



PLANNING AND DEVELOPMENT SERVICES

MAYOR: David H. Bieter | DIRECTOR: Mark Lavin

8

Summary for DRH19-00252

Staff's Recommendation

Approval with conditions

Summary

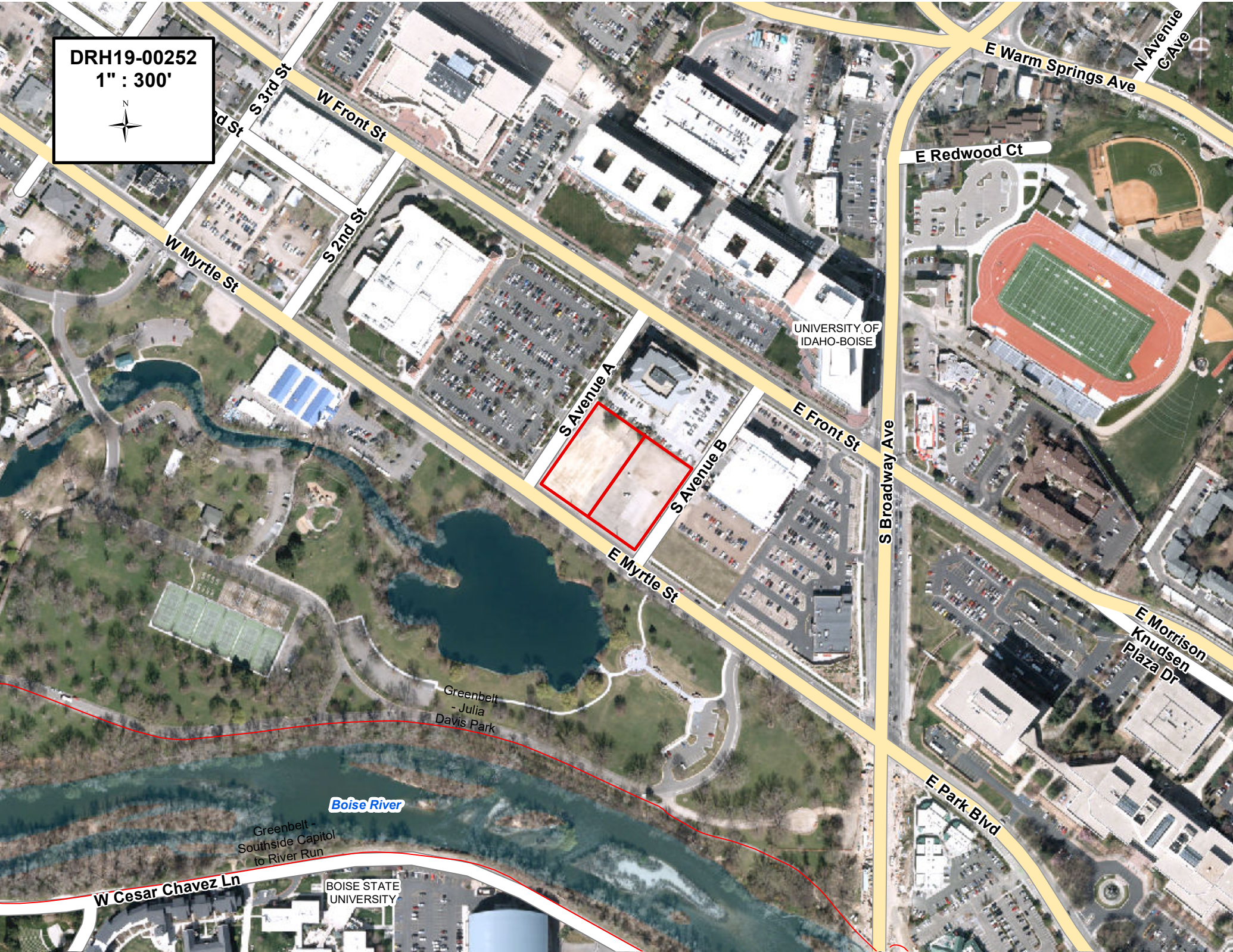
The applicant has requested approval of a seven-story mixed-use housing development with 259 residential units and structured parking. The site, comprised of two parcels, currently contains a surface parking lot and is surrounded by an office building to the north, a grocery store to the west, Julia Davis Park to the south and a surface parking lot to the east. The proposed structure is a "wrap" style building on three sides with the dwelling units surrounding a six-level parking garage in the middle separated by corridors. A rooftop terrace is proposed on the second floor with swimming pool, hot tub, barbeque stations, and seating areas. The project includes approximately 8,000 square feet of commercial space on the ground floor, 259 residential units on levels 1-7, and 7,500 square feet of interior amenity space throughout the building. The pedestrian circulation for the site is through a public sidewalk network on the south, east, and west sides of the site. The proposed streetscape plan on Avenue A deviates from the Guidelines, and staff finds that the variation is appropriate based on unique conditions at the subject site. The widths in the proposed streetscape plan on Avenue B do not follow the letter of the Guidelines, and conditions have been included to require the prescribed tree lawn and sidewalk widths.

The structure is broken up on all sides by significant wall plane breaks which extend through all floors. Recessed balconies are proposed on all elevations with variations between flush and projecting railings. Overall the building design provides changes in materials and varied building forms through offset wall planes, which prevents a box-like structure and provides design interest on all four sides of the building. While the design proposed appears to meet the requirements of the Guidelines, the drawings presented lack the refinement to ensure that detailing and construction of the building will be consistent with the concept presented. The applicant should be required to return to a public worksession with 50% construction drawings to show consistency with the design proposed with the application.

This report includes information available on the Boise City Website. The entire public record, including additional documents, can be viewed through PDS Online through the following link:

<http://pdsonline.cityofboise.org/pdsonline/Permits.aspx?id=>

DRH19-00252
1" : 300'



W Myrtle St

S 3rd St

W Front St

S 2nd St

S Avenue A

S Avenue B

E Myrtle St

UNIVERSITY OF IDAHO-BOISE

E Front St

S Broadway Ave

E Redwood Ct

E Warm Springs Ave

N Avenue
G Ave



E Morrison
Knudsen
Plaza Dr

E Park Blvd

Greenbelt
- Julia
Davis Park

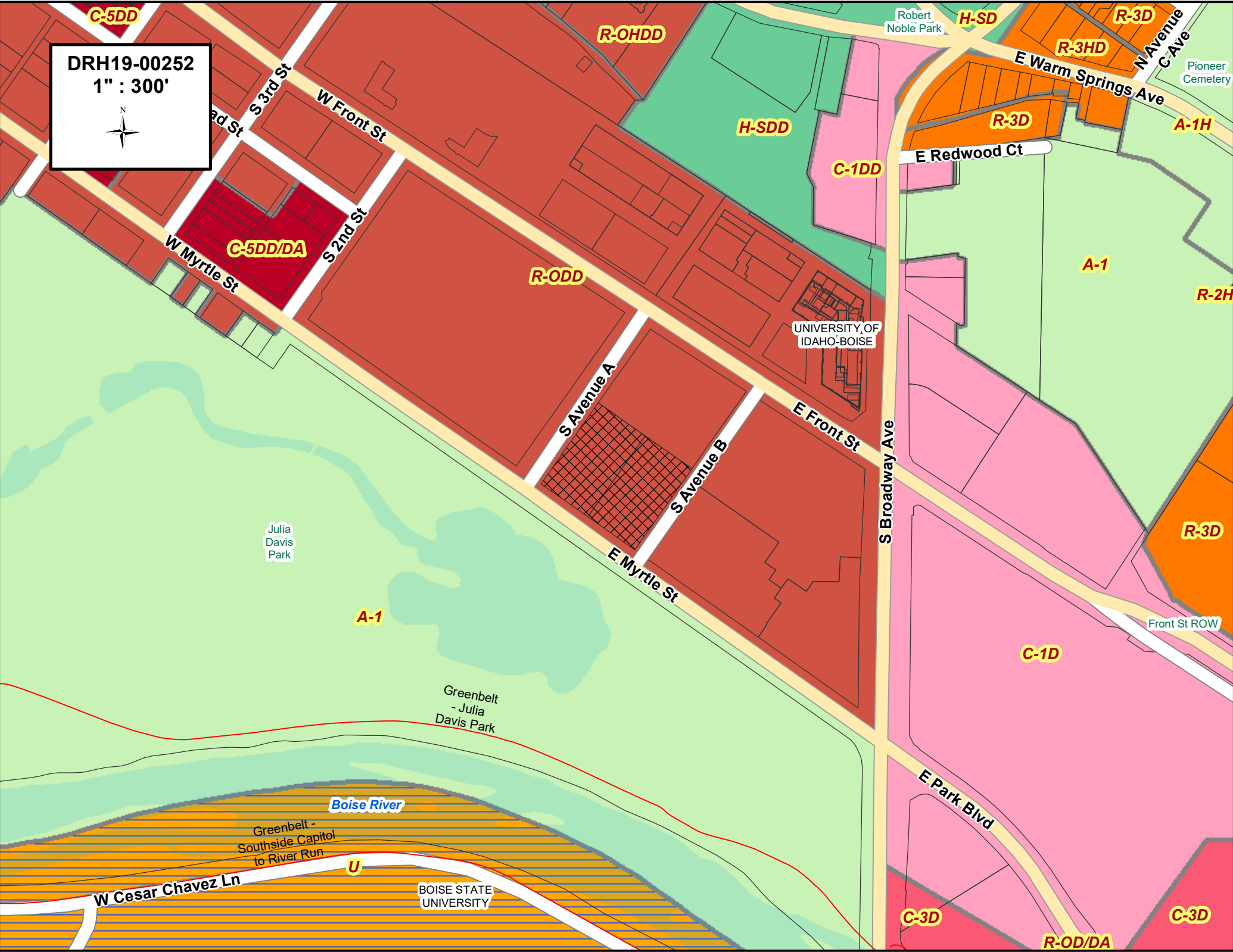
Boise River

Greenbelt -
Southside Capitol
to River Run

BOISE STATE
UNIVERSITY

W Cesar Chavez Ln

DRH19-00252
1" : 300'





Myrtle and Ave B – looking northwest



Myrtle and Ave B – looking north



Looking South across Myrtle.



Myrtle and Ave A – looking northwest.



June 10, 2019

Josh Wilson, Design Review
City of Boise
150N. Capitol Boulevard
Boise, ID 83701

RE: 204 & 270 E. Myrtle Street - Design Review Application

Dear Josh,

We are pleased to submit the design review application associated with the Boise Myrtle Apartments. The 1.8-acre project site is generally located on the southeast corner of Myrtle Street and South Avenue A (see blue area below).



