



Planning & Development Services

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2

PUD15-00005 & CVA15-00019 / DevCo

Summary

The applicant is requesting a conditional use permit for a 196 unit planned residential development on 7.89 acres located at 2105 S. Federal Way in an L-OD (Limited Office with Design Review) zone. A variance to reduce the street side setback along Hudson Avenue is included.

Prepared By

Cody Riddle-Manager, Current Planning

Recommendation

The Planning Team recommends **approval** of PUD15-00005 and CVA15-00019.

Reason for the Decision

The project is compatible with other uses in the neighborhood and those reasonably expected to develop. The area includes single and multi-family residential as well as numerous commercial and office uses. The development is consistent with Blueprint Boise. *Principle NAC3.2* directs infill development to areas identified as suitable for change. The Plan delineates this portion of the Federal Way Corridor as “Reinvestment in Established Infrastructure Needed”. While not infrastructure, the proposed development represents a significant investment in the neighborhood. The Plan also encourages a mix of housing, including higher density development that makes use of existing infrastructure, including transit. The property is designated mixed-use and transit routes are located approximately 1/3 mile to the north at the intersection of Federal Way and Overland and 1/2 mile south at the intersection of Broadway Avenue.

The site is large enough to accommodate the proposed use without adversely impacting other properties in the vicinity. With the exception of the Hudson Avenue frontage, all perimeter setbacks have been met and all required parking and other amenities provided. Comments from public agencies confirm the project will not place an undue burden on the transportation system or other infrastructure in the area.

There is justification for the variance along Hudson. The portion of the site between Hudson and Federal Way is only 200 feet wide and encumbered by a 40-foot wide irrigation easement parallel to the street. The combination of the easement and application of the 20-foot parking setback effectively eliminates 1/3 of the developable area of this portion of the site. The property is a double-fronted lot. While it is a public street, Hudson functions as a service drive, only providing access to the post office parking lot to the west. That parking is only located five feet from the property line. The applicant is proposing a ten foot setback on their side of the street. The variance will have no impact on the general public and is not in conflict with any elements of Blueprint Boise.



W Nez Perce St

W Spaulding St

W Palouse St

W Cataldo Dr

W Lemhi St

W Tendoy Dr

W Targee St

W Terrabrook Ln

W Salem Ct

W Cherry Ct

S Ormond St

S Annett St

S Virginia St

S Annett St

S Butler St

W Spaulding St

W Olympia Dr

S Hudson Ave

S Rovian St

S Ralfroy St

W Salem St

W Salem St

W Latimer St

S Federal Way

W Chamberlin St

W Chamberlin St

W Albert St

W Albert St

W Dundee St

W Dundee St

W Iowa St

W Howard St

W Howard St

W Targee St

W Targee St

W Melrose St

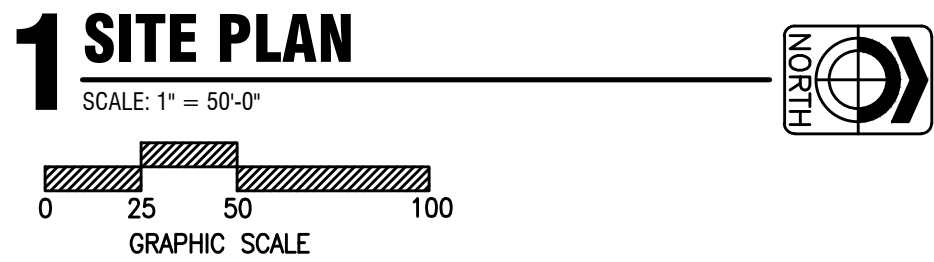
W Ivywild St

S Mariette Ln

S Barrington Ln

S Nashua Ln

S Broadway Ave



UNIT DATA																							
UNIT TYPE	No. BED	No. BATH	BUILDINGS F, I				BUILDINGS B, G				BUILDINGS D, H				BUILDINGS A, C, E, J, K				UNIT TOTALS	* UNIT NET AREA	STORAGE AREA	DECK AREA	** UNIT GROSS AREA
			BUILDING TYPE 1				BUILDING TYPE 2				BUILDING TYPE 3				BUILDING TYPE 4								
			1	2	T	x2	1	2	3	T	x2	1	2	3	T	x2	1	2	3	T	x5		
A	1	1	0	2		2	4																
B	1	1						4	4	4	12	24					4	4	4	12	60		
C	2	1						2	2	2	6	12					4	4	4	12	60		
D	2	2						2	2	2	6	12											
E	2	2											4	4	4	12	24						
TOTALS			0	2	0	2	4	8	8	8	24	48	4	4	4	12	24	8	8	8	24	120	
																	196						

UNIT TYPE TOTALS		
UNIT TYPE	# OF UNITS	% OF PROJECT
UNIT A	4	2.04%
UNIT B	84	42.86%
UNIT C	72	36.73%
UNIT D	12	6.12%
UNIT E	24	12.24%
TOTAL	196	100.00%

* NET UNIT AREA IS MEASURED TO THE OUTSIDE FACE OF PERIMETER WALLS NOT INCLUDING DECK AND STORAGE ROOM.
** GROSS UNIT AREA IS MEASURED TO THE OUTSIDE FACE OF PERIMETER WALLS INCLUDING DECK AND STORAGE ROOM.

(2) "B" TYPE UNITS TO BE B-HC UNITS. SEE SITE PLANS AND BUILDING PLANS FOR LOCATIONS.
(2) "C" TYPE UNITS TO BE C-HC UNITS. SEE SITE PLANS AND BUILDING PLANS FOR LOCATIONS.

GROSS BUILDING AREAS	
BUILDING TYPE 1 (2-BUILDINGS)	
FIRST FLOOR	2,798 S.F.
SECOND FLOOR	1,190 S.F.
TOTAL BUILDING TYPE 1	3,988 S.F.
BUILDING TYPE 2 (2-BUILDINGS)	
FIRST FLOOR	8,353 S.F.
SECOND FLOOR	8,016 S.F.
THIRD FLOOR	8,016 S.F.
TOTAL BUILDING TYPE 2	24,385 S.F.
BUILDING TYPE 3 (2-BUILDINGS)	
FIRST FLOOR	5,045 S.F.
SECOND FLOOR	4,933 S.F.
THIRD FLOOR	4,933 S.F.
TOTAL BUILDING TYPE 3	14,911 S.F.
BUILDING TYPE 4 (5-BUILDINGS)	
FIRST FLOOR	8,233 S.F.
SECOND FLOOR	7,896 S.F.
THIRD FLOOR	7,896 S.F.
TOTAL BUILDING TYPE 4	24,025 S.F.
TOTAL BUILDINGS (11-BUILDINGS)	
	206,693 S.F.

GENERAL SITE NOTES

SCALE: 1"=50'-0"
ZONING: LOD
TOTAL AREA: ±7.89 ACRES
PARCEL No.:
CONSTRUCTION TYPE/OCCUPANCY:
APARTMENTS: V-B/R-2
CLUB HOUSE: V-B/A-3
BUILDING AREAS:
CLUBHOUSE: 4,389 S.F.
APARTMENT BUILDINGS: 206,639 S.F.
GARAGES: 4,840 S.F.

SETBACKS:	Building Proposed	Required	Parking Proposed	Required
Front (Federal Way)	40'	20'	40'	20'
Front (S. Hudson)	84'	20'	10'	10'
Front (W. Targee)	27'	20'	10'	10'
Rear	15'	15'	10'	10'
Side (north)	15'	15'	10'	10'
Side (south)	15'	15'	5'	5'

SITE AREA RATIOS:		
BUILDING COVERAGE:	24.15%	83,074 S.F.
LANDSCAPING:	37.55%	129,177 S.F.
PAVING:	38.30%	131,756 S.F.
TOTAL:	100%	344,007 S.F.

OPEN AREA AMENITY: 92,142 S.F., 26.78% OF SITE (NOT INCLUDING SETBACKS)

PARKING REQUIRED:	
1-Bedroom	1x88 = 88
2-Bedroom	1.25x108 = 135
Guest	196/10 = 20
TOTAL	= 243 SPACES REQUIRED

ACCESSIBLE SPACES REQUIRED: 7 SPACES, 8 SPACES PROVIDED

BICYCLE PARKING REQUIRED: 25 SPACES, 218 SPACES PROVIDED

TOTAL PARKING PROPOSED:303 (1.52/UNIT)
GARAGE SPACES PROPOSED:	26
(1-ACCESSIBLE SPACE)	
CARPORT SPACES PROPOSED:	177
(3-ACCESSILBE SPACES)	
STANDARD OPEN SPACES PROPOSED:	71
(4-ACCESSIBLE SPACES)	
COMPACT OPEN SPACES PROPOSED:29

FIRE SPRINKLERS: APT'S YES (NFPA 13R), CLUBHOUSE NO
FIRE FLOW REQUIRED: 1,750 GPM (CLUBHOUSE IS MOST RESTRICTIVE)
FIRE FLOW AVAILABLE: 2,500 GPM
FIRE HYDRANTS: 4-EXISTING, 2-ADDITIONAL PROPOSED
FIRE ALARMS: APT'S YES, CLUBHOUSE NO

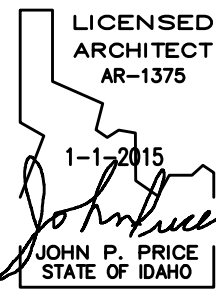
MAX. BLD HT PROPOSED (MID-ROOF) SLOPE: 35 FT. (MID POINT OF ROOF)

PROJECT

SKYLINE APARTMENTS

2105 S. FEDERAL WAY
BOISE, IDAHO

SEAL



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FILE

DATE
MAY 22, 2015

FILE NO.
14-226 A1.0

DRAWN
JOHN PRICE

REVISIONS

SHEET

A1.0

ARCHITECTURAL SITE PLAN

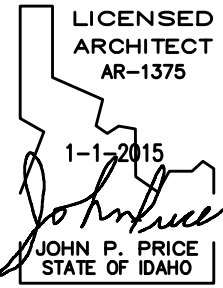
Updated 5/26/15

PROJECT

**SKYLINE
APARTMENTS**

2105 S. FEDERAL WAY
BOISE, IDAHO

SEAL



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FILE

DATE
APRIL 2, 2015
FILE NO.
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JOHN PRICE

REVISIONS

SHEET

A1.0

ARCHITECTURAL SITE PLAN
OPEN SPACE EXHIBIT

OPEN SPACE CALCULATIONS

AREA OF OPEN SPACE (NOT INCLUDING SETBACKS): 92,142
TOTAL SITE AREA: 344,007
OPEN SPACE/TOTAL SITE AREA: 92,142/344,007 = 26.78%



LANDSCAPE NOTES:

1. All contractor work shall be conducted in accordance with ISPWC (Idaho Standard Public Works Construction), 2013; and City of Boise, ID codes, standards and state and local regulations.
2. All structures, site improvements and underground utilities shall be located prior to construction and protected. Call Dig-a-line 1-800-342-1585 to locate underground utilities. Any damage to structures, utilities or concrete will be replace at contractor's expense.
3. Coordinate with civil engineering drawings for paving, utilities and grading information.
4. Prepare site for planting by grubbing and removing weeds. If necessary apply Round-up (or equivalent herbicide), using a certified Applicator. Remove rocks and other materials over 3".
5. All lawn areas shall have min 6" of topsoil and and fill tree pits with topsoil. Topsoil shall be friable loam, pH range 5.5 to 7, a minimum of 5% organic material, free of stones 1 inch or larger or any other extraneous materials. It is acceptable to amend native soils to meet this topsoil specification if soil texture is loamy.
6. Fine grade to elevations set by Engineer's plans with positive drainage away from structures. Refer to Engineer's plans for grading information.
7. Surface water drainage is to be contained within each lot unless expressly allowed otherwise by approved engineering plans.
8. If work is in the Spring, between the months March to May, then apply pre-emergant to all non-paved landscape areas, except areas receiving grass sod, prior to planting.
9. Berming and grading as shown on plans shall have gradual transitions to existing or engineer proposed grades. Grading shall not change flow or direction of surface drainage swales as shown on engineers plans.
10. Estimated quantities are shown for general reference only. Contractor shall be responsible for all quantity estimates.
11. Lay sod within 24 hours of harvesting sod to form a solid mass with tightly fitted joints and even grades.
12. Contractor responsible for keeping landscaped areas clean. remove all debris, spoils and trash from site for disposal at approved landfill or waste disposal site.
13. All plant material shall meet or exceed the minimum federal standards as regulated by ANSI z60.1, American Standard for Nursery Stock. Plants not meeting these standards for quality, or plants determined to be unhealthy by Owner's representative, will be rejected.
14. Install only specified plants. Plant substitutes must be approved by Landscape Architect. Unapproved plant substitutes will be replaced at Contractor's expense.

15. Trees shall not be planted within the 10' clear zone of all ACHD (Ada County Highway District) storm drain pipe, structures, or facilities.
16. Trees shall not be planted within clear vision triangles.
17. No trees shall be placed within 50' of stop sign.
18. Seepage beds must be protected from any and all contamination during the construction and installation of the landscape irrigation system.

19. Root barriers must be used for trees in street planters with a minimum width of six (6) feet. Root barriers are required to extend 18 inches below the sub grade on the sidewalk side and shall extend 2 feet below sub grade on curb side. Barrier shall be constructed with the street and sidewalk and shall run continuously along sidewalk and curb.

20. All plant material shall be guaranteed for a period of 30 days beginning a the date of Acceptance by Owner. Replace all dead or unhealthy plant material immediately with same type and size at no cost to the Owner.

21. All landscape shall be irrigated with an automatic irrigation system operated by one controller, and designed with hydro-zones that function well within the water service provided for healthy growth of plant material. Year-round pressure irrigation service is required.

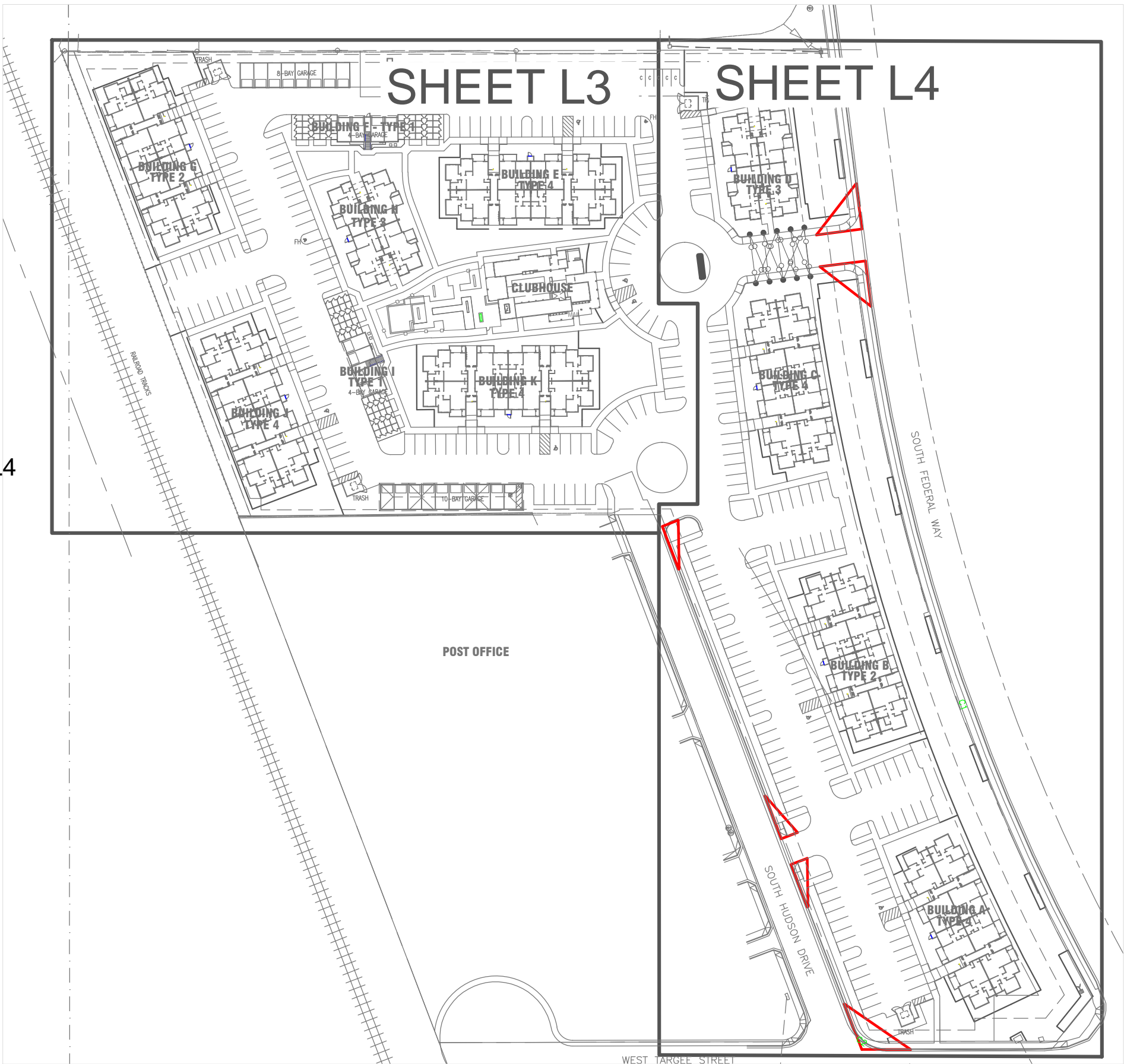
22. The irrigation system shall be designed and installed with the following specifications:

- Coverage for different hydrozones:
 - a. Lawns - Pop-up rotor sprinklers or MP rotor sprinklers with100% double coverage.
 - b. Planting Beds - Drip irrigation with drippers sufficient for each plant type.
- Sprinkler heads shall have matched precipitation rates within each control valve circuit.
- Separate hydrozones shall be used for lawns and trees/shrubs/ground cover areas.
- Sprinklers shall not overspray onto impervious surfaces, building or structures in calm wind conditions.

22. Contractor shall submit shop drawings of design/build irrigation system and/or any materials or product substitutes to Owner's Representative for approval prior to construction. Shop drawings shall include at minimum: design layout, backflow system, controller and value locations, sleeve locations and supply line size and location.

23. Irrigation Contractor to coordinate with General Contractor for all sleeves that need to be installed to allow efficient irrigation piping.

24. Irrigation controllers shall be pedestal mounted in planting beds. Controller locations shall be easily accessible, but visibly discrete.



PLANTING LEGEND								
Key	Common Name	Botanical Name	Mature size ht'xwidth'	Min. Planting Size*	Class Height	Quant. L3	Quant. L4	Quantity totals
	CIMARRON ASH	Fraxinus pennsylvanica 'Cimmaron'	55'x28'	3" cal.	II	13	20	33
	SHADEMASTER HONEYLOCUST	Gleditsia triacanthos 'Shademaster'	50'x35'	3" cal.	II	5	14	19
	CHANTICLEER FLOWERING PEAR	Pyrus calleryana 'Chanticleer'	30'x15'	3" cal.	II	25	12	37
	KARL FUCHS HIMALAYAN CEDAR	Cedrus deodara 'Karl Fuchs'	20'x8'	6'-7' ht	EVERGREEN	30	38	68
	COLUMNAR NORWAY SPRUCE	Picea abies 'Cupressina'	20'x6'	6'-7' ht	EVERGREEN	23	0	23
	PAPERBARK MAPLE	Acer griseum	25'x20'	3" cal.	I	4	10	14
	IVORY SILK JAPANESE LILAC	Syringa reticulata 'Ivory Silk'	20'X15'	5 gal.	I	1	30	31
	GOLDEN HINOKI FALSE CYPRESS	Chamaecyparis obtusa 'Crippsii'	9'x4'	5 gal.	E. SHRUB	15	33	48
	HICKS YEW OR TALLHEDGE BUCKTHORN	Taxus x media 'Hicksii' or Rhamnus frangula	10'x4'	5 gal.	E. SHRUB	42	80	122
	MISS MOLLY BUTTERFLY BUSH	Buddleia 'Miss Molly'	5'x5'	5 gal.	SHRUB	46	14	60
	IVORY HALO DOGWOOD	Cornus alba 'Bailhalo'	6'x5'	5 gal.	SHRUB	72	72	144
	GROW LOW SUMAC OR GOLDEN PACIFIC JUNIPER	Rhus aromatica 'Grow Low' OR Juniperus conferta 'All Gold'	2'x6'	5 gal.	SHRUB	72	78	150
	ROYAL BURGUNDY BARBERRY	Berberis thunbergii 'Gentry'	3'x3'	2-3 gal.	SHRUB	163	80	243
	HIDCOTE LAVENDER	Lavandula angustifolia 'Hidcote'	3'x3'	2-3 gal	SHRUB	146	80	226
	BIOKOVO CRANESBILL groundcover space at 3'oc	Geranium x cantabrigiense 'Biokovo'	8"x3'	4" pot	GOUND COVER @ 36"O.C.	0	500	500
	PERIWINKLE	Vinca minor	0.5'x4'	1 gal	PERENNIAL	96	112	208
	LITTLE SUNDIAL COREOPSIS	Coreopsis 'Little Sundial'	1'x1.5'	1 gal	PERENNIAL	24	0	24
	COLOR GUARD YUCCA	Yucca filamentosa 'Color Guard'	3'x2'	2 gal	ACCENT	25	28	53
	SISKIYOU IDAHO BLUE FESCUE	Festuca idahoensis 'Siskiyou Blue'	1.5'x1.5'	1 gal	GRASS	138	42	180
	KARL FOERSTER FEATHER REED GRASS	Calamagrostis acutiflora 'Karl Foerster'	5'x2'	2 gal	GRASS	207	220	427

NOTES

ROOT BARRIER SHALL BE INSTALLED FOR ALL TREES PLANTED WITHIN 5' OF ANY SIDEWALK OR PAVING (SEE L5.3) SEE L6 FOR PLANTING DETAILS

DEVELOPER
Skyline Boise, L.L.C.

TABLE OF CONTENTS:	
SHEET NUMBER	SHEET NAME
L1	LANDSCAPE PLAN OVERVIEW
L2	LANDSCAPE MATERIALS PLAN
L3	LANDSCAPE PLAN
L4	LANDSCAPE PLAN
L5	LANDSCAPE DETAILS
L6	LANDSCAPE DETAILS

LANDSCAPE CALCULATIONS.
South Federal Way Landscape Buffer: 880 lf. Shade trees required = 22 and 23 provided.
Street Frontage Foundation Plants: Total linear feet of foundation = 540 lf. 180 foundation plants required and 180 foundation plants provided.
Number of parking lot trees = 46 for 297 stalls

Updated 5/26/15



E-FILE NAME		DATE		REVISIONS		NO	
LA 140703	DESIGNED	3.18.2015	Irrigation district review	ITEM	1	1	1
S.P.	DRAWN	4.18.2015	Team Review		2	2	2
S.P.	CHECKED	5.26.2015	Add evergreens along S. Hudson Drive		3	3	3
S.P.	APPROVED						

Shon Parks, PLA
Landscape Architecture
Land Planning
Landscape Construction
Native Plant Restoration
Garden Design
18244 S. Street, Eng. Way, Boise, ID 83714
208.38.888 or (208) 32.2776
www.landweststudio.com

LAND WEST STUDIO

Skyline Apartments
PRELIMINARY PLAT
LANDSCAPE COVER SHEET

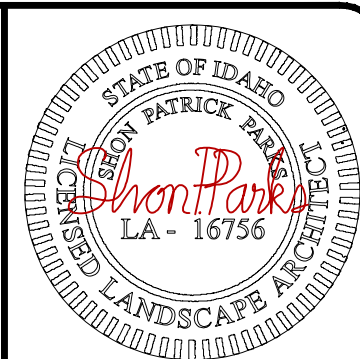
DATE: MAR 24, 2015
PROJECT: 150126

SHEET L1 OF 6



Landscape Materials Plan
SCALE: 1" = 50' @ 24"x36" SHEET SIZE

Landscape Material Schedule				
Key	Material	Description	Qty	Notes/Remarks
	Fine Aggregate Paving	3/8" minus crushed "Mini Golden Sunrise"	6,292 sf	2.5" deep. Compact to 97% except around plant pit - leave loose.
	Planter Beds and Rock Mulch	1/2" crushed rock mulch (brown and tan) and plants per planting plan	53,000 sf	2.5" deep medium shredded bark mulch throughout. Quantity does not include tree ring beds.
	Lawn Area	Drought tolerant fescue blend seed	63,185 sf	Seed drought tolerant fescue turf grass at 6lbs/1000 sf
	Monument Sign	See Detail L6.5	1	Locate in round-a-bout per plans. Provide electrical service and illuminate with 60w ground mound flood light (see L6.5)
	18' ht. steel poles	For mounting String lights	6	Per plans. Future Detail
	View Fence - 6'	Wrought Iron, 2 rail western style, Black color	- LF	Community Center Plaza per plans
	Vinyl Privacy Fence - 6'	Solid Vinyl, Tan color	1072 LF	Perimeter Fencing per plans
	Double Check Valve w/ gate	USC Approved 3/2" Double Check Valve Assembly	1	With gate valve, flush and test ports. Per City of Eagle codes
	Irrigation Controller	Hunter I-Core 24	12	Mount ONE PER BUILDING and on trash enclosures. Each with lockable metal exterior box
	Electric Control Valves	Hunter PGV, 100g	-	Set pressure at 40 lbs for pop-up sprayers and 30 lbs for drip lines
	Pop-up spray heads/nozzles	Hunter Pro Spray, 4" pop-up with R 17-24 multi-spray rotary nozzles	-	Locate for head-to-head coverage
	Pop-up rotor heads/nozzles	Hunter Pro, 6" pop-up with Hunter Pro Rotors	-	Locate along back top-of-slope for head-to-head coverage
+1	Contours	1 ft Contour interval. Berms and swales		not to exceed 3:1 slope. Gentle transitions



REVISIONS		DATE	BY	REVISION
NO.	ITEM	DATE	BY	REVISION
1	Irrigation District Review	3.18.2015	LA 140703	DESIGNED
2	Team Review	4.18.2015	SF	DRAWN
			SF	CHECKED
			SF	APPROVED

Shon Parks, RLA
Landscape Architecture
Land Planning
Landscape Conservation
Native Plant Restoration
Garden Design
1824 N Streams Edge Way, Boise, ID 83714
208.330.8889 or (208) 921.2776
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PRELIMINARY PLAT
LANDSCAPE MATERIAL PLAN

DATE: MAR 24, 2015
PROJECT: 150126
SHEET L2 OF 6

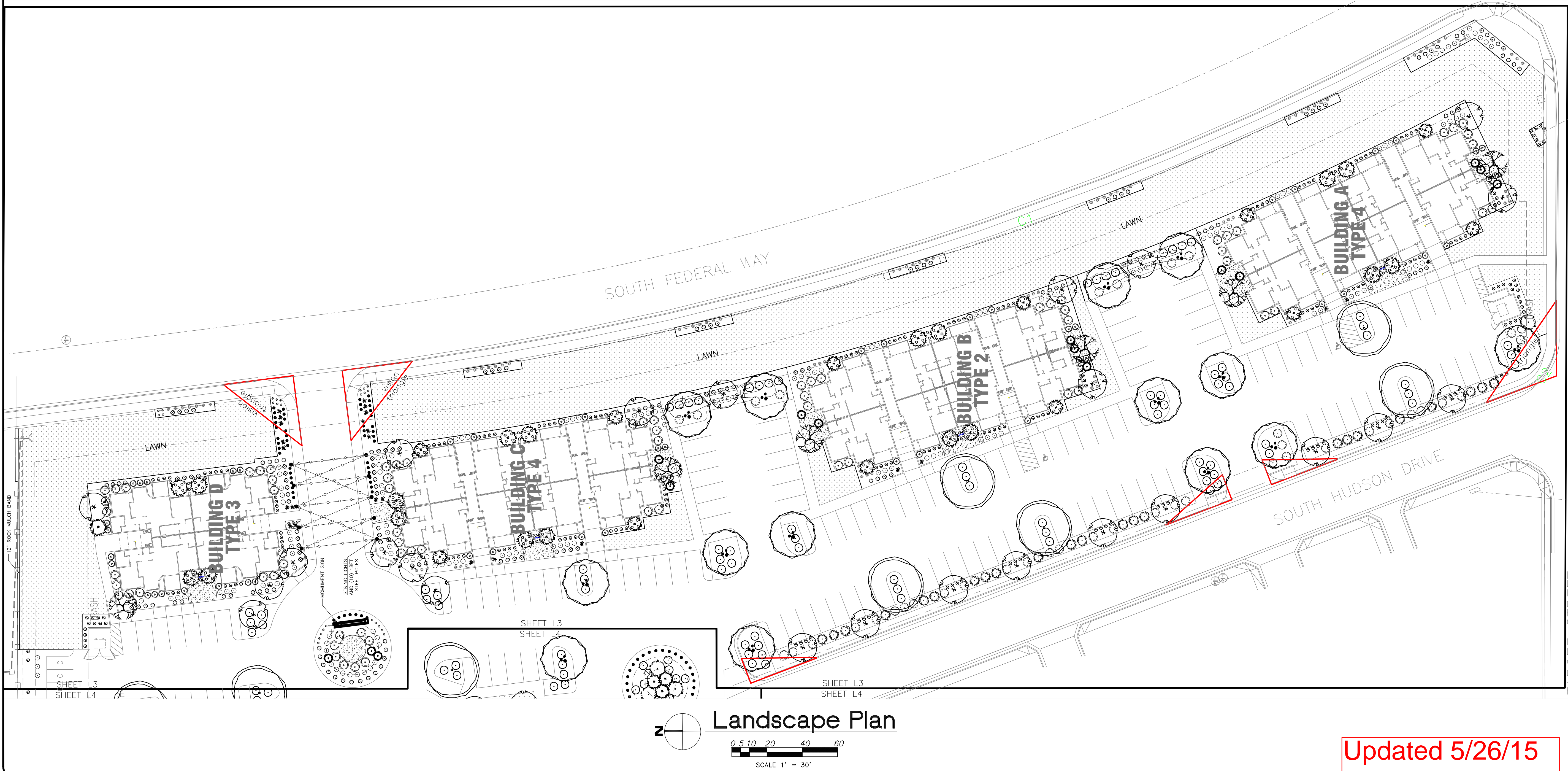
Updated 5/26/15

PLANTING LEGEND				
Key	Common Name	Botanical Name	Min. Planting Size*	Quant. L3
	CIMARRON ASH	Fraxinus pennsylvanica 'Cimmzam'	3" cal.	13
	SHADEMASTER HONEYLOCUST	Gleditsia triacanthos 'Shademaster'	3" cal.	5
	CHANTICLEER FLOWERING PEAR	Pyrus calleryana 'Chanticleer'	3" cal.	25
	KARL FUCHS HIMALAYAN CEDAR	Cedrus deodara 'Karl Fuchs'	6'-7' ht	30
	COLUMNAR NORWAY SPRUCE	Picea abies 'Cupressina'	6'-7' ht	23
	PAPERBARK MAPLE	Acer griseum	3" cal.	4
	IVORY SILK JAPANESE LILAC	Syringa reticulata 'Ivory Silk'	5 gal.	1
	GOLDEN HINOKI FALSE CYPRESS	Chamaecyparis obtusa 'Crippsii'	5 gal.	15

	HICKS YEW OR TALLHEDGE BUCKTHORN	Taxus x media 'Hicksii' or Rhamnus frangula	5 gal.	42
	MISS MOLLY BUTTERFLY BUSH	Buddleia 'Miss Molly'	5 gal.	46
	IVORY HALO DOGWOOD	Cornus alba 'Bailhalo'	5 gal.	72
	GROW LOW SUMAC	Rhus aromatica 'Grow Low'	5 gal.	72
	ROYAL BURGUNDY BARBERRY	Berberis thunbergii 'Gentry'	5 gal.	163
	HIDCOTE LAVENDER	Lavandula angustifolia 'Hidcote'	1 gal	146
	PERIWINKLE	Vinca minor	1 gal	96
	LITTLE SUNDIAL COREOPSIS	Coreopsis 'Little Sundial'	1 gal	24
	COLOR GUARD YUCCA	Yucca filamentosa 'Color Guard'	1 gal	25
	SISKIYOU IDAHO BLUE FESCUE	Festuca idahoensis 'Siskiyou Blue'	1 gal	138

	KARL FOERSTER FEATHER REED GRASS	Calamagrostis acutiflora 'Karl Foerster'	1 gal	207
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NOTES:
SEE L1 FOR MASTER PLANT SCHEDULE AND PLANTING NOTES.
SEE L6 FOR PLANTING DETAILS.



