16-foot wide sidewalk with tree wells is approved, as proposed. The applicant should be required to provide a sidewalk easement for any segment of the sidewalk located outside of the right-of-way.
- The ACHD MSM recommends that bike lanes be constructed on 9th Street abutting the site. Staff is recommending a modification of policy to not construct the bike lanes, or require the dedication of additional right-of-way to accommodate the future construction of the bike lane with this application. Staff recommends this modification due to the fact that there are no bike lanes north or south of the site, and having bike lanes on one block of the roadway in this area could lead to confusion for both cyclists and drivers, leading to unsafe conditions for both.

4. 11th Street

- a. Existing Conditions:** 11th Street is improved with 4 travel lanes, vertical curb, gutter, and 12-foot wide concrete sidewalks. There is 82-feet of right-of-way for 11th Street (41-feet from centerline).
- b. Arterial Roadway Policy:** District Policy 7203.4.3 states that if a proposed development abuts an arterial street, the developer shall provide sidewalk along the paved frontage and dedicate right-of-way required by the proposed land use and scale of the project.
- c. 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 11th Street is not designated in the MSM.
- d. Applicant Proposal:** The applicant has proposed to widen 11th Street with 5-feet of additional pavement and to stripe a bike lane on the east side of the roadway abutting the site. The applicant has proposed to construct vertical curb, gutter, and 16-foot wide sidewalks with tree wells abutting the site.
- e. Staff Comments/Recommendations:** Staff is generally supportive of the applicant's proposal, but does not recommend that the proposed bike lane be striped at this time. There are no bike lanes north and south of this site, and having bike lanes on one block of the roadway in this area could lead to confusion for both cyclists and drivers leading to unsafe conditions for both. As other segments of 11th Street are widened in the future, then this segment of 11th Street can be re-striped. In the interim, there will be an extra-wide outer-lane for this one block segment.

5. Right-of-Way Vacations

- a. **Staff Comments/Recommendations:** The applicant has proposed to vacate Borah Street and an existing alley within the site. Staff is supportive of this proposal. The applicant should submit a vacation application to ACHD for review, as this is a separate review and approval process. If the proposed right-of-way vacations are not approved the applicant will be required to submit a revised development application for the site.

6. Driveways

6.1 Myrtle Street, Front Street, and 9th Street

- a. **Existing Access**

There is one existing alley with access on Myrtle Street and one existing driveway with access on 9th Street.

- b. **Policy**

Access Policy: District policy 7207.8 states that direct access to arterials and collectors is normally restricted. The developer shall try to use combined access points. If the developer can show that the use of a combined access point to a collector or arterial street is impractical, the District may consider direct access points. Access points for proposed developments at intersections should be located as far from the intersection as practical, and in no case closer than as illustrated on Figure 72-F4, unless a waiver for the access point has been approved by the District Commission.

Driveway Location Policy: District policy 72-F4 (1) requires driveways located on arterial roadways near a signalized intersection to be located a minimum of 440-feet from the signalized intersection for a full-access driveway and a minimum of 220-feet from the signalized intersection for a right-in/right-out only driveway.

Successive Driveways: District policy 72-F5, requires driveways located on collector or arterial roadways with a speed limit of 20 MPH to align or offset a minimum of 105-feet from any existing or proposed driveway.

District policy 72-F5, requires driveways located on collector or arterial roadways with a speed limit of 25 to align or offset a minimum of 105-feet from any existing or proposed driveway.

District policy 72-F5, requires driveways located on collector or arterial roadways with a speed limit of 35 to align or offset a minimum of 150-feet from any existing or proposed driveway.

Commercial Driveway Width Policy: District policy 7207.9.3 restricts commercial driveways with daily traffic volumes over 1,000 vehicles to a maximum width of 36-feet. Most commercial driveways will be constructed as curb-cut type facilities if located on local streets. Curb return type driveways with 15-foot radii will be required for driveways accessing collector and arterial roadways.

Driveway Paving Policy: Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7207.9.1, 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 with 15-foot radii abutting the existing roadway edge.

- c. **Applicant's Proposal:** The applicant has proposed to construct two driveways on 9th Street, three driveways on Myrtle Street, and two driveways on Front Street. The driveways are proposed to be located in the following locations:

9th Street

- 20-foot wide driveway located, approximately 235-feet (measured near edge to near edge) north of Myrtle.
- 40-foot wide driveway located, approximately 60-feet (measured near edge to near edge) north of Myrtle.

Myrtle Street

- 20-foot wide driveway located, approximately 180-feet (measured near edge to near edge) east of 9th Street.
- 25-foot wide driveway located, approximately 305-feet (measured near edge to near edge) east of 9th Street.
- 24-foot wide driveway located, approximately 425-feet (measured near edge to near edge) east of 9th Street.