Figure 1, Vicinity Map & Project Boundary

The project is a mixed-use development with commercial, residential units, indoor/outdoor amenity space and a parking garage structure.

Floor	Building SF	Parking SF	Total SF
1	28,386	50,768	79,154
2	33,801	22,771	56,572
3	34,487	22,771	57,258
4	34,349	22,771	57,120
5	34,349	22,771	57,120
6	34,349	5,148	39,497
7	22,746	0	22,746
Total	222,467	147,000	369,467

Located directly across from Ann Morrison Park and just a few blocks from the heart of downtown, the project will be geared toward young professionals. The program includes a mix of studio, 1 bed/1 bath, 2 bed/2 bath and 4 bed/4 bath unit types. All units include top brand appliances, quartz countertops, in-unit laundry and laminate floors.

Over 7,500 sq. ft. is dedicated to interior amenities, which include fitness, clubroom, multimedia lounge and game room. The project also features a rooftop terrace and a large second floor courtyard equipped with a swimming pool, hot tub, barbecue stations, fire pits, seating areas, covered cabanas, and multi-purpose turf areas. The combination of active areas, passive areas, and green space provides a unique experience for all residents.

Commonly referred to as the “wrap” multifamily residential building style, the dwelling units in this project surround a 6-level parking garage structure in the middle separated by corridors. In this building type, most residents conveniently park on the same level where their apartment homes are located. This is the most convenient and functional form of mid- to high-density multifamily residence.

From the programming and planning to the design of the envelope, the focus of this project has been to embrace the city context and reinforce it with thoughtful design. A primary aspect was creating pedestrian friendly environments that support the goals set out in the many City Guidelines and Masterplans by fronting S. Avenue A with the leasing office and retail / restaurant programs. Through the use of engaging elements like the colonnade supporting the building above the leasing office and the trellis that encompasses the sidewalk at the retail space, and seeing those elements repeated in the upper courtyard and roof deck, visual cues are established that interrelate the exterior pedestrian-oriented programs throughout the building. A focus on a timeless look and materials that provide clean lines and contemporary forms that are supported with traditionally residential elements like balconies and punched windows executed in a tasteful manner supporting the overall vision.

The landscape is designed with regionally appropriate plantings selected to provide year-round interest. Plantings are arranged to highlight the building’s architectural features as well as enhance the pedestrian experience. The streetscapes between curb and sidewalk are designed to Downtown Boise requirements; tree species were selected to match existing adjacent streetscapes.

Thank you in advance for your consideration and support. We look forward to working with the City of Boise to plan a quality project of which we can all be proud.

Sincerely,

A handwritten signature in black ink that reads "Tamara Thompson". The signature is written in a cursive, flowing style.

Tamara Thompson
Director of Client Services
The Land Group, Inc.



Planning Division Project Report

File Number	DRH19-00252
Applicant	Mitchell Korte / CDG Acquisitions, LLC
Property Address	270 E. Myrtle Street
Public Hearing Date	July 10, 2019
Heard by	Design Review Committee
Design Review Supervisor	Josh Wilson

Public Notification

Newspaper notification published on: June 25, 2018
 Radius notices mailed to properties within 300 feet on: June 25, 2019
 Staff posted notice on site on: June 25, 2019

Table of Contents

- 1. Project Data and Facts 2
- 2. Land Use 2
- 3. Project Proposal..... 3
- 4. Zoning Ordinance and Comprehensive Plan 4
- 5. Analysis/Findings..... 4
- 6. Conclusion and Recommended Conditions 13

Exhibits

- Project Drawings
- Letters of Explanation
- Site Photos
- Agency Comments

1. Project Data and Facts

Applicant/Status	Mitchell Korte / Developer's Representative
Architect	John Harding / CUBE 3 Studio, LLC
Location of Property	270 E. Myrtle Street
Present Zoning and Land Use	Pending C-5DD/DA / Surface parking lot
Description of Applicant's Request	Construct a seven-story mixed-use housing project with 259 units, structured parking, and ground floor commercial space

2. Land Use

Description and Character of Surrounding Area
The area is comprised of a mix of commercial, office, residential and open space uses within the Downtown Regional Activity Center. Grocery stores are located to the east and west, an office building is located to the north and Julia Davis Park is located to the south.

Adjacent Land Uses and Zoning

North:	Commercial building / R-ODD (Residential Office)
South:	Myrtle Street, then Julia Davis Park / A-1 (Open Land)
East:	Retail / R-ODD (Residential Office)
West:	Retail / R-ODD (Residential Office)

Site Characteristics
The site is located along the north side of Myrtle Street, a state highway, between Avenues A and B. It currently contains a surface parking lot.
Special Considerations
The project is within the boundaries of the River Street-Myrtle Street and Central Addition Master Plans, and within the P-3 Parking Reduction Overlay District.
History of Previous Actions
CAR19-00006: Rezone from R-ODD to C-5DD/DA for development of a seven-story mixed use building. Approved by City Council on June 18, 2019.

3. Project Proposal

Parking

Proposed		Required	
Accessible spaces proposed:	9	Accessible spaces required:	8
Total parking spaces proposed:	366	Total parking spaces required*:	304
Number of compact spaces proposed:	293	Number of compact spaces allowed:	147
Bicycle parking spaces proposed:	293	Bicycle parking spaces required:	259
Parking Reduction requested?	No	Off-site Parking requested?	No

*Project located in the P-3 parking overlay

Setbacks

Yard	Required	Proposed
Street (Myrtle)	0' building / 10' parking	5' building / NA parking
Street (Avenue A)	0' building / 10' parking	1' building / NA parking
Street (Avenue B)	0' building / 10' parking	3' building / NA parking
Side (North)	0' building / 10' parking	10' building / NA parking

Fencing

None proposed.

Outdoor Lighting

Building mounted lighting and historic street lights are proposed.

Building Square Footage

Floor	Building Sq. Ft.	Parking Sq. Ft.	Total Sq. Ft.
1 st Floor	28,386	50,768	79,154
2 nd Floor	33,801	22,771	56,572
3 rd Floor	34,487	22,771	57,258
4 th Floor	34,349	22,771	57,120
5 th Floor	34,349	22,771	57,120



6 th Floor	34,349	5,148	39,497
7 th Floor	22,746	0	22,746
Total	222,467	147,000	369,467

4. Zoning Ordinance and Comprehensive Plan

Comprehensive Plan Sections	
3-13	Downtown Mixed-Use Land Use
3-14	General Design Principles for Mixed Use (GDP-MU)
3-17	Infill Design Principles of Mixed Use (IDP-MU)
DT	Downtown Planning Area

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

5. Analysis/Findings

Applicant’s Proposal

The applicant has requested approval of a seven-story mixed-use housing development with 259 residential units and structured parking. The site, comprised of two parcels, currently contains a surface parking lot and is surrounded by an office building to the north, a grocery store to the west, Julia Davis Park to the south and a surface parking lot to the east. The proposed structure is a “wrap” style building on three sides with the dwelling units surrounding a six-level parking garage in the middle separated by corridors. A rooftop terrace is proposed on the second floor with swimming pool, hot tub, barbeque stations, and seating areas. The project includes approximately 8,000 square feet of commercial space on the ground floor, 259 residential units on levels 1-7, and 7,500 square feet of interior amenity space throughout the building. The parking garage will



serve the commercial space, the residential tenants and the applicant has contracted with WinCo to provide employee parking for the nearby grocery store.

The property is located in the Downtown Planning Area and designated Downtown Mixed Use in Blueprint Boise. This designation is intended to support the various adopted plans and policies for different parts of Downtown. It encourages intense, mixed-use development and refers to the adopted master plans for more detailed guidance. The Central Addition Master Plan adopted roughly ten years later, reiterates and expands on many of the same ideals of the River Street Plan. General Policy 13 specifically mentions expansion of the C-5 District as a means to achieving the desired density and form of development in the neighborhood. The Central Addition Plan includes a number of additional policies that promote the replacement of surface parking lots with urban, mixed-use development like that anticipated for the subject property. One area of concern during the rezone to C-5 was the absence of a height limit. While the applicant has proposed a seven-story building, it's conceivable a significantly taller building could be constructed should the current project not materialize. This could create issues with compatibility and potentially introduce negative impacts on surrounding properties. The applicant addressed this potential conflict with the inclusion of a development agreement tied to the rezone that includes a 95-foot height limit.

Vehicular Circulation and Connections

Boise City Code Section 11-03-04.12.C.7.d states:

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

The City's Comprehensive Plan, *Blueprint Boise*, has policies supporting pedestrian design and comfort even for auto oriented uses such as the parking garage designed with the housing project.

Goal CC7: Enhance pedestrian connectivity and comfort.

CC7.2: Design for Pedestrian Comfort

- b) Minimize pedestrian conflict with vehicles by providing buffers between the sidewalk and automobile traffic and by combining adjacent property driveways to limit curb-cuts.

Goal DT-C 1: Develop a robust, multimodal transportation system in Downtown, with an emphasis on transit, bicycle, and pedestrian circulation and safety.

DT-C 1.6: Pedestrian Network

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

The City's Downtown Design Guidelines also speak to vehicular circulation and



connections. The intent of section 3.2 of the guidelines state:

- To minimize conflicts between pedestrians and vehicular traffic;
- To provide attractive internal pedestrian routes that promote walking and enhance the character of the area; and
- To create a safe, convenient, and efficient network for vehicular circulation and parking.

Section 3.3 Parking Structures & Drive Through Lanes has the following intent statements:

- To mitigate the impact of parking facilities on the streetscape and pedestrian environment; and
- Physically and visually integrate parking facilities into the design of developments.

Guideline 3.3.1.2 states:

Parking garage entries should be designed and sited to complement, not subordinate, the pedestrian entry. Locate the parking entry away from the primary street, to either the side or rear of the building.

The vehicular accesses to the structured parking are located on Avenue A and Avenue B, away from Myrtle Street on the sides of the building, meeting the requirements of the guidelines. Conditions have been included to ensure the project complies with the adopted Boise Downtown Streetscape Standards, with landscape strips between the sidewalks and vehicular traffic.

Non-Motorized Circulation and Connections

The pedestrian circulation for the site is through a public sidewalk network on the south, east, and west sides of the site. A pedestrian pathway also connects the entrance on the north side of the building to Avenue B. The west side of the site (Avenue A) has a sidewalk varying from 8-feet to 18-feet in width. The east side of the site on Avenue B has sidewalk 5-feet in width, and the sidewalk on Myrtle Street (south) will be 8-feet. The sidewalk on Avenue B must be increased to 6-feet. The Streetscape Standards and Specifications are adopted within the Downtown Design Standards and Guidelines, and with included conditions of approval the proposed sidewalks widths will meet or exceed the required standards. There are bike storage racks located on each floor of the parking garage within the building, and the number of spaces provided substantially exceeds the minimum required.

