



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

MEMORANDUM

TO: Mayor and Boise City Council

FROM: Hal Simmons - Planning Director
Boise City Planning and Development Services

PREPARED BY: Leon Letson – Associate Planner
Boise City Planning and Development Services

HEARING DATE: February 14, 2017

RE: APPEAL of PUD16-00027 / CAR16-00030

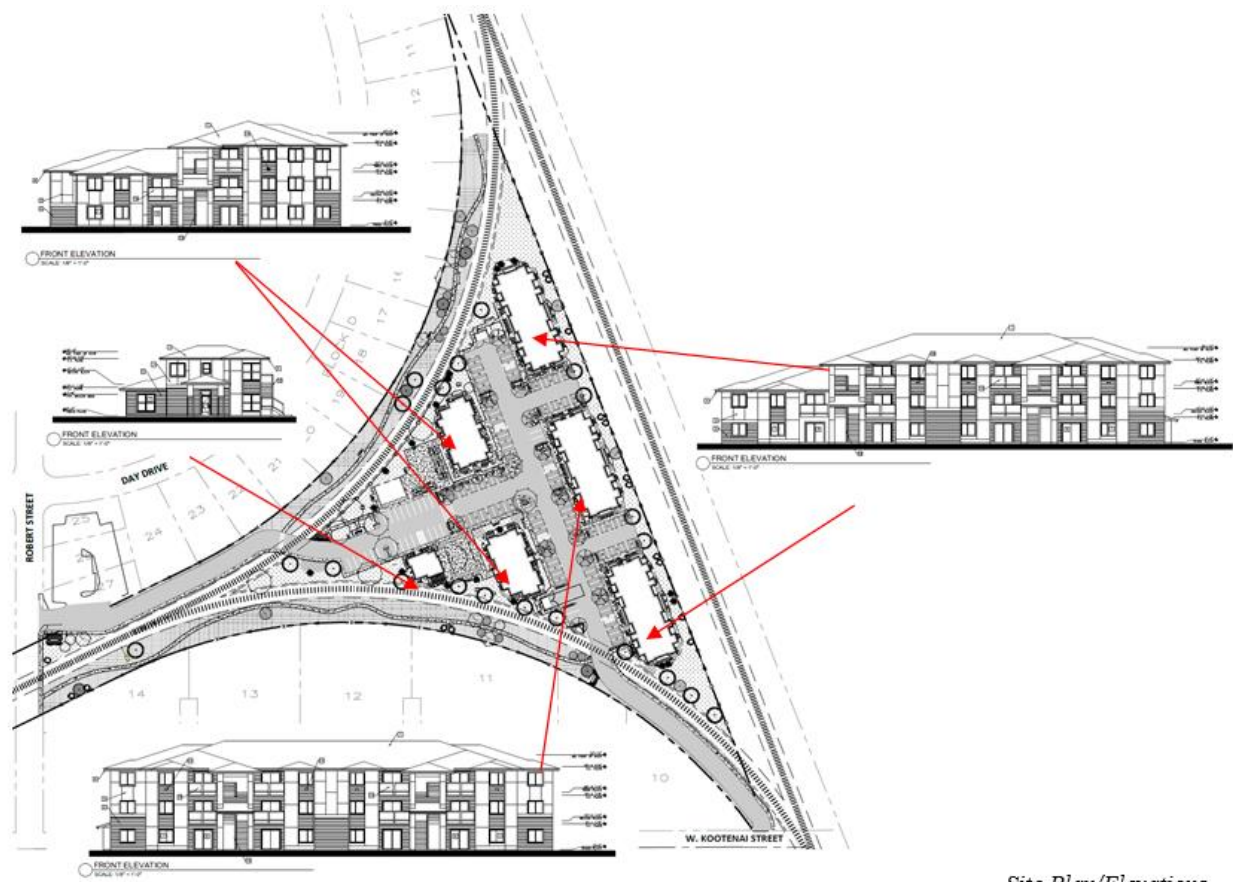
Day Side, LP is appealing the Planning and Zoning Commission's approval of a conditional use permit for a 91-unit planned residential development on ± 7.39 acres located at 2350 W. Kootenai Street. The project also includes a rezone request of the subject property from an R-1C (Single Family Residential) to an R-2D (Medium Density Residential with Design Review) zone.

The following record is provided for your review:

Page 2	Background and Summary of Planning and Zoning Commission Action
Page 3	Appeal Grounds and Response
Page 4	Planning Team Recommendation
Page 4	Standards of Review for Appeals
Page 6	Appeal Application and Memoranda
Page 13	Planning and Zoning Commission Action Letter
Page 19	Minutes from the December 5, 2016, Planning and Zoning Commission Hearing
Page 38	Project Report from the December 5, 2016, Planning and Zoning Commission Hearing
Page 132	Memorandum from the December 5, 2016, Planning and Zoning Commission Hearing
Page 136	Parties of Record List

Background and Summary of Planning and Zoning Commission Action

This item involves two applications: a conditional use permit and rezone request. Each is required for the construction of a 91-unit planned residential development illustrated below. The ±7.39-acre site is generally located at 2350 W. Kootenai Street in a proposed R-2D (Medium Density Residential with Design Review) zone.



Site Plan/Elevations

The subject property is located east of the Vista Village shopping center, north of Kootenai Street, and west of the railroad tracks that run parallel to Federal Way. The surrounding neighborhood is comprised of a mix of single-family and smaller multi-family uses. Currently zoned R-1C (Single Family Residential), the subject property has a maximum residential density of eight units per acre. To accommodate the density of the project (12.3 units per acre), the applicant is requesting R-2D (Medium Density Residential with Design Review) zoning, which allows up to 14.5 units per acre. The subject property is designated “Compact” on the Land Use Map. In addition to the R-2D zone, A-1, A-2, R-1A, R-1B, R-1C, L-O, and N-O, R-1M, and PC are all permissible implementing zones in this designation. The change in zoning will accommodate additional residents that can take advantage of existing services, infrastructure, and amenities in the area. It will also maintain and preserve the compatibility of surrounding development and zoning, which is a mixture of R-1C as well as a number of more intense zones, including R-3D (Multi-Family Residential with Design Review) to the south, L-OD (Limited Office with Design Review) to the east, and C-2D (General Commercial with Design Review) to the west.

The Planning and Zoning Commission heard the project on December 5, 2016. After reviewing the application materials and listening to public testimony they voted unanimously to approve the project. They found the conditional use permit and rezone request to be compliant with *Blueprint*

Boise and in the best interests of the public convenience and general welfare. Commenting agencies, including the Ada County Highway District (ACHD), stated the project will not have a negative impact on the transportation system or other public facilities in the area.

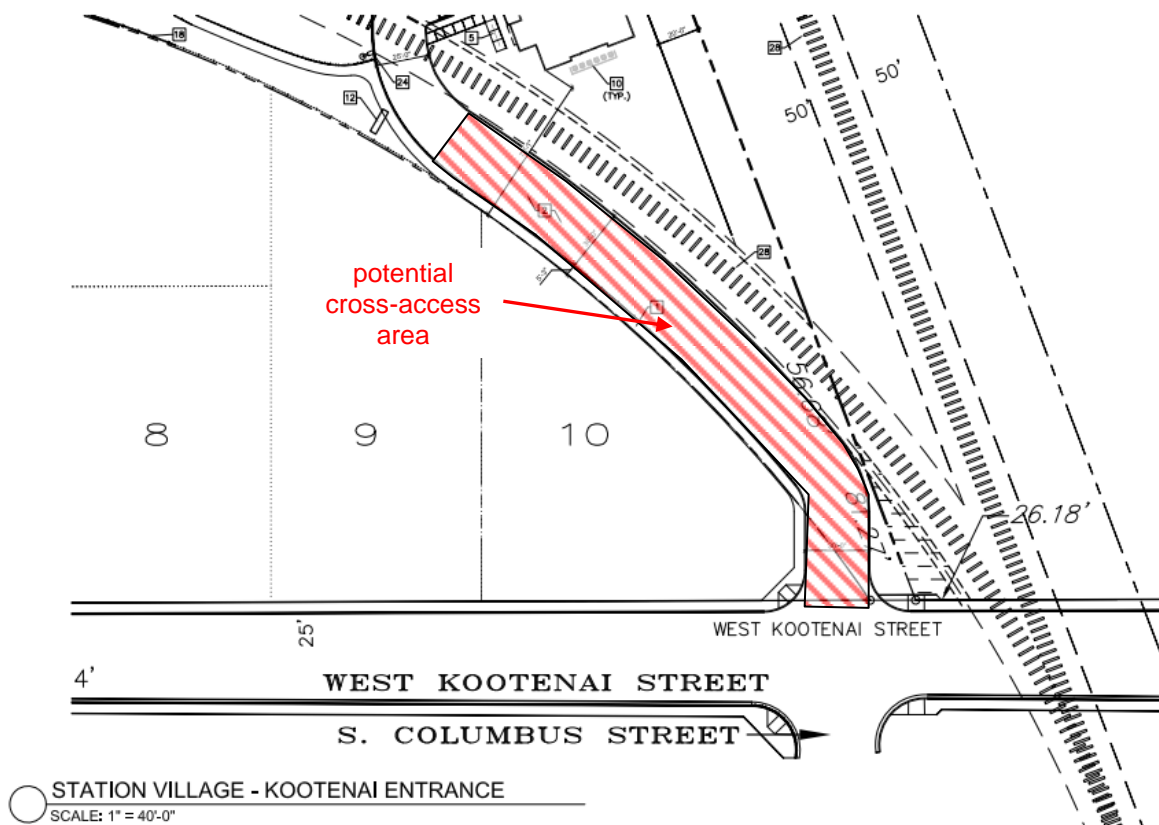
Appeal Grounds and Response

The appeal filed by Day-Side, LP is specifically concerned with the following condition of approval required by the Commission for the project:

- 2.d Upon redevelopment of Parcels R9374000095 and R9374000090, cross-access shall be provided from Parcel S1015325410 in support of the installation of a full access onto Kootenai Street that aligns with Columbus Street to the south. This single access shall be utilized by all three parcels

Although the appellant supports the project, they contend the Planning and Zoning Commission decision to include this condition inappropriately encumbers their property and is too vague to be effective, in terms of when and how the future full access onto Kootenai Street will be constructed. The Planning Team's response is provided below.

Response: The intent of this condition was to allow for the future development of a full access onto Kootenai Street that would serve both the Station Village project and the two properties owned by the appellant. A full access is preferred by both the City of Boise and ACHD because it reduces the number of driveways on this section of Kootenai Street, a roadway scheduled to receive a number of bicycle and pedestrian improvements in 2017. An illustration of the potential design of this full access and the cross-access area is provided below.



Requiring the owner of the subject property to grant cross-access to the appellant's properties in the future requires nothing from the appellant today, but simply creates the opportunity for a full access when they decide to redevelop. ACHD has stated, however, that if both parties can establish a cross-access agreement now, the full access can be constructed with the other improvements it plans to make to this section of Kootenai Street in 2017. In conclusion, the Planning Team believes the Commission's inclusion of this condition is acceptable.

Planning Team Recommendation

After review against the requirements and policies found in the Boise City Zoning Ordinance and the Comprehensive Plan, the Planning team finds the applications to be complete and in compliance with the requirements for a rezone and conditional use permit. The Planning Team recommends the following:

1. Approve the rezone based on the following Reason Statement:

Reason Statement

The rezone is consistent with the Comprehensive Plan. The property is designated "Compact" on the Land Use Map. R-2D is a permissible implementing zone in this designation. The rezone is also in the best interest of the public. The property is currently zoned R-1C (Single Family Residential), which has a maximum residential density of eight units per acre. The change in zoning will accommodate new residents that can make use of existing services, infrastructure, and amenities in the area. Finally, the rezone will maintain and preserve the compatibility of surrounding zoning and development. The subject property is adjacent to a number of more intense zones, including R-3D (Multi-Family Residential with Design Review) to the south, L-OD (Limited Office with Design Review) to the east, and C-2D (General Commercial with Design Review) to the west.

2. **Deny the appeal** and uphold the decision of the Planning and Zoning Commission to include condition of approval 2.d., which requires the owner of the subject property to provide cross-access to the appellant's properties when they redevelop.

If the Council opts to uphold the appeal, they will need to find error in the lower body's decision. Section 11-03-03.09.C(2) of the Development Code provides guidance on this process.

Standards of Review for Appeals

Section 11-03-03.09.C(2) of the Boise Development Code provides Council with the following options when acting on an appeal:

- (a) Because the review bodies are recognized as having expertise in their substantive areas, the Council shall give due consideration to their decisions.

The Council may find error on the following grounds:

- i. The decision is in violation of constitutional, state, or city law. An example would be that the review body's decision would be a taking.
- ii. The review body's decision exceeds its statutory authority.
- iii. The decision is made upon unlawful procedure. An example would be if notice of a required public hearing was inadequate. In such cases, the matter may be remanded to correct the error.
- iv. The decision is arbitrary, capricious or an abuse of discretion in that it was made without

rational basis, or in disregard of the facts and circumstances presented. Where there is room for two opinions, action is not arbitrary and capricious when exercised honestly and upon due consideration.

- v. The decision is not supported by substantial evidence.
- (b) If error is found, the review body decision may be reversed or modified.
- (c) If no error is found the appeal shall be denied and the decision upheld.

RECEIVED



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

Application for Appeal

Fee: \$ 180.00

I (we) Day Side, LP, hereby appeal the decision of the Boise City:

- ☒ Planning & Zoning Commission ☐ Hearing Examiner ☐ Design Review Committee
☐ Historic Preservation Commission ☐ Planning Director

File Number: PUD16-00027

Address: 2350 W. Kootenai Street

Specific Action Being Appealed: Approval of PUD16-00027.

Grounds for Appeal

1. The decision is in violation of constitutional, state, or city law.
2. The review body's decision exceeds its statutory authority
3. The decision is made upon unlawful procedure.
4. The decision is arbitrary, capricious or an abuse of discretion in that it was made without rational basis, or in disregard of the facts and circumstances presented.

Appeal Contact Person: Tim Day

Address: P.O. Box 7156, Boise, ID 83707

Home Phone: _____

Work Phone: 208 761-3244

Appeals

- ☐ Appeal of an Administrative Decision to the Planning & Zoning Commission or Design Review Committee (non-refundable fee).
☐ Appeal of a Design Review Committee Decision to the Planning & Zoning Commission.*
☒ Appeal of a Planning & Zoning or Historic Preservation Commission decision to City Council.*
☐ Appeal of a Hearing Examiner decision to City Council.*

* Portion of fee is refundable if appeal is successful.

Notes

1. If the reasons for the appeal are resolved prior to the appeal hearing, please contact the Planning Staff at 384-3830.
2. The only topics which may be discussed during the appeal hearing are the specific reasons for the appeal as stated in the application.
3. Neighborhood groups are encouraged to elect a spokesperson for appeals that are supported by numerous residents of the project to avoid a duplication of testimony.
4. Section 11-3-7.2 of the Zoning Ordinance provides that an appeal to Council may not be withdrawn without the consent of Council.

Signature of Appellant/Representative: 

Date: 12-15-2016

For Staff Use Only:

If the appellant is not the applicant, the applicant must be contacted immediately following the acceptance of this appeal.

Applicant contacted on 12-15-16 by  ☐ Appeal is by applicant

Suezann Yorita

From: Suezann Yorita
Sent: Thursday, December 15, 2016 4:10 PM
To: Planning & Zoning
Subject: APPEAL REC'D PUD16-00027

We, Day Side LP, hereby appeal the decision of the Boise City Planning & Zoning Commission.

File #: PUD16-00027

Action being appealed: Approval of PUD16-00027

Grounds for appeal:

1. The decision is in violation of constitutional, state or city law.
2. The review body's decision exceeds its statutory authority.
3. The decision is made upon unlawful procedure.
4. The decision is arbitrary, capricious or an abuse of discretion in that it was made without rational basis, or in disregard of the facts and circumstances presented.

Analyst: Leon Letson



Suezann Yorita
PDS Receptionist

Planning & Development Services
CITY OF BOISE
Phone – (208) 608-7100
E-Mail – syorita@cityofboise.org

Day Side, LP
P.O. Box 7156
Boise, ID 83707
December 22, 2016

Via Hand Delivery

Vista Village, L.L.C.
c/o Donna Jacobs
10115 Robert Street
Boise, ID 83705

Re: PUD16-00027/ Access at W. Kootenai and S. Columbus Streets

Dear Donna,

By now you may know that Day Side, LP filed an appeal of the Planning & Zoning Commission's approval of Vista Village's residential project west of S. Robert Street. The appeal is not because we do not appreciate and support the project, but we were caught completely off guard when we read the approval letter from the Commission, which contains a condition of your approval that directly encumbers our property (without our knowledge or consent), and in a manner that, as written, we must protest.

This one condition does not reflect the City's December 5, 2016 staff report that we reviewed before the public hearing, and the condition does not reflect discussions between our representative, Tim Sullivan, and you regarding the potential intersection at Kootenai and Columbus Streets.

By the way, I am sorry that you were not able to reach me directly, but I believe you know that Tim is our representative and speaks for us.

The condition in the staff report is:

3. Comply with requirements of the Ada county Highway District (ACHD) as outlined in their approval dated October 17, 2016.

The condition added by the Commission at their hearing is:

- 2.d. Upon redevelopment of Parcels R9374000095 and R9374000090 **[our property]** cross-access shall be provided from Parcel S1015325410 in support of the installation of a full access onto Kootenai Street that aligns with Columbus Street to the south. This single access shall be utilized by all parcels.

Not only did this new condition encumber our property without our knowledge, the condition is worded in a manner that is vague and leaves too much to guesswork. Neither you nor we need the City to impose a condition – no matter if done with all good intent – that might wind up pitting private property owners against one another.

The discussion between you and Tim Sullivan let you know that we are willing to provide the necessary property for Vista Village to construct, now, a full access intersection leading to your project (not at some unspecified later date when, or even if, our property develops). Tim also talked with you about conceptual access to and from our property via the driveway in your project, although there was no agreement regarding a specific design.

The new condition, as written, vaguely touches upon this concept but only provides that some unknown, unlocated single access will serve both your project and our property. What is needed is the particulars of the design of the intersection and the design of your driveway to serve all properties. An appropriately worded condition that ensures our property is not jeopardized, and ensures full access for your property, would be appropriate.

We filed the appeal to ensure that the two private property owners can continue their discussions to word appropriately a condition of approval or, better yet, provide the City with a mutually agreed upon design of the intersection and driveway to serve the properties.

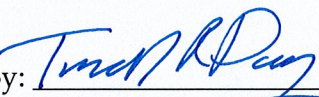
We understand that a portion of our property is required for you to provide a full access intersection leading to your project. We also understand that full access is beneficial for all properties.

We are happy to continue to work with you, your engineer, and City staff on this condition and design. Toward that end, I proposed that we meet next week with City staff to further that discussion. I believe that we can collectively resolve this issue expeditiously.

Sincerely,

Day Side, LP, an Idaho limited partnership

By: Day Break, Inc.
Its: General Partner

By: 
Timothy R. Day, President

cc (via email):

Dick Pavelek (rapavelek@gmail.com)
Tim Sullivan (tim@michenerinvestments.com)
JoAnn Butler (jbutler@spinkbutler.com)
Planning & Zoning Commission (c/o hsimmons@cityofboise.org)
Andrea Carroll (acarroll@cityofboise.org)
Leon Letson (lletson@cityofboise.org)



Google Earth

feet
meters

100

500

Columbus



From: Rick Smith <rsmith@hawleytroxell.com>
Sent: Thursday, December 29, 2016 12:43 PM
To: 'JButler@spinkbutler.com'
Cc: Donna Jacobs (donnadjacobs@gmail.com); 'daywillplay@gmail.com'; 'rpavelek@gmail.com'; 'tim@michenerinvestments.com'; Andrea Carroll; Hal Simmons; Leon Letson; Andrew Jacobs <andrewjacobsiv@gmail.com> (andrewjacobsiv@gmail.com)
Subject: RE: Vista Village/PUD16-00027 [IWOV-DMSMSG1.FID20760]

JoAnn,

I represent Vista Village LLC and the developers of the Station Village Apartments. Donna Jacobs has shared with me your email of December 22 (see below), and Tim Day's letter that you attached to the email (also attached here). I wanted to follow up on the email and letter and ask for some clarification, and then we can discuss having the meeting you suggested. It appears there might be some misunderstanding concerning the property and/or the condition that Planning and Zoning imposed.

Tim's letter discusses condition 2d, as added by the Planning & Zoning Commission. That condition requires that my client provide a cross-easement to your client, when your client develops its property, so that the access to my client's property from Kootenai could be expanded to a full intersection that aligns with Columbus Street to the south.

I have attached a Google Earth picture showing the affected property. My client's property is marked with an "S", your client's with a "K", and the intersection is circled. It appears from the circled area that a small portion of my client's property would be affected if the intersection is expanded on the north side of Kootenai to align with Columbus Street. The condition would require that my client provide an easement over that property so that the intersection could be expanded and so that your client could develop its property. P&Z did not impose any conditions on your client, nor does this condition encumber your client's property in any way. Indeed, the condition appears to be intended to facilitate development of your client's property when that time comes.

Tim's letter goes on to say that there should be added "an appropriately worded condition that ensures that [your client's] property is not jeopardized" I do not understand the need for such a condition, but if you have some language in mind, could you provide a draft to me? We can then discuss it in more detail and see if there is an issue and if there is, how to best address it.

Thanks, and feel free to call me if you have any questions.

Rick

Richard G. Smith
HAWLEY TROXELL ENNIS & HAWLEY LLP
877 Main Street, Suite 1000
Boise, Idaho 83702 USA
reception 208-344-6000
direct 208-388-4932
cell 208-859-8161
fax 208-954-5267
email rsmith@hawleytroxell.com

Legal Assistant Tina Shull
direct 208-388-4839
email tshull@hawleytroxell.com

From: **JoAnn Butler** <JButler@spinkbutler.com>

Date: Thu, Dec 22, 2016 at 4:13 PM

Subject: Vista Village/PUD16-00027

To: "donnadjacobs@gmail.com" <donnadjacobs@gmail.com>, "daywillplay@gmail.com" <daywillplay@gmail.com>, "rpavelek@gmail.com" <rpavelek@gmail.com>, "tim@michenerinvestments.com" <tim@michenerinvestments.com>, "acarroll@cityofboise.org" <acarroll@cityofboise.org>, "hsimmons@cityofboise.org" <hsimmons@cityofboise.org>, "lletson@cityofboise.org" <lletson@cityofboise.org>

Everyone, Tim Day met with Donna Jacobs earlier today to discuss the attached letter and appeal of the Vista Village application, which was necessary to address just one of the conditions of approval. Tim will be hand delivering a copy of the final letter to Ms. Jacobs.

The attached letter explains further.

From the various conversations that I've had with the City, and that Tim has had with Donna, it would seem that all of the parties appreciate the project and would like to resolve the one issue. It may be that we can resolve the issue before an appeal hearing. Toward that end, we would like to propose a meeting at City Hall with all of the people on this email during the first week of January.

We hope that sounds promising, and ask that you provide me with several times when you are available that first week in January. We'll work with City Staff to set that meeting.

Wishing you all a nice Holiday!

JoAnn C. Butler | 251 E Front Street, Suite 200 | PO Box 639 | Boise, Idaho 83701
jbutler@spinkbutler.com | Direct [208.388.1093](tel:208.388.1093) or [208.388.1000](tel:208.388.1000) | Cell [208.867.1082](tel:208.867.1082)



CONFIDENTIALITY NOTICE: This transmission is intended only for the use of the individual(s) named as recipients. It may contain information that is privileged, confidential, and/or protected from disclosure under applicable law including, but not limited to, the attorney-client privilege and/or work product doctrine. If you are not the intended recipient of this transmission, please notify the sender immediately by telephone. Do not deliver, distribute or copy this transmission, disclose its contents, or take any action in reliance on the information it contains.

THIS E-MAIL IS NOT AN OFFER OR ACCEPTANCE: Notwithstanding the Uniform Electronic Transactions Act or any other law of similar import, absent an express statement to the contrary contained in this e-mail, neither this e-mail nor any attachment are an offer or acceptance to enter into a contract, and are not intended to bind the sender or any other person or entity.



Derick O'Neill

Director

Boise City Hall

150 N. Capitol Boulevard

Mailing Address

P. O. Box 500
Boise, Idaho 83701-0500

Phone

208/384-3830

Fax

208/384-3814

TDD/TTY

800/377-3529

Web

www.cityofboise.org/pds

Mayor

David H. Bieter

City Council

President

Elaine Clegg

Council Pro Tem

Lauren McLean

Maryanne Jordan

Scot Ludwig

Ben Quintana

TJ Thomson

Planning & Development Services

December 8, 2016

Donna Jacobs
Vista Village, LLC
P.O. Box 8286
Boise, ID 83707
donnadjacobs@gmail.com
(sent via email)

Re: CAR16-00030 & PUD16-00027 / 2350 W. Kootenai Street

Dear Ms. Jacobs:

This letter is to inform you of the action taken by the Boise City Planning and Zoning Commission on your request for a rezone of 7.39 acres from R-1C (Single Family Residential-8 Units/Acre) to R-2D (Medium Density Residential with Design Review) and a conditional use permit for a 91 unit planned residential development on 7.39 acres in a proposed R-2D (Medium Density Residential with Design Review) zone.

The Boise City Planning and Zoning Commission, at their hearing of **December 5, 2016, approved** your conditional use request, based on compliance with the attached Reasons for the Decision and Conditions of Approval.

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

1. This conditional use approval will not take effect until after the appeal period has lapsed.
2. The decision of the Boise City Planning and Zoning Commission may be appealed to City Council within ten (10) calendar days from the issuance of this decision. The appeal must be written, accompanied by the appropriate fee, and submitted to the Planning and Development Services Department prior to the deadline set forth herein. Appeal application forms are available in the Planning Department or online under Applications at:

<http://pds.cityofboise.org/> or <http://pds.cityofboise.org/home/documents/apps/100/>

3. All appeals of this conditional use permit must be filed by **5:00 P.M.**, on **December 15, 2016**.
4. If this Conditional Use Permit is not acted upon within two (2) years, it will become null and void without further notification from this Department.

This letter constitutes your Conditional Use Permit.

On **December 5, 2016**, the Boise City Planning & Zoning Commission recommended **approval** of the rezone request (CAR16-00030).

These applications will be considered by the Boise City Council to establish a public hearing date. You will be notified of the established hearing date.

If you have any questions, please contact me at (208) 608-7085.

Sincerely,



Leon Letson
Manager, Current Planning
Boise City Planning and Development Services

LL/tt

cc: Robert Powell / Dave Evans Construction / robertp@devansconstruction.com (sent via email)
Depot Bench Neighborhood Association / Jim Picket / volleydude@gmail.com (sent via email)

Reason for the Decision

Rezone

The rezone is consistent with the Comprehensive Plan. The property is designated “Compact” on the Land Use Map. R-2D is a permissible implementing zone in this designation. The rezone is also in the best interest of the public. The property is currently zoned R-1C (Single Family Residential), which has a maximum residential density of eight units per acre. The change in zoning will accommodate new residents that can make use of existing services, infrastructure, and amenities in the area. Finally, the rezone will maintain and preserve the compatibility of surrounding zoning and development. The subject property is adjacent to a number of more intense zones, including R-3D (Multi-Family Residential with Design Review) to the north, L-OD (Limited Office with Design Review) to the east, and C-2D (General Commercial with Design Review) to the west.