Front Street

- 30-foot wide driveway located, approximately 220-feet (measured near edge to near edge) east of 9th Street.
- 30-foot wide driveway located, approximately 440-feet (measured near edge to near edge) east of 9th Street.

d. Staff Comments/Recommendations:

- **9th Street:** The applicant's proposal to construct two driveways onto 9th Street does not meet District Access Management, Successive Driveway and Driveway Location policies, however, staff recommends a modification of policy to allow the driveways to be located as proposed due to the fact that there is limited access to the site, and the driveways are anticipated to serve different uses. The north driveway is anticipated to provide access and parking for passenger cars visiting the site. The southern driveway has been designed to be used for truck traffic and delivery vehicles. The southern driveway is also planned to provide access to an out parcel (parcel number R5714250055) located at the southeast corner of the site. The applicant and the owner of the out parcel should enter into a cross access agreement to allow continued access to the out parcel (parcel number R5714250055). Attached is a letter from the owner of the out parcel (Breck Seinger, Jr.) expressing a willingness to come to a solution with the representative of the JUMP project regarding the cross access agreement, access, and parking issues.

Boise City staff has indicated they may require the applicant to combine the two driveways onto 9th Street into a single driveway to serve the site. If this is a requirement of Boise City for the submitted design review application, then the driveway should be designed to provide access to the out parcel (parcel number R5714250055) located at the southeast corner of the site.

The driveways (or driveway) onto 9th Street should be paved their full width at least 30-feet into the site beyond the edge of pavement with pavement tapers with 15-foot radii abutting the existing roadway edge of 9th Street.

- **Myrtle Street:** ITD has indicated that they would not allow three separated access points onto Myrtle Street, as proposed. They will consider one combined traditional (40-foot wide) or boulevard style (84-foot wide with 4-foot wide median) access point onto Myrtle Street.
- **Front Street:** Additionally, ITD has indicated that they will not allow the two driveways on to Front Street as proposed, to provide access to surface parking. However, ITD will

consider a single access onto Front Street aligned with 10th Street on the north side of Front Street. If a single access onto Front Street (aligned with 10th Street) is approved and a signal is desired, a signal warrant analysis should be submitted to both ACHD and ITD for review and approval. The applicant should be responsible for the design, construction, and installation of the signal if approved.

6.2 11th Street

a. **Existing Conditions:** There is one existing driveway on 11th Street to access the site.

b. **Policy**

Access Policy: District policy 7207.8 states that direct access to arterials and collectors is normally restricted. The developer shall try to use combined access points. If the developer can show that the use of a combined access point to a collector or arterial street is impractical, the District may consider direct access points. Access points for proposed developments at intersections should be located as far from the intersection as practical, and in no case closer than as illustrated on Figure 72-F4, unless a waiver for the access point has been approved by the District Commission.

Section Line Road Policy: District policy 7201.1 states that section line roads are future transportation corridors. They will ultimately function as a collector or arterial streets. Direct lot access to these roads will be restricted.

Driveway Location Policy: District policy 72-F4 (1) requires driveways located on collector roadways near a signalized intersection to be located a minimum of 175-feet from the signalized intersection for a full-access driveway and a minimum of 85-feet from the signalized intersection for a right-in/right-out only driveway.

District policy 72-F4 (2) requires driveways located on collector roadways near a stop controlled intersection to be located a minimum of 150-feet from the intersection for a full-access driveway and a minimum of 110-feet from the intersection for a right-in/right-out only driveway.

Successive Driveways: District policy 72-F5, requires driveways located on collector or arterial roadways with a speed limit of 20 MPH to align or offset a minimum of 105-feet from any existing or proposed driveway.

Commercial Driveway Width Policy: District policy 7207.9.3 restricts commercial driveways with daily traffic volumes over 1,000 vehicles to a maximum width of 36-feet. Most commercial driveways will be constructed as curb-cut type facilities if located on local streets. Curb return type driveways with 15-foot radii will be required for driveways accessing collector and arterial roadways.

Driveway Paving Policy: Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7207.9.1, 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 with 15-foot radii abutting the existing roadway edge.

c. **Applicant's Proposal:** The applicant has proposed to close the existing driveway on 11th Street with vertical curb, gutter, and sidewalk to match the improvements on either side. The applicant has not proposed any additional driveways onto 11th Street

d. **Staff Comments/Recommendations:** Due to the stacking and queues on 11th Street that occur between Front Street and Myrtle Street, a driveway on this block is not recommended or approved.

7. 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.

8. 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.

9. Other Access

9th Street is classified as a principal arterial roadway. 11th Street is classified as a collector roadway. Other than the access specifically approved with this application, direct lot access to these roadways is prohibited.