Service Area Location and Design

The trash staging area for the site is located at the northeast corner of the building adjacent to Avenue B. The refuse and recycling area is to be accessed from an overhead door within the entrance to the parking garage. Boise Public Works Solid Waste has commented that the overhead door and trash room shall comply with all design and location requirements.



Landscape Design

Streetscape Design for Avenue A

The Streetscape Standards are located within the Boise Downtown Design Standards and Guidelines. Avenue A is designated as the 'Neighborhood' Streetscape. The adopted design includes an 18-inch curb zone, 8-foot tree lawn, 6-foot sidewalk and planting area on the back side of the sidewalk that varies. The proposed streetscape plan deviates from the Guidelines, and staff finds that the variation is appropriate based on unique conditions at the subject site. The proposed commercial space within the subject structure creates an opportunity for a pedestrian focused plaza at the intersection of Myrtle and Avenue A. The applicant's proposal includes street trees within grates and a furnishing zone, which complies with the 'Urban Concrete' streetscape standard and should be approved in this location. The street trees proposed are Liquidambar styraciflua (American Sweetgum). The applicant shall confirm with Community Forestry that this is an appropriate species in this location.

Streetscape Design for Avenue B

Avenue B is also designated as the Neighborhood Streetscape. The adopted design includes an 18-inch curb zone, 8-foot tree lawn, 6-foot sidewalk and planting area on the back side of the sidewalk that varies. The widths in the proposed streetscape plan do not follow the letter of the Guidelines, and conditions have been included to require the prescribed tree lawn and sidewalk widths. The street trees proposed are Liquidambar styraciflua (American Sweetgum). The applicant shall confirm with Community Forestry that this is an appropriate species in this location.

Streetscape Design for Myrtle Street

Myrtle Street is designated an Urban Parkway. The design includes a 10-foot tree lawn, 8-foot sidewalk and a green space at the back of sidewalk with a width that varies. The proposed streetscape plan does not follow the letter of the Guidelines, and conditions have been included to require the prescribed tree lawn and sidewalk widths. The street trees proposed are Gleditsia triacanthos 'Skyline' (Skyline Honey Locust), which are not an appropriate Class III species. A Class III species shall be proposed within the parkway strip. The second row of trees are Acer rubrum 'Armstrong' (Red Maple), which are not typically allowed within or near the right-of-way. The applicant shall confirm with Community Forestry that this is an allowed species or propose an alternative street tree species.

Grading and Drainage

Boise City Code Section 11-03-04.12.C.7.d states:

- B. *That on-site grading and drainage have been designed so as to minimize off-site impact and provide for erosion control.*

The grading and drainage will be reviewed by Boise City Public Works at the time of building permit along with the Ada County Highway District and ITD to ensure all drainage is contained on site and street sections meet all agency requirements.



Signage

Boise City Code Section 11-03-04.12.C.7.d states:

C. Signage: That signs provide for business identification minimizes clutter and comply with the sign regulations.

Signs require submittal of a separate sign application. The project must comply with all ordinance regulations in effect at the time the sign application is submitted.

Utilities

Boise City Code Section 11-03-04.12.C.7.d states:

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

Downtown Design Standards and Guidelines Section 4.2.7 Rooftop mechanical areas states: All buildings must design rooftop mechanical and other related technical equipment/materials in an integrated, coherent manner consistent with the composition below them. All vertical screening elements must incorporate high quality cladding materials the same or similar to the type of materials use for the walls below.

There are a number of mechanical units proposed on the roof of the structure. The applicant has stated the parapet wall will screen the units. A condition of approval will require the applicant show a cross section of the parapet wall to demonstrate that the units are screened to full height.

Structure Design

Building Design and Materials

Material Location	Type/Color
Roof:	TPO (or similar) / White
Exterior Walls:	Fiber cement panel / Burgundy Fiber Cement Wood Look Panel / Natural Wood Fiber Cement Lap Siding / Dark Gray Brick / Maroon, Dark Gray, Brown Metal Panel System / White, Silver
Windows:	Aluminum Storefront / Gray Steel / Black
Soffit and Fascia:	Fiber Cement / Burgundy, Dark Gray, Tan Metal / White
Other:	Bolt on Metal Balconies / Black





View NE from Myrtle Street and Avenue A

Building Design Summary

The design of the building for the site is a 7-story mixed use housing project with 259 units and a 6-story parking structure with 366 parking stalls. The proposed structure is a “wrap” style building on three sides with the dwelling units surrounding a parking garage in the middle separated by corridors. A rooftop terrace is proposed on the second floor with swimming pool, hot tub, barbeque stations, and seating areas. The building uses offset and cantilevered blocked masses on the upper floors to provide wall plane modulation and variation in building form, relying on window patterning, materials changes, overhangs, and breaks in building form to provide design interest and create shadow lines. The design successfully utilizes these techniques to create a varied building mass which steps back significantly along street frontages and next to adjacent properties.

Along Myrtle Street, the structure features a commercial ground floor corner element featuring a prominent building overhang and large areas of storefront glass, providing a focal point. The structure is broken up on all sides by significant wall plane breaks which extend through all floors. Recessed balconies are proposed on all elevations with variations between flush and projecting railings. Punched window openings make up the remainder of the transparency on all upper floor elevations. At the ground level, storefront has been featured prominently on Avenue A, coinciding with the commercial use across the street. An amenity deck on the second floor faces towards Avenue A with a narrowed opening which coincides with the entrance to the parking garage. The structured parking will be screened on three sides by residential units which wrap the structure.

Overall the building design provides changes in materials and varied building forms through offset wall planes, which prevents a box-like structure and provides design interest on all four sides of the building. While the design proposed appears to meet the

requirements of the Guidelines, the drawings presented lack the refinement to ensure that detailing and construction of the building will be consistent with the concept presented. The applicant should be required to return to a public worksession with 50% construction drawings to show consistency with the design proposed with the application.



View NW from Myrtle Street and Avenue B

Building Materials

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

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

Section 4.4 Building Materials of the Downtown Design Standards and Guidelines provides direction on materials.

4.4.1 Quality building materials. Utilize building materials that convey a sense of quality and permanence. Specifically, buildings within the Downtown Core (area between 3rd, 16th, Washington, and the river) and all multi-story commercial and mixed-use building shall utilize natural stone, brick, decorative concrete, and/or metal together with required window area into the building's base. The base includes the first floor for the buildings six stories or less, and at least the first two floors for taller buildings.

Departure: Departures will be considered provided the base material meets the intent of the standards.

The main materials used on this building are a cement fiber siding in a variety of styles including lap, panel, and natural wood look. Additionally, brick and metal panel systems are proposed. The color scheme consists of warm shades of burgundy and brown,

accented by silver and gray tones, providing a richness to the color palette. The wall plane breaks between the masses on the upper floors are also used as material breaks, providing order and consistency with the building material application. Metal panels are used for accents and the ground floor has large areas of aluminum storefront window systems. The materials are found throughout the neighborhood and throughout the downtown. The materials and color palette are consistent with the design of the building and are appropriate.

Building Massing and Articulation

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

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

The structure is approximately 90-feet in height to the top of the parapet wall at the highest point of the structure. The design of the building uses wall planes stepped back deeply on all elevations, greatly reducing the perceived massing. The Avenue A frontage features a broken building mass with a second-floor amenity deck, creating a variation in building form. The massing is similar to recently approved and constructed residential buildings in the vicinity and is of a scale anticipated in the vicinity of the downtown core.

Section 4.2 Building Massing and Articulation in the Downtown Design Standards and Guidelines states the following:

4.2.1 Tower Massing.

The following standards and guidelines apply only to “towers” which are defined herein as those portions of a building that are greater than six stories in height unless otherwise noted.

1. Maximum floorplate width in the general east-west direction above sixth floor to maintain and enhance the Downtown skyline character against the mountain backdrop: 180 feet.

Departure: Departures will be considered, provided the building integrates distractive building form and/or roofline elements that contribute to skyline interest while achieving the desired density in Downtown.

The width of the structure is 288-feet, on the seventh floor which is above the recommended width of 180-feet in the east-west direction for the Downtown. The building uses variation in wall planes, with a deep step back on Myrtle Street to minimize the impact of the massing as viewed from the south. Additionally, the structure is minimally above the six-floor minimum for tower massing requirements and will not have a detrimental effect on the downtown skyline.

2. Minimum tower street setback. The tower above the sixth floor shall be setback an additional 10 feet from the front property line along Storefront block frontages



(encouraged along other block frontages). The required step back may occur at any floor between the third and the sixth floor.

No frontages on the block are designated as Storefront. Therefore, the additional 10-foot step back of the upper level floors is not a requirement.

3. Tower separation from alley. Along alleys a minimum 15-foot setback is required for towers.

There is not an alley adjacent to the project.

4.2.2 Maximum façade width.

The maximum façade width allowed through the Guidelines is 122-feet. The frontages which exceed this dimension have large building breaks that extend through all floors of the structure and coincides with a material change. This meets the requirements of the Guidelines and help to reduce massing, create shadow lines and design interest.

4.2.3 Façade Articulation

1. Storefronts and other buildings with non-residential uses on the ground floor shall include at least three articulation features every 50-feet (maximum) to create a pattern of small storefronts.

- a. Window fenestration patterns and/or entries;
- b. Use of weather protection features;
- c. Use of vertical piers/columns;
- d. Change in building material or siding style;
- e. Vertical elements such as lighting or art element;
- f. Providing vertical building modulation of at least 12 inches in depth if tied to a change in roofline modulation;
- g. Other design techniques that effectively reinforce a pattern of small storefronts.

The window fenestration, weather protection, and material changes are used consistently throughout all floors of the structure. Additionally, the building provides wall plane modulations tied to roofline changes throughout the building on all elevations.

4.2.4 Articulated building entries

The primary building entrance shall be designed as a clearly defined and demarcated standout architectural feature of the building. Such entrances should be easily distinguishable from regular storefront entrances on the building.

The primary entries for the structure is easy to distinguish for the pedestrian through the prominent roof overhangs and storefront window systems.

Shadow Relief and Architectural Details

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



Openings in the facade shall be consistent with the architecture in the area. (For example, balconies, bays, and porches are encouraged with a minimum of monotonous flat planes to provide shadow relief).