STATE OF IDAHO
SHON PATRICK PARKS
LANDSCAPE ARCHITECT
L.A. - 16756

FILE NAME	L.A. 140703
DATE	3.18.2015
DESIGNED	IR
REVISIONS	ITEM
1	Irrigation district easement planting
2	Team Review
3	Add evergreens along S. Hudson Drive
4	
5	
6	
7	
8	
9	
10	

Shon Parks, RLA
Landscape Architecture
Land Planning
Landscape Conservation
Native Plant
Garden Design
1624 N. Shon Park Way, Boise, ID 83714
208.338.8888 or 208.321.2775
www.shonparks.com

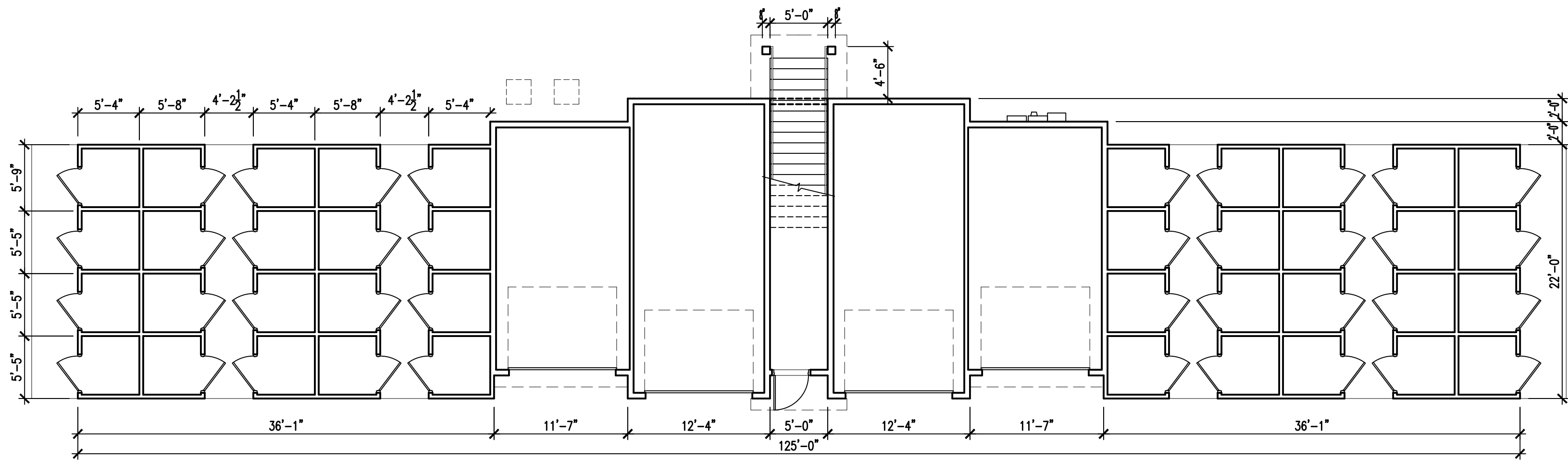
LAND WEST STUDIO

Skyline Apartments

PRELIMINARY PLAT
LANDSCAPE PLAN

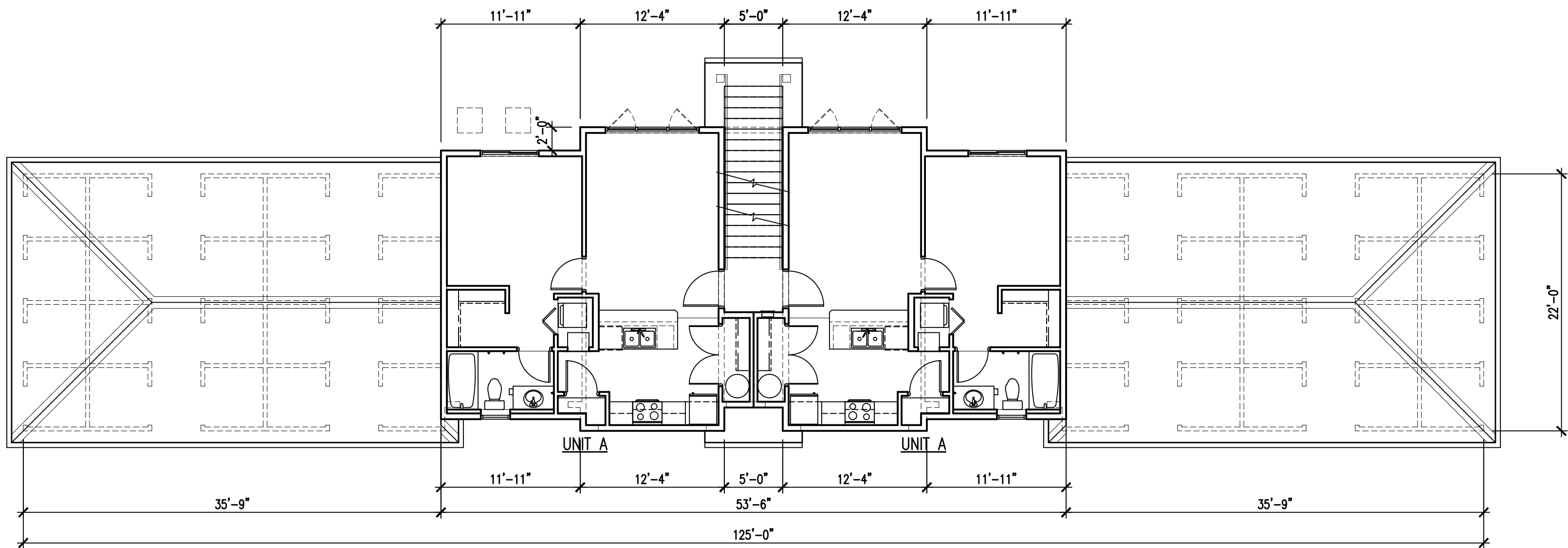
DATE: MAR 24, 2015
PROJECT: 150126
SHEET L3 OF 6

Updated 5/26/15



1 BUILDING TYPE 1
FIRST FLOOR PLAN
SCALE: 1/8" = 1'-0" 2,798 s.f. First Floor

REAR
LEFT RIGHT
FRONT



2 BUILDING TYPE 1
SECOND FLOOR PLAN
SCALE: 1/8" = 1'-0" 1,190 s.f. Second Floor

REAR
LEFT RIGHT
FRONT

UPDATED 5/26/15

PROJECT

**SKYLINE
APARTMENTS**
2105 S. FEDERAL WAY
BOISE, IDAHO

SEAL

LICENSED
ARCHITECT
AR-1375
1-1-2015
JOHN P. PRICE
STATE OF IDAHO

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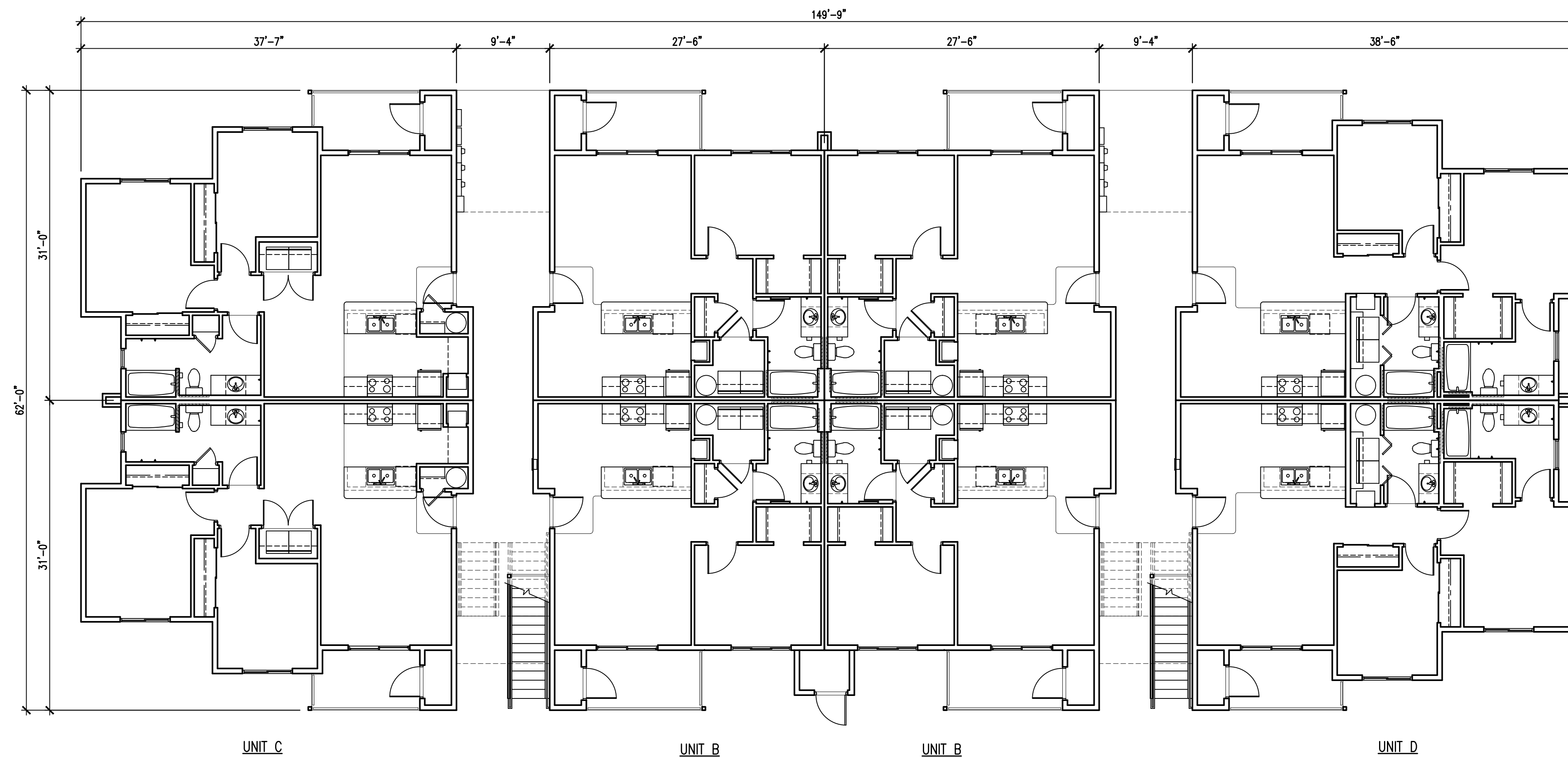
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DATE
MAY 22, 2015

FILE NO.
14-226 A2.0

DRAWN
JOHN PRICE

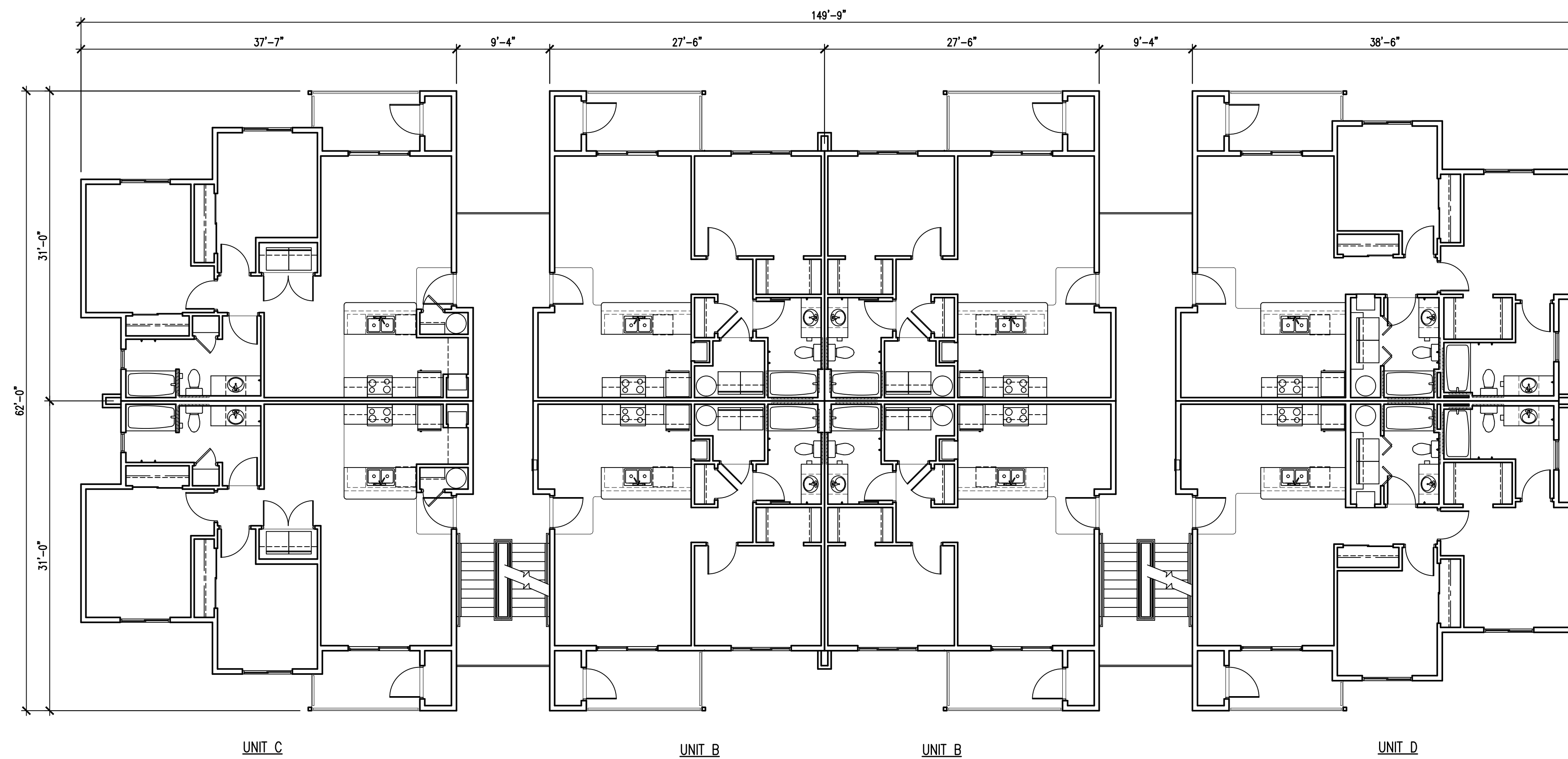
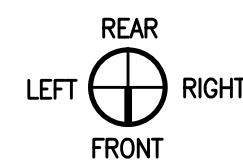
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**1 BUILDING TYPE 2
FIRST FLOOR PLAN**

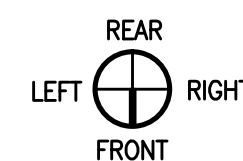
SCALE: 1/8" = 1'-0"

8,168 s.f. Per Floor
24,504 s.f. Total



**2 BUILDING TYPE 2
SECOND FLOOR PLAN**

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

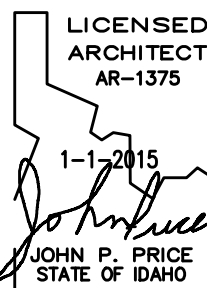


PROJECT

**SKYLINE
APARTMENTS**

2105 S. FEDERAL WAY
BOISE, IDAHO

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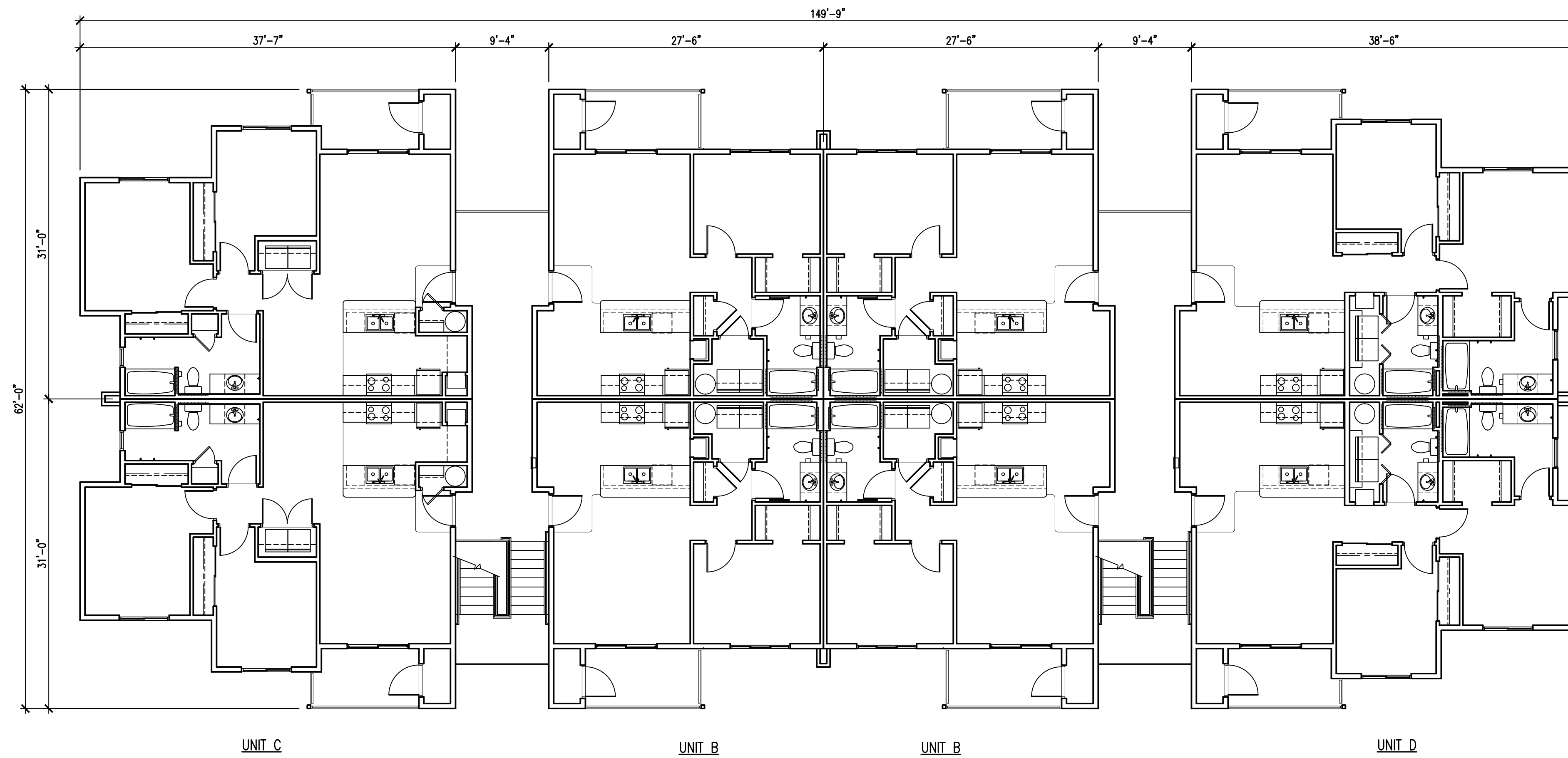
JOHN PRICE

REVISIONS

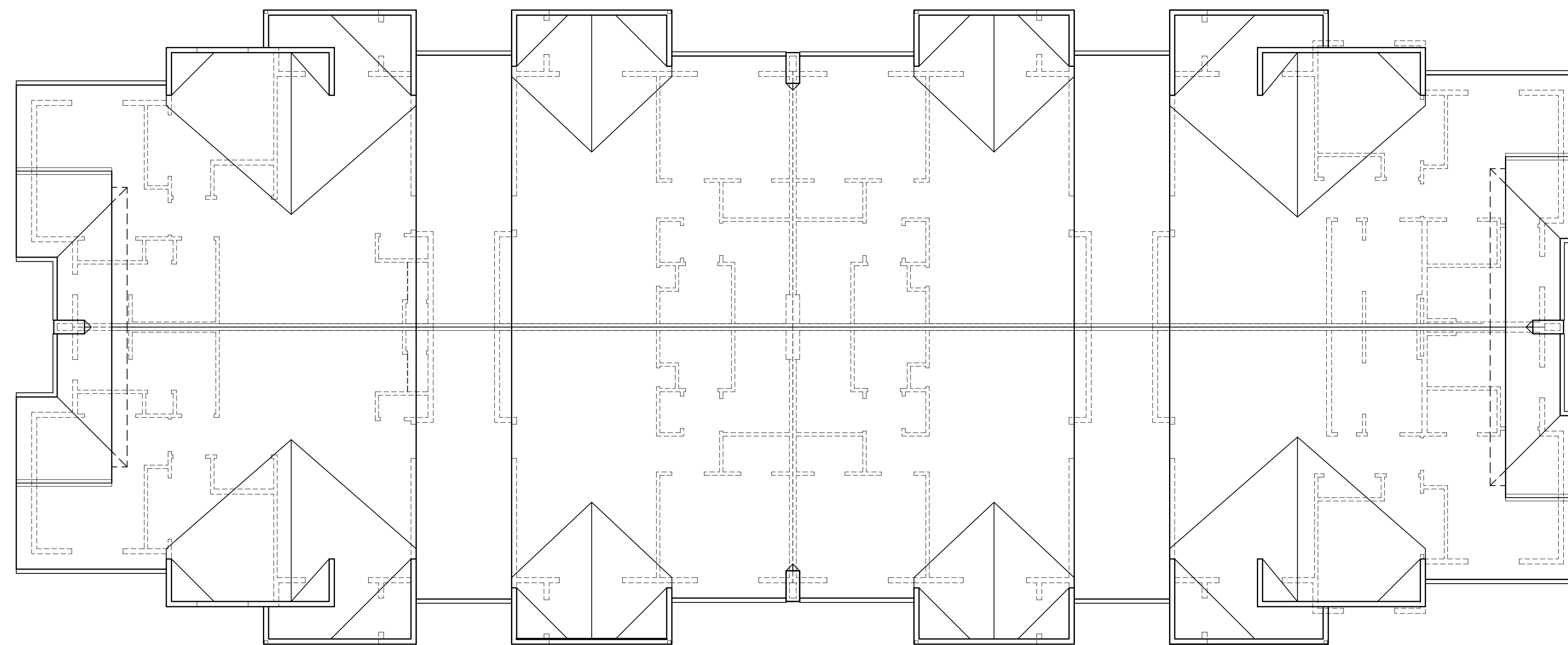
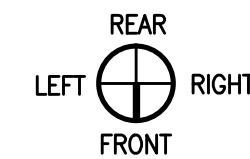
SHEET

A2.1

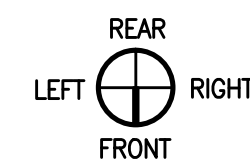
BUILDING TYPE 2
FLOOR PLANS



BUILDING TYPE 2
1 THIRD FLOOR PLAN
 SCALE: 1/8" = 1'-0"



BUILDING TYPE 2
2 ROOF PLAN
 SCALE: 1/8" = 1'-0"



ROOF PLAN LEGEND

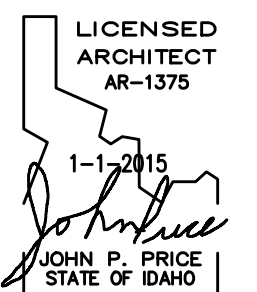
=====	THIRD FLOOR PLAN BELOW	-----	DRAFTSTOP LOCATION
=====	GUTTER LOCATION.		

PROJECT

**SKYLINE
 APARTMENTS**

2105 S. FEDERAL WAY
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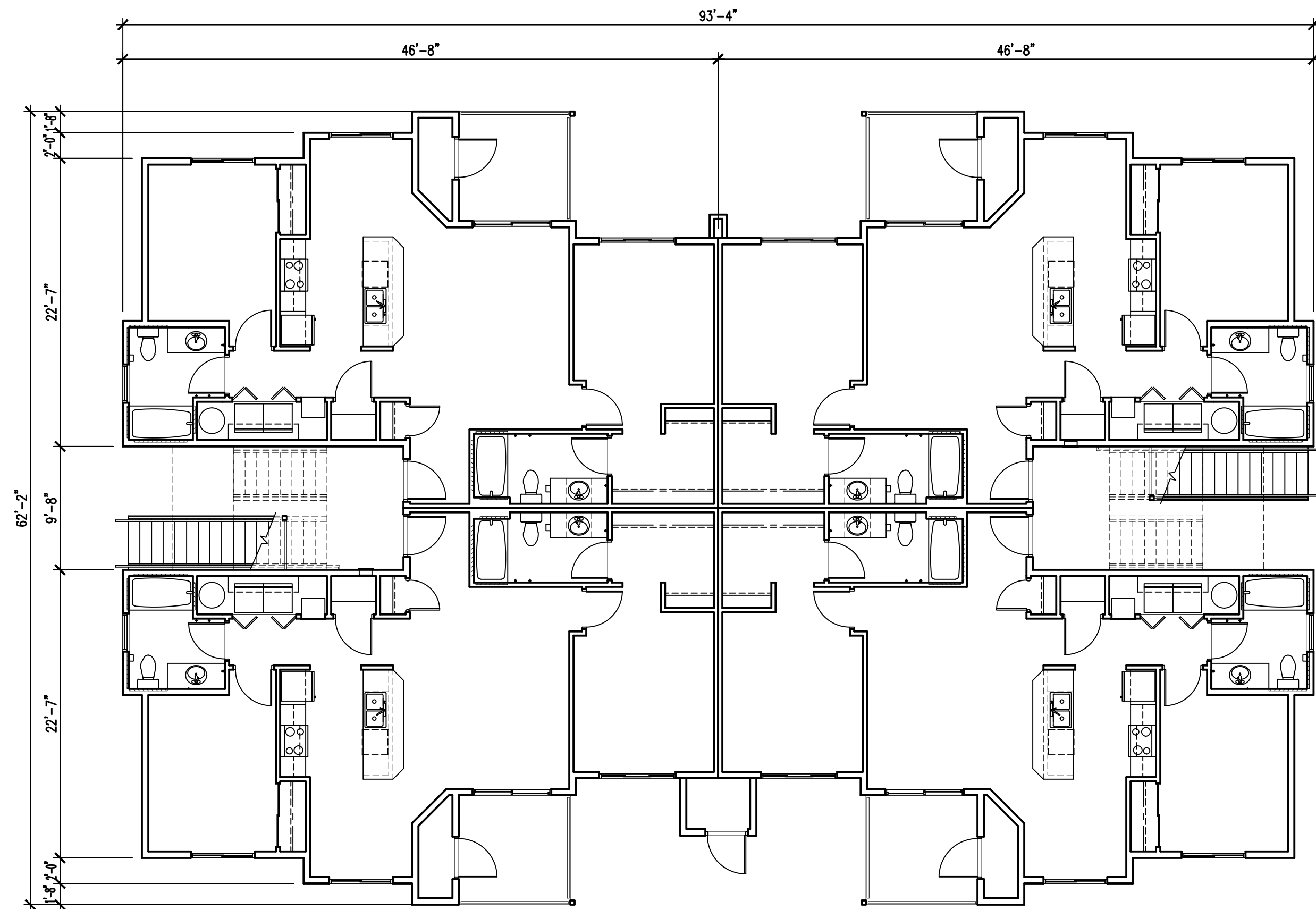
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 FILE NO.
 14-226 A2.0
 DRAWN
 JOHN PRICE

REVISIONS

SHEET

A2.2

BUILDING TYPE 2 FLOOR
 AND ROOF PLANS

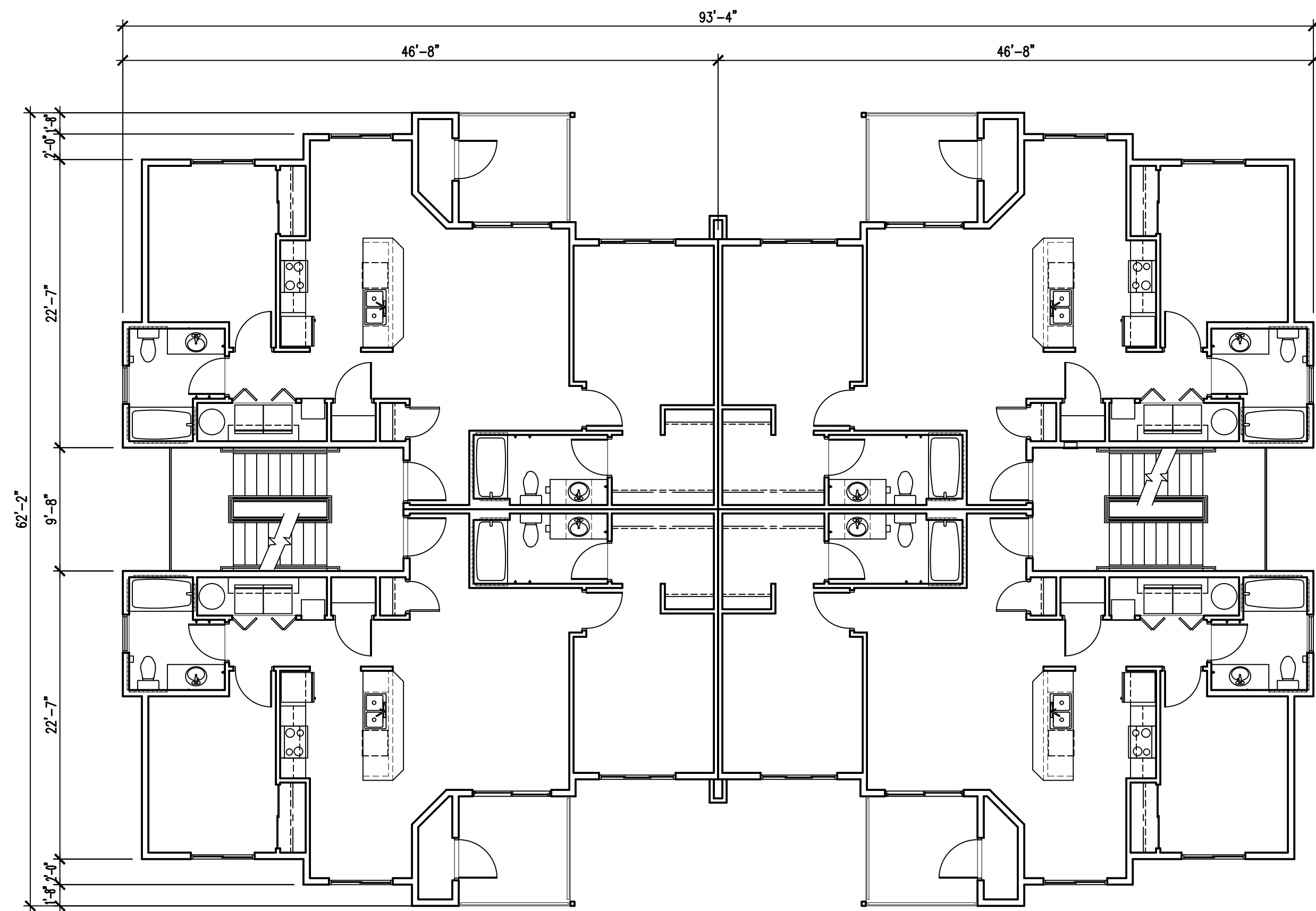


**1 BUILDING TYPE 3
FIRST FLOOR PLAN**

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

4,508 s.f. Per Floor
13,524 s.f. Total

REAR
LEFT RIGHT
FRONT



**2 BUILDING TYPE 3
SECOND FLOOR PLAN**

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

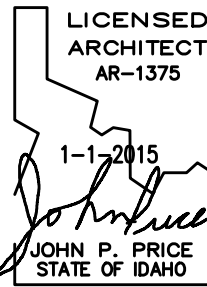
REAR
LEFT RIGHT
FRONT

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**SKYLINE
APARTMENTS**

2105 S. FEDERAL WAY
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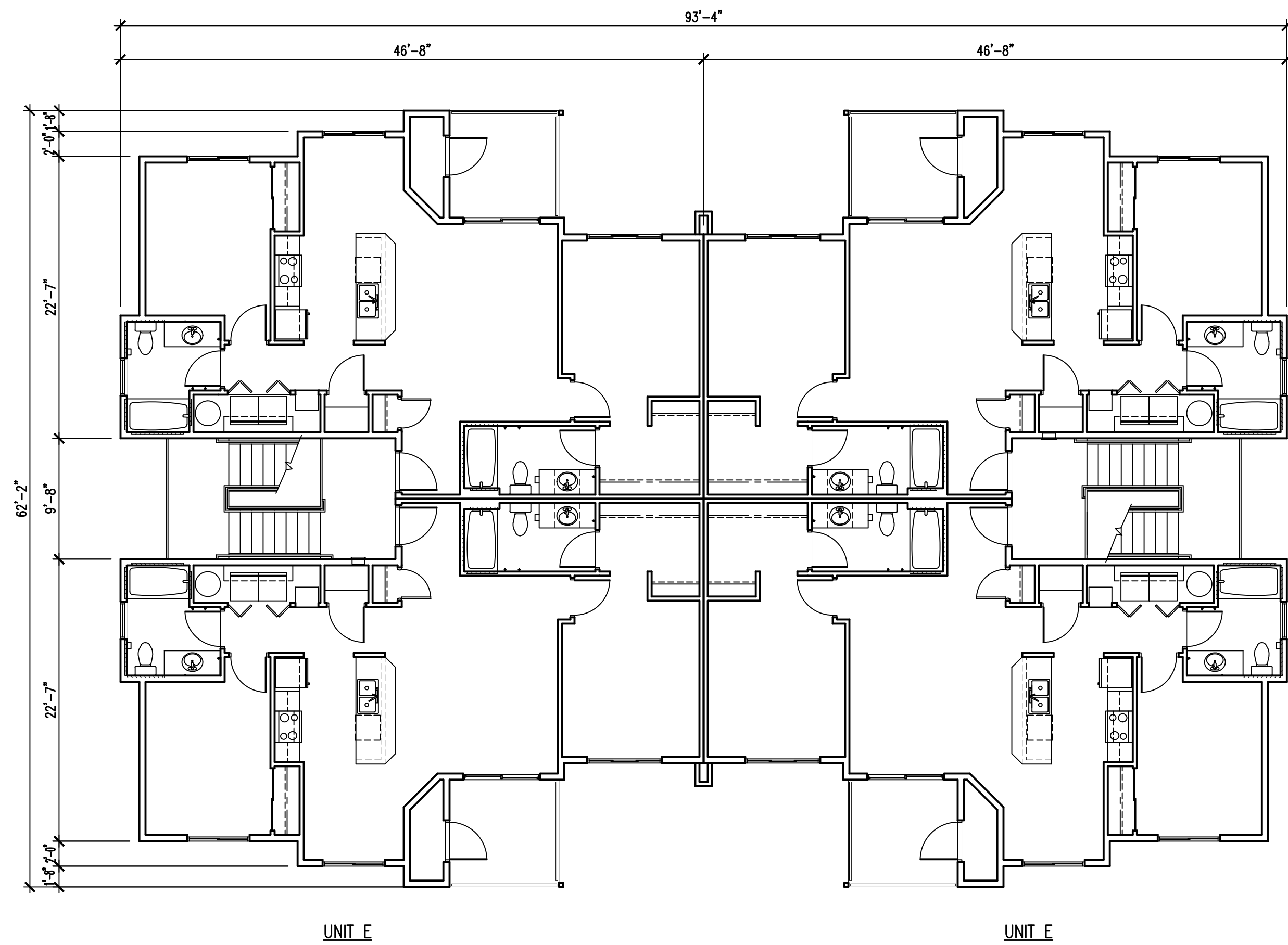
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APRIL 22, 2015
FILE NO.
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REVISIONS

SHEET

A2.3

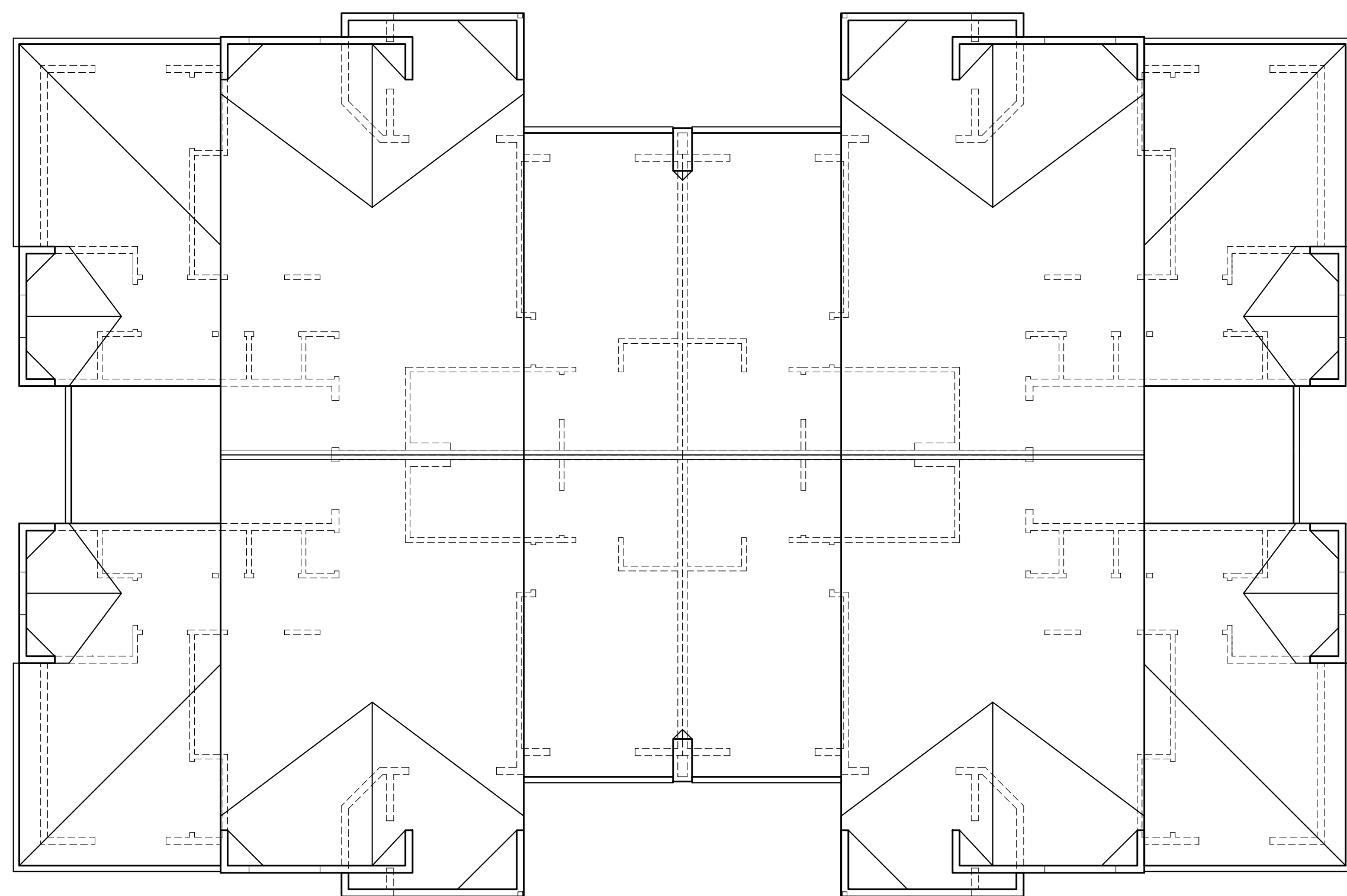
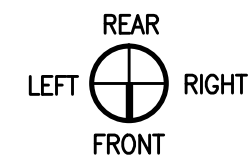
BUILDING TYPE 3
FLOOR PLANS



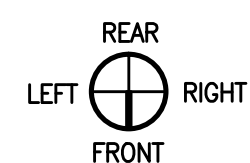
UNIT E

UNIT E

**1 BUILDING TYPE 3
THIRD FLOOR PLAN**
SCALE: 1/8" = 1'-0"



**2 BUILDING TYPE 3
ROOF PLAN**
SCALE: 1/8" = 1'-0"



ROOF PLAN LEGEND

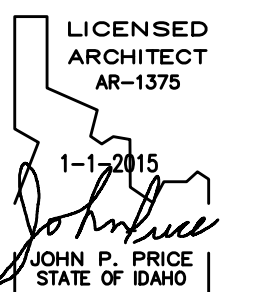
=====	THIRD FLOOR PLAN BELOW	-----	DRAFTSTOP LOCATION
=====	GUTTER LOCATION.		

