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Planning & Development Services

June 9, 2016

Geoffrey Wardle
BVGC Parcel B, LLC
101 S. Capitol Boulevard, Ste. 1700
gwardle@sprinkbutler.com

RE: **DRH16-00079 / 1101 W. Front Street**

Dear Applicant:

This letter is to inform you of the action taken by the Boise City Design Review Committee on the request for approval to construct a six-story, 145,000 square foot office building, four-story, 600 stall parking structure with 10,000 square feet of office/retail space on the ground floor, and a 5,000 square foot retail building in a C-5DD (Central Business with Downtown Design Review) zone.

The Committee, at their work session of June 8, 2016, voted to approve your request. Based on the findings included in the Project Report, the Committee concluded your project complies with Section 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.

Enclosed is a copy of the Conditions of Approval, as well as the Findings of Fact, included in the Project Report. Please be advised detailed Findings can be reviewed in the Planning and Development Services Department on the 2nd floor of City Hall.

May we also take this opportunity to advise you of the following:

a. This approval will not take effect until after the appeal period has lapsed.

b. A Building Permit will be required from the Building Division prior to construction.

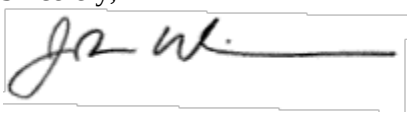
c. If this Design Review Permit is not acted upon by the commencement of construction or extended, pursuant to the Boise City Code, within eighteen months, it will become null and void without further notification from this department.

d. A decision or condition of a Committee Level Design Review may be appealed to the Planning & Zoning Commission within ten (10) calendar days from the date of the Committee's action. The Appeal must be written, accompanied by the appropriate fee, and submitted to the Boise City Planning and Development Services Department prior to the deadline set forth herein. Appeal Application Forms are available in the Planning Department on the 2nd floor of City Hall.

e. A decision of the Planning and Zoning Commission may then be appealed to the Boise City Council. Once the Council makes a final decision, the landowner may request a regulatory taking analysis for that decision and/or conditions within 28 days following such final decision in accordance with Section 67-8003 of the Idaho Code.

If you have any questions, please feel free to contact me at 384-3772.

Sincerely,



Josh Wilson
Associate Planner, Design Review
PLANNING AND DEVELOPMENT SERVICES DEPARTMENT

JW/nh

cc: Darin Bell / Babcock Design Group / darin@babcockdesign.com
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Matthew Peters / rhetoricstyle21@yahoo.com
Larry Crookham / 406 S. 13th Street #308 / Boise, Idaho 83702

Attachments:

- Conditions of Approval
- Findings of Fact

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 March 8, 2016, and revised plans and specifications dated received May 11, 2016**, except as expressly modified by the following conditions:

    a. Any trees within tree grates shall also use a suspended pavement system with a minimum soil volume of 500-600 cu ft. The soil used within the suspended pavement system will be required to meet City specifications which can be obtained from the Planning Team.

    b. At 60-percent construction documents the following shall be provided:

        1. Details showing a minimum of a 2-inch depth from the face of the glazing to the finish face of the surrounding material, with the exception of the curtain wall systems.

        2. A detailed planting plan showing species, quantities, and size at time of planting.

        3. Details showing all rooftop mechanical equipment screened to full height.

        4. Detail the upper decks of the parking structure, modifying the proposed cable rail system to provide increased opacity and visual screening of vehicles.

Responsible Agencies and Other Boise City Departments

2. A Building Permit approval is contingent upon the determination that the site is in conformance with the Boise City Subdivision Ordinance. Contact the Planning and Development Services Subdivision Section at 384-3998 regarding questions pertaining to this condition.

3. The applicant shall comply with the requirements of the Boise City Public Works Department (BCPW) for drainage (March 10, 2016), sewers (March 10, 2016), street lights (March 11, 2016) and pretreatment (March 14, 2016) comments as well as the memorandum from the Solid Waste/Ground Water Manager dated March 11, 2016. Please contact BCPW at 384-3900. All items required by BCPW shall be included on the plans/specifications that are submitted for a Building Permit. Please note that any changes or modifications by the owner to the approved Storm Water Plan must be resubmitted to BCPW for approval.

4. Prior to a Building Permit and prior to any construction on the site, an Erosion and Sediment Control Permit must be obtained from the Building Division of the Planning and Development Services Department.

5. A Building Permit is contingent upon approval from Boise City Community Forestry for tree planting within right-of-ways, per Title 9, Chapter 16, Section 09-16-05.2. Contact Boise City Community Forestry at 384-4083 with questions regarding this condition.

6. Compliance with the requirements of the Ada County Highway District (ACHD).

7. Compliance with the requirements of the Idaho Transportation Department (ITD) dated March 21, 2016.

8. Compliance with the Boise City Fire Department.

Standard Conditions of Approval

9. The applicant is encouraged to participate in a Transportation Demand Management Program which may include the following measures:

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. 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.

12. All landscape trees shall be pruned in accordance with the American National Standards Institute's Standard Practices for Tree Care Operations (ANSI A300 - latest edition). No trees on the site shall be topped, headed back, rounded over or otherwise disfigured. Contact Boise City Community Forestry at 384-4083 for information regarding tree care operations.

13. An approved protective curbing shall enclose all landscape areas where they are adjacent to parking areas or driveways.

14. Vision Triangles as defined under Section 11-07-02 (B) of the Boise City Code shall remain clear of sight obstructions.

15. In compliance with Boise City Code, anyone planting, pruning, removing or trenching/excavating near any tree(s) on ACHD or State right-of-ways must obtain a permit from Boise City Community Forestry at least one (1) week in advance of such work by calling 384-4083. Species shall be selected from the Boise City Tree Selection Guide.

16. Deciduous trees shall be not less than 2" to 2½" caliper size at the time of planting, evergreen trees 5' to 6' 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.

17. 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.

18. All parking areas and driveways shall be paved and striped. All handicapped spaces and approved compact spaces shall be clearly marked and signed as required. Bicycle parking, as required by Section 11-07-03 (6) (a) of the Boise City Code, shall be provided.