The design of the building is consistent with recent architecture in the area. The openings in the building are like many of the new structures within the downtown. The windows are set within the wall plane and a minimum two-inch reveal from the surrounding wall plane should be required. These window openings are appropriate and consistent with the overall design of the downtown and with recently constructed buildings. Texture and architectural detailing have been provided throughout the building with the proposed materials, including brick, a variety of cement fiber siding, and the use of trim in colors that accent the building.

Building Design Summary

The design will contain appropriate colors, materials, fenestration and architectural details for the building type and location. Each of these elements will break up the massing of the structure, provide an additional depth of character through shading and relief and provide architectural design interest to the building. Based on the preceding analysis and the suggested conditions of approval, the proposal will integrate well with the other developments that are present within this industrial area and will comply with Boise City Code Section 11-03-04.12.C.7.d.

6. Conclusion and Recommended Conditions

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

Site Specific Conditions

1. Compliance with the plans and specifications submitted to and on file in the Planning and Development Services Department dated received January 9, 2019, except as expressly modified by the following conditions:
 - a. All requirements of CAR19-00006 shall be met.
 - b. A future public worksession shall be held with 50 percent construction drawings showing the continued refinement of the design and construction detailing.
 - c. The windows above the ground floor shall be recessed a minimum of two-inches from the façade.



- d. The roof top mechanical units shall be screened to full height and details shall be submitted to Design Review staff for review.
- e. Increase the width of the tree lawn on Avenue B between the curb and sidewalk to 8-feet in width (inside-of-curb to inside-of-curb).
- f. Increase the width of the sidewalk on Avenue B to a minimum of 6-feet.
- g. Suspended pavement systems are required under the hardscape surface on Avenue A. Coordinate design and soil volumes with Boise Public Works and Community Forestry.
- h. Coordinate with Idaho Power ((208) 388-2323) to ensure the building separation from powerlines is appropriate. Submit written documentation from Idaho Power approving the design prior to the City issuing any building permits.
- i. A photometric plan shall be submitted to Design Review staff for review. Building lighting shall have 100 percent cut-off light fixtures. No dropped light fixtures shall be allowed.
- j. Submit documentation from Boise Community Forestry approving the tree species proposed within the right-of-way.
- k. On-street ADA parking stalls shall be provided on Avenue B per the recommendation from the Accessible Parking Committee dated May 14, 2019. The ADA parking stall on Avenue A cannot be provided due to the restriction of no on-street parking.
- l. Comply with comments from Boise Public Works Solid Waste in the memo dated June 17, 2019 and coordinate design of the trash staging room.
- m. Comply with all requirements of the Idaho Transportation Department in the letter dated January 30, 2019.
- n. Comply with all requirements of the Ada County Highway District (ACHD) in the letter dated June 26, 2019.

Revised plans indicating compliance with the above conditions shall be submitted to Planning Staff for approval prior to application for any construction permits.

Responsible Agencies and Other Boise City Departments



2. A Building Permit approval is contingent upon the determination that the site is in conformance with the Boise City Subdivision Ordinance. Contact the Planning and Development Services Subdivision Section at (208)608-7089 regarding questions pertaining to this condition.
3. The applicant shall comply with the requirements of the Boise City Public Works Department:
 - . Drainage
 - . Sewers
 - . Street Lights
 - . Solid Waste
 - . Pretreatment

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

4. Prior to a Building Permit and prior to any construction on the site, an Erosion and Sediment Control Permit must be obtained from the Building Division of the Planning and Development Services Department.
5. A Building Permit is contingent upon approval from Boise City Community Forestry for tree planting within right-of-ways, per Title 9, Chapter 16, Section 09-16-05.2. Contact Boise City Community Forestry at (208)608-7700 with questions regarding this condition.
6. Comply with the requirements of the Ada County Highway District (ACHD).
7. The applicant shall comply with the Boise City Fire Code.
8. Comply with Irrigation District requirements.

Standard Conditions of Approval

9. The applicant is encouraged to participate in a Transportation Demand Management Program which may include the following measures:
 - a. Designation of an Alternative Transportation Coordinator to promote alternatives to automobile transportation to employees. This should be coordinated with ACHD's Commuteride Program and ValleyRide.
 - b. Secure bicycle parking and storage areas.



- c. Establish employee alternative transportation incentive programs which may include discounted or free transit passes for employees, carpool/vanpool matching services through coordination with ACHD Commuteride, and flexible work hours.
10. All loading activities and site maintenance (with the exception of snow removal) are limited to Mondays through Fridays between the hours of 7:00 a.m. and 10:00 p.m. and Saturdays and Sundays between the hours of 8:00 a.m. and 8:00 p.m.
11. Construction activity on site is restricted to the hours of 6:30 a.m. to 6:00 p.m. Mondays through Fridays and 8:30 a.m. to 6:00 p.m. on Saturdays and Sundays.
12. All landscaping areas shall be provided with an underground irrigation system. Landscaping shall be maintained according to current accepted industry standards to promote good plant health, and any dead or diseased plants shall be replaced. All landscape areas with shrubs shall have an approved mulch such as bark or soil aid.
13. All landscape trees shall be pruned in accordance with the American National Standards Institute's Standard Practices for Tree Care Operations (ANSI A300 - latest edition). No trees on the site shall be topped, headed back, rounded over or otherwise disfigured. Contact Boise City Community Forestry at (208)608-7700 for information regarding tree care operations.
14. An approved protective curbing shall enclose all landscape areas where they are adjacent to parking areas or driveways.
15. Swales/retention/detention areas shall not be located along the streets, unless it can be shown that landscaped berms/shrubs will screen the swales.
16. Vision Triangles as defined under Section 11-012-03 of the Boise City Code shall remain clear of sight obstructions.
17. In compliance with Boise City Code, anyone planting, pruning, removing or trenching/excavating near any tree(s) on ACHD or State right-of-ways must obtain a permit from Boise City Community Forestry at least one (1) week in advance of such work by calling (208)608-7700. Species shall be selected from the Boise City Tree Selection Guide.
18. Existing healthy trees shall be saved where not in conflict with building locations or required driveways as determined by the Boise City Forester and approved by the Design Review staff. Existing grading shall be altered as little as possible, with a minimum compaction of topsoil within the tree dripline area. Soil sterilants shall not be applied near the dripline of these trees. Pervious paving shall be provided within the dripline area, unless otherwise approved by the Boise City Forester and the Design



Review staff, to allow surface air and water penetration to the feeder root zone of trees near paved areas.

19. Deciduous trees shall be not less than 2" to 2½" caliper size at the time of planting, evergreen trees 6' to 8' in height, and shrubs 1 to 5 gallons, as approved by the Design Review staff. All plants are to conform to the American Association of Nurseryman Standards in terms of size and quality.
20. All surface drainage shall be reviewed and approved by ACHD and BCPW. Perimeter grading shall be designed to match the existing grade of the adjoining properties.
21. All parking areas and driveways shall be paved and striped. All accessible spaces and approved compact spaces shall be clearly marked and signed as required. Bicycle parking, as required by Section 11-07-03.3.B of the Boise City Code, shall be provided.
22. All Americans with Disabilities Act (ADA) requirements shall be met.
23. Any outside lighting shall be reflected away from adjacent property and streets. Exterior light fixture details shall be submitted to the Design Review staff for approval prior to issuance of a Building Permit. Impacts on residential areas shall not be permitted.
24. The illumination level of all light fixtures shall not exceed two (2) foot-candles as measured one (1) foot above the ground at property lines shared with residentially zoned or used parcels.
25. Boise City Fire Department requires water mains, fire hydrants and temporary Fire Department access to be installed, inspected and approved by the Fire Department prior to commencement of combustible construction. Note: Temporary water and temporary access during construction may be permitted upon request to, and approval by, the Fire Department.
26. No obstructions (landscaping, signs, fences or other elements) shall encroach upon any required fire access or fire facility.
27. All signs will require approval from the Planning and Development Services Department prior to installation.
28. Trash receptacles and on-grade and rooftop mechanical fixtures and equipment shall be concealed from public view by use of an approved sight-obscuring method. All screening materials shall be compatible with the building materials/design.
29. Utility services shall be installed underground.



30. Rain gutters shall be provided on eaves projecting over pedestrian entries and walkways to protect the occupants from undesirable storm runoff. Through-wall mechanical units shall be architecturally integrated into the building design, as approved by the Design Review staff. Roof vents shall be screened or painted to match the roof color.
31. No trees within street right-of-ways shall be removed or pruned without approval from Boise City Community Forestry in compliance with Boise City Code. No trees within the property, as shown on the plans and approved by the Design Review Committee or the Design Review staff, shall be removed without the approval of the Design Review Committee or the Design Review staff and in compliance with Boise City Code.
32. In the event a tree is removed without prior approval, the tree shall be replaced with a tree with trunk caliper 1.5 times the one removed or with a sufficient number of trees, as approved by the Design Review Committee or the Design Review staff, with a trunk caliper not less than 4" and a total cumulative caliper area equal to 1.5 times the caliper area of the tree(s) removed. Caliper shall be as measured by the American Nurseryman's Association standards. For example, if a 12" caliper tree is removed, it must be replaced with either one 18" caliper tree or three 6" caliper trees or five 4" caliper trees. The replacement requirement may be modified upon a showing made to the Design Review Committee or the Design Review staff of disease or death of the tree which was not caused by neglect.
33. An Occupancy Permit will not be issued by the Planning and Development Services Department until all of these conditions have been met. In the event a condition(s) cannot be met by the desired date of occupancy, the Planning Director will determine whether the condition(s) is bondable or should be completed, and if determined to be bondable, a bond or other surety acceptable to Boise City will be required in the amount of 110% of the value of the condition(s) that is incomplete.
34. No change in the terms and conditions of this approval shall be valid unless in writing and signed by the applicant or his authorized representative and an authorized representative of Boise City. The burden shall be upon the applicant to obtain the written confirmation of any change and not upon Boise City.
35. Any change by the applicant in the planned use of the property, which is the subject of this application, shall require the applicant to comply with all rules, regulations, ordinances, plans, or other regulatory and legal restrictions in force at the time the applicant, or successors of interest, advise Boise City of intent to change the planned use of the property described herein, unless a variance in said requirements or other legal relief is granted pursuant to the law in effect at the time the change in use is sought.