D. Site Specific Conditions of Approval

1. Submit an application to vacate the right-of-way for Borah Street and the alley within the site. If the proposed right-of-way vacations are not approved the applicant will be required to submit a revised development application for the site.
2. Comply with requirements of ITD and City of Boise for the Myrtle Street (US 20-26) and Front Street (US 20/26) frontage. Submit to the District a letter from ITD regarding said requirements prior to District approval of the final plat or issuance of a building permit (or other required permits), whichever occurs first. Contact the District III Traffic Engineer at 334-8340.
3. Construct two parking pullouts on 9th Street, as proposed. The northerly pullout, located 120-feet south of Front Street should accommodate three 22-foot long, 9-foot wide parking stalls. The southerly pullout, located approximately 412-feet south of Front Street should accommodate two 22-foot long, 9-foot wide parking stalls.
4. If the parking pullouts are not constructed the existing curb line on 9th Street shall remain in its existing alignment abutting the site.
5. Install a pedestrian signal at 9th/Broad as proposed. The crosswalk on the south side of 9th/Broad shall be removed at the applicant's expense and the applicant shall be required to design and construct the new pedestrian signal at their expense.
6. Widen 11th Street by 5-feet as proposed, with vertical curb, gutter, and 16-foot wide sidewalks with tree wells abutting the site. (ACHD will stripe the bike lane in the future.)
7. Provide a sidewalk easement for the any segment of the sidewalks on 9th or 11th Street located outside of the right-of-way.
8. Construct one 20-foot wide driveway on 9th Street located approximately 235-feet north of Myrtle Street. Pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement with 15-foot curb radii.

9. Construct one 40-foot wide driveway on 9th Street located approximately 60-feet north of Myrtle Street. Pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement with pavement tapers with 15-foot curb radii.
10. Close the existing driveway on 11th Street with vertical curb, gutter, and sidewalk to match the improvements on either side.
11. Other than the access specifically approved with this application, direct lot access to 9th and 11th Streets is prohibited.
12. Comply with all Standard Conditions of Approval.

E. Standard Conditions of Approval

13. Any existing irrigation facilities shall be relocated outside of the ACHD right-of-way.
14. Private sewer or water systems are prohibited from being located within the ACHD right-of-way.
15. 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.
16. 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.
17. 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.
18. All utility relocation costs associated with improving street frontages abutting the site shall be borne by the developer.
19. 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.
20. 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.
21. 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.
22. Construction, use and property development shall be in conformance with all applicable requirements of ACHD prior to District approval for occupancy.
23. 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.

24. 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.