19. All Americans with Disabilities Act (ADA) requirements shall be met.

20. 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.

21. 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.

22. No obstructions (landscaping, signs, fences or other elements) shall encroach upon any required fire access or fire facility.
23. All signs will require approval from the Planning and Development Services Department prior to installation.

24. 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.

25. Utility services shall be installed underground.

26. 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.

27. 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.

28. 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.

29. 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.

30. 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.

Findings

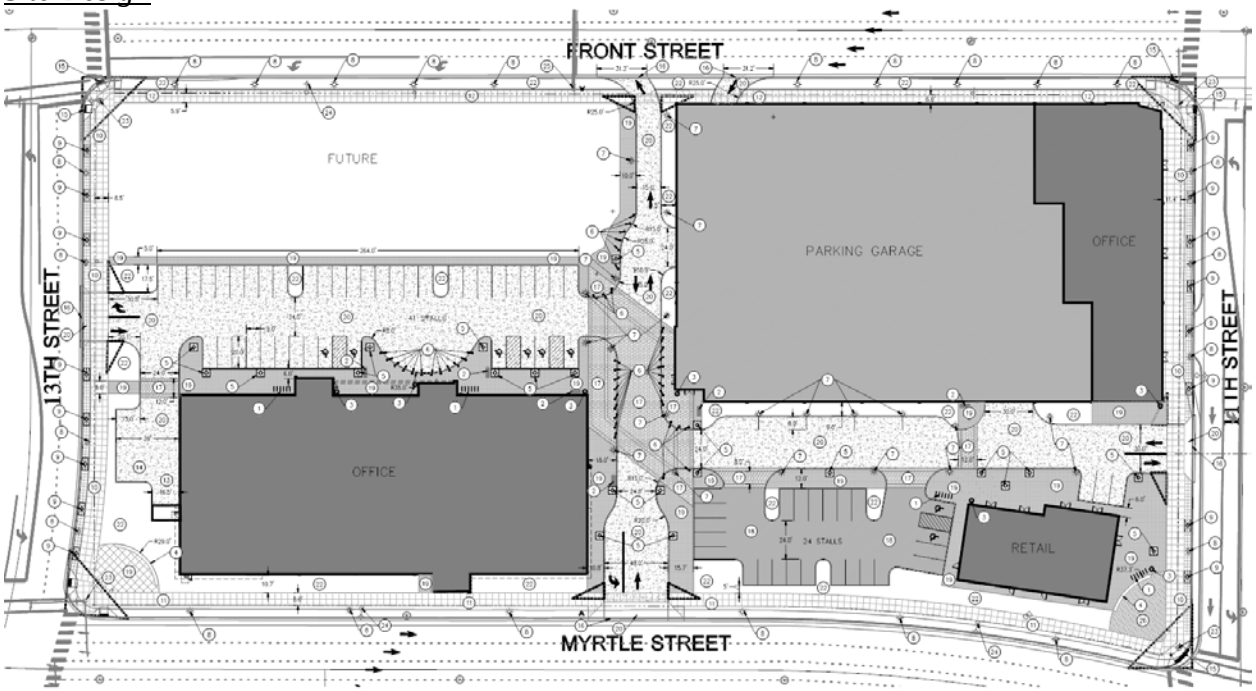
Zoning Analysis

The property is zoned C-5DD (Central Business with Downtown Design Review). The office, retail, and parking garage are allowed uses in the zone. The office and retail uses are allowed in the C-5 Zone with a floor area ratio (FAR) of 4.0 and the parking garage square footage bonuses at a 1 to 1 ratio. Floor area ratio means four (4) times the site square footage is allowed for the building square footage. Certain uses such as landscape features (5:1), plazas (12:1), residential (4:1) and parking structures (4:1- below grade, 1:1 – above grade) provide a bonus for additional square footage. (B.C.C. Section 11-07-06.3)

Amenity	**FAR**	**Area SF**	**Square Footage Allowed**
Base	4	160,000	870,400
Structured Parking			
Above Grade	1	215,300	215,300
TOTAL			**1,085,700**

The building square footage for the three structures is approximately 375,300 square feet above grade. This is well below the over 1 Million square feet allowed on the property and this calculation doesn't include plaza space.

Site Design



The overall site design proposes a 6-story, 145,000 square foot office building on the southwest corner; a 1-story, 5,000 square foot retail building on the southeast corner; and a 4-story, 611 stall parking structure with 10,000 square feet of commercial space on the northeast corner of the site. As part of the project an access drive will be installed aligning with 12th Street to the north and south. The access point on 11th Street also aligns with the access point on the Simplot Headquarters Building to the below grade parking. This will allow for better access management along the roadway.

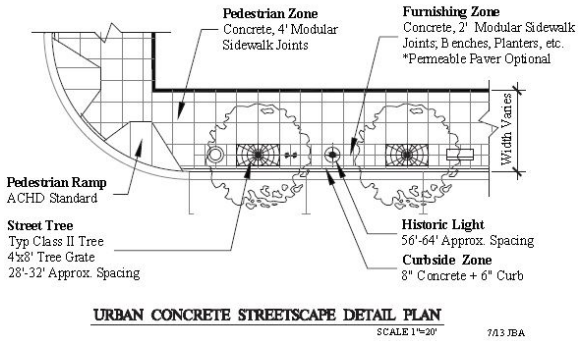
The east-west access drive is broken into two offset segments with the east section accessing primarily the retail building surface parking and the western portion accessing the office surface parking area. Both the east-west and north-south drives also allow for entry/exit to the parking structure located on the northeast corner of the site. The internal access drives are designed with a strong pedestrian corridor with street trees within tree grates along the curb line and wider sidewalks to allow for gathering space and access. Stamped-concrete textured pedestrian crossings have been provided at key points on the access drives and at the intersection of the drives in the center of the project.