PUBLIC WORKS DEPARTMENT

MAYOR: David H. Bieter | DIRECTOR: Stephan Burgos

CITY OF BOISE

INTER-DEPARTMENT
CORRESPONDENCE

Date: 13 June 2019

To: Planning and Development Services

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

Subject: Street Light Comments
DRH19-00252: 270 E Myrtle St:

Street lights are required. Contact Public Works for required facilities and location prior to submission of a building permit. (Final approved plans must accompany submitted building plans at time of permitting.)

Street lights are required at the following locations:

1. Myrtle St

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

1. Avenue A
2. Avenue B
3. Myrtle St

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

Per Idaho Power requirements the lights along the following street frontages must be installed on a metered service. Meter service cabinet location to be in the right-of-way or in a developer designated City Streetlight Easement. They shall meet the requirements of the Idaho Standards for Public Works Construction, Standard Drawings, and the Boise City Standard Revisions for ISPWC Division 1102 Street Lights. See Street Light approved fixtures and materials on the City of Boise web page.

1. Avenue A
2. Avenue B
3. Myrtle St

New Street Light installations shall conform to the current version of the Boise Standard Revisions, Idaho Standards for Public Works Construction (ISPWC) using approved LED fixtures. See Street Light approved fixtures and materials on the City of Boise web page.

Developer shall not connect, or allow any subcontractor to connect any irrigation timers, decorative lighting, entrance lighting, outlets or other electrical devices to any street lighting circuits. Any and all irrigation timers, decorative lighting, entrance lighting, outlets or other electrical devices shall be connected directly to Idaho Power at an Idaho Power approved location.

If you have further questions, please contact Tom Marshall at 208-608-7526



Tom Marshall
Street Light Program Technician
Public Works Engineering
Office: (208)608-7526
tommarshall@cityofboise.org

Making Boise the most livable city in the country.



I:\PWA\Subjects\Review Comments\CUs\ SL01_SL02_template 2019 with letterhead\Revised_02_22_2019.docx





PUBLIC WORKS DEPARTMENT

MAYOR: David H. Bieter | DIRECTOR: Stephan Burgos

MEMO

TO: Planning and Development Services

FROM: Peter McCullough
Materials Management Programs Manager
Public Works Department

DATE: 6/17/2019

RE: Solid Waste Comments – DRH19-00252, 270 E. Myrtle St. (CBG- Apartments)

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

- A designated area used to stage the solid waste containers for collection must be provided and indicated on the plans.
- Please ensure that the area is of adequate size for the number of containers and is accessible to collection vehicles of up to 38' in length and 15' high.

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

<http://curbit.cityofboise.org/media/1314/commercialenclosurerequirements.pdf>

Please contact me with any questions at 208-608-7509 or pmccullough@cityofboise.org.



PLANNING AND DEVELOPMENT SERVICES

MAYOR: David H. Bieter | INTERIM DIRECTOR: Jason Blais

MEMO

TO: Josh Wilson

FROM: Erika Akin, PDS Fire Plan Review

DATE: 6/21/2019

RE: Design Review Application-DRH19-00252, Construct a seven-story mixed-use building with 258 residential units, ground floor commercial, and a parking garage at 270 E Myrtle.

This is a design review application for new mixed-use development of approximately 370,000 square feet and site improvements.

PDS Fire Plan Review has reviewed this application subject to compliance with all the following code requirements and conditions of approval. Any deviation from this plan is subject to review and approval. Please note that unless stated otherwise, this memo represents that the requirements of the International Fire Code (IFC) as adopted and amended by city code.

Comments:

1. Fire apparatus access roads shall extend to within 150 feet of all portions of the exterior walls of the first story of a building measured by an approved route around the exterior of the building or facility. (IFC 503.1.1)
2. Fire hydrants, capable of producing the required fire flow, shall be located so that no part of the structure is more than 400-feet from the hydrant. (IFC 507.3, IFC B105.2, IFC C105)
3. Where the vertical distance between the grade plane and the highest roof surface exceeds 30 feet, approved aerial fire apparatus access roads shall be provided. Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet, exclusive of shoulders, in the immediate vicinity of the building or portion thereof. At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet and a maximum of 30 feet from the building and shall be positioned parallel to one entire side of the building. Overhead utility and power lines shall not be located over the aerial fire apparatus access road or between the aerial fire apparatus road and the building. (IFC appendix D105)
4. Buildings equipped with a standpipe system installed in accordance with IFC Section 905 shall have a fire hydrant within 100 feet of the fire department connections. (IFC 507.5.1.1)
5. The Fire Department connection (FDC) and associated outside alarm for a sprinkler or standpipe system shall be installed within one hundred feet (100') of

an approved Fire Department vehicle access lane and within three hundred feet (300') of Fire Department vehicle access distance of a fire hydrant. (City Code)

General Requirements:

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

Regards,

Erika Akin
PDS Fire Plan Review
eakin@cityofboise.org
208-608-7111



Brent Moore

From: Zach Piepmeyer
Sent: Tuesday, May 14, 2019 12:43 PM
To: Brent Moore; Tyler Johnson
Subject: 270 E Myrtle (CAR19-00006) - Accessible Parking Committee Recommendation
Attachments: ADA_2011 Draft PROWAG_Wide Sidewalk ADA Parking.docx

Brent/Tyler,

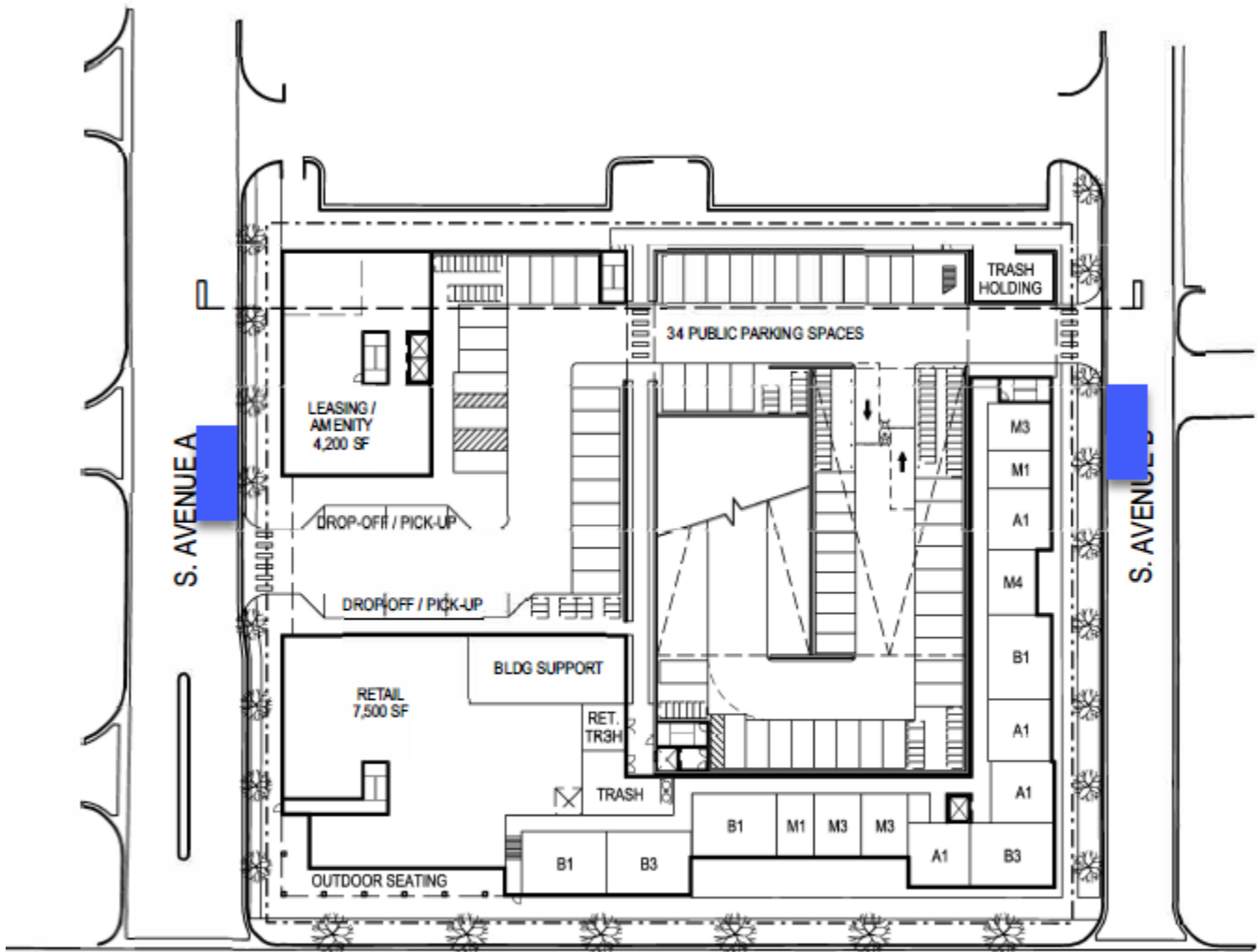
As outlined in BCC 02-25-04 (A & D), the City's Accessible Parking Committee is recommending a body to Parking Services and PDS.

On May 10, the Accessible Parking Committee recommended two future on-street accessible parking spaces be implemented as shown in the graphic below (i.e. southernmost parking stall where parking is allowed on Ave A as well as the stall immediately south of the proposed driveway on Ave B adjacent to 270 E Myrtle). Parking is currently restricted in both areas, but we anticipate that on-street parking could be allowed with ACHD approval. The Committee requested that the stalls be designed to meet PROWAG standards (attached) if the conditions identified in PROWAG R309 are met and if on-street parking is allowed and regulated in the future.

Realizing that this type of design information is typically not provided for re-zone applications, the Committee agreed that this information would be beneficial for the developer to have as they prepare a site design (and assuming Parking Services and Current Planning agree with the recommendation).

Please let me know if you have questions.

Thanks,
Zach



MYRTLE STREET

FIRST FLOOR PLAN (PODIUM)



Zach Piepmeyer, P.E.
 Associate Transportation Planner
 Planning and Development Services
 Office: 208.608.7096
zpiepmeyer@cityofboise.org

150 N. Capitol Blvd
 P.O. Box 500
 Boise, ID 83701

Making Boise the most livable city in the country.

2011 DRAFT PROWAG

Wide Sidewalk ADA Parking Stall Requirements

R309.2.1 Wide Sidewalks. Where the width of the adjacent sidewalk or available right-of-way exceeds 4.3 m (14.0 ft), an access aisle 1.5 m (5.0 ft) wide minimum shall be provided at street level the full length of the parking space and shall connect to a pedestrian access route. The access aisle shall comply with R302.7 and shall not encroach on the vehicular travel lane.

