



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

6

CUP12-00046 / Boise State Alumni Association

Summary

Conditional use permit for an approximately 46,000 square foot alumni center to be located on 2.4 acres at 1173 W. University Drive in a U (University) and the R-2 (Combined Residential) zone. A general exception to apply the standards of the U zone to a parcel zoned R-2, and a variance for parking within the streetside setbacks along Denver Avenue and Belmont Street.

Prepared By

Joshua Johnson, Planning Analyst

Recommendation

Staff recommends **conditional approval** of CUP12-00046.

Reason for the Decision

Conditional Use Permit

The project is compatible with surrounding uses as the property is already home to the existing alumni center. No public agencies have commented that the project should be denied and their suggested conditions do not significantly alter the project. ACHD's report states surrounding streets have the capacity to handle traffic from this development. The project meets setback and parking requirements with the attached variances. Adverse impacts are not expected as it will be used as office space a majority of the time. The proposed use is supported by the general goals, objectives and policies of the Comprehensive Plan. The site is designated BSU Master Plan on the land use map. It shows that an alumni center is planned at this location.

Variances

The granting of the variance will not be in conflict with the spirit and intent of the Comprehensive Plan and will not affect a change in zoning. The variances are for parking and do not create any conflicts related to noise or hours of operation. This is in conformance with *Culture, Education, Arts, and History Policy 9.3* that advocates for developments along the campus boundary to provide an appropriate transition of land uses. There is an unusual circumstance related to the distance between the property line and the curb. There is a large amount of unused right-of-way that provides additional buffering for parking. There is also a hardship related to the intended use of the facility as an alumni center where a large amount of onsite parking is desirable. The variance will not be materially detrimental to public health, safety or welfare and will not be injurious to surrounding property owners.

CUP12-00046
1" : 300'