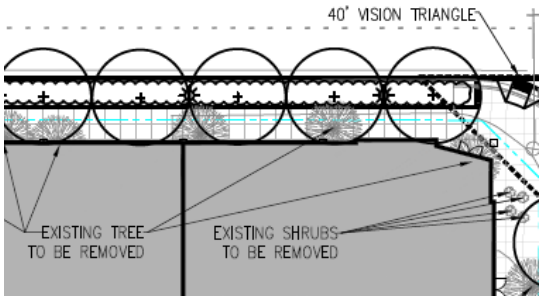
The project application has been transmitted to the Ada County Highway District (ACHD) for their comments on access along both 11th and 13th streets. As of the completion of this report, they have not finalized their draft report for the proposed access points and have requested we move forward with a condition of approval stating to comply with all of their conditions of approval. The Idaho Transportation Department (ITD) has provided comments, dated March 21, 2016, on the proposed project. The letter from ITD states they are reviewing the application for access to Front and Myrtle streets. It also states the trees will be allowed within the ITD right-of-way per the agreement with the City of Boise, provided that the face of the tree shall be no nearer than 4 feet to the face of the curb at full growth.

Pedestrian Access

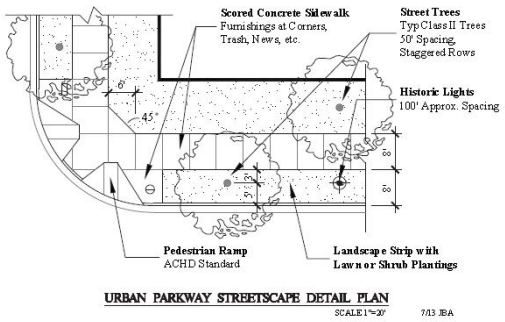
Along Myrtle and Front Streets the project will match the sidewalk and planter widths provided at the Simplot site to the east. There is an 8-foot sidewalk that runs the full length of these street frontages. The designated streetscape for Front Street is the Urban Concrete.

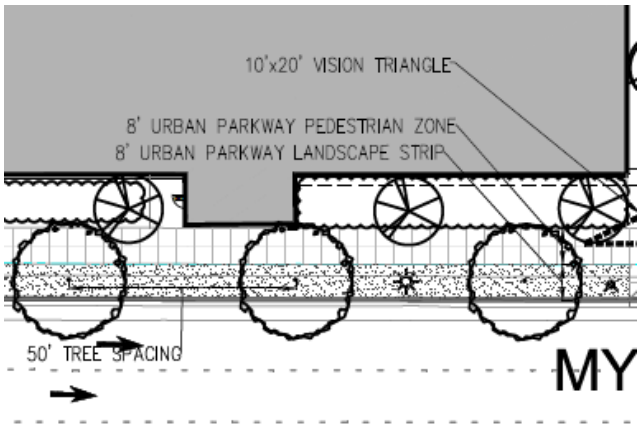
The Urban Concrete street section is shown below next to the proposal:





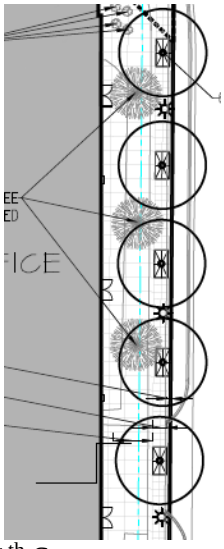
Though the design being installed along Front Street does not comply with the adopted guidelines, it does provide consistency from block to block. It also provides a better environment for the street trees to mature and have a strong root structure with the additional soil provided in the planter beds.



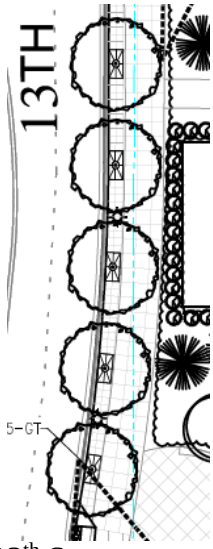


Myrtle Street is designated as an Urban Parkway (shown above next to the proposal) which requires a double row of street trees. The applicant's proposal shows two rows of trees for the entire Myrtle Street frontage as required.

11th and 13th Streets are designated as Urban Concrete, as shown above. The project will match the designated standards and the sidewalks installed to the east on the Simplot site.



11th Street

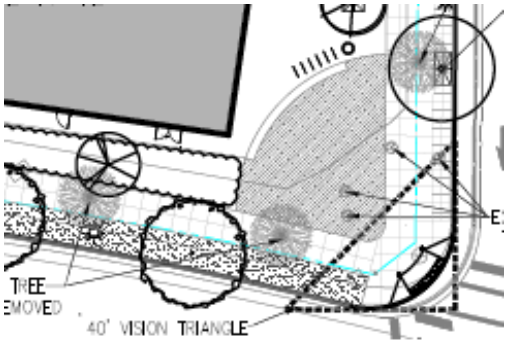


13th Street

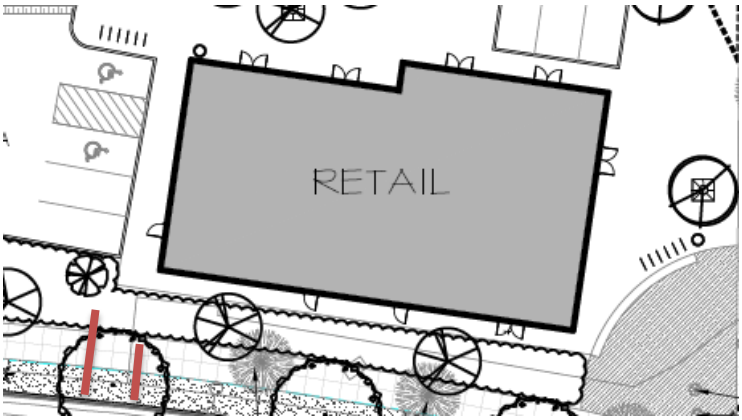
The plaza located at the intersection of Myrtle Street and 11th Streets will provide a location for pedestrians and cyclists crossing from the Pioneer Corridor coming up from the river on the southwest corner of the intersection to cross Myrtle Street. The pathway then crosses 11th Street over through the JUMP project and aligns with Broad Street further east. The plaza is semicircular in shape, with hardscape and a seating wall. A similarly designed plaza has been located at the corner of Myrtle Street and 13th Street which will act as a focal point for vehicles coming off on the connector and strengthen the pedestrian connection to the south side of Myrtle Street at the intersection. While the plazas are beneficial have been located to enhance the overall pedestrian circulation through the vicinity, additional design development could positively impact the visitor experience. The inclusion of public art, water features, additional plantings, or other points of interest would add to the project and create a destination within the project, fostering an active streetscape and preventing underutilized spaces. The plaza at Myrtle Street and 11th Street should be designed to strengthen the connection to the retail building entrance at the southeast corner of the structure and provide direct access to the sidewalk along Myrtle Street. The applicant should submit refined plaza concepts at a future public work session for final approval.