Advisory R309.2.1 Wide Sidewalks. Vehicles may park at the curb or at the parking lane boundary and use the space required by R309.2.1 on either the driver or passenger side of the vehicle to serve as the access aisle.

Public Rights-of-Way Accessibility Guidelines

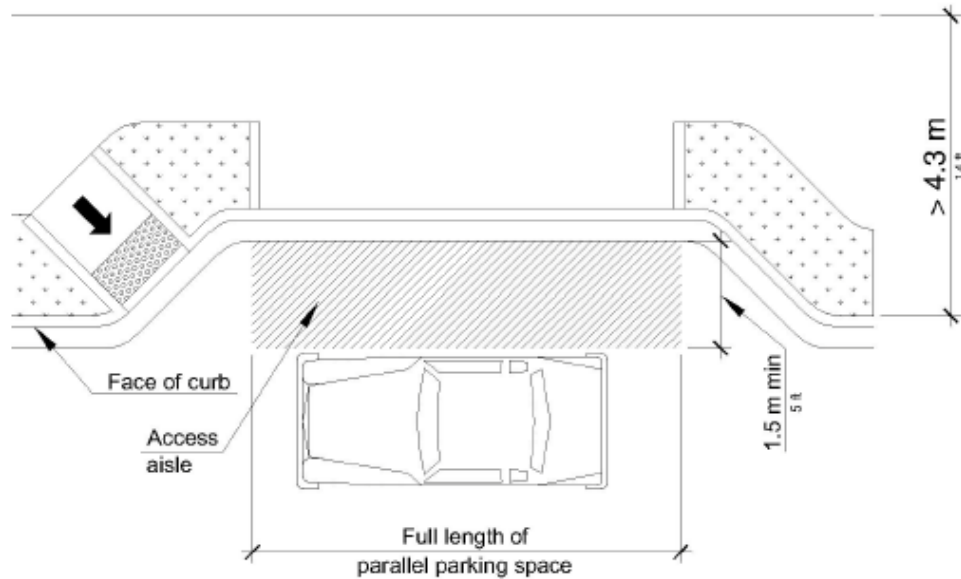


Figure R309.2.1
Wide Sidewalks

R309.2.1.1 Alterations. In alterations where the street or sidewalk adjacent to the parking spaces is not altered, an access aisle shall not be required provided the parking spaces are located at the end of the block face.

R309.2.2 Narrow Sidewalks. An access aisle is not required where the width of the adjacent sidewalk or the available right-of-way is less than or equal to 4.3 m (14.0 ft). When an access aisle is not provided, the parking spaces shall be located at the end of the block face.

Advisory R309.2.2 Narrow Sidewalks. Vehicle lifts or ramps can be deployed on a 2.4 m (8.0 ft) sidewalk if there are no obstructions.

CITY OF BOISE

INTER-DEPARTMENT CORRESPONDENCE

Date: 6/14/2019

To: Planning and Development Services

From: Terry Alber, Pretreatment Coordinator
Public Works

Subject: DRH19-00252; 270 E MYRTLE ST 83702; Pretreatment Comments

	All food service operations require “suitable and adequate” grease abatement equipment and must follow established Fat/Oil & Grease Best Management Practices.
	Covered Parking Garages – All water from non-atmospheric sources (i.e., transported on vehicles) or indirect atmospheric sources (i.e., blown through openings and windows) that flows through covered parking garages or commercial structures may go to the sanitary sewer disposal system through an approved sand/oil/grease interceptor. Sewer connection fees and monthly service fees apply. Garages with parking floors at or below the 100 year flood plain elevation are subject to specific sewer connection requirements; contact the Public Works Engineering for specific requirements. If there is no feasible alternative for disposal of water from internal parking garages via the sanitary sewer then this water may be allowed into a storm sewer system. Adequate treatment prior to storm water discharge and proper disposal of waste and wash water will still be required to comply with the City’s Storm Water Discharge Ordinance.
	Shell and Core Projects - Applicant/Builder shall provide segregated grease line for all tenant spaces with any potential to house food service facilities. More than one outside grease interceptor unit may be required.

For more information, or if you have any questions please contact Terry Alber, 208-608-7523 or email at talber@cityofboise.org.

Conditional Use Design Review Application
SAR095 (Boise)
6.4

CITY OF BOISE

INTER-DEPARTMENT CORRESPONDENCE

Date:6/13/2019

To: Planning and Development Services

From: Brian Murphy, Drainage Coordinator
Public Works

SubjectDRH19-00252; 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.



Rebecca W. Arnold, President
Mary May, 1st Vice-President
Sara M. Baker, 2nd Vice-President
Jim D. Hansen, Commissioner
Kent Goldthorpe, Commissioner

June 26, 2019

To: Mitchell Korte, via email
CDG Acquisitions, LLC
7711 Bonhomme Ave, Ste 625
St. Louis, MO 63105

Subject: BOI19-0098/ DRH19-00252
204 & 270 E. Myrtle Street
Boise Myrtle Apartments

The applicant is requesting design review approval to construct a 369,467 sf mixed-use development with commercial, residential units, and a parking garage structure located on 1.8 acres.

A. Findings of Fact

1. State Highway SH-44 /Myrtle Street

SH-44/Myrtle Street is under the jurisdiction of the Idaho Transportation Department (ITD). The applicant, City of Boise, and ITD should work together to determine if additional right-of-way or improvements are necessary on SH-44/Myrtle Street.

2. Avenue A

- a. **Existing Conditions:** Avenue A is improved with 2-travel lanes, 40-feet of pavement, a median on Avenue A at the Myrtle Street intersection, vertical curb, gutter, and 5-foot wide sidewalk abutting the site. There is 80-feet of right-of-way for Avenue A (30-feet from centerline).

There are 3 existing driveways onto Avenue A from the site.

b. Policy

Street Section and Right-of-Way Policy: District Policy 7208.5 states that right-of-way widths for new commercial streets shall typically be 50 and 70-feet wide and that the standard street section will vary depending on the need for a center turn lane, bike lanes, volumes, percentage of truck traffic, and/or on-street parking.

- A 36-foot street section (back-of-curb to back-of-curb) will typically accommodate two travel lanes and on-street parking.
- A 40-foot street section (back-of-curb to back-of-curb) will typically accommodate two travel lanes and a center turn lane.
- A 46-foot street section (back-of-curb to back-of-curb) will typically accommodate two travel lanes and a center turn lane and bike lanes.

Sidewalk Policy: District Policy 7208.5.6 requires a concrete sidewalks at least 5-feet wide to be constructed on both sides of all commercial streets. If a separated sidewalk is proposed, a parkway strip at least 6-feet wide between the back-of-curb and street edge of the sidewalk is required to provide increased safety and

protection of pedestrians. Consult the District's planter width policy if trees are to be placed within the parkway strip.

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

Driveway Location Policy: District policy 7208.4.1 requires driveways near intersections to be located a minimum of 75-feet (measured centerline-to-centerline) from the nearest local street intersection, and 150-feet from the nearest collector/arterial or arterial street intersection.

Successive Driveways: District Policy 7208.4.1 states that successive driveways away from an intersection shall have no minimum spacing requirements for access points along a local street, but the District does encourage shared access points where appropriate.

Driveway Width Policy: District policy 7208.4.3 restricts commercial driveways to a maximum width of 40-feet. Most commercial driveways will be constructed as curb-cut type facilities.

Driveway Paving Policy: Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7208.4.3, the applicant should be required to pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of the roadway.

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

- c. **Applicant's Proposal:** The applicant is proposing to close the 3 existing driveways onto Avenue A with curb, gutter and sidewalk and construct a curb return type driveway located approximately 175-feet north of Myrtle Street..
- d. **Staff Comments/Recommendations:** Avenue A is fully improved; therefore no additional right-of-way or street improvements are required as part of this application.

The applicant's proposal to close the 3 existing driveways with curb, gutter and sidewalk and construct a curb return type driveway onto Avenue A located approximately 175-feet north of Myrtle Street meets District policy and should be approved. The driveways should be closed with the construction of curb, gutter, and sidewalk to match the improvements on either side.

The applicant should install "No Parking" signs on Avenue A abutting the site.

Consistent with District Minor Improvements policy, the applicant should repair or replace any damaged or deficient improvements along Avenue A abutting the site.

3. Avenue B

a. **Existing Conditions:** Avenue B is improved with 2-travel lanes, 25-feet of pavement, vertical curb, gutter, and 5-foot wide detached sidewalk abutting the site. There is 80-feet of right-of-way for Avenue B (30-feet from centerline). Avenue B is signed for “No Parking” on the both sides of the street.

b. **Policy:**

Reduced Urban Local Street—27-foot Street Section and Right-of-Way Policy:

District Policy 7207.5.2 states that the width of a reduced urban local street shall be 27-feet (back-of-curb to back-of-curb) with curb, gutter, and minimum 5-foot concrete sidewalks on both sides and shall typically be within 41-feet of right-of-way. Unless approved in writing by the land use agency, this street section is not allowed by the City of Kuna and City of Star. In some cases this street width may not accommodate new utilities. A 29-foot street section within 43-feet of right-of-way may be constructed in lieu of a 27-foot street section if the applicant demonstrates that the additional roadway width is necessary to extend the utilities. Although some parking is allowed by the following subsections, the District will further restrict parking on a reduced width street if curves or other physical features cause problems, if actual emergency response experience indicates that emergency vehicles may not be able to provide service, or if other safety concerns arise. One of the following three sets of design conditions shall apply.

Design Condition #1: Parking is allowed on one side of a reduced width street when all of the following criteria are met:

- The street is in a residential area.
- The developer shall provide written approval from the appropriate fire department or emergency response unit in the jurisdiction.
- The developer shall install —NO PARKING signs on one side of the street, as specified by the District and as specified by the appropriate fire department.
- This street section shall include curb, gutter, and minimum 5-foot wide concrete sidewalks on both sides and shall typically be constructed within 41-feet of right-of-way.
- Traffic volumes on the street shall not exceed 1,000 vehicle trips per day. There shall be no possibility that another street may be connected to it in a manner that would allow more than 1,000 vehicle trips per day.

Design Condition #2: Parking is allowed on both sides of a reduced width street when the street layout has the qualities of a road grid system. This provides fire trucks and other emergency vehicles alternate routes of access since the ability to pass another vehicle may be compromised by placement of parked vehicles on both sides of the street. The following criteria shall be met:

- The street is in a residential area.
- The developer shall provide written approval from the appropriate fire department or emergency response unit in the jurisdiction.
- The block length of the street shall not exceed 500-feet, measured between centerlines.
- Traffic volumes on the street are not forecast to exceed 400 vehicle trips per day.
- A minimum of two street connections shall be provided to each end of the street with the reduced width. The two connecting streets shall each connect to the larger street system to provide the intended alternate routes

of access. A street system that has one street connection to the larger street network on one end and a loop/circle street on the other end with no outlet shall not be approved.