Conditional Use Permit

This multi-family development is compatible with the uses in the neighborhood and those reasonably expected to develop. To the west is the Vista Village Shopping Center and the commercial corridor of Vista Avenue. The remainder of the surrounding neighborhood is comprised of a mix of single-family and smaller multi-family uses. There are also a number of vacant parcels with more intense zoning that could support smaller infill projects. The project is also consistent with the *Depot Bench Neighborhood Plan* and *Blueprint Boise*. The *Depot Bench Neighborhood Plan* identifies the subject property as a target area for medium-density housing projects. Multiple principles within *Blueprint Boise* encourage a mix of housing in neighborhoods and infill development that does not require the costly extension of infrastructure. All necessary utilities and infrastructure are readily available to the site. The location of this project adjacent to existing railroad right-of-way also aligns with *Principle CC5.1(c)* which seeks to establish a future multi-modal transportation system that includes light rail in the Treasure Valley.

In line with the requirements of the *Citywide Design Standards and Guidelines*, parking will be located internal to the site with appropriate screening of service drives. The buildings themselves include modulation in façade and rooflines to reduce their perceived mass, as well as appropriate materials, openings and covered entries, consistent with the surrounding neighborhood. Both the *Depot Bench Neighborhood Plan* and *Principle IDP-N.1(a)* of *Blueprint Boise* encourages transitions in building heights and the use of variations in side yard setbacks to ensure infill development in established neighborhoods is compatible. The applicant has proposed a design that focuses taller, 3-story buildings at the center of the site, stepping down to 2-story buildings along the edges of the site adjacent to areas with single-family homes. All buildings within the development will be setback more than 70’ from adjacent properties. Finally, comments from public agencies confirm the project will not place an undue burden on the transportation system or other infrastructure in the neighborhood.

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 **September 27, 2016**, except as expressly modified by Design Review or the following conditions:
2. **Planned Unit Development:**
 - a. All structures, parking, and service drives shall meet the setback requirements of the R-2D zone.
 - b. A minimum of 23 bicycle parking spaces shall be covered.
 - c. This approval is conditioned upon the applicant showing satisfactory evidence, prior to construction, that access to and egress from the property over the existing railroad tracks meets Union Pacific's acceptable standards for grade crossings over track of this type.
 - d. Upon redevelopment of Parcels R9374000095 and R9374000090, cross-access shall be provided from Parcel S1015325410 in support of the installation of a full access onto Kootenai Street that aligns with Columbus Street to the south. This single access shall be utilized by all three parcels.

Agency Requirements

3. Comply with requirements of the Ada County Highway District (ACHD) as outlined in their approval dated **October 17, 2016**.
4. Comply with the requirements of the Boise City Public Works Department (BCPW) for, Sewer, Solid Waste, Drainage, and Street Lights per memos dated **September 29-30, 2016**. Please contact BCPW at 384-3992.
5. Comply with the requirements of the Boise Fire Department as outlined in their approval dated **October 10, 2016**.
6. Comply with requirements of Central District Health Department.
7. Comply with the requirements of the Boise School District as outlined in comments dated **October 10, 2016**.

Standard Conditions of Approval

8. Building permit approval is contingent upon the determination that the site is in conformance with the Boise City Subdivision Ordinance. Contact Planning and Development Services at (208) 384-3830 regarding questions pertaining to this condition.

9. All landscaping areas shall be provided with an underground irrigation system. Landscaping shall be maintained according to current accepted industry standards to promote good plant health, and any dead or diseased plants shall be replaced. All landscape areas with shrubs shall have approved mulch, such as bark or soil aid.
10. Swales/retention/detention areas shall not be located along the streets, unless it can be shown that landscaped berms/shrubs will screen the swales.
11. In compliance with Title 9, Chapter 16, Boise City Code, anyone planting, pruning, removing or trenching/excavating near any tree(s) on ACHD or State right-of-ways must obtain a permit from Boise City Community Forestry at least one (1) week in advance of such work by calling (208) 384-4083. Species shall be selected from the Boise City Tree Selection Guide.
12. Deciduous trees shall be not less than 2" to 2 1/2" inch caliper size at the time of planting, evergreen trees 5' to 6' in height, and shrubs 1 to 5 gallons, as approved by staff. All plants are to conform to the American Association of Nurseryman Standards in terms of size and quality.
13. Utility services shall be installed underground.
14. 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.
15. All amenities, landscaping, fencing, sidewalks and underground irrigation shall be installed or bonded for prior to the issuance of a building permit. For bonding, the applicant is required to provide a minimum of two bids for the amenities, landscaping materials and the installation. The bond shall be for 110% of the highest bid and submitted to the Subdivision desk on the 2nd floor of City Hall. For additional information, please call (208) 384-3830.
16. 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.
17. 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.
18. Failure to abide by any condition of this conditional use permit shall be grounds for revocation by the Boise City Planning and Zoning Commission.

19. This conditional use permit shall be valid for a period not to exceed twenty four (24) months from the date of approval by the Planning and Zoning Commission. Within this period, the holder of the permit must acquire construction permits and commence placement of permanent footings and structures on or in the ground. The definition of structures in this context shall include sewer lines, water lines, or building foundations.
20. Prior to the expiration of this conditional use, the Commission may, upon written request by the holder, grant a two-year time extension. A maximum of two (2) extensions may be granted.
21. To reduce the noise impact of construction on nearby residential properties, all exterior construction activities shall be limited to the hours between 7:00 a.m. and 7:00 p.m. Monday through Friday and 8:00 a.m. to 6:00 p.m. for Saturday and Sunday. Low noise impact activities such as surveying, layout and weather protection may be performed at any time. After each floor of the structure or building is enclosed with exterior walls and windows, interior construction of the enclosed floors can be performed at any time.

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • December 5, 2016

City Hall – Council Chambers

6:00PM

DRAFT

COMMISSION MEMBERS PRESENT

- ☒ Rich Demarest, Chair
- ☒ Milt Gillespie, Vice-Chair
- ☒ Stephen Bradbury
- ☐ Douglas Gibson
- ☒ Jennifer Stevens
- ☒ Tamara Ansotegui
- ☒ Eileen Thornburgh
- ☒ Paul Faucher (Student)

CAR16-00030 / Vista Village, LLC

Location: [2350 W. Kootenai Street](#)

Rezone of 7.39 acres from R-1C (Single Family Residential) to R-2D (Medium Density Residential with Design Review). [Leon Letson](#)

PUD16-00027 / Vista Village, LLC

Location: [2350 W. Kootenai Street](#)

Conditional use permit for a 91 unit planned residential development on 7.39 acres in a proposed R-2D (Medium Density Residential with Design Review) zone. [Leon Letson](#)

Leon Letson (City of Boise): Good evening Mr. Chairman, members of the Commission. The application before you is a requested rezone from R-1C to R-2D in conjunction with a 91-unit planned residential development located at 2350 W. Kootenai Street. The subject property is a 7.4-acre site located east of the Vista Village Shopping Center and west of the railroad tracks that run parallel to Federal Way. The surrounding neighborhood is comprised of a mix of single family and multifamily dwellings, as well as office and retail uses. Primary access will be provided from Roberts Street and a secondary access from Kootenai Street.

The requested rezone from R-1C to R-2D is supported by the Comprehensive Plan which designates this property as compact. The change in zoning supports the requested density of 12.3 dwelling units per acre and will allow for additional residents to make use of existing services, amenities and infrastructure in the area. The rezone is also compatible with surrounding zoning, which is a mixture of R-1C, and more intense zones, including R-3D, LOD and C-2D.

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • December 5, 2016

City Hall – Council Chambers

6:00PM

DRAFT

The planned unit development consists of 91 dwelling units arranged into five multifamily buildings, as well as an onsite caretaker residence. Required amenities are provided in the form of a clubhouse with a 24-hour fitness facility, an outdoor plaza space, a sport court, a community garden area, and multiple landscaped open spaces with benches, picnic tables and walking paths. Each unit will also have a private outdoor space in the form of a balcony or patio.

The project also complies with the Citywide Design Guidelines and Multifamily Standards. Taller buildings are located toward the center of the site, and all buildings include modulation in façade and rooflines to reduced their perceived mass. Furthermore, all buildings are set back more than 70 feet from property lines.

All reviewing agencies approved this project with standard conditions of approval. Specifically, ACHD estimates this project will generate 605 vehicle trips per day with 56 during the PM peak. Improvements to Roberts Street and Kootenai Street have also been requested which will dovetail with planned improvements to the larger Kootenai Corridor slated for next year. Attached sidewalks are also proposed within the development.

Regarding comments from Union Pacific Railroad, they were primarily focused on alerting future residents to the fact that rail traffic will continue on all adjacent lines, and that any proposed crossings must receive specific approval from the Railroad.

Regarding comments from the public, these centered on traffic, loss of views, concerns about the design of the development, and impacts to property values and taxes.

Regarding traffic, ACHD has stated the adjacent transportation network has the capacity to support the project.

Concerning views and the design of the project, the applicant's proposal does not exceed the height limitations of the proposed R-2D zone and all buildings have been designed in such a way as to minimize impacts on the surrounding neighborhood by focusing taller structures at the center and stepping buildings down to just two stories in height at the perimeter.

Regarding potential impacts to property values and taxes, there's no means by which to verify this claim and it is outside of what can be considered by the Commission when making a decision on a project like this.

In conclusion, the Planning Team recommends approval of the project. Highlighted here are two conditions that were attached to a follow up memo from the Planning Team regarding comments from the Union Pacific Railroad and the proposed access to Kootenai Street. And I'm happy to read those into the record if the Commission desires. Otherwise, I can move on to my final slide.

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • December 5, 2016

City Hall – Council Chambers

6:00PM

DRAFT

Chairman Demarest: Let's check in with the Commissioners. Commissioners, do you want that read into the record? Or is that good enough for us? We're good. Thank you, Leon.

Leon Letson (City of Boise): Finally, as a reminder, the following motions are required. A recommendation for the rezone and a final decision for the planned unit development. Thank you.

Chairman Demarest: Thank you, Leon. Okay, so time for the applicant or applicant's rep to come on up. Sir, if you would state your name and address for the record, then we'll talk about timing.

APPLICANT TESTIMONY

Rob Powell | Vista Village LLC (7761 W Riverside Drive Suite 100): You bet. Rob Powell. Address is 7761 W Riverside Drive, Suite 100. That's Boise Idaho 83714.

Chairman Demarest: So Mr. Powell, as the applicant's rep, you're entitled to up to 20 minutes. I usually say at this point that we have a very full agenda and could you keep it short. However, I can't honestly say that this evening. However, still, if you could keep it as brief as possible, can we start with 10 minutes?

Rob Powell | Vista Village LLC (7761 W Riverside Drive Suite 100): Ten minutes should be fine. I'm here representing the Vista Village, LLC. A few of those members of that entity are here and they know a little bit more about a few things. So, is it okay if they respond to questions later on?

Chairman Demarest: So, after your allotted time, then we will have unlimited time for questions from the Commissioners for the applicant or the City Staff.

Rob Powell | Vista Village LLC (7761 W Riverside Drive Suite 100): Okay, very well. Thank you. We are pleased to present this project to you tonight - The Station Village Apartments. We're very excited about this. This is a great, this is actually a great location and a great area. It's also a little bit of an unusual location and area. We'll talk more about that specifically.

Most of us are familiar with this area and a lot of the amenities that are provided and already existing here. We see that as being something that really makes sense for this project. This type of density will encourage new and future rehabilitation of existing services along this corridor; that's the Vista Corridor and the area.

The proposed housing, of this project, will offer a specific housing choice in an area that's mostly comprised of single-family detached homes. We know, especially the owners of the project, know what type of demand and interest there is for this type of housing. We also know that current

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • December 5, 2016

City Hall – Council Chambers

6:00PM

DRAFT

businesses in the area, especially those in Vista Village, are very much in support of this because of the extra business and the activity that it will bring into this area.

The owners can talk more than I can, or know more than I can, about the history of this vacant area. It's quite unsightly and so we know that a lot of the businesses and even a lot of the neighbors are excited for something to go in here soon.

The project, as Staff has mentioned, is a total of 91 dwelling units. The whole project occupies an area of 7.39 acres. Some of the unusual things about this project, and it's shown in the survey that's up right now, is the two spurs that run along the north and the south part of that triangular property. These are railroad spurs. These were intended to allow for trains to change direction. The railroads still use these spurs, although it's very occasional. I think within the last month; one car has been parked on one of those spurs. It's just not in use that often. But there is an easement; the railroad has an easement that's offset 60-feet from the north and south boundaries. You can see those spurs. That includes the railroad tracks themselves as well as that whole area in between the properties to the north and properties to the south. That area, it's really difficult to do anything, other than improve that area in between the tracks and the property. That's actually one of the amenities that we'll talk about a little bit later.

The project includes a total of five apartment buildings. These vary in size and configuration. We have a combination of 1-bedroom, 2-bedroom, and 3-bedroom units in these. The result of this project is a density of 12.31 units per acres, as we are requesting an R-2 district. That allows up to 14.5.

The project amenities include an outdoor plaza space, a sports court, garden area, numerous open landscaped areas with park benches and picnic tables, and walking paths along the north and south boundaries. That walking path is what I was referring to earlier; that space in between the track and the property boundary. We plan on improving that with some native unmown grasses and a gravel path with some benches and some trees through there. This also serves as a buffer between the existing single-family neighborhoods and the apartment buildings.

After meeting with the neighbors, in our required neighborhood meeting, we became aware of several of their concerns. Some of those concerns include their views and concerns about people seeing into their backyards and things like that. So that's why we've taken seriously the buffer in between the properties. None of the buildings are closer than 70-feet from the neighboring properties.

Building A, D and E, and those are the ones that are closest to the north and south properties, all three of those buildings step down to two-stories and then back up to three-stories towards the center of the project. The architectural style of the buildings, although it's what being presented, is pretty general and will be refined later in the design review process. It was originally presented

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • December 5, 2016

City Hall – Council Chambers

6:00PM

DRAFT

to the neighbors in kind of a more contemporary modern design. We received some input from the neighbors and they weren't too excited about that. We've modified that; the style, the rooflines to show something that's a little bit more traditional and something that will blend a little bit better with some of those older homes. A lot of those were constructed in the 40's and 50's.

We've received a lot of input from the Planning Staff throughout the planning and design stages. And to that, we're grateful. We've adjusted our design because of that. One of the biggest things we did is we kind of hand the buildings spread out, kind of more around the perimeter. But after received some input from Staff, decided to create kind of a stronger hub of the outdoor space and the amenities. Some of those community spaces in there are just to kind of strengthen that part of the project. We've also added a lot more in the way of sidewalks and pedestrian connectivity within those amenities and to the neighboring adjacent areas. Especially toward Vista Village and then towards Kootenai.

We're showing access of off both Roberts Street, as Staff has mentioned, that's our primary access. At this time, we have limited access. We're proposing limited access off of Kootenai and we've had discussions with the property owner to the south and hope to reach some kind of an agreement to have a shared access there so that we can align a full access directly across the street from Columbus on Kootenai there. So, we're hoping to do that.

We're in total agreement with conditions and terms as presented in the Staff report. I think that's about it. With that, I'll stand for any questions.

Chairman Demarest: Okay, thank you, Mr. Powell. So, you know you may want, at this point, when we get to those, if you have questions to have some of the other members of your team to come on up. So, from the Commissioners either for Mr. Letson or Mr. Powell. Questions?

Commissioner Bradbury: Mr. Chairman?

Chairman Demarest: Commissioner Bradbury.

Commissioner Bradbury: So, Mr. Powell, could you just run through for me the applicant's proposal for fencing of this site?

Rob Powell | Vista Village LLC (7761 W Riverside Drive Suite 100): Yes. Can I refer to a site plan? That's great. There's going to be a lot of fencing. One of the concerns, and kind of requests that we received from the neighbors, the neighborhood to the north, if you look at existing photos, there's a lot of run down fences that are pretty dilapidated. There's also just a concern about screening and things like that. Especially where we have that vehicular drive close to the back of some of those properties. And I'm talking about the drive coming off of Roberts Street. So, we're proposing a solid six-foot vinyl fence all along that northern property boundary. Not to the very

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • December 5, 2016

City Hall – Council Chambers

6:00PM

DRAFT

point of that upper triangle. But just along that entire, where we're doing that path. Likewise, we're proposing to provide a six-foot vinyl fence along the south boundary as well.

Out of concern just for safety within the project itself and some of those outdoor spaces and amenities and buildings, you know are still fairly close to those track spurs. So, we're proposing some fencing between the buildings and those as well. Not for the entire length of that project, but just where it's close to buildings and some of those outdoor amenities. And that will go for the north and the south.

The railroad would like to see, you know if it were up to them, some kind of a wall or something in between their property to the east and ours. As of now, we're just proposing landscaping in that area.

Chairman Demarest: Any other questions?

Commissioner Stevens: Mr. Chair?

Chairman Demarest: Commissioner Stevens.

Commissioner Stevens: I'm going to start with Leon, if I could with regard to this question. I'm just hoping for a little bit of clarification on the Kootenai Street access. As I read the ACHD report, there were four options that they gave them, and the applicant was permitted to choose one of them. And they're all quite different. As I understand the new condition that Staff from City has recommended, you are suggesting full access and that that be the requirement. I want to make sure that that means and what you're intending is not just right in and right out. But full every direction access once that full access is built. So I just wanted some clarification on that.

Leon Letson (City of Boise): Yes, Chairman, Commissioner Stevens. So, the ACHD report as you mentioned, had several options. Some of those spoke to things that weren't readily available due to a lack of frontage. So, the Planning Team has created a condition, that upon redevelopment of the two vacant parcels closest to that access, a full access could be worked out between property owners. This team, or the developer here is willing to grant cross-access, at this point, so that when those properties redevelop, a full access could be constructed. To date, it would be a limited access. If this gets built right now, it will be a limited access: right-in, right-out only. It's only upon redevelopment that we would have a full access. And the idea there is, there's a lot of work going into Kootenai right now with improvements and traffic calming. So, speaking with ACHD Staff, really, more driveway cuts on this section of Kootenai is not desirable. So, cross access, although they support it, they can't grant it because it's not in the right-of-way. So that's upon the City to try to set the table that way.

Commissioner Stevens: Thank you.

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • December 5, 2016

City Hall – Council Chambers

6:00PM

DRAFT

Commissioner Gillespie: Mr. Chairman?

Chairman Demarest: Commissioner Gillespie.

Commissioner Gillespie: Leon, are we placing, like, a recorded restriction or a requirement for development on these two vacant parcels?

Leon Letson (City of Boise): Chairman, Commissioner Gillespie, we're not. No. I mean obviously that would be challenging for us to do considering they're not properties that are subject to entitlement. What we're doing is kind of creating a yes on one side of the table so that when those properties come in to develop, we can get that yes on the other side, hopefully, in the event that we get that full access. In this situation, that is basically the best that we can do in terms of creating a good access point here. Or full access.

Chairman Demarest: Commissioners? Commissioner Thornburgh.

Commissioner Thornburgh: I think I'm directing this to you, Mr. Powell. If I owned Lot 11, and I may or may not have a fence at the back end of my lot, am I going to see a fence or am I going to see a public walking path?

Rob Powell | Vista Village LLC (7761 W Riverside Drive Suite 100): You will see a solid fence there. Right up against the property boundary.

Commissioner Thornburgh: Okay. So the walking path is not adjacent and open to the property owners to the south.

Rob Powell | Vista Village LLC (7761 W Riverside Drive Suite 100): Correct.

Commissioner Thornburgh: Thank you.

Chairman Demarest: Commissioner Bradbury.

Commissioner Bradbury: Thank you. I had a follow up question. The drawings all seem to include that parking lot that's on the corner of Roberts Street and Day Street. Is that intended to be used in conjunction with this project? Or is it used for some other purpose?

Rob Powell | Vista Village LLC (7761 W Riverside Drive Suite 100): That was originally built as part of the, some of the new structures for Vista Village and the remodel there. The owners own those parcels. It, currently, there is some used. We're wanting to share that drive. We'll end up

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • December 5, 2016

City Hall – Council Chambers

6:00PM

DRAFT

widening it. We see that as kind of, you know, if there is a need for some overflow parking that that could be used as that. So there is some cross-parking.

Commissioner Bradbury: Thank you.

Chairman Demarest: I've got a question for, I think it's for your, Mr. Powell. Would you just clarify for us, and I think it was in Leon's report, but just clarify for us; the train spur. It looks like it's right on the property. Have the owners purchased that?

Rob Powell | Vista Village LLC (7761 W Riverside Drive Suite 100): You're talking about? I'm sorry. Which part?

Chairman Demarest: The spurs. The curve things. There looks like there are tracks right on the property where you want to build. Just clarify how that's going to work.

Rob Powell | Vista Village LLC (7761 W Riverside Drive Suite 100): Yes. They are on the property. The railroad, Boise Valley Railroad, has an easement that's offset 60-feet from the property boundary. That includes, it kind of goes to the edge of those tracks, even a little bit beyond that, the constructed stone base of those tracks.

Chairman Demarest: Could you go back to that one just before that? No, the other one. In between there. Yes, that one. Go ahead.

Rob Powell | Vista Village LLC (7761 W Riverside Drive Suite 100): Inside of those tracks, on that last site plan and the site plan that we submitted, I don't know if there is, I wish I would have brought a slide to put this up. It kind of shows the extent of where that cross access easement goes to. The railroad will maintain the tracks and a 25-foot offset centered on the center of those tracks.

Leon Letson (City of Boise): Chairman Demarest? I can pull up the plan if that would assist him. It will take just a second to get it.

Asides

Rob Powell | Vista Village LLC (7761 W Riverside Drive Suite 100): If you could go to one. Can you zoom in at all? So, this is along the southern spur and it kind of shows that 60-foot cross access easement, and where the edge of that is in relation to the tracks. And then you see that 25-foot area they maintain and control. So, all of the buildings, and all the improvements for the project are within that easement, with the exception of.

Asides

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • December 5, 2016

City Hall – Council Chambers

6:00PM

DRAFT

Rob Powell | Vista Village LLC (7761 W Riverside Drive Suite 100): They're inside the two, I hope. The space in between. The only improvements that we're doing outside of those, in between the property and the tracks, would be the improved landscaping and path, and then where the vehicular drives cross over and the fence, thank you.

Chairman Demarest: Commissioner Gillespie.

Asides

Leon Letson (City of Boise): I'll let the applicant explain.

Rob Powell | Vista Village LLC (7761 W Riverside Drive Suite 100): You can see the, thank you Leon, right along the edge of the property is the six-foot vinyl, which is meant to kind of screen, you have that there. Then you have, working from the north to the south, we have our gravel path. Then you see you the tracks and then there will be another fence. What that is, we don't know. It could be wrought iron or something more transparent. And it could only be maybe four-foot tall, but something to create a little bit of a border there. We don't want to create a situation where you can't see into that space where the tracks are. I think that that could be more dangerous than maybe not providing anything at all. So, there will be a fence and some landscaping inside of that. But you would be able to see through to the tracks, to the path and to the screen fence to the north. That same condition, you could mirror that to the south.

Chairman Demarest: Commissioner Gillespie.

Commissioner Gillespie: Mr. Powell, so UP was pretty clear that they wanted fairly robust sound barrier between the main line and the development. I understood you were not interested in that at this time. Can you walk us through your thinking on that and how you would respond to them?

Rob Powell | Vista Village LLC (7761 W Riverside Drive Suite 100): We're very aware and concerned about the noise that will come off of that. The tracks, and it depends on where you are, but in most instances, the tracks, you know are anywhere from four to five to six feet above the grade where the buildings would be. So, constructing a very expensive six-foot masonry wall, or something like that, would be huge waste of money and wouldn't do a whole lot to block sound. We'd rather put that money into window coatings or things like that in the structure itself then create a large wall that would probably end up being CMU and not very attractive.

Chairman Demarest: Commissioners, any other questions for either the applicant or staff? Okay, thank you both. So let's see if we've got anybody from Depot Bench Neighborhood Association. Do we? Okay, come on up sir. So, just state your name and address for the record and then we'll talk about your timing.

NEIGHBORHOOD ASSOCIATION TESTIMONY

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • December 5, 2016

City Hall – Council Chambers

6:00PM

DRAFT

Jim Picket | President of Depot Bench Neighborhood Association (3501 Windsor Drive): My name is Jim Picket. I'm the current president of the Depot Bench Neighborhood Association. My address is 3501 Windsor Drive.

Chairman Demarest: Mr. Picket, to be fair we like to have your time and the applicants time for that initial period be about the same. So, ten minutes.

Jim Picket | President of Depot Bench Neighborhood Association (3501 Windsor Drive): I'll be well under that. Thank you Mr. Chairman and members of the Commission. First of all, I'd like to thank the applicant for considering this project. I think it's a great use for the piece of property. It's an unconventional use. I've lived on Windsor Drive for 20 years and I thought this piece of property would never be developed.

I think I probably agree with all the people on Day Drive will probably agree with me, they would rather see it stay R-1 and be individual houses. But, understanding that developers don't want to, developers want the most bang for their buck and they would rather put in apartments and that's certainly within their purview to do that and approach you guys with that idea. We do appreciate that they did only go to R-2C rather than R-3C. There is R-3C property to the south, so R-2C is much more desirable. I'll just go on the record as saying that. Part of our plan and part of our neighborhood association plan, we would rather see R-1C followed by R-2C for infill.

We felt that they have worked with, I've had several conversations with Rob. I know Rob's had conversations with residents. They've done a good job of altering their plan to meet those concerns. I believe, and you guys would know better than I do, but I believe the required setback is only 15-feet for a building this high in R-2C and they've well exceed that in their design.

I think it's going to be a quality development. I think it will be, in the long run, it will be an asset to the community; keeping a vibrant Vista Drive and keeping the businesses on Vista Drive vibrant. It's vital to the neighborhood. The Days have made a huge investment in that piece of property and this will continue to reap the rewards of that.

I do have a few concerns with the development. I think you'll probably hear these concerns echoed from others that will approach you this evening. Number one, there's going to be increased traffic on Kootenai. It's hard to predict exactly what the in/out traffic is going to be on this piece of property because it's kind of an odd way to get, how they're going to get to Vista or Kootenai, especially with in and right out. So, it's hard to predict what the true numbers are going to be. I believe Leon can help me here a little bit. I think the numbers on Kootenai Drive are approaching peak design values currently. So, I'm a little worried about the traffic on Kootenai Street.

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • December 5, 2016

City Hall – Council Chambers

6:00PM

DRAFT

The widening of Kootenai and the addition of sidewalks in the next year, I believe that's a 2017 ACHD project, will help with that. Right now Kootenai is very busy. There's no sidewalks there. It's very unsafe to walk from Federal Way to Vista Avenue because there aren't any sidewalks. You have to walk in what passes as a bike lane. It's not really even a bike lane. So I think that'll help. But again, I think we're a little worried about the peak afternoon drive on Kootenai Street.

I know that ACHD has also, as part of that project, and I understand the way that ACHD works, they kind of work, on some of their items, they work after a project like this would be completed. But I think we would like to see at least a signaled crosswalk at the intersection of Kootenai and Columbus. This would allow residents of the new area to go across the street on Columbus, walk down Columbus, and go to Terry Day Park. I think we would be remiss if we didn't provide some pedestrian connectivity there, given that we're going to probably have 200-plus new residents in this piece of property. Like I said, I know that's something ACHD would evaluate after the project got in because they wouldn't want to put in something like that without the project being implemented. But I would just like to get that on the record.