13th/Myrtle

11th/Myrtle



For enhanced pedestrian connection to the interior of the site, the sidewalk at the west end of the retail building should be extended through the landscape area to connect with the public sidewalk along Myrtle Street as indicated below.



B.C.C. Section 11-03-04.12.C.7.d Findings states:
A. Traffic Impact: That traffic impact is minimized and the pedestrians and cyclists have been provided for through the use of sidewalks, pathways, landscaping, and safe parking lot design.

The project will comply with the finding based on the analysis above and the recommended conditions of approval. The pedestrian has been provided for with a public sidewalk system along the perimeter of the property in compliance with the streetscape requirements established by CCDC and adopted by Boise City through Blueprint Boise, the City's Comprehensive Plan. The access from the parking structure to the office and retail buildings is well defined along the internal access drives to allow for safe pedestrian locations.

Landscape Design
As an urban development, the landscape for the property is minimal and limited to the streetscape improvements, the street trees provided along the internal access drives, foundation planter beds along the office and parking structures, and a landscape area along the parking lot for the retail building. The street trees along Front Street are 'Cimmaron' Ash trees with the planters filled with a variety of shrubs and perennials, including Variegated Lilyturf, Crimson Pygmy Barberry, Little Henry Sweetspire, and Mediterranean White Heather. The trees along 13th Street are 'Green Mountain' Linden. The trees along 11th Street are 'Cherokee' Sweetgum. Along Myrtle Street, 'Deborah' Norway Maple trees are planted within a lawn strip with a second row of trees located to the rear on the parcel, Chanticleer Flowering Pear. These species have been chosen and approved by the City Forester.

In a number of locations the applicant has proposed landscape planters indicated by a clouded symbol on the drawings, with a general list of plant materials to be included. Prior to application for construction permits, a detailed planting plan shall be submitted for these areas including species, quantity, and size at time of planting.

B.C.C. Section 11-03-04.12.C.7.d Findings states:
B. Landscaping, Stabilization, and Screening: That landscaping screens buffer adjacent uses, and screen or conceal unsightly areas.

The landscape plan as submitted complies with the requirements of the ordinance and the Downtown Design Guidelines, with a minor exception. As a Commercial/Mixed Use block frontage, new surface parking lots along Myrtle Street are required to provide a setback of 10-feet, or reduced width buffers may considered with design treatments to mitigate the visual impact. These treatments could include a low screen wall or raised planter bed with dense plantings. The proposed landscape buffer width between the parking lot adjacent to the retail building and Myrtle Street is 5-feet, and 3-foot high masonry screen wall should be placed in this planter to comply with the above requirements. With the recommended condition of approval, the project will comply with the requirements of the above finding.

Grading and Drainage

Grading and drainage plans have not been submitted as part of the design review application. Drainage locations for the site will be approved through the building permit by Boise City Public Works to ensure compliance with all codes. The Planning Team recommends the applicant work with Boise City Public Works and Environmental to arrive at solutions to treat the storm water on site through green storm water infrastructure solutions. This could include the use of permeable pavers on the interior sidewalks and access drives as well as providing bio-infiltration swales along the street frontages.

B.C.C. Section 11-03-04.12.C.7.d Findings states:
C. Grading and Drainage: That on-site grading and drainage have been designed so as to minimize off-site impact and provide for erosion control.

This project complies with this finding through the requirement the applicant meet the conditions of approval placed on the application by Boise City Public Works memoranda from Brian Murphy dated March 10, 2016.

Signage

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

B.C.C. Section 11-03-04.12.C.7.d Findings states:
D. Signage: That signs provide for business identification, minimize clutter comply with the sign regulations.

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

Utilities

All utilities will be installed underground to the buildings. The cooling tower, RTU and heat pump will be located on the roof tops of the building and are proposed to be screened by walls. A condition of approval will require mechanical screens of the equipment.

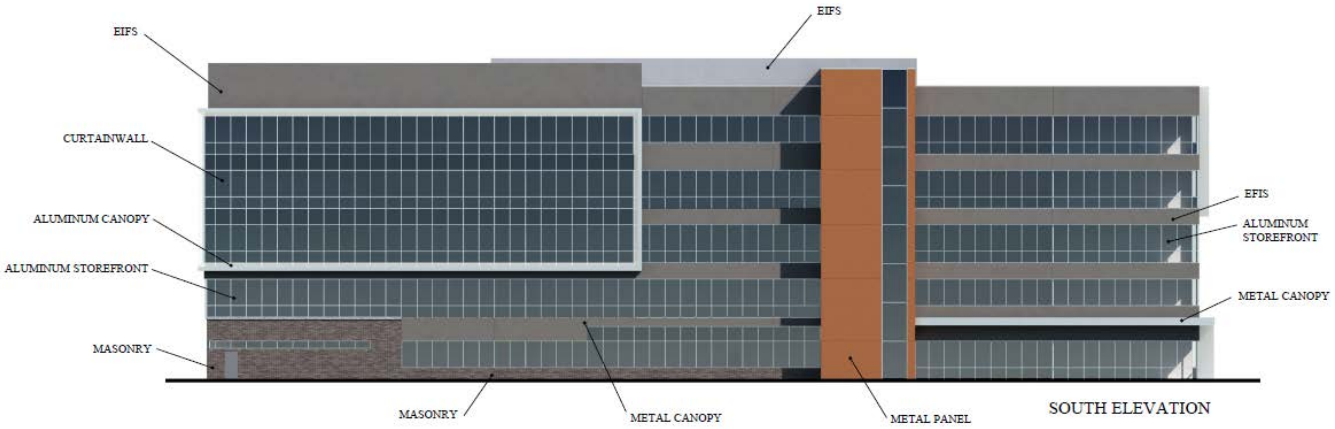
B.C.C. Section 11-03-04.12.C.7.d Findings states:
E. Utilities: That utility systems do not detract from building design and that their size and location are appropriate and maintainable.