- This street section shall include curb, gutter, and minimum 5-foot wide concrete sidewalks on both sides and shall typically be constructed within 41-feet of right-of-way.

Design Condition #3: Parking is allowed on both sides of a reduced width residential street with passing pockets that are created when two driveways are constructed near the same property line, where a 50-foot segment will not have on-street parking on the side of the street with the driveways. This provides fire trucks and other vehicles areas to move to the side of the street to allow another vehicle to pass when vehicles are parked on the street. Parking is allowed on both sides of a reduced width street when the following criteria are met:

- The street is in a residential area.
- The developer shall provide written approval from the appropriate fire department or emergency response unit in the jurisdiction.
- Driveway locations are predetermined with curb cuts for the driveways to be installed when the street is constructed. The curb cuts shall be 20-foot wide. Each lot on the street will be —pairedll with an adjacent lot. If there are an odd number of lots, one lot at either end of the street will not be —paired. Each pair of lots shall locate its driveway 5-feet from the shared lot line of the pair.
- This street section shall include curb, gutter, and minimum 5-foot wide concrete sidewalks on both sides and shall typically be constructed within 41-feet of right-of-way.
- The lots cannot abut an alley.
- Traffic volumes on the street are not forecast to exceed 400 vehicle trips per day.

c. Applicant's Proposal: The applicant is proposing to construct a driveway onto Avenue B located near the north property line.

d. Staff Comments/Recommendations: Avenue B is fully improved; therefore no additional right-of-way or street improvements are required as part of this application.

The applicant's proposal to construct a driveway onto Avenue B located near the north property line meets District policy and should be approved as proposed.

Consistent with District Minor Improvements policy, the applicant should repair or replace any damaged or deficient improvements along Avenue B abutting the site.

B. Site Specific Conditions of Approval

1. SH-44/Myrtle Street is under the jurisdiction of the Idaho Transportation Department (ITD). The applicant, City of Boise, and ITD should work together to determine if additional right-of-way or improvements are necessary on SH-44/Myrtle Street.
2. Close the 3 existing driveways onto Avenue A with the construction of curb, gutter, and sidewalk to match the improvements on either side.
3. Construct a curb return type driveway onto Avenue A located approximately 175-feet north of Myrtle Street.

4. Install “No Parking” signs on Avenue A abutting the site.
5. Construct a curb return type driveway onto Avenue B located near the north property line.
6. Repair or replace any damaged or deficient improvements along Avenue A and Avenue B abutting the site.
7. A Traffic Impact Fee will be assessed by ACHD and will be due prior to issuance of a building permit. Please contact the ACHD Planner (see below) for information regarding impact fees.
8. Submit civil plans to ACHD Development Services for review and approval. The impact fee assessment will not be released until the civil plans are approved by ACHD.
9. Comply with the Standard Conditions of Approval as noted below.

C. Traffic Information

Below is list of land uses and estimated trip generation rates for uses that may be included within the site. Trip generation rates are based on the Institute of Transportation Engineers Trip Generation Manual, 10th edition.

Use	Avg. Daily Trips	Avg. PM Peak Hour
Multi-Family Housing (Mid-Rise)	5.44	0.44
Mid-Rise Residential w/1 st Floor Commercial	3.44	0.36
Variety Store (per 1,000 sf)	63.47	6.84
General Office (per 1,000 sf)	9.74	1.15
High-Turnover (Sit Down) Restaurant (per 1,000 sf)	112.18	9.77

Condition of Area Roadways: *Traffic Count is based on Vehicles per hour (VPH)*

Roadway	Frontage	Functional Classification	PM Peak Hour Traffic Count
**State Highway 20/26/44 Myrtle Street	300-feet	Principal Arterial	1,941
State Highway 20/26/44 Front Street	0-feet	Principal Arterial	1,935
Avenue A	258-feet	Local	209
Avenue B	258-feet	Local	N/A

** ACHD does not set level of service thresholds for State Highways.

Average Daily Traffic Count (VDT): *Average daily traffic counts are based on ACHD’s most current traffic counts*

- The average daily traffic count for SH-20/26/44 (Myrtle Street) east of 6th Street was 27,490 on March 7, 2018.
- The average daily traffic count for SH-20/26/44 (Front Street) east of 6th Street was 24,395 on January 31, 2019.

- The average daily traffic count for Avenue A south of Front Street was 4,239 on September 19, 2018.
- There are no current traffic counts for Avenue B.

D. Attachments

1. Vicinity Map
2. Site Plan
3. Standard Conditions of Approval
4. Appeal Guidelines

If you have any questions, please feel free to contact me at (208) 387-6218.

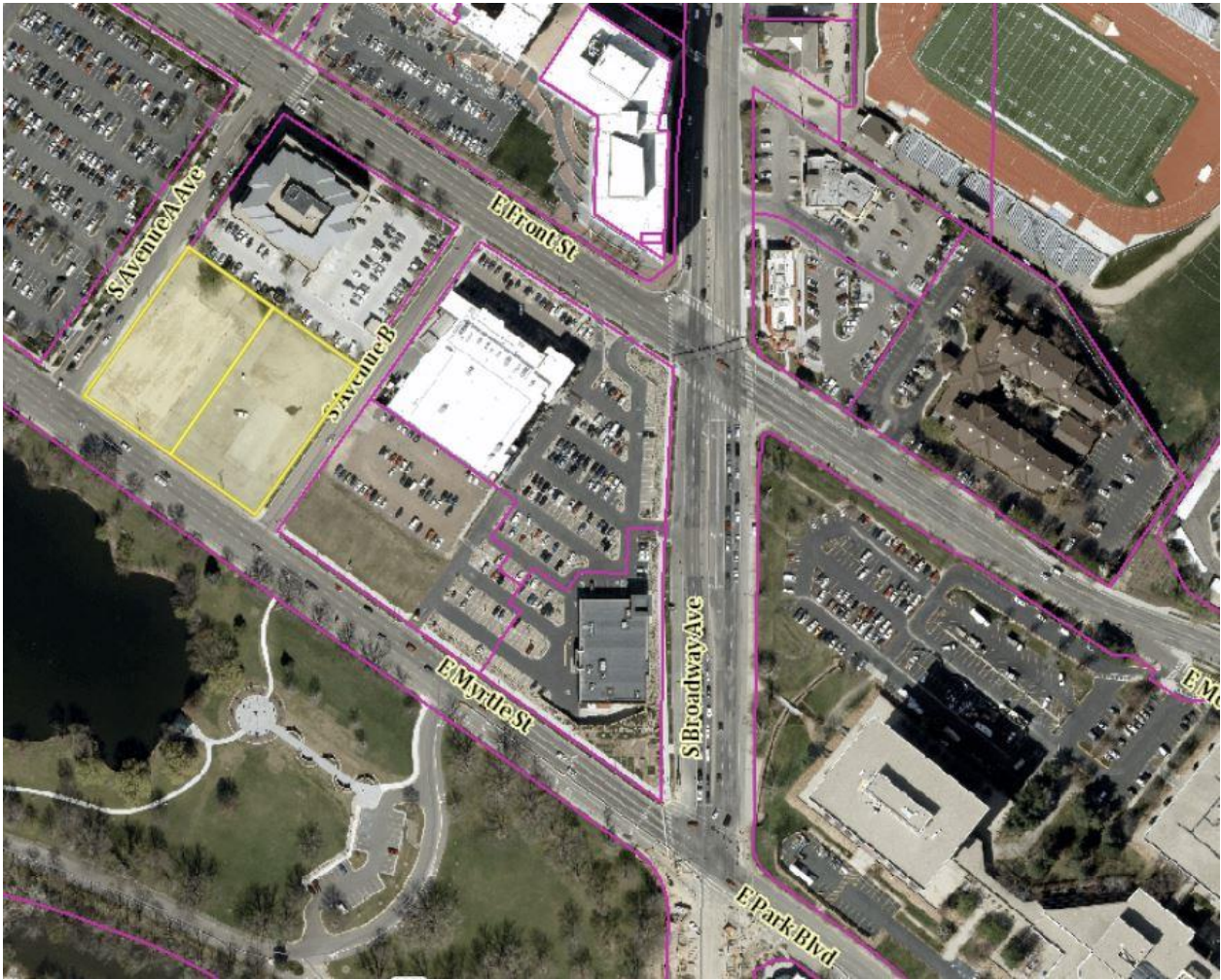
Sincerely,



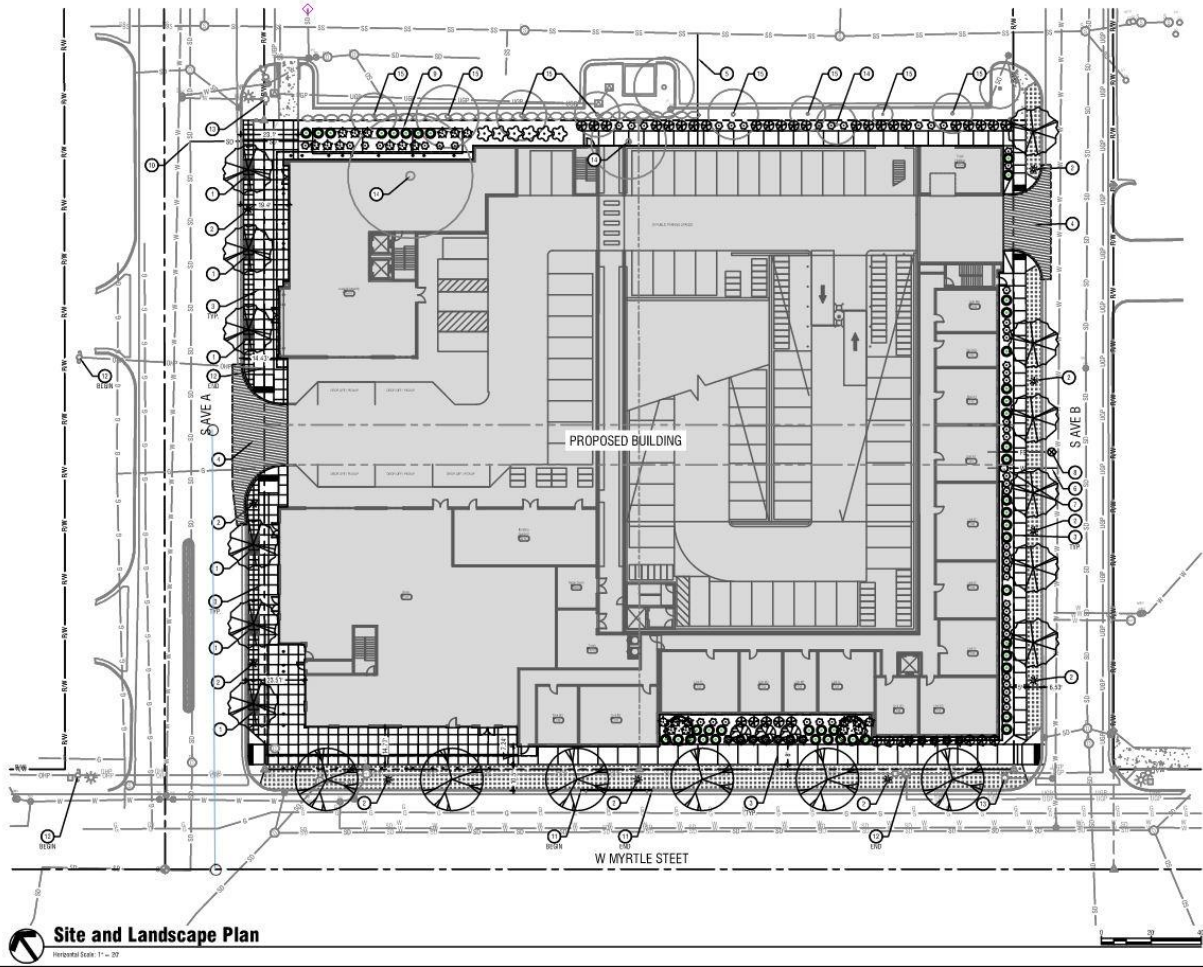
Dawn Battles
Planner
Development Services