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SKYLINE APARTMENTS

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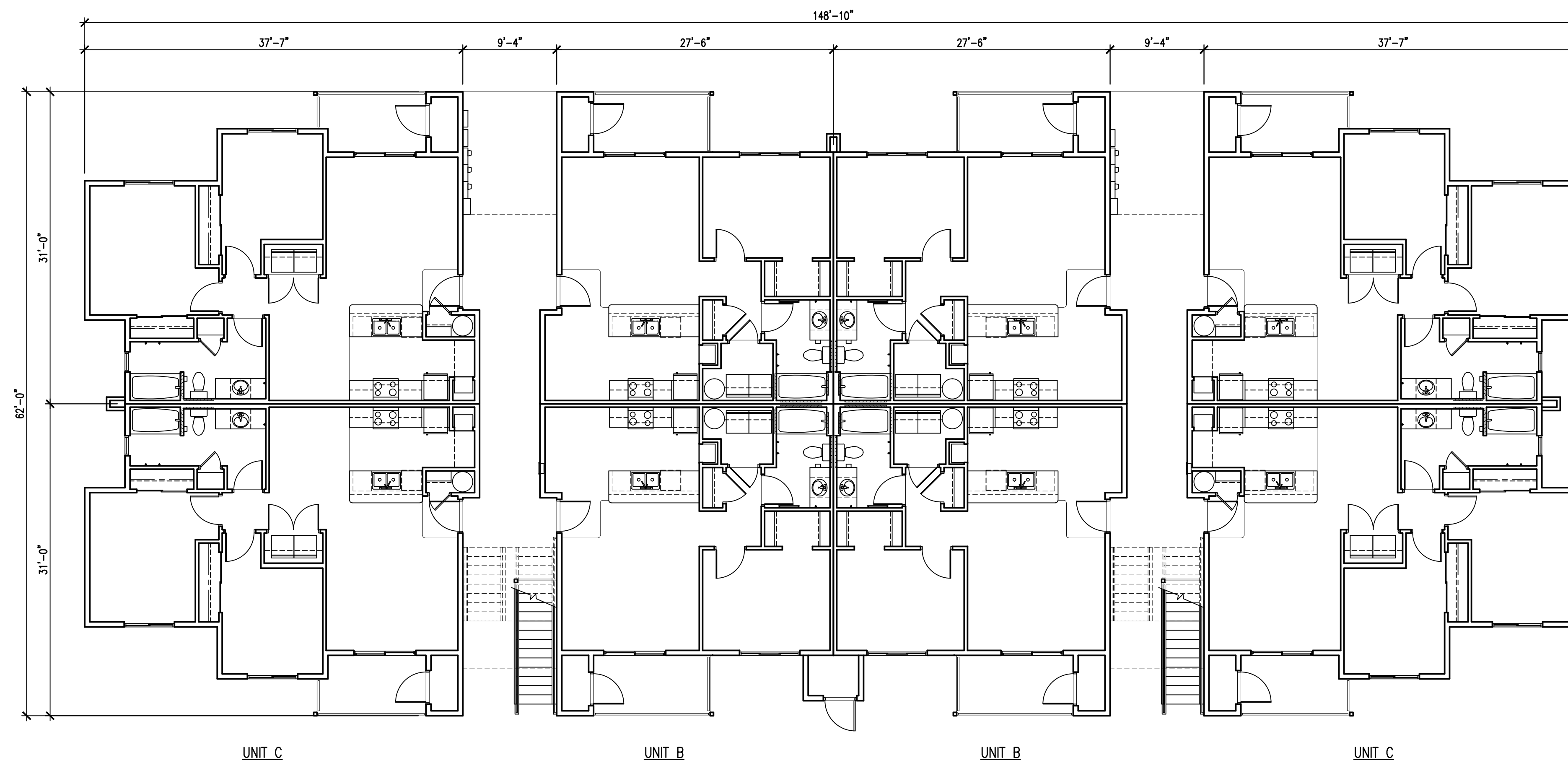
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FILE NO.
14-226 A2.0
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REVISIONS

SHEET

A2.4

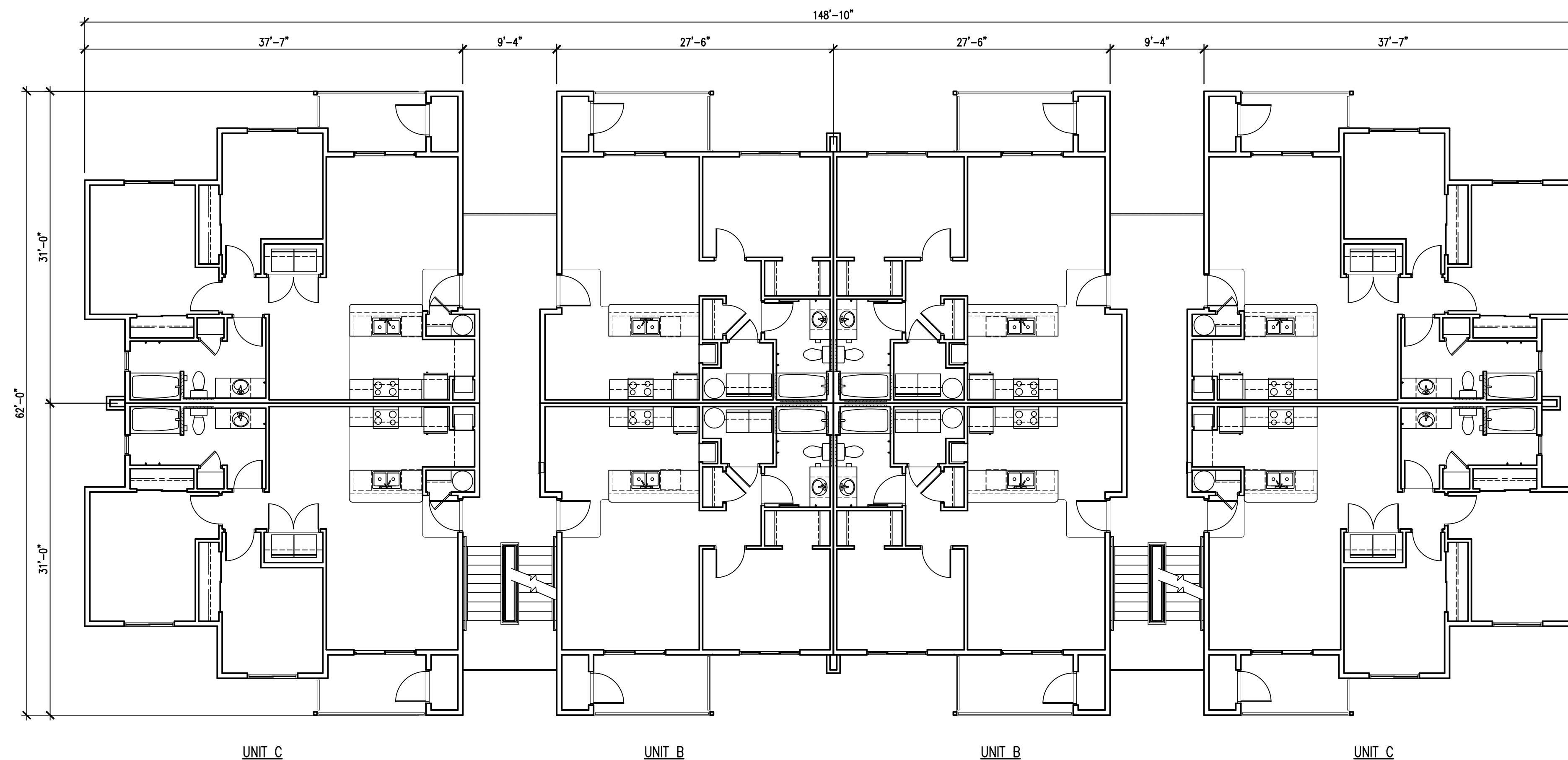
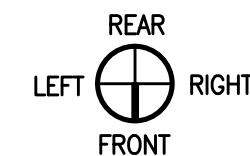
BUILDING TYPE 3 FLOOR
AND ROOF PLANS



1 BUILDING TYPE 4 FIRST FLOOR PLAN

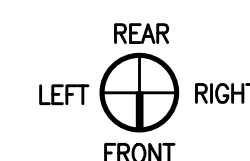
SCALE: 1/8" = 1'-0"

4,508 s.f. Per Floor
13,524 s.f. Total



2 BUILDING TYPE 4 SECOND FLOOR PLAN

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

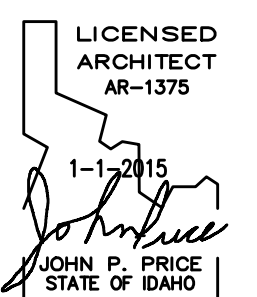


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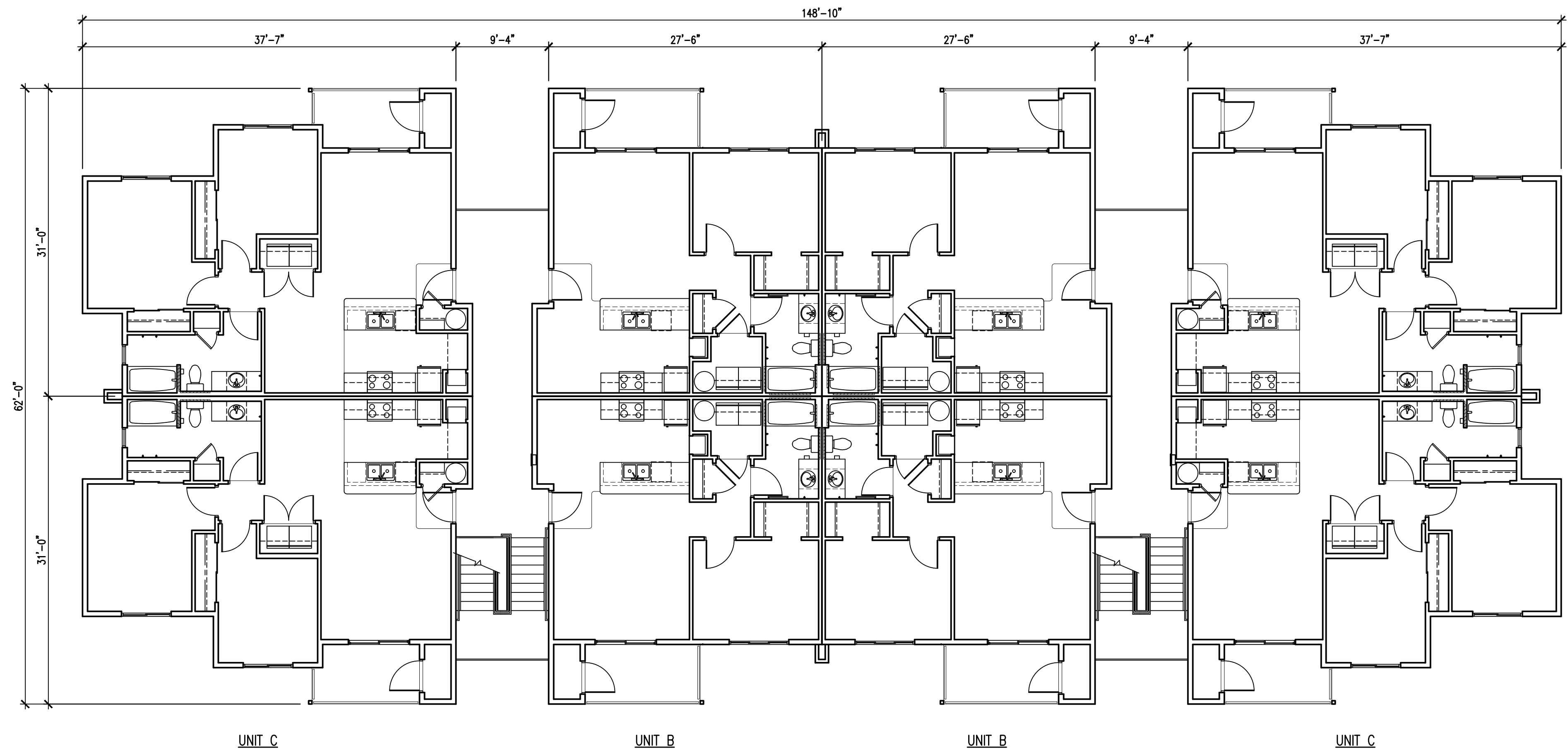
JOHN PRICE

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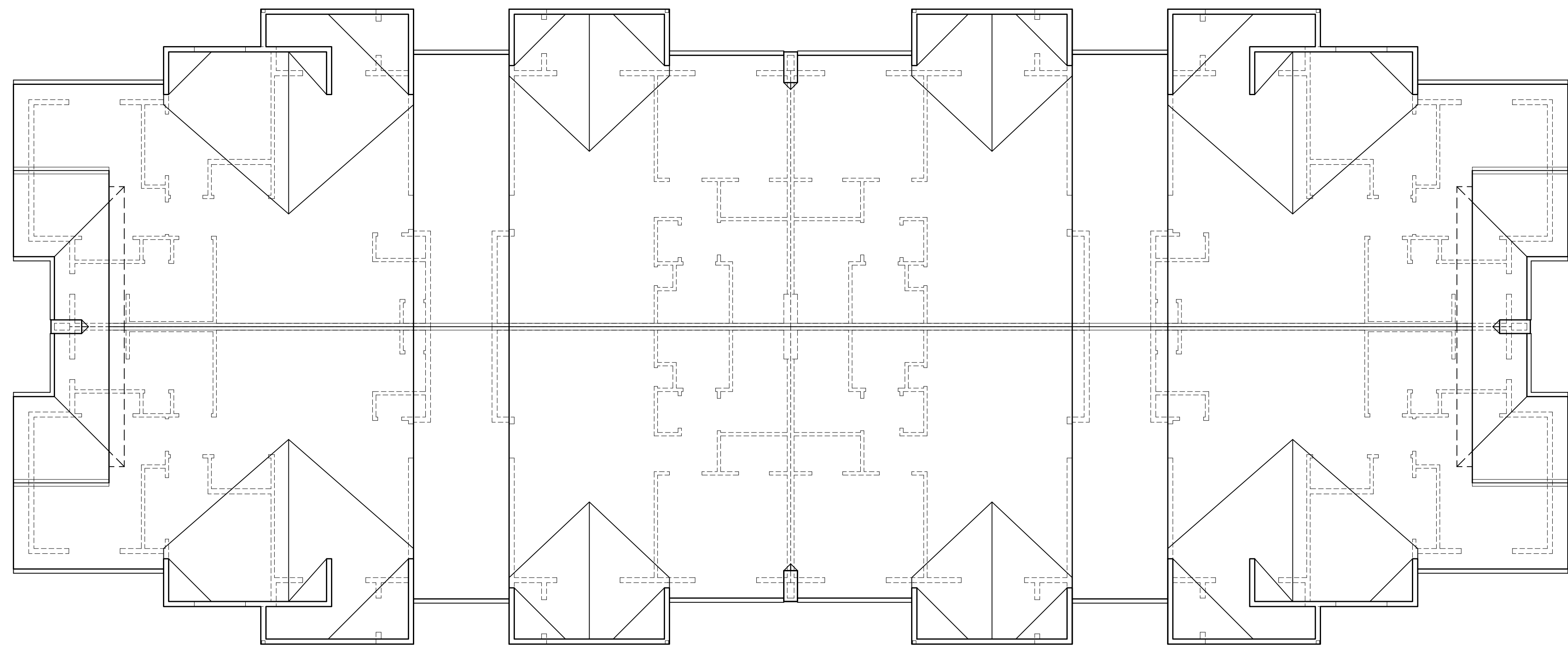
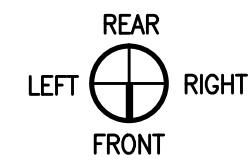
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A2.5

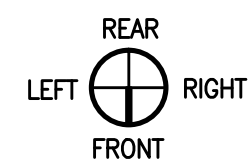
BUILDING TYPE 4
FLOOR PLANS



BUILDING TYPE 4
1 THIRD FLOOR PLAN
SCALE: 1/8" = 1'-0"



BUILDING TYPE 4
2 ROOF PLAN
SCALE: 1/8" = 1'-0"



ROOF PLAN LEGEND

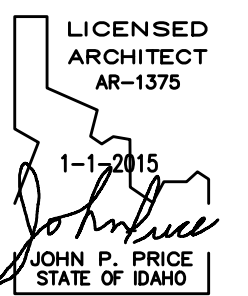
-----	THIRD FLOOR PLAN BELOW	----	DRAFTSTOP LOCATION
=====	GUTTER LOCATION.		

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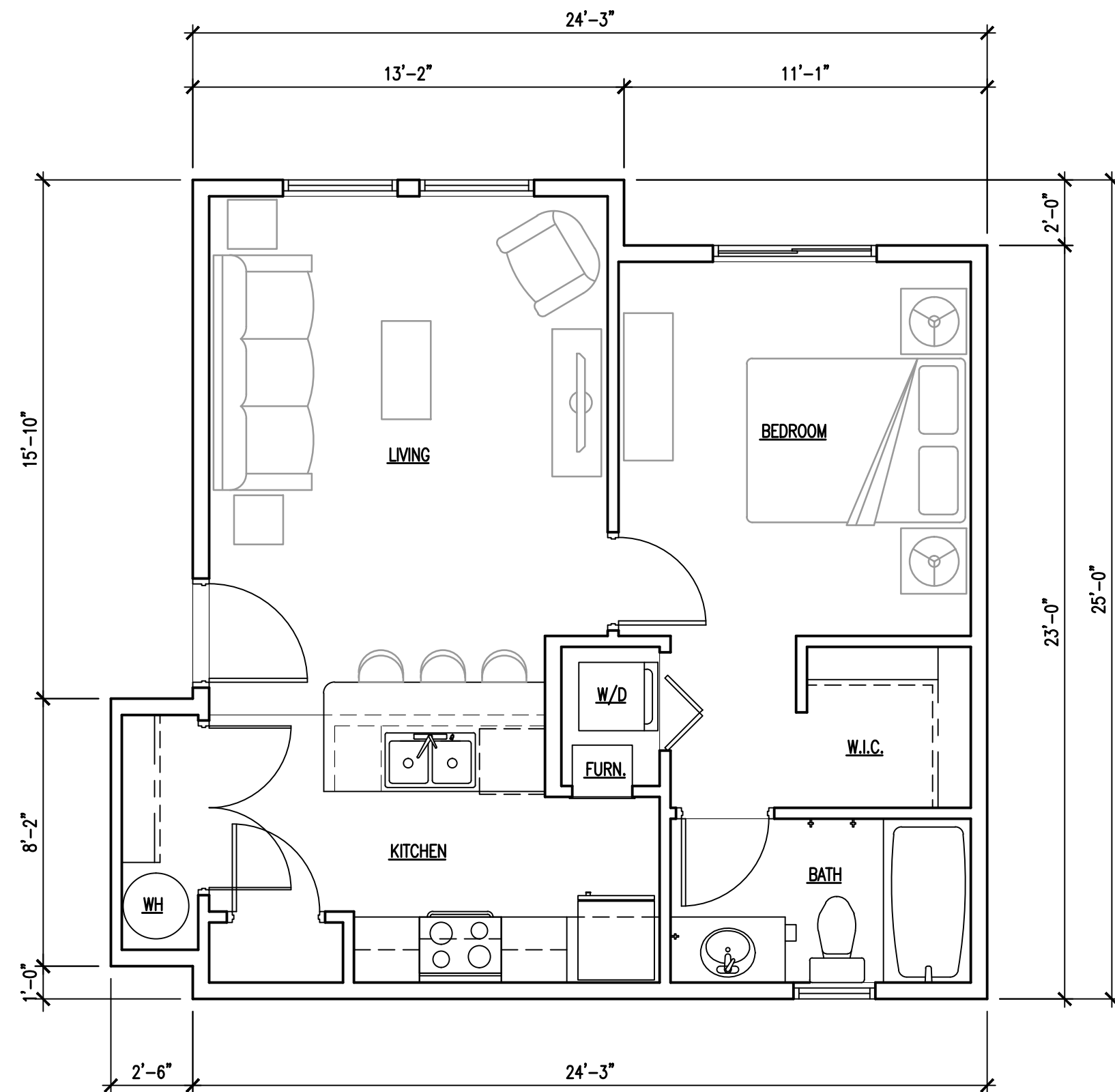
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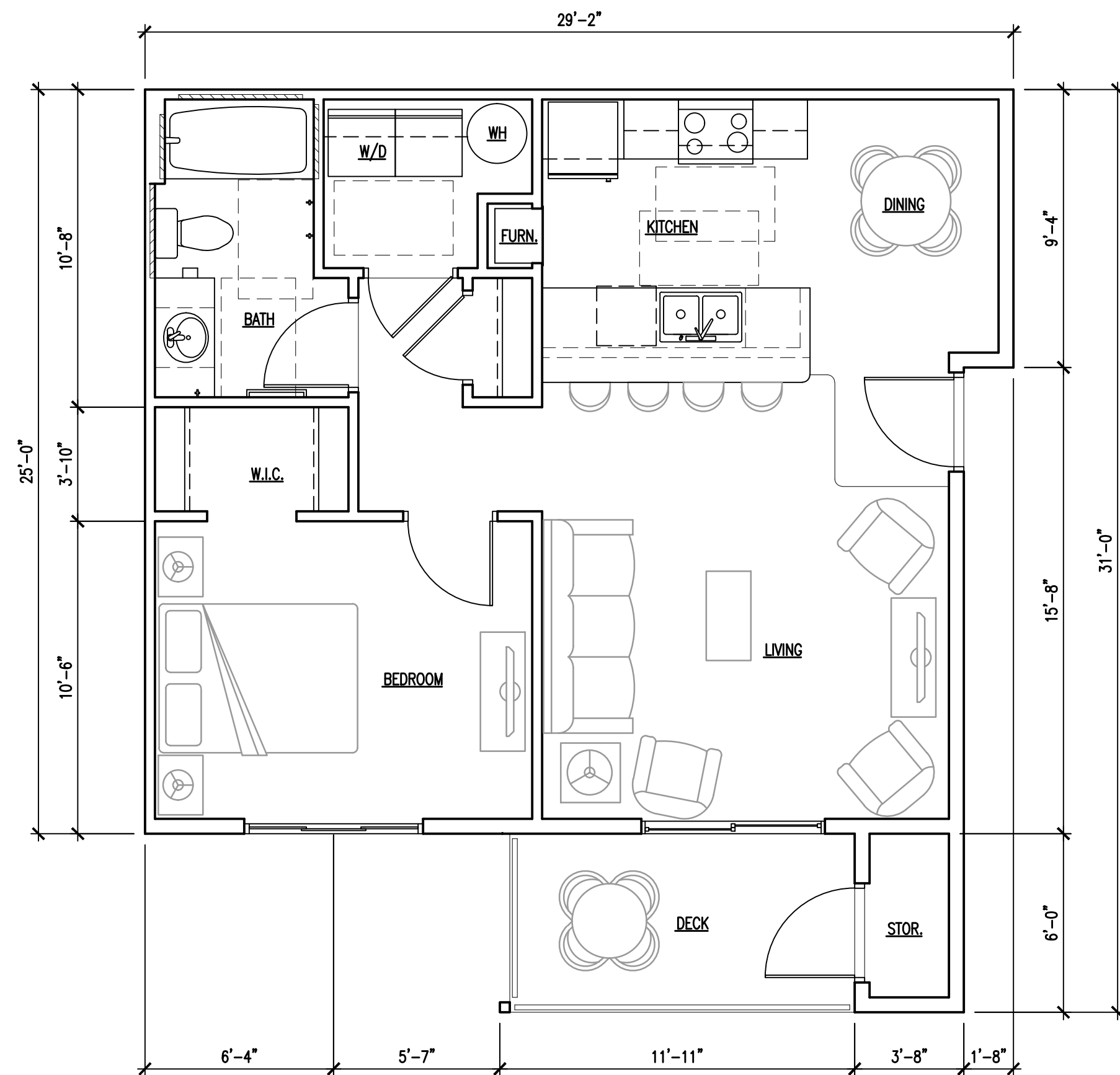
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A2.6

BUILDING TYPE 4 FLOOR
AND ROOF PLANS



1 UNIT A FLOOR PLAN - STUDIO
SCALE: 1/4" = 1'-0"



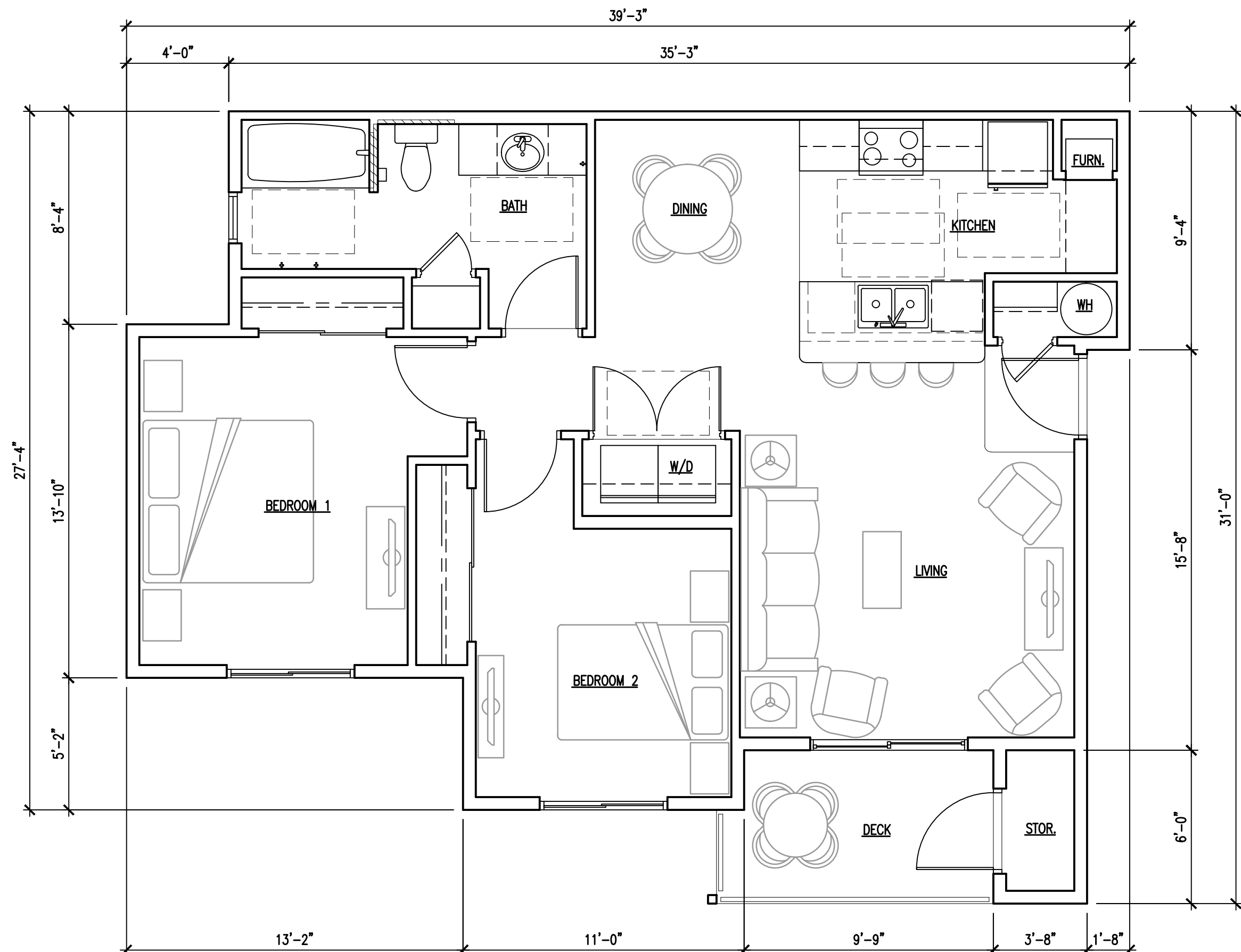
2 UNIT B FLOOR PLAN - 1-BED, 1-BATH
SCALE: 1/4" = 1'-0"

GENERAL NOTES

- PROVIDE 2x SOLID WOOD BLOCKING IN WALLS FOR GRAB BAR MOUNTING AS REQUIRED BY FEDERAL FAIR HOUSING GUIDELINES AND AT ALL TOWEL HOOKS, PAPER HOLDERS, GLUE ON WALL DOOR STOPS, CABINETS AND HANDICAP HARDWARE AS REQUIRED. SEE BATH ELEVATIONS.
- VERIFY ALL CABINET WALLS, CABINETS AND APPLIANCE DIMENSIONS HAVE REQUIRED CLEARANCES.
- ALL DIMENSIONS ARE TO FACE OF STUDS (FOS) UNLESS OTHERWISE NOTED.
- ANY THROUGH PENETRATION OR MEMBRANE PENETRATION OF FIRE-RESISTIVE CONSTRUCTION TO COMPLY WITH 2012 IBC SECTION 714. TESTED AND LISTED ASSEMBLIES TO BE PROVIDED TO FIELD INSPECTOR.
- GYPSUM BOARD MATERIALS SHALL CONFORM TO THE APPROPRIATE STANDARDS LISTED IN 2012 IBC TABLE 2506.2 AND 2012 IBC CHAPTER 35. GYPSUM BOARD MATERIALS SHALL BE ASSEMBLED AND INSTALLED IN COMPLIANCE WITH THE APPROPRIATE STANDARDS LISTED IN 2012 IBC TABLES 2508.1 AND 2012 IBC CHAPTER 35.
- INSULATING MATERIALS, WHERE CONCEALED, INSTALLED IN BUILDINGS OF ANY TYPE OF CONSTRUCTION, SHALL HAVE A FLAME SPREAD INDEX OF NOT MORE THAN 25 AND A SMOKE-DEVELOPED INDEX OF NOT MORE THAN 450 AS DETERMINED BY ASTM E 84.
- ALL FIXTURES AND EQUIPMENT TO BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURERS REQUIREMENTS, GENERAL CONTRACTORS REQUIREMENTS AND CONFORM TO ALL BUILDING CODES.
- AT ALL UNITS:
 - LIGHT SWITCHES, BREAKER BOXES, & THERMOSTATS AT +48" MAX., TO TOP OF OPERABLE PARTS (VERIFY FINISH FLOOR).
 - OUTLETS AT +17" MIN. A.F.F. (VERIFY FINISH FLOOR) TO CENTERLINE OF LOWEST PLUG-IN
 - OUTLETS ABOVE COUNTERS AT 44" MAX. A.F.F. (VERIFY FINISH FLOOR) TO HIGHEST OVER THE COUNTER OUTLET.
 - THE MINIMUM HEIGHT IS TO THE BOTTOM RECEPTACLE AND THE MAXIMUM HEIGHT IS TO THE TOP RECEPTACLE ON DUPLEX OUTLETS.
- ALL FIRST FLOOR DWELLING UNITS TO MEET THE REQUIREMENTS OF THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT FAIR HOUSING ACCESSIBILITY GUIDELINES (DATED 3-6-91) AND THE REQUIREMENTS FOR "TYPE A" OR "TYPE B" DWELLING UNITS PER THE 2012 INTERNATIONAL BUILDING CODE AS NOTED.
- SEE SHEET A10.0 WALL TYPES FOR SPECIFIC WALL ASSEMBLIES.
- CHANGES IN FLOOR LEVEL WITH HEIGHTS BETWEEN 1/4" AND 1/2" SHALL BE BEVELED WITH A SLOPE NO GREATER THAN 1V:2H. LEVEL CHANGES GREATER THAN 1/2" ARE PROHIBITED.
- SEE SHEETS A0.4, A0.5 AND A0.6 FOR ADDITIONAL INFORMATION ON DWELLING UNIT ACCESSIBILITY REQUIREMENTS.
- AT ALL FIRST FLOOR UNITS: IF OPERABLE WINDOWS ARE PROVIDED, AT LEAST ONE WINDOW IN EACH SPACE (NOT INCLUDING BATHROOMS OR KITCHENS) SHALL BE ACCESSIBLE WITH WINDOW CONTROLS MOUNTED BELOW 48" A.F.F.
- AT "TYPE A" UNITS, ALL CONTROLS MUST BE ACCESSIBLE (LEVER STYLE OR SIMILAR), WHICH INCLUDES OPERABLE WINDOWS, SINK & LAVATORY FAUCETS, KITCHEN CABINET DOOR HARDWARE, AND DOOR HARDWARE.

KEYNOTES

- FRAMING SUBCONTRACTOR TO VERIFY ALL TUB AND SHOWER TYPE AND DIMENSIONS FOR EACH UNIT WITH GENERAL CONTRACTOR.
- VINYL TO CARPET TRANSITION HERE. USE VINYL TRANSITION STRIP AS REQUIRED. TYPICAL ON ALL FLOOR LEVELS. SEE FINISH SCHEDULE.
- AT SECOND AND THIRD FLOOR DWELLING UNITS: INSULATE JOISTS UNDER TUBS AND SHOWERS AND AROUND DRAIN WITH FIBERGLASS INSULATION. EXTEND GYPSUM CONCRETE BELOW TUB/SHOWER OR ADD ADDITIONAL LAYER OF 3/4" FLOOR SHEATHING TO MAINTAIN 1-HOUR FLOOR CONSTRUCTION.
- 2X6 FRAMING AT TOILET WALL, 2X6 FRAMING AT WASHER/DRYER WALL.
- EXTEND 5/8" TYPE "X" GYPSUM BOARD BEHIND TUB AND SHOWER DOWN TO FLOOR AT FIRE RATED WALLS.
- INSULATE BOTH SIDES OF PARTY WALL WITH FIBERGLASS SOUND ATTENUATION BATTS. MATCH WALL WIDTH.
- DASHED LINES INDICATE 30" X 48" CLEAR FLOOR SPACE TO BE CENTERED AT FIXTURE OR APPLIANCE (TYPICAL AT ALL FIXTURES AND APPLIANCES).
- SEE DETAIL 11/A9.1 "TYPE A" DWELLING UNITS SLIDING DOOR THRESHOLD. SEE DETAIL 12/A9.1 "TYPE B" DWELLING UNITS SLIDING DOOR THRESHOLD. SEE DETAIL 13/A9.1 SECOND AND THIRD FLOOR DWELLING UNITS SLIDING DOOR THRESHOLD.
- CLOSET SHELVING TO BE WHITE EPOXY COATED VENTILATED STEEL WITH ROD. USE MANUFACTURERS ANCHORING SYSTEM AND SUPPORT BRACKETS. VERIFY SHELVING HEIGHTS WITH GENERAL CONTRACTOR. SEE 27/A6.0 FOR TYPICAL COAT CLOSET ELEVATION, SEE 14/A6.1 FOR TYPICAL MASTER CLOSET SHORT WALL ELEVATION AND SEE 15/A6.1 FOR TYPICAL 2ND AND 3RD BEDROOM CLOSET ELEVATION.
- NOT USED.
- PROVIDE HIGH AND LOW ROD & SHELF. CLOSET SHELVING TO BE WHITE EPOXY COATED VENTILATED STEEL WITH ROD. USE MANUFACTURERS ANCHORING SYSTEM AND SUPPORT BRACKETS. VERIFY SHELVING HEIGHTS WITH GENERAL CONTRACTOR. SEE 28/A6.0 FOR TYPICAL "TYPE A" UNIT COAT CLOSET ELEVATION, SEE 14/A6.1 FOR TYPICAL MASTER CLOSET LONG WALL ELEVATION AND SEE 16/A6.1 FOR TYPICAL "TYPE A" UNIT 2ND AND 3RD BEDROOM CLOSET ELEVATION.
- VINYL TO CARPET TRANSITION HERE. USE VINYL TRANSITION STRIP AS REQUIRED. TYPICAL AT 2ND AND 3RD FLOOR LEVELS ONLY. SEE FINISH SCHEDULE.
- HATCHED AREAS INDICATE BLOCKING REQUIRED FOR GRAB BARS, SEE BATHROOM ELEVATIONS.
- DASHED LINE INDICATES CEILING FURR-DOWN FOR MECHANICAL DUCTS BELOW 1-HR CEILING ASSEMBLY. FURR-DOWN TO BE 5/8" GYPSUM BOARD ON METAL FRAMING. SOFFIT OVER KITCHEN CABINETS TO MATCH DEPTH OF WALL CABINETS. KEEP OTHER SOFFITS AS TIGHT AS POSSIBLE TO MECHANICAL DUCTS WITH FINISH CEILING AS HIGH AS POSSIBLE. FINISH CEILING TO BE NO LOWER THAN 7'-0" A.F.F. AT ANY SOFFIT LOCATIONS. SEE SHEET A7.0 FOR ADDITIONAL NOTES.
- 36" HIGH METAL RAILING AT FIRST FLOOR WITH OPENING AS DIMENSIONED.
- FOR TYPICAL UTILITY CLOSET ELEVATION SEE 21/A6.0 SIM.
- DOORS AT FIRST FLOOR "TYPE B" ACCESSIBLE UNITS SHOWN. DASHED LINES INDICATE SECOND AND THIRD FLOOR DOORS. SEE DOOR SCHEDULE FOR SIZES.
- 20" X 30" ATTIC ACCESS HATCH WITH KEYED LOCK AT 3RD FLOOR ONLY. ONE ACCESS DOOR REQUIRED FOR EACH DRAFT STOPPED ATTIC AREA. FOUR REQUIRED PER BUILDING.
- PROVIDE TEMPERED SAFETY GLASS AT WINDOW UNIT BECAUSE OF LAUNDRY DOOR.
- MDF SHELVES. SEE DETAIL 29/A6.0 FOR TYPICAL PANTRY SHELVING.
- INSTALL OUTLET IN END OF PONY WALL 6" MAX. BELOW TOP COUNTER TOP.
- FOR UTILITY CLOSET ELEVATION, SEE 22/A6.1.
- FOR UTILITY CLOSET ELEVATION, SEE 23/A6.1.
- SHELVING TO BE WHITE EPOXY COATED VENTILATED STEEL. USE MANUFACTURERS ANCHORING SYSTEM AND SUPPORT BRACKETS. (4) SHELVES AT 1'-6" O.C.