Again, in closing, I appreciate the applicant putting together a quality project and if you have further questions for me, I'm ready to listen.

Chairman Demarest: Thank you, Mr. Picket. Any questions for Mr. Picket? Okay, thank you.

So we're going to go to the public sign up. Actually, Mr. Picket is the first one on it, but he's already had his time. We've got two others, but if you didn't have a chance to sign up, I realize some folks may have come in a little bit late, we'll certainly give you your due time. So the first person on the public sign up is Chris Gardner. Mr. Gardner, if you would state your name and address for the record. And remember, you've got up to three minutes and that'll be timed right there.

Chris Gardner (1010 Day Drive): My name is Chris Gardner. I'm the owner of 1010 Day Drive. I appreciate you giving me the opportunity to speak. My wife attended the neighborhood meeting. I wasn't able to attend. Otherwise I would have thrown more of my two cents out.

Again, the house has been in the family since the 40's. Day Realty put a nice masonry wall. That's one of the concerns that I have; this six-foot fence. So, where that overflow parking lot is, the very first lot is the property we own. There's a six-foot masonry fence. It is nice. That's what I would be, one of the options that I would throw out; improve that, listen to the neighbors. I think we're all looking for something like that as well as the traffic.

The gentleman over here mentioned he's working on Kootenai; the traffic going both in and out. I think that's very important. If you really look in that neighborhood, it's a slow paced neighborhood. If you have all the traffic going there out of Roberts, it's kind of like behind the

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • December 5, 2016

City Hall – Council Chambers

6:00PM

DRAFT

shopping centers. So, if you have 200 people; 91 complexes, 200 people going in and out just on Roberts, it's going to be heavy impact. That's, like I say, it's just a little narrow sleepy street. So now you're opening it up. So I think it's big to have Kootenai, as well, opened up to allow traffic to go in and out.

Again, I think the wall is the big thing and you can't stop improvement. I still question some of that track. If you look where the entrance is; where the two tracks come together right there, on Roberts Street, I'd be kind of more curious to see how you're going to put the road in there. Are you actually working with the railroad and separating those two spurs? It's kind of narrow in that area. I don't have the measurements. Again, hind sight I wish I would have done a little more homework on this, but again, I think that's pretty much all I have to say. Any questions for me?

Chairman Demarest: Mr. Gardner, thank you. Any questions? I don't think so. Okay, next person on the signup sheet looks like Don Gunner. Sir, your name and address for the record please.

Don Gunner (8047 W Orbit): My name is Don Gunner. I live at 8047 W. Orbit. I work for DL Evans Bank that is up on 1600 Vista. I've worked in that area for some time. I've known the Days for some time.

This project, there is a demand in Boise for this type of project. It's a quality project. The Day's family have done very well in working with tenants and with the neighborhoods in those areas. They also serve on the Board with Vista Merchants. There is a need for that as well.

Right now, the way their property sits, I've heard and seen transients out there. We've even seen hypodermics, that type of thing. Anything to improve this property is going to help right now.

This project makes a lot more sense than going to a commercial type where you would see more activity during those peak hours from 8-12. It will make more sense in that respect. I would fully support what the Days are doing and how they're doing it and going about it. I think the project makes sense. There is a demand for it right now.

Chairman Demarest: Sir, thank you. Okay, so no one else on signup. But I see some other folks out there. Is there anybody who wants to have three minutes to testify? Sir, come on up. So, for those that didn't have a chance to sign up on this sheet, if you would make sure, before you leave the room this evening, this little white tab, you don't need to fill it out right now. But before you head out this evening get that back to us.

Corwin Brown (2215 & 2219 Kootenai): My name is Corwin L Brown. I own two properties right across the street from this parcel; 2215 and 2219 Kootenai. They're two single family homes. They're just adjacent to each other. That's all.

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • December 5, 2016

City Hall – Council Chambers

6:00PM

DRAFT

I have been working with the traffic controlling committee a little bit. They have been doing a lot of work on the Kootenai problem from Vista all the way to Orchard, where they are working in that area to try to get some traffic control. The one thing that they have that we don't have is they have stop signs and speed control signs that are posted. We have nothing from Federal Way to Vista. The police can't patrol it because there's nothing to patrol. That was my biggest problem.

I was wondering if, and I'm going to approach ACHD, I would like to have them put a traffic counter and speed control counter in Kootenai now, while it is not being constructed or anything like that. I would like to get a base figure to see what kind of traffic we're dealing with now and I would like to see how this project increases to what extent to the whole overall flow of traffic from Kootenai.

Kootenai is a bad street because it feeds from BSU, Park Center, Federal Way, Broadway and the interstate. And it is also a major thoroughfare for all the emergency vehicles that use those other streets; as the police, the fire, whatever. I really wish that, I hope that we, like he said before, the ACHD has already purchased the rights to a foot and half on each side of Kootenai to put in a bicycle lane and some kind of sidewalk and foot-traffic lane on both sides of Kootenai. But it scares the holy living bejesus out of me because there are people who use that area to walk. There's kids who are walking from our area to Cassia School, which is down on the other side of Vista. Also, we have a problem with the, I would like to bring up the crosswalks. I like that idea. I don't know whether I agree with him about where the positioning of that crosswalk should be. But, we need some way to get the pedestrian lane across that Kootenai corridor. Then also, somebody, I think at the official, the developer, the meeting we had over here. just later, he approached the fact that the

Keri Donahue (City of Boise): Time.

Chairman Demarest: Sir, your time is up.

Corwin Brown (2215 & 2219 Kootenai): What?

Chairman Demarest: Your time is up.

Corwin Brown (2215 & 2219 Kootenai): Okay. He approached the fact that we, they would like to see about a bus stop enclosure, but the bus stop is over on the corner of Federal Way and Kootenai.

Chairman Demarest: Sir, your time is officially up. So make sure we get that little white thing from you. So, I see a hand up and it looks like it's Mr. Picket. Mr. Picket could we address a question for you? You've had your allotted time. So, I'm hesitant. No, I don't think you can actually. Sorry about that. But we've already, you've had your time. It's equal time with the

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • December 5, 2016

City Hall – Council Chambers

6:00PM

DRAFT

applicant so I think we're in the realm of fair and good. So, but however, maybe there are some other neighbors out there that want their three minutes that didn't have a chance to sign up in addition to Mr. Brown. Yes, mam. Come on up.

Cindy Riggen (1003 Day Drive): My name is Cindy Riggen. I live at 1003 Day Drive.

Chairman Demarest: Mam, is it Rogan? Is that right? Riggen. Thank you.

Cindy Riggen (1003 Day Drive): I've lived there for 20 years. My biggest concern is, yes, I would like to see this developed because it, in the summertime, it's pretty much a fire hazard. It's just dry grass. And we've had one fire from an electrical box that the whole neighborhood was evacuated about five years ago. So, that is a concern.

My biggest concern is the traffic. If your main entrance is on Robert and Kootenai, there's no room there. You have businesses right on Kootenai coming in that park there. Your main entrance coming out, where they're saying the railroad track is, it dead ends right where the garbage truck picks up the containers from the businesses. There's no, with people parking there, that work in the Vista Village area, there's not really a thoroughfare there because you're also competing with delivery trucks.

So, I'd like to see this developed. I don't have anything for the Day family making a profit or whatever. I would like to see it on a lower scale. But my biggest concern is the traffic. If the main entrance is Kootenai and Roberts, it's going to be a problem. That's all I have.

Chairman Demarest: Thank you, mam. Okay, is there anybody else that wants to testify on this particular item? Okay, seeing none, we're going to close the public portion. We're going to give the applicant or applicants rep up to five minutes for rebuttal.

APPLICANT REBUTTAL

Rob Powell | Vista Village LLC (7761 W Riverside Drive Suite 100): Thank you. I don't have a whole lot more to say. There was, Mr. Gardner had a question about the space in between his property and some of his neighbors and the tracks and the ability to get that drive in there. There is room for five feet of landscaping, a 25-foot drive and then five feet sidewalk on the other side of that. It's a tight fit. But I can tell you that it does fit in there.

Just a few general comments about, I don't think I really addressed this and I should have, the Day and Jacobs family. You know, they really have a vested interest in this part of the neighborhood. They've for decades and decades, with Vista Village and some of the improvements and things that they've done, they're really interested in keeping the current personality, and character of the neighborhood, intact. We could have gone for that R-3, I think, and might have had a legitimate

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • December 5, 2016

City Hall – Council Chambers

6:00PM

DRAFT

chance in getting that; doing more density, going four-stories and things like that. But they wanted, they're sensitive toward the neighbors. They want a project that works financially and that will fit in with the neighborhood. They want the neighbors to be happy so we've tried to respond to their concerns and things of that nature throughout the whole process. That's really all I have.

PUBLIC TESTIMONY CLOSED

Chairman Demarest: Mr. Powell, thank you. Okay. So this item, item #8, one's going to be a recommendation and one's going to be a full consideration is now before the Commissioners to either discuss or hopefully to make a motion for us to debate. Commissioners?

Commissioner Stevens: Mr. Chair?

Chairman Demarest: Commissioner Stevens.

Commissioner Stevens: I'll move for approval, well actually let me take the rezone first. I'll move to recommend a rezone of CAR16-30.

**MOTION: COMMISSIONER STEVENS MOVED TO RECOMMEND APPROVAL
 OF CAR16-00030 TO THE BOISE CITY COUNCIL IN ACCORDANCE
 WITH THE PROJECT REPORT AND CONDITIONS OF APPROVAL
 THEREIN**

Chairman Demarest: Let's see if we have a second for you. Is there a second?

Commissioner Bradbury: Second.

SECONDER: COMMISSIONER BRADBURY

Chairman Demarest: Commissioner Bradbury. Discussion?

Commissioner Stevens: Mr. Chair?

Chairman Demarest: Commissioner.

Commissioner Stevens: I'll be brief. I think the Staff did a great job of explaining why this fits in this particular location. It wasn't just Staff. It was also the neighborhood association and I think what we've seen here is a really great example of the neighborhood working together with the developer. There's clearly a long history of that happening in this neighborhood and I commend the neighbors for being involved and for going to the neighborhood meeting and for talking. What

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • December 5, 2016

City Hall – Council Chambers

6:00PM

DRAFT

we tend to see when that happens is better developments. And it seems to me like there has been some good compromise that has gone on here.

The thing that is particularly, makes me comfortable with this project especially is that we know that Kootenai is on the books next year for ACHD to be doing what they need to do; putting sidewalks in. A lot of times we see developments where ACHD's plans are way far out and it makes it a lot harder to approve these sorts of things. But this is an excellent use of an underused parcel in a great location where there is public transportation close by. There are amenities nearby, meaning there's retail. People can walk to get what they need. So, it's really a great project. I'm excited about it and I am looking forward to seeing it go in.

Chairman Demarest: Thank you, Commissioner. Further discussion? This is a motion to approve the rezone. Or to recommend approval for the rezone.

Commissioner Bradbury: Mr. Chairman.

Chairman Demarest: Commissioner Bradbury.

Commissioner Bradbury: My comments probably speak more to the PUD than the rezone. I'll state them now while we're talking generally about the project. Obviously it's a challenging site, a really difficult site. I think these guys came up with a pretty darn good solution to a difficult site and I think they were reasonably; I think they demonstrated reasonable concern for the effects on the neighbors. And we understand that that is always debatable. Change is hard and it's difficult to see that happening in anybody's neighborhood. I think that the applicant has done a pretty good job of trying to make a project work, in what I think anybody would agree, is a very difficult site.

I too, I share the concern about the traffic impacts and I am very hopeful that when Kootenai Street is widened and rebuilt this next year, that they'll solve some of these problems. I would highly recommend and encourage who are interested in that, and this gentleman here, you definitely need to speak to the highway district and let them know. We have limited ability to cause the highway district to do anything on roads that surround the projects. We have pretty good opportunities to work with the applicants and the highway district on roads that are more internal. But the existing roads, we don't really have a lot, we can't do much to help you. You've really got to go to the highway district and ask them, well, let me try it differently, yes ask them to do the things you'd like to see them do. And the gentleman that was suggesting the crosswalk, I think that's a great idea.

I'm also very hopeful that the applicant is going to be able to work with the neighbor to get a full access down there; across from Columbus. I think it would, I think, I'm pretty confident the applicant sees the benefit of full access down there too. Otherwise, that route really doesn't help a whole heck of a lot, at least in the short term. So that's essentially what I had to say. Thank you.

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • December 5, 2016

City Hall – Council Chambers

6:00PM

DRAFT

Chairman Demarest: Okay. Any further discussion?

Commissioner Ansotegui: Mr. Chairman?

Chairman Demarest: Commissioner Ansotegui.

Commissioner Ansotegui: This too may, this comment may better fit with the PUD discussion. But since we're generally discussing this, I still have some concerns about the proximity of a higher density development that close to tracks where we see UP. Although we don't know anything, necessarily, about the frequency of trains on that line nor does UP give us much indication except to say that it may increase.

The applicant mentioned that they would prefer, perhaps, some kind of sound vibration attenuation in the building to a noise barrier, which I agree doesn't make much sense right there. So, I just wanted to put it forward to the Commissioners; would you be willing to consider a condition that would require some kind of attenuation. And I'm saying this having absolutely no scientific understanding of how that might work in a building.

Chairman Demarest: Procedurally, I think that would come on the next discussion.

Commissioner Ansotegui: Do I have to say it again?

Chairman Demarest: No. It's in the record. We'll remember well. Promise. Okay. Is there any other discussion? So we have a motion to approve the CAR.

Commissioner Stevens: Mr. Chair? If I could just add something because my comments as I made the motion to recommend approval for the rezone were also really based on the PUD and on the project itself. I just want to point out that we can discuss the noise thing in just a second. But I think generally speaking, this is exactly what we want to be seeing; increased density. So, with regard to the rezone, I'm very comfortable with it. I'm pleased with the compromise of not asking us for an R-3 and so that's the reason I'm recommending the rezone on that particular point.

Chairman Demarest: Okay. Any further discussion on the rezone? On this motion? Hearing none. All those in favor please signify by saying aye. Okay. It is so recommended.

ALL IN FAVOR, NONE OPPOSED, MOTION CARRIES.

Now we have the possibility of a second motion. We've already started to discuss it, in fact. Does somebody want to make it official? Commissioner Gillespie.

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • December 5, 2016

City Hall – Council Chambers

6:00PM

DRAFT

Commissioner Gillespie: Mr. Chairman, I move that we approve PUD16-27 for the reasons stated in the Staff report and with all the terms and conditions including those terms and conditions in the December 5, 2016 letter to us from Planner Letson.

MOTION: COMMISSIONER GILLESPIE MOVED TO APPROVE PUD16-00027 FOR THE REASONS STATED IN THE STAFF REPORT AND WITH ALL THE TERMS AND CONDITIONS INCLUDINT THOSE TERMS AND CONDITIONS IN THE DECEMBER 5, 2016 LETTER TO US FROM PLANNER LETSON.

Chairman Demarest: Okay. Is there a second for that?

Commissioner Bradbury: Second.

SECONDER: COMMISSIONER BRADBURY

Chairman Demarest: We have a second from Commissioner Bradbury. Discussion? Who wants to go for it? Commissioner Gillespie? You made the motion.

Commission Gillespie: I agree with the Staff report. Really, to me, the only outstanding issue is Commissioner Ansotegui's insightful point that it could get kind of loud in there. But, from my point of view, it's kind of a pretty obvious sort of self-disclosed condition. And so, people who rent and the guy who builds it, it's really an internal problem to the site. I don't feel that the City needs to go out of our way to remediate that as long as they're meeting the setbacks and the codes. As a public policy issue, I don't know that I want to get involved in trying to attenuate train noise. I do, completely, agree with the comment from the applicant that a six-foot high wall in that environment, when you're talking about a raised track-bed, and remember train engines are, the motor is high within the train. You'd have to build a 30 or a 40 foot wall to make any difference. I'm also not an expert on attenuating sound and vibration in buildings, so I would prefer that we just not go there. Although, I'm concerned about it, but I'm concerned, really, for the developer and his ability to sell or rent those properties as opposed to the neighbors or anybody else.

Chairman Demarest: Further discussion? We have a motion to approve and seconded with the terms and conditions in the Staff report. Further discussion? Commissioner Ansotegui.

Commissioner Ansotegui: I'm satisfied with that. Because I really, having said I would like that on the record that that is a concern. But I really don't know how we would approach that in terms of any kind of attenuation. So, I'm willing to step back on that.

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • December 5, 2016

City Hall – Council Chambers

6:00PM

DRAFT

Chairman Demarest: Further discussion? All those in favor please signify by saying aye. Any opposed? It is so ordered.

ALL IN FAVOR, NONE OPPOSED, MOTION CARRIES.

Folks, believe it or not, one hour on the nose. That concludes our agenda I want to thank our Commissioners up here for their time. I want to thank our fellow our citizens. I want to thank our City Staff and Planners. Thank you.

IV. MEETING ADJOURNED

(07:00 PM)



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

8/8a

CAR16-00030 & PUD16-00027 / Vista Village, LLC

Summary

The applicant is requesting to rezone the subject property from an R-1C (Single Family Residential) to an R-2D (Medium Density Residential with Design Review) zone. In addition, the applicant requests a conditional use permit for a 91-unit planned residential development on ± 7.39 acres located at 2350 W. Kootenai Street.

Prepared By

Leon Letson, Associate Planner

Recommendation

The Planning Team recommends **approval** of each request.

Reason for the Decision

Rezone

The rezone is consistent with the Comprehensive Plan. The property is designated “Compact” on the Land Use Map. R-2D is a permissible implementing zone in this designation. The rezone is also in the best interest of the public. The property is currently zoned R-1C (Single Family Residential), which has a maximum residential density of eight units per acre. The change in zoning will accommodate new residents that can make use of existing services, infrastructure, and amenities in the area. Finally, the rezone will maintain and preserve the compatibility of surrounding zoning and development. The subject property is adjacent to a number of more intense zones, including R-3D (Multi-Family Residential with Design Review) to the north, L-OD (Limited Office with Design Review) to the east, and C-2D (General Commercial with Design Review) to the west.

Conditional Use Permit

This multi-family development is compatible with the uses in the neighborhood and those reasonably expected to develop. To the west is the Vista Village Shopping Center and the commercial corridor of Vista Avenue. The remainder of the surrounding neighborhood is comprised of a mix of single-family and smaller multi-family uses. There are also a number of vacant parcels with more intense zoning that could support smaller infill projects. The project is also consistent with the *Depot Bench Neighborhood Plan* and *Blueprint Boise*. The *Depot Bench Neighborhood Plan* identifies the subject property as a target area for medium-density housing projects. Multiple principles within *Blueprint Boise* encourage a mix of housing in neighborhoods and infill development that does not require the costly extension of infrastructure. All necessary utilities and infrastructure are readily available to the site. The location of this project adjacent to existing railroad right-of-way also aligns with *Principle CC5.1(c)* which seeks to establish a future multi-modal transportation system that includes light rail in the Treasure Valley.

In line with the requirements of the *Citywide Design Standards and Guidelines*, parking will be located internal to the site with appropriate screening of service drives. The buildings themselves include modulation in façade and rooflines to reduce their perceived mass, as well as appropriate

materials, openings and covered entries, consistent with the surrounding neighborhood. Both the *Depot Bench Neighborhood Plan* and *Principle IDP-N.1(a)* of *Blueprint Boise* encourages transitions in building heights and the use of variations in side yard setbacks to ensure infill development in established neighborhoods is compatible. The applicant has proposed a design that focuses taller, 3-story buildings at the center of the site, stepping down to 2-story buildings along the edges of the site adjacent to areas with single-family homes. All buildings within the development will be setback more than 70' from adjacent properties. Finally, comments from public agencies confirm the project will not place an undue burden on the transportation system or other infrastructure in the neighborhood.

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

<http://pdsonline.cityofboise.org/pdsonline/Permits.aspx?id=0>

R-1C

R-2

8/8a

R-OD

C-1D

C-1D

R-3D

L-OD

R-1C

A-1

R-3D

CAR16-00030 & PUD16-00027
1" : 300'



W Gem St

W Cassia St

W Lampert Dr

W Wymer St

W Camas St

W Edson St

W Edson St

W Kootenai St

W Teton St

S Victoria Dr

W Willoway Dr

S Mesa Vista Dr

S Mesa Vista Dr

Ridenbaugh Canal

Federal Way Trail
S Federal Way

S Protest Rd

Federal Way ROW

Terry Day Park

S Robert St

S Wade Cir

S Day Dr

W Day Dr

S Shaw Dr

S Manor Dr

W Kootenai St

W Pendleton St

S Helen St

W Jean St

S Leta St

S Columbus St

S Abbs St

S Broxon St

S Opal St

S Broxon St

R-1C

W Gem St

S Victoria Dr

W Willoway Dr

W Boise Ave

U

R-2

8/8a

R-OD

C-1D

C-1D

CAR16-00030 & PUD16-00027
1" : 300'



W Cassia St

W Lampert Dr

W Wymer St

C-2D

S Robert St

S Wade Cir

S Day Dr

S Mesa Vista Dr

S Mesa Vista Dr

Ridenbaugh Canal

S Protest Rd

R-3D

W Camas St

S Opal St

S Vista Ave

W Day Dr

R-1C

Federal Way Trail
S Federal Way

S Pico St

L-OD

W Edson St

W Edson St

S Broxon St

S Shaw Dr

S Manor Dr

Federal Way ROW

W Kootenai St

W Kootenai St

R-1C

R-3D

A-1

Terry Day Park

R-3D

S Abbs St

S Broxon St

W Teton St

W Pendleton St

S Helen St

W Jean St

S Leta St

S Columbus St

#117: Planned Unit Development

Case #: PUD16-00027

8/8a

Property Information

Address

Street Number: 2350	Prefix: W	Street Name: KOOTENAI ST	Unit #: 			
Subdivision name: SEC 15 3N 2E	Block: 	Lot: 	Section: 15	Township: 3	Range: 2	Zoning: R-1C
Parcel Number: S1015325410	Additional Parcel Numbers: S1015325550					

Primary Contact

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

☒ Agent/Representative ☐ Applicant ☐ Owner

Applicant Information

First Name: Donna	Last Name: Jacobs		
Company: Vista Village, LLC.			
Address: P.O. Box 8286	City: Boise	State: ID	Zip: 83707
E-mail: donnadjacobs@gmail.com	Phone Number: (208) 342-3528	Cell: 	Fax:

Agent/Representative Information

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

First Name: Robert	Last Name: Powell		
Company: Dave Evans Construction			
Address: 7761 W. Riverside Dr. #100	City: Boise	State: ID	Zip: 83714
E-mail: scottg@devansconstruction.com	Phone Number: (208) 853-1203	Cell: (208) 870-4161	Fax: (208) 853-1220

Owner Information

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

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

Is this a Modification application?

☐ Yes☒ No

File number being modified:

8/8a

1. Neighborhood Meeting Held (Date):

7/19/16

2. Neighborhood Association:

Depot Bench

3. Comprehensive Planning Area:

Central Bench

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

Construct a 91 Unit multi-family development

5. Size of Property:

7.39

☒ Acres☐ Square Feet**6. Water Issues:**

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

1500

gpm

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

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

Number of Existing:

0

Number of Proposed:

3

C. Is the building "sprinklered"?

☒ Yes☐ No

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

1500

gpm

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

Vacant land, railroad track spurs

8. Are there any hazards on the property?

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

n/a

9. Adjacent property information:

	Building types and/or uses	Number of Stories	Zone
North:	Residential Single	1	(R-1C) Single Family Resider
South:	W. Kootenai St /	2	(R-1C) Single Family Resider
East:	Railroad Track R	1	(A) Open Land
West:	Retail Commercial	1	(C-2D) General Commercial

A. Number of **Proposed** non-residential structures: 1

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

	Gross Square Feet	Net Leasable Square Feet
1st Floor	1620	0
2nd Floor	0	0
3rd Floor	0	0
4th Floor	0	0

B. Maximum Proposed Height: 25

C. Number of stories: 2

D. Number of **EXISTING** non-residential structures to remain: 0

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

	Gross Square Feet	Net Leasable Square Feet
1st Floor	0	0
2nd Floor	0	0
3rd Floor	0	0
4th Floor	0	0

E. Existing Structure Height(s): 0

F. Number of Stories: 0

11. Residential Structures:A. Number of **Proposed** residential units (if applicable):: 5

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

	Number of Units	Square Foot per Unit	Total Square Feet
One-Bedroom:	36	758	27288
Two-Bedroom:	39	1009	39351
Three-Bedroom:	16	1230	19680
Other:	1	00	00
Total Number:	0	0	0

C. Number of **Existing** units to remain: 0

D. Maximum Proposed Structure Height(s): 39

E. Number of Stories: 3

- A. Percentage of site devoted to building coverage: 11.2
- B. Percentage of site devoted to landscaping: 43.4
- C. Percentage of site devoted to paving: 22
- D. Percentage of site devoted to other uses: 23.4
- E. Describe other use: Sidewalks, basketball court & railroad tracks

8/8a

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

- Number: Location:
- Size: Screening:

14. Parking:

- | | Required | | Proposed |
|--|---|--------------------------|----------------------------------|
| A. Handicapped Spaces: | <input type="text" value="3"/> | Handicapped Spaces: | <input type="text" value="5"/> |
| B. Parking Spaces: | <input type="text" value="119"/> | Parking Spaces: | <input type="text" value="144"/> |
| C. Bicycle Spaces: | <input type="text" value="91"/> | Bicycle Spaces: | <input type="text" value="93"/> |
| D. Proposed Compact Spaces: | <input type="text" value="48"/> | | |
| E. Restricted (assigned, garage, reserved spaces) parking spaces proposed: | | | <input type="text" value="91"/> |
| F. Are you proposing off-site parking? | <input type="radio"/> Yes <input checked="" type="radio"/> No | If yes, how many spaces? | <input type="text"/> |
| G. Are you requesting shared parking or a parking reduction? | <input type="radio"/> Yes <input checked="" type="radio"/> No | If yes, how many spaces? | <input type="text"/> |

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

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

	Building		Parking	
	Proposed	Required	Proposed	Required
Front:	<input type="text" value="200"/>	<input type="text" value="20"/>	<input type="text" value="100"/>	<input type="text" value="10"/>
Rear:	<input type="text" value="20"/>	<input type="text" value="15"/>	<input type="text" value="20"/>	<input type="text" value="10"/>
Side 1:	<input type="text" value="76"/>	<input type="text" value="15"/>	<input type="text" value="70"/>	<input type="text" value="10"/>
Side 2:	<input type="text" value="70"/>	<input type="text" value="15"/>	<input type="text" value="62"/>	<input type="text" value="10"/>


16. Waivers Requested:

- A. Lot size: ☐ Yes ☒ No Description:
- B. Internal Setbacks: ☐ Yes ☒ No Description:
- C. Frontage: ☐ Yes ☒ No Description:

17. Sidewalks:

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

18. Amenities:

Number:
 Description: 

19. Density:

Allowed Density:
 Proposed Density:

20. Building Exterior:

	Materials	Colors
Roof:	<input type="text" value="Asphalt shingle"/>	<input type="text"/>
Walls:	<input type="text" value="Hardi-Siding"/>	<input type="text"/>
Windows/Doors:	<input type="text" value="Vinyl / Fiberglass"/>	<input type="text"/>
Fascia, Trim etc.:	<input type="text" value="Hardi-Board"/>	<input type="text"/>

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

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

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

23. Airport Influence Area:

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

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

A. PUBLIC Street Layout Review

The impacts of proposed development on adjacent land uses and transportation facilities must be considered. A "Traffic Impact Study" (TIS) will be generally required by the Ada County Highway District, if the proposed development contains no more than 1,000 dwelling units (includes hotels and motels as well as private dwelling units), more than 30,000 square feet of commercial use, or more than 50,000 square feet of industrial or institutional use, or has associated it with special circumstances deemed by ACHD to warrant an impact study. A copy of this study must be submitted with this application.