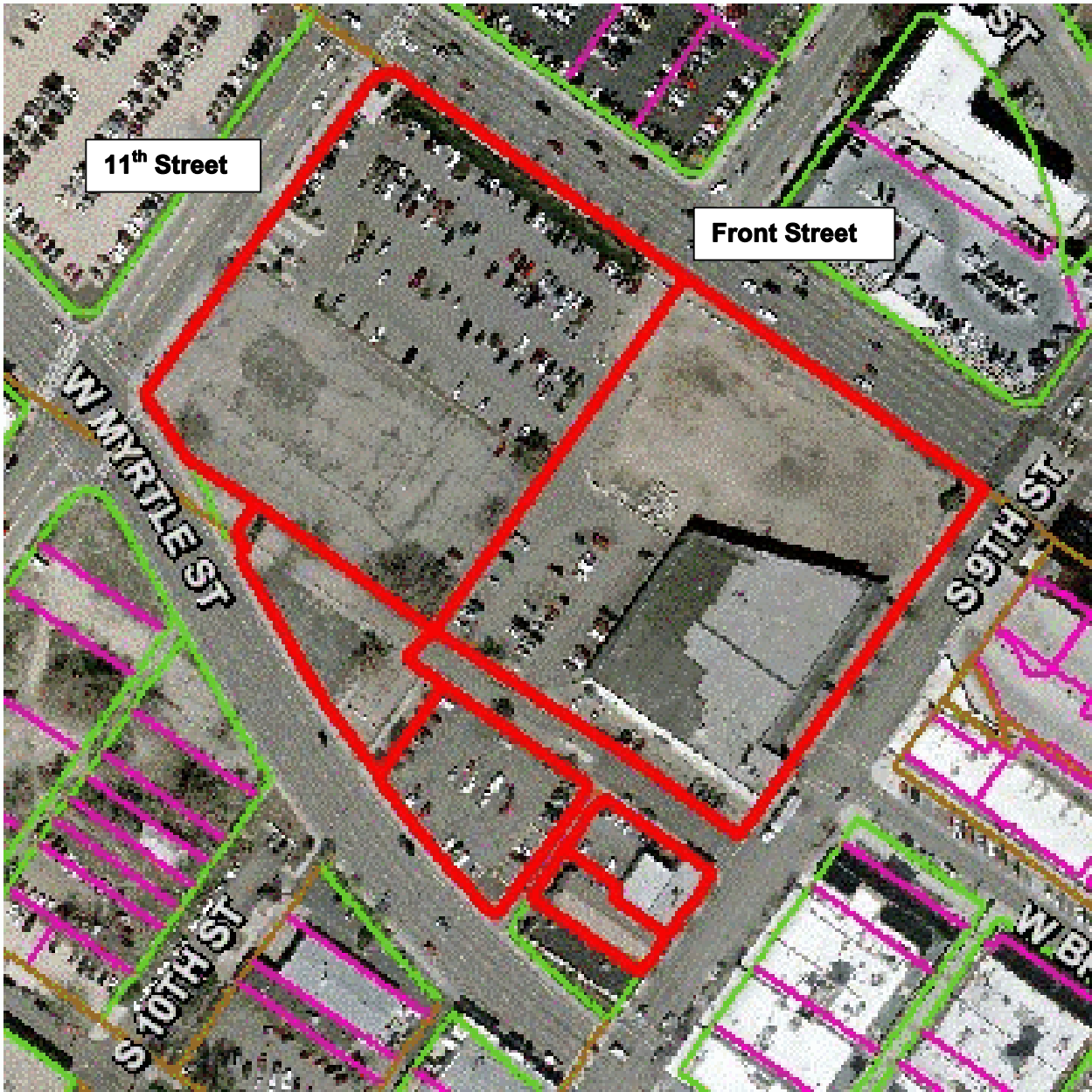
F. Conclusions of Law

3. The proposed site plan is approved, if all of the Site Specific and Standard Conditions of Approval are satisfied.
4. 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.

Attachments

7. Vicinity Map
8. Site Plan
9. Letter from Breck Seiniger, Jr.
10. Utility Coordinating Council
11. Development Process Checklist
12. Request for Reconsideration Guidelines

Vicinity Map



Site Plan



SEINIGER

LAW OFFICES

Professional Association

WM. BRECK SEINIGER, JR.

Idaho, Oregon, Washington, and the District of Columbia

JULIE MARSH SEINIGER

Idaho, Indiana, and the District of Columbia

ANDREW C. MARSH

Idaho, Indiana, and Missouri

July 30, 2010

Sara Schafer, Planner III
Planning and Development Services
City of Boise
150 N. Capitol Blvd.
Boise, Idaho 83702

Rodney Evans, Chairman
Design Review Committee
City of Boise
150 N. Capitol Blvd.
Boise, Idaho 83702

RECEIVED
AUG 04 2010
DEVELOPMENT
SERVICES

RE: **Permit Application for JUMP #DRH10-001789**

Dear Mr. Evans and Ms. Schafer:

We are writing regarding the JUMP project's permit application with the City of Boise Planning and Development Services. As the property owner operating a small business for almost 20 years adjacent to JUMP's location, and as a long-term lessee of parking spaces on their property, we have a critical interest in the design review process. We are requesting that we be notified of any Design Review Meetings, Hearings, Work Sessions and Agendas. It appears from your website that an August 18, 2010 Committee Meeting to discuss this application has been scheduled.

As you know, the Boise City Council in January required that "Existing vehicular access to the Seiniger Law Office building leased parking spaces shall be maintained during the Design Review process. Upon Design Review approval and prior to issuance of building permits, access must be formalized by an agreement which matches the terms of the long-term parking lot lease. Existing vehicular access to the Seiniger Law Office building for service vehicles and trash pick up shall be maintained during the Design Review Process. Upon Design Review approval and prior to issuance of building permits, the applicant shall provide an easement for trash pick-up and access for service delivery vehicles to the Seiniger Law Office property."

942 W. MYRTLE STREET
BOISE, IDAHO 83702

(208) 345-1000
Fax: (208) 345-4700

Breck@IdahoRights.com
www.IdahoRights.com

We have been meeting with representatives of JUMP to come up with a solution acceptable to both parties, and it appears that we have done so. However, given the nature of the permit process, changes to the plans will naturally arise, and as you can understand, we want to make sure our access, parking spaces and service vehicle access is maintained throughout the entire process, as the City Council has stated. We would like to continue input into these issues, and the location of our parking, and sidewalks required for safety, throughout the review process.

We will also need to have discussions regarding the demolition and reconstruction of the common building wall we share with JUMP, including uninterrupted utilities, roof reconstruction, outer wall design, noise, dust and air quality and vibration containment. Are these items that your committee takes into consideration?

Thank you in advance for your communication and consideration of our concerns on this matter.

Very truly yours,

Wm. Breck Seiniger, Jr
Attorney

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 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.

Ada County Utility Coordinating Council

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