The project complies with the requirements of this finding with the attached conditions of approval. All utility services are located either below grade, on the rooftops, or within enclosures. Rooftop mechanical equipment will be screened by mechanical screens or parapet walls.

Structure Design (Office Building)

Building Location	**Type/Color**
Roof:	Membrane / White
Exterior Walls:	Metal Panel / EIFS / Masonry / Curtain Wall
Trim:	Metal
Windows/ Doors:	Aluminum Storefront / Anodized
Mechanical Equipment:	Roof mounted/ Screened by enclosure

Building Mass – Office Building



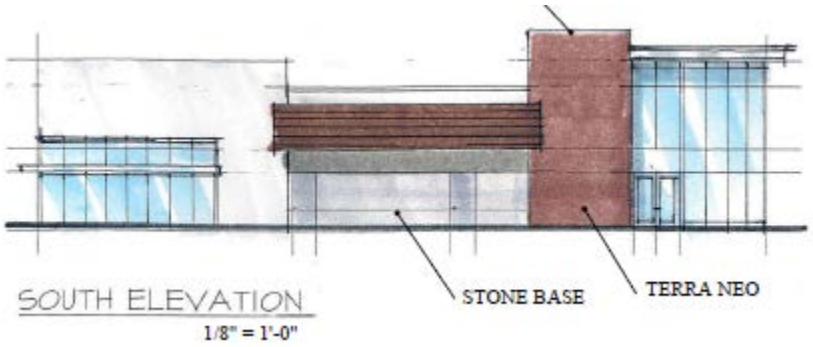
The massing of the building is similar to the massing of buildings within the downtown area. The overall height of six stories is appropriate for the site and similar to surrounding buildings and new construction in the area. The structure has a depth, north to south, of approximately 111-feet. The structure has an east to west width of approximately 255-feet, requiring design treatments to break up the façade and building mass. The proposed building uses a prominent stair tower constructed of contrasting materials which is 25-feet in width and modulated from the facade 11-feet, to break up the building mass on the east west axis. The stair tower element protrudes above the roof line of the building to create varied height and is mirrored on the north side of the building with an offset. Additionally, a protruding aluminum canopy frames portions of the upper floors of the structure, wrapping around both the southwest corner and the northeast corners of the building. This creates shadow lines and design interest as viewed from all sides of the building, and prevents large expanses of flat walls.

The proposed structure uses large modulated building masses, contrasting materials, and shadow lines created by protruding elements to break up the massing of the structure. The modulation carries throughout the building floors and provides many layers of design interest. The massing has been designed to provide visual interest when viewed from adjacent properties and roadways, and prevent large, flat wall planes without shadow lines.

Structure Design (Retail Building)

Building Location	**Type/Color**
Roof:	Single ply membrane / White
Exterior Walls:	EIFS / Fiber Cement Board / Terra Neo / Stone Tile
Trim:	Metal
Windows/ Doors:	Aluminum Storefront / Anodized
Mechanical Equipment:	Roof mounted/ Screened by parapet

Building Mass – Retail Building



The single-story retail structure is much smaller in mass than the office building and parking structure, and is compatible with other structures within the area. The massing of the structure is more orientated to the Pioneer Pathway pedestrian corridor at the southeast corner of the site. The building provides detail along the ground level with windows and changes of material along with stepping of the wall plane. The smaller mass of the structure provides a contrast to the larger structures proposed and helps to create a varied built environment on the site, mimicking the variety in size and height of structures found on blocks throughout the perimeter of downtown.

Structure Design (Parking Structure)

Building Location	**Type/Color**
Roof:	Parking deck / Concrete
Exterior Walls:	Concrete/ Perforated Metal Panel / CMU
Trim:	Metal
Windows/ Doors:	Storefront / Anodized
Mechanical Equipment:	Located in mechanical enclosure in garage

Building Mass – Parking Structure

The mass of the parking structure is unique to the area. The length of the structure along Front Street is 302-feet and 185-feet along the 13th Street frontage. There is no significant modulation to the massing and minimal design interest provided at the pedestrian street level, with the exception of the 11th Street frontage. The Downtown Design Guidelines require structures with a length greater than 122-feet in the east/west direction contain significant stepping of the façade or articulation of the façade that runs to the pedestrian level. The Planning Team understands in order to provide for an efficient parking layout a rectangular structure is the most efficient and economical. However, if the Downtown Design Guidelines are to be waived for the requirement of a significant break in the façade to break up the massing, then additional detail needs to be provided throughout the structure for interest.

The provided garage elevations accurately depict the north and east elevations, showing aluminum store front window systems along 11th Street on the east elevation, and a tower massing at the northeast corner of the structure addressing the intersection. The west and south elevations, however, do not match the site plan or floor plans with regards to the location of the tower element proposed at the southwest corner of the structure. Revised elevations accurately depicting these elevations shall be submitted for review at a future public work session.

The proposal shows a change in how the shell of the structure is treated with perforated metal panels covering portions of the facade, with other areas left open into the parking. This detail does not extend down to the ground level, however. Any pedestrian, bicyclist or vehicle moving along the length of the structure on Front Street would see a flat continuous low masonry wall with visibility into a parking structure. There is no ground floor retail space proposed or required, but changes in material should carry to the ground floor at a minimum. On a previously approved project on this parcel, there was a similar discussion about continuing a proposed terra cotta tile system to the ground level on the parking structure. A concern with that proposal was the possibility of pedestrians attempting to climb or vandalize the terra cotta screen. With the change to a perforated metal panel, those concerns are no longer present and the material should be continued to the ground. This change should take place on the entirety of the building to provide a consistency in application of materials.