cc: City of Boise (Josh Wilson), via email
Winco Foods (Ronald Schrieber II), via email
The Land Group (Tamara Thompson), via email

VICINITY MAP



SITE PLAN



Standard Conditions of Approval

1. All proposed irrigation facilities shall be located outside of the ACHD right-of-way (including all easements). Any existing irrigation facilities shall be relocated outside of the ACHD right-of-way (including all easements).
2. Private Utilities including sewer or water systems are prohibited from being located within the ACHD right-of-way.
3. In accordance with District policy, 7203.6, the applicant may be required to update any existing non-compliant pedestrian improvements abutting the site to meet current Americans with Disabilities Act (ADA) requirements. The applicant's engineer should provide documentation of ADA compliance to District Development Review staff for review.
4. Replace any existing damaged curb, gutter and sidewalk and any that may be damaged during the construction of the proposed development. Contact Construction Services at 387-6280 (with file number) for details.
5. A license agreement and compliance with the District's Tree Planter policy is required for all landscaping proposed within ACHD right-of-way or easement areas.
6. All utility relocation costs associated with improving street frontages abutting the site shall be borne by the developer.
7. It is the responsibility of the applicant to verify all existing utilities within the right-of-way. The applicant at no cost to ACHD shall repair existing utilities damaged by the applicant. The applicant shall be required to call DIGLINE (1-811-342-1585) at least two full business days prior to breaking ground within ACHD right-of-way. The applicant shall contact ACHD Traffic Operations 387-6190 in the event any ACHD conduits (spare or filled) are compromised during any phase of construction.
8. Utility street cuts in pavement less than five years old are not allowed unless approved in writing by the District. Contact the District's Utility Coordinator at 387-6258 (with file numbers) for details.
9. All design and construction shall be in accordance with the ACHD Policy Manual, ISPWC Standards and approved supplements, Construction Services procedures and all applicable ACHD Standards unless specifically waived herein. An engineer registered in the State of Idaho shall prepare and certify all improvement plans.
10. Construction, use and property development shall be in conformance with all applicable requirements of ACHD prior to District approval for occupancy.
11. No change in the terms and conditions of this approval shall be valid unless they are in writing and signed by the applicant or the applicant's authorized representative and an authorized representative of ACHD. The burden shall be upon the applicant to obtain written confirmation of any change from ACHD.
12. If the site plan or use should change in the future, ACHD Planning Review will review the site plan and may require additional improvements to the transportation system at that time. Any change in the planned use of the property which is the subject of this application, shall require the applicant to comply with ACHD Policy and Standard Conditions of Approval in place at that time unless a waiver/variance of the requirements or other legal relief is granted by the ACHD Commission.

Request for Appeal of Staff Decision

1. **Appeal of Staff Decision:** The Commission shall hear and decide appeals by an applicant of the final decision made by the Development Services Manager when it is alleged that the Development Services Manager did not properly apply this section 7101.6, did not consider all of the relevant facts presented, made an error of fact or law, abused discretion or acted arbitrarily and capriciously in the interpretation or enforcement of the ACHD Policy Manual.
 - a. **Filing Fee:** The Commission may, from time to time, set reasonable fees to be charged the applicant for the processing of appeals, to cover administrative costs.
 - b. **Initiation:** An appeal is initiated by the filing of a written notice of appeal with the Secretary and Clerk of the District, which must be filed within ten (10) working days from the date of the decision that is the subject of the appeal. The notice of appeal shall refer to the decision being appealed, identify the appellant by name, address and telephone number and state the grounds for the appeal. The grounds shall include a written summary of the provisions of the policy relevant to the appeal and/or the facts and law relied upon and shall include a written argument in support of the appeal. The Commission shall not consider a notice of appeal that does not comply with the provisions of this subsection.
 - c. **Time to Reply:** The Development Services Manager shall have ten (10) working days from the date of the filing of the notice of appeal to reply to the notice of the appeal, and may during such time meet with the appellant to discuss the matter, and may also consider and/or modify the decision that is being appealed. A copy of the reply and any modifications to the decision being appealed will be provided to the appellant prior to the Commission hearing on the appeal.
 - d. **Notice of Hearing:** Unless otherwise agreed to by the appellant, the hearing of the appeal will be noticed and scheduled on the Commission agenda at a regular meeting to be held within thirty (30) days following the delivery to the appellant of the Development Services Manager's reply to the notice of appeal. A copy of the decision being appealed, the notice of appeal and the reply shall be delivered to the Commission at least one (1) week prior to the hearing.
 - e. **Action by Commission:** Following the hearing, the Commission shall either affirm or reverse, in whole or part, or otherwise modify, amend or supplement the decision being appealed, as such action is adequately supported by the law and evidence presented at the hearing.

CITY OF BOISE

INTER-DEPARTMENT
CORRESPONDENCE

Date: June 13, 2019

To: Planning and Development Services

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

Subject: DRH19-00252;270 E. Myrtle Street; Sewer Comments

Connection to central sewer is required. Sanitary sewers are available in Avenue A and Avenue B.

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

If you have any further questions, please contact Mike Sheppard at 608-7504.



**Your Safety • Your Mobility
Your Economic Opportunity**

IDAHO TRANSPORTATION DEPARTMENT

P.O. Box 8028 • Boise, ID 83707-2028
(208) 334-8300 • itd.idaho.gov

June 14, 2019

Sonia Daleiden
Kittelson & Associates
101 South Capitol Blvd, Suite 301
Boise, ID 83702

VIA EMAIL

RE: Boise/Myrtle Mixed-Use Development – ITD Traffic Impact Study Acceptance Letter

Dear Ms. Daliedan,

The Idaho Transportation Department (ITD) has reviewed the Boise/Myrtle Mixed-Use Development Traffic Impact Study (TIS) dated May 2019. The development is located north of Myrtle Street between Avenue A and Avenue B in downtown Boise. The proposed development is not asking for direct access to the State Highway System.

This letter acknowledges ITD's acceptance of the Boise/Myrtle Mixed-Use Development TIS. ITD has determined that no improvements to Front Street or Myrtle Street are required as long as the development does not alter from what is proposed in the TIS.

Maintaining safety and mobility for Idaho's motorists is of the utmost importance to ITD. Please let me know if you have any questions. I can be reached at erika.bowen@itd.idaho.gov or 208-265-4312 extension #7.

Sincerely,

Erika R. Bowen, P.E.
ITD – District 3
Traffic Technical Engineer

cc.

Mindy Wallace – ACHD



**Your Safety • Your Mobility
Your Economic Opportunity**

IDAHO TRANSPORTATION DEPARTMENT
P.O. Box 8028 • Boise, ID 83707-2028
(208) 334-8300 • itd.idaho.gov

July 1, 2019

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

VIA EMAIL

Development Application	DRH19-00252
Project Name	BOISE MYRTLE APARTMENTS
Project Location	270 East Myrtle Street, north of US-20/26 milepost 48.97
Project Description	Construct a mixed use project that will include 258 residential units, retail, and a parking garage for City employees and residents.
Applicant	Tamara Thompson

The Idaho Transportation Department (ITD) reviewed the referenced design review application and has the following comments:

1. This project abuts the State highway system.
 2. No additional access to the State highway system is requested with this application and none is approved.
 3. ITD has received, reviewed, and accepted a Traffic Impact Study for the Boise Myrtle Apartments. After reviewing the analysis provided, ITD has determined that no improvements to Front Street or Myrtle Street are required as long as the development does not deviate from what was proposed in the TIS.
 4. Installation of any landscaping within ITD right-of-way will need to be addressed by ITD permit and meet the requirements of IDAPA 39.03.42 and the 2015 City of Boise Cooperative Maintenance Agreement (identified by the City of Boise as RES-435-15). Provisions shall be established for the responsibility of future maintenance of any landscaping within ITD Right-of-Way.
 5. Idaho Code 40-1910 does not allow advertising within the right-of-way of any State highway.
-



**Your Safety • Your Mobility
Your Economic Opportunity**

IDAHO TRANSPORTATION DEPARTMENT

P.O. Box 8028 • Boise, ID 83707-2028

(208) 334-8300 • itd.idaho.gov

6. The Idaho Administrative Procedures Act (IDAPA) 39.03.60 governs advertising along the State highway system. The applicant may contact Justin Pond, Right-of-Way Section Program Manager, at (208) 334-8832 for more information.
7. Provided the applicant obtain the appropriate ITD permits prior to working in the right of way, ITD does not object to the construction of a mixed-use project consisting of 228 residential units, retail and a parking garage as presented in the application.

If you have any questions, you may contact Ken Couch at (208) 332-7190 or me at (208) 334-8338.

Sincerely,

A handwritten signature in blue ink that reads 'Sarah Arjona'.

Sarah Arjona
Development Services Coordinator
Sarah.Arjona@itd.idaho.gov