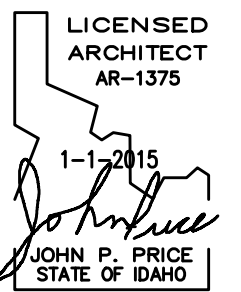
3 UNIT C FLOOR PLAN - 2-BED, 1-BATH
SCALE: 1/4" = 1'-0"

PROJECT

SKYLINE APARTMENTS

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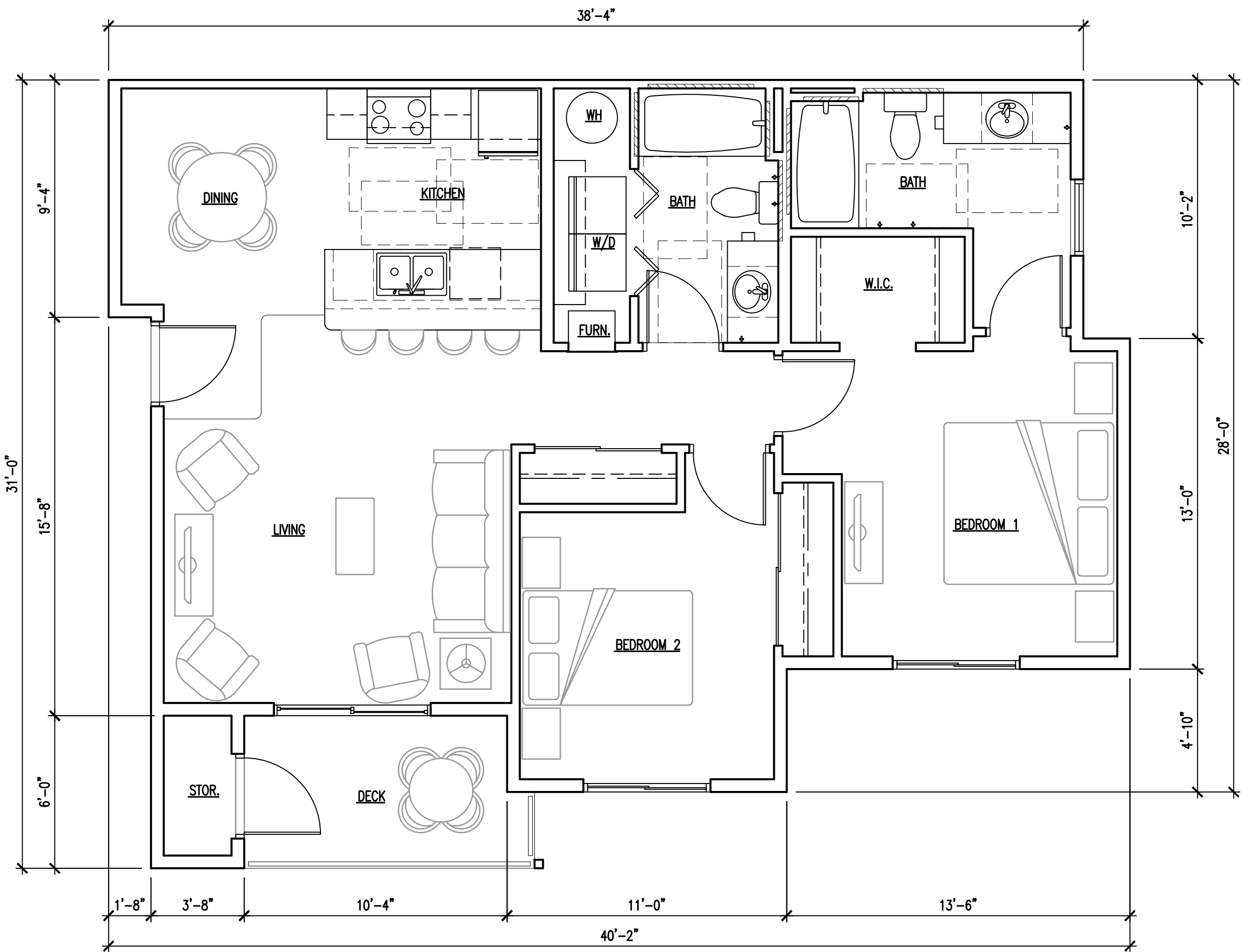
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APRIL 22, 2015
FILE NO.
14-226 A3.0
DRAWN
JOHN PRICE

REVISIONS

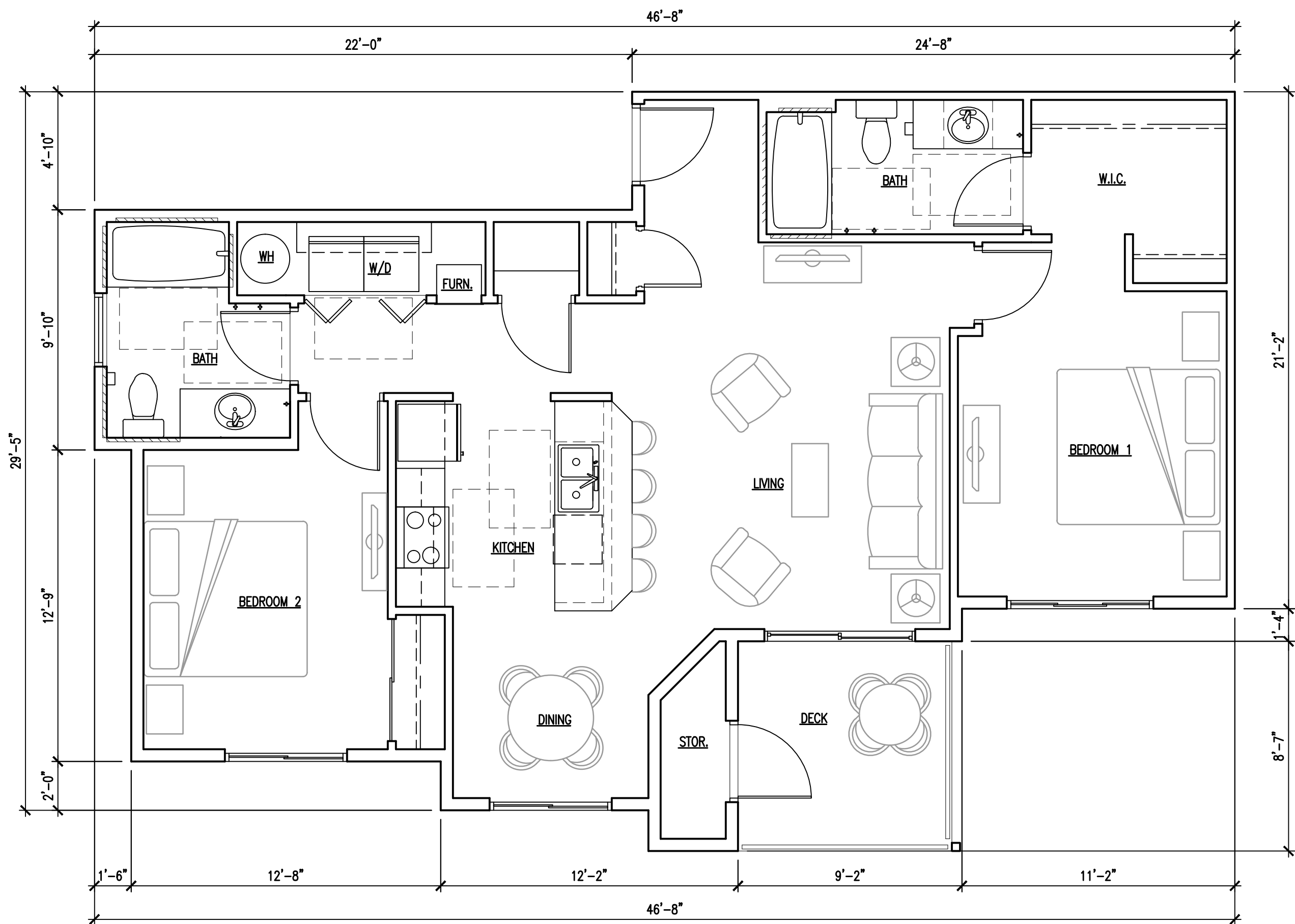
SHEET

A3.0

ENLARGED UNIT PLANS



1 UNIT D FLOOR PLAN - 2-Bed, 2-Bath
SCALE: 1/4" = 1'-0"



2 UNIT E FLOOR PLAN - 2-Bed, 2-Bath
SCALE: 1/4" = 1'-0"

GENERAL NOTES

- PROVIDE 2x SOLID WOOD BLOCKING IN WALLS FOR GRAB BAR MOUNTING AS REQUIRED BY FEDERAL FAIR HOUSING GUIDELINES AND AT ALL TOWEL HOOKS, PAPER HOLDERS, GLUE ON WALL DOOR STOPS, CABINETS AND HANDICAP HARDWARE AS REQUIRED. SEE BATH ELEVATIONS.
- VERIFY ALL CABINET WALLS, CABINETS AND APPLIANCE DIMENSIONS HAVE REQUIRED CLEARANCES.
- ALL DIMENSIONS ARE TO FACE OF STUDS (FOS) UNLESS OTHERWISE NOTED.
- ANY THROUGH PENETRATION OR MEMBRANE PENETRATION OF FIRE-RESISTIVE CONSTRUCTION TO COMPLY WITH 2012 IBC SECTION 714. TESTED AND LISTED ASSEMBLIES TO BE PROVIDED TO FIELD INSPECTOR.
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- ALL FIXTURES AND EQUIPMENT TO BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURERS REQUIREMENTS, GENERAL CONTRACTORS REQUIREMENTS AND CONFORM TO ALL BUILDING CODES.
- AT ALL UNITS:
 - LIGHT SWITCHES, BREAKER BOXES, & THERMOSTATS AT +48" MAX., TO TOP OF OPERABLE PARTS (VERIFY FINISH FLOOR).
 - OUTLETS AT +17" MIN. A.F.F. (VERIFY FINISH FLOOR) TO CENTERLINE OF LOWEST PLUG-IN
 - OUTLETS ABOVE COUNTERS AT 44" MAX. A.F.F. (VERIFY FINISH FLOOR) TO HIGHEST OVER THE COUNTER OUTLET.
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- ALL FIRST FLOOR DWELLING UNITS TO MEET THE REQUIREMENTS OF THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT FAIR HOUSING ACCESSIBILITY GUIDELINES (DATED 3-6-91) AND THE REQUIREMENTS FOR "TYPE A" OR "TYPE B" DWELLING UNITS PER THE 2012 INTERNATIONAL BUILDING CODE AS NOTED.
- SEE SHEET A10.0 WALL TYPES FOR SPECIFIC WALL ASSEMBLIES.
- CHANGES IN FLOOR LEVEL WITH HEIGHTS BETWEEN 1/4" AND 1/2" SHALL BE BEVELED WITH A SLOPE NO GREATER THAN 1V:2H. LEVEL CHANGES GREATER THAN 1/2" ARE PROHIBITED.
- SEE SHEETS A0.4, A0.5 AND A0.6 FOR ADDITIONAL INFORMATION ON DWELLING UNIT ACCESSIBILITY REQUIREMENTS.
- AT ALL FIRST FLOOR UNITS: IF OPERABLE WINDOWS ARE PROVIDED, AT LEAST ONE WINDOW IN EACH SPACE (NOT INCLUDING BATHROOMS OR KITCHENS) SHALL BE ACCESSIBLE WITH WINDOW CONTROLS MOUNTED BELOW 48" A.F.F.
- AT "TYPE A" UNITS, ALL CONTROLS MUST BE ACCESSIBLE (LEVER STYLE OR SIMILAR), WHICH INCLUDES OPERABLE WINDOWS, SINK & LAVATORY FAUCETS, KITCHEN CABINET DOOR HARDWARE, AND DOOR HARDWARE.

KEYNOTES

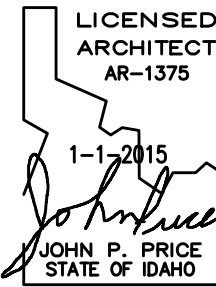
- FRAMING SUBCONTRACTOR TO VERIFY ALL TUB AND SHOWER TYPE AND DIMENSIONS FOR EACH UNIT WITH GENERAL CONTRACTOR.
- VINYL TO CARPET TRANSITION HERE. USE VINYL TRANSITION STRIP AS REQUIRED. TYPICAL ON ALL FLOOR LEVELS. SEE FINISH SCHEDULE.
- AT SECOND AND THIRD FLOOR DWELLING UNITS: INSULATE JOISTS UNDER TUBS AND SHOWERS AND AROUND DRAIN WITH FIBERGLASS INSULATION. EXTEND GYPSUM CONCRETE BELOW TUB/SHOWER OR ADD ADDITIONAL LAYER OF 3/4" FLOOR SHEATHING TO MAINTAIN 1-HOUR FLOOR CONSTRUCTION.
- 2X6 FRAMING AT TOILET WALL, 2X6 FRAMING AT WASHER/DRYER WALL.
- EXTEND 5/8" TYPE "X" GYPSUM BOARD BEHIND TUB AND SHOWER DOWN TO FLOOR AT FIRE RATED WALLS.
- INSULATE BOTH SIDES OF PARTY WALL WITH FIBERGLASS SOUND ATTENUATION BATTS. MATCH WALL WIDTH.
- DASHED LINES INDICATE 30" X 48" CLEAR FLOOR SPACE TO BE CENTERED AT FIXTURE OR APPLIANCE (TYPICAL AT ALL FIXTURES AND APPLIANCES).
- SEE DETAIL 11/A9.1 "TYPE A" DWELLING UNITS SLIDING DOOR THRESHOLD. SEE DETAIL 12/A9.1 "TYPE B" DWELLING UNITS SLIDING DOOR THRESHOLD. SEE DETAIL 13/A9.1 SECOND AND THIRD FLOOR DWELLING UNITS SLIDING DOOR THRESHOLD.
- CLOSET SHELVING TO BE WHITE EPOXY COATED VENTILATED STEEL WITH ROD. USE MANUFACTURERS ANCHORING SYSTEM AND SUPPORT BRACKETS. VERIFY SHELVING HEIGHTS WITH GENERAL CONTRACTOR. SEE 27/A6.0 FOR TYPICAL COAT CLOSET ELEVATION, SEE 14/A6.1 FOR TYPICAL MASTER CLOSET SHORT WALL ELEVATION AND SEE 15/A6.1 FOR TYPICAL 2ND AND 3RD BEDROOM CLOSET ELEVATION.
- NOT USED.
- PROVIDE HIGH AND LOW ROD & SHELF. CLOSET SHELVING TO BE WHITE EPOXY COATED VENTILATED STEEL WITH ROD. USE MANUFACTURERS ANCHORING SYSTEM AND SUPPORT BRACKETS. VERIFY SHELVING HEIGHTS WITH GENERAL CONTRACTOR. SEE 28/A6.0 FOR TYPICAL "TYPE A" UNIT COAT CLOSET ELEVATION, SEE 14/A6.1 FOR TYPICAL MASTER CLOSET LONG WALL ELEVATION AND SEE 16/A6.1 FOR TYPICAL "TYPE A" UNIT 2ND AND 3RD BEDROOM CLOSET ELEVATION.
- VINYL TO CARPET TRANSITION HERE. USE VINYL TRANSITION STRIP AS REQUIRED. TYPICAL AT 2ND AND 3RD FLOOR LEVELS ONLY. SEE FINISH SCHEDULE.
- HATCHED AREAS INDICATE BLOCKING REQUIRED FOR GRAB BARS, SEE BATHROOM ELEVATIONS.
- DASHED LINE INDICATES CEILING FURR-DOWN FOR MECHANICAL DUCTS BELOW 1-HR CEILING ASSEMBLY. FURR-DOWN TO BE 5/8" GYPSUM BOARD ON METAL FRAMING. SOFFIT OVER KITCHEN CABINETS TO MATCH DEPTH OF WALL CABINETS. KEEP OTHER SOFFITS AS TIGHT AS POSSIBLE TO MECHANICAL DUCTS WITH FINISH CEILING AS HIGH AS POSSIBLE. FINISH CEILING TO BE NO LOWER THAN 7'-0" A.F.F. AT ANY SOFFIT LOCATIONS. SEE SHEET A7.0 FOR ADDITIONAL NOTES.
- 36" HIGH METAL RAILING AT FIRST FLOOR WITH OPENING AS DIMENSIONED.
- FOR TYPICAL UTILITY CLOSET ELEVATION SEE 21/A6.0 SIM.
- DOORS AT FIRST FLOOR "TYPE B" ACCESSIBLE UNITS SHOWN. DASHED LINES INDICATE SECOND AND THIRD FLOOR DOORS. SEE DOOR SCHEDULE FOR SIZES.
- 20" X 30" ATTIC ACCESS HATCH WITH KEYED LOCK AT 3RD FLOOR ONLY. ONE ACCESS DOOR REQUIRED FOR EACH DRAFT STOPPED ATTIC AREA. FOUR REQUIRED PER BUILDING.
- PROVIDE TEMPERED SAFETY GLASS AT WINDOW UNIT BECAUSE OF LAUNDRY DOOR.
- MDF SHELVES. SEE DETAIL 29/A6.0 FOR TYPICAL PANTRY SHELVING.
- INSTALL OUTLET IN END OF PONY WALL 6" MAX. BELOW TOP COUNTER TOP.
- FOR UTILITY CLOSET ELEVATION, SEE 22/A6.1.
- FOR UTILITY CLOSET ELEVATION, SEE 23/A6.1.
- SHELVING TO BE WHITE EPOXY COATED VENTILATED STEEL. USE MANUFACTURERS ANCHORING SYSTEM AND SUPPORT BRACKETS. (4) SHELVES AT 1'-6" O.C.

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SKYLINE APARTMENTS

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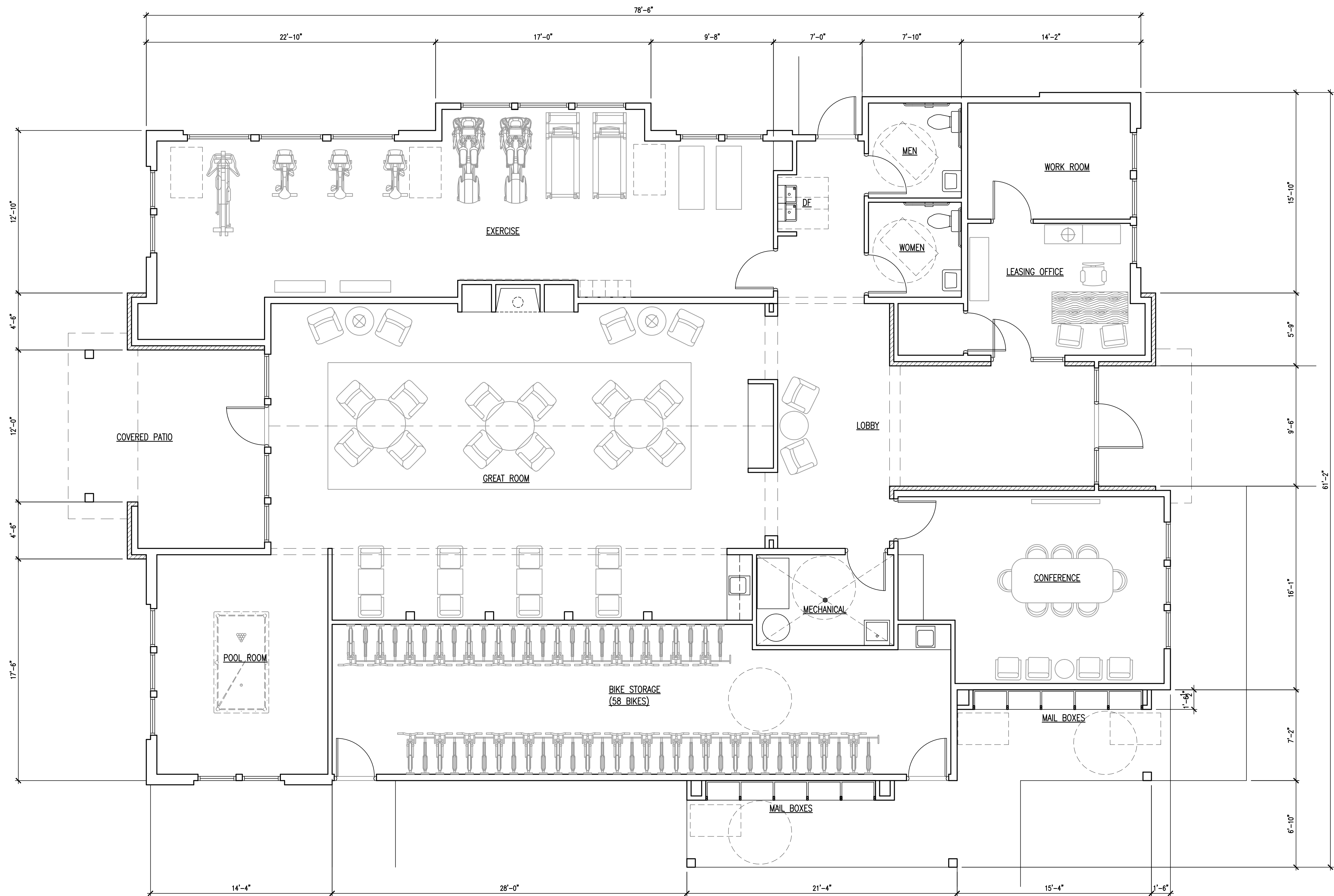
DATE
APRIL 22, 2015
FILE NO.
14-226 A3.0
DRAWN
JOHN PRICE

REVISIONS

SHEET

A3.1

ENLARGED UNIT PLANS



1 CLUBHOUSE FLOOR PLAN
SCALE: 1/4" = 1'-0" 4,389 s.f.

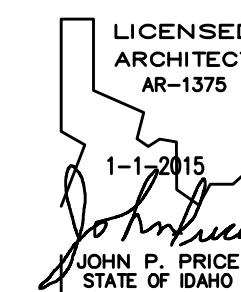


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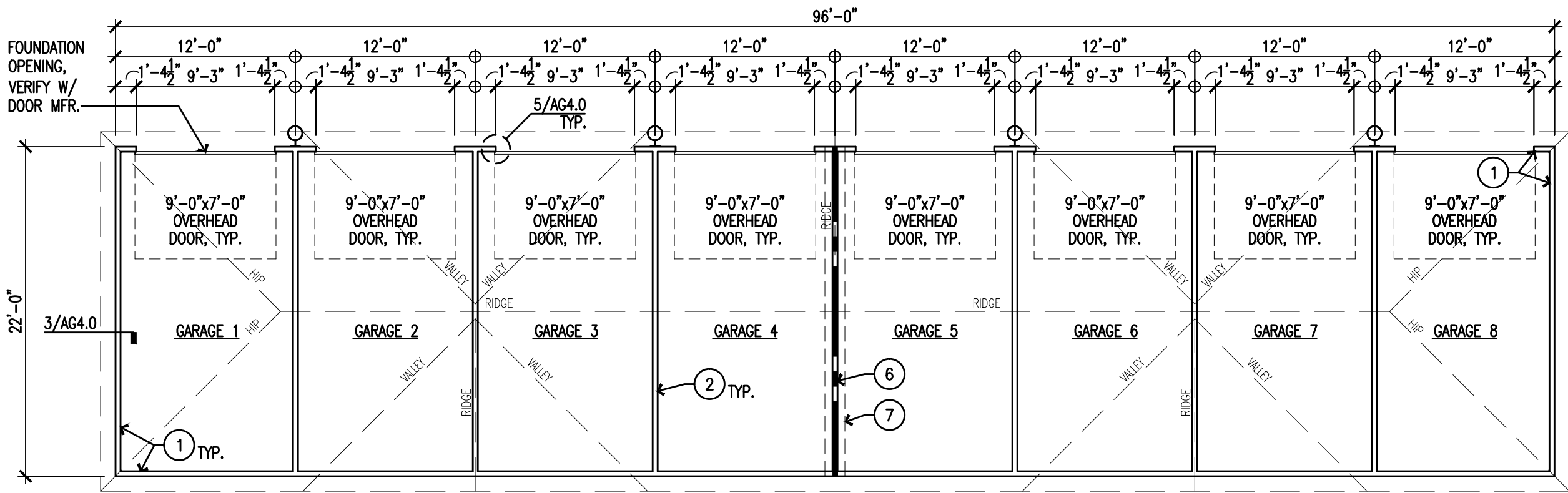
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AC2.0
CLUBHOUSE
FLOOR PLAN

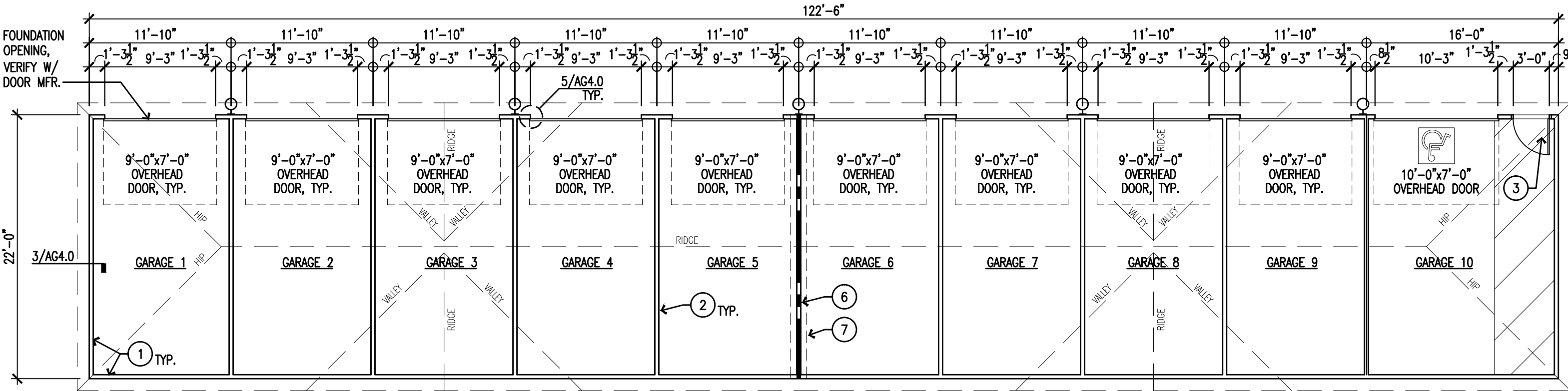
Updated 5/26/15



1 GARAGE FLOOR PLAN

8-BAY GARAGE

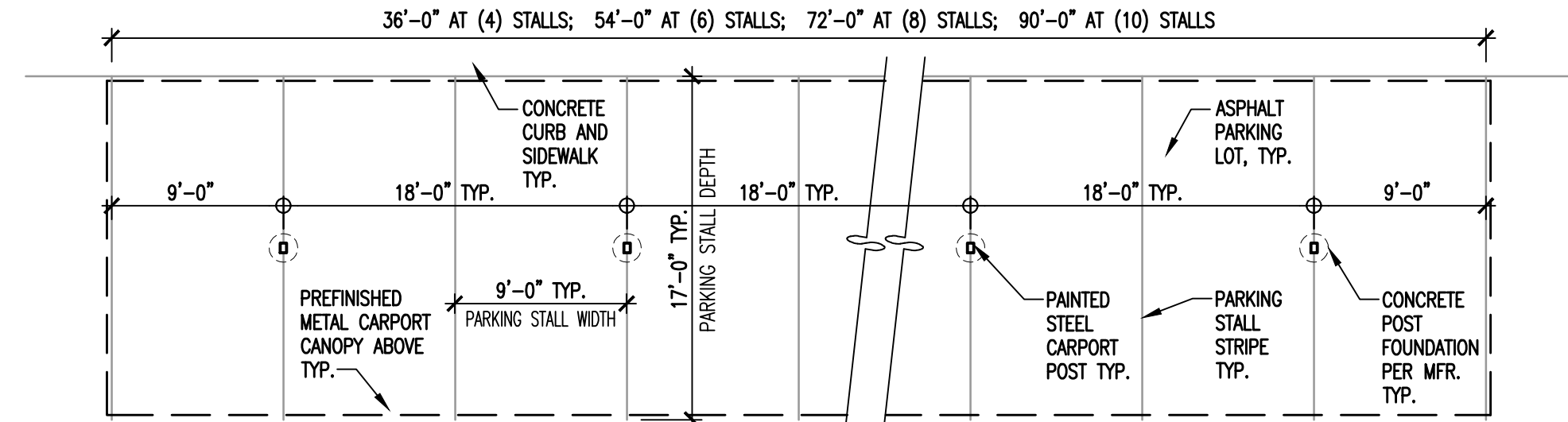
SCALE: 1/8" = 1'-0"



2 GARAGE FLOOR PLAN

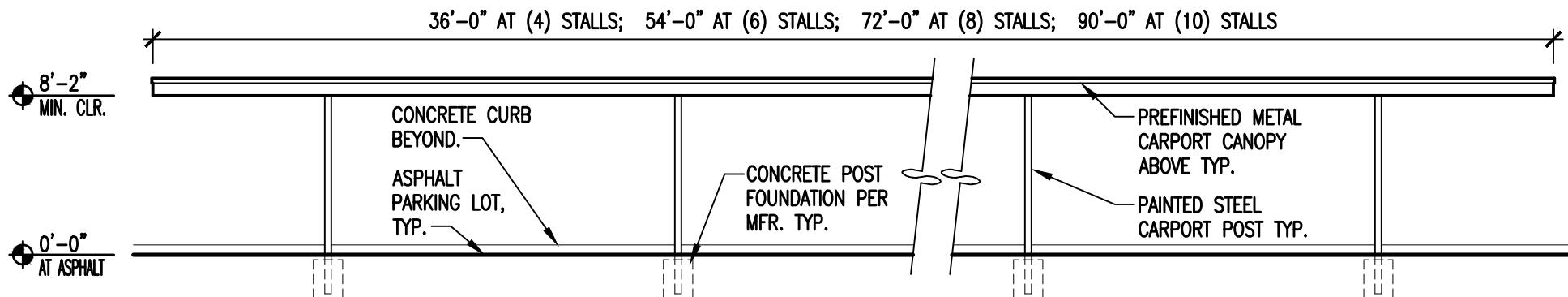
10-BAY GARAGE

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



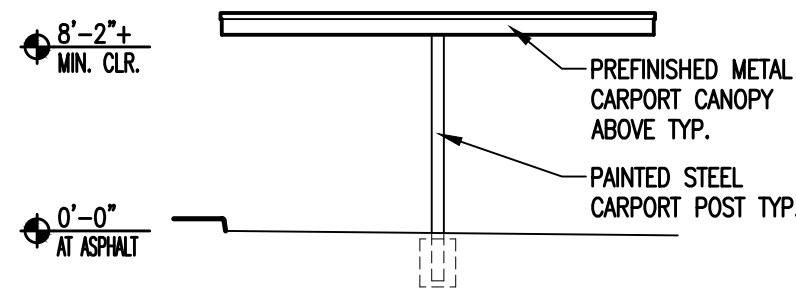
3 TYPICAL CARPORT PLAN

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



4 TYPICAL CARPORT FRONT ELEVATION

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



5 TYPICAL CARPORT SIDE ELEVATION

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

KEYNOTES



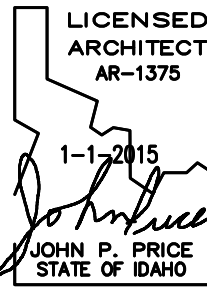
1. PAINTED HARDBOARD SIDING OVER BUILDING WRAP OVER 7/16" O.S.B. SHEATHING (6" O.C. EDGE NAILING AND 12" O.C. FIELD NAILING) OVER 2x4 WOOD STUDS AT 16" O.C.
2. TYPICAL INTERIOR GARAGE WALL: 2x4 STUDS AT 16" O.C. WITH 5/8" GYPSUM BOARD ON 1 SIDE FROM FLOOR SLAB TO BOTTOM OF ROOF SHEATHING.
3. GARAGE MAN DOOR TO BE 3'-0" W X 6'-8" RAISED PANEL INSULATED METAL DOOR WITH WOOD FRAME. PROVIDE LEVER HANDLED ENTRY LOCKSET, 1/2" HIGH MAX. ACCESSIBLE THRESHOLD, AND WEATHER SEAL.
4. GARAGE MAN DOOR AT GARAGE BUILDING B-1 ONLY. MAN DOOR TO BE 3'-0" W X 6'-8" RAISED PANEL INSULATED METAL DOOR WITH WOOD FRAME. PROVIDE LEVER HANDLED ENTRY LOCKSET, THRESHOLD, AND WEATHER SEAL.
5. NO WALL AT GARAGE B-1 ONLY. DOUBLE BAY WIDE AT THIS LOCATION ONLY.
6. INTERIOR SHEAR WALL SW6. LSTHD 8 HOLDDOWN @ EACH END OF SHEAR WALL. 7/16" OSB ONE SIDE OF WALL. 8d NAILS @ 6" O.C. W/ 5/8" THREADED ROD ADHESIVE ANCHOR BOLTS 5 1/2" IN 16" x 8" THICKENED SLAB.
7. THICKENED SLAB, 16"W x 8" D W/(2) #4 BARS.

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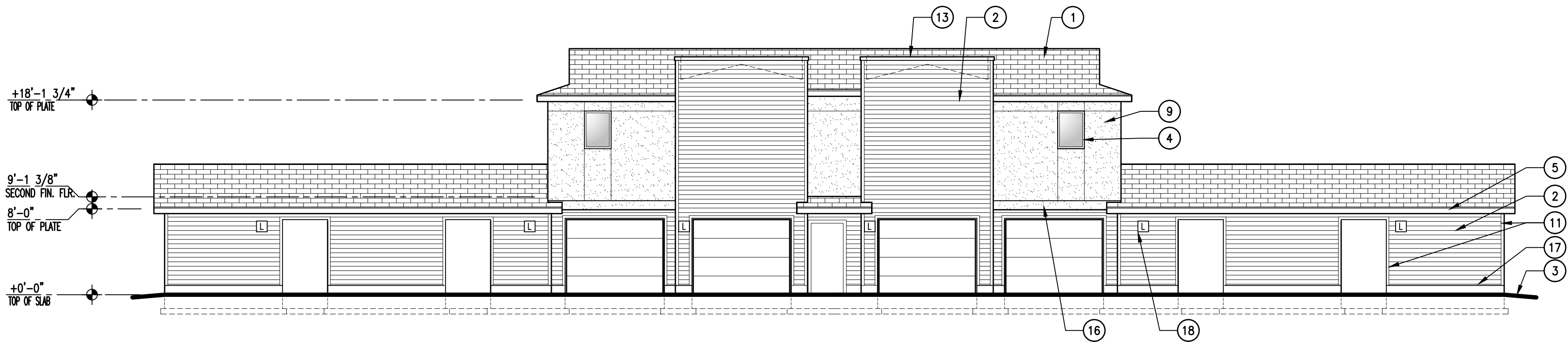
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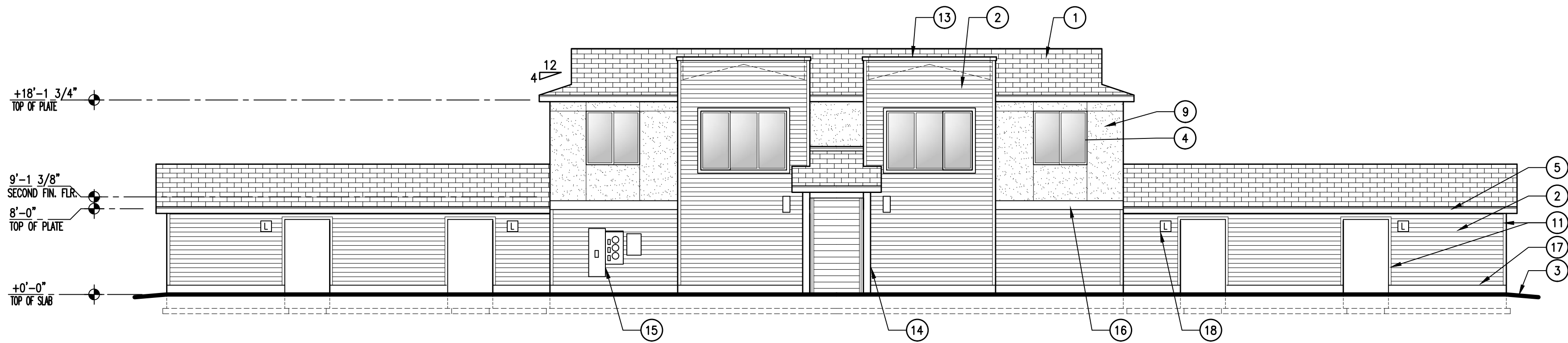
AG2.0

GARAGE
FLOOR PLANS



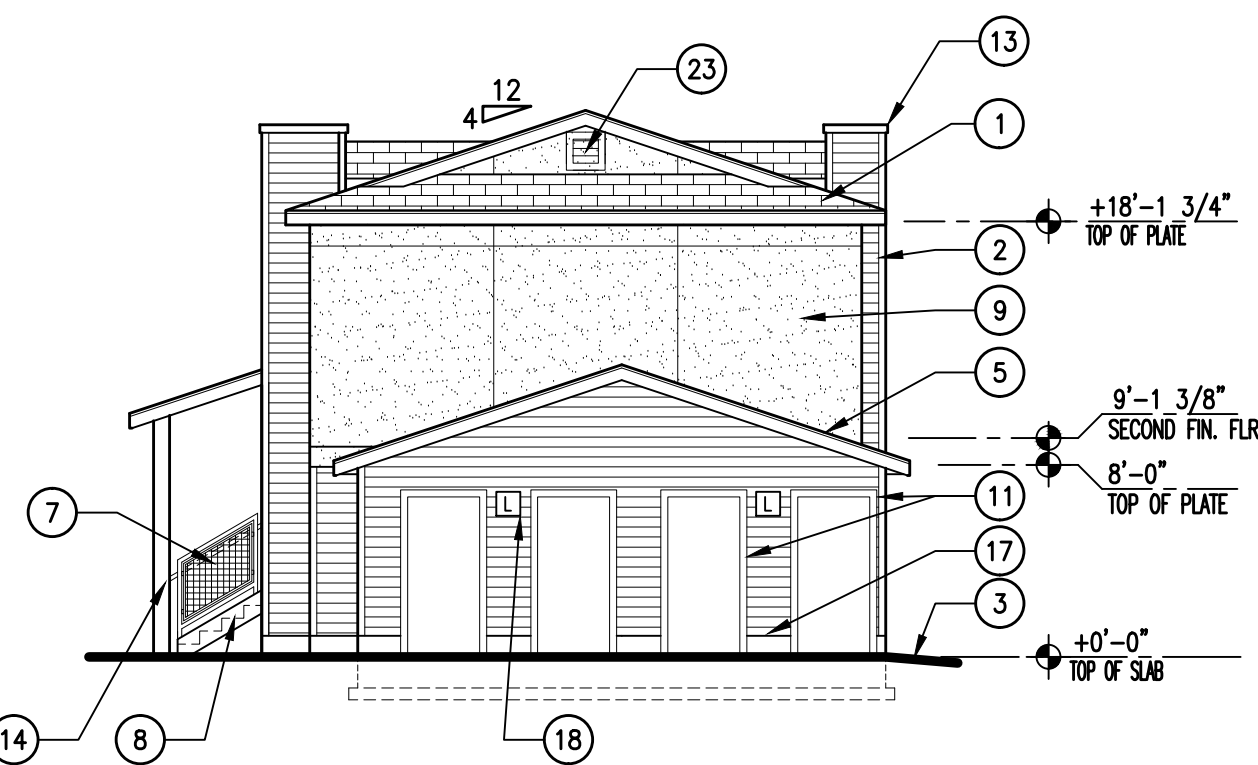
1 FRONT ELEVATION - BUILDING TYPE 1

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



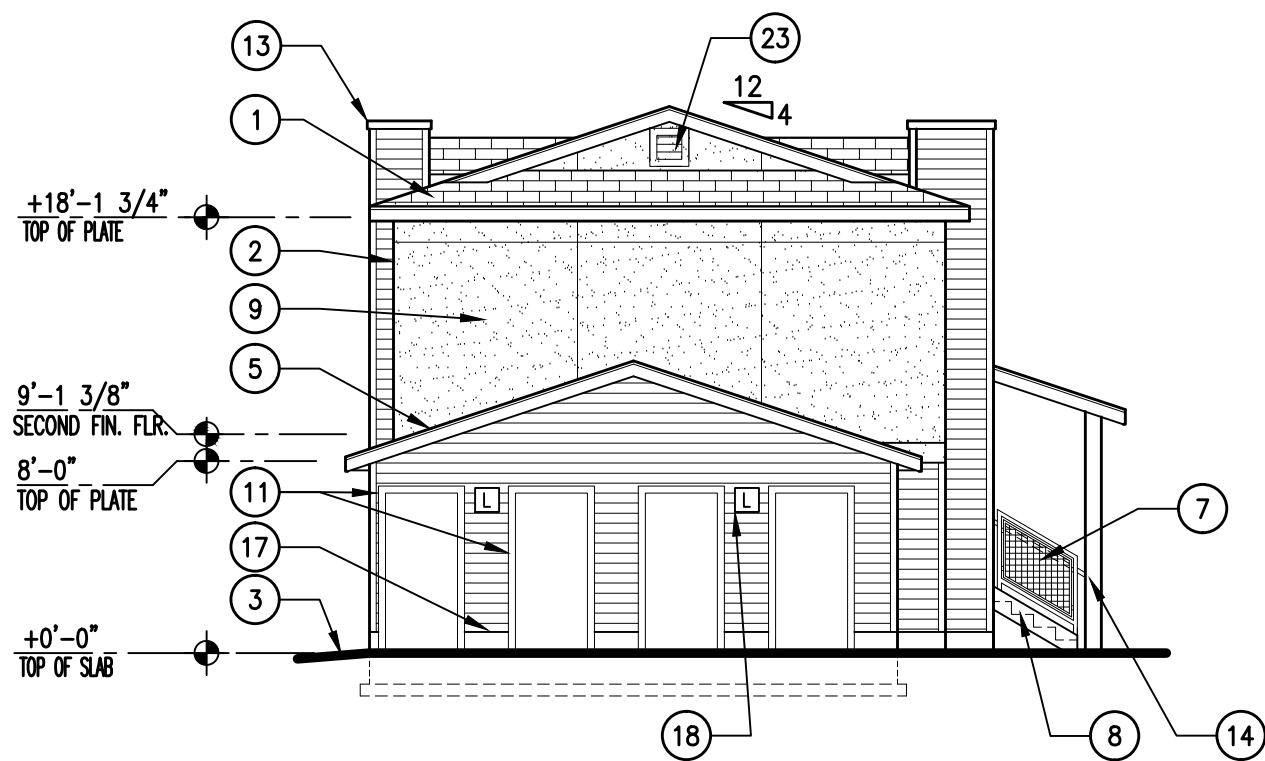
2 REAR ELEVATION - BUILDING TYPE 1

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



3 LEFT ELEVATION - BUILDING TYPE 1

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



4 RIGHT ELEVATION - BUILDING TYPE 1

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

KEYNOTES #

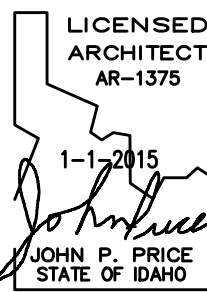
1. ARCHITECTURAL LAMINATED FIBERGLASS ROOF SHINGLES.
2. PAINTED FIBER CEMENT HORIZONTAL LAPPED SIDING, 5" EXPOSURE
3. FINISH GRADE, SLOPE AWAY FROM BUILDING AT 2% MIN. SEE GRADING PLAN BY OTHERS.
4. DOUBLE GLAZED, VINYL FRAME WINDOW.
5. PREFINISHED METAL FASCIA 3/4"x7 1/4", OVER SUB-FASCIA.
6. PRE-FINISHED METAL RAINGUTTER, DOWNSPOUT. TIE TO SITE STORM DRAIN SYSTEM.
7. METAL RAILING, SEE *
8. METAL STAIR STRINGERS WITH CONCRETE TREADS.
9. PORTLAND CEMENT STUCCO.
10. 5/4"x7 1/4" PAINTED FIBER CEMENT BELLY BAND.
11. DOOR, WINDOW, AND CORNER TRIM: PAINTED FIBER CEMENT TRIM 5/4"x3 1/2"
12. 12"x24" GABLE VENT.
13. PREFINISHED METAL PARAPET CAP.
14. STEEL COLUMN.
15. ELECTRICAL METERS, PANELS, AND UTILITY BOXES.
16. STUCCO BELLY BAND.
17. 5/4"x9 1/4" FIBER CEMENT BASE TRIM WITH CAP FLASHING.
18. LIGHT FIXTURE, SEE ELECTRICAL.
19. FIRE DEPARTMENT CONNECTION.
20. VINYL FRAMED SLIDING GLASS DOOR (32" NET CLEAR OPENING).
21. BUILDING ADDRESS IN THIS AREA. VERIFY EXACT REQUIREMENTS WITH CITY OF BOISE.
22. SATELLITE DISHES TO BE MOUNTED TO BACK SIDE OF PARAPET. PROVIDE BLOCKING IN WALL AS REQUIRED. VERIFY EXACT REQUIREMENTS WITH OWNER.
23. 12"x12" GABLE VENT.