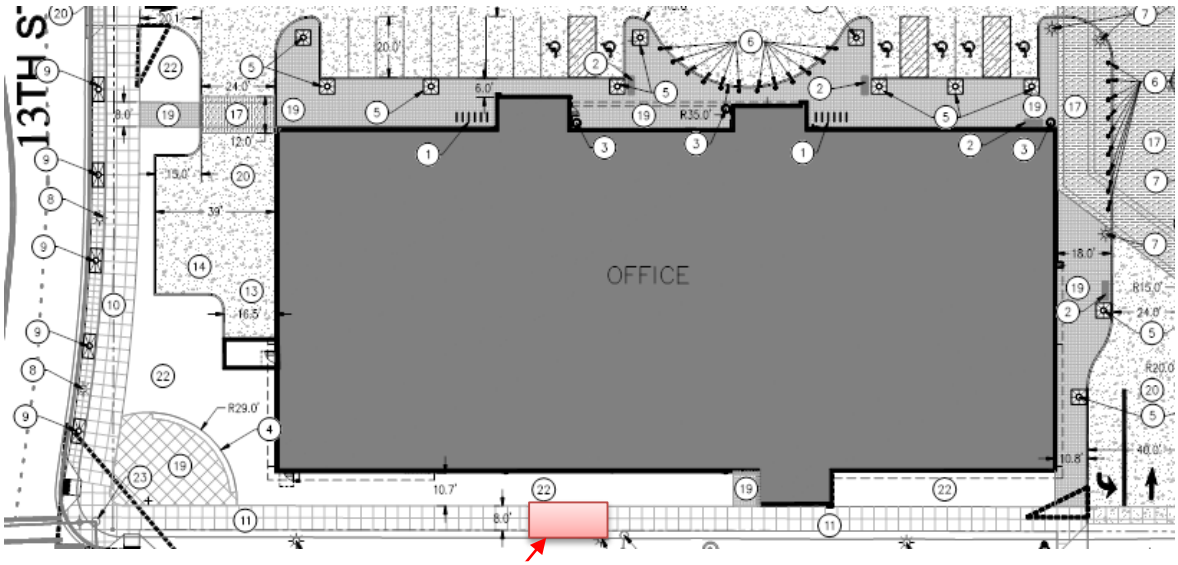
B.C.C. Section 11-03-04.12.C.7.d
Building Mass: The building mass should be consistent with development in the immediate area.

The massing of the structures largely meets the standards set forth in the Downtown Design Guidelines, and meets the 4-6 story building height set forth for the area in the River Street-Myrtle Street Master Plan. The mass of the structures are similar in height to the structures within the area and meet the requirements for modulation and breaking of massing with the exception of the parking structure. It is recognized that the parking structure poses unique challenges, and additional design interest can be used to mitigate the concerns regarding massing.

Building Facades

Office Building
The proposed building uses a prominent stair towers on the north and south elevations constructed of contrasting materials and modulated from the wall plane to break up the façade. The stair tower element protrudes above the roof line of the building to create varied height and is mirrored on the north side of the building with an offset. Additionally, a protruding aluminum canopy frames portions of the upper floors of the structure, wrapping around both the southwest corner and the northeast corners of the building. This creates shadow lines and design interest as viewed from all sides of the building, and prevents large expanses of flat walls.

The proposed design places the building entrance on the north side of the structure, interior to the site and adjacent to the parking lot. The Downtown Design Guidelines require that buildings contain an entrance facing the street, with an allowance for entrances interior to site if orientated towards pedestrian spaces and visible from the street. The proposed entrance does not meet this allowance and the building shall provide a prominent entrance on Myrtle Street. Potential exists to mirror the north elevation with the same offset stair tower and entry elements, presented in reverse on the south elevation. Revised plans meeting this requirement shall be presented for review at a future public work session.



Retail Building

The retail building addresses the corner of Myrtle Street and 13th Street and borders the pedestrian plaza at the intersection. The building provides design interest at the pedestrian level with expanses of glass, modulated wall planes, and changes in materials. A taller glass wall element addresses the plaza and is a focal point in the building design. All elevations contain stepping of the wall planes and design elements that carry to the top of the structure. There are awnings designed over the windows to provide shadow relief and weather protection.

Parking Structure

The north and east facades of the building run along the public right-of-way. There is no modulation of the wall plane. At the pedestrian level there is a partial wall with openings into the garage. At the northeast corner of the structure is a glass and masonry tower element that extends above the fourth floor parking deck. The tower element helps provide some design interest and transparency to the overall structure. The south and east elevations of the building are similar. The southwest corner is proposed to feature a tower element similar to the one proposed at the northeast corner of the building. This element helps to break up the facades and provides design interest when viewed for the interior of the site.

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

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

The height to width relationships of the buildings is appropriate for the area. Additional modulation will be achieved on the office building through the addition of an entrance on Myrtle Street. The parking structure shall be modified to continue the perforated metal screens to the ground level, providing pedestrian level design interest. With the proposed conditions of approval providing additional modulation and design interest, the project will meet the ordinance requirements.

Openings in the Facades

Large expanses of transparency are proposed on all of the buildings. Details on the proposed window openings shall be provided at 60-percent construction documents to show how the windows meet the face of the adjacent materials. The Downtown Design Guideline 4.3.2 states:

Buildings shall employ techniques to recess or project individual windows above the ground floor at least two (2) inches from the façade. For building outside the Downtown Core (area between 3rd, 13th, Washington, and Myrtle Streets) another option is to incorporate window trim at least 4 inches in width that features color that contrasts with the base building color. Glass curtain walls are exempt from this standard.