Is a Traffic Impact Study required?

☐ Yes ☒ No

B. PRIVATE Street Layout Review

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

Is a Traffic Impact Study required?

☐ Yes ☒ No

Are you proposing public street connection to adjacent properties?

☐ Yes ☒ No

25. Solid Waste:

A. Type of trash receptacles:

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

B. Number of trash receptacles:

4

C. Proposed screening method:

CMU wall/ landscaping

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

☒ Yes ☐ No

E. Is recycling proposed?

☒ Yes ☐ No

Verification of Legal Lot or Parcel Status

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

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

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

Agent/Representative Signature:

Date:

Annexation & Rezone Application Form

PDS	Department Application
	# 105 8/8a

New! Type data directly into our forms.

Case #: CAR16-00030

Note: Be sure to print this form before closing it or you will lose your data. This form cannot be saved to your computer.

Property Information

Address: Street Number: 2350 Prefix: W. Street Name: KOOTENAI
Subdivision: 3N 2E 15 Block: _____ Lot: _____ Section: 15 Township: 3N Range: 2E
***Primary Parcel Number:** 51015325410 Additional Parcels: 51015325550

Applicant Information

1110 S. ROBERT STREET
***First Name:** DONNA ***Last Name:** JACOBS
Company: VISTA VILLAGE, LLC. ***Phone:** 342-3528
***Address:** P.O. BOX 8286 ***City:** BOISE ***State:** ID ***Zip:** 83707
E-mail: donnad.jacobs@gmail.com **Cell:** _____ **Fax:** _____

Agent/Representative Information

First Name: ROBERT **Last Name:** POWELL
Company: DAVE EVANS CONSTRUCTION **Phone:** 853-1203
Address: 7761 W. RIVERSIDE DR. #100 **City:** BOISE **State:** ID **Zip:** 83714
E-mail: Robertp@devansconstruction.com **Cell:** 830-6576 **Fax:** 853-1220
Role Type: ☒ Architect ☐ Land Developer ☐ Engineer ☒ Contractor ☐ Other

Owner Information

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

First Name: _____ **Last Name:** _____
Company: _____ **Phone:** _____
Address: _____ **City:** _____ **State:** _____ **Zip:** _____
E-mail: _____ **Cell:** _____ **Fax:** _____

RECEIVED

SEP 27 2016

DEVELOPMENT
SERVICES

Date Received: _____
Revised 10/2008



www.cityofboise.org/pds
City of Boise Planning & Development Services
P.O. Box 500 • 150 N. Capitol Blvd • Boise, Idaho 83701-0500
Phone 208/384/3830 • Fax 208/433-5688 • TDD/TTY 800/377-3529
CAR 16-00030

8/8a

1. Neighborhood Meeting Held (Date): 7/19/16

2. Neighborhood Association: DEPOT BENCH

3. Comprehensive Planning Area: CENTRAL BENCH

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

CONSTRUCT A 91 UNIT MULTI-FAMILY DEVELOPMENT -
THE DENSITY FOR THIS REQUIRES A DIFFERENT ZONING DESIGNATION.

5. Type of Request: ☒ Rezone ☐ Annexation & Rezone

6. Current Zone: R-1C

7. Requested Zone: R-2D

8. Size of property: 7.39 ☒ Acres ☐ Square Feet

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

VACANT LAND & RAILROAD TRACK SPURS

RECEIVED

SEP 27 2016

DEVELOPMENT
SERVICES

10. Are there any existing land uses in the general area similar to the proposed use?

If so, describe them and give their locations:

YES, MULTI-FAMILY OPPOSITE KOOTENAI STREET &
COLOMBUS INTERSECTION. ALSO, DEPOT LOFT APARTMENTS
ON VISTA & VICTORIA DRIVE.

11. On what street(s) does the property have frontage? S. ROBERT ST. ?
CAR 16-00030 KOOTENAI STREET

12. Adjacent Property Information

Uses:

Zone:

North: RESIDENTIAL SINGLE FAMILY

R-1C

South: W. KOOTENAI ST / RAILROADS

R-1C

East: RAIL ROAD TRACKS

A

West: RETAIL COMMERCIAL

C-2D

13. Why are you requesting annexation into the City of Boise?

N/A

14. What use, building or structure is intended for the property?

MULTI-FAMILY DEVELOPMENT, (5) APARTMENT
BUILDING - 2 & 3 STORIES, (1) CLUBHOUSE / MANAGEMENT
OFFICE.

15. What changes have occurred in the area that justify the requested rezone?

DEMAND FOR MULTI-FAMILY HOUSING, HIGHER TRANSPORT-
ATION COSTS, MORE LOCAL SERVICES AVAILABLE IN AREA.

RECEIVED

SEP 27 2016

DEVELOPMENT
SERVICES

CAR 76-00030

8/8a

16. What Comprehensive Plan policies support your request?

IT ALIGNS W/ CB-CCN 1.5: VIST AVENUE CORRIDOR (a) -
HIGHER DENSITY RESIDENTIAL USES, (b) PROVIDES SUPPORT
TO THE EXISTING REHABILITATED VISM VILLAGES & ENCOURAGES
FUTURE REHAB OF OTHERS.

RECEIVED

SEP 27 2016

DEVELOPMENT
SERVICES

Applicant/Representative Signature

9/27/16

Date

Print Form

CAR 16-00030



Planning & Development Services

8/8a

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

Affidavit of Legal Interest

State of Idaho)

) ss

County of Ada)

I, USTAD, LLC
Name

P.O. Box 8286
Address

Boise
City

Idaho 83707
State

being first duly sworn upon oath, depose and say:

(If Applicant is also Owner of Record, skip to B)

A. That I am the record owner of the property described on the attached, and I grant my permission to DAVE EVANS CONSTRUCTION 7761 W. RIVERSIDE DR. #100 BOISE
Name Address
to submit the accompanying application pertaining to that property. ID, 83714

B. I agree to indemnify, defend and hold Boise City and its employees harmless from any claim or liability resulting from any dispute as to the statements contained herein or as to the ownership of the property which is the subject of the application.

Dated this 21 day of September, 2016

[Signature]
Signature member ULLC

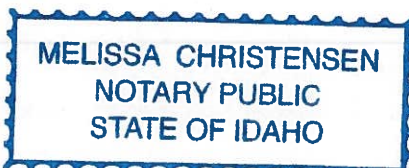
Subscribed and sworn to before me the day and year first above written.

RECEIVED

SEP 27 2016

Melissa Christensen
Notary Public for Idaho

DEVELOPMENT
SERVICES



Residing at: 5/20/20
My commission expires: Nampa ID

CAR 16-00030



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

8/8a

Planning Division Project Report

File Number	CAR16-00030 & PUD16-00027
Applicant	Vista Village, LLC
Property Address	2350 W. Kootenai Street
Public Hearing Date	December 5, 2016
Heard by	Planning and Zoning Commission
Analyst	Leon Letson
Checked By	Cody Riddle

Public Notification

Neighborhood meeting conducted: July 19, 2016
Newspaper notification published on: October 22, 2016
Radius notices mailed to properties within 300 feet on: October 21, 2016
Staff posted notice on site on: October 21, 2016

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	5
7. Analysis/Findings	5
8. Recommended Conditions of Approval	9

Exhibits

Agency Comments
Public Comments

1. Project Data and Facts

Project Data	
Applicant/Status	Vista Village, LLC/Owner
Architect/Representative	Rob Powell/Architect
Location of Property	2350 W. Kootenai Street
Size of Property	±7.39 Acres
Zoning (Proposed)	R-2D (Medium Density Residential with Design Review)
Comprehensive Plan Designation	Compact
Planning Area	Central Bench
Neighborhood Association	Depot Bench/Jim Pickett @ 867-2271
Procedure	The Planning and Zoning Commission renders a final decision on the conditional use permit and makes a recommendation to City Council on the rezone.

Current Land Use
The property is currently vacant.

Description of Applicant's Request
The applicant is seeking a rezone and conditional use permit for a 91-unit planned residential development comprised of five multi-family buildings and a clubhouse.

2. Land Use

Description and Character of Surrounding Area
The property is located east of the Vista Village shopping center, north of Kootenai Street, and west of the railroad tracks that run parallel to Federal Way. The surrounding neighborhood is comprised of a mix of single-family and smaller multi-family uses.

Adjacent Land Uses and Zoning

North:	Railroad Tracks then Residential / R-1C (Single Family Residential)
South:	Railroad Tracks then Residential / R-1C (Single Family Residential) and R-3D (High Density Residential with Design Review)
East:	Railroad Tracks then Office and Residential / L-OD (Limited Office with Design Review)
West:	Single-Family Homes then Vista Village Shopping Center / R-1C (Single Family Residential) and C-2D (General Commercial with Design Review)

Site Characteristics
The site consists of a triangular shaped lot surrounded by railroad tracks on all sides. The primary access will be from Robert Street and a secondary access will be from Kootenai Street.

Special Considerations
None

3. Project Proposal

Site Design

Land Use	
Percentage of the site devoted to building coverage:	11%
Percentage of the site devoted to paving:	22%
Percentage of the site devoted to landscaping:	44%
Percentage of the site devoted to other uses (sidewalks, sports courts, railroad tracks)	23%
TOTAL	100%

Parking

Proposed		Required	
Total parking spaces proposed:	143	Total parking spaces required:	119
Accessible spaces proposed:	5	Accessible spaces required:	3
Number of compact spaces proposed:	48	Number of compact spaces	48
Bicycle parking spaces proposed:	93	Bicycle parking spaces required:	91
Parking Reduction requested?	No	Off-site Parking requested?	No

This project includes 36 one-bedroom units, 39 two-bedroom units, and 16 three-bedroom units. The Zoning Ordinance requires 1 space per one-bedroom unit, 1.25 spaces per two-bedroom unit, and 1.5 spaces per three-bedroom unit. In addition, one space per 10 dwelling units is required for guest parking. As such, a minimum of 119 parking spaces are required with a maximum allowed of 179. The applicant has provided 143 parking spaces, including 48 compact spaces and 5 accessible spaces. This project also requires 91 bicycle parking spaces, with a minimum of 23 covered. The applicant is providing 93 bicycle parking spaces. As a recommended condition of approval, a minimum of 23 bicycle parking spaces shall be covered.

Setbacks (Perimeter)

Yard	Building / Parking Required	Building / Parking Proposed
Front (Robert Street)	15' (Building) / 20' (Parking)	200' (Building) / 100' (Parking)
Side (north and south)	5' (Building) / 5' (Parking)	70'+ (Building) / 10' (Parking)
Rear (east)	15' (Building) / 15' (Parking)	70'+ (Building) / 62' (Parking)

This development complies with the transitional setback requirements for multi-family projects abutting existing single-family homes and/or residentially zoned property. Single-family homes on land zoned R-1C exist to the north and south. Multi-family buildings are not allowed to exceed the height of adjacent dwellings by more than one story or 12' located within 15' of the shared property line. The applicant proposes to setback all buildings from the adjacent properties a minimum of 70'.

Structure(s) Design

Number and Proposed Use of Buildings
5 multi-family buildings and 1 clubhouse
Building Height
33'10"
Number of Stories
2-3 stories

In accordance with the requirements of the *Citywide Design Standards and Guidelines*, parking will be located internal to the site with appropriate screening of service drives. The buildings themselves include modulation in façade and rooflines to reduce their perceived mass, as well as appropriate materials, openings and covered entries, consistent with the surrounding neighborhood. The proposed design also focuses taller, 3-story buildings at the center of the site, stepping down to 2-story buildings along the edges of the site adjacent to areas with single-family homes.

Amenities

This project includes two amenities, as required per the Zoning Ordinance. These have been provided in the form of a clubhouse with a 24-hour fitness facility, an outdoor plaza space, sport court, garden area, and multiple landscaped areas with benches, picnic tables, and walking paths. Each unit will also have a private outdoor space in the form of a balcony or patio.

4. Zoning Ordinance

Section	Description
11-03-04.3	Rezone
11-03-04.7	Planned Developments
11-04-03.1	General Purpose of Residential Districts
11-06-03.2	Multi-Family Living Uses
11-07-03	Off-Street Parking and Loading Standards
11-07-06.05	Planned Unit Development Standards

5. Comprehensive Plan

Chapter	Goals, Objectives & Policies
Chapter 2-Citywide Vision And Policies	Principle NAC7.1 Principle CC1.1 Principle CC5.1(c)
Chapter 3-Community Structure And Design	Principle GDP-N.3(a) and (b) Principle IDP-C.1 Principle IDP-N.1(a)
Chapter 4: Central Bench Planning Area Policies	Principle CB-CCN3.2 Principle CB-CCN3.4(a)
<i>Depot Bench Neighborhood Plan</i>	Land Use Goal 2.3

- Neighborhoods and Activity Centers (NAC)
- Connected Community (CC)
- General Design Principles for Neighborhoods (GDP-N)
- Infill Design Principles for Corridors (IDP-C)
- Infill Design Principles for Neighborhoods (IDP-N)
- Central Bench Policies for Centers, Corridors, and Neighborhoods (CB-CCN)

6. Transportation Data

Roadway	Frontage	Functional Classification	PM Peak Hour Traffic Count	PM Peak Level of Service
Robert Street* (North of Kootenai Street)	310'	Local	N/A	N/A
Kootenai Street** (West of Federal Way)	20'	Minor Arterial	663	"E"
Kootenai Street** (East of Vista Avenue)	0'	Minor Arterial	562	"E"
Vista Avenue***	0'	Principal Arterial	1,001	"E"

* ACHD does not set level of service thresholds for Local roadways.

** The acceptable level of service for a minor arterial is 575 vehicles per hour for two lanes and 720 vehicles per hour for three lanes.

***The acceptable level of service for a principal arterial is 1,780 vehicles per hour.

This development is estimated to generate 605 vehicle trips per day, with 56 in the PM peak hour, based on the Institute of Transportation Engineers Trip Generation Manual, 9th edition.

7. Analysis & Findings

The applicant is requesting approval of a rezone and conditional use permit for a 91-unit planned residential development. The project is located east of the Vista Village shopping center, north of Kootenai Street, and west of the railroad tracks that run parallel to Federal Way. The surrounding neighborhood is comprised of a mix of single-family and smaller multi-family uses.

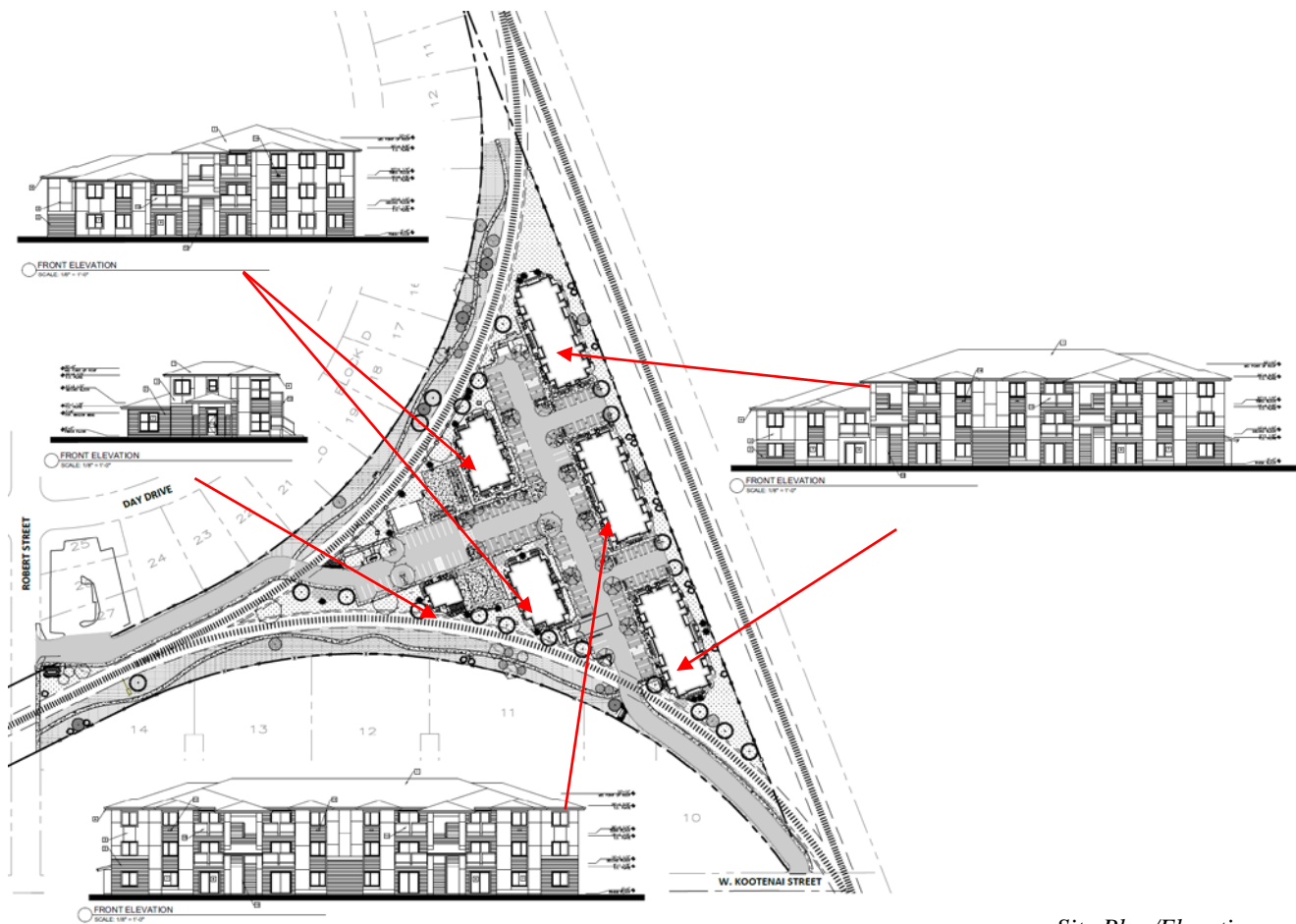


Vicinity Map

The property is currently zoned R-1C (Single Family Residential), which has a maximum residential density of eight units per acre. To accommodate the density of the project (12.3 units per acre), the applicant is requesting R-2D (Medium Density Residential with Design Review) zoning, which allows up to 14.5 units per acre. The property is designated "Compact" on the Land Use Map. The change in zoning will accommodate additional residents that can take advantage of existing services, infrastructure, and amenities in the area. In addition to the R-2D zone, A-1, A-2, R-1A, R-1B, R-1C, L-O, and N-O, R-1M, and PC are all permissible implementing zones in this designation. The rezone will maintain and preserve the compatibility of surrounding development and zoning, which is a

mixture of R-1C as well as a number of more intense zones, including R-3D (Multi-Family Residential with Design Review) to the north, L-OD (Limited Office with Design Review) to the east, and C-2D (General Commercial with Design Review) to the west.

The associated 91-unit planned residential development is comprised of five multi-family buildings and a club house. In accordance with the requirements of the *Citywide Design Standards and Guidelines*, parking will be located internal to the site with appropriate screening of service drives. The buildings themselves include modulation in façade and rooflines to reduce their perceived mass, as well as appropriate materials, openings and covered entries, consistent with the surrounding neighborhood. The proposed design also focuses taller, 3-story buildings at the center of the site, stepping down to 2-story buildings along the edges of the site adjacent to areas with single-family homes. All buildings within the development will be setback more than 70' from adjacent properties.



Site Plan/Elevations

Connectivity

A connectivity index review was not provided because there are no new streets proposed with this development. The primary access will be from Robert Street and a secondary access will be from Kootenai Street. A robust network of sidewalks and pathways will also be provided throughout the development, which will allow residents to easily access Robert Street and the commercial uses along Vista Avenue, as well as Kootenai Street. Access to transit is also readily available, with bus stops for two different routes less than ¼ mile away at the intersection of Vista Avenue and Kootenai Street to the west and Federal Way and Kootenai Street to the east.

FINDINGS**Section 11-03-04.03(C7) Rezone**

Any recommendation of the PZC shall be in writing and shall specify that the rezone meets the following criteria:

i. Is in compliance with the Comprehensive Plan.

The rezone is consistent with the Comprehensive Plan. The property is designated “Compact” on the Land Use Map. R-2D is a permissible implementing zone in this designation. The A-1, A-2, R-1A, R-1B, R-1C, L-O, and N-O, R-1M, and PC zones are also permissible implementing zones in this designation. The majority of these residential zones (A-1, A-2, R-1A, R-1B, and R-1C) would not support the density of this project. The R-1M zone, which is also an option, would support the density of the project, but is intended more for townhome development versus larger-scale multi-family development. The office zones (N-O and L-O) would be inappropriate due to the much higher density (43.5 dwellings per acre) each allows. Finally, the lack of a commercial component for this project would fail to meet the intent of the PC zone.

ii. Is in the best interests of the public convenience and welfare.

The rezone is also in the best interest of the public. The property is currently zoned R-1C (Single Family Residential), which has a maximum residential density of eight units per acre. To accommodate the density of the project (12.3 units per acre), the applicant is requesting R-2D (Medium Density Residential with Design Review) zoning, which allows up to 14.5 units per acre. The change in zoning will accommodate new residents that can make use of existing services, infrastructure, and amenities in the area.

iii. Maintains and preserves compatibility of surrounding zoning and development.

The rezone to R-2D will maintain and preserve the compatibility of surrounding zoning and development. In addition to R-1C zoning, the subject property is adjacent to a number of more intense zones, including R-3D (Multi-Family Residential with Design Review) to the north, L-OD (Limited Office with Design Review) to the east, and C-2D (General Commercial with Design Review) to the west.

Section 11-03-04.07 (C7) Planned Unit Development

The Hearing Examiner or the PZC shall review pursuant to Section 11-03-03.4 and according to the following criteria:

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

The Planning Team finds the development compatible with the adjacent neighborhood, and those reasonably expected to develop. To the west is the Vista Village Shopping Center and the commercial corridor of Vista Avenue. The remainder of the surrounding neighborhood is comprised of a mix of single-family and smaller multi-family uses. There are also a number of vacant parcels with more intense zoning that could support smaller infill projects.

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

Correspondence received from commenting agencies indicate the proposed use will not place an undue burden on transportation or other public services. The Ada County Highway District (ACHD) approved the project on October 17, 2016. They estimated the project will generate 605 vehicle trips per day, with 56 during the PM peak hour. As demonstrated in the attached comments, no public agency has voiced opposition to this request. The requirements of each have been included as conditions of approval.

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

The site is large enough to accommodate the proposed use and all required elements of a planned residential development. The applicant has proposed a design that focuses taller, 3-story buildings at the center of the site, stepping down to 2-story buildings along the edges of the site adjacent to areas with single-family homes. All buildings within the development will be setback more than 70' from adjacent properties. Proposed service drives and parking meet the requirements of Boise City Code, and the density does not exceed the limitations of the underlying zone.

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

With the attached conditions of approval, the project will not adversely affect other property in the vicinity. Due to setbacks, buffering, and separation, no conflicts in terms of privacy or noise can be identified. Additionally, the project will not generate impacts associated with parking since it will provide ample parking on-site for each dwelling unit and guests.

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

The project is consistent with the Comprehensive Plan and the *Depot Bench Neighborhood Plan*. Multiple principles within the Comprehensive Plan encourage a mix of housing in neighborhoods and infill development that does not require the costly extension of infrastructure. All necessary utilities and infrastructure are readily available to the site. The location of this project adjacent to existing railroad right-of-way also aligns with *Principle CC5.1(c)* which seeks to establish a future multi-modal transportation system that includes light rail in the Treasure Valley. *Principle IDP-N.1(a)* of *Blueprint Boise* encourages transitions in building heights and the use of variations in side yard setbacks to ensure infill development in established neighborhoods is compatible. The applicant has proposed a design that focuses taller, 3-story buildings at the center of the site, stepping down to 2-story buildings along the edges of the site adjacent to areas with single-family homes. All buildings within the development will be setback more than 70' from adjacent properties. Finally, the *Depot Bench Neighborhood Plan* identifies the subject property as a target area for medium-density housing projects.

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

The project complies with many of the *Citywide Design Standards and Guidelines* as submitted. Parking will be located internal to the site with appropriate screening of service drives. The buildings themselves include modulation in façade and rooflines to reduce their perceived mass, as well as appropriate materials, openings and covered entries, consistent with the surrounding neighborhood. Upon approval of the requested rezone, this project will be subject to Design Review, which will ensure compliance with these guidelines.

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 **September 27, 2016**, except as expressly modified by Design Review or the following conditions:
2. **Planned Unit Development:**
 - a. All structures, parking, and service drives shall meet the setback requirements of the R-2D zone.
 - b. A minimum of 23 bicycle parking spaces shall be covered.
 - c. Written approval of the development from the impacted railroad companies is required prior to issuance of any permits.

Agency Requirements

3. Comply with requirements of the Ada County Highway District (ACHD) as outlined in their approval dated **October 17, 2016**.
4. Comply with the requirements of the Boise City Public Works Department (BCPW) for, Sewer, Solid Waste, Drainage, and Street Lights per memos dated **September 29-30, 2016**. Please contact BCPW at 384-3992.
5. Comply with the requirements of the Boise Fire Department as outlined in their approval dated **October 10, 2016**.
6. Comply with requirements of Central District Health Department.
7. Comply with the requirements of the Boise School District as outlined in comments dated **October 10, 2016**.

Standard Conditions of Approval

8. Building permit approval is contingent upon the determination that the site is in conformance with the Boise City Subdivision Ordinance. Contact Planning and Development Services at (208) 384-3830 regarding questions pertaining to this condition.
9. All landscaping areas shall be provided with an underground irrigation system. Landscaping shall be maintained according to current accepted industry standards to promote good plant health, and any dead or diseased plants shall be replaced. All landscape areas with shrubs shall have approved mulch, such as bark or soil aid.
10. Swales/retention/detention areas shall not be located along the streets, unless it can be shown that landscaped berms/shrubs will screen the swales.
11. In compliance with Title 9, Chapter 16, Boise City Code, anyone planting, pruning, removing or trenching/excavating near any tree(s) on ACHD or State right-of-ways must obtain a permit from Boise City Community Forestry at least one (1) week in advance of such work by calling (208) 384-4083. Species shall be selected from the Boise City Tree Selection Guide.
12. Deciduous trees shall be not less than 2" to 2 1/2" inch caliper size at the time of planting, evergreen trees 5' to 6' in height, and shrubs 1 to 5 gallons, as approved by staff. All plants are to conform to the American Association of Nurseryman Standards in terms of size and quality.
13. Utility services shall be installed underground.
14. 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.
15. All amenities, landscaping, fencing, sidewalks and underground irrigation shall be installed or bonded for prior to the issuance of a building permit. For bonding, the applicant is required to provide a minimum of two bids for the amenities, landscaping materials and the installation. The bond shall be for 110% of the highest bid and submitted to the Subdivision desk on the 2nd floor of City Hall. For additional information, please call (208) 384-3830.
16. 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.
17. 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.