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BUILDING TYPE 1
EXTERIOR ELEVATIONS



1 FRONT ELEVATION - BUILDING TYPE 2

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



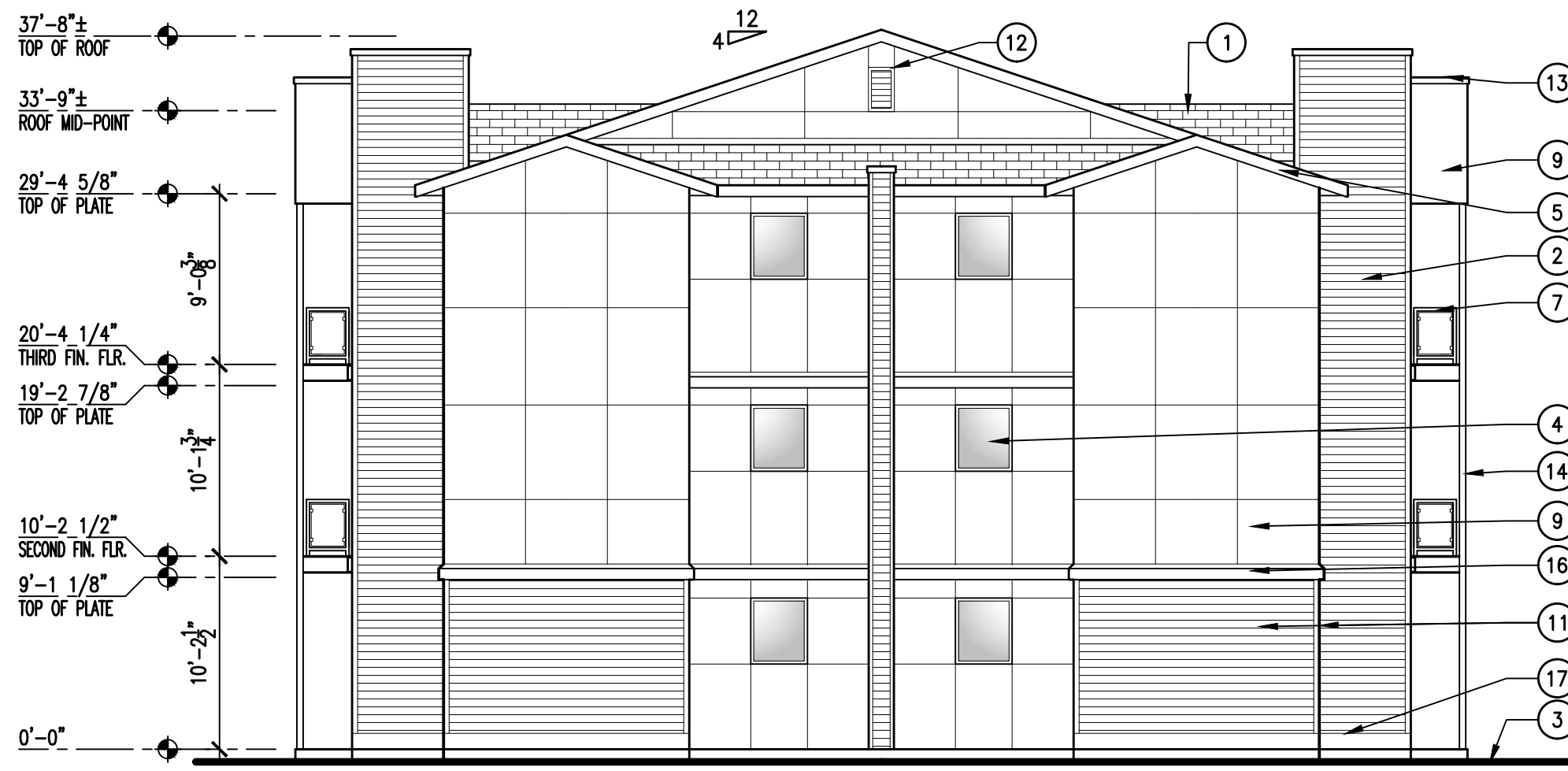
2 REAR ELEVATION - BUILDING TYPE 2

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



3 LEFT ELEVATION - BUILDING TYPE 2

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



4 RIGHT ELEVATION - BUILDING TYPE 2

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

KEYNOTES

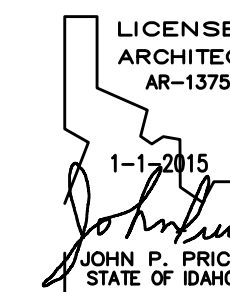
1. ARCHITECTURAL LAMINATED FIBERGLASS ROOF SHINGLES.
2. PAINTED FIBER CEMENT HORIZONTAL LAPPED SIDING, 5" EXPOSURE
3. FINISH GRADE, SLOPE AWAY FROM BUILDING AT 2% MIN. SEE GRADING PLAN BY OTHERS.
4. DOUBLE GLAZED, VINYL FRAME WINDOW.
5. PREFINISHED METAL FASCIA 3/4"x7 1/4", OVER SUB-FASCIA.
6. PRE-FINISHED METAL RAINGUTTER, DOWNSPOUT. TIE TO SITE STORM DRAIN SYSTEM.
7. METAL RAILING, SEE *
8. METAL STAIR STRINGERS WITH CONCRETE TREADS.
9. PORTLAND CEMENT STUCCO.
10. 5/4"x7 1/4" PAINTED FIBER CEMENT BELLY BAND.
11. DOOR, WINDOW, AND CORNER TRIM: PAINTED FIBER CEMENT TRIM 5/4"x3 1/2"
12. 12"x24" GABLE VENT
13. PREFINISHED METAL PARAPET CAP.
14. STEEL COLUMN.
15. ELECTRICAL METERS, PANELS, AND UTILITY BOXES WITH 6" VINYL FENCE ENCLOSURE WITH GATE.
16. STUCCO BELLY BAND.
17. 5/4"x9 1/4" FIBER CEMENT BASE TRIM WITH CAP FLASHING.
18. LIGHT FIXTURE, SEE ELECTRICAL.
19. FIRE DEPARTMENT CONNECTION.
20. VINYL FRAMED SLIDING GLASS DOOR (32" NET CLEAR OPENING).
21. BUILDING ADDRESS IN THIS AREA. VERIFY EXACT REQUIREMENTS WITH CITY OF BOISE.
22. SATELLITE DISHES TO BE MOUNTED TO BACK SIDE OF PARAPET. PROVIDE BLOCKING IN WALL AS REQUIRED. VERIFY EXACT REQUIREMENTS WITH OWNER.

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BUILDING TYPE 2
EXTERIOR ELEVATIONS



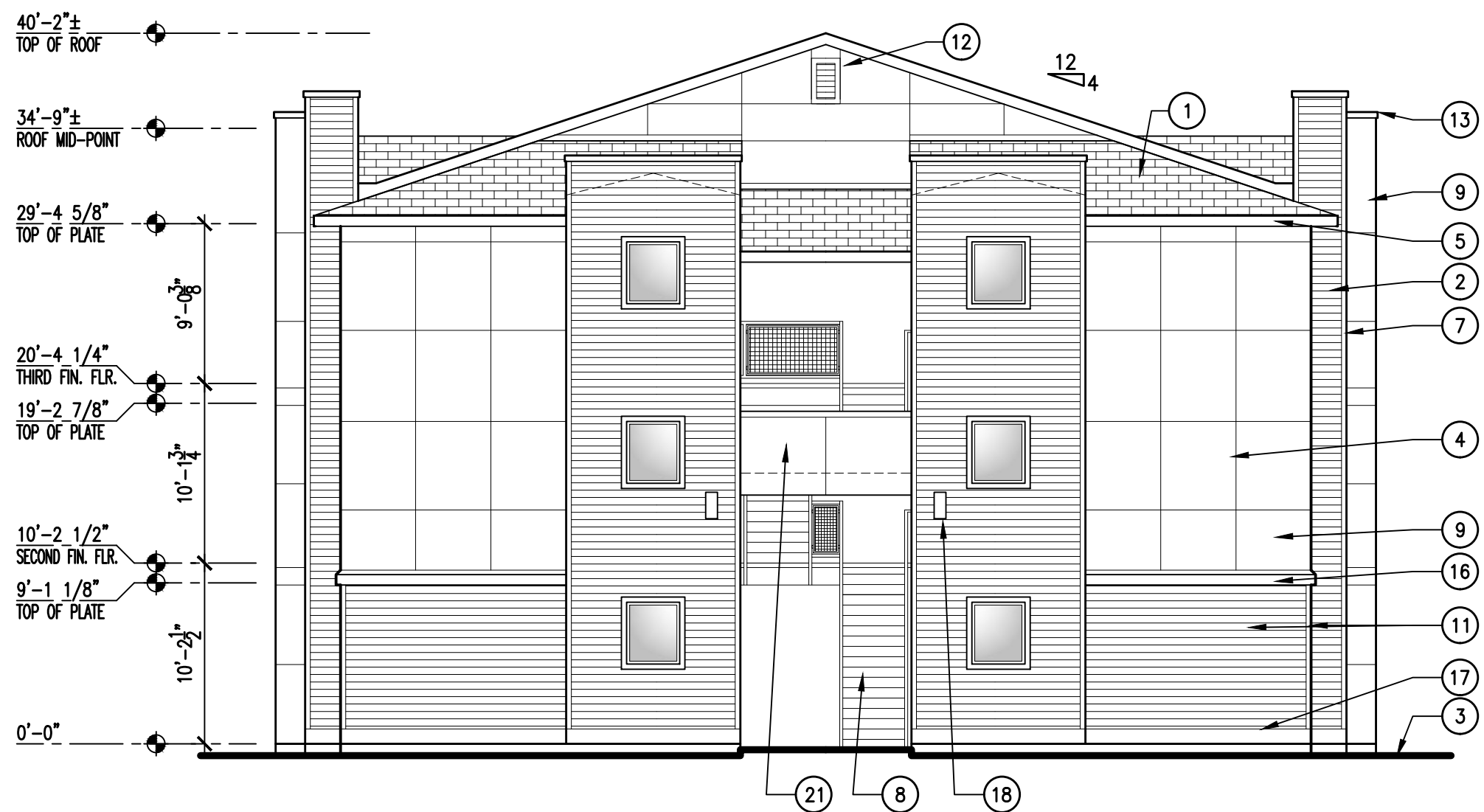
1 FRONT ELEVATION - BUILDING TYPE 3

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



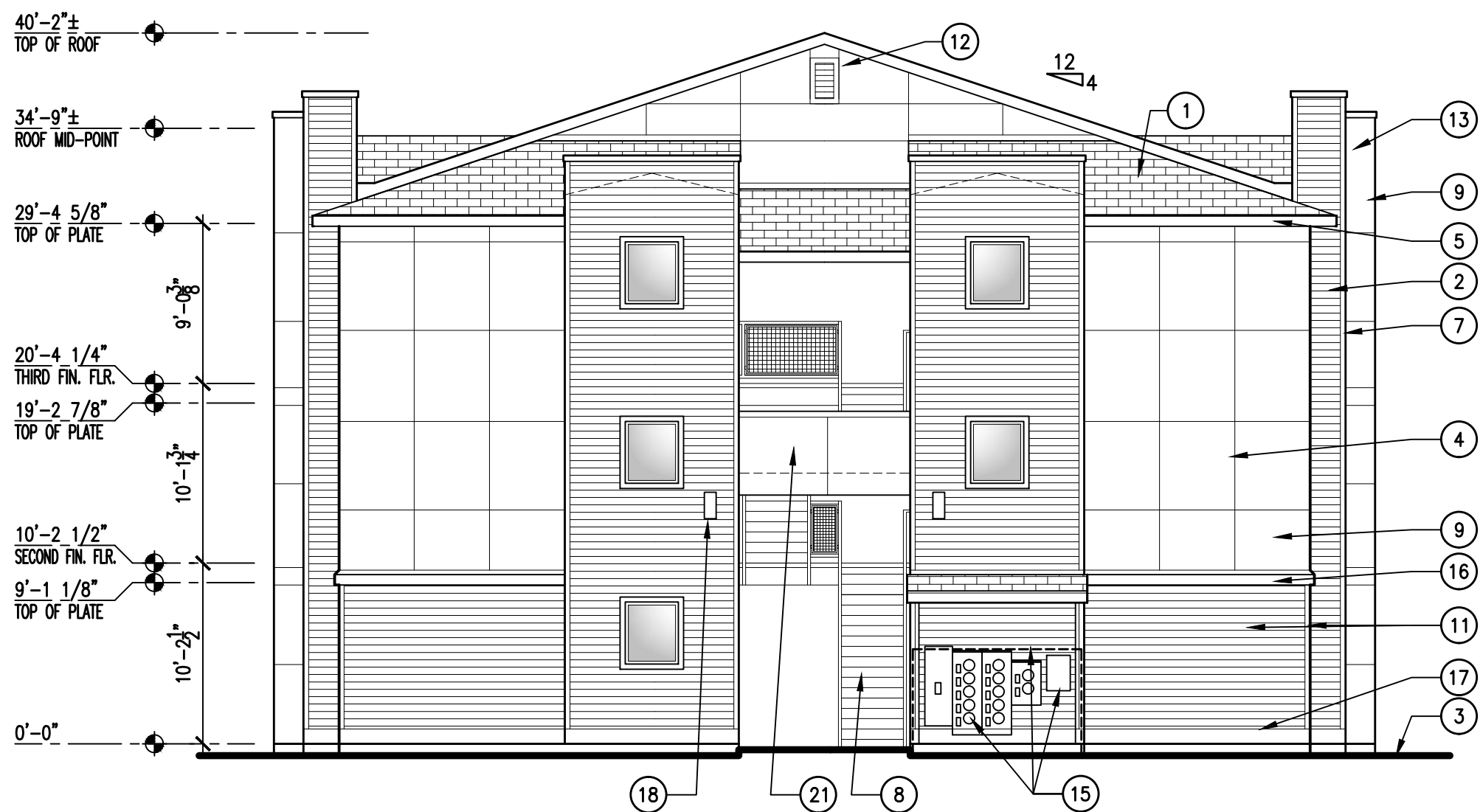
2 REAR ELEVATION - BUILDING TYPE 3

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



3 LEFT ELEVATION - BUILDING TYPE 3

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



4 RIGHT ELEVATION - BUILDING TYPE 3

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

KEYNOTES

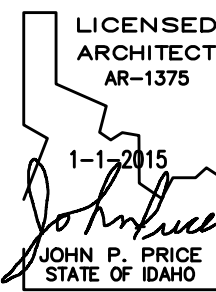
1. ARCHITECTURAL LAMINATED FIBERGLASS ROOF SHINGLES.
2. PAINTED FIBER CEMENT HORIZONTAL LAPPED SIDING, 5" EXPOSURE
3. FINISH GRADE, SLOPE AWAY FROM BUILDING AT 2% MIN. SEE GRADING PLAN BY OTHERS.
4. DOUBLE GLAZED, VINYL FRAME WINDOW.
5. PREFINISHED METAL FASCIA 3/4"x7 1/4", OVER SUB-FASCIA.
6. PRE-FINISHED METAL RAINGUTTER, DOWNSPOUT. TIE TO SITE STORM DRAIN SYSTEM.
7. METAL RAILING, SEE *
8. METAL STAIR STRINGERS WITH CONCRETE TREADS.
9. PORTLAND CEMENT STUCCO.
10. 5/4"x7 1/4" PAINTED FIBER CEMENT BELLY BAND.
11. DOOR, WINDOW, AND CORNER TRIM: PAINTED FIBER CEMENT TRIM 5/4"x3 1/2"
12. 12"x24" GABLE VENT
13. PREFINISHED METAL PARAPET CAP.
14. STEEL COLUMN.
15. ELECTRICAL METERS, PANELS, AND UTILITY BOXES WITH 6" VINYL FENCE ENCLOSURE WITH GATE.
16. STUCCO BELLY BAND.
17. 5/4"x9 1/4" FIBER CEMENT BASE TRIM WITH CAP FLASHING.
18. LIGHT FIXTURE, SEE ELECTRICAL.
19. FIRE DEPARTMENT CONNECTION.
20. VINYL FRAMED SLIDING GLASS DOOR (32" NET CLEAR OPENING).
21. BUILDING ADDRESS IN THIS AREA. VERIFY EXACT REQUIREMENTS WITH CITY OF BOISE.
22. SATELLITE DISHES TO BE MOUNTED TO BACK SIDE OF PARAPET. PROVIDE BLOCKING IN WALL AS REQUIRED. VERIFY EXACT REQUIREMENTS WITH OWNER.

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A5.2

BUILDING TYPE 3
EXTERIOR ELEVATIONS



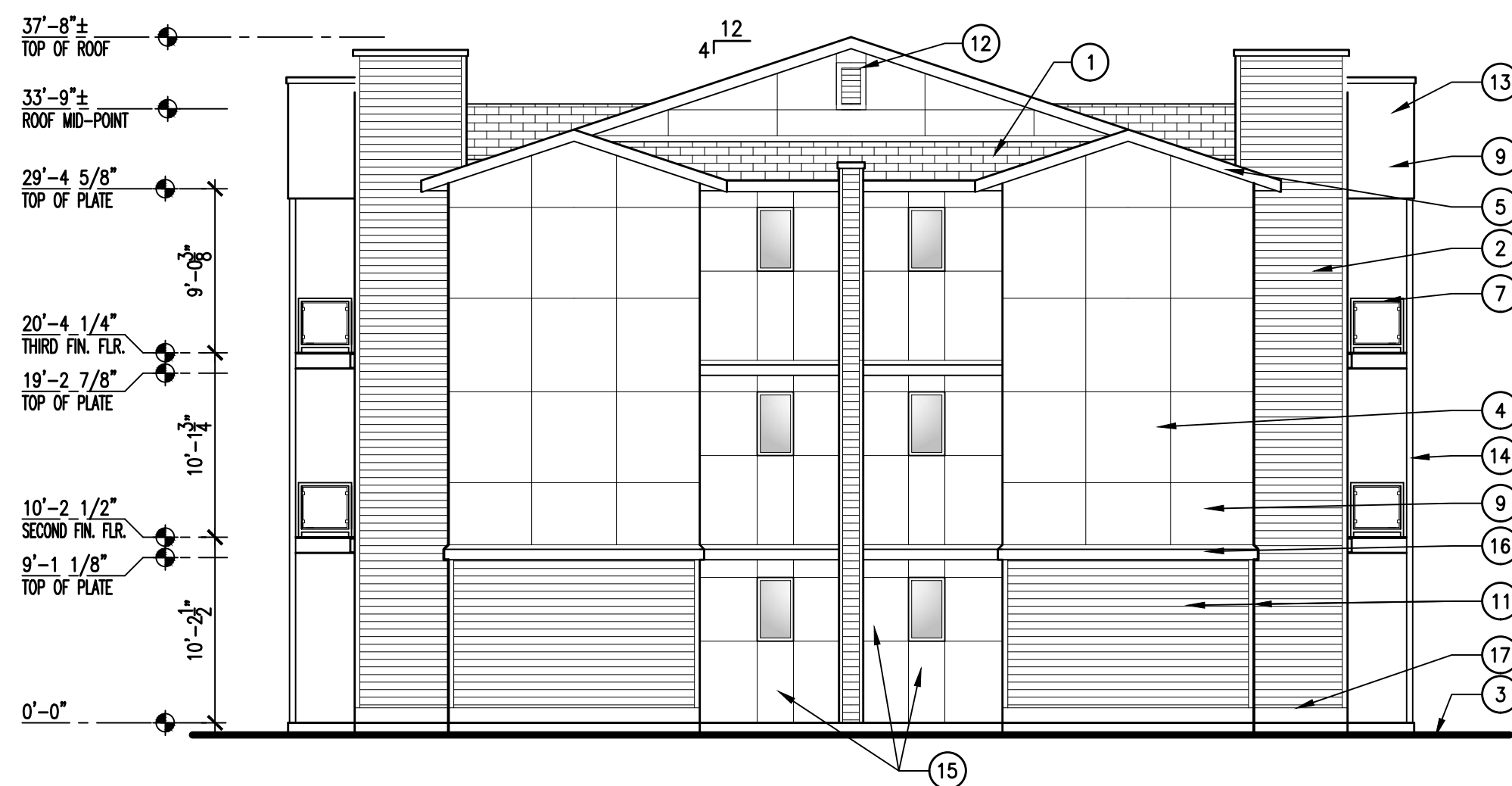
1 FRONT ELEVATION - BUILDING TYPE 4

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



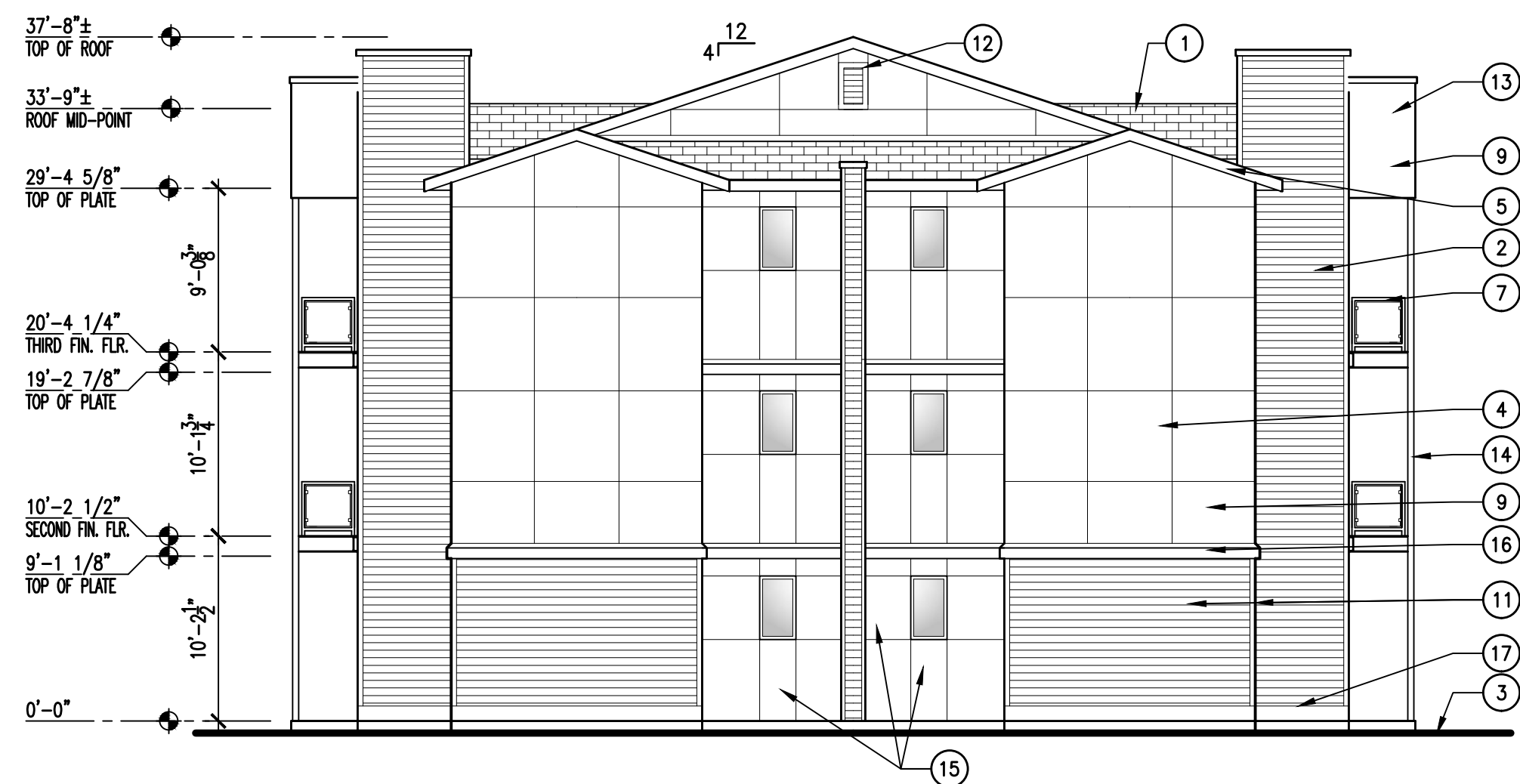
2 REAR ELEVATION - BUILDING TYPE 4

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



3 LEFT ELEVATION - BUILDING TYPE 4

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



4 RIGHT ELEVATION - BUILDING TYPE 4

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

KEYNOTES

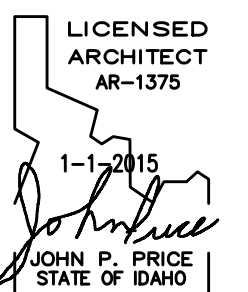
1. ARCHITECTURAL LAMINATED FIBERGLASS ROOF SHINGLES.
2. PAINTED FIBER CEMENT HORIZONTAL LAPPED SIDING, 5" EXPOSURE.
3. FINISH GRADE, SLOPE AWAY FROM BUILDING AT 2% MIN. SEE GRADING PLAN BY OTHERS.
4. DOUBLE GLAZED, VINYL FRAME WINDOW.
5. PREFINISHED METAL FASCIA 3/4"x7 1/4", OVER SUB-FASCIA.
6. PRE-FINISHED METAL RAINGUTTER, DOWNSPOUT. TIE TO SITE STORM DRAIN SYSTEM.
7. METAL RAILING, SEE *
8. METAL STAIR STRINGERS WITH CONCRETE TREADS.
9. PORTLAND CEMENT STUCCO.
10. 5/4"x7 1/4" PAINTED FIBER CEMENT BELLY BAND.
11. DOOR, WINDOW, AND CORNER TRIM: PAINTED FIBER CEMENT TRIM 5/4"x3 1/2"
12. 12"x24" GABLE VENT
13. PREFINISHED METAL PARAPET CAP.
14. STEEL COLUMN.
15. ELECTRICAL METERS, PANELS, AND UTILITY BOXES WITH 6' VINYL FENCE ENCLOSURE WITH GATE.
16. STUCCO BELLY BAND.
17. 5/4"x9 1/4" FIBER CEMENT BASE TRIM WITH CAP FLASHING.
18. LIGHT FIXTURE, SEE ELECTRICAL.
19. FIRE DEPARTMENT CONNECTION.
20. VINYL FRAMED SLIDING GLASS DOOR (32" NET CLEAR OPENING).
21. BUILDING ADDRESS IN THIS AREA. VERIFY EXACT REQUIREMENTS WITH CITY OF BOISE.
22. SATELLITE DISHES TO BE MOUNTED TO BACK SIDE OF PARAPET. PROVIDE BLOCKING IN WALL AS REQUIRED. VERIFY EXACT REQUIREMENTS WITH OWNER.

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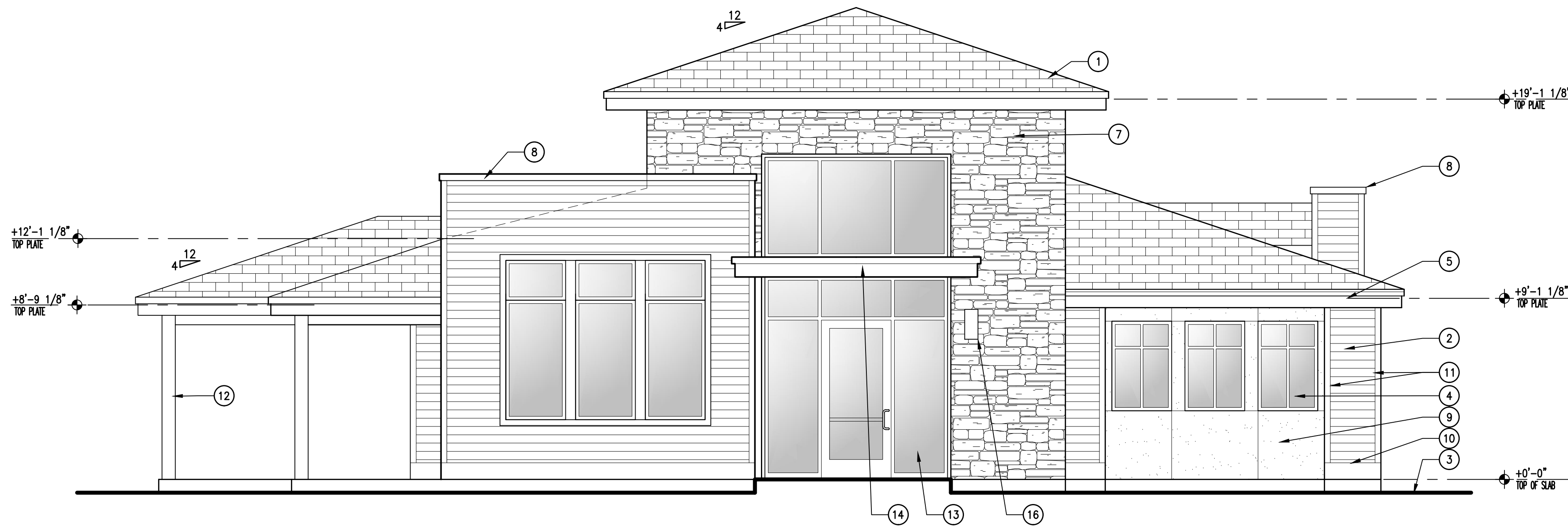
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A5.3

BUILDING TYPE 4
EXTERIOR ELEVATIONS



1 NORTH ELEVATION - CLUBHOUSE

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



2 WEST ELEVATION - CLUBHOUSE

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

KEYNOTES

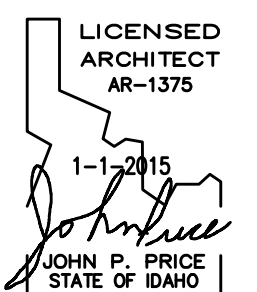
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2. PAINTED FIBER CEMENT HORIZONTAL LAPPED SIDING, 5" EXPOSURE
3. FINISH GRADE, SLOPE AWAY FROM BUILDING AT 2% MIN. SEE GRADING PLAN BY OTHERS.
4. DOUBLE GLAZED, VINYL FRAME WINDOW.
5. PRE-FINISHED METAL FASCIA 3/4"x7 1/4", OVER SUB-FASCIA.
6. PRE-FINISHED METAL RAIN GUTTER, DOWNSPOUT. TIE TO SITE STORM DRAIN SYSTEM.
7. STONE VENEER.
8. PRE-FINISHED METAL PARAPET CAP.
9. PORTLAND CEMENT STUCCO.
10. 5/4"x9 1/4" FIBER CEMENT BASE TRIM WITH CAP FLASHING.
11. DOOR, WINDOW, AND CORNER TRIM: PAINTED FIBER CEMENT TRIM 5/4"x3 3/8".
12. STEEL COLUMN.
13. ALUMINUM STOREFRONT ENTRY SYSTEM.
14. STEEL CANOPY.
15. MAIL BOXES.
16. LIGHT FIXTURE, SEE ELECTRICAL.