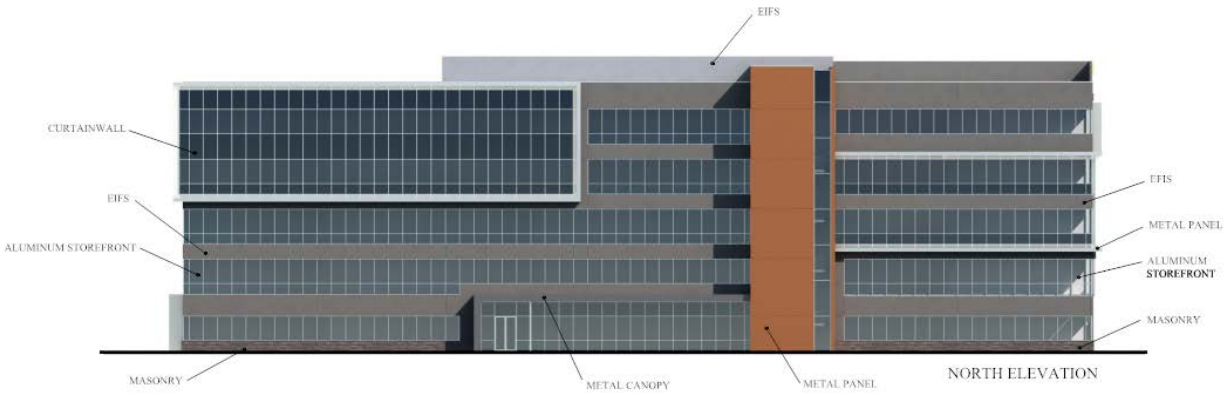
The proposed office building uses a curtain wall system which requires no depth of recess in combination with storefront windows which do require a two inch depth from the façade. Details should be provided to demonstrate how these standards are met. Additionally, details shall be provided on the storefront window systems on the retail building and parking structure to ensure compliance.

B.C.C. Section 11-03-04.12.C.7.d
Openings in the Facades: Openings in the façade shall be consistent with the architecture in the area.

The openings in the façade on all buildings will be consistent with the surrounding new construction based on the conditions of approval requiring a minimum of a 2-inch reveal from the face of the glazing to the face of the adjacent finish material, with the exception of the curtain wall systems. This will be consistent with the new Simplot Corporate Headquarters building to the east which employs a reveal on the windows. The curtain wall will be consistent with the glass on the JUMP structure as well as the Aspen Lofts building.

Exterior Materials

Office Building



The materials on the office building consist of a grey EIFS, orange metal panels, masonry, aluminum canopies, and a curtain wall system. The Downtown Design Standards and Guidelines states:

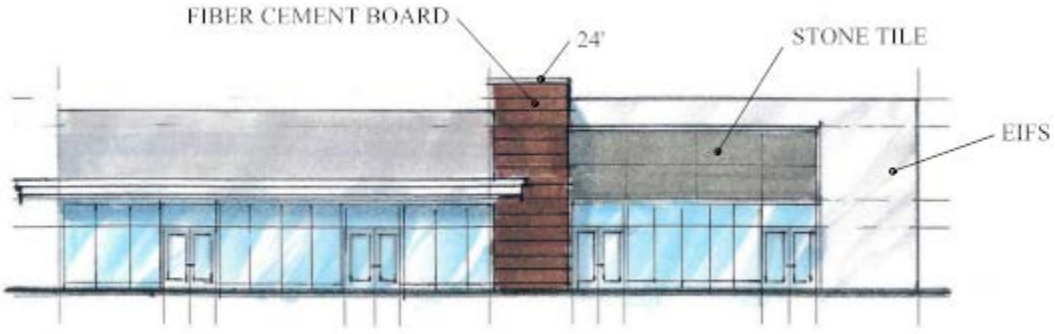
4.4.1 Quality building materials
Utilize building materials that convey a sense of quality and permanence. Specifically, buildings within the Downtown Core (area between 3rd, 16th, Washington, and the river) and all multi-story commercial and mixed-use buildings shall utilize natural stone, brick, decorative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

The office building uses a masonry base along with large areas of windows and metal to provide a base for the building. The upper levels of the building use mainly gray EIFS, aluminum storefront windows, and a curtain wall system. The Guidelines have three specific conditions for the use of stucco (EIFS) or other similar troweled finishes. They are as follows:

a. *Stucco is strongly discouraged in commercial projects and on the first floor of multi-family residential buildings.*
b. *Stucco must be trimmed in wood, masonry, or other material and shall be limited to no more than 50 percent of the street façade; and*
c. *Stucco shall not extend below two feet above the ground plane. Concrete, masonry, or other durable material must be used for wall surfaces within two feet of grade to provide a durable surface where damage is most likely.*

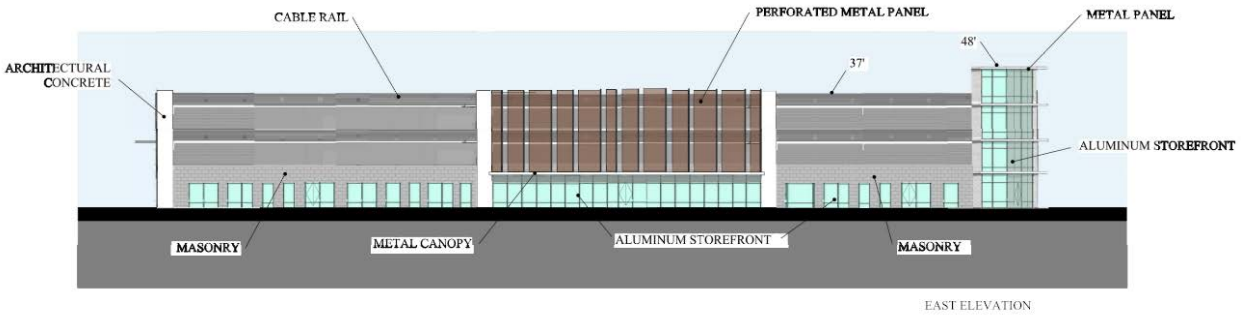
Though stucco/EIFS is strongly discouraged for commercial projects, the applicant has chosen to move forward with the use of the product on the upper levels of the structure. The applicant has previously received approval to use an EIFS product on the subject parcel and it has been found to be appropriate for the site context and surrounding area. The EIFS proposed has been trimmed with windows and metal, and does not extend below two feet above the ground.