18. Failure to abide by any condition of this conditional use permit shall be grounds for revocation by the Boise City Planning and Zoning Commission.
19. This conditional use permit shall be valid for a period not to exceed twenty four (24) months from the date of approval by the Planning and Zoning Commission. Within this period, the holder of the permit must acquire construction permits and commence placement of permanent footings and structures on or in the ground. The definition of structures in this context shall include sewer lines, water lines, or building foundations.
20. Prior to the expiration of this conditional use, the Commission may, upon written request by the holder, grant a two-year time extension. A maximum of two (2) extensions may be granted.
21. To reduce the noise impact of construction on nearby residential properties, all exterior construction activities shall be limited to the hours between 7:00 a.m. and 7:00 p.m. Monday through Friday and 8:00 a.m. to 6:00 p.m. for Saturday and Sunday. Low noise impact activities such as surveying, layout and weather protection may be performed at any time. After each floor of the structure or building is enclosed with exterior walls and windows, interior construction of the enclosed floors can be performed at any time.



Sept 27, 2016

City of Boise Planning & Development Services
150 N. Capitol Blvd
Boise, ID 83701-0500

Re: Planned Unit Development and Rezone Applications for the Station Village Apartments

The proposed applications are for a 7.39 acre multi-family project. It will include 91 dwelling units, related buildings and supporting infrastructure. The project is located on two parcels near the Vista and Federal Way corridors – 2350 W. Kootenai St. & 1110 S. Robert Street. The property is directly east of the existing Vista Village Retail Center. Both parcels have a current R-1C zoning designation.

We are submitting applications for a Rezone to request an R-2D designation as well as a Planned Unit Development to accommodate the proposed density.

We appreciate the time and cooperation received from the planning staff during the planning and design stages of this project and look forward to a continued partnership in seeing this project come to fruition. We have likewise communicated with the Fire Department, Boise Valley Railroad, ACHD & the Depot Bench Neighborhood Association for additional comment. This has been helpful as we've made several revisions to the initial layout.

This project is in an area rich with character and established neighborhoods. The location has close access to many services, amenities and institutions in the immediate vicinity and near vicinity, including downtown, the airport, city parks, the Boise River, greenbelt, BSU campus, and other local schools. In addition the property affords great views of downtown and the foothills.

The introduction of higher density housing in this area aligns with the Comprehensive Planning associated with the Central Bench area and specifically the Vista Avenue Corridor. Much of the local services are in place to support the density. This type of density will also encourage new and future rehabilitation of existing services along this corridor and in the area. The proposed housing will offer a specific housing choice in an area that is mostly comprised of single family detached homes.

The owners of the land have a vested interest in the current and future well-being of the neighborhood. It is their goal to provide high quality multi-family living that attracts diverse residents and helps to strengthen the existing neighborhood. As the current long time owners of the Vista Village Retail Center, they have shown their commitment to neighbors and tenants in recent façade and landscape enhancements to their buildings. The construction of this type of product will be an extension of this progress.

DAVE EVANS CONSTRUCTION

7761 W. Riverside Dr. Suite 100, Boise, Idaho 83714 • (208) 853-1203 • Fax (208) 853-1220
www.devansconstruction.com

The property is unique in its configuration and also bordering conditions. The triangular shaped parcels are bordered on the north by smaller single family residences on Day Drive, to the south by mostly single family residences, and the Union Pacific Railroad Tracks and ROW to the east.

One parcel has frontage along Robert Street to the west, which will serve as the main entrance. The other parcel has limited frontage along Kootenai Street to the south. At this time we are proposing limited access along this frontage with the intention of a full service access that will align with Columbus Street. The property owner is currently in discussion with the adjacent property owner for potential future arrangement. Cooperation of both owners will be required for this alignment.

Inset by 60' along both the north and south boundaries is a cross access easement with Boise Valley Railroad. Railroad spurs run within these easements facilitating the occasional short term storage of railroad cars. The original use of these spurs was for reversing the course of trains, although this is no longer used for such. This condition requires the cooperation of the railroad in our proposed construction and improvements. For some time the owner has been in contact and most recently received approval from Boise Valley Railroad for the two vehicle and pedestrian crossings shown in the attached site plan. The safety of future residents is of utmost concern in contemplating this project. Open fencing between the buildings & outdoor amenities and the spurs will help create a border. In addition the railroad will maintain a 25' wide area, centered on the tracks clearly delineated. Additional information is available as to the frequency and duration of railroad use if staff or the Commission requires.

The project includes a total of (5) apartment buildings. These vary in size and configuration. Included within these buildings are 1 bedroom, 2 bedroom and 3 bedroom units. The total number of residential units is (91). This results in a proposed density of 12.31 units/acre. The allowed density for an R2 district is 14.5. Another two story structure houses a clubhouse, manager's office, 24 hour fitness facility, maintenance storage, and a manager's apartment on the second floor.

Additional project amenities include an outdoor plaza space, sports court, garden area, numerous open landscaped areas with park benches and picnic tables, and walking paths along the north and south property boundaries. Each unit has a dedicated private outdoor space with a patio at grade or balcony for units on the second and third floors.

Attention has been paid to internal pedestrian paths and connections as well as connections to the adjacent existing neighborhood streets. This internal network is enhanced with multiple outdoor public seating and activity areas, and ample landscaping.

After meeting with the neighbors and becoming aware of their concerns related to views, transition and privacy we've revised the configuration and heights of the residential buildings. Buildings A, D and E, per the attached site plan and elevations, step down to two stories on the ends bordering these adjacent properties of single family residences. The area containing the spurs and walking paths also create a sizeable buffer area against the existing single family properties. The architectural style, initially more contemporary in material and building form now is shown with more traditional roof lines.

DAVE EVANS CONSTRUCTION

7761 W. Riverside Dr. Suite 100, Boise, Idaho 83714 • (208) 853-1203 • Fax (208) 853-1220
www.devansconstruction.com

The proposed schematic architectural elevations and plans for the buildings are consistent with the city's design guidelines. All of the buildings employ a variety of materials, multiple reliefs and jogs in the walls to provide architectural character and interest. Air conditioning condensing units for each building will be placed on the ground, but screened with fencing and landscaping. All new proposed utilities will be placed underground.

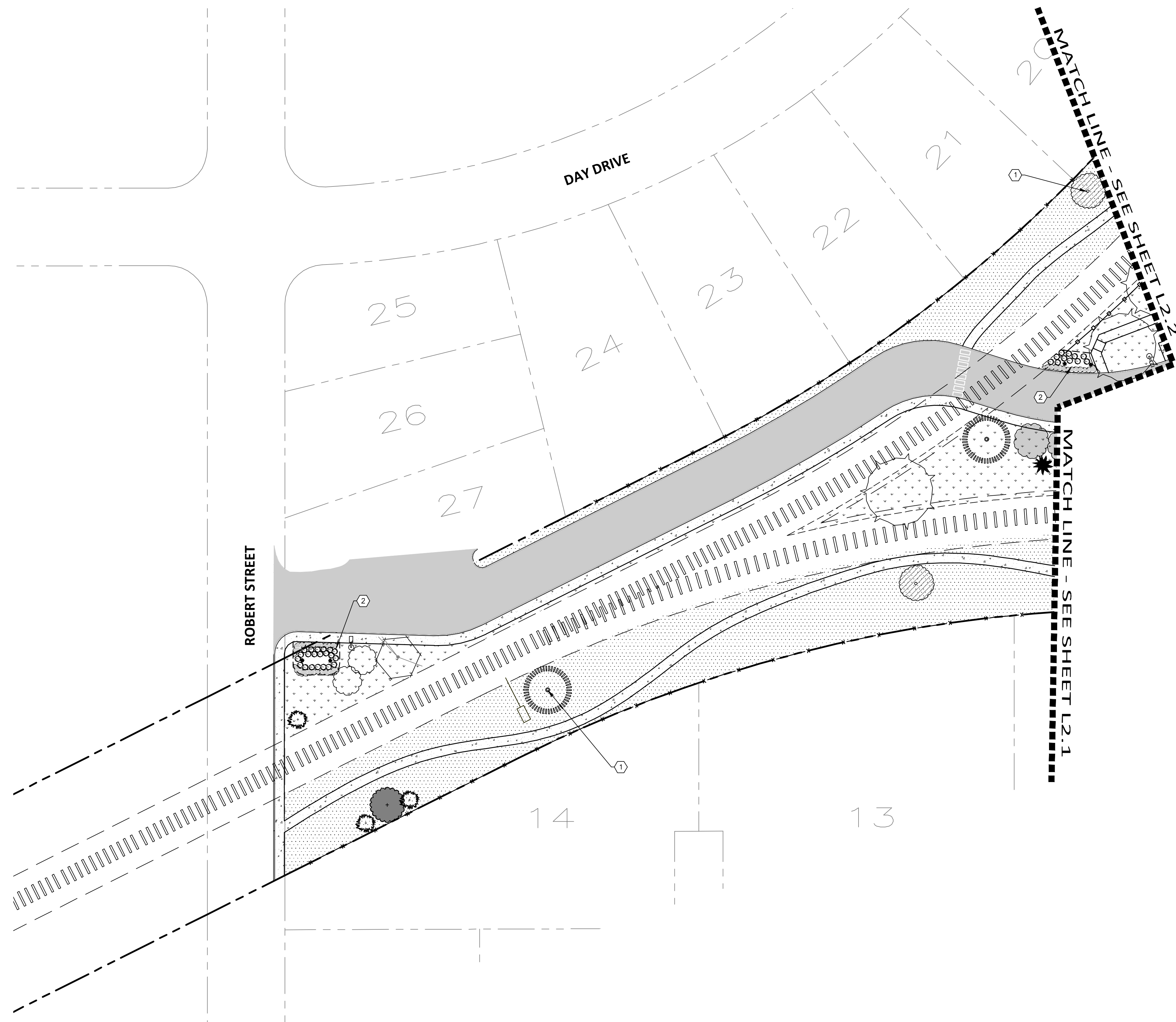
Please refer to the attached submitted materials for additional information. Thank you for your time and consideration. Please feel free to contact me with any questions.

A handwritten signature in black ink, appearing to read 'Rob Powell', with a long, sweeping horizontal stroke extending to the right.

Rob Powell/Architect - Dave Evans Construction

DAVE EVANS CONSTRUCTION

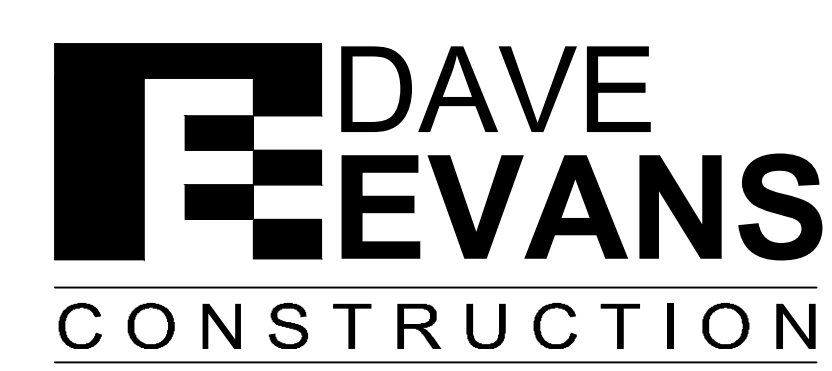
7761 W. Riverside Dr. Suite 100, Boise, Idaho 83714 • (208) 853-1203 • Fax (208) 853-1220
www.devansconstruction.com



LANDSCAPE LEGEND		
SYMBOL	COMMON NAME	NOTES
	Norwegian Sunset Maple	Class II
	Cimmeron Ash	Class II
	Patmore Ash	Class II
	Greenspire Little Leaf Linden	Class II
	Hoopsii Spruce	Conifer
	Bruns Serbian Spruce	Conifer
	Colorado Blue Spruce	Conifer
	Columnar Easter White Pine	Conifer
	Chanticleer Pear	Class III
	Spring Snow Crabapple	Class III
	Royalty Crabapple	Class III
	Stella de Oro Daylily	Perennial
	Limemound Spirea	Shrub
	Ivory Halo Dogwood	Shrub
	Cistena Plum	Shrub
	Flower Carpet Rose (Red)	Flowering Shrub
	Little Kitten Maiden Grass	Ornamental Grass
	Dwarf Mugo Pine	Evergreen Shrub
	Crimson Pygmy Dwarf Japanese Barberry	Evergreen Shrub
	Dwarf Red Leaf Sand Cherry	large flowering shrub
	Foerster's Feather Reed Grass	Ornamental Grass
	Broadmoor Juniper	evergreen groundcover
	Turf (Sod) Kerilawn, Shadowmaster (both available from The Turf Company, Meridian ID) or approved equal drought-resistant fine fescue	
	Snake River Wheatgrass, Elymus wawawaiensis (seed) or approved equal, native, drought-tolerant perennial grass. These grass areas are intended to be left unmown.	
	Native, perennial seed-mix	
	4' open-view, wrought iron fence	
	6' Solid vinyl fencing	
	Install flat-blade shovel edge at all interfaces between turf and planter beds	

SEE SHEET L1.0 FOR COMPLETE PLANT SCHEDULE

- KEY NOTES (#)
1. INSTALL 36" MIN. Ø TREE RING, WITH 3" THICKNESS SOIL AID BARK, AT ALL TREES LOCATED WITHIN TURF AREAS.
 2. ALL PLANTER BEDS SHALL RECEIVE A SURFACE COURSE OF "WALK-ON" ORGANIC BARK, OR APPROVED EQUAL (MIN. 3" THICKNESS) OVER (NON-PLASTIC) WEED BARRIER FABRIC.

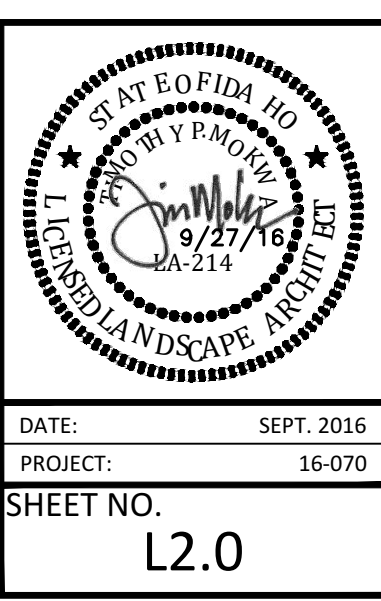


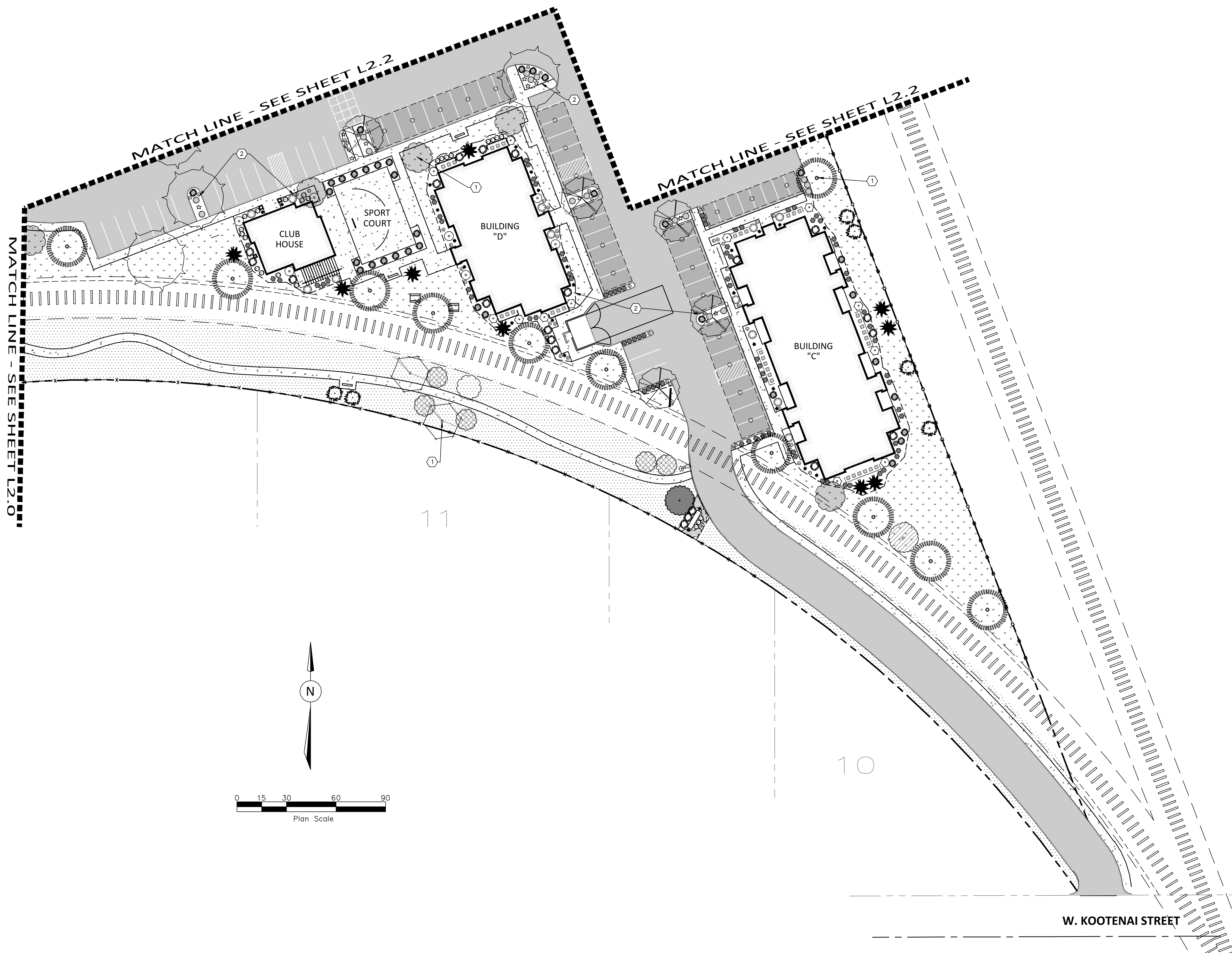
DEPOT VILLAGE APARTMENTS - PUD/REZONE
LANDSCAPE PLAN - WEST AREA OF SITE
BOISE, IDAHO

REVISIONS		
NO.	ITEM	DATE

9233 WEST STATE STREET
BOISE, IDAHO 83714
PHONE (208) 639-6939
FAX (208) 639-6930

DATE: SEPT. 2016
PROJECT: 16-070
SHEET NO. L2.0





LANDSCAPE LEGEND		
SYMBOL	COMMON NAME	NOTES
	Norwegian Sunset Maple	Class II
	Cimmeron Ash	Class II
	Patmore Ash	Class II
	Greenspire Little Leaf Linden	Class II
	Hoopsii Spruce	Conifer
	Bruns Serbian Spruce	Conifer
	Colorado Blue Spruce	Conifer
	Columnar Easter White Pine	Conifer
	Chanticleer Pear	Class III
	Spring Snow Crabapple	Class III
	Royalty Crabapple	Class III
	Stella de Oro Daylilly	Perennial
	Limehound Spirea	Shrub
	Ivory Halo Dogwood	Shrub
	Cistena Plum	Shrub
	Flower Carpet Rose (Red)	Flowering Shrub
	Little Kitten Maiden Grass	Ornamental Grass
	Dwarf Mugo Pine	Evergreen Shrub
	Crimson Pygmy Dwarf Japanese Barberry	Evergreen Shrub
	Dwarf Red Leaf Sand Cherry	large flowering shrub
	Foerster's Feather Reed Grass	Ornamental Grass
	Broadmoor Juniper	evergreen groundcover
	Turf (Sod) Xerilawn, Shadowmaster (both available from The Turf Company, Meridian ID) or approved equal drought-resistant fine fescue	
	Snake River Wheatgrass, Elymus wawawaiensis (seed) or approved equal, native, drought-tolerant perennial grass. These grass areas are intended to be left unmown.	
	Native, perennial seed-mix	
	4' open-view, wrought iron fence	
	6' Solid vinyl fencing	
	Install flat-blade shovel edge at all interfaces between turf and planter beds	

SEE SHEET L1.0 FOR COMPLETE PLANT SCHEDULE

KEY NOTES (#)

1. INSTALL 36" MIN. Ø TREE RING, WITH 3" THICKNESS SOIL AID BARK, AT ALL TREES LOCATED WITHIN TURF AREAS.
2. ALL PLANTER BEDS SHALL RECEIVE A SURFACE COURSE OF "WALK-ON" ORGANIC BARK, OR APPROVED EQUAL (MIN. 3" THICKNESS) OVER (NON-PLASTIC) WEED BARRIER FABRIC.



DEPOT VILLAGE APARTMENTS - PUD/REZONE
LANDSCAPE PLAN - SOUTHEAST AREA OF SITE
BOISE, IDAHO

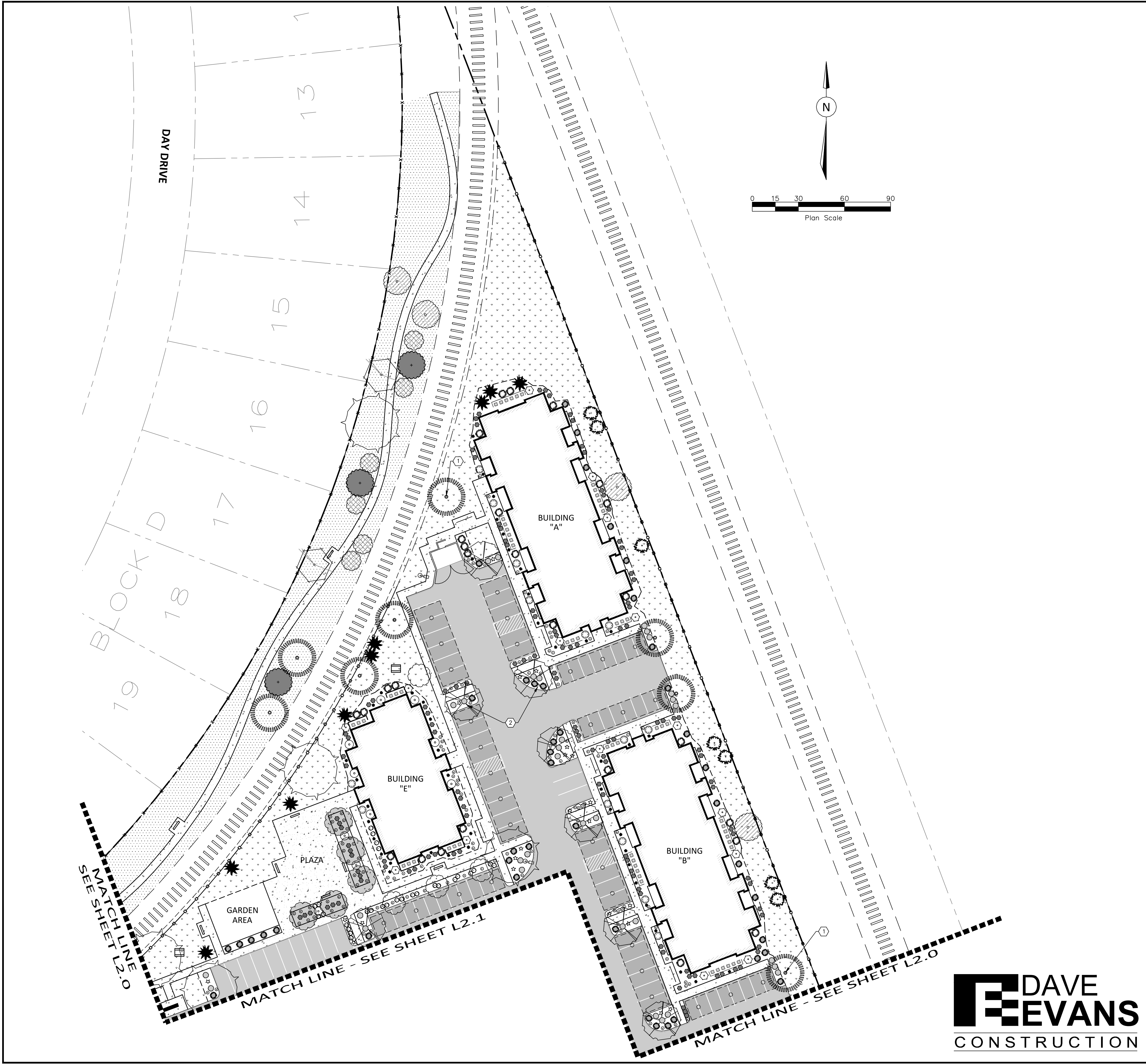
REVISIONS		
NO.	ITEM	DATE

km
ENGINEERING

9233 WEST STATE STREET
BOISE, IDAHO 83714
PHONE (208) 639-6939
FAX (208) 639-6930

STATE OF IDAHO
BOISE, IDAHO
9/27/16
2016-214
LICENSED LANDSCAPE ARCHITECT

DATE: SEPT. 2016
PROJECT: 16-070
SHEET NO. L2.1



LANDSCAPE LEGEND		
SYMBOL	COMMON NAME	NOTES
	Norwegian Sunset Maple	Class II
	Cimmeron Ash	Class II
	Patmore Ash	Class II
	Greenspire Little Leaf Linden	Class II
	Hoopsii Spruce	Conifer
	Bruns Serbian Spruce	Conifer
	Colorado Blue Spruce	Conifer
	Columnar Easter White Pine	Conifer
	Chanticleer Pear	Class III
	Spring Snow Crabapple	Class III
	Royalty Crabapple	Class III
	Stella de Oro Daylily	Perennial
	Limemound Spirea	Shrub
	Ivory Halo Dogwood	Shrub
	Cistena Plum	Shrub
	Flower Carpet Rose (Red)	Flowering Shrub
	Little Kitten Maiden Grass	Ornamental Grass
	Dwarf Mugo Pine	Evergreen Shrub
	Crimson Pygmy Dwarf Japanese Barberry	Evergreen Shrub
	Dwarf Red Leaf Sand Cherry	large flowering shrub
	Foerster's Feather Reed Grass	Ornamental Grass
	Broadmoor Juniper	evergreen groundcover
	Turf (Sod) Xerilawn, Shadowmaster (both available from The Turf Company, Meridian ID) or approved equal drought-resistant fine fescue	
	Snake River Wheatgrass, Elymus wawawaiensis (seed) or approved equal, native, drought-tolerant perennial grass. These grass areas are intended to be left unmown.	
	Native, perennial seed-mix	
	4' open-view, wrought iron fence	
	6' Solid vinyl fencing	
	Install flat-blade shovel edge at all interfaces between turf and planter beds	

SEE SHEET L1.0 FOR COMPLETE PLANT SCHEDULE

- KEY NOTES (#)
1. INSTALL 36" MIN. Ø TREE RING, WITH 3" THICKNESS SOIL AND BARK, AT ALL TREES LOCATED WITHIN TURF AREAS.
 2. ALL PLANTER BEDS SHALL RECEIVE A SURFACE COURSE OF "WALK-ON" ORGANIC BARK, OR APPROVED EQUAL (MIN. 3" THICKNESS) OVER (NON-PLASTIC) WEED BARRIER FABRIC.

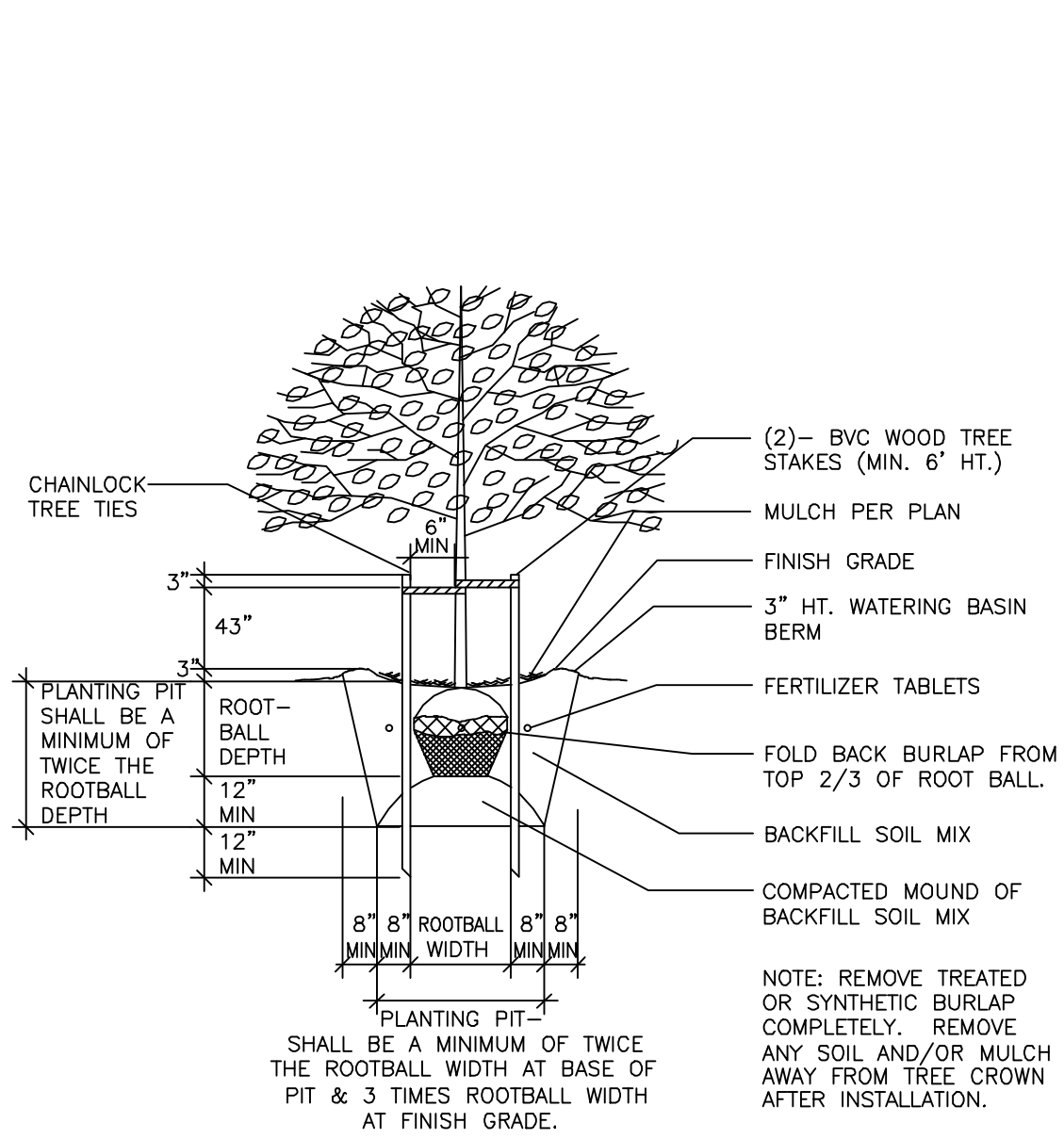
DEPOT VILLAGE APARTMENTS - PUD/REZONE
LANDSCAPE PLAN - NORTH AREA OF SITE
BOISE, IDAHO

REVISIONS		
NO.	ITEM	DATE

9233 WEST STATE STREET
BOISE, IDAHO 83714
PHONE (208) 639-6939
FAX (208) 639-6930

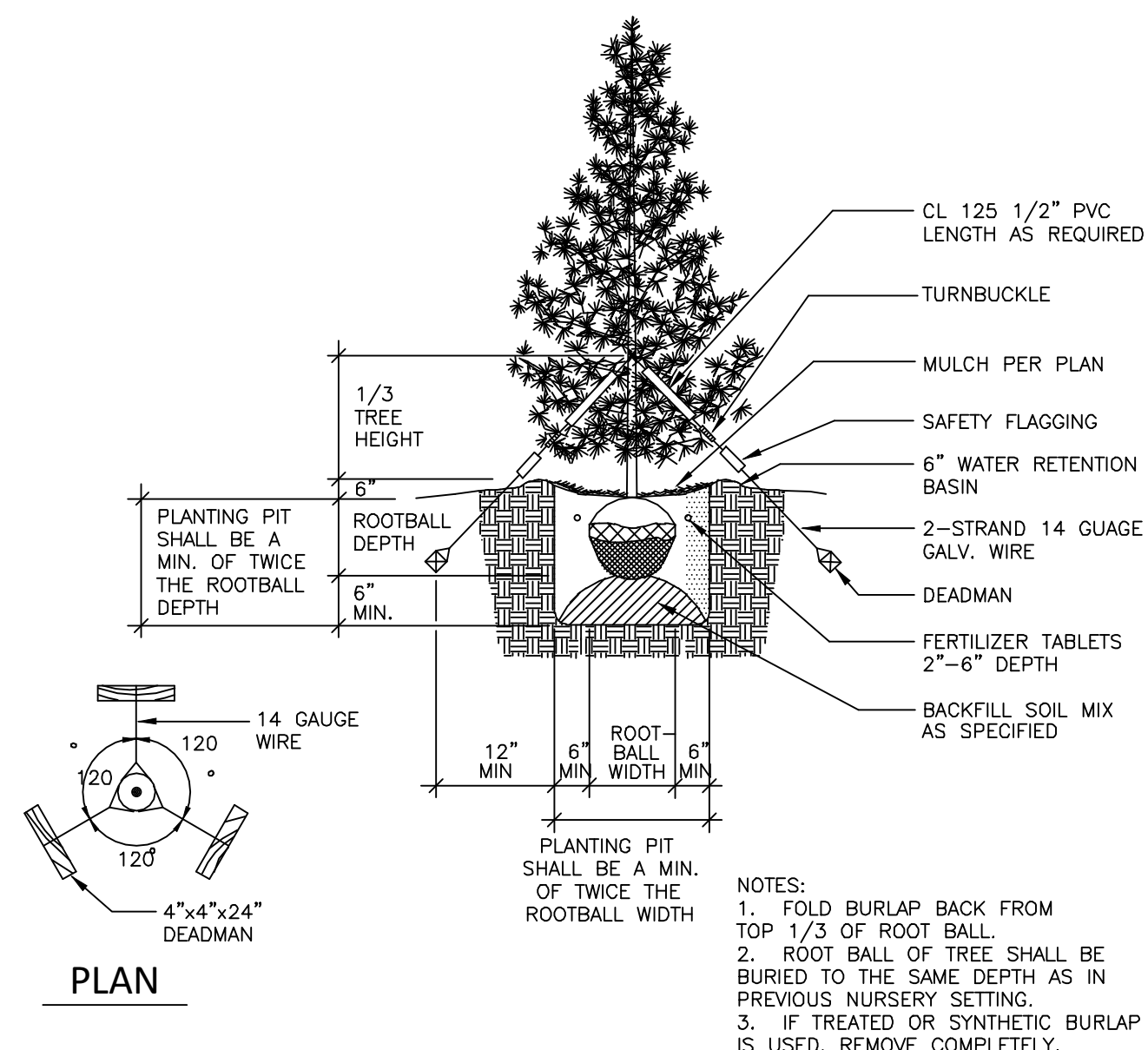
DATE: SEPT. 2016
PROJECT: 16-070
SHEET NO. L2.2





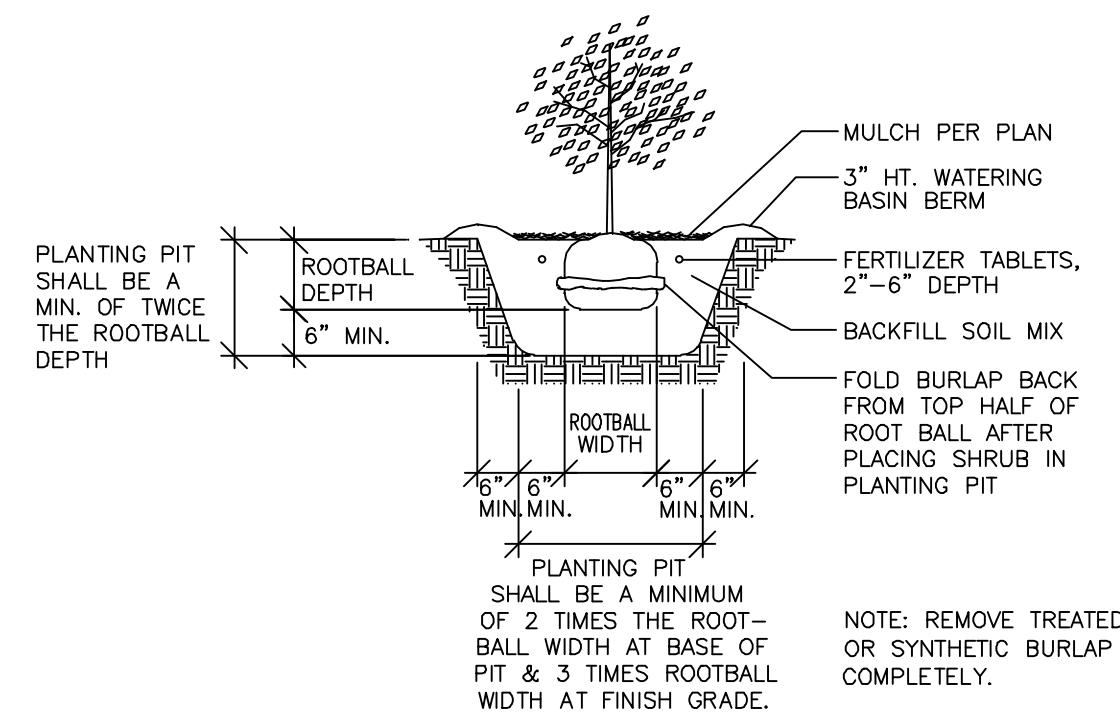
TREE PLANTING AND STAKING DETAIL

NTS



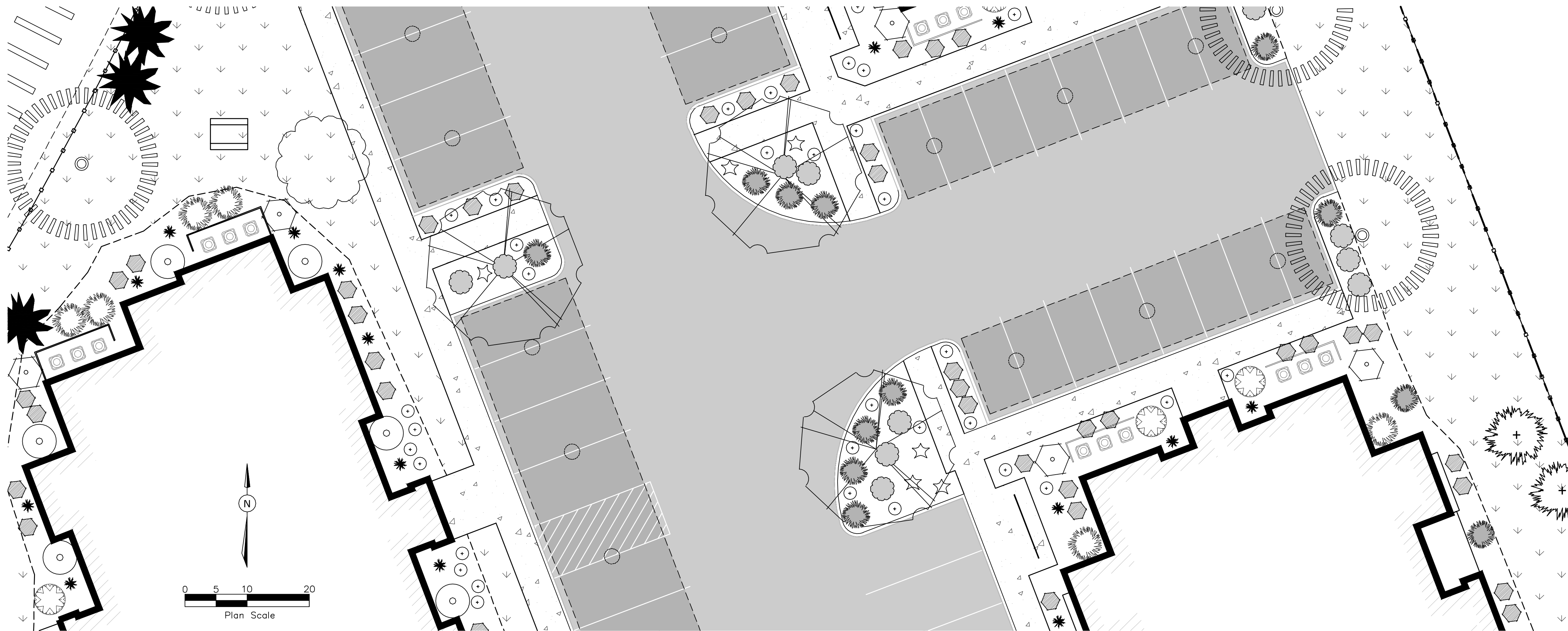
CONIFEROUS TREE PLANTING AND GUYING DETAIL

NTS



SHRUB PLANTING DETAIL

NTS



TYPICAL BUILDING PERIMETER AND PARKING LOT PLANTER ENLARGEMENT

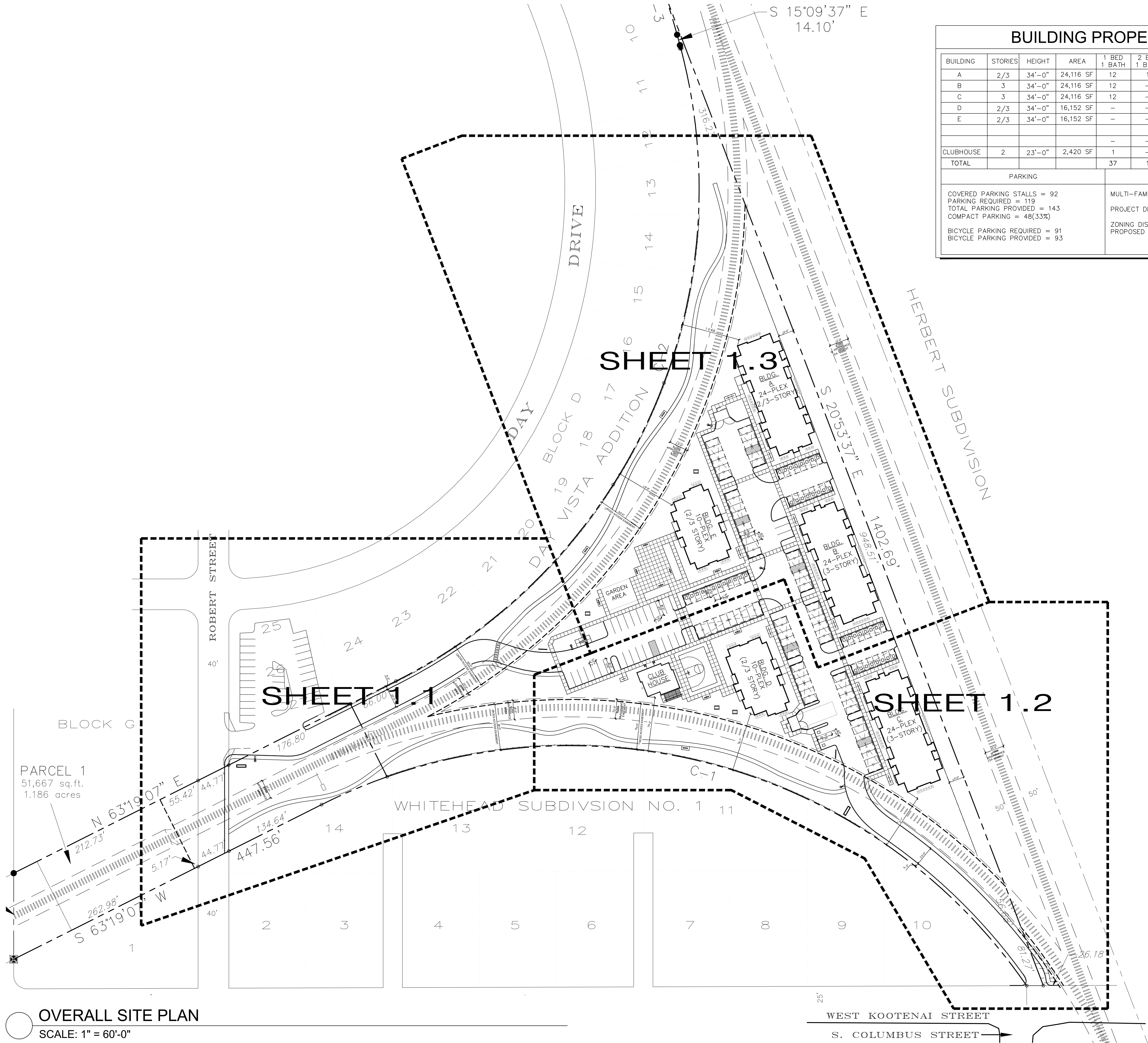
LANDSCAPE LEGEND

SYMBOL	COMMON NAME	NOTES
	Norwegian Sunset Maple	Class II
	Cimmeron Ash	Class II
	Patmore Ash	Class II
	Greenspire Little Leaf Linden	Class II
	Hoopsii Spruce	Conifer
	Bruns Serbian Spruce	Conifer
	Colorado Blue Spruce	Conifer
	Columnar Easter White Pine	Conifer
	Chanticleer Pear	Class III
	Spring Snow Crabapple	Class III
	Royalty Crabapple	Class III
	Stella de Oro Daylily	Perennial
	Limemound Spirea	Shrub
	Ivory Halo Dogwood	Shrub
	Cistena Plum	Shrub
	Flower Carpet Rose (Red)	Flowering Shrub
	Little Kitten Maiden Grass	Ornamental Grass
	Dwarf Mugo Pine	Evergreen Shrub
	Crimson Pygmy Dwarf Japanese Barberry	Evergreen Shrub
	Dwarf Red Leaf Sand Cherry	large flowering shrub
	Foerster's Feather Reed Grass	Ornamental Grass
	Broadmoor Juniper	evergreen groundcover
	Turf (Sod) Xerilawn, Shadowmaster (both available from The Turf Company, Meridian ID) or approved equal drought-resistant fine fescue	
	Snake River Wheatgrass, Elymus wawawensis (seed) or approved equal, native, drought-tolerant perennial grass. These grass areas are intended to be left unmown.	
	Native, perennial seed-mix	
	4' open-view, wrought iron fence	
	6' Solid vinyl fencing	
	install flat-blade shovel edge at all interfaces between turf and planter beds	

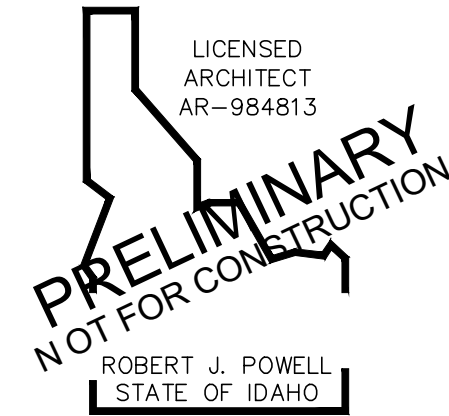
SEE SHEET L1.0 FOR COMPLETE PLANT SCHEDULE

REVISIONS		
NO.	ITEM	DATE

© 2016 DAVE EVANS CONSTRUCTION. THIS INSTRUMENT IS THE PROPERTY OF DEC. ANY REPRODUCTION, REUSE OR MODIFICATION OF THIS INSTRUMENT OR ITS CONTENTS WITHOUT SPECIFIC WRITTEN PERMISSION OF DEC IS STRICTLY PROHIBITED.



BUILDING PROPERTIES								
BUILDING	STORIES	HEIGHT	AREA	1 BED 1 BATH	2 BED 1 BATH	2 BED 2 BATH	3 BED 2 BATH	TOTAL UNITS
A	2/3	34'-0"	24,116 SF	12	1	9	-	22
B	3	34'-0"	24,116 SF	12	-	12	-	24
C	3	34'-0"	24,116 SF	12	-	12	-	24
D	2/3	34'-0"	16,152 SF	-	-	2	8	10
E	2/3	34'-0"	16,152 SF	-	-	2	8	10
CLUBHOUSE	2	23'-0"	2,420 SF	1	-	-	-	-
TOTAL				37	1	37	16	91
PARKING				SITE INFORMATION				
COVERED PARKING STALLS = 92 PARKING REQUIRED = 119 TOTAL PARKING PROVIDED = 143 COMPACT PARKING = 48(33%)				MULTI-FAMILY PROJECT AREA = 7.39 ACRES PROJECT DENSITY = 12.31 UNITS/ACRE ZONING DISTRICT = CURRENT (R-1C) PROPOSED = R-2				
BICYCLE PARKING REQUIRED = 91 BICYCLE PARKING PROVIDED = 93								



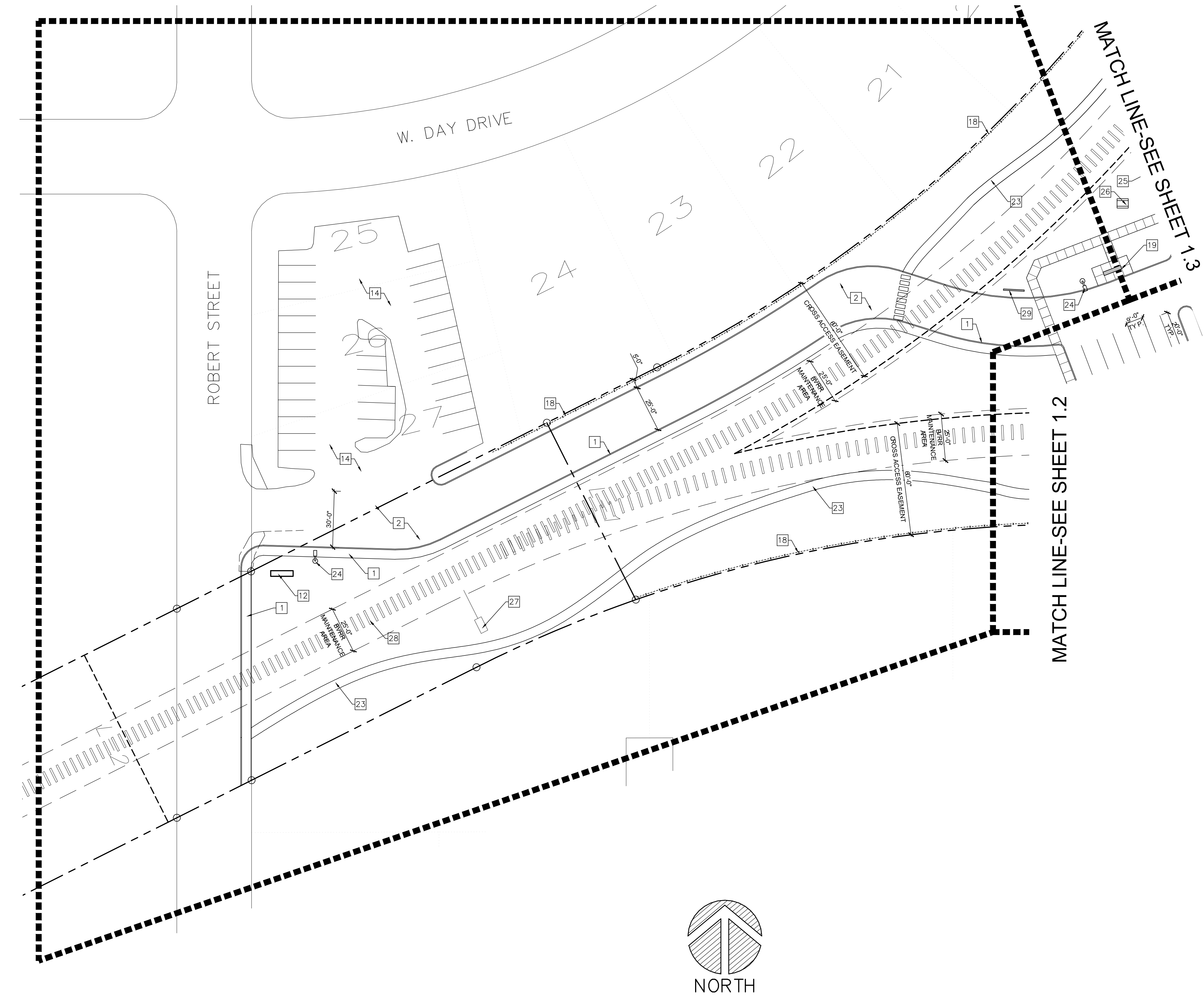
STATION VILLAGE
APARTMENTS

2350 W. KOOTENAI ST.
BOISE, ID 83705

REVISIONS

ARCH. INDEX

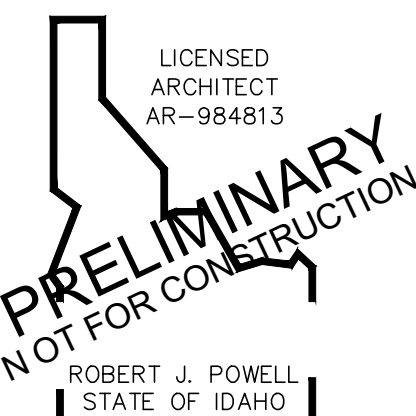
© 2016 DAVE EVANS CONSTRUCTION. THIS INSTRUMENT IS THE PROPERTY OF DEC. ANY REPRODUCTION, REUSE OR MODIFICATION OF THIS INSTRUMENT WITHOUT SPECIFIC WRITTEN PERMISSION OF DEC IS STRICTLY PROHIBITED.




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

KEY NOTES	
1	4" CONCRETE SIDEWALK OVER 4" COMPACTED GRAVEL W/ SCORED CONTROL JOINTS PER PLAN @ 5'-0" MAX O.C. - SEE CIVIL DRAWINGS.
2	ASPHALT PAVING - SEE CIVIL
3	NEW CURB - SEE CIVIL
4	PROPOSED ELECTRICAL TRANSFORMER - SEE ELEC.
5	BICYCLE RACK -SEE DETAIL ON SHEET A1.4
6	EXISTING FIRE HYDRANT
7	EXISTING SIDEWALK
8	NEW TRASH ENCLOSURE - SEE DETAIL 1/A1.0
9	PROVIDE HANDICAP PARKING SIGN - SEE CIVIL
10	AIR CONDENSER UNITS -SCREENED BY 4' VINYL FENCE
11	PRIVATE PATIO AT GRADE & PRIVATE BALCONY ABOVE
12	PROPOSED MONUMENT SIGN
13	PRE-FINISHED STEEL CARPORT ABOVE
14	EXISTING ASPHALT PARKING
15	NOT USED
16	SAW-CUT CONCRETE PLAZA AREA
17	RETAINING WALL -SEE CIVIL & LANDSCAPE
18	NEW 6' VINYL FENCE
19	COMMUNITY MAILBOX LOCATION ON CONC. SLAB
20	CONCRETE PEDESTRIAN SIDEWALK
21	NEW FIRE HYDRANT - SEE CIVIL
22	OVERHEAD WOOD TRELLIS -SEE CLUBHOUSE ELEVLS.
23	GRAVEL WALKING PATH
24	LIGHT POLE -SEE ELECTRICAL PLANS
25	SURFACE MOUNT - 6' PARK BENCH WITH METAL FRAME
26	6" PICNIC TABLE WITH PRESSURE TREATED WOOD AND POWDER COATED PRE-GALVANIZED STRUCTURAL STEEL TUBING FRAME
27	EXISTING RAILROAD SWITCH
28	EXISTING RAILROAD TRACKS
29	MAP & DIRECTORY OF COMPLEX

SEP. 27, 2016



LICENSED ARCHITECT
AR-984813
ROBERT J. POWELL
STATE OF IDAHO



DAVE EVANS
CONSTRUCTION

7761 W. Riverside Dr.
Boise, ID 83714
Office 853-1203 Fax 853-1220
www.devansconstruction.com

STATION VILLAGE
APARTMENTS


2350 W. KOOTENAI ST.
BOISE, ID 83705

REVISIONS

ARCH. INDEX

A1.1

SITE PLAN



- 1 4" CONCRETE SIDEWALK OVER 4" COMPACTED GRAVEL
W/ SCORED CONTROL JOINTS PER PLAN @ 5'-0" MAX
O.C. — SEE CIVIL DRAWINGS.
- 2 ASPHALT PAVING — SEE CIVIL
- 3 NEW CURB — SEE CIVIL
- 4 PROPOSED ELECTRICAL TRANSFORMER — SEE ELEC.
- 5 BICYCLE RACK —SEE DETAIL ON SHEET A1.4
- 6 EXISTING FIRE HYDRANT
- 7 EXISTING SIDEWALK
- 8 NEW TRASH ENCLOSURE — SEE DETAIL 1/A1.0
- 9 PROVIDE HANDICAP PARKING SIGN — SEE CIVIL
- 10 AIR CONDENSER UNITS —SCREENED BY 4' VINYL FENCE
- 11 PRIVATE PATIO AT GRADE & PRIVATE BALCONY ABOVE
- 12 PROPOSED MONUMENT SIGN
- 13 PRE-FINISHED STEEL CARPORT ABOVE
- 14 EXISTING ASPHALT PARKING
- 15 NOT USED
- 16 SAW-CUT CONCRETE PLAZA AREA
- 17 RETAINING WALL —SEE CIVIL & LANDSCAPE
- 18 NEW 6' VINYL FENCE
- 19 COMMUNITY MAILBOX LOCATION ON CONC. SLAB
- 20 CONCRETE PEDESTRIAN SIDEWALK
- 21 NEW FIRE HYDRANT — SEE CIVIL
- 22 OVERHEAD WOOD TRELLIS —SEE CLUBHOUSE ELEV.
- 23 GRAVEL WALKING PATH
- 24 LIGHT POLE —SEE ELECTRICAL PLANS
- 25 SURFACE MOUNT — 6' PARK BENCH WITH METAL FRAME
- 26 6' PICNIC TABLE WITH PRESSURE TREATED WOOD AND
POWDER COATED PRE-GALVANIZED STRUCTURAL STEEL
TUBING FRAME
- 27 EXISTING RAILROAD SWITCH
- 28 EXISTING RAILROAD TRACKS
- 29 MAP & DIRECTORY OF COMPLEX

LICENSED
ARCHITECT
AR-984813

PRELIMINARY
NOT FOR CONSTRUCTION

ROBERT J. POWELL
STATE OF IDAHO

**DAVE
EVANS**
CONSTRUCTION

7761 W. Riverside Dr.
Boise, ID 83714

Office 853-1203 Fax 853-1203
www.devansconstruction.com

STATION VILLAGE APARTMENTS

2350 W. KOOTENAI ST.
BOISE, ID 83705

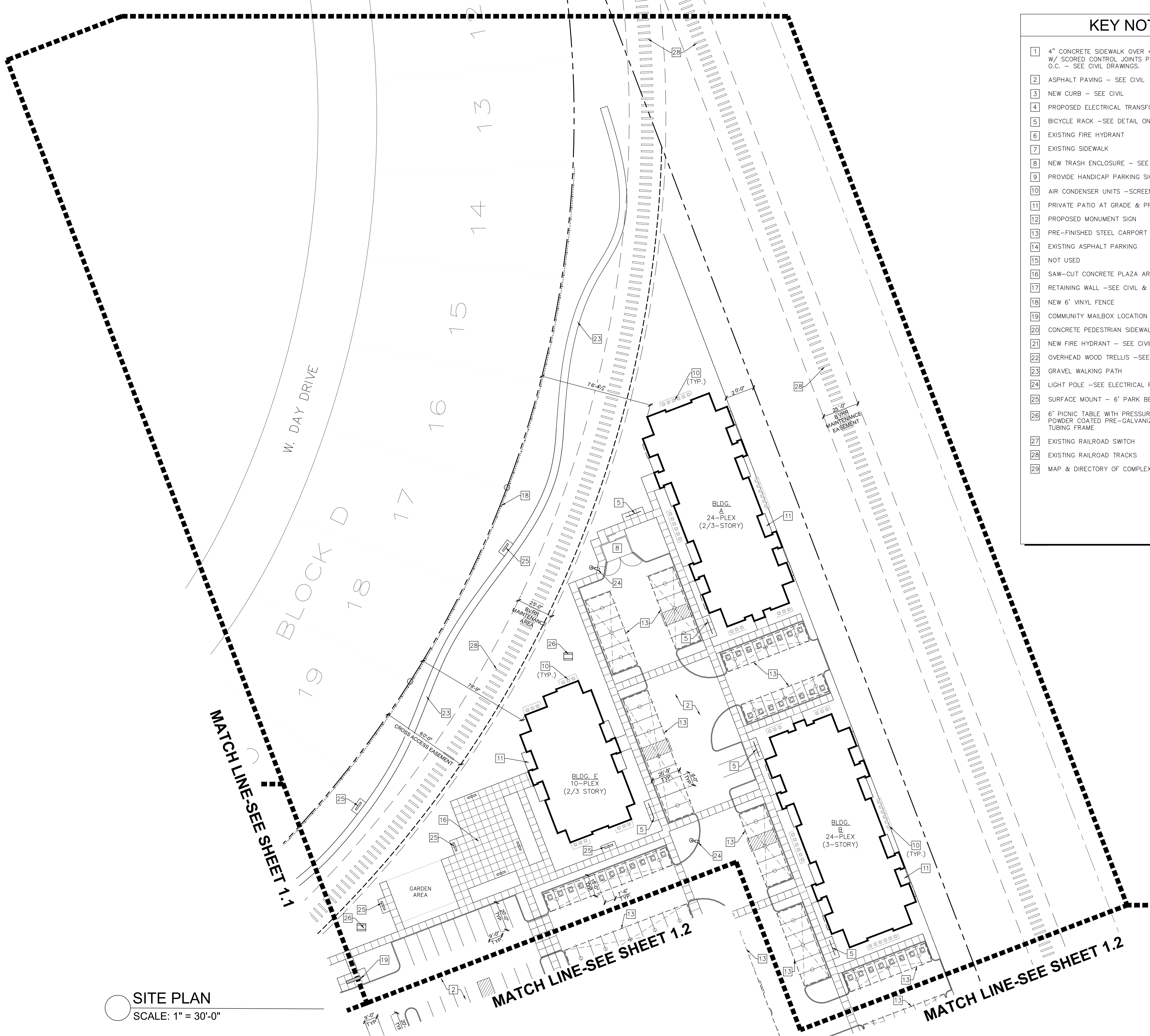
REVISIONS

ARCH. INDEX

A1.2

SITE PLAN

© 2016 DAVE EVANS CONSTRUCTION. THIS INSTRUMENT IS THE PROPERTY OF DEC. ANY REPRODUCTION, REUSE OR MODIFICATION OF THIS INSTRUMENT WITHOUT SPECIFIC WRITTEN PERMISSION OF DEC IS STRICTLY PROHIBITED.



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

KEY NOTES	
[1]	4" CONCRETE SIDEWALK OVER 4" COMPACTED GRAVEL W/ SCORED CONTROL JOINTS PER PLAN @ 5'-0" MAX O.C. - SEE CIVIL DRAWINGS.
[2]	ASPHALT PAVING - SEE CIVIL
[3]	NEW CURB - SEE CIVIL
[4]	PROPOSED ELECTRICAL TRANSFORMER - SEE ELEC.
[5]	BICYCLE RACK -SEE DETAIL ON SHEET A1.4
[6]	EXISTING FIRE HYDRANT
[7]	EXISTING SIDEWALK
[8]	NEW TRASH ENCLOSURE - SEE DETAIL 1/A1.0
[9]	PROVIDE HANDICAP PARKING SIGN - SEE CIVIL
[10]	AIR CONDENSER UNITS -SCREENED BY 4' VINYL FENCE
[11]	PRIVATE PATIO AT GRADE & PRIVATE BALCONY ABOVE
[12]	PROPOSED MONUMENT SIGN
[13]	PRE-FINISHED STEEL CARPORT ABOVE
[14]	EXISTING ASPHALT PARKING
[15]	NOT USED
[16]	SAW-CUT CONCRETE PLAZA AREA
[17]	RETAINING WALL -SEE CIVIL & LANDSCAPE
[18]	NEW 6' VINYL FENCE
[19]	COMMUNITY MAILBOX LOCATION ON CONC. SLAB
[20]	CONCRETE PEDESTRIAN SIDEWALK
[21]	NEW FIRE HYDRANT - SEE CIVIL
[22]	OVERHEAD WOOD TRELLIS -SEE CLUBHOUSE ELEV.
[23]	GRAVEL WALKING PATH
[24]	LIGHT POLE -SEE ELECTRICAL PLANS
[25]	SURFACE MOUNT - 6' PARK BENCH WITH METAL FRAME
[26]	6' PICNIC TABLE WITH PRESSURE TREATED WOOD AND POWDER COATED PRE-GALVANIZED STRUCTURAL STEEL TUBING FRAME
[27]	EXISTING RAILROAD SWITCH
[28]	EXISTING RAILROAD TRACKS
[29]	MAP & DIRECTORY OF COMPLEX

SEP. 27, 2016

PRELIMINARY
NOT FOR CONSTRUCTION

LICENSED
ARCHITECT
AR-984813

ROBERT J. POWELL
STATE OF IDAHO

DAVE
EVANS
CONSTRUCTION

7761 W. Riverside Dr.
Boise, ID 83714
Office 853-1203 Fax 853-1220
www.devansconstruction.com

STATION VILLAGE
APARTMENTS

2350 W. KOOTENAI ST.
BOISE, ID 83705

REVISIONS

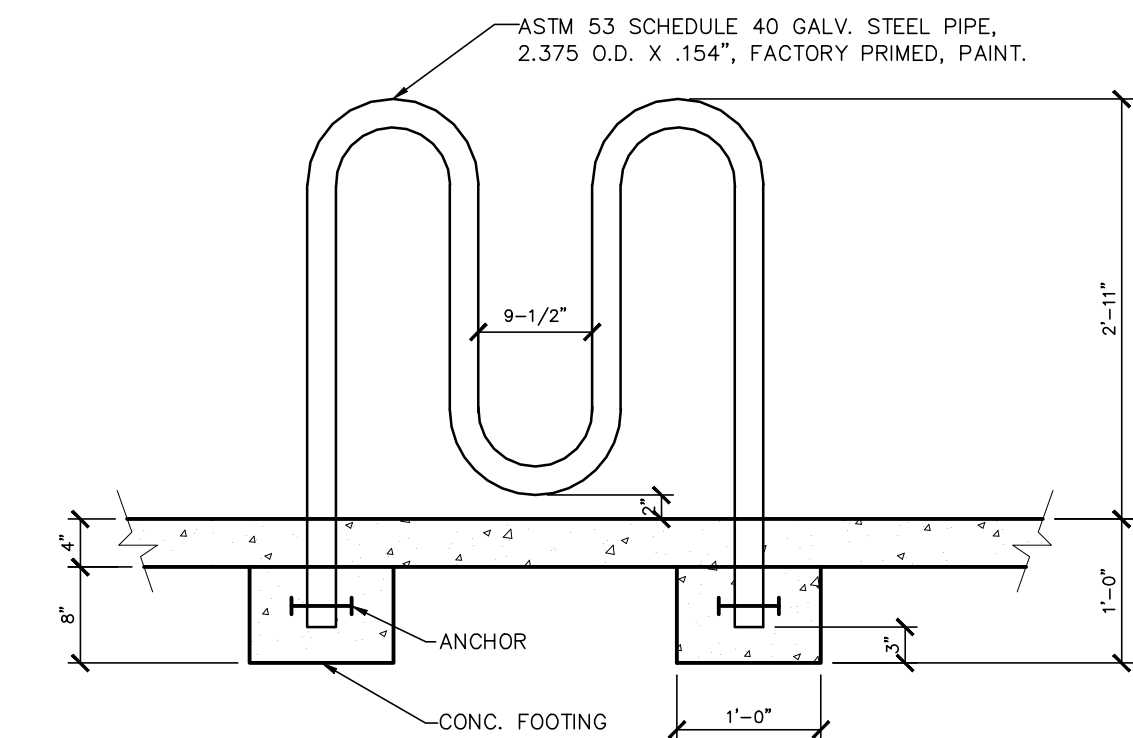
ARCH. INDEX

A1.3

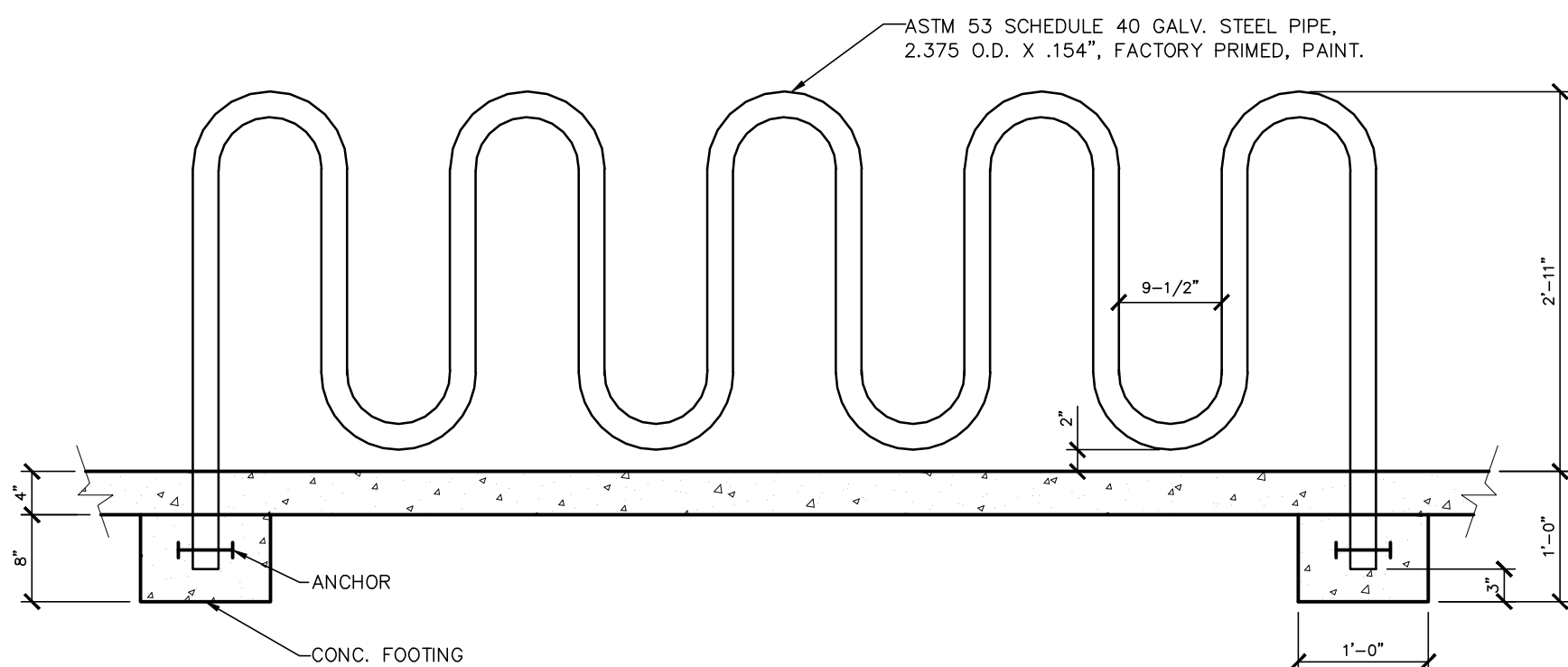
SITE PLAN

8/8a

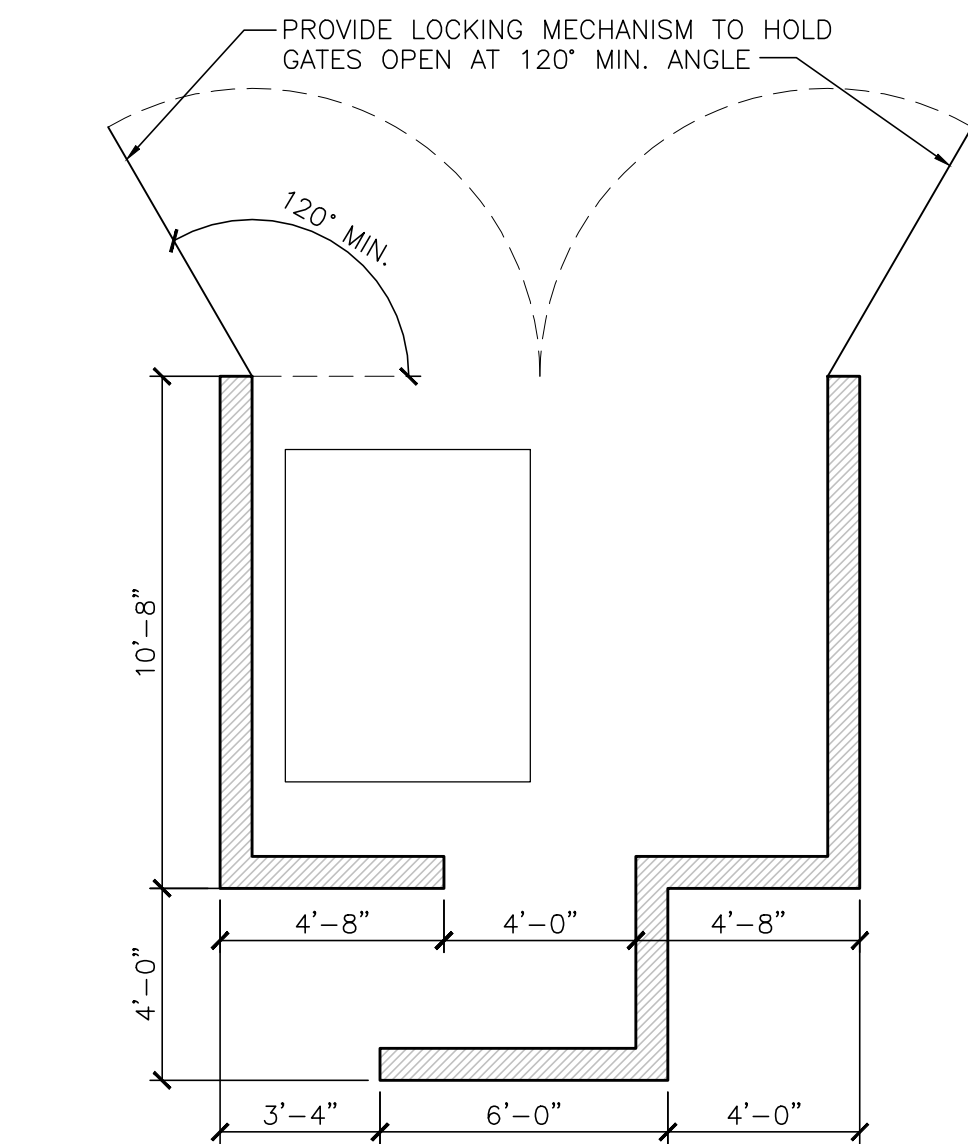
© 2016 DAVE EVANS CONSTRUCTION. THIS INSTRUMENT IS THE PROPERTY OF DEC. ANY REPRODUCTION, REUSE OR MODIFICATION OF THIS INSTRUMENT WITHOUT SPECIFIC WRITTEN PERMISSION OF DEC IS STRICTLY PROHIBITED.



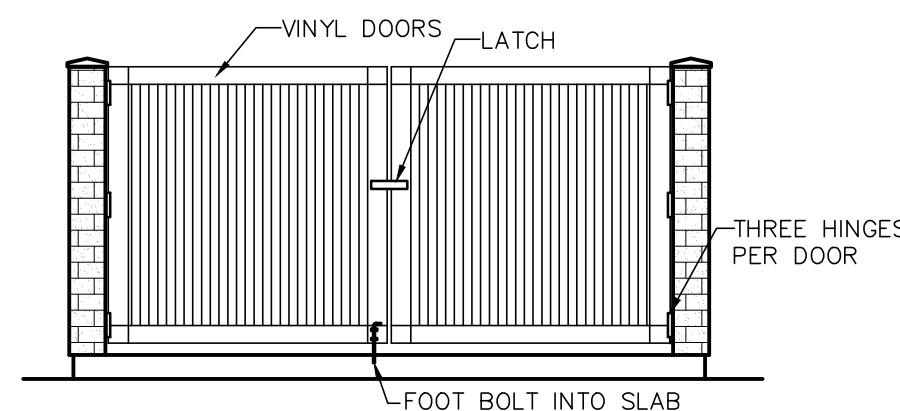
4 5 BIKE RACK DETAIL
SCALE: N.T.S.



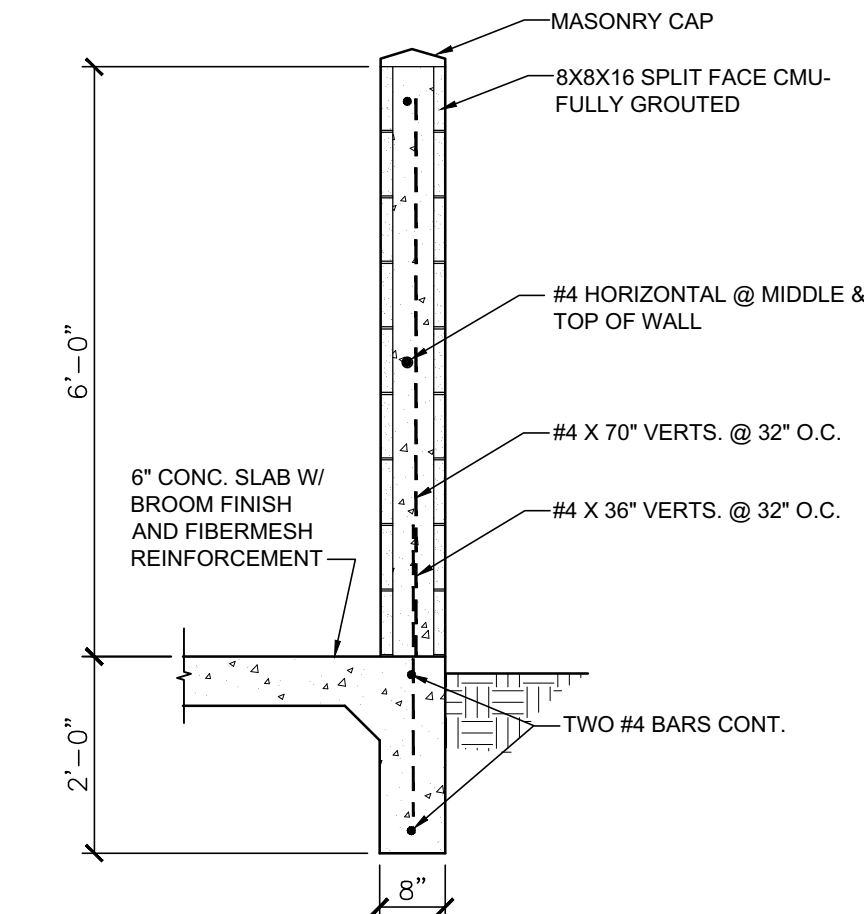
3 11 BIKE RACK DETAIL
SCALE: N.T.S.



PLAN VIEW

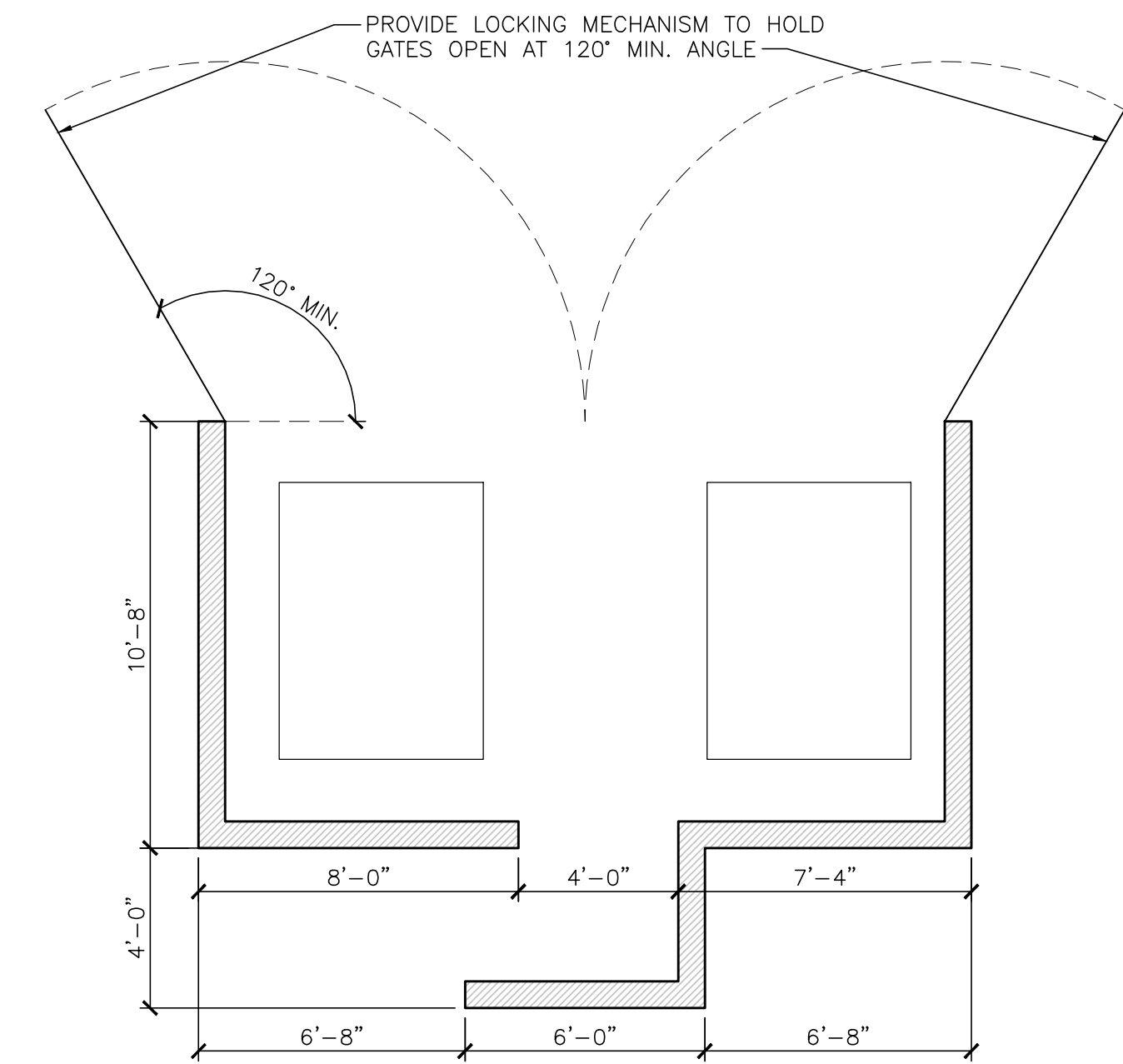


FRONT ELEVATION

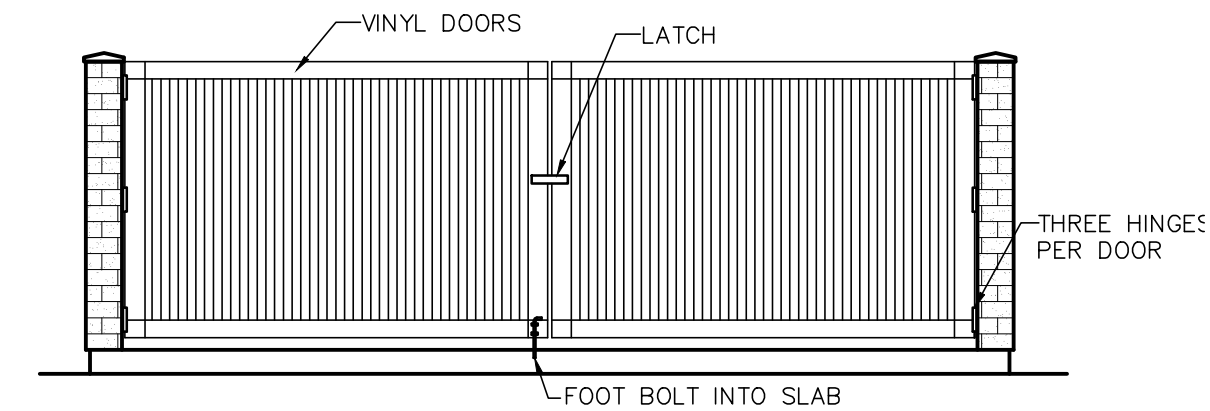


WALL SECTION

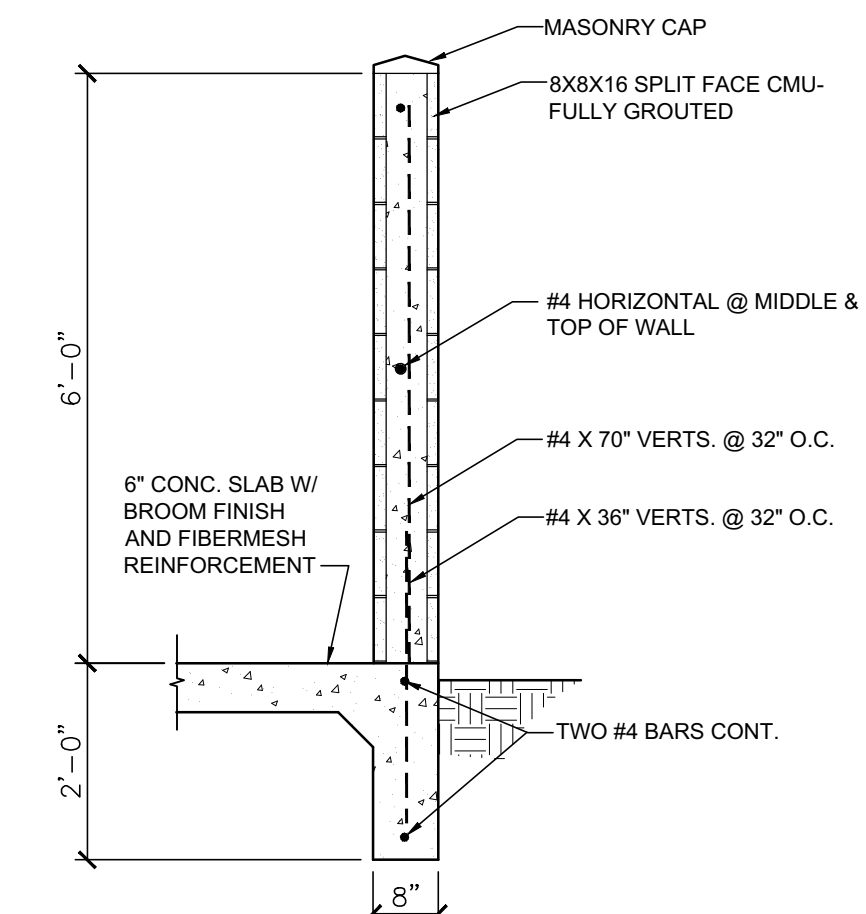
2 SINGLE DUMPSTER ENCLOSURE
SCALE: N.T.S.



PLAN VIEW

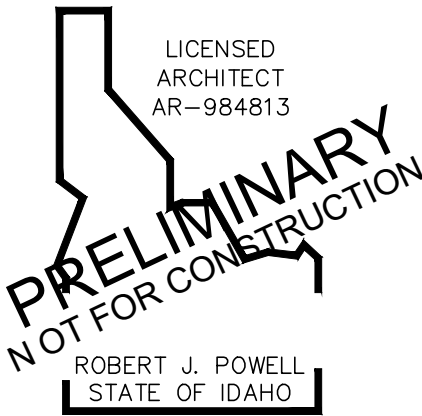


FRONT ELEVATION



WALL SECTION

1 DOUBLE DUMPSTER ENCLOSURE
SCALE: N.T.S.



STATION VILLAGE
APARTMENTS

2350 W. KOOTENAI ST.
BOISE, ID 83705

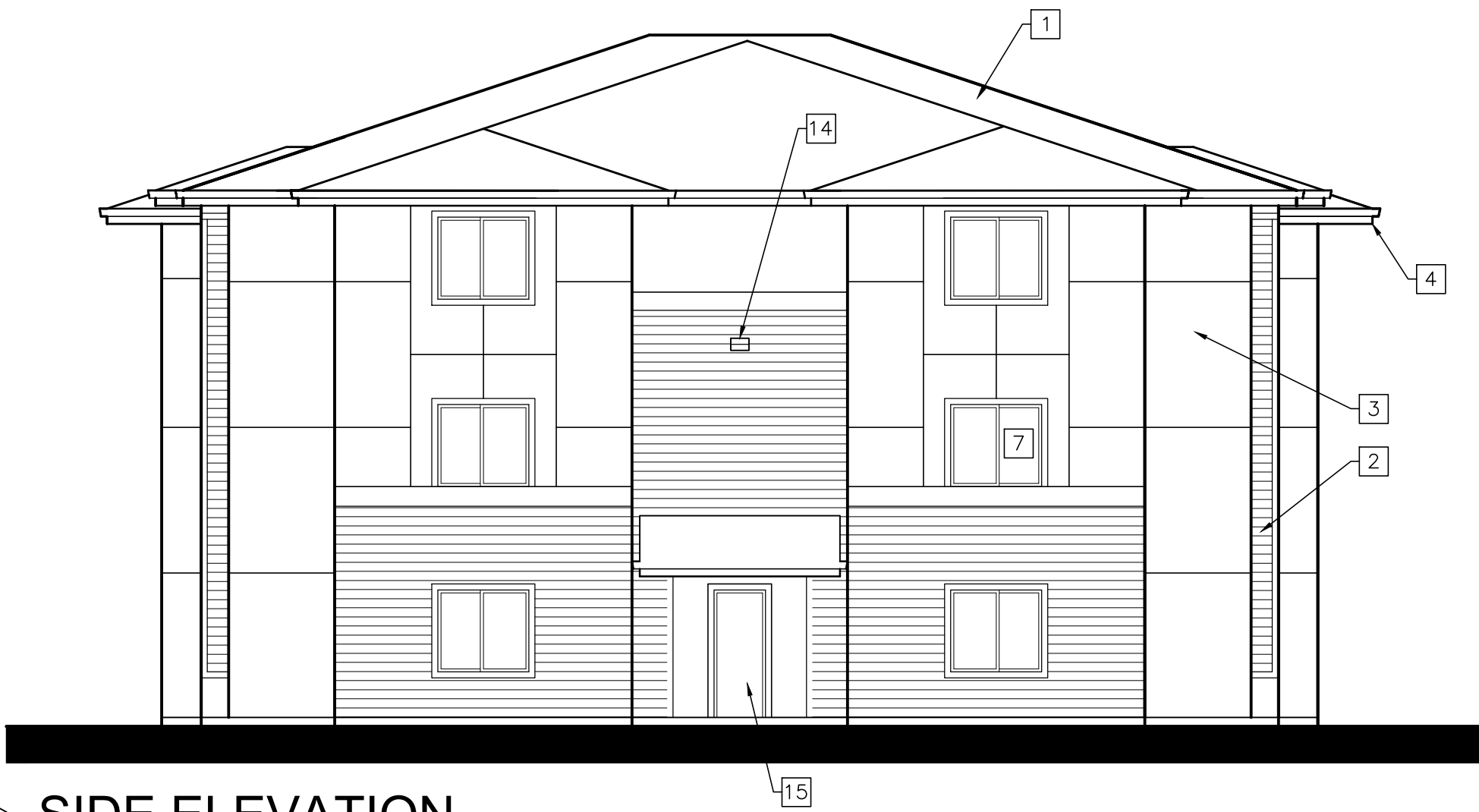
REVISIONS

ARCH. INDEX

© 2016 DAVE EVANS CONSTRUCTION. THIS INSTRUMENT IS THE PROPERTY OF DEC. ANY REPRODUCTION, REUSE OR MODIFICATION OF THIS INSTRUMENT OR ITS CONTENTS WITHOUT SPECIFIC WRITTEN PERMISSION OF DEC IS STRICTLY PROHIBITED.



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



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



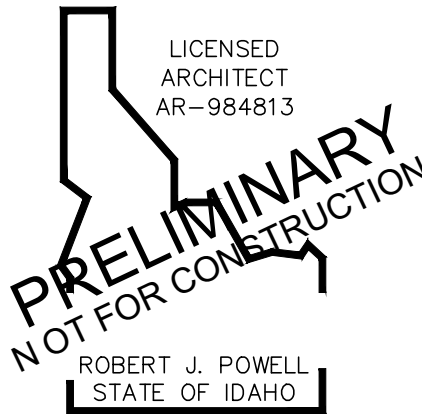
SIDE ELEVATION
SCALE: 1/8" = 1'-0"



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

KEYNOTES

- 1 ASPHALT COMPOSITE SHINGLES - 30 YEAR - COLOR:
- 2 'HARDPLANK' LAP SIDING - SMOOTH - 7" EXPOSED - COLOR:
- 3 'HARDIBOARD' STAGGERED REVEAL PANEL W/METAL TRIM - COLOR:
- 4 'HARDITRIM' FASCIA & TRIM - COLOR:
- 5 NOT USED
- 6 OUTLINE OF VINYL FENCE SCREENING AC CONDENSER UNITS
- 7 VINYL WINDOWS - LOW E COATING - TAUPE COLOR
- 8 VINYL SLIDING DOOR - LOW E COATING - ALMOND COLOR
- 9 ROUGH SAWN STAINED WOOD DETAILING
- 10 PREFABRICATED STEEL GUARDRAIL/RAILING - PAINTED
- 11 ALUM. STOREFRONT DOOR
- 12 STEEL OVERHEAD DOOR - COLOR:
- 13 INSUL. STEEL DOOR - COLOR:
- 14 WALL MOUNTED LIGHT FIXTURE - SEE ELEC.
- 15 ONE HOUR RATED DOOR
- 16 HINGED PATIO DOOR
- 17 GAS METER LOCATION
- 18 POWER METER LOCATION
- 19 10" ADDRESS NUMBERS
- 20 NOT USED



STATION VILLAGE
APARTMENTS

2350 W. KOOTENAI ST.
BOISE, ID 83705

REVISIONS

ARCH. INDEX

A4.0
ELEVATIONS
10-PLEX

© 2016 DAVE EVANS CONSTRUCTION. THIS INSTRUMENT IS THE PROPERTY OF DEC. ANY REPRODUCTION, REUSE OR MODIFICATION OF THIS INSTRUMENT OR ITS CONTENTS WITHOUT SPECIFIC WRITTEN PERMISSION OF DEC IS STRICTLY PROHIBITED.



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



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



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



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

KEYNOTES

- 1 ASPHALT COMPOSITE SHINGLES - 30 YEAR - COLOR:
- 2 'HARDPLANK' LAP SIDING - SMOOTH - 7" EXPOSED - COLOR:
- 3 'HARDIBOARD' STAGGERED REVEAL PANEL W/METAL TRIM - COLOR:
- 4 'HARDITRIM' FASCIA & TRIM - COLOR:
- 5 NOT USED
- 6 OUTLINE OF VINYL FENCE SCREENING AC CONDENSER UNITS
- 7 VINYL WINDOWS - LOW E COATING - TAUPE COLOR
- 8 VINYL SLIDING DOOR - LOW E COATING - ALMOND COLOR
- 9 ROUGH SAWN STAINED WOOD DETAILING
- 10 PREFABRICATED STEEL GUARDRAIL/RAILING - PAINTED
- 11 ALUM. STOREFRONT DOOR
- 12 STEEL OVERHEAD DOOR - COLOR:
- 13 INSUL. STEEL DOOR - COLOR:
- 14 WALL MOUNTED LIGHT FIXTURE - SEE ELEC.
- 15 ONE HOUR RATED DOOR
- 16 HINGED PATIO DOOR
- 17 GAS METER LOCATION
- 18 POWER METER LOCATION
- 19 10" ADDRESS NUMBERS
- 20 NOT USED

LICENSED ARCHITECT AR-984813
PRELIMINARY
NOT FOR CONSTRUCTION
ROBERT J. POWELL
STATE OF IDAHO

DAVE EVANS CONSTRUCTION
7761 W. Riverside Dr.
Boise, ID 83714
Office 853-1203 Fax 853-1220
www.daveevansconstruction.com

STATION VILLAGE APARTMENTS
2350 W. KOOTENAI ST.
BOISE, ID 83705

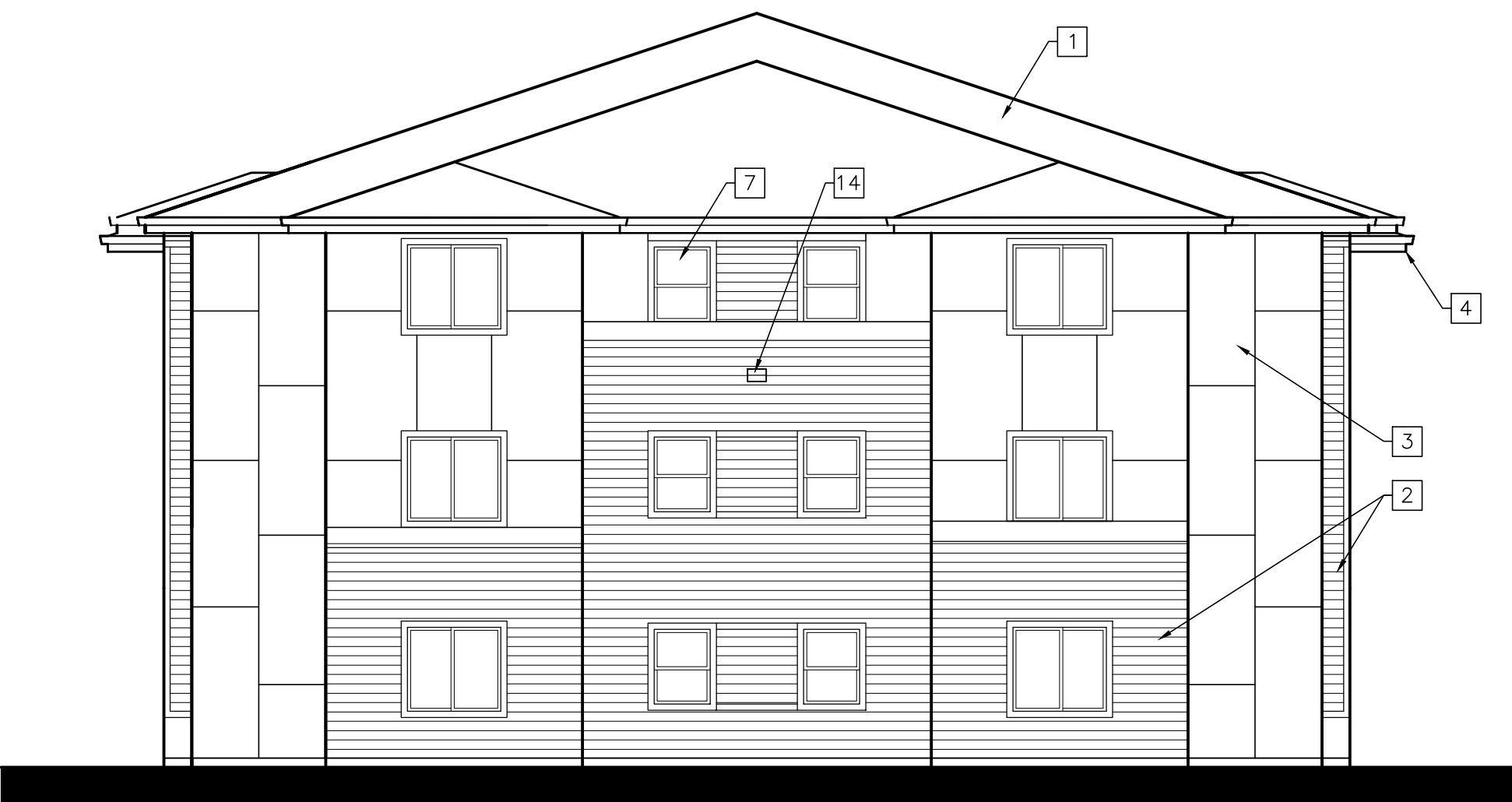
REVISIONS

ARCH. INDEX

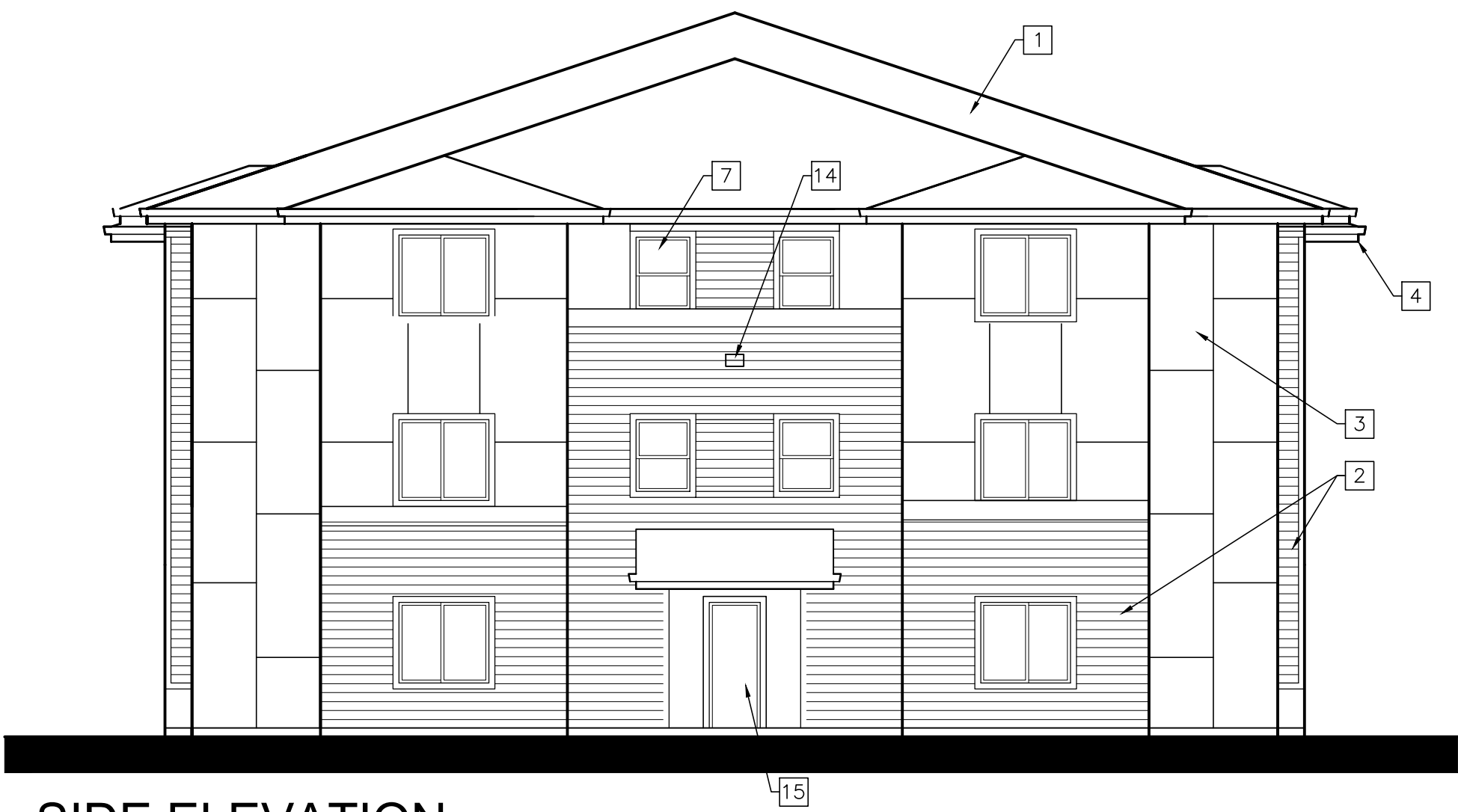
© 2016 DAVE EVANS CONSTRUCTION. THIS INSTRUMENT IS THE PROPERTY OF DEC. ANY REPRODUCTION, REUSE OR MODIFICATION OF THIS INSTRUMENT OR ITS CONTENTS WITHOUT SPECIFIC WRITTEN PERMISSION OF DEC IS STRICTLY PROHIBITED.



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



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



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



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

KEYNOTES

- 1 ASPHALT COMPOSITE SHINGLES - 30 YEAR - COLOR:
- 2 'HARDPLANK' LAP SIDING - SMOOTH - 7" EXPOSED - COLOR:
- 3 'HARDIBOARD' STAGGERED REVEAL PANEL W/METAL TRIM - COLOR:
- 4 'HARDITRIM' FASCIA & TRIM - COLOR:
- 5 NOT USED
- 6 OUTLINE OF VINYL FENCE SCREENING AC CONDENSER UNITS
- 7 VINYL WINDOWS - LOW E COATING - TAUPE COLOR
- 8 VINYL SLIDING DOOR - LOW E COATING - ALMOND COLOR
- 9 ROUGH SAWN STAINED WOOD DETAILING
- 10 PREFABRICATED STEEL GUARDRAIL/RAILING - PAINTED
- 11 ALUM. STOREFRONT DOOR
- 12 STEEL OVERHEAD DOOR - COLOR:
- 13 INSUL. STEEL DOOR - COLOR:
- 14 WALL MOUNTED LIGHT FIXTURE - SEE ELEC.
- 15 ONE HOUR RATED DOOR
- 16 HINGED PATIO DOOR
- 17 GAS METER LOCATION
- 18 POWER METER LOCATION
- 19 10" ADDRESS NUMBERS
- 20 NOT USED

LICENSED ARCHITECT AR-984813
PRELIMINARY
NOT FOR CONSTRUCTION
ROBERT J. POWELL
STATE OF IDAHO

DAVE EVANS CONSTRUCTION
7761 W. Riverside Dr.
Boise, ID 83714
Office 853-1203 Fax 853-1220
www.daveevansconstruction.com

STATION VILLAGE APARTMENTS
2350 W. KOOTENAI ST.
BOISE, ID 83705

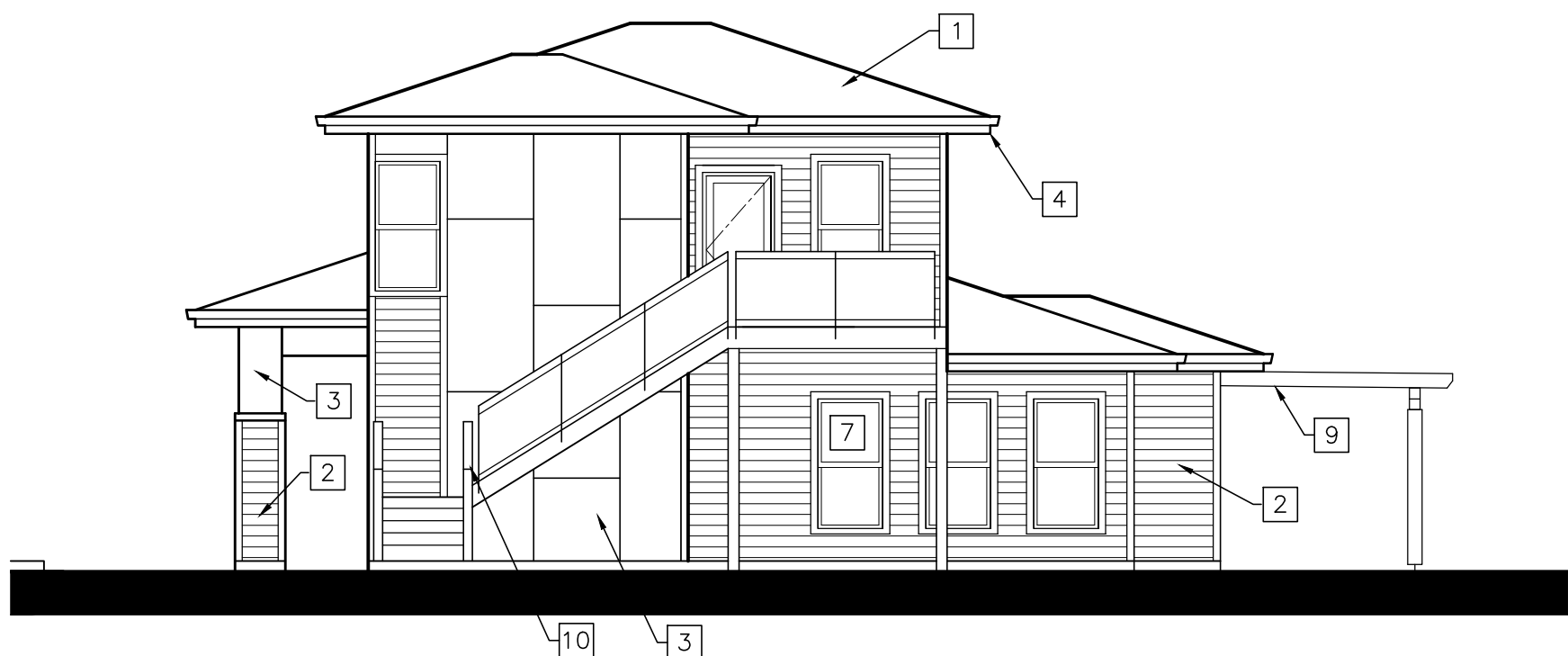
REVISIONS

ARCH. INDEX