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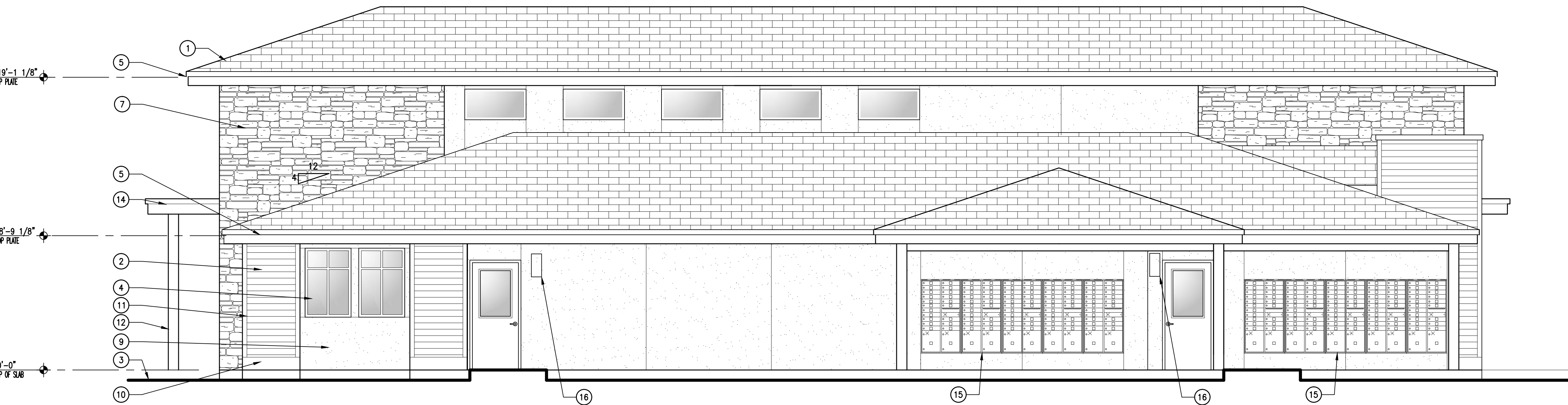
AC5.0
CLUBHOUSE
EXTERIOR ELEVATIONS

Updated 5/26/15



1 SOUTH ELEVATION - CLUBHOUSE

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



2 EAST ELEVATION - CLUBHOUSE

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

KEYNOTES

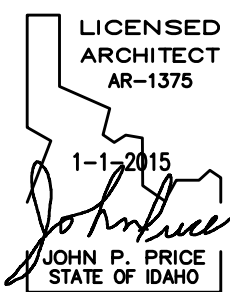
1. ARCHITECTURAL LAMINATED FIBERGLASS ROOF SHINGLES.
2. PAINTED FIBER CEMENT HORIZONTAL LAPPED SIDING, 5" EXPOSURE
3. FINISH GRADE, SLOPE AWAY FROM BUILDING AT 2% MIN. SEE GRADING PLAN BY OTHERS.
4. DOUBLE GLAZED, VINYL FRAME WINDOW.
5. PRE-FINISHED METAL FASCIA 3/4"x7 1/4", OVER SUB-FASCIA.
6. PRE-FINISHED METAL RAIN GUTTER, DOWNSPOUT. TIE TO SITE STORM DRAIN SYSTEM.
7. STONE VENEER.
8. PRE-FINISHED METAL PARAPET CAP.
9. PORTLAND CEMENT STUCCO.
10. 5/4"x9 1/4" FIBER CEMENT BASE TRIM WITH CAP FLASHING.
11. DOOR, WINDOW, AND CORNER TRIM: PAINTED FIBER CEMENT TRIM 5/4"x3 3/4".
12. STEEL COLUMN.
13. ALUMINUM STOREFRONT ENTRY SYSTEM.
14. STEEL CANOPY.
15. MAIL BOXES.
16. LIGHT FIXTURE, SEE ELECTRICAL.

PROJECT

SKYLINE APARTMENTS

2105 S. FEDERAL WAY
BOISE, IDAHO

SEAL



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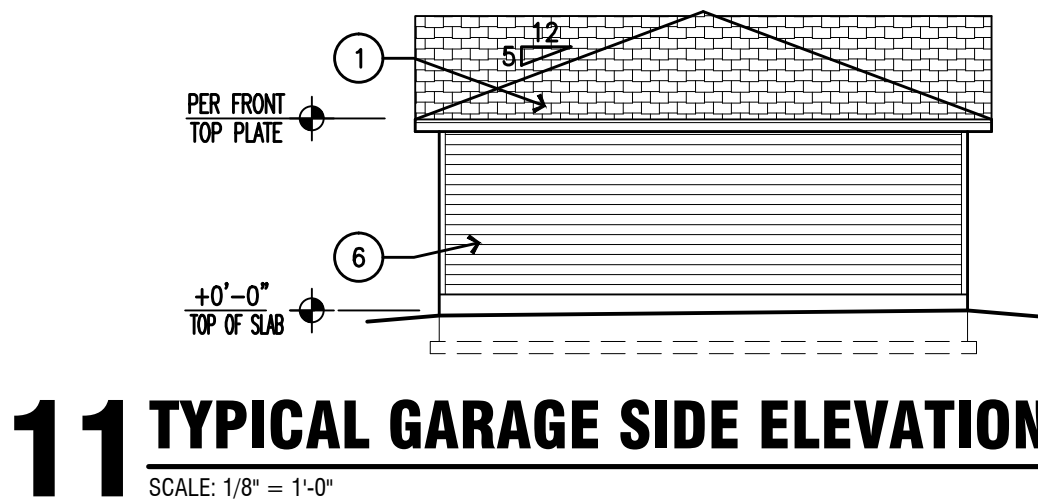
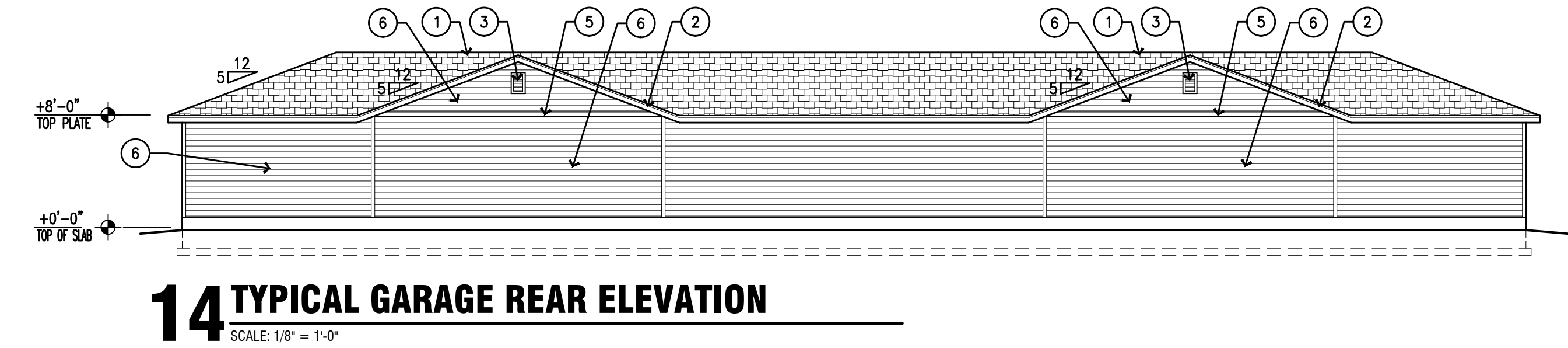
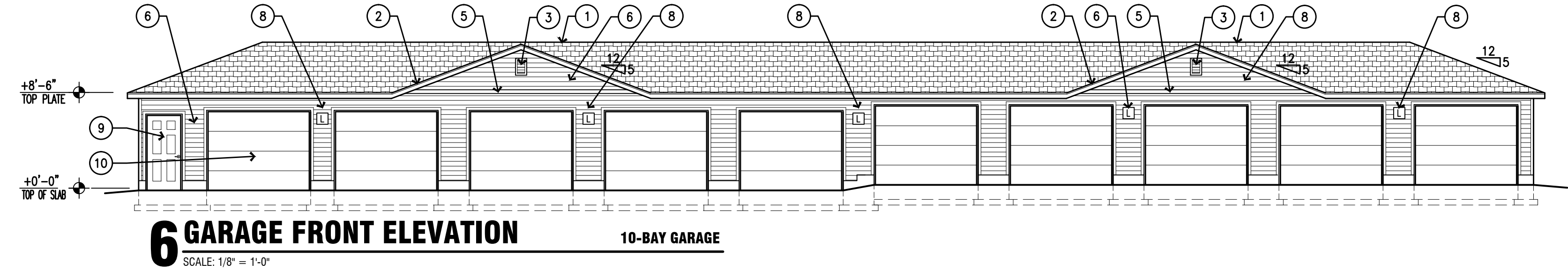
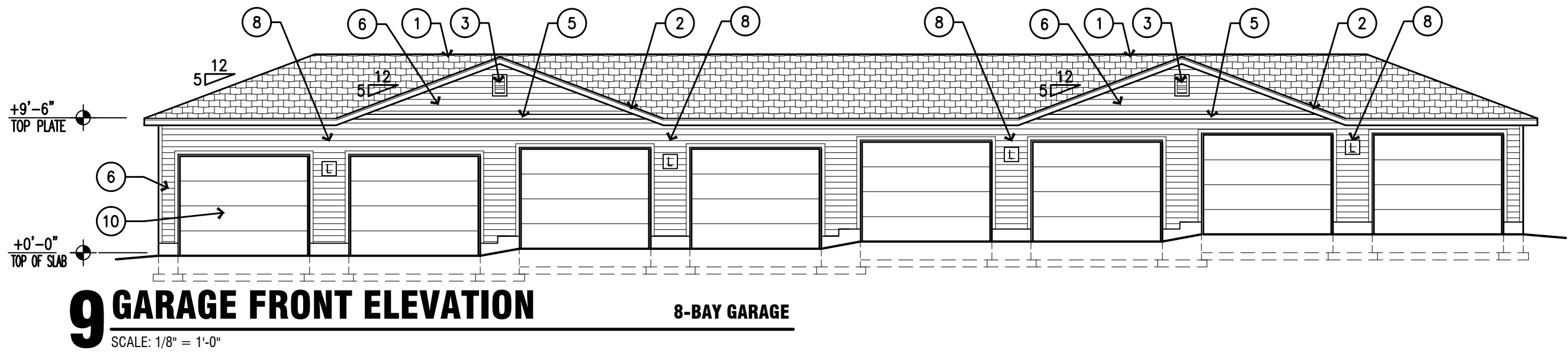
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MAY 22, 2015
FILE NO.
14-226 A5.0
DRAWN
JOHN PRICE

REVISIONS

SHEET

AC5.1
CLUBHOUSE
EXTERIOR ELEVATIONS

Updated 5/26/15



KEYNOTES

- 30 YEAR LAMINATED ASPHALT SHINGLES OVER 15# FELT ON O.S.B. SHEATHING.
- 1x8 PAINTED HARDBOARD WOOD FASCIA OVER 2x BACKING.
- 12"x 18" VINYL GABLE VENT.
- PAINTED HARDBOARD SHINGLE SIDING OVER BUILDING WRAP OVER O.S.B. SHEATHING OVER ROOF TRUSS OVERBUILD.
- 5/4 x 6 PAINTED HARDBOARD TRIM.
- PAINTED HARDBOARD LAP SIDING OVER BUILDING WRAP OVER O.S.B. SHEATHING, OVER 2X4 WOOD STUDS AT 16" O.C. PROVIDE PAINTED 1x4 HARDBOARD TRIMS AT CORNERS / AND TRANSITIONS.
- PAINTED HARDBOARD BOARD & BATTEN STYLE SIDING OVER BUILDING WRAP OVER O.S.B. SHEATHING, OVER 2X4 WOOD STUDS AT 16" O.C. PROVIDE PAINTED 1x4 HARDBOARD TRIMS AT CORNERS / AND TRANSITIONS.
- LIGHT, SEE ELECTRICAL.
- MAN DOOR.
- OVERHEAD DOOR.

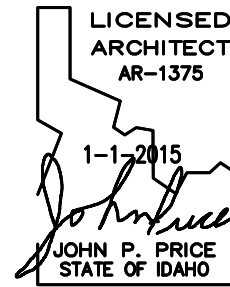
LEGEND

	WALL MOUNT LIGHT FIXTURE, SHOWN SCHEMATIC ONLY. SEE ELECTRICAL DRAWINGS.
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PROJECT

SKYLINE APARTMENTS
2105 S. FEDERAL WAY
BOISE, IDAHO

SEAL



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FILE

DATE
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FILE NO.
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DRAWN
JOHN PRICE

REVISIONS

SHEET

AG5.0
GARAGE ELEVATIONS



SOUTHERLY VIEW OF SITE ALONG FEDERAL WAY FROM NORTHEAST PROPERTY CORNER



NORTHWEST VIEW OF SITE FROM FEDERAL WAY



NORTHWEST VIEW OF SITE FROM SOUTHEAST PROPERTY CORNER



NORTHERLY VIEW OF SITE FROM CORNER OF FEDERAL WAY AND WEST TARGEE STREET



SOUTHERLY VIEW OF SITE TOWARDS WEST TARGEE STREET



WESTERLY VIEW OF NORTHERN PROPERTY LINE AND ADJACENT NEIGHBORHOOD



EASTERLY VIEW OF NORTHERN PROPERTY LINE AND ADJACENT NEIGHBORHOOD



EASTERLY VIEW OF SITE TOWARDS FEDERAL WAY



NORTHERLY VIEW OF SITE ALONG FEDERAL WAY



WESTERLY VIEW OF SITE

PROPERTY LOCATION AND SURROUNDING NEIGHBORHOODS





SITE SIGN AT MAIN ENTRANCE FROM FEDERAL WAY



SITE SIGN AT MAIN ENTRANCE FROM FEDERAL WAY

SKYLINE APARTMENTS

BOISE, IDAHO

PERSPECTIVE RENDERINGS AND CONTEXT DRAWINGS



PERSPECTIVE VIEW OF PROPERTY FROM FEDERAL WAY LOOKING SOUTH



PERSPECTIVE VIEW OF SITE FROM FEDERAL WAY LOOKING NORTH



VIEW OF BUILDING ELEVATION, PARKING AND CARPORTS FROM PROPERTY INTERIOR



VIEW OF BUILDING ELEVATION, PARKING AND DRIVEWAYS FROM PROPERTY INTERIOR



VIEW OF TYPICAL LANDSCAPING



VIEW OF PATIO AND LANDSCAPING ADJACENT TO CLUBHOUSE



VIEW OF PATIO ADJACENT TO CLUBHOUSE



VIEW OF PATIO ADJACENT TO CLUBHOUSE



VIEW OF PATIO ADJACENT TO CLUBHOUSE



VIEW OF BIKE BARN INTERIOR



FRONT ELEVATION OF CLUBHOUSE



REAR ELEVATION OF CLUBHOUSE



SKYLINE APARTMENTS
BOISE, IDAHO
AERIAL VIEW

PROPERTY LOCATION AND SURROUNDING NEIGHBORHOODS





April 24, 2015

City of Boise Planning & Development Services
150 N. Capitol Boulevard
Boise ID 83701

Re: **Skyline Apartments**
2105 South Federal Way
Planned Unit Development, Design Review

Dear Sir or Madam:

I am submitting to you applications for the Skyline Apartments, located at 2105 South Federal Way. These applications include:

- Planned Unit Development
- Design Review

We are requesting approval of a 196 unit rental apartment development on 7.89 acres located on Federal Way and West Targee Street. Additional information and supporting documentation is provided in the following applications.

Please contact me should you have any questions or require additional information regarding these applications.

Sincerely,

Jim D. Conger

JDC:ml

Skyline Apartments – Narrative

SUMMARY OF APPLICATIONS

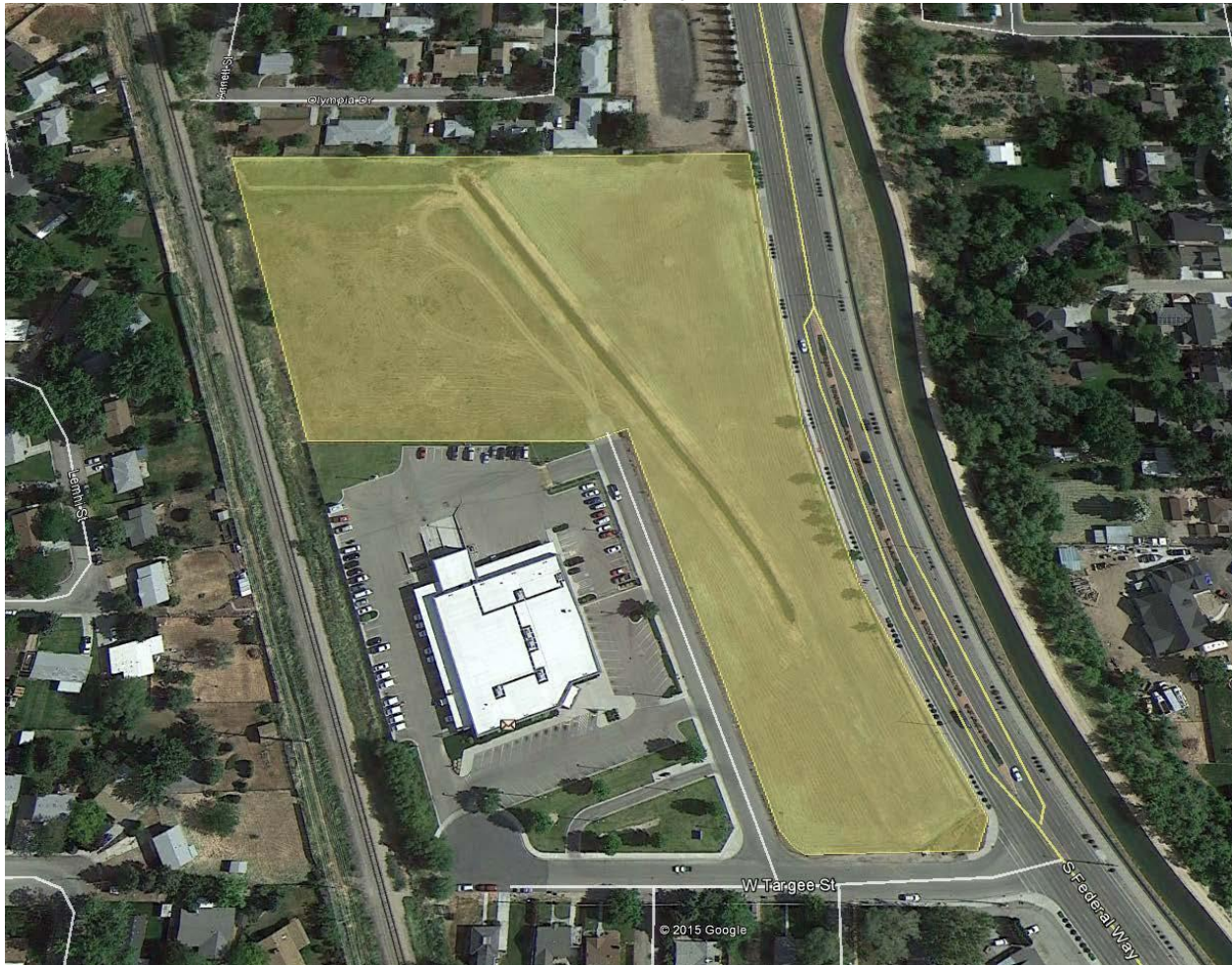
Skyline Apartments is a 196 unit multifamily rental apartment development on 7.89 acres located on Federal Way and West Targee Street. The Applicant is requesting the following approvals:

- Planned Unit Development
- Design Review

Property Information

Parcel	Address	Current Zone	Proposed Zone
R3790000027	2105 South Federal Way, Boise, Idaho	L-OD	L-OD

Vicinity Map



Adjacent Property Information

Area	Building Types and / or Uses:	Zone
North	-Residential: Wilverton Subdivision -Office: Clearwater Research, Inc.	R-2 R-3D
South	-Residential: Mauvais Subdivision -Office Space -Motel	R-2 L-OD L-OD
East	-Residential: Algonquin Woods, Cinnamon Grove, Dundee Third, Lorine, and Waddell Subdivisions	R-1C
West	-Residential: Sorensen Mark, Sun Meadow and Hillcrest Subdivisions -US Post Office -Rail Road Tracks	R-1C L-OD

Pre-Application Meeting & Neighborhood Meeting

The pre-application meeting was held with the Boise City planning and development team on December 9, 2014.

The neighborhood meeting was held on March 25, 2015 at 6:00pm by Conger Management Group at the property and presented the proposed development design. There were approximately nine (9) people in attendance at this meeting.

The second neighborhood meeting held by Conger Management Group on April 3, 2015 was held. There was one (1) person in attendance at the meeting. The meeting reviewed the proposed designs and answered questions regarding type of open space uses and parking designs.

DESIGN REVIEW & PLANNED UNIT DEVELOPMENT

We are proposing this development under the Planned Use Development for a 196 unit multifamily rental apartment complex. The property is zoned L-OD, Limited Office. Zoning districts established in Boise City for Limited Office districts accommodate office spaces that are inappropriate for commercial development because of proximity to residential uses. The Limited Office zone also provides for residential development.

DENSITY: The L-O zoning allows for 43.5 units, per acre per Chapter 11 of the zoning code. At 7.89 acres, the maximum density allowed for this property is 343 units. Skyline Apartments proposes 196 apartment units which would have a density of 24.85 units per acres and is 43% less than maximum allowable by code.

PRODUCT: DevCo enlisted the expertise of The Architects Office and Land West Studio to design a property that adds to the existing surrounding neighborhoods. The proposed designs incorporate Boise's Multi-Family Development Standards adopted by the Planning and Zoning Commission. Skyline Apartments will promote multi-family residential development that increases the variety of housing choices in Boise through context sensitive design. The design meets or exceeds the City's setback requirements allowing for increased buffer along Federal Way and will also provide increased green spaces. The building designs incorporate timeless designs with four different building types and abundant open-green spaces. The low or no maintenance exteriors will incorporate stucco, cementitious siding, steel deck and rails and class A 30 year asphalt roof shingles. This infill

development will provide affordable housing to the downtown core with easy access to bicycle transportation and also incorporates on site large scale bicycle storage. The onsite “Bicycle Barn” will have capacity to store approximately 60 bikes from the elements and more bike storage planned in the common areas by the building stairs. The property also accommodates a Clubhouse with Patio for tenant use. The Clubhouse includes a Great Room for common gatherings or events; a Conference room for smaller activities or meetings; the on-site Leasing Office; a Billiards Room for entertainment; Restrooms; and a Fitness Room with various exercise equipment for the residents use. Adjacent to the Clubhouse is a Patio area with open air space as well as cover outdoor gathering areas for social activities. The Patio will have seating areas incorporated into the landscaping that promotes social activities among the residents. The design also includes garages and secured storage units for the residents. Onsite parking is incorporated into the interior of the site to add to the appeal of the property from major transit routes.

DIMENSIONAL STANDARDS: Skyline Apartments meets or exceeds the City of Boise’s design requirements for dimensional standards.

AMENITIES: As the developer we have a large amount invested in this property and we have researched, interviewed focus groups and followed the city ordinance to plan the most productive amenities for this area and this development. The amenity package proposed is as follows:

- **Water Conservation Measures:** This project will employ best water conservation management practices such as:

Lawns

- Use drought tolerant fescue blend turf.
- Irrigate lawns with efficient MP pop-up spray rotors.
- Pressure control all Hydro-zones

Plant beds:

- Use at least 75% drought tolerant plants (trees, shrubs and ground covers).
- Mulch all planting beds.
- Drip irrigation for plants in planting beds.
- **Landscaped Open Space:** Skyline Apartments exceeds the City’s requirements for at least ten percent (10%) of gross development area. The current Site Design incorporates an area of open space of approximately 92,142 square feet or 26.78% of the site total gross area.
- On-site Enclosed Bike Storage
- Clubhouse
- Onsite Management Office
- Garages
- Carports
- Secured Storage
- Fitness Room
- Conference / Business Center
- Patio Area

CONCLUSION

DevCo respectfully requests approval of the Design Review and Planned Unit Development application to the City of Boise. This affordable rental housing development will provide 196 units of quality housing to Boise residents while maintaining compatibility with surrounding neighborhoods and easy access to existing city services.



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

2

Planning Division Project Report

File Number PUD15-00005 & CVA15-00019
Applicant DevCo
Property Address 2105 S. Federal Way

Public Hearing Date June 8, 2015
Heard by Planning and Zoning Commission

Analyst Cody Riddle

Public Notification

Neighborhood meeting conducted: March 25, 2015
Newspaper notification published on: May 23, 2015
Radius notices mailed to properties within 300 feet on: May 22, 2015
Staff posted notice on site on: May 7, 2015

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Exhibits

Agency Comments

1. Project Data and Facts

Project Data	
Applicant/Status	DevCo
Architect/Representative	Jim Conger
Location of Property	2105 S. Federal Way
Size of Property	7.89 Acres
Zoning	L-OD (Limited Office with Design Review)
Comprehensive Plan Designation	Mixed Use
Planning Area	Central Bench
Neighborhood Association/Contact	Vista / Dave Kangas
Procedure	The Planning and Zoning Commission renders a final decision.

Current Land Use
The property is currently undeveloped.

Description of Applicant's Request
The applicant is seeking a conditional use permit for a 196 unit planned residential development consisting of 11 apartment buildings, clubhouse, and a combination of enclosed and surface parking. A variance to reduce the setback along Hudson Avenue from 20 to 10 feet is included.

2. Land Use

Description and Character of Surrounding Area
The surrounding area is comprised of a variety of residential and commercial uses. Immediately adjacent uses include duplexes, single family homes and U.S. Postal Service Facility.

Adjacent Land Uses and Zoning

North:	Duplexes & ACHD Stormwater Facility / R-2 (Medium Density Residential)
South:	Single Family Homes / R-2 (Medium Density Residential)
East:	Single Family Homes / R-1C (Single Family Residential)
West:	Single Family Homes / R-1C (Single Family Residential)

Site Characteristics
The site is largely isolated from surrounding uses. Federal Way and the Ridenbaugh Canal separate the site from the single family homes to the east, a 100-foot railroad right-of-way parallels the western boundary of the site, and Targee Street is located to the south. The only direct interface with surrounding uses is along the northern property line where the project abuts duplexes and an ACHD stormwater pond.

Special Considerations
The Bennett Lateral currently bisects the center of the site.

3. Project Proposal

Structure(s) Design
Number and Proposed Use of Buildings
11 apartment buildings (4 types) Clubhouse 2 parking garages
Building Height
35' Max.
Number of Stories
Three

Parking

Proposed		Required	
Handicapped spaces proposed:	8	Handicapped spaces required:	8
Total parking spaces proposed:	303	Total parking spaces required:	243
Number of compact spaces proposed:	29	Number of compact spaces allowed:	121
Bicycle parking spaces proposed:	196	Bicycle parking spaces required:	196

Setbacks

Yard	Required	Proposed
Front (Federal Way)	10' Building/20' Parking	40'
Street Side (Targee & Hudson)	10' Building/20' Parking	20'/10'*
Side (North)	10' & 15' Building/10' Parking	10'/15'
Rear (West)	15' Building/10' Parking	15'/10'

*A variance to reduce the parking setback on Hudson Avenue is included.

4. Zoning Ordinance

Section	Description
11-04-04.1	General Purpose of Office Districts
11-03-04.7	Planned Developments
11-07-06.5	Planned Unit Development Standards
11-03-04.6	Conditional Use Permits
11-03-04.14	Variance

5. Comprehensive Plan

CHAPTER	GOALS, OBJECTIVES & POLICIES
CHAPTER 2-CITYWIDE VISION AND POLICIES	Policy NAC3.2 Goal NAC7 Policy NAC7.1 Policy CC1.1 Policy CC9.1
CHAPTER 3-COMMUNITY STRUCTURE AND DESIGN	Principle GDP-MU.2 Principle GDP-C.5
CHAPTER 4-PLANNING AREA POLICIES	Policy CB-CCN 3.2 Policy CB-CCN 3.3

*The site is within the boundaries of the **Vista Neighborhood Plan** (Adopted in 1999). The majority of this plan has been incorporated into the policies of Blueprint Boise. However, it is important to note the area surrounding the site is identified as “underdeveloped”. The plan mentions it as an appropriate location for mixed-use, or higher density residential given the proximity to transit.

6. Transportation Data

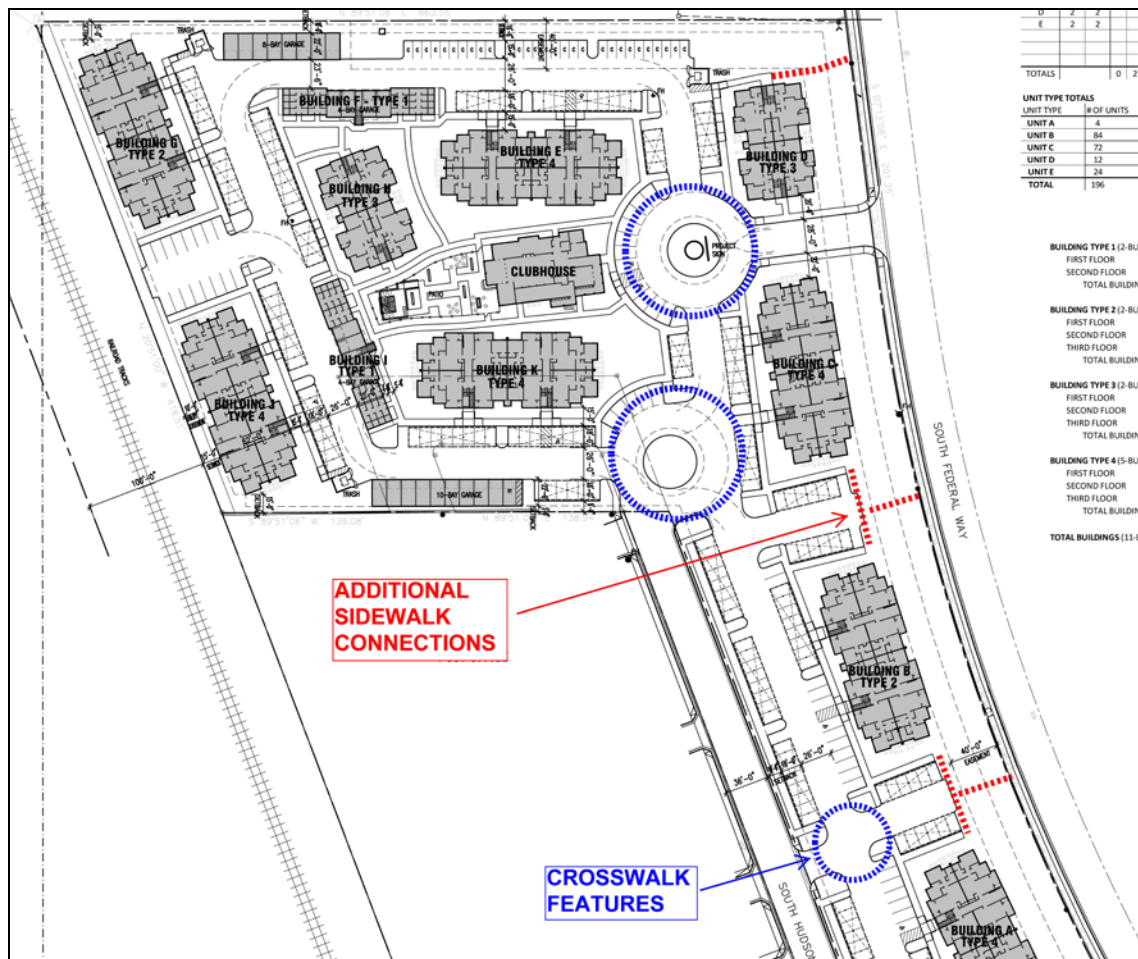
Unavailable at Time of Publication

7. Analysis & Findings

The applicant is requesting a conditional use permit for a 196 unit planned residential development located at 2105 S. Federal Way in an L-OD (Limited Office with Design Review) zone. The project includes 11 multi-family buildings in 4 different building types. Automobile parking includes a combination of enclosed, covered and surface spaces. Bicycle parking is provided in racks located throughout the site as well as within each garage and storage unit. Amenities include a clubhouse with outdoor patio space. The clubhouse includes a conference room, exercise equipment and billiard room. The outdoor patio includes seating space for larger groups as well.

As illustrated below, the site is effectively isolated from adjoining properties. Federal Way and the Ridenbaugh Canal parallel the eastern boundary of the site, and to the west is 100 feet of Union Pacific Railroad right-of-way. These features provide a significant buffer and prevent any traffic impacts on streets in those directions. To the north are five duplexes and an Ada County Highway District (ACHD) stormwater facility. There are also no street connections in this direction. The only direct interaction with surrounding properties is to the south where the project also abuts public right-of-way. Hudson Avenue separates the project from a U.S. Postal Service Facility and Targee Street is located between the site and a number of single family homes.

The project includes three vehicular access points, one from Federal Way and two from Hudson Avenue. Given the previously mentioned features, there are no opportunities for additional street connectivity to the surrounding neighborhood. There does appear to be an opportunity for more connections to the existing network of sidewalks. Within the site the applicant is proposing a series of attached sidewalks located behind parking spaces. A five foot wide detached sidewalk abuts Federal Way adjacent to the site. The only sidewalk connection proposed between the project and Federal Way is located along the service drive near the northeast corner of the site. The Planning Team is recommending a minimum of three additional sidewalk connections be provided from the site to Federal Way. The intended locations have been illustrated below.



(Recommended Sidewalk Connections)

There also appears to be an opportunity to increase pedestrian connectivity and safety within the project. Specifically, clearly delineated crosswalks could be provided at each of the entrances. As illustrated above, a recommended condition of approval requires defined crosswalks at each of the entrances. This can be accomplished through a combination of striping and changes in paving material, color, and/or grade.

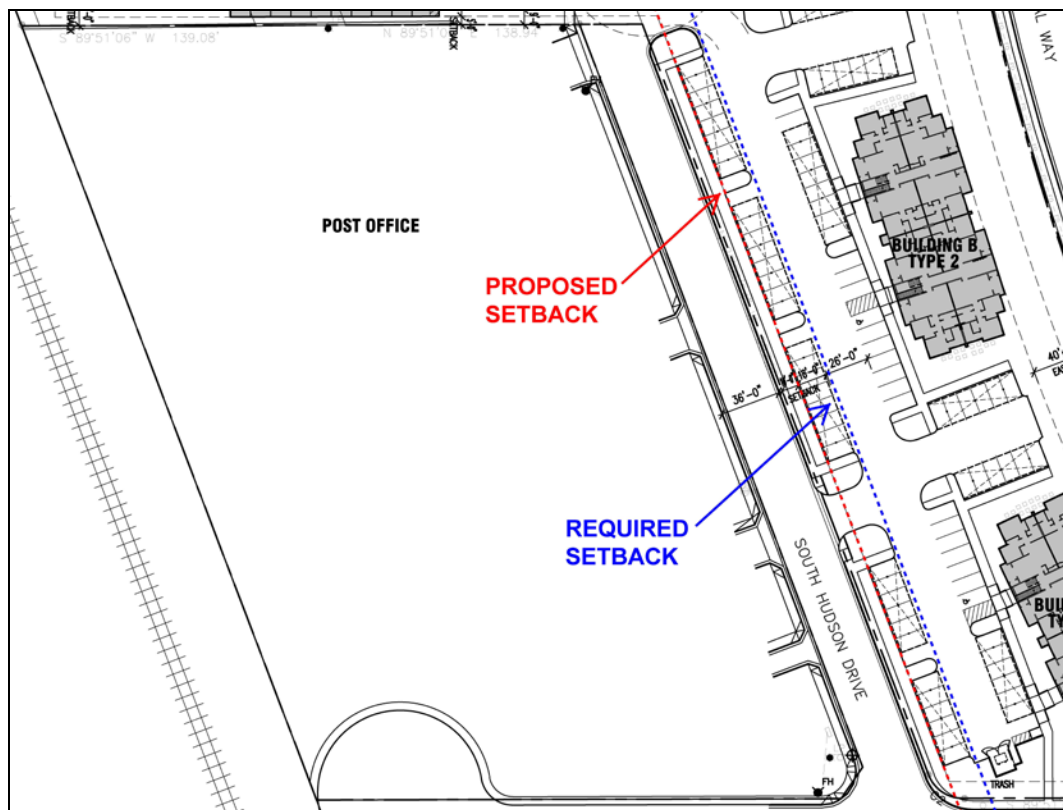
The property is zoned L-O (Limited Office). The primary purpose of this zone is to support office space in areas that have access to roadways that will prevent negative impacts on surrounding residential uses. The zone also allows multi-family residential uses. The site is designated "Mixed-Use" on the Land Use Map of Blueprint Boise. In general, a floor-area-ratio (FAR) of 0.5 to 2.0 is envisioned for these areas, although even higher FAR is appropriate where transitions to adjacent neighborhoods can be provided. The uses anticipated in these areas include retail, office, and high density residential. With an FAR of approximately 0.63 and a density of 24.8 units/acre, the project is consistent with the mixed-use designation.

A number of amenities necessary to support higher density residential development are already available in close proximity of the site. Bus service and a public park (Terry Day Park) are located approximately 1/3 mile to the north, near the intersection of Federal Way and Overland.

A variety of retail services are located along the Federal Way corridor as well as Overland Road and Broadway Avenue, both less than ½ mile from the site.

In addition to the findings outlined below, the project is subject to the recently adopted standards for multi-family residential development. The Planning Team finds the proposal consistent with these standards. It includes three different apartment buildings as well as a uniquely designed duplex located on the second floor of a garage/bicycle parking building. To provide the required variety, three different apartment buildings are proposed along Federal Way. Finally, the required transitional setbacks for multi-family development have been met or exceeded. The project requires Design Review approval. This process will ensure adequate variation is provided in the design of the apartment buildings. This has been included as a recommended condition of approval.

In addition to the conditional use permit, the applicant has requested a variance to reduce the parking setback along Hudson Avenue from 20 to 10 feet. As detailed in the findings below, the Planning Team believes there are a number of circumstances justifying approval of the variance.



(Variance Illustration)

In conclusion, with the attached conditions, the Planning Team believes the project complies with the applicable findings listed below.

CONDITIONAL USE PERMIT / 11-03-04.6.C(7)(a)

i. The location is compatible to other uses in the general neighborhood;

The project is compatible with the surrounding neighborhood. Consistent with the mixed-use designation, the area is comprised of a variety of uses including single and multi-family residential, office, retail, and even a number of industrial uses. Immediately adjacent to the site is a U.S. Post Office, an ACHD stormwater facility, duplexes, and single-family homes. The project will add to the variety of residential product currently in the neighborhood.

ii. The proposed use will not place an undue burden on transportation and other public facilities in the vicinity;

Correspondence received from commenting agencies indicate the proposed use will not place an undue burden on transportation or other public services. The Ada County Highway District (ACHD) did not provide comments for inclusion in this report. However, they have confirmed the project will place an undue burden on the transportation system.

As demonstrated in the attached comments, no public agency has voiced opposition to this request. The requirements of each have been included as conditions of approval. While not opposed to the project, Public Works has indicated the trash enclosure near the intersection of Hudson and Targee will need to be re-designed or re-located. Compliance with Public Works and other agency requirements will be confirmed prior to issuance of construction permits.

iii. The site is large enough to accommodate the proposed use and all yards, open spaces, pathways, walls and fences, parking, loading, landscaping and such other features as are required by this Code.