Retail Building



The retail building is proposed with a mixture of materials including a fiber cement board resembling a natural wood finish, stone tile, aluminum storefront windows, aluminum canopies, and gray EIFS. The mix of materials provides a pleasant contrast and design interest, and is suited to the style of architecture. The EIFS does extend below two feet above the ground and the design shall be revised to provide a base material on the building is the EIFS locations. Additionally, the retail building elevations are less refined than the office and parking structure and a more detailed set of drawings shall be submitted prior to applying for construction permits.

Parking Garage



The Parking structure is finished with concrete and concrete masonry unit at the pedestrian level. At the entries and along 11th Street are aluminum storefront systems for design interest. Perforated metal panels are used for some of the bays of the upper levels to add design interest.

B.C.C. Section 11-03-04.12.C.7.d
Exterior materials that complement surrounding development in terms of color and relief should be utilized.

The building materials are similar, with the exception of EIFS, to those used on the surrounding new construction. The Simplot Headquarters building is using all glass and high quality concrete finish. The JUMP construction is using concrete, glass and Fiber Cement Panels for design interest. The Aspen Lofts project uses a polished stone at the pedestrian level with large amounts of storefront and the upper levels are of aluminum storefront. The buildings as proposed and conditioned can meet the letter of the Downtown Design Guidelines but additional conditions could be added by the Committee if they feel the Finding listed above is not met.

Commercial/Industrial Buildings Adjacent to Residential
The office structure currently proposed at the southwest corner of the site is adjacent to the City Side Lofts development to the south across Myrtle Street.

B.C.C. Section 11-03-04.12.C.7.d
Commercial/Industrial Buildings Adjacent to Residential: The design shall minimize impacts on adjoining (including across a street or alley) residential uses and districts.

The site has been designed to provide a plaza at the southwest corner of the site, and a double row of street trees has been proposed along Myrtle Street. While the office building has significant mass located across from the existing City Side Lofts residential property, the building has been designed to prevent a blank, sterile wall on the south elevation. Modulation and variations in form have been provided. The required condition to place a building entrance along Myrtle Street will provide additional design interest and help to create an active pedestrian environment along the roadway.

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

DT-CCN 1.1: Downtown Area Plans

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

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

DT-CCN 1.4: Urban Building Forms

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

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

The site design for the project places the buildings at the back of sidewalk allowing for the street wall discussed in the Comprehensive Plan. A condition has been placed to require an entrance to the office building off of Myrtle Street, and the retail building addresses the street. The design of the parking structure has the street level space along 11th Street activated with people-oriented uses.

The applicant has done an excellent job of breaking up the superblock through the use of access drives that would align with what would be 12th Street and Broad Street. The breaking up of the block provides for better pedestrian and vehicular circulation throughout the site and allows for the back of house activities such as loading and trash facilities to happen off of the main public right-of-ways.

DT-CCN 1.5: Avoid Auto-Oriented Building Forms
Avoid strip commercial, open air drive-through lanes, and other auto-oriented building forms in the CBD.

The uses are highly auto oriented, but the buildings have been laid out and access planned in such a way to take the burden off of the public street grid. The proposal includes access drives through the site that allow for the access and egress of the parking structure.

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

The proposed project will remove a dirt/gravel parking lot that has been in existence for over 20 years. The addition of structures to the site with an internal pedestrian and vehicle circulation route will be a positive change to the base of the Connector and the entry into downtown.

DT-C 1.6: Pedestrian Network

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

DT-C 2.3 Streetscape
Continue a program of improving sidewalks along Downtown streets with paving, street trees, historic lights, benches, planters, and other street furnishings consistent with the Downtown Boise Streetscape Standards and the Downtown Boise Elements of Continuity. Use streetscape to give Downtown a distinctive identity, beautify the public realm, and create a safe, appealing environment in which to walk.

The project complies with the streetscape requirements outlined in the River Street-Myrtle Street Master Plan and the deviations allowed on the adjoining blocks for new construction. A strong pedestrian network also runs through the middle of the site in what would be the Broad Street alignment.

DT-C 2.7: Pioneer Corridor
Enhance the Pioneer Corridor connecting Downtown to the Boise River, as development occurs.

This project will fill in one of the last gaps in the Pioneer Corridor connection. The JUMP and Simplot Headquarters site will provide the connection over to Broad Street at 9th. The Pioneer Corridor is already in place in conjunction with a previous effort by CCDC on the south side of Myrtle Street. This site contains the turning point at the corner. In order to make this location a more pleasant experience, additional detailing should be added to the plaza at the corner of Myrtle Street and 11th Street. This will provide some interest and sense of place to help the pedestrian to feel as if they are not just at a major vehicular intersection.

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

DT-NC 4.1: Urban Design Principles
(a) Utilize the urban design principles contained in the adopted master plans for the urban renewal districts.

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

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

Figure 7 shows this property having a built form of 4-6 stories.

This project proposed with a six-story office building and four-story parking structure meets the density foreseen through the master plan effort for the built form. While the single-story retail building does not, it is a minor portion of the site and could easily accommodate redevelopment in the future when market conditions dictate.

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

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

The proposed development meets these requirements as specified by providing an extension of downtown office space into the district, providing retail space, and 611 parking spaces. They are located within easy walking distance of the Boise River, Boise State University, JUMP, BoDo and the downtown core.

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

The building forms proposed accomplishes this guideline. Through the addition of service drives the superblock is broken down into four typically sized city blocks. The designs provide interest through the use of a mixture of materials and design styles. With the following conditions of approval, design interest will be provided along the public pedestrian right-of-ways.

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

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

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

Some modifications to the adopted Streetscape Standards have been applied to this parcel. However, they were previously approved with the neighboring property to the east allowing for a consistent streetscape from 9th Street to 13th Street. The establishment of the access drives in alignment with 12th Street and Broad Street provide for an alternative of completing the street grid. It allows for pedestrian, vehicular and cycling options.

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

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

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

The project as proposed does a wonderful job of creating pedestrian and cycling options with the service drives through the site. The Pioneer Walkway touches the southeast corner of the site and through conditions of approval the experience at the intersection will be enhances and allow for the users of the pathway to experience the plaza as more than a blank space at the intersection.