E PARK B

S BERGUSON ST

BOISE RIVER

R-3D

S LEADVILLE AVE

R-2

W BEACON ST

R-3D

A-1

BOISE STATE
UNIVERSITY CAMPUS

U

W UNIVERSITY DR

S MICHIGAN AVE

W BELMONT ST

S MANTOU AVE

R-2

R-2

S GRANT AVE

R-2

R-2

S DENVER AVE

R-3D

C-2D

S BROADWAY AVE

W BELMONT ST

L-OD

R-3D

R-3D

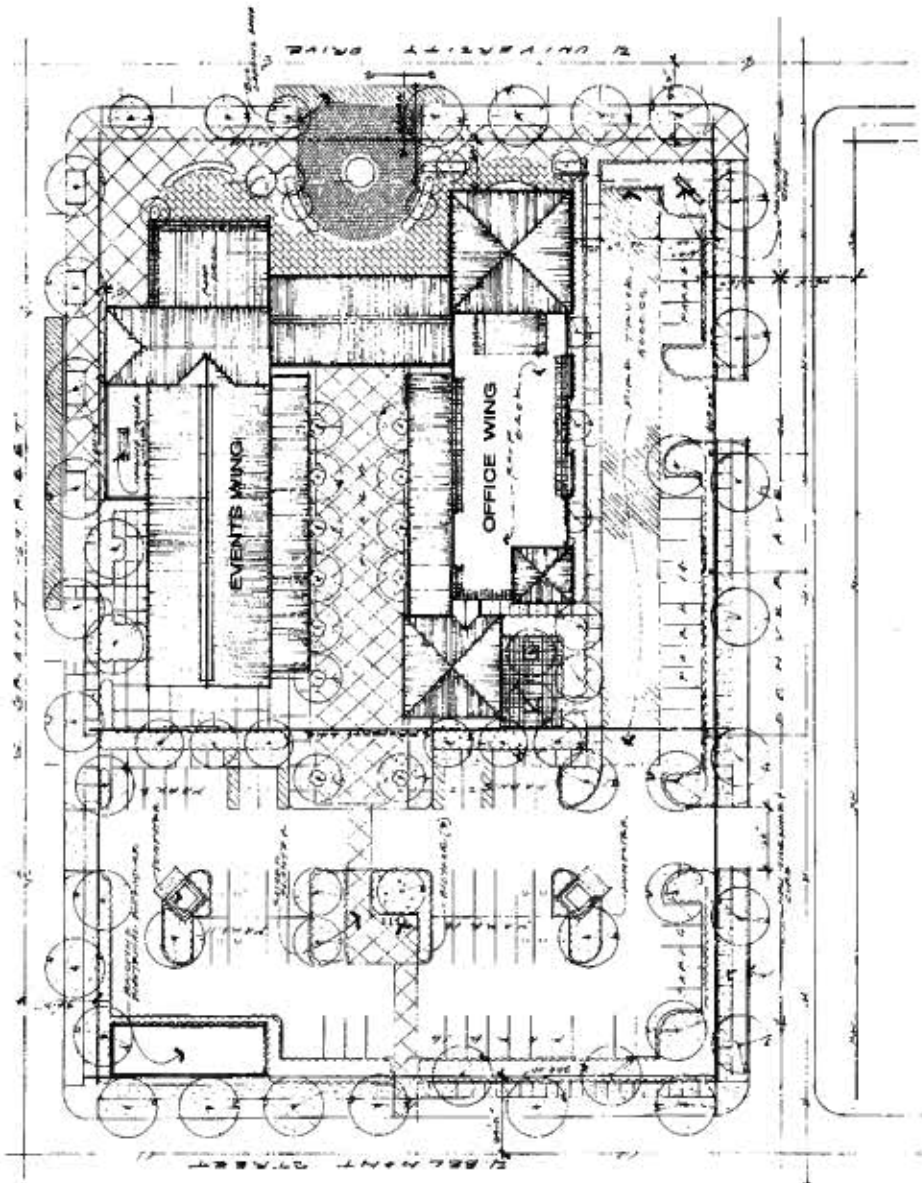
R-2D

W BEACON ST

CONDUC

KEYNOTES

GENERAL NOTES



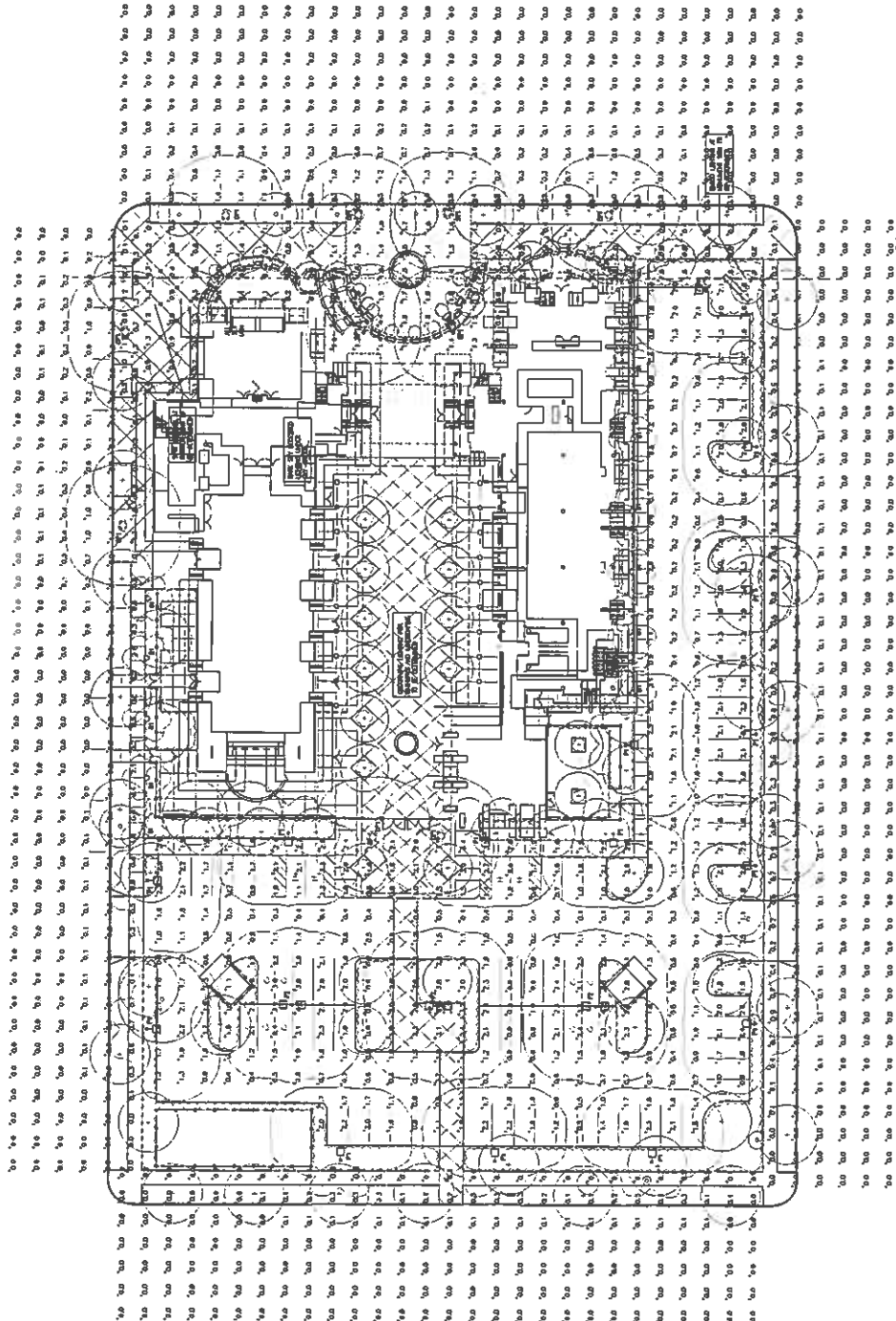
E1 SITE PLAN

KEYNOTES

STATISTICS	Description	Symbol	Area	Per	Per/100	Per/1000
From Computer	1.00	48.00	0.1%	48.00	10.00	10.00
From Light	1.00	4.30	0.1%	4.30	1.00	1.00
From Light	1.00	0.10	0.00%	0.10	0.00	0.00
From Light	1.00	1.70	0.00%	1.70	0.00	0.00
From Light	1.00	0.10	0.00%	0.10	0.00	0.00
From Light	1.00	0.00%	0.00%	0.00%	0.00%	0.00%

LUMINAIRE SCHEDULE		Quantity	Manufacturer	Model	Notes
1	RECESSED CAN	100	OSRAM	100	100
2	RECESSED CAN	100	OSRAM	100	100
3	RECESSED CAN	100	OSRAM	100	100
4	RECESSED CAN	100	OSRAM	100	100
5	RECESSED CAN	100	OSRAM	100	100
6	RECESSED CAN	100	OSRAM	100	100
7	RECESSED CAN	100	OSRAM	100	100
8	RECESSED CAN	100	OSRAM	100	100
9	RECESSED CAN	100	OSRAM	100	100
10	RECESSED CAN	100	OSRAM	100	100

SEE GENERAL NOTES FOR LIGHTING AND ELECTRICAL SYMBOLS



1 SITE PHOTOMETRIC PLAN
SCALE: 1" = 20'

**BOISE STATE UNIVERSITY
ALUMNI AND FRIENDS CENTER**

SITE PHOTOMETRIC PLAN

E10PM

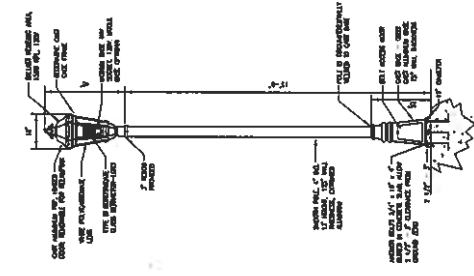
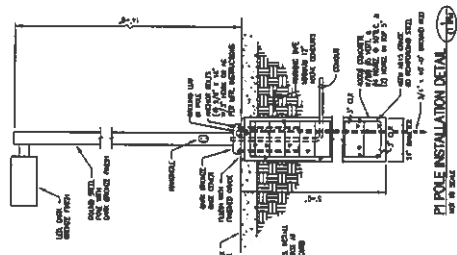
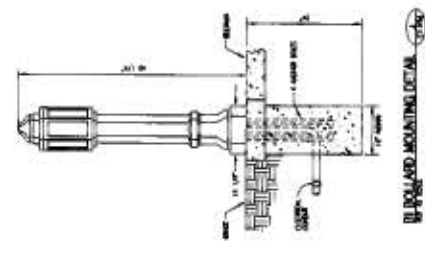
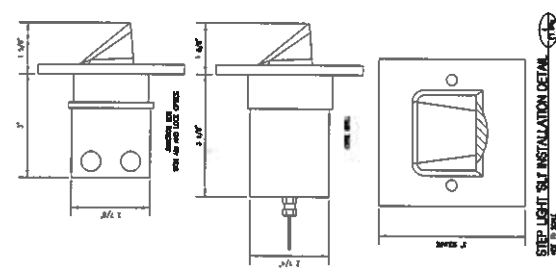
GENERAL NOTES

1. THIS PLAN IS FOR INFORMATION ONLY. IT IS NOT TO BE USED FOR CONSTRUCTION.
2. ALL LIGHTING FIXTURES SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS.
3. THE LIGHTING DESIGN IS BASED ON THE ASSUMPTIONS LISTED IN THE GENERAL NOTES.
4. THE LIGHTING DESIGN IS BASED ON THE ASSUMPTIONS LISTED IN THE GENERAL NOTES.
5. THE LIGHTING DESIGN IS BASED ON THE ASSUMPTIONS LISTED IN THE GENERAL NOTES.
6. THE LIGHTING DESIGN IS BASED ON THE ASSUMPTIONS LISTED IN THE GENERAL NOTES.
7. THE LIGHTING DESIGN IS BASED ON THE ASSUMPTIONS LISTED IN THE GENERAL NOTES.
8. THE LIGHTING DESIGN IS BASED ON THE ASSUMPTIONS LISTED IN THE GENERAL NOTES.
9. THE LIGHTING DESIGN IS BASED ON THE ASSUMPTIONS LISTED IN THE GENERAL NOTES.
10. THE LIGHTING DESIGN IS BASED ON THE ASSUMPTIONS LISTED IN THE GENERAL NOTES.

LC Architects, P.A.
1000 N. 10th St.
Boise, ID 83725
Tel: 208-333-1111
Fax: 208-333-1112



Electrical Associates
1000 N. 10th St.
Boise, ID 83725
Tel: 208-333-1111
Fax: 208-333-1112

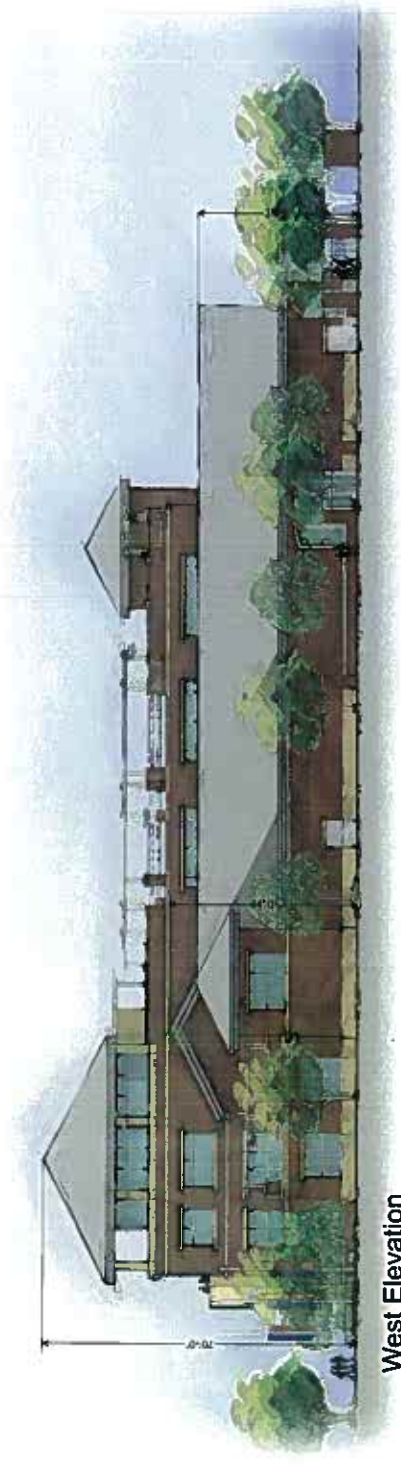


DEPI INSTALLATION DETAIL
 SEE PLAN



North Elevation

3/32" = 1'-0"



West Elevation

3/32" = 1'-0"



Boise State University
Alumni and Friends Center



South Elevation

3/32" = 1'-0"



East Elevation

3/32" = 1'-0"

Boise State University
Alumni and Friends Center





North Perspective

Boise State University
Alumni and Friends Center





South Perspective



Boise State University
Alumni and Friends Center








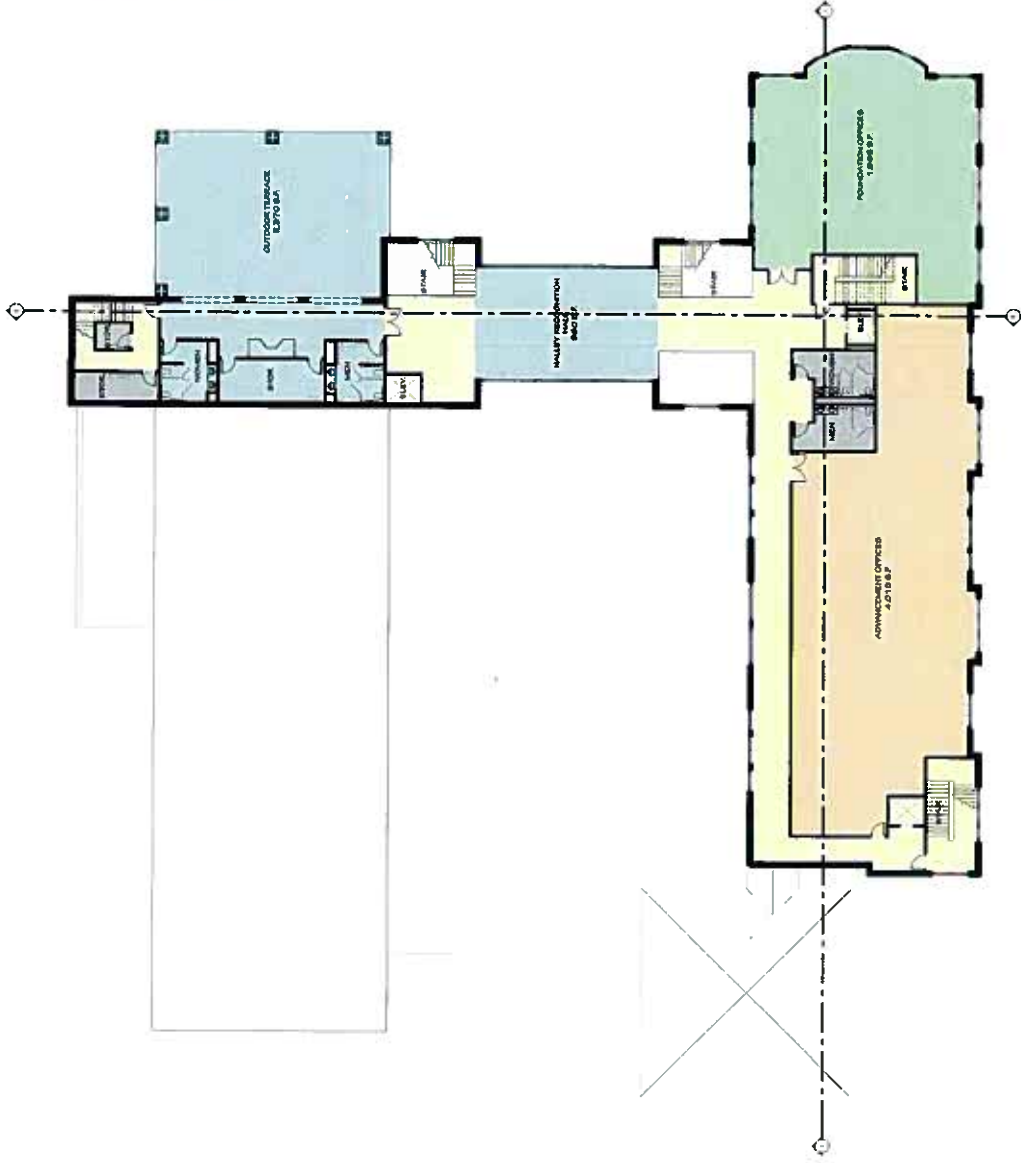
North Perspective

Boise State University
Alumni and Friends Center



LEGEND

-  PUBLIC EVENTS
-  FOUNDATION OFFICES
-  ENTRY FUNCTIONS/CIRCULATION
-  ADVANCEMENT OFFICES
-  BUILDING SUPPORT

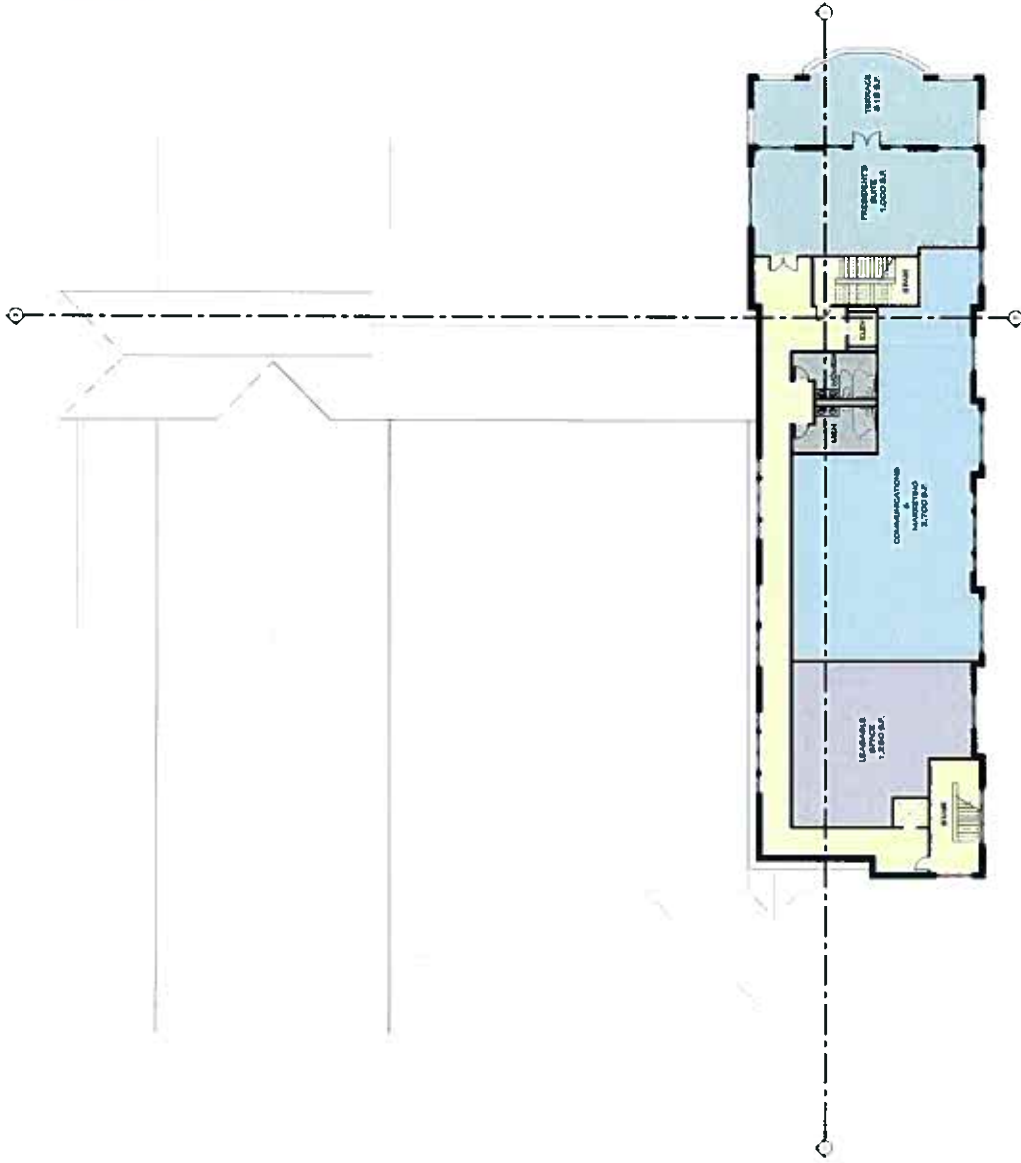


Second Floor Plan

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

**Boise State University
Alumni and Friends Center**





LEGEND

- COMMUNICATIONS & MARKETING
- PUBLIC EVENTS
- ENTRY/FUNCTIONS/CIRCULATION
- LEASABLE SPACE
- BUILDING SUPPORT

Third Floor Plan

Boise State University
Alumni and Friends Center





July 31, 2012

City of Boise Planning & Development Services
150 N. Capitol Boulevard
P.O. Box 500
Boise, Id. 83701

Re: **BOISE STATE ALUMNI & FRIENDS CENTER – C.U. APPLICATION**
1173 W. UNIVERSITY DRIVE
BOISE, ID. 83725

LCA NO.10004.01

File Code 4-d

To Whom It May Concern:

Attached please find an application for a conditional use and variance for a proposed Alumni Center located on the edge of the "U" Zone at the above address. The project will be co-owned by the BSU Alumni Association and the BSU Foundation. It is proposed to be a 4-story structure comprised of two wings that house both office and events spaces. Approximately 46,000 total square feet in size, it will replace the existing one story facility that currently exists. Parking will be located both on site and on the BSU campus. Most of the employees are relocating from other locations on the west end of the campus.

The building will be constructed with both brick masonry and concrete/stone veneer cladding so as to complement the campus vernacular. Site plazas are envisioned to be constructed with patterned concrete and pavers.

Please free to contact me with any questions you may have or clarifications you need.

Sincerely,

LCA ARCHITECTS, P.A.

A handwritten signature in black ink, appearing to read 'Steven M. Simmons', with a large, sweeping flourish above the name.

Steven M. Simmons, AIA
President

1221 Shoreline Ln
Boise, ID 83702
208.345.6677
fax.208.344.9002
lca@lcarch.com
www.lcarch.com

Property Information

Address

Street Number:	Prefix:	Street Name:			
1173	W	UNIVERSITY DR			
Subdivision name:	Block:	Lot:	Section:	Township:	Range:
SOUTH BOISE 1ST SUB	23	0	15	3	2
Parcel Number:	Additional Parcel Numbers:				
R8048012740	R8048012710,20,30 & R8048012630,40,50,60,70,80,90, R804801270				

Primary Contact

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

Agent/Representative Applicant Owner

Applicant Information

First Name:	Last Name:		
Jennifer	Wheeler		
Company:			
Boise State University Alumni Association			
Address:	City:	State:	Zip:
1173 W. University Drive	Boise	ID	83725
E-mail:	Phone Number:	Cell:	Fax:
jenniferwheeler@boisestate.edu	(208) 426-1911		

Agent/Representative Information

First Name:	Last Name:		
Steve	Simmons		
Company:			
LCA Architects			
Address:	City:	State:	Zip:
1221 Shoreline Lane	Boise	ID	83702
E-mail:	Phone Number:	Cell:	Fax:
ssimmons1@lcarch.com	(208) 345-6677	(208) 830-4122	(208) 344-9002

Role Type: Architect Land Developer Engineer Contractor Other

Owner Information

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

First Name:	Last Name:		
Company:			
Address:	City:	State:	Zip:
		- Select -	
E-mail:	Phone Number:	Cell:	Fax:

Is this a Modification application? Yes No File number being modified:

1. Neighborhood Association:

[View Neighborhood Associations PDF](#)

2. Comprehensive Planning Area:

[View Comprehensive Planning Area PDF](#)

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

4. Size of Property:

Acres Square Feet

5. 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

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

7. Is the project intended to be phased? Please explain:

8. Adjacent property information:

	Building types and/or uses	Zone
North:	<input type="text" value="Stadium"/>	<input type="text" value="(U) University"/>
South:	<input type="text" value="Residential"/>	<input type="text" value="(R-2) Combined Residential"/>
East:	<input type="text" value="Mixed"/>	<input type="text" value="(C-2D) General Commercial w/Design Review"/>
West:	<input type="text" value="Classroom/lab"/>	<input type="text"/>

9. Proposed Structures:

A. Number of Structures: Use:

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

	Gross Square Feet
1st Floor	<input type="text" value="23532"/>
2nd Floor	<input type="text" value="12640"/>
3rd Floor	<input type="text" value="7798"/>
4th Floor	<input type="text" value="2657"/>

B. Maximum proposed structure height(s):

C. Number of stories:

D. Number of seats (if restaurant, tavern or lounge):

E. Number of residential units (if applicable):

10. Existing Structures:

Square footage of existing structures or additions (if 5+ floors, attach narrative with chart):

	Gross Square Feet
1st Floor	<input type="text" value="8000"/>
2nd Floor	<input type="text"/>
3rd Floor	<input type="text"/>
4th Floor	<input type="text"/>

11. Building Exterior:

	Materials	Colors
Roof:	<input type="text" value="Fiberglass Tile or Synthetic Slate"/>	<input type="text" value="Dark Grey"/>
Walls:	<input type="text" value="Brick Masonry & Sandstone Veneer"/>	<input type="text" value="Campus Standard"/>
Windows/Doors:	<input type="text" value="Anodized Aluminum"/>	<input type="text" value="Clear"/>
Fascia, Trim, etc:	<input type="text" value="Prefinished Metal"/>	<input type="text" value="Dark Grey"/>
Other:	<input type="text"/>	<input type="text"/>

12. Setbacks:

Note: Plans that are not graphically dimensioned will not be accepted.

	Building Required	Building Proposed	Parking Required	Parking Proposed
Front:	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Rear:	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Side 1:	<input type="text" value="West 0"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Side 2:	<input type="text" value="East 20"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

13. Site Design:

	Site Percentage Devoted to	Square Feet
Building Coverage:	22 %	23502
Landscaping:	27 %	28323
Paving:	28 %	29587
Other Uses:	23 %	24188
Describe Other Uses:	Outdoor Event Plazas	

14. Parking:

	Required	Proposed
Accessible Spaces:	4	4
Parking Spaces:	237	78
Bicycle Spaces:	8	8
Proposed compact spaces:		10

Are you proposing off-site parking? Yes No

If yes, how many spaces? 159

Are you requesting shared parking or a parking reduction? Yes No

If yes, how many spaces? 159

Restricted parking? Yes No

15. Landscaping:

A. Are there any prominent trees or areas of vegetation on the property? Yes No

B. Type: maple & locust

C. Size: 3-6 inch caliper

D. General Location: Perimeter of Property along street frontage

16. Mechanical Units:

Number of Units: 1

Unit Location: Mechanical Room

Type: Cooling Tower

Height: 4'-0" above roof

Proposed Screening Method: Parapet

17. 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:

2

C. Proposed screening method:

Masonry Screen Walls

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

Yes No

E. Is recycling proposed?

Yes No

18. Irrigation Ditches/Canals:

A. Are there any irrigation ditches or canals on or adjacent to the property?

Yes No

B. Location:

C. Size:

19. Fencing:

Proposed

Existing to Remain

Type:

n/a

Height:

Location:

20. Loading Facilities (if proposed, for commercial uses only):

Number:

n/a

Location:

Size:

Screening:

21. Drainage:

Proposed method of on-site retention:

drainage swales & connecting to campus system

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

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:



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

6

Planning Division Staff Report

File Number CUP12-00046
Applicant Boise State Alumni Association
Property Address 1173 W. University Drive
Public Hearing Date September 10, 2012
Heard by Planning and Zoning Commission
Analyst Joshua Johnson
Reviewed by Cody Riddle *C.R.*

Public Notification

Neighborhood meeting conducted: July 25, 2012
Newspaper notification published on: August 25, 2012
Radius notices mailed to properties within 300 feet on: August 24, 2012
Staff posted notice on site on: August 17, 2012

Table of Contents

1. Project Data and Facts	2
2. Land Use	2
3. Project Proposal	3
4. Zoning Ordinance	3
5. Comprehensive Plan	4
6. Transportation Data	4
7. Analysis/Findings	4
8. Recommended Conditions of Approval	8

Exhibits

Public Works Comments
Fire Department Comments
ACHD Comments
Drainage District Comments
Forestry Comments

1. Project Data and Facts

Project Data	
Applicant	Boise State Alumni Association
Architect/Representative	Jennifer Wheeler
Location of Property	1173 W. University Drive
Size of Property	± 2.4 Acres
Zoning	U (University District) and R-2 (Combined Residential)
Comprehensive Plan Designation	BSU Master Plan
Planning Area	Southeast
Neighborhood Association/Contact	Southeast – Brian McDevitt
Procedure	Planning and Zoning Commission decision that can be appealed to City Council.

Current Land Use/Site Characteristics

The site contains the existing alumni center, parking area and a series of vacant homes.

Description of Applicant's Request

The applicant is seeking entitlement for an alumni center with a general exception to apply the standards of the U zone to a parcel zoned R-2. A variance is necessary for the parking setback along Denver and Belmont Streets.

2. Land Use

Description and Character of Surrounding Area

The subject property is located at the eastern edge of the BSU campus with commercial uses located across Denver Street.

Adjacent Land Uses and Zoning

North:	Stadium / U
South:	Residential / R-2
East:	Commercial / C-2D
West:	Classroom / U

History of Previous Actions

N/A

3. Project Proposal

Setbacks

Yard	Required	Proposed for Building	Proposed for Parking
University (Front)	0' (bldg.) 0' (prkg.)	20'	20'
Grant (Streetside)	0' (bldg.) 0' (prkg.)	5'	5'
Belmont (Streetside)	20' (bldg.) 20' (prkg.)	148'	*8'
Denver (Streetside)	20' (bldg.) 20' (prkg.)	61'	*6'

*Subject of the variance request.

Parking

	Fall 2011 Counts	Ratio	Spaces Required
Students	15,215	0.3	4,565
Faculty/Staff	2,092	0.8	1,674
Total Spaces Required			6,239
Spaces on Campus Spring 2012			8,271
Surplus			2,320

4. Zoning Ordinance

Section	Description
11-04-04.03	Purpose of the R-2 District Classification
11-04-11.02	Purpose of "U" District
11-06-04	Conditional Use Permits
11-06-11	Variances
11-10-01	Off-Street Parking Requirements

5. Comprehensive Plan

CHAPTER	PRINCIPLES
CHAPTER 2 -CITYWIDE VISION AND POLICIES	Culture, Education, Arts and History-9.3 Culture, Education, Arts and History-10
CHAPTER 4-PLANNING AREA POLICIES	Southeast-Neighborhood Character-2.3
BOISE STATE MASTER PLAN	

6. Transportation Data

Roadway	Frontage	Functional Classification	PM Peak Hour Traffic Count	PM Peak Hour Level of Service	Existing Plus Project
University Drive	270 feet	Collector	246	Better than "D"	Better than "D"
Belmont Street	270 feet	Local	59	N/A	N/A
Denver Avenue	400 feet	Local	N/A	N/A	N/A
Grant Avenue	400 feet	Local	N/A	N/A	N/A

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

7. Analysis/Findings

Staff is recommending conditional approval of the alumni center and its associated variances due to the low intensity nature of the use and its location on the Boise State campus. The subject property is at 1173 W. University Drive on the northeast corner of the campus and is within the approved 2005 Master Plan where the site is designated for an alumni center. The site is comprised of the current alumni center with parking and some buildings being used for miscellaneous campus support. The new alumni center is a four-story building seventy feet in height that will be utilized for office space and events related to alumni activities. The project requires a general exception as a recent rezone executed by the university did not include the parcel at the southeast corner of the block, although they do own it. The general exception would allow the standards of the U zone to be applied to the R-2 property. The variance is for parking facilities located along what is the campus boundary along Denver Street. A twenty foot setback at the edge of the campus is required but the applicant would like to apply setbacks similar to the City's standards for parking facilities along streets.

There is additional distance provided for buffering within existing right-of-way as the applicant's property lines where the variances are needed are sixteen feet from the edge of curbing. This will provide additional distance between the parking and the street.

The University zoning district uses an overall parking count for the entire school. This project is unique because it will have designated employee parking and the rear lot will be reserved when there are events for a total of 78 spaces. This should provide a measure of protection for the residential and businesses across Denver Street.

FINDINGS

Section 11-06-04.13 Criteria and Findings

The Commission, following the procedures outlined below, may approve a conditional use permit when the evidence presented at the hearing is such as to establish:

A. *That the proposed use is compatible to other uses in the general neighborhood.*

The alumni center is compatible with uses in the surrounding neighborhood. The building is less intense than some of the larger academic buildings. This is appropriate since it is located at the edge of the campus. There is an apartment building located to the east across Denver Street. The alumni center is set up to host events related to alumni activities and does have some outdoor balcony space but it is located well within the site past a row of parking. The extra distance will assist in mitigating any impacts from the balcony. The general exception for the R-2 parcel is compatible as the project is within the approved Master Plan for the University. It was supposed to be rezoned in the schools last clean up amendment but was inadvertently left out.

B. *That the proposed use will not place an undue burden on transportation and other public facilities in the vicinity.*

In a draft staff report received August 27, 2012, ACHD stated the proposed use will generate an additional 425 vehicle trips per day. Trip counts from the surrounding streets demonstrate the alumni center will not create an undue burden on the traffic system. The district is also requiring additional improvements inside existing right-of-way. ACHD would like to see the roads widened to provide more room for on street parking. The street sections are also required to be improved with curb gutter and sidewalk. These improvements would not cause any impacts to the design of the project.

Boise City Forestry's comments from an August 9, 2012 memo discuss the need to protect existing trees during construction. A series of conditions instruct the applicant in the proper procedure for tree protection.

An August 14, 2012 letter from the Drainage District states prior to issuance of a building permit a drainage plan must be reviewed and approved by the district and Boise City Public Works.

The Fire Department's memo from August 7, 2012 notes adequate access is provided for aerial fire apparatus.

Public Works comments from August 7, 2012 are standard conditions of approval and to do not alter the project or raise any concerns about adequate public facilities.

No other public agencies have commented on this application, and staff has recommended conditions of approval to comply with all requirements stated by commenting agencies.

- C. *That 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 title.***

The project, with the associated variances, meets all setback and parking requirements of the U zone. The area of concern is how the project addresses its eastern boundary as there is a large multi-family building across Denver Street. The proposed building is seventy feet in height but is setback over sixty feet from the eastern property. The height limit for structures over fifty feet from the campus boundary is seventy five feet. The requested variances are for the parking lot and will be discussed later in the report. Since the project is in a U zone, parking for the entire school is examined. The chart on page three shows a surplus of 2,320 spaces campus wide.

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

The alumni center is not expected to negatively impact the neighborhood. The site's current use is an alumni center but the new project is a substantial increase in size. At most times it will function as office space. In addition, the facility will be rented out for events and will be used for tailgating during BSU football games. The multi-family and commercial uses that border the site already experience these types of impacts from the general campus activity, especially during athletic events. Staff is not suggesting any conditions to limit hours of operations due to the project's location on the campus. The general exception does not have the potential to adversely affect surrounding uses as the R-2 parcel is well within the University Master Plan and is planned to be rezoned in the near future.

- E. *That the proposed use is in compliance with and supports the goals and objectives of the Comprehensive Plan.***

The proposed use is supported by the general goals, objectives and policies of the Comprehensive Plan. The site is designated BSU Master Plan on the land use map. It shows that an alumni center is planned at this location.

Southeast Neighborhood Character Policy 2.3 speaks to preserving single-family neighborhoods south of BSU. No single-family residences will be impacted by the new alumni center. Providing an appropriately sized alumni center will help the university maintain quality educational services properly integrated into the surrounding neighborhood. (*Culture, Education, Arts, and History Goal 10*)

Section 11-06-11.04 Criteria and Findings

The Commission, following the procedures outlined below, may approve a variance when the evidence presented at the hearing is such as to establish:

- A. *That the granting of the variance will not be in conflict with the spirit and intent of the Comprehensive General Plan for the City, and will not effect a change in zoning;***

The granting of the variance will not be in conflict with the spirit and intent of the Comprehensive Plan and will not affect a change in zoning. The variances are for parking and do not create any conflicts related to noise or hours of operation. This is in conformance with *Culture, Education, Arts, and History Policy 9.3* that advocates for developments along the campus boundary to provide an appropriate transition of land uses. This boundary of the campus does not contain any single-family residences. Protecting existing single-family neighborhoods is a priority of the Southeast Planning area as stated in *Southeast Neighborhood Character Policy 2.3*.

- B. *That there is either a hardship associated with the property itself or an exceptional circumstance relating to the intended use of the property which is not generally applicable to property or permitted uses in the district.***

There is an unusual circumstance related to the relationship of property lines to improved right-of-way. There is sixteen feet of distance from the eastern and south property lines to the curb line. Between this and the reduced setbacks the applicant is providing there would be over twenty feet of distance from the parking lot to the curb line. ACHD has requested some improvements to the right-of-way. These, in a worst case scenario, would reduce the distance to fifteen feet. There is also a hardship present related to parking. Usually buildings on campus do not need to rely on site specific parking as they are more closely tied to academics. However, due to event related parking and regular staff a large amount of onsite parking is desirable and the setbacks do not cause adverse impacts for nearby land uses.

- C. *The granting of such relief 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 of such property or improvement.***

The variance will not be materially detrimental to public health, safety or welfare and will not be injurious to surrounding property owners.

The variance is for parking and there is little potential for adverse impacts as a result of parking being close to the street. Landscaping provides a measure of screening from the parking lot to nearby residences. The parking setback variance does not prevent the quiet enjoyment of property by adjacent land owners. There is a large gap between dedicated right-of-way and improved streetscape. Although the parking is only six feet from one of the property lines, the distance to the curb line is approximately 22 feet. Even if ACHD requires some right-of-way improvements the distance to the curb line would still be over 15 feet from the edge of parking.

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 **July 31, 2012** except as expressly modified by the following conditions:
2. The applicant shall comply with the ACHD letter dated **August 27, 2012**.
3. The applicant shall comply with any conditions of the Boise Fire Department from the memo dated **August 7, 2012**. Any deviation from this plan is subject to fire department approval. For additional information, contact Romeo Gervais at 208-384-3967.
4. The applicant shall comply with the requirements of the Boise City Public Works Department (BCPW) for drainage, sewers, street lights and subdivisions per Department comments dated **August 7, 2012**. Please contact BCPW at 208-384-3900. All items required by BCPW shall be included on the plans/specifications that are submitted for a Building Permit. Please note that any changes or modifications by the owner to the approved plans must be submitted to the Public Works Department for approval.
5. The applicant shall comply with all conditions within the Drainage District letter dated **August 14, 2012**.
6. The applicant shall comply with all conditions within the memo from Boise City Forestry dated **August 9, 2012**.

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 208-384-3998 regarding questions pertaining to this condition.

8. Vision Triangles as defined under Section 11-1-3 and Section 11-10-4.4G of the Boise City Code shall remain clear of sight obstructions.
9. All signs will require approval from the Planning and Development Services Department prior to installation.
10. Utility services shall be installed underground.
11. 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.
12. 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.
13. Failure to abide by any condition of this permit shall be grounds for revocation by the Boise City Planning and Zoning Commission.
14. This Permit shall be valid for a period not to exceed two (2) years from the date of approval by the Planning and Zoning Commission. Within this period, the holder of the permit must commence the use permitted by the permits in accordance with the conditions of approval.
15. Prior to the expiration of this permit, the Commission may, upon written request by the holder, grant a two-year time extension. A maximum of two (2) extensions may be granted.
16. **Construction Site Practices**
 - A. Hours of construction shall be limited to 6am to 8pm Monday through Saturday. Any activity that constitutes excessive noise as defined by Boise City Code must occur in the stated construction hours. The only activity exempt from these requirements is large scale concrete pouring.
 - B. Prior to the issuance of a building permit and prior to the commencement of any construction on-site, an Erosion and Sediment Control (ESC) permit must be obtained from the Planning and Development Services Department. No grading, demolition or earth disturbing activities may start until an approved ESC permit and the associated site work or grading permits have been issued.

- C. Applicant shall submit and receive approval from Planning and Development Services and Ada County Highway District for a construction, transportation and parking plan. The plan shall also comply with all construction standards of Ada County Highway District to those streets contiguous to the construction site and surrounding neighborhood. The approved plan shall be posted at each street abutting the construction site and shall address the following:
1. Ingress/egress of construction equipment and trucks;
 2. Hours of operation for the loading and unloading of construction equipment and materials;
 3. Truck access routes, to and from site, for excavation and construction phases;
 4. Street closures (if any); and
 5. Location of off street parking for construction workers.
- D. Measures shall be taken to manage construction debris and trash on the construction site and efforts shall also be made to provide reasonable controls to minimize fugitive dust on the construction site. Such measures may include, but are not limited to:
1. Provide suitable containers for solid waste generated by construction activity;
 2. Wet demolition of existing buildings;
 3. Watering of driving surfaces and earth moving activities;
 4. Installation of wind screening around property and each open floor above grade; and
 5. Daily broom cleaning of above grade floors, adjacent streets and sidewalks.
- E. A minimum height of six foot (6') rigid security fencing, either wood or metal, shall be installed around the construction site within 30 days of the date when the first city permit is issued on projects where construction activity shall exceed 90 days.
- F. Exterior lighting and other illuminating equipment or materials shall be positioned, shielded, directed and located to not reflect or impact adjacent residential property and streets.
- G. Applicant shall comply with Boise City Fire Department requirements for water, access, and/or other requirements as determined by the Fire Marshal.
- H. Any conditions to be enforced during construction shall remain posted at each street abutting the construction site for the duration of the project. In addition to the posted conditions the permit holder shall also post an 11"x 17" laminated sign containing a project contact phone number, name of project contact and the Boise City contact number, 384-3845, to address issues as they arise. Failure to abide by any conditions set forth shall be grounds for revocation of Conditional Use Permit and/or Building Permits and may be subject the owner or owner's agents to fines and criminal citations.

CITY OF BOISE

INTER-DEPARTMENT
CORRESPONDENCE

Date: August 7, 2012

To: Planning and Development Services

From: Mike Sheppard, Civil Engineer
Public Works

Subject: CUP12-00046; 1173 W University Drive; Sewer Comments

Obtain a plug permit from Boise City Public Works Department prior to obtaining a demolition permit. Reconnect to existing sewer service when a new structure has been constructed.

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

CITY OF BOISE

INTER-DEPARTMENT CORRESPONDENCE

Date: 7 Aug, 2012

To: Planning and Development Services

From: Mike Hedge, Street Light Technician
Public Works

Subject: CUP12-00046; 1173 W University Dr; Street Light Comments

No comments.

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

I:\PWA\Subjects\Review Comments\CUs\CU street light comment template.doc

CITY OF BOISE

INTER-DEPARTMENT CORRESPONDENCE

Date: 2/23/2012

To: Planning and Development Services

From: Brian Murphy, Drainage Coordinator
Public Works

Subject: DRH12-00046; ; Drainage/Stormwater Comments

DR01 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: Peter McCullough; Solid Waste Coordinator, Public Works Department
Date: 8/7/12
Re: Solid Waste Comments- CUP12-00046, Alumni Center BSU

Solid Waste staff has reviewed the application for this project and no comments. The project is on the Boise State Campus and the city does not comment on solid waste for this location.



Dennis Doan
Chief

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

Phone
208/570-6500

Fax
208/570-6586

TDD/TTY
800/377-3529

Web
www.cityofboise.org/fire



Mayor
David H. Bieter

City Council
President
Maryanne Jordan

Council Pro Tem
David Eberle

Elaine Clegg
Lauren McLean
TJ Thomson
Ben Quintana

Fire Department

August 7, 2012

Josh Johnson
PDS – Current Planning

Re: Conditional Use Application – New alumni office/events center; CUP12-00046
1173 W. University Drive

Dear Josh,

This is a conditional use application to construct a new 4-story alumni office and event center building.

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

Comments:

1. Aerial fire apparatus access roadways are required due to the building height. The roadways are currently proposed on the east and south sides of the building and meet this requirement. Aerial fire apparatus roads shall have a minimum unobstructed width of 26-feet, shall be capable of supporting 75,000 lbs GVW (25,000 lbs per axle), and shall be paved. Fire Department access roads and fire lanes shall have a minimum outside turning radius of 48-feet with an inside radius of 28-feet.

General Requirement:

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.

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

Please feel free to have the applicant contact Romeo Gervais at 570-6567 if they have any questions.

Regards,

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



Project/File: CUP12-00046
 This is a conditional-use application to construct a 46,627 square foot events center and alumni office for Boise State University. The site is located at 1173 W. University Drive in Boise, Idaho.

Lead Agency: City of Boise

Site address: 1173 W. University Drive

Staff Approval: August XX, 2012

Applicant: Jennifer Wheeler
 BSU Alumni Association
 1173 W. University Drive
 Boise, ID 83725

Representative: Steve Simmons
 LCA Architects
 1221 Shoreline Lane
 Boise, ID 83702

Staff Contact: Jarom Wagoner
 Phone: 387-6174
 E-mail: jwagoner@achdidaho.org

Tech Review: August 27, 2012



A. Findings of Fact

1. **Description of Application:** The applicant is proposing to demolish the existing alumni office and construct a 4-story alumni office and events center. The building is proposed to be 46,627 square feet.

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

Direction	Land Use	Zoning
North	Boise State University (Bronco Stadium)	U
South	Boise State University	U
East	Boise State University	U
West	Boise State University	U

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

4. **Impact Fees:** There will be an impact fee that is assessed and due prior to issuance of any building permits. The assessed impact fee will be based on the impact fee ordinance that is in effect at that time.

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

B. Traffic Findings for Consideration

1. **Trip Generation:** This development is estimated to generate 425 additional vehicle trips per day (88 existing); 58 additional vehicle trips per hour in the PM peak hour (12 existing), based on the Institute of Transportation Engineers Trip Generation Manual, 8th edition.
2. **Condition of Area Roadways**
Traffic Count is based on Vehicles per hour (VPH)

Roadway	Frontage	Functional Classification	PM Peak Hour Traffic Count	PM Peak Hour Level of Service	Existing Plus Project
University Drive	270 feet	Collector	246	Better than "D"	Better than "D"
Belmont Street	270 feet	Local	59	N/A	N/A
Denver Avenue	400 feet	Local	N/A	N/A	N/A
Grant Avenue	400 feet	Local	N/A	N/A	N/A

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

3. **Average Daily Traffic Count (VDT)**
Average daily traffic counts are based on ACHD's most current traffic counts.
- The average daily traffic count for University Drive west of Broadway Avenue was 8,129 on March 13, 2012.
 - The average daily traffic count for Belmont Street west of Broadway Avenue was 1,776 on March 15, 2012.

C. Findings for Consideration

1. **University Drive**
- a. **Existing Conditions:** University Drive is improved with 3-travel lanes, vertical curb, gutter, and 5-foot wide detached sidewalk abutting the site. There is 74 feet of right-of-way for University Drive (37 feet from centerline).
- b. **Policy:**
- Collector Street Policy:** District Policy 7206.2.1 states that the developer is responsible for improving all collector frontages adjacent to the site or internal to the development as required below, regardless of whether access is taken to all of the adjacent streets.
- Master Street Map and Typologies Policy:** District Policy 7206.5 states that if the collector street is designated with a typology on the Master Street Map, that typology shall be considered for the required street improvements. If there is no typology listed in the Master Street Map, then standard street sections shall serve as the default.
- Street Section and Right-of-Way Policy:** District Policy 7206.5.2 states that the standard right-of-way width for collector streets shall typically be 50 to 70 feet, depending on the location and width of the sidewalk and the location and use of the roadway. The right-of-way width may be reduced, with District approval, if the sidewalk is located within an easement; in

which case the District will require a minimum right-of-way width that extends 2 feet behind the back-of-curb on each side.

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

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

ACHD Master Street Map: ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, collector street requirements, and specific roadway features required through development. This segment of University Drive is designated in the MSM as a Traditional Neighborhood Collector with 2-lanes and on-street parking, a 40-foot street section within 61 feet of right-of-way.

- c. **Applicant Proposal:** The applicant is not proposing any improvements to University Drive, abutting the site.
- d. **Staff Comments/Recommendations:** University Drive is fully-improved and meets the requirements of a Traditional Neighborhood Collector; therefore, no additional improvements or right-of-way should be required with this application.

The applicant should be required to replace any deteriorated or deficient sidewalk, curb, gutter or pedestrian facilities along University Drive abutting the site, consistent with ACHD's Minor Improvement Policy 7203.3.

2. Belmont Street

- a. **Existing Conditions:** Belmont Street is improved with 2-travel lanes, and vertical curb, gutter, and 5-foot wide sidewalk on the east half of the site and no curb, gutter or sidewalk on the west half of the site. There is 66 feet of right-of-way for Belmont Street (33 feet from centerline).

- b. **Policy:**

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

Street Section and Right-of-Way Policy: District Policy 7207.5 states that right-of-way widths for all local streets shall generally not be less than 50-feet wide and that the standard street section shall be 36-feet (back-of-curb to back-of-curb). The District will consider the utilization of a street width less than 36-feet with written fire department approval.

Reduced Urban Local Street—29-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 29 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 42 feet of right-of-way. 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.

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.
- Vertical curbs with attached 5-foot (minimum) wide sidewalks, or rolled curbs with 5-foot (minimum) wide detached sidewalks and 8-foot (minimum) wide planter strips, are required.
- 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 and when all 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 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 large street network on one end and a loop/circle street on the other end with no outlet shall not be approved.
- Vertical curbs with attached 5-foot (minimum) wide sidewalks, or rolled curbs with 5-foot (minimum) wide detached sidewalks and 8-foot (minimum) wide planter strips, are required.

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, and when all 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 feet wide. Each lot on the street will be “paired” 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.
- Vertical curbs with attached 5-foot (minimum) wide sidewalks, or rolled curbs with 5-foot (minimum) wide detached sidewalks and 8-foot (minimum) wide planter strips, are required.
- The lots cannot abut an alley.

Traffic volumes on the street are not forecast to exceed 400 vehicle trips per day.

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

The sidewalk may be placed next to the back-of-curb. Where feasible, a parkway strip at least 8 feet wide between the back-of-curb and the street edge of the sidewalk is recommended to

provide increased safety and protection of pedestrians and to allow for the planting of trees in accordance with the District's Tree Planting Policy. If no trees are to be planted in the parkway strip, the applicant may submit a request to the District, with justification, to reduce the width of the parkway strip.

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

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.

- c. **Applicant's Proposal:** The applicant is proposing to construct Belmont Street as one-half of a 29-foot street section with curb, gutter, and 5-foot wide detached sidewalk abutting the site.
- d. **Staff Comments/Recommendations:** The applicant's proposal does not meet District Street Section Policy and should not be approved, as proposed. The applicant should be required to construct Belmont Street as one-half of a 36-foot street section with vertical curb, gutter, and 5-foot wide concrete sidewalk, abutting the site.

This is due to the site being part of Boise State University and located directly south of Bronco Stadium. Reconfiguring the roadway with a 29-foot street section, would require the installation of no-parking signs along one side of Belmont Street. This would not only restrict parking along Belmont Street, but it can be expected that during school sessions and public events, there would be a substantial amount of prohibited parking within the no-parking zones.

The applicant should provide the District with a permanent right-of-way easement for any portion of sidewalk located outside of the right-of-way along Belmont Street abutting the site.

3. Denver Avenue

- a. **Existing Conditions:** Denver Avenue is improved with 2-travel lanes, vertical curb, gutter, and 5-foot wide sidewalk abutting the site. There is 66 feet of right-of-way for Denver Avenue (33 feet from centerline).

- b. **Policy:**

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

Street Section and Right-of-Way Policy: District Policy 7207.5 states that right-of-way widths for all local streets shall generally not be less than 50-feet wide and that the standard street section shall be 36-feet (back-of-curb to back-of-curb). The District will consider the utilization of a street width less than 36-feet with written fire department approval.

Reduced Urban Local Street—29-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 29 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 42 feet of right-of-way. 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.

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.
- Vertical curbs with attached 5-foot (minimum) wide sidewalks, or rolled curbs with 5-foot (minimum) wide detached sidewalks and 8-foot (minimum) wide planter strips, are required.
- 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 and when all 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 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 large street network on one end and a loop/circle street on the other end with no outlet shall not be approved.
- Vertical curbs with attached 5-foot (minimum) wide sidewalks, or rolled curbs with 5-foot (minimum) wide detached sidewalks and 8-foot (minimum) wide planter strips, are required.

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, and when all 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 feet wide. Each lot on the street will be "paired" 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.
- Vertical curbs with attached 5-foot (minimum) wide sidewalks, or rolled curbs with 5-foot (minimum) wide detached sidewalks and 8-foot (minimum) wide planter strips, are required.
- The lots cannot abut an alley.

Traffic volumes on the street are not forecast to exceed 400 vehicle trips per day.

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

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

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

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

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.

- c. **Applicant's Proposal:** The applicant is proposing to construct Denver Avenue as one-half of a 29-foot street section with curb, gutter, and 5-foot wide detached sidewalk abutting the site.
- d. **Staff Comments/Recommendations:** The applicant's proposal does not meet District Street Section Policy and should not be approved, as proposed. The applicant should be required to construct Denver Avenue as one-half of a 36-foot street section with vertical curb, gutter, and 5-foot wide concrete sidewalk, abutting the site.

This is due to the site being part of Boise State University and located directly south of Bronco Stadium. Constructing the roadway with a 29-foot street section, would require the installation of no-parking signs along one side of Denver Avenue. This would not only restrict parking along Denver Avenue, but it can be expected that during school sessions and public events, there would be a substantial amount of prohibited parking within the no-parking zones.

The applicant should provide the District with a permanent right-of-way easement for any portion of sidewalk located outside of the right-of-way along Denver Avenue abutting the site.

4. Grant Avenue

- a. **Existing Conditions:** Grant Avenue is improved with 2-travel lanes, and vertical curb, gutter, and 5-foot wide sidewalk on the north half of the site and no curb, gutter or sidewalk on the south half of the site. There is 66 feet of right-of-way for Grant Avenue (33 feet from centerline).

- b. **Policy:**

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

Street Section and Right-of-Way Policy: District Policy 7207.5 states that right-of-way widths for all local streets shall generally not be less than 50-feet wide and that the standard street section shall be 36-feet (back-of-curb to back-of-curb). The District will consider the utilization of a street width less than 36-feet with written fire department approval.

Reduced Urban Local Street—29-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 29 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 42 feet of right-of-way. 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.

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.
- Vertical curbs with attached 5-foot (minimum) wide sidewalks, or rolled curbs with 5-foot (minimum) wide detached sidewalks and 8-foot (minimum) wide planter strips, are required.
- 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 and when all 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 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 large street network on one end and a loop/circle street on the other end with no outlet shall not be approved.
- Vertical curbs with attached 5-foot (minimum) wide sidewalks, or rolled curbs with 5-foot (minimum) wide detached sidewalks and 8-foot (minimum) wide planter strips, are required.

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, and when all 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 feet wide. Each lot on the street will be “paired” 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.
- Vertical curbs with attached 5-foot (minimum) wide sidewalks, or rolled curbs with 5-foot (minimum) wide detached sidewalks and 8-foot (minimum) wide planter strips, are required.
- The lots cannot abut an alley.

Traffic volumes on the street are not forecast to exceed 400 vehicle trips per day.

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

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

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

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

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.

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 construct Grant Avenue as one-half of a 29-foot street section with curb, gutter, and 5-foot wide detached sidewalk abutting the site.
- d. **Staff Comments/Recommendations:** The applicant's proposal does not meet District Street Section Policy and should not be approved, as proposed. The applicant should be required to construct Grant Avenue as one-half of a 36-foot street section with vertical curb, gutter, and 5-foot wide sidewalk, abutting the site.

This is due to the site being part of Boise State University and located directly south of Bronco Stadium. Reconfiguring the roadway with a 29-foot street section, would require the installation of no-parking signs along one side of Grant Avenue. This would not only restrict parking along Grant Avenue, but it can be expected that during school sessions and public events, there would be a substantial amount of prohibited parking within the no-parking zones.

The applicant's proposal to reconstruct the sidewalk as a 5-foot wide detached sidewalk meets District Sidewalk Policy and should be approved as proposed. The applicant should provide the District with a permanent right-of-way easement for any portion of sidewalk located outside of the right-of-way.

5. Driveways

5.1 Belmont Street

- a. **Existing Conditions:** There are three driveways onto Belmont Street from the site. The driveways are located as follows:
 - 18-foot wide driveway located approximately 60 feet west of the intersection of Belmont Street and Denver Avenue (measured centerline-to-centerline).
 - 18-foot wide driveway located approximately 135 feet west of the intersection of Belmont Street and Denver Avenue (measured centerline-to-centerline).
 - 14-foot wide driveway located approximately 165 feet west of the intersection of Belmont Street and Denver Avenue (measured centerline-to-centerline).
- b. **Policy:**
 - Driveway Location Policy:** District Policy 7208.4.1 requires driveways located near intersections to be located a minimum of 75-feet (measured centerline-to-centerline) from the nearest street intersection.

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.

- c. **Applicant's Proposal:** The applicant is proposing to close all 3 driveways and replace them with curb, gutter, and 5-foot wide detached sidewalk.
- d. **Staff Comments/Recommendations:** The applicant's proposal meets District Driveway Policy and should be approved, as proposed.

5.2 Denver Avenue

- a. **Existing Conditions:** There is one 28-foot wide driveway onto Denver Avenue from the site. The driveway is located approximately 150 feet south of the intersection of Denver Avenue and University Drive (measured centerline-to-centerline).

- b. **Policy:**

Driveway Location Policy: District Policy 7208.4.1 requires driveways located near intersections to be located a minimum of 75-feet (measured centerline-to-centerline) from the nearest street intersection.

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.

- c. **Applicant's Proposal:** The applicant is not proposing any changes to the 28-foot wide driveway onto Denver Avenue located 150 feet south of the intersection of Denver Avenue and University Drive.

The applicant is proposing to construct a 26-foot wide driveway onto Denver Avenue located 135 feet north of the intersection of Denver Avenue and Belmont Street.

- d. **Staff Comments/Recommendations:** The applicant's proposal meets District Driveway Policy and should be approved, as proposed. The applicant should be required to pave the driveways their full widths and at least 30 feet into the site beyond the edge of pavement of the roadway.

5.3 Grant Avenue

- a. **Existing Conditions:** There are 5 driveways onto Grant Avenue from the site. The driveways are located as follows:

- 24-foot wide driveway located approximately 170 feet south of the intersection of Grant Avenue and University Drive (measured centerline-to-centerline).
- 60-foot side driveway located approximately 250 feet south of the intersection of Grant Avenue and University Drive (measured centerline-to-centerline).
- 16-foot wide driveway located approximately 115 feet north of the intersection of Grant Avenue and Belmont Street (measured centerline-to-centerline).

- 16-foot wide driveway located approximately 95 feet north of the intersection of Grant Avenue and Belmont Street (measured centerline-to-centerline).
- 16-foot wide driveway located approximately 70 feet north of the intersection of Grant Avenue and Belmont Street (measured centerline-to-centerline).

b. Policy:

Driveway Location Policy: District Policy 7207.4.1 requires driveways located near intersections to be located a minimum of 75-feet (measured centerline-to-centerline) from the nearest street intersection.

Successive Driveways: District Policy 7207.4.1 states that successive driveways away from an intersection shall have no minimum spacing requirements for access points along a local street, but the District does encourage shared access points where appropriate.

Driveway Width Policy: District Policy 7207.4.3 states that where vertical curbs are required, residential driveways shall be restricted to a maximum width of 20-feet and may be constructed as curb-cut type driveways.

Driveway Paving Policy: Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District Policy, 7207.4.3, the applicant should be required to pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of the roadway.

- c. Applicant's Proposal:** The applicant is proposing to close the 5 driveways and replace them with curb, gutter, and 5-foot wide detached sidewalk.

The applicant is proposing to construct one 26-foot wide driveway located approximately 135 feet north of the intersection of Grant Avenue and Belmont Street (measured centerline-to-centerline).

- d. Staff Comments/Recommendations:** The applicant's proposal meets District Driveway Policy and should be approved, as proposed.

6. Tree Planters

Tree Planter Policy: Tree Planter Policy: The District's Tree Planter Policy prohibits all trees in planters less than 8-feet in width without the installation of root barriers. Class II trees may be allowed in planters with a minimum width of 8-feet, and Class I and Class III trees may be allowed in planters with a minimum width of 10-feet.

7. Landscaping

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

8. Other Access

University Drive is classified as a collector roadway. Direct lot access is prohibited to this roadway.

D. Site Specific Conditions of Approval

1. Construct Belmont Street as one-half of a 36-foot street section with vertical curb, gutter, and 5-foot wide detached concrete sidewalk abutting the site.

2. Construct Denver Avenue as one-half of a 36-foot street section with vertical curb, gutter, and 5-foot wide detached concrete sidewalk abutting the site.
3. Construct Grant Avenue as one-half of a 36-foot street section with vertical curb, gutter, and 5-foot wide detached concrete sidewalk abutting the site.
4. Provide the District with a permanent right-of-way easement for any portion of sidewalk located outside of the right-of-way.
5. Replace the following driveways onto Belmont Street with vertical curb, gutter, and 5-foot wide detached concrete sidewalk to match the required improvements on either side:
 - 18-foot wide driveway located 60 feet west of the intersection of Belmont Street and Denver Avenue
 - 18-foot wide driveway located 135 feet west of the intersection of Belmont Street and Denver Avenue
 - 14-foot wide driveway located 135 feet west of the intersection of Belmont Street and Denver Avenue
6. Construct a 26-foot wide driveway onto Denver Avenue located 135 feet north of the intersection of Denver Avenue and Belmont Street, as proposed.
7. Replace the following driveways onto Grant Avenue with vertical curb, gutter, and 5-foot wide detached concrete sidewalk to match the required improvements on either side:
 - 24-foot wide driveway located 170 feet south of the intersection of Grant Avenue and University Drive
 - 60-foot wide driveway located 250 feet south of the intersection of Grant Avenue and University Drive
 - 16-foot wide driveway located 115 feet north of the intersection of Grant Avenue and Belmont Street
 - 16-foot wide driveway located 95 feet north of the intersection of Grant Avenue and Belmont Street
 - 16-foot wide driveway located 70 feet north of the intersection of Grant Avenue and Belmont Street
8. Construct a 26-foot wide driveway onto Grant Avenue located 135 feet north of the intersection of Grant Avenue and Belmont Street, as proposed.
9. Direct lot access is prohibited to University Drive.
10. Payment of impacts fees are due prior to issuance of a building permit.
11. Comply with all Standard Conditions of Approval.

E. Standard Conditions of Approval

1. Any existing irrigation facilities shall be relocated outside of the ACHD right-of-way.
2. Private sewer or water systems are prohibited from being located within the ACHD right-of-way.
3. In accordance with District Policy, 7203.3, the applicant may be required to update any existing non-compliant pedestrian improvements abutting the site to meet current Americans with Disabilities Act (ADA) requirements. The applicant's engineer should provide documentation of ADA compliance to District Development Review staff for review.

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

F. Conclusions of Law

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

G. Attachments

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

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

August 14, 2012

BOISE CITY PLANNING & DEVELOPMENT DEPARTMENT
150 North Capitol Boulevard
P. O. Box 500
Boise, Idaho 83701-0500

RE: CUP12-00046
Boise State University
1173 W. University Drive

Ladies and Gentlemen:

The above-referenced Conditional Use Application to demolish and reconstruct a new alumni office/events center located at the above-referenced location 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.

Prior to the issuance of a permit, a drainage plan must be submitted and approved by the District, as well as the Boise City Public Works Department, on the project generally located at 1173 W. University Drive.

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

Boise City Planning & Development Department
August 14, 2012
Page 2

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.

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: Steve Simmons, LCA Architects
Jennifer Wheeler, BSU Alumni Association
District Commissioners
Steve Sweet
Dean Callen

Interoffice

MEMORANDUM

DATE: August 9, 2012

TO: Boise Planning & Development

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

SUBJ: CUP12-00046 1173 W. University Dr.

The following requirements are provided to assist the property owner with protection of trees on public property.

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

Existing Trees on public right of way:

4 - Linden Trees, 8" - 12" DBH, good condition
2 - Norway Maple Trees 5" & 9" DBH, good condition

Required Actions:

Protect existing trees during construction:

- Construct protective fencing around the critical root zone of the tree prior to construction (critical root zone is defined as directly below the dripline or edge of canopy).
- Do not stockpile materials, debris or dirt within the tree protection area.
- Maintain watering within the critical root zone from mid-April to mid-October at the rate of the equivalent of 1 – 2 inches of water over the entire area per week.
- Operate equipment in such a way as to avoid contact with tree trunks and branches.
- Pruning of trees on the public right of way must be done by a Boise City licensed tree service.