With approval of the variance, the site is large enough to accommodate the proposed use and all required elements of a planned residential development. The density does not exceed the limitations of the underlying zone and all height and setback standards have been met. The L-O zone allows up to 43.5 dwelling units/acre. The project density is 24.8 units/acre.

Parking is provided through a combination of garages (including tuck-under spaces), carports, and surface spaces. A total of 303 spaces have been provided where 243 are required.

Similar to the automobile parking, bicycles have been accommodated in a variety of ways. This includes 60 spaces within the bike barn (clubhouse), 26 within garages, 80 within storage units, and a number of racks distributed around each building. One space is required for every dwelling unit, so a condition of approval requires a total of 196.

A project of this size requires a minimum of two amenities. This has been met with the inclusion of a clubhouse with meeting space and exercise equipment, on-site enclosed storage/bicycle parking, and an outdoor patio and seating area.

iv. *The proposed use, if it complies with all conditions imposed, will not adversely affect other property of the vicinity.*

With the attached conditions of approval, the project will not adversely affect other property in the vicinity. With immediate access to Federal Way, traffic impacts on the surrounding neighborhood should be minimal. A minimal number of homes along Targee Street to the south will experience additional traffic. However, the amount of traffic is less than would likely be generated by an office development.

Public right-of-way in the form of Federal Way, Targee Street and the Union Pacific Railroad separate the project from adjoining single family homes. Hudson Avenue separates the site from the adjacent U.S. Post Office. It should not be impacted by multi-family development. The project does have a direct interface with residential properties to the north. However, the required transitional setbacks should prevent negative impacts on the adjoining duplexes. The Design Review process will ensure appropriate landscaping is provided within each buffer.

The project will not impact privacy or views beyond that reasonably anticipated given the existing zoning. The L-O zone allows buildings up to 45-feet in height. The proposed apartment buildings are approximately 35-feet tall and do not include upper story balconies with direct views into adjacent residential properties.

v. *The proposed use is in compliance with the Comprehensive Plan;*

The project is consistent with the Comprehensive Plan. *Principle NAC3.2* directs infill development to areas identified as suitable for change. The Plan delineates this portion of the Federal Way Corridor as “Reinvestment in Established Infrastructure Needed”. While not infrastructure, the proposed development represents a significant investment in the neighborhood. *Principles NAC7.1 and CC1.1* encourage a mix of housing in neighborhoods and infill development that does not require the costly extension of infrastructure. All utilities and infrastructure necessary to support development is readily available to the site. *Principles GDP-MU.2 and GDP-C.5* encourage high density housing near existing or planned transit and in mid-block locations where access for commercial uses might be difficult. *Policy CC9.1* promotes development patterns that either support existing transit or that will help facilitate the expansion of routes. It places an emphasis on higher density residential development in mixed-use areas.

The property is designated mixed-use and transit routes already exist approximately 1/3 mile to the north at the intersection of Federal Way and Overland and ½ mile south at the intersection of Broadway Avenue. At almost 25 units per acre, the project is supportive of existing transit facilities.

It could also take advantage of a future expansion along Federal Way. Specific to the Central Bench Planning Area, *Goal CB-CCN 3 and Policies CB-CCN 3.2 and 3.3* encourage a mix of housing, and high density development along corridors where residents can take advantage of transit and other services.

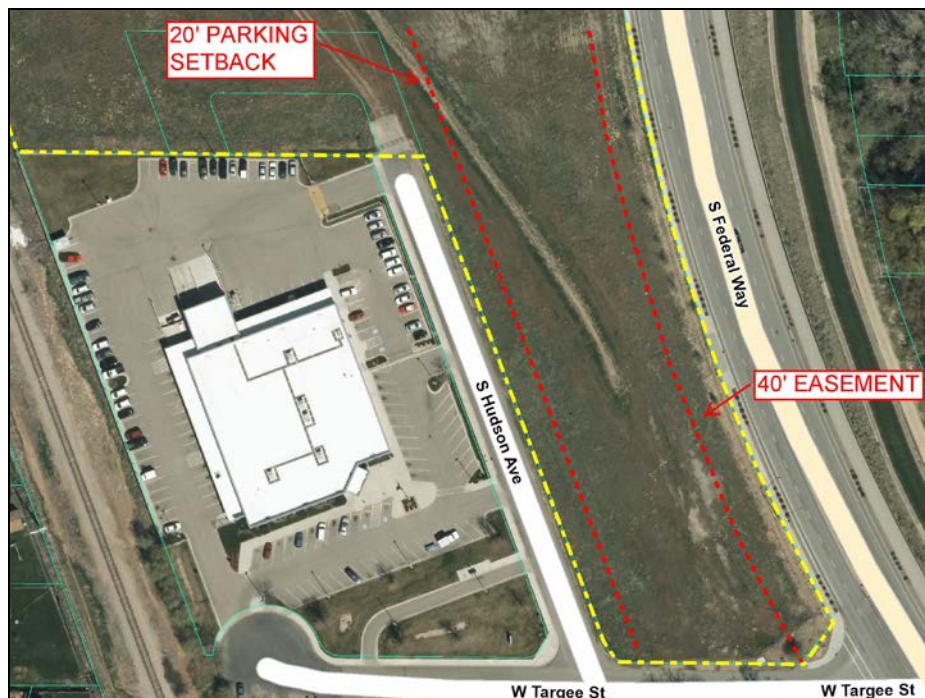
- vi. *A multi-family building (any building containing more than two residential units) is designed to comply with the Citywide Design Standards and Guidelines.*

The project requires approval by the Design Review Committee. This review will ensure compliance with the Design Guidelines.

VARIANCE / 11-03-04.14.C(7)(B)

- i. *There is either a hardship associated with the property itself or an exceptional circumstance relating to the intended use of the property that is not generally applicable in the district;*

There is both a hardship and exceptional circumstances justifying the variance. As illustrated below, in terms of hardship, the portion of the site between Hudson Avenue and Federal Way is only 200 feet wide and encumbered by a 40-foot wide irrigation easement parallel to the street. The combination of the easement and application of the 20-foot parking setback effectively eliminates 1/3 of the developable area of this portion of the site.



(Easement/Setback Illustration)

In addition to the hardship, there are several unique circumstances associated with the variance. The property is a double-fronted lot. While it is a public street, Hudson Avenue functions more like a service drive, as it only provides access to the post office parking lot to the west. Parking on the post office side of Hudson Avenue is only located five feet from the property line. The applicant is proposing a ten foot setback on their side of the street. Finally, the project includes carports along Hudson. This will provide some screening of the parking in this location. The applicant has also proposed a combination of upright evergreens and other plantings to provide additional buffering.

ii. *Granting of the variance will not be in conflict with the Comprehensive Plan and will not affect a change in zoning;*

Reducing the setback along Hudson Avenue does not conflict with Blueprint Boise and has no impact on existing zoning. Blueprint does not specifically address variances. However, it promotes complimentary setbacks and places an emphasis on pedestrian oriented design. The variance will allow parking to be placed behind the building at a greater distance from the street than the parking lot across the street. The result will be a more pedestrian-friendly design along Federal Way, the primary street frontage.

The property is zoned L-O (Limited Office). Multi-family residential is a conditionally allowed use in this zone. The variance has no impact on this allowance.

iii. *Granting of the variance will not be materially detrimental to the public health, safety or welfare, or injurious to the property or improvements of other property owners, or the quiet enjoyment thereof*

The variance will have no impact on public health, safety or welfare. It will also not impact other property. The variance is to reduce the parking setback along Hudson Avenue from 20 feet to 10. The entire frontage of the parcel across Hudson is occupied by surface parking with only a five foot setback. This parking will not be impacted by the variance. No other properties take access from Hudson Avenue.

8. Recommended Conditions of Approval

Site Specific

1. Compliance with plans and specifications submitted to and on file in the Planning and Development Services Department dated received **April 28, 2015 and the revised site, landscape, and clubhouse plans received May 26, 2015**, except as expressly modified by the following conditions:

2. **Planning:**

- a. Parking for a minimum of 196 bicycles shall be provided. At least 25 percent of these spaces shall be covered.

- b. Unless prohibited by the Boise Project Board of Control, three additional sidewalk connections shall be extended to Federal Way as conceptually depicted in the “Recommended Sidewalk Connections” illustration included in this report.
- c. Clearly delineated pedestrian crossings shall be provided at each of the three entrances to the site. Features such as striping or changes in paving material, color and/or grade should be included.
- d. Additional variation in color and materials of Building Types 2, 3 and 4 shall be provided. An emphasis shall be placed on providing distinct differences in the buildings along Federal Way. This requirement is subject to final approval by the Design Review Team.
- e. Detailed information on the layout, design, and seating fixtures included in the patio area shall be provided to the Planning Team prior to issuance of any construction permits. It shall demonstrate the amenities are large enough to accommodate group functions.

Agency Requirements

- 3. Comply with requirements of the Ada County Highway District (ACHD).
- 4. The applicant shall comply with all conditions of the Boise Fire Department. For additional information, contact Romeo Gervais at (208) 570-6567.
- 5. Comply with Boise City Public Works Department requirements as listed in the following dated memos:
 - a. Drainage and Stormwater (April 29, 2105)
 - b. Solid Waste (April 30, 2015)
 - c. Sewer (April 29, 2015)
- 6. Comply with the requirements of the Ada County Drainage District #3 as outlined in comments dated **May 5, 2015**.

Standard Conditions of Approval

- 7. Building permit approval is contingent upon the determination that the site is in conformance with the Boise City Subdivision Ordinance. Contact the Planning and Development Services, Subdivision Section at (208) 384-3830 regarding questions pertaining to this condition.
- 8. 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 approved mulch, such as bark or soil aid.

9. Swales/retention/detention areas shall not be located along the streets, unless it can be shown that landscaped berms/shrubs will screen the swales.
10. In compliance with Title 9, Chapter 16, Boise City Code, anyone planting, pruning, removing or trenching/excavating near any tree(s) on ACHD or State right-of-ways must obtain a permit from Boise City Community Forestry at least one (1) week in advance of such work by calling (208) 384-4083. Species shall be selected from the Boise City Tree Selection Guide.
11. Utility services shall be installed underground.
12. An occupancy permit will not be issued by the Planning and Development Services Department until all of these conditions have been met. In the event a condition(s) cannot be met by the desired date of occupancy, the Planning Director will determine whether the condition(s) is bondable or should be completed, and if determined to be bondable, a bond or other surety acceptable to Boise City will be required in the amount of 110% of the value of the condition(s) that is incomplete.
13. All amenities, landscaping, fencing, sidewalks and underground irrigation shall be installed or bonded for prior to the issuance of a building permit. For bonding, the applicant is required to provide a minimum of two bids for the amenities, landscaping materials and the installation. The bond shall be for 110% of the highest bid and submitted to the Building Department on the 2nd floor of City Hall. For additional information, please call (208) 384-3830.
14. 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.
15. 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.
16. Failure to abide by any condition of this conditional use permit shall be grounds for revocation by the Boise City Planning and Zoning Commission.
17. This conditional use permit shall be valid for a period not to exceed twenty four (24) months from the date of approval by the Planning and Zoning Commission. Within this period, the holder of the permit must acquire construction permits and commence placement of permanent footings and structures on or in the ground. The definition of structures in this context shall include sewer lines, water lines, or building foundations.

18. Prior to the expiration of this conditional use, the Commission may, upon written request by the holder, grant a two-year time extension. A maximum of two (2) extensions may be granted.
19. To reduce the noise impact of construction on nearby residential properties, all exterior construction activities shall be limited to the hours between 7:00 a.m. and 7:00 p.m. Monday through Friday and 8:00 a.m. to 6:00 p.m. for Saturday and Sunday. Low noise impact activities such as surveying, layout and weather protection may be performed at any time. After each floor of the structure or building is enclosed with exterior walls and windows, interior construction of the enclosed floors can be performed at any time.

#117: Planned Unit Development

Case #: PUD15-00005

Property Information

Address

Street Number:	Prefix:	Street Name:	Unit #:			
2105	S	FEDERAL WAY				
Subdivision name:	Block:	Lot:	Section:	Township:	Range:	Zoning:
HUDSON ADD			22	3	2	L-OD
Parcel Number:	Additional Parcel Numbers:					
R3790000027						

Primary Contact

Who is responsible for receiving e-mail, uploading files and communicating with Boise City?

☐ Agent/Representative ☒ Applicant ☐ Owner

Applicant Information

First Name:	Last Name:		
Jim	Conger		
Company:			
DevCo			
Address:	City:	State:	Zip:
4824 W Fairview	Boise	ID	83706
E-mail:	Phone Number:	Cell:	Fax:
jconger@congergroup.com	(208) 336-5355	(208) 713-2527	(208) 336-2282

Agent/Representative Information

Role Type: ☐ Architect ☐ Land Developer ☐ Engineer ☐ Contractor ☒ Other

First Name:	Last Name:		
Jim	Conger		
Company:			
DevCo			
Address:	City:	State:	Zip:
4824 W Fairview	Boise	ID	83706
E-mail:	Phone Number:	Cell:	Fax:
jconger@congergroup.com	(208) 336-5355	(208) 713-2527	(208) 336-2282

Owner Information

Same as Applicant? ☒ No ☐ Yes (If yes, leave this section blank)

First Name:	Last Name:		
Jim	Conger		
Company:			
Skyline Boise L.L.C.			
Address:	City:	State:	Zip:
4824 W Fairview	Boise	ID	83706
E-mail:	Phone Number:	Cell:	Fax:
jconger@congergroup.com	(208) 336-5355	(208) 713-2527	(208) 336-2282

Project Information

Is this a Modification application?

☐ Yes☒ No

File number being modified:

1. Neighborhood Meeting Held (Date):

2. Neighborhood Association:

3. Comprehensive Planning Area:

4. This application is a request to construct, add or change the use of the property as follows:

5. Size of Property:

☒ Acres☐ Square Feet

6. Water Issues:

A. What are you fire flow requirements? (See International Fire Code):

gpm

B. Number of hydrants (show location on site plan):

Note: Any new hydrants/hydrant piping require United Water approval.

Number of Existing:

Number of Proposed:

C. Is the building "sprinklered"?

☒ Yes☐ No

D. What volume of water is available? (Contact United Water of Idaho at 362-7330):

gpm

7. Existing uses and structures on the property are as follows:

8. Are there any hazards on the property?

(Such as canals, hazardous material spills, soil or water contamination.) If so, describe them and give their locations:

9. Adjacent property information:

	Building types and/or uses	Number of Stories	Zone
North:	<input type="text" value="Residential/Office"/>	<input type="text" value="1&2"/>	<input type="text" value="(R-2) Combined Residential"/>
South:	<input type="text" value="Residential/Office"/>	<input type="text" value="1&2"/>	<input type="text" value="(R-2) Combined Residential"/>
East:	<input type="text" value="Residential"/>	<input type="text" value="1&2"/>	<input type="text" value="(R-1C) Single Family Resider"/>
West:	<input type="text" value="Residential/Post"/>	<input type="text" value="1&2"/>	<input type="text" value="(L-OD) Limited Office with D"/>

10. Non-Residential Structures:A. Number of **Proposed** non-residential structures:

Square footage of proposed non-residential structures or additions (if 5+ floors, attach narrative with chart):

	Gross Square Feet	Net Leasable Square Feet
1st Floor	<input type="text" value="3959"/>	<input type="text" value="0"/>
2nd Floor	<input type="text" value="0"/>	<input type="text" value="0"/>
3rd Floor	<input type="text" value="0"/>	<input type="text" value="0"/>
4th Floor	<input type="text" value="0"/>	<input type="text" value="0"/>

B. Maximum Proposed Height: C. Number of stories: D. Number of **EXISTING** non-residential structures to remain:

Square footage of existing non-residential structures or additions (If 5+ floors, attach narrative with chart):

	Gross Square Feet	Net Leasable Square Feet
1st Floor	<input type="text" value="0"/>	<input type="text" value="0"/>
2nd Floor	<input type="text" value="0"/>	<input type="text" value="0"/>
3rd Floor	<input type="text" value="0"/>	<input type="text" value="0"/>
4th Floor	<input type="text" value="0"/>	<input type="text" value="0"/>

E. Existing Structure Height(s): F. Number of Stories: **11. Residential Structures:**A. Number of **Proposed** residential units (if applicable)::

B. Size of Proposed residential structures (if applicable):

	Number of Units	Square Foot per Unit	Total Square Feet
One-Bedroom:	<input type="text" value="84"/>	<input type="text" value="797"/>	<input type="text" value="66948"/>
Two-Bedroom:	<input type="text" value="108"/>	<input type="text" value="1067"/>	<input type="text" value="115236"/>
Three-Bedroom:	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
Other:	<input type="text" value="4"/>	<input type="text" value="595"/>	<input type="text" value="2380"/>
Total Number:	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>

C. Number of **Existing** units to remain: D. Maximum Proposed Structure Height(s): E. Number of Stories:

A. Percentage of site devoted to building coverage:

B. Percentage of site devoted to landscaping:

C. Percentage of site devoted to paving:

D. Percentage of site devoted to other uses:

E. Describe other use:

13. Loading Facilities, if proposed (For Commercial uses only):

Number: Location:

Size: Screening:

14. Parking:

	Required		Proposed
A. Handicapped Spaces:	<input type="text" value="7"/>	Handicapped Spaces:	<input type="text" value="8"/>
B. Parking Spaces:	<input type="text" value="243"/>	Parking Spaces:	<input type="text" value="303"/>
C. Bicycle Spaces:	<input type="text" value="25"/>	Bicycle Spaces:	<input type="text" value="60"/>
D. Proposed Compact Spaces:	<input type="text" value="29"/>		
E. Restricted (assigned, garage, reserved spaces) parking spaces proposed:			<input type="text" value="26"/>
F. Are you proposing off-site parking?	<input type="radio"/> Yes <input checked="" type="radio"/> No	If yes, how many spaces?	<input type="text"/>
G. Are you requesting shared parking or a parking reduction?	<input type="radio"/> Yes <input checked="" type="radio"/> No	If yes, how many spaces?	<input type="text"/>

Note: If you are requesting shared parking or a parking reduction, you must submit a survey of persons using and working on the premises and any additional information demonstrating that use by the regular employees and visitors to the premises will require fewer off-street parking spaces than required by the Zoning Ordinance.

15. Setbacks (Plans that are not graphically dimensioned will not be accepted.)

	Building		Parking	
	Proposed	Required	Proposed	Required
Front:	<input type="text" value="40"/>	<input type="text" value="20"/>	<input type="text" value="40"/>	<input type="text" value="20"/>
Rear:	<input type="text" value="15"/>	<input type="text" value="15"/>	<input type="text" value="10"/>	<input type="text" value="10"/>
Side 1:	<input type="text" value="27"/>	<input type="text" value="20"/>	<input type="text" value="10"/>	<input type="text" value="10"/>
Side 2:	<input type="text" value="15"/>	<input type="text" value="15"/>	<input type="text" value="5"/>	<input type="text" value="5"/>

16. Waivers Requested:

A. Lot size: ☐ Yes ☒ No Description:

B. Internal Setbacks: ☐ Yes ☒ No Description:

C. Frontage: ☐ Yes ☒ No Description:

17. Sidewalks:

Proposed: ☐ Attached ☒ Detached
 Adjacent: ☐ Attached ☒ Detached

18. Amenities:

Number:
 Description:

19. Density:

Allowed Density:
 Proposed Density:

20. Building Exterior:

	Materials	Colors
Roof:	<input type="text" value="Asphalt Shingle"/>	<input type="text" value="Black"/>
Walls:	<input type="text" value="Stucco/Cementitious Siding"/>	<input type="text" value="Seattle Mist/Timberb"/>
Windows/Doors:	<input type="text" value="Vinyl/Metal"/>	<input type="text" value="Almond/Oxidized Steel"/>
Fascia, Trim etc.:	<input type="text" value="Metal"/>	<input type="text" value="Seattle Mist"/>

21. Drainage (Proposed method of on-site retention):
22. Floodways & Hillside:

- A. Is any portion of this property located in a Floodway or a 100-year Floodplain? ☐ Yes ☒ No
- B. Does any portion of this parcel have slopes in excess of 15%? ☐ Yes ☒ No

Note: If the answer to either of the above is yes, you will be required to submit an additional Floodplain and/or Hillside application and additional fee. You must submit the additional required application(s) for review at the same time as this request.

23. Airport Influence Area:

Is the subject site located within the Airport Influence Area? (If yes, please mark which area.)

☒ No ☐ Area A ☐ Area B ☐ Area B1 ☐ Area C

24. Street Layout:

A. PUBLIC Street Layout Review

The impacts of proposed development on adjacent land uses and transportation facilities must be considered. A "Traffic Impact Study" (TIS) will be generally required by the Ada County Highway District, if the proposed development contains no more than 100 dwelling units (includes hotels and motels as well as private dwelling units), more than 30,000 square feet of commercial use, or more than 50,000 square feet of industrial or institutional use, or has associated it with special circumstances deemed by ACHD to warrant an impact study. A copy of this study must be submitted with this application.

Is a Traffic Impact Study required?

☒ Yes ☐ No

B. PRIVATE Street Layout Review

The impacts of proposed development on adjacent land uses and transportation facilities must be considered. A "Traffic Impact Study" (TIS) prepared by a traffic engineer will be required by Public Works and Planning & Development Services for the interior roadway and parking system. This requirement may be waived when it can be shown by the applicant that no section of on-site roadway will exceed 240 vehicle trips per day.

Is a Traffic Impact Study required?

☐ Yes ☒ No

Are you proposing public street connection to adjacent properties?

☐ Yes ☒ No

25. Solid Waste:

A. Type of trash receptacles:

☐ Individual Can/Residential ☐ 3 Yd Dumpster ☒ 6 Yd Dumpster ☐ 8 Yd Dumpster ☐ Compactor

B. Number of trash receptacles:

4

C. Proposed screening method:

Cast in place concrete with metal gates.

D. Is the proposed location accessible for collection? (Contact Boise Public Works at 384-3901.)

☒ Yes ☐ No

E. Is recycling proposed?

☒ Yes ☐ No

Verification of Legal Lot or Parcel Status

Acceptance of this application does not validate the legal status of any lot or parcel. Prior to submitting for a Building Permit you must have a Verification of Legal Parcel Status form signed by the Boise City Subdivision Department. It is the applicant's responsibility to provide deeds and/or other documentation to the Subdivision Department. See Verification of Legal Lot or Parcel Worksheet for submittal requirements.

The undersigned declares that the above provided information is true and accurate.

The undersigned acknowledges that failure to provide true and accurate information may result in rejection of this application, possible revocation of the permit where wrongfully issued and subject the undersigned any applicable civil and/or criminal penalties.

Agent/Representative Signature:

Date:

CITY OF BOISE

INTER-DEPARTMENT CORRESPONDENCE

Date: 4/29/2015

To: Planning and Development Services

From: Brian Murphy, Drainage Coordinator
Public Works

Subject: **PUD15-00005**; 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.

Memo

To: Planning and Development Services
From: Megan Durrell, Solid Waste Coordinator, Public Works Department
Date: 4/30/2015
Re: PUD15-00005

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

- The trash enclosure located at the end of South Hudson Drive does not meet design criteria.

The link below provides information regarding trash enclosure design, location, and submittal requirements.

<http://curbit.cityofboise.org/commercial/trash-collection/new-construction-design-standards/>

Please contact me with any questions at 388-4712.

CITY OF BOISE

INTER-DEPARTMENT
CORRESPONDENCE

Date: April 29, 2015

To: Planning and Development Services

From: Mike Sheppard, Civil Engineer
Public Works

Subject: PUD15-00005; 2105 S Federal Way; Sewer Comments

Connection to central sewer is required. Sanitary sewers are available along the northwest property boundary. No permanent construction within the existing Boise City sewer easement.

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.



Planned Unit Development Comment Form

Date: 5/4/2015

To: Planning and Development Services

From: Jacob Hassard, Project Manager for Valley Regional Transit Development Department,
208-258-2705

Subject: **PUD15-00005**: 2105 S Federal Way; Transit Comments

Valley Regional Transit has no comments at this time other than the concern over walkability and bike friendly amenities that should be present to help sustain and promote a healthy transportation system that will become necessary as the development comes to completion.

ELAM & BURKE

ATTORNEYS AT LAW

RYAN P. ARMBRUSTER

251 East Front Street, Suite 300
Post Office Box 1539
Boise, Idaho 83701
Telephone 208 343-5454
Fax 208 384-5844
E-mail rpa@elamburke.com

May 5, 2015

BOISE CITY PLANNING &
DEVELOPMENT DEPARTMENT
150 North Capitol Boulevard
Boise, Idaho 83701-0500

RE: PUD15-00005
Jim Conger
2105 S. Federal Way

Ladies and Gentlemen:

The above-referenced Planned Unit Development Application to construct 196 apartment units in 11 buildings at the above-referenced address has been received in this office. This law firm represents the interests of Ada County Drainage District No. 3 (the "District"). The project site lies within the District's boundaries.

Providing all drainage will continue to be retained onsite, the District has no comment on the project located at 2105 S. Federal Way providing the applicant obtains approval from the entity(s) accepting the stormwater discharge.

The District is responsible for ensuring that its system complies with conditions of a National Pollution Discharge Elimination System ("NPDES") permit issued by the Environmental Protection Agency to the District and other co-permittees, with regard to the quality of storm water runoff.

Approval of any proposed development is based upon the following conditions. Any proposed development must meet the storm water requirements of the Ada County Highway District ("ACHD") (if proposal is for a residential subdivision), or Boise City (if the proposal is for commercial, industrial, multi-family housing, or residential with private streets). This includes any and all requirements pertaining to on-site water detention, water quality treatment, and operation and maintenance. The project may also require a permit from the United States Army Corps of Engineers under their Section 404 permit program. If the work requires a permit from the Corps, the applicant will need to obtain their approval before starting work.

May 5, 2015

Page 2

These requirements are outlined in the ACHD Policy Manual and the Boise City Storm Water Management and Discharge Control Ordinance, the Boise City Storm Water Design Standards Manual, and the Boise City Operation and Maintenance Guidance document.

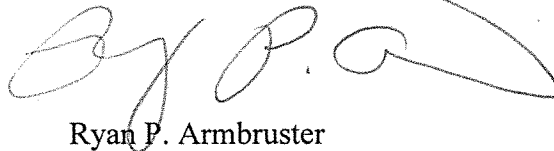
The objectives of these requirements are to adequately control the quantity and quality of storm water runoff into the District's system and public waters. Compliance with these requirements will also address discharge limitations of "no net increase" in sediment and bacteria, required by the Lower Boise River Total Maximum Daily Load and the Idaho Department of Environmental Quality's "no net increase" policy.

Additionally, the District must be notified of any conditions that result in a significant change to the quantity or quality of the storm water runoff from this site.

If you have any questions or comment concerning the above, please feel free to contact me. Thank you for your assistance.

Very truly yours,

ELAM & BURKE
A Professional Association



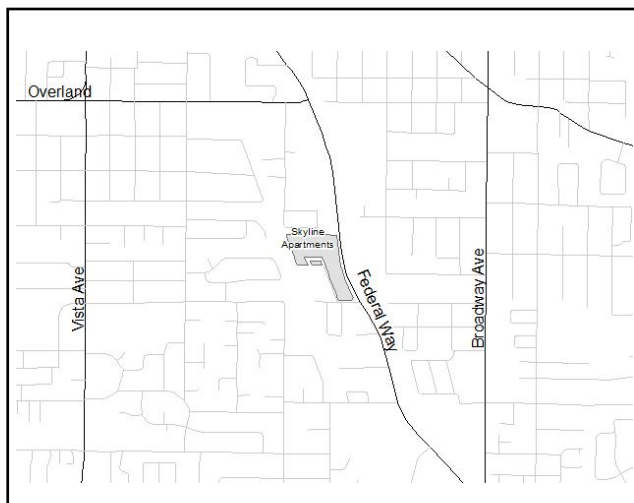
Ryan P. Armbruster

RPA/ksk

c: District Commissioners
Steve Sweet
Dean Callen

Communities in Motion 2040 Development Checklist

The Community Planning Association of Southwest Idaho (COMPASS) is the metropolitan planning organization (MPO) for Ada and Canyon Counties. COMPASS has developed this checklist as a tool for local governments to evaluate whether land developments are consistent with the goals of *Communities in Motion 2040* (CIM 2040), the regional long-range transportation plan for Ada and Canyon Counties. CIM 2040 was developed through a collaborative approach with COMPASS member agencies and adopted by the COMPASS Board on **July 21, 2014**.



[Click here for detailed map.](#)

This checklist is not intended to be prescriptive, but rather a guidance document based on CIM 2040 goals, objectives, and performance measures. A checklist user guide is available [here](#); and more information about the CIM 2040 goals can be found [here](#); and information on the CIM 2040 Vision can be found [here](#).

Name of Development: _____

Summary: _____

Land Use

In which of the [CIM 2040 Vision Areas](#) is the proposed development? (**Goal 2.1**)?

- ☐ Downtown ☐ Employment Center ☐ Existing Neighborhood ☐ Foothills
☐ Future Neighborhood ☐ Mixed Use ☐ Prime Farmland ☐ Rural
☐ Small Town ☐ Transit Oriented Development

☐ Yes ☐ No ☐ N/A The proposal is within a CIM 2040 Major Activity Center. (**Goal 2.3**)

Neighborhood (Transportation Analysis Zone) Demographics

TAZ: 391

Existing		Existing + Proposed		2040 Forecast	
Households	Jobs	Households	Jobs	Households	Jobs

☐ Yes ☐ No ☐ N/A The number of jobs and/or households in this development is consistent with jobs/households in the CIM 2040 Vision in this neighborhood. (**Goal 2.1**)

Area (Adjacent Transportation Analysis Zone) Demographics

TAZs: 391, 392, 394, 396, 393, 113, 112

Existing		Existing + Proposed		2040 Forecast	
Households	Jobs	Households	Jobs	Households	Jobs

☐ Yes ☐ No ☐ N/A The number of jobs and/or households in this development is consistent with jobs/households in the CIM 2040 Vision in this area. (**Goal 2.1**)



More information on COMPASS and *Communities in Motion 2040* can be found at:

www.compassidaho.org

Email: info@compassidaho.org

Telephone: (208) 475-2239



COMPASS
 COMMUNITY PLANNING ASSOCIATION
 of Southwest Idaho

Communities in Motion 2040 Development Checklist

Transportation

- ☐ Attached ☐ N/A An Area of Influence Travel Demand Model Run is attached.
- ☐ Yes ☐ No ☐ N/A There are relevant projects in the current Regional [Transportation Improvement Projects](#) (TIP) within one mile of the development.

Comments: _____

- ☐ Yes ☐ No ☐ N/A The proposal uses appropriate access management techniques as described in the [COMPASS Access Management Toolkit](#).

Comments: _____

- ☐ Yes ☐ No ☐ N/A This proposal supports Valley Regional Transit's [valleyconnect](#) plan. See [Valley Regional Transit Amenities Development Guidelines](#) for additional detail.

Comments: _____

The **Complete Streets Level of Service (LOS) scoring** based on the proposed development will be provided on an separate worksheet (**Goals [1.1](#), [1.2](#), [1.3](#), [1.4](#), [2.4](#)**):

- ☐ Attached ☐ N/A Complete Streets LOS scorecard is attached.
- ☐ Yes ☐ No ☐ N/A The proposal maintains or improves current automobile LOS.
- ☐ Yes ☐ No ☐ N/A The proposal maintains or improves current bicycle LOS.
- ☐ Yes ☐ No ☐ N/A The proposal maintains or improves current pedestrian LOS.
- ☐ Yes ☐ No ☐ N/A The proposal maintains or improves current transit LOS.
- ☐ Yes ☐ No ☐ N/A The proposal is in an area with a [Walkscore](#) over 50.

Housing

- ☐ Yes ☐ No ☐ N/A The proposal adds [compact housing](#) over seven residential units per acre. (**Goal [2.3](#)**)
- ☐ Yes ☐ No ☐ N/A The proposal is a mixed-use development or in a mixed-use area. (**Goal [3.1](#)**)
- ☐ Yes ☐ No ☐ N/A The proposal is in an area with lower transportation costs than the [regional average](#) of 26% of the median household income. (**Goal [3.1](#)**)
- ☐ Yes ☐ No ☐ N/A The proposal improves the jobs-housing balance by providing housing in employment-rich areas. (**Goal [3.1](#)**)

Community Infrastructure

- ☐ Yes ☐ No ☐ N/A The proposal is infill development. (**Goals [4.1](#), [4.2](#)**)
- ☐ Yes ☐ No ☐ N/A The proposal is within or adjacent to city limits. (**Goals [4.1](#), [4.2](#)**)
- ☐ Yes ☐ No ☐ N/A The proposal is within a city area of impact. (**Goals [4.1](#), [4.2](#)**)

Health

- ☐ Yes ☐ No ☐ N/A The proposal is within 1/4 mile of a transit stop. (**Goal [5.1](#)**)
- ☐ Yes ☐ No ☐ N/A The proposal is within 1/4 mile of a public school. (**Goal [5.1](#)**)
- ☐ Yes ☐ No ☐ N/A The proposal is within 1/4 mile of a grocery store. (**Goal [5.1](#)**)
- ☐ Yes ☐ No ☐ N/A The proposal is within 1 mile of a park and ride location. (**Goal [5.1](#)**)

Economic Development

- ☐ Yes ☐ No ☐ N/A The proposal improves the jobs-housing balance by providing employment in housing-rich areas. (**Goal [3.1](#)**)
- ☐ Yes ☐ No ☐ N/A The proposal provides grocery stores or other retail options for neighborhoods within 1/2 mile. (**Goal [6.1](#)**)

Open Space

- ☐ Yes ☐ No ☐ N/A The proposal is within a 1/4 mile of a public park. (**Goal [7.1](#)**)
- ☐ Yes ☐ No ☐ N/A The proposal provides at least 1 acre of parks for every 35 housing units. (**Goal [7.1](#)**)

Farmland

- ☐ Yes ☐ No ☐ N/A The proposal is outside "Prime Farmland" in the CIM 2040 Vision. (**Goals [4.1](#), [8.2](#)**)
- ☐ Yes ☐ No ☐ N/A The proposal is outside prime farmland. (**Goal [8.2](#)**)

Communities in Motion 2040 Checklist User Guide

Community Planning Association of Southwest Idaho (COMPASS) is a forum for regional collaboration that helps maintain a healthy and economically vibrant region, offering people choices in how and where they live, work, play, and travel. COMPASS serves as the metropolitan planning organization (MPO) for Ada and Canyon Counties, Idaho. More information about COMPASS can be found [here](#).

CIM 2040 describes the current transportation system, outlines what is needed to accommodate future growth, explores how to fund future transportation needs, discusses how to maintain a safe and secure transportation system, and examines the environmental issues that have the potential to impact, or be impacted by, transportation investments. More information about the CIM 2040 can be found [here](#).

Highlighted text indicates that there is a hyperlink to a document on the internet that further explains the background, topic, or methodology used to develop the information.

Yes and no answers to each of the 8 CIM 2040 elements have been developed to indicate how well a development aligns with the goals and vision of CIM. More information about the eight CIM 2040 goals, objectives, and tasks can be found [here](#)

and are:

- Transportation
- Land Use
- Housing
- Community Infrastructure
- Health
- Economic Development
- Open Space
- Farmland

QR Codes (or Quick Response Codes) can be scanned with personal electronic device, such as a cell phone or tablet, to open a web page. The QR code on the CIM 2040 land development checklist will take the user to the COMPASS home page (www.compassidaho.org).

Communities in Motion 2040 Development Checklist

The Community Planning Association of Southwest Idaho (COMPASS) is the metropolitan planning organization (MPO) for Ada and Canyon Counties. COMPASS has developed this checklist as a tool for local governments to evaluate whether land developments are consistent with the goals of *Communities in Motion 2040* (CIM 2040), the regional long-range transportation plan for Ada and Canyon Counties. CIM 2040 was developed through a collaborative approach with COMPASS member agencies and adopted by the COMPASS Board on July 21, 2014.

This checklist is not intended to be prescriptive, but rather a guidance document based on CIM 2040 goals, objectives, and performance measures. A checklist user guide is available [here](#); and more information about the CIM 2040 goals can be found [here](#); and information on the CIM 2040 Vision can be found [here](#).

MAP

Name of Development: _____

Summary: _____

Land Use
In which of the [CIM 2040 Vision Areas](#) is the proposed development? (Goal 2.1)?

☐ Downtown ☐ Employment Center ☐ Existing Neighborhood ☐ Foothills
☐ Future Neighborhood ☐ Mixed Use ☐ Prime Farmland ☐ Rural
☐ Small Town ☐ Transit Oriented Development

☐ Yes ☐ No ☐ N/A The proposal is within a CIM 2040 Major Activity Center. (Goal 2.3)

Neighborhood (Transportation Analysis Zone) Demographics

Existing		Existing + Proposed		2040 Forecast	
Households	Jobs	Households	Jobs	Households	Jobs


☐ Yes ☐ No ☐ N/A The number of jobs and/or households in this development is consistent with jobs/households in the CIM 2040 Vision in this neighborhood. (Goal 2.1)

Area (Adjacent Transportation Analysis Zone) Demographics

Existing		Existing + Proposed		2040 Forecast	
Households	Jobs	Households	Jobs	Households	Jobs

☐ Yes ☐ No ☐ N/A The number of jobs and/or households in this development is consistent with jobs/households in the CIM 2040 Vision in this area. (Goal 2.1)

More information on COMPASS and *Communities in Motion 2040* can be found at:
www.compassidaho.org
Email: info@compassidaho.org
Telephone: (208) 475-2239



(Page 1 of 2)

Location map highlights the location of the proposed development and the nearby 2040 functionally classified roadways. Functional street classification groups roads into classes according to the character of service they are intended to provide. More information on functional classification can be found [here](#).

CIM 2040 Vision Areas highlight the general vision for how the region will grow. Each typology describes different uses and densities as well as approaches to promoting housing, economic development, open space, farmland, health, and community infrastructure. More information about the CIM 2040 Vision is found [here](#).

Major Activity Centers (MACs) are important trip generators and are logical destinations for public transit service. MACs tend to increase productivity and support economic development, reduce land consumption and sprawl, and provide options for those that are carless. More information about Major Activity Centers can be found [here](#).

Traffic Analysis Zones (or TAZs) are designated areas used for travel demand modeling. CIM 2040 was developed using TAZs at the core unit of geography. "Neighborhood demographics" refer to the exact TAZs where the development will occur, while "area demographics" refer to the neighborhood TAZs plus TAZs adjacent to the development area to provide an overview of the impact on the broader area. More information about the regional travel demand model can be found [here](#).

COMPASS staff welcome the opportunity to discuss *Communities in Motion*, the checklist, or specific development proposals with stakeholders. Please feel free to contact us at to schedule an appointment using the phone number/email address to the left. More information on the COMPASS member service can be found [here](#).

Communities in Motion 2040 Checklist User Guide

Area of Influence travel demand model runs summarize the impact of the proposed development on the transportation network. More information on the travel demand model can be found [here](#).

Complete Streets Level of Service (CSLOS) refers to the multimodal (automobile, bicycle, pedestrian, and transit) experience and grades a roadway (A-F) according to those modes. COMPASS conducts CSLOS analysis for developments on arterial roads when a traffic impact study is provided. A separate CSLOS worksheet will be provided as applicable. More information on the Complete Streets can be found [here](#).

A "location affordability portal" has been developed to determine housing and transportation costs. On average, in Ada and Canyon Counties, 26% of household income is spent on transportation. Developing in areas with existing employment and services will enable households to save on transportation costs." Developing in areas with employment and services will enable households to save. More information on the location affordability portal is available [here](#).

Infill development is using land within already developed areas and meets the following criteria:

- At least 1 job/per acre within 1 mile of the development
- Within city limits (or enclave)
- Within ¼ mile of at least one of the following: public school, public park, transit stop, or retail center.

More information on infill can be found [here](#).

Prime Farmland areas were designated in the CIM 2040 Vision as areas to preserve to enable agricultural production. While not all farmland will be able to be preserved over the next three decades, areas with prime soils and without urban infrastructure are key candidates for preservation. More information about the CIM 2040

Communities in Motion 2040 Development Checklist	
Transportation	
<input type="radio"/> Attached <input type="radio"/> N/A	An Area of Influence Travel Demand Model Run is attached.
<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A	There are relevant projects in the current Regional Transportation Improvement Projects (TIP) within one mile of the development.
Comments: _____	
<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A	The proposal uses appropriate access management techniques as described in the COMPASS Access Management Toolkit .
Comments: _____	
<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A This proposal supports Valley Regional Transit's Bus Stop Location and Transit Amenities Development Guidelines .	
Comments: _____	
The Complete Streets Level of Service (LOS) scoring based on the proposed development will be provided on an separate worksheet (Goals 1.1 , 1.2 , 1.3 , 1.4 , 2.4):	
<input type="radio"/> Attached <input type="radio"/> N/A	Complete Streets LOS scorecard is attached.
<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A	The proposal maintains or improves current automobile LOS.
<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A	The proposal maintains or improves current bicycle LOS.
<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A	The proposal maintains or improves current pedestrian LOS.
<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A	The proposal maintains or improves current transit LOS.
<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A	The proposal is in an area with a Walkscore over 50.
Housing	
<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A	The proposal adds compact housing over seven residential units per acre. (Goal 2.3)
<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A	The proposal is a mixed-use development or in a mixed-use area. (Goal 3.1)
<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A	The proposal is in an area with lower transportation costs than the regional average of 26% of the median household income. (Goal 3.1)
<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A	The proposal improves the jobs-housing balance by providing housing in employment-rich areas. (Goal 3.1)
Community Infrastructure	
<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A	The proposal is infill development. (Goals 4.1 , 4.2)
<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A	The proposal is within or adjacent to city limits. (Goals 4.1 , 4.2)
<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A	The proposal is within a city area of impact. (Goals 4.1 , 4.2)
Health	
<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A	The proposal is within 1/4 mile of a transit stop. (Goal 5.1)
<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A	The proposal is within 1/4 mile of a public school. (Goal 5.1)
<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A	The proposal is within 1/4 mile of a grocery store. (Goal 5.1)
<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A	The proposal is within 1 mile of a park and ride location. (Goal 5.1)
Economic Development	
<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A	The proposal improves the jobs-housing balance by providing employment in housing-rich areas. (Goal 3.1)
<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A	The proposal provides grocery stores or other retail options for neighborhoods within 1/2 mile. (Goal 6.1)
Open Space	
<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A	The proposal is within a 1/4 mile of a public park. (Goal 7.1)
<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A	The proposal provides at least 1 acre of parks for every 35 housing units. (Goal 7.1)
Farmland	
<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A	The proposal is outside "Prime Farmland" in the CIM 2040 Vision. (Goals 4.1 , 8.2)
<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A	The proposal is outside prime farmland. (Goal 8.2)

The Regional Transportation Improvement Program (TIP) is a short-range (3-5 year) capital improvement program (budget) of transportation projects consistent with federal regulations and area policies and strategies. The TIP lists all projects for which federal funds are anticipated, along with non-federally funded projects that are regionally significant. The TIP represents the transportation improvement priorities of the region and is required by federal law. Relevant projects include those that improve capacity or function of road; studies are not included. More information on the TIP can be found [here](#).

Valley Regional Transit's Bus Stop Location and Transit Amenities Development Guidelines help in designing and placing transit facilities/amenities. These guidelines are to be considered in within the context of the overall location and project. More information about the guidelines can be found [here](#).

Walkscore is a walkability index that assigns a numerical walkability on a scale from 0 - 100 based on walking routes to destinations such as grocery stores, schools, parks, restaurants, and retail. Scores of 50 or higher are considered at least "Somewhat Walkable" while scores less than 50 are "Car-Dependent." More information on the Walkscore can be found [here](#).

Compact housing, in certain locations, can be an effective way to reduce housing burdens; promote walking, biking, and transit use; reduce infrastructure costs; and preserve valuable prime farmland. Examples of successful compact housing projects in the region can be found [here](#).

While individuals differ, most studies indicate that people are willing to walk up to 1/4 mile for transit, parks, schools, and grocery stores. After that walk distance, most travel is made by motorized vehicles. A map highlighting walkability to key landmarks is found [here](#).

Prime farmland is defined as having irrigable soils and water rights. More information on the farmland preservation can be found [here](#).

Communities in Motion 2040 Vision

The *Communities in Motion 2040* Vision illustrates a preferred growth scenario for the Treasure Valley, specifically Ada and Canyon Counties. Defined by local stakeholders, including the public, the Vision will help guide development of the *Communities in Motion 2040* regional long-range transportation plan.

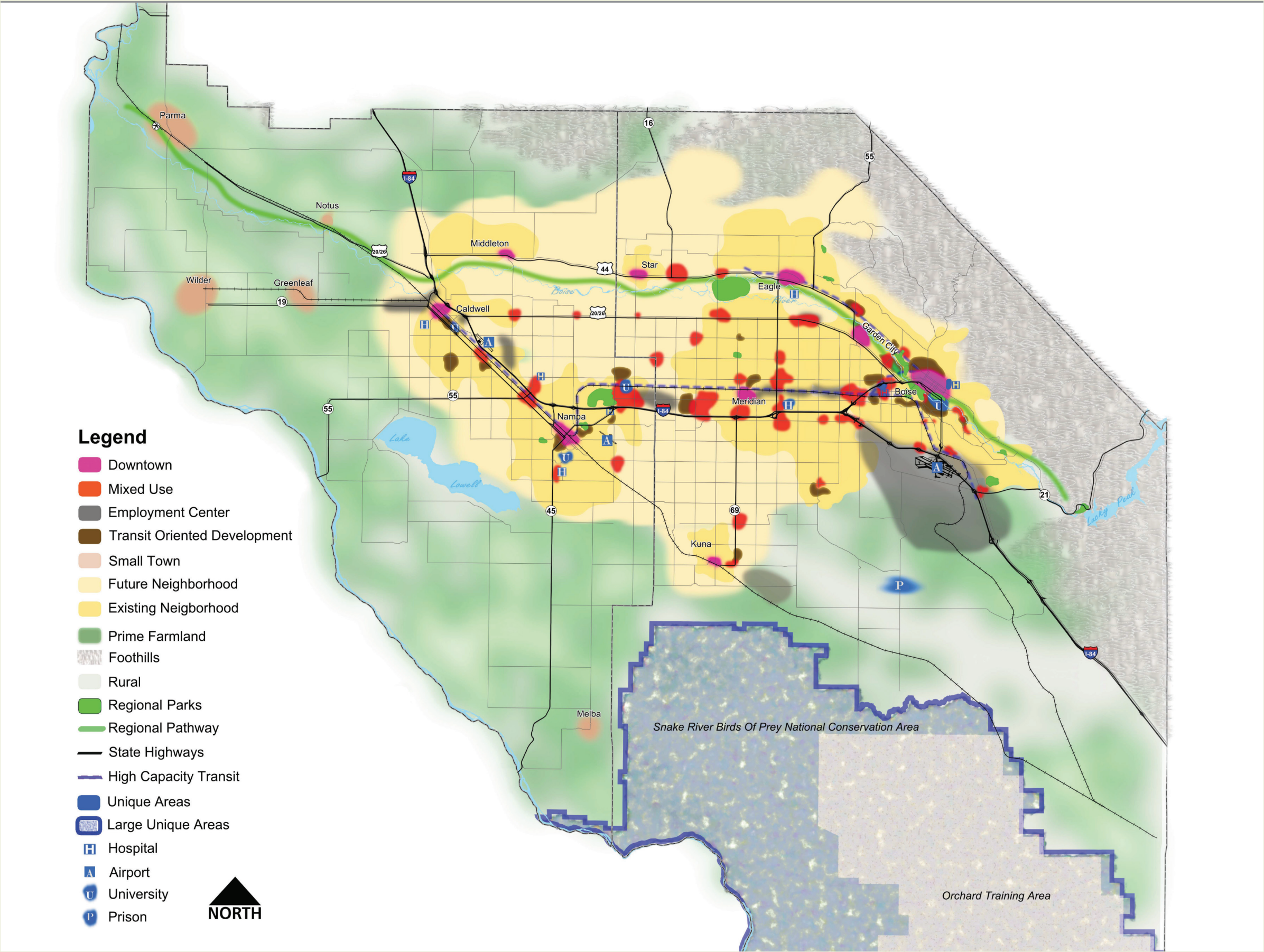
Vision Statement

The *Communities in Motion 2040* Vision provides new housing and jobs along transit corridors and in major activity centers with a strong focus on maintaining the region's recreation and open space areas. New growth would be comprised of a variety of housing types, served by infrastructure, nearby services, and outside of prime farmland or environmental constraints.

This scenario supports local comprehensive plan goals and densities, and includes entitled developments as of July 2012. This scenario would support high-capacity transit for State Street (Highway 44) and a route parallel to Interstate 84, as well as multimodal infrastructure and services throughout the region.

Key goals include walkability, preserving farmland, minimizing congestion, increasing transportation options, improving jobs-housing balance, better access to parks, and maintaining environmental resources.

Vision Map



Please note: The Vision Map reflects the preferred growth scenario approved by the COMPASS Board. It is not a plan and has no regulatory authority.

Vision Areas

Below are possible interpretations of how the land use types included in *Communities in Motion 2040* could look.

Downtown

This area supports the highest densities and land-use mix, including housing, office, and retail jobs. Downtowns typically are centers for culture and activity. Complete streets for all users would be a priority.

Features: Mixed-use buildings, typically with ground-floor retail; restaurants and eateries with patio seating; pocket parks and plazas; variety in building height and massing; multiple transportation options; right-sized parking areas; mix of high-density housing, including affordable, workforce, market rate, and luxury; and redevelopment potential.

Housing: 20-40% **Jobs:** 60-80% **Other:** 5-15%

Employment Center

A center for mostly employment-related business. Freight and mobility would typically be prioritized in these areas.

Features: Light industrial/manufacturing aligned along freight routes; energy-efficient buildings; perimeter office buildings serve as noise buffers to nearby neighborhoods; transit connections; eateries within walking distance; pocket parks.

Housing: 0-20% **Jobs:** 80-100% **Other:** 5-15%

Mixed Use

Horizontal mix of land uses, including housing and employment, spread out in relatively low density. Complete streets for all users would be a priority.

Features: Mix of residential and employment areas reduce peak traffic and parking demands; work, services, and retail walkable within minutes; variety in housing stock with critical mass to promote transit services; multiple transportation options; bike- and pedestrian-friendly design; road design and traffic signals managed to reduce congestion; frontage or service road when appropriate.

Housing: 20-50% **Jobs:** 50-70% **Other:** 10-20%

Transit Oriented Development

Vertical mix of land uses, including housing and employment spread out in relatively higher densities, enabling transit services.

Features: Variety of building heights; moderate to high densities; mixed-use buildings with ground-floor retail; adaptive reuse/redevelopment potential; pocket parks and plazas; right-sized parking areas; appropriately sized roads; bike lanes; transit stops; sidewalks.

Housing: 20-80% **Jobs:** 20-80% **Other:** 10-25%

Small Town

Smaller and rural towns with opportunities for sustainable growth while maintaining a small-town feel. Primarily residential but with local services and mostly reliant on the urban area for employment and regional amenities.

Features: Main street businesses serve local needs; opportunities for agri-tourism; park and ride lots; larger back yards with gardens provide local produce; "third places" for community gatherings; proximity to highway.

Housing: 75-95% **Jobs:** 5-15% **Other:** 10-25%

Existing Neighborhood

Neighborhoods with existing development, with different opportunities for reuse and infill than in future developments. Primarily housing but with a few services, including parks, schools, and small-scale shopping to support the neighborhood.

Features: Mix of housing styles, ages, and costs; infill potential; retail and services within walking distance; community gardens; transit options; sidewalks and bike lanes.

Housing: 75-95% **Jobs:** 5-15% **Other:** 10-25%

Future Neighborhood

Neighborhoods projected to be built, with different opportunities for planned development than in existing developments. Primarily housing but with a few services, including parks, schools, and small-scale shopping to support the neighborhood.

Features: Range of housing types; services within walking distance; pedestrian pathways; parks and recreation; neighborhood gardens; road network with narrow streets, boulevards, and alleys; close to existing infrastructure and preserved farmland.

Housing: 75-95% **Jobs:** 5-15% **Other:** 10-25%

Unique Areas

Areas for special consideration, including regional higher education centers and regional medical centers, that have regional impact but that don't fit other center typologies. These areas will differ in types of use, densities, and layout. They include airports (A), hospitals (H), prisons (P), and universities (U). In the Treasure Valley, you'll see:

- Boise State University
- College of Idaho
- Northwest Nazarene University
- College of Western Idaho
- St. Alphonsus Medical Center (Boise, Eagle, and Nampa)
- St. Luke's Medical Center (Boise and Meridian)
- Boise International Airport, Nampa Airport, Caldwell Airport

Communities in Motion is the regional long-range transportation plan for Ada and Canyon Counties.

It offers a vision that addresses:

- How land use affects transportation
- How investments in transportation influence growth
- What the transportation system is supposed to achieve
- How transportation projects are selected
- How transportation projects serve regional needs

It is based on:

Connections: Providing options for safe access and expanded mobility choices in a cost-effective manner in the region.

Coordination: Achieving better inter-jurisdictional coordination of transportation and land use planning.

Environment: Minimizing transportation impacts to people, cultural resources, and the environment.

Information: Coordinating data gathering and dispensing better information.

The complete *Communities in Motion 2040* plan is available online at www.compassidaho.org.

Vision Benefits

Economic Development: A 61% increase in composite population near downtowns and other activity centers. Growth in these areas is typically more sustainable than other locations due to the proximity of features.

Housing: Growth in areas with transportation and other infrastructure improve overall affordability by locating housing near transit routes, employment centers, and basic services.

Land Use: Better jobs-housing balance reduces traffic, improves air quality, and increases discretionary time.

Transportation: Strong transportation infrastructure and services promote economic development and quality of life.

Open Space: Access to parks and open space enables citizens to enjoy the natural beauty of the region.

Health: More transportation options and development near services enables physical activity and improves air quality.

Farmland: Almost 80% of farmland can be preserved by developing infill sites and other non-farm areas. This will increase agricultural economic value in the area and preserve food security.

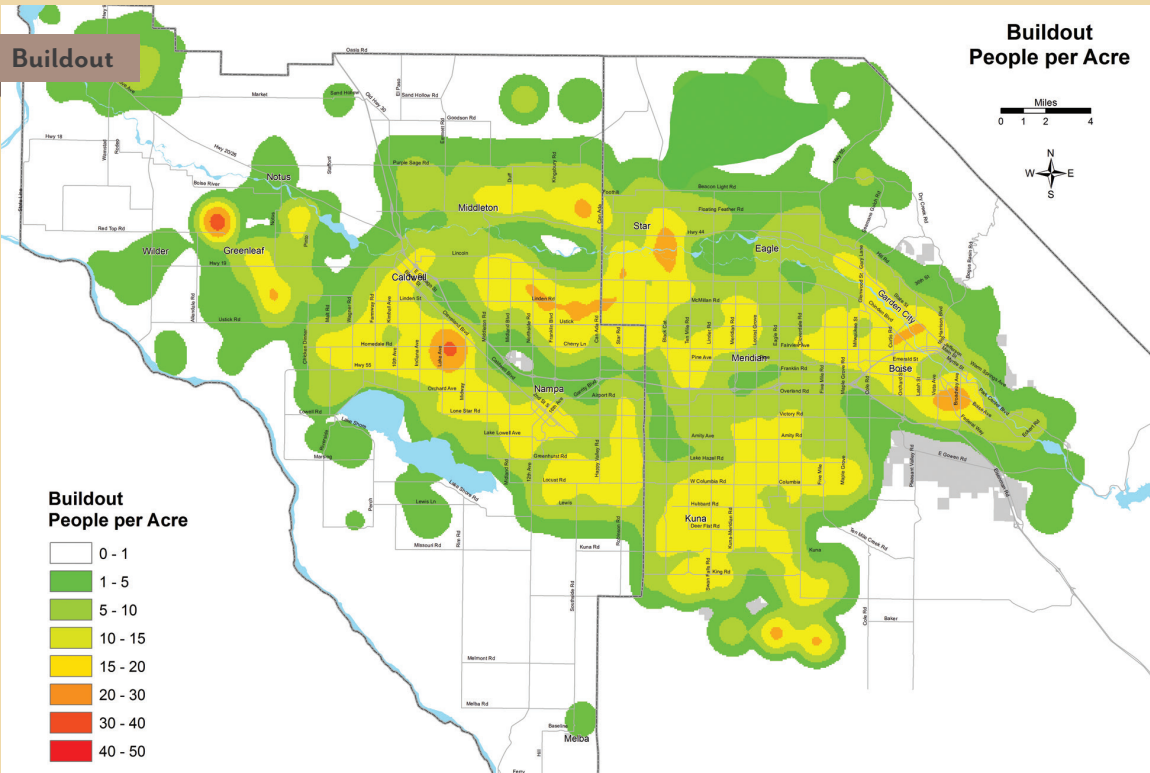
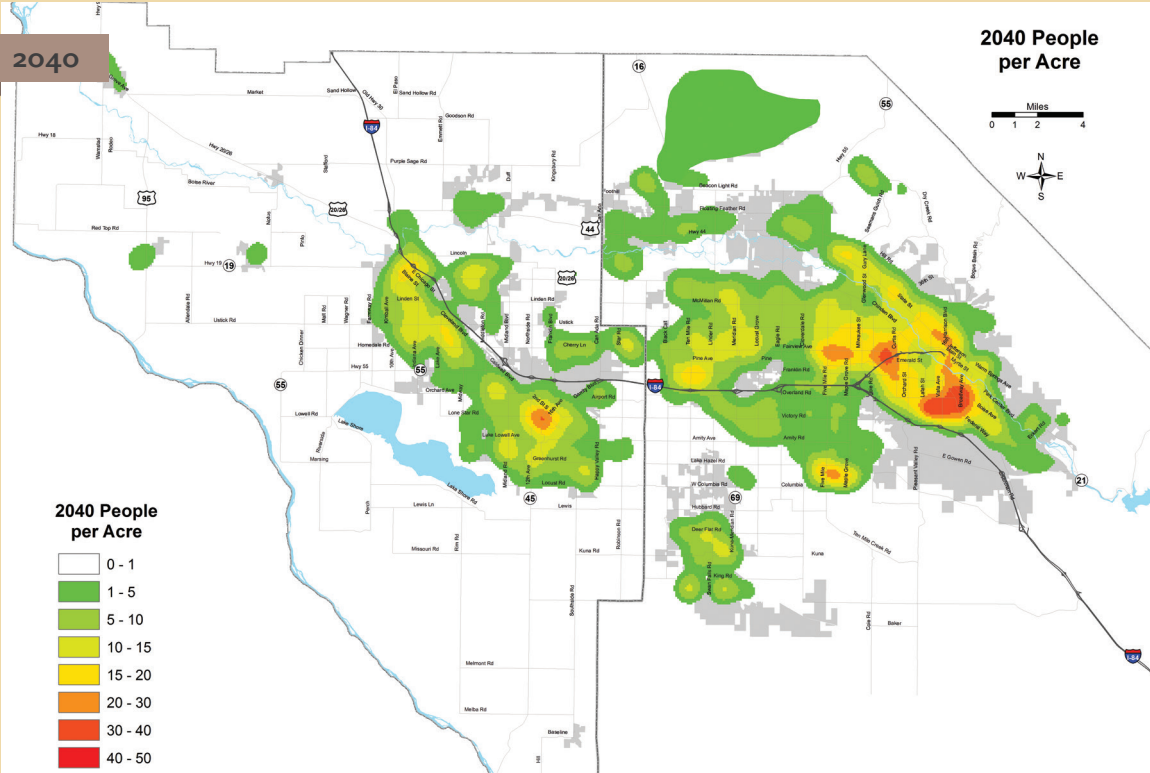
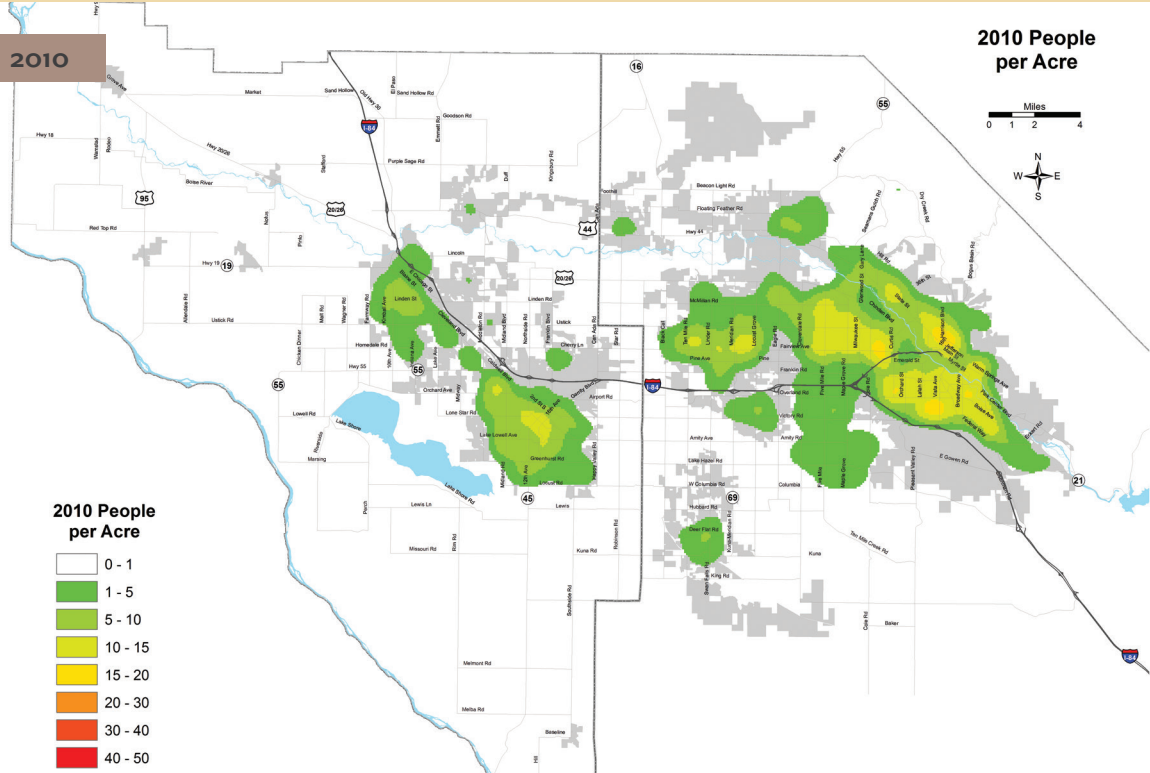
Community Infrastructure: Development in or nearby areas served by infrastructure reduces infrastructure costs and can save municipalities millions of maintenance and operations costs.

Vision Demographics

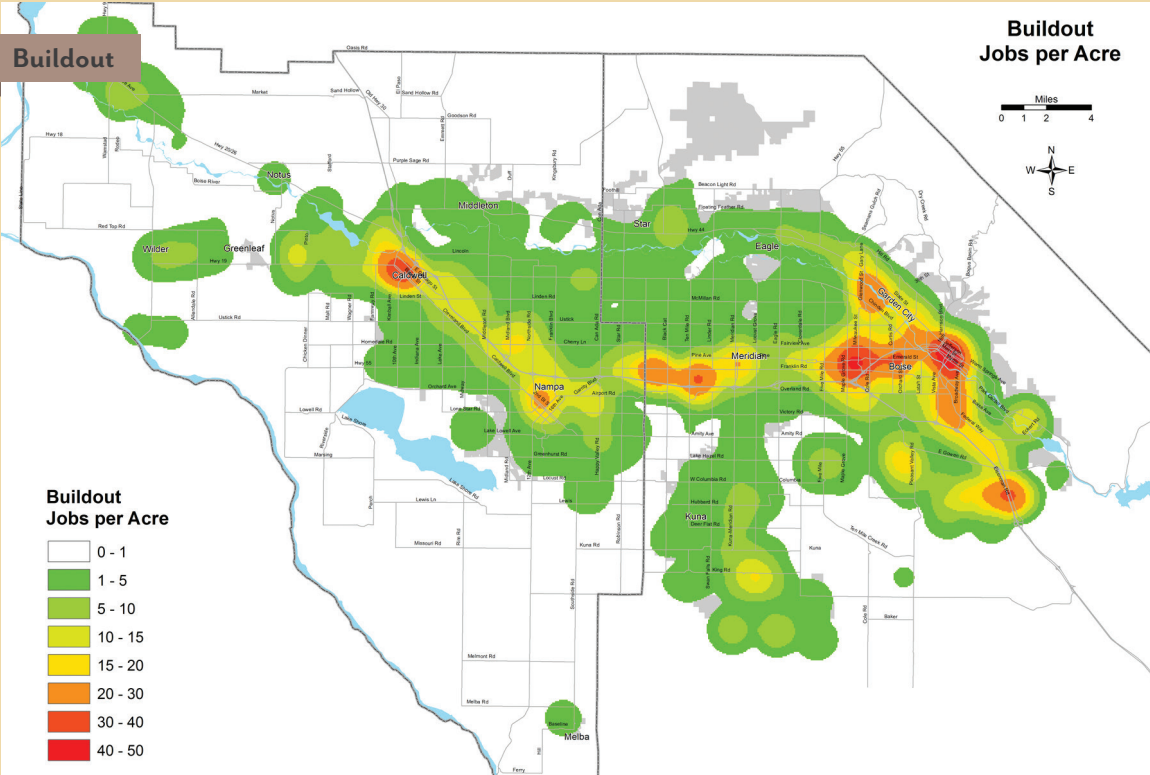
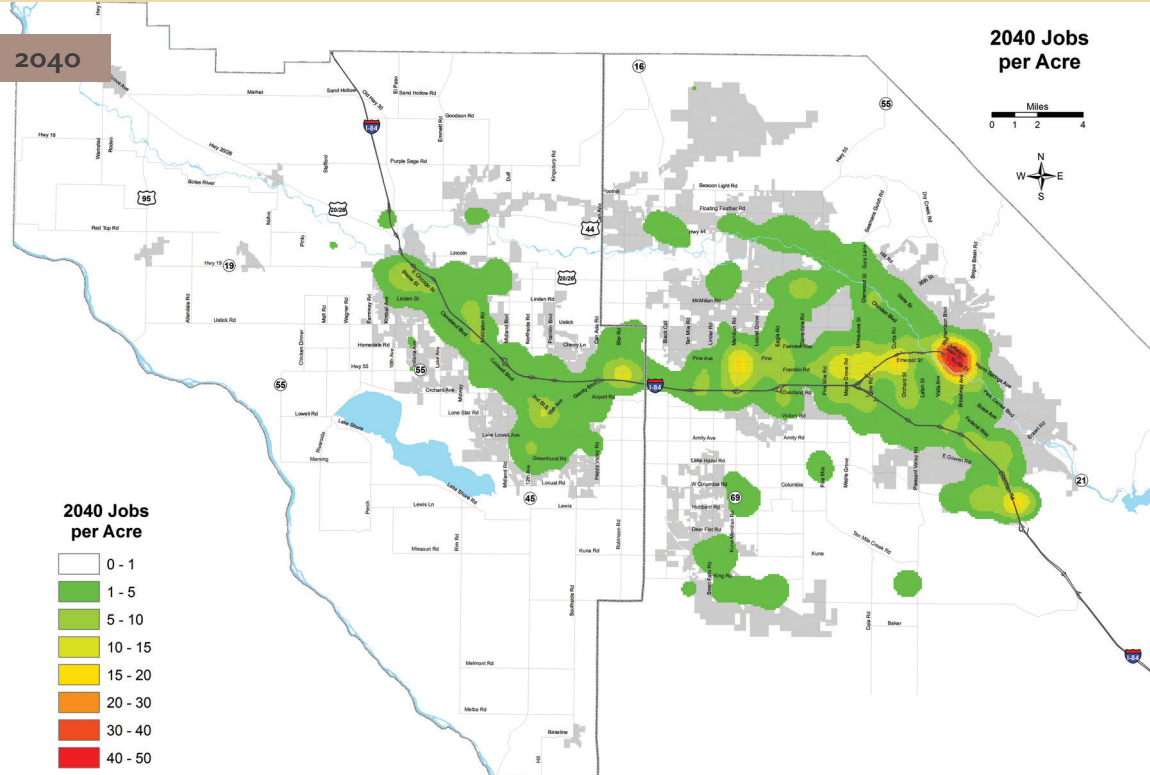
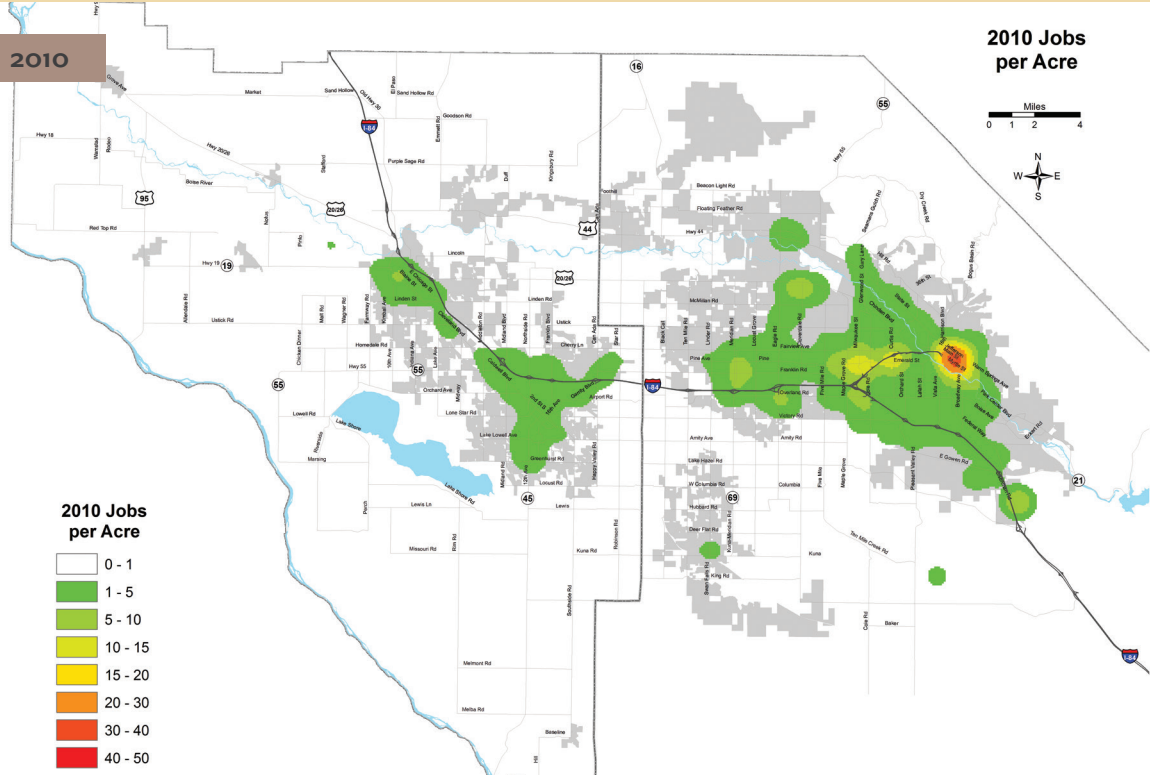
City Area of Impact	2010			2040			Buildout		
	Population	Households	Jobs	Population	Households	Jobs	Population	Households	Jobs
Boise	237,241	96,654	141,628	317,192	140,848	234,520	439,462	174,365	696,293
Eagle	23,122	8,197	5,507	52,246	18,823	15,498	106,603	37,876	47,085
Garden City	11,101	4,949	7,049	18,311	8,911	13,794	41,516	18,747	57,839
Kuna	13,319	4,283	1,806	25,991	10,270	4,950	344,705	124,426	119,170
Meridian	83,786	28,296	30,772	154,780	57,501	65,642	355,201	125,516	199,477
Star	6,472	2,177	564	35,644	12,035	3,114	79,234	28,615	10,079
Ada County (outside areas of impact)	17,426	3,925	7,648	70,153	23,656	13,161	82,941	26,669	21,385
Ada County Total	392,365	148,445	190,324	674,317	272,044	350,679	1,449,662	536,214	1,151,328
Caldwell	50,672	16,540	13,144	109,111	40,098	37,550	271,204	105,252	185,349
Greenleaf	2,748	959	440	5,947	2,145	977	137,984	44,981	31,246
Melba	845	279	205	2,358	801	539	3,009	968	2,956
Middleton	10,348	3,514	1,282	18,475	6,626	1,937	157,666	52,766	25,625
Nampa	96,173	32,829	29,278	160,886	59,886	61,973	412,953	152,131	233,839
Notus	984	332	134	2,452	822	462	12,855	4,340	3,883
Parma	2,568	905	687	6,861	2,456	1,118	50,471	16,971	35,918
Wildor	1,951	612	283	6,760	2,317	729	11,479	3,720	16,160
Canyon County (outside areas of impact)	22,634	7,634	4,729	34,833	12,224	5,693	216,485	71,724	50,777
Canyon County Total	188,923	63,604	50,182	347,683	127,375	110,978	1,274,106	452,853	585,753
Total Region	581,288	212,049	240,506	1,022,000	399,419	461,657	2,723,768	989,067	1,737,081

Note: Totals may not sum due to overlapping areas of impact.

Population Density Maps



Employment Density Maps



The 2010 maps above were the baseline conditions used in developing the *Communities in Motion 2040* Vision. These maps are based on the 2010 census counts and 2010 Idaho Department of Labor employment data.

The above maps show the generalized densities when the *Communities in Motion 2040* Vision is implemented.

Buildout is the quantification of local land use (comprehensive) plans. It enables COMPASS to consider long-range corridor preservation and is not constrained by the 2040 population forecast adopted by the COMPASS Board. It is not an official forecast for air quality conformity.

Cody Riddle

From: Dave Kangas <davekangas@msn.com>
Sent: Friday, May 29, 2015 7:57 AM
To: Cody Riddle
Subject: pud15-00005 - 2105 Federal Way

Cody,

Per our conversation on 5/28/15 here are the primary concerns the VNA has about this project.

1- Traffic control on Federal Way- There needs to be a traffic light at Targee. With 196 units there will be significant traffic generated by this development. There is also the issue of accessing the greenbelt along Federal Way. As illustrated by the "bike barn" this is a prime location for bicyclists. The VNA has long asked for additional traffic controls along Federal Way (at Malad) for this reason.

2- accommodations for children- While we appreciate the large activity center and sitting area, there are not any playground areas or equipment for children. The proximity of this development right on Federal Way (40 MPH) creates a need to keep children busy and away from the area along Federal Way, for their safety and the motorists. The last thing we need is an accident caused by stray soccer balls or footballs on Federal Way. The large grassy area provided by the irrigation easement along Federal Way.

Furthermore, without that equipment children will be forced to walk along Federal Way to the Day Park or play on RR tracks behind the complex.

3- Our final concern is whether this is a rent controlled(subsidized) development or will rents be charged at market rates.

The Vista Neighborhood Association will have additional comments after our meeting on 6/3/15.

Sincerely,

*Dave Kangas
President
Vista Neighborhood Association
208-841-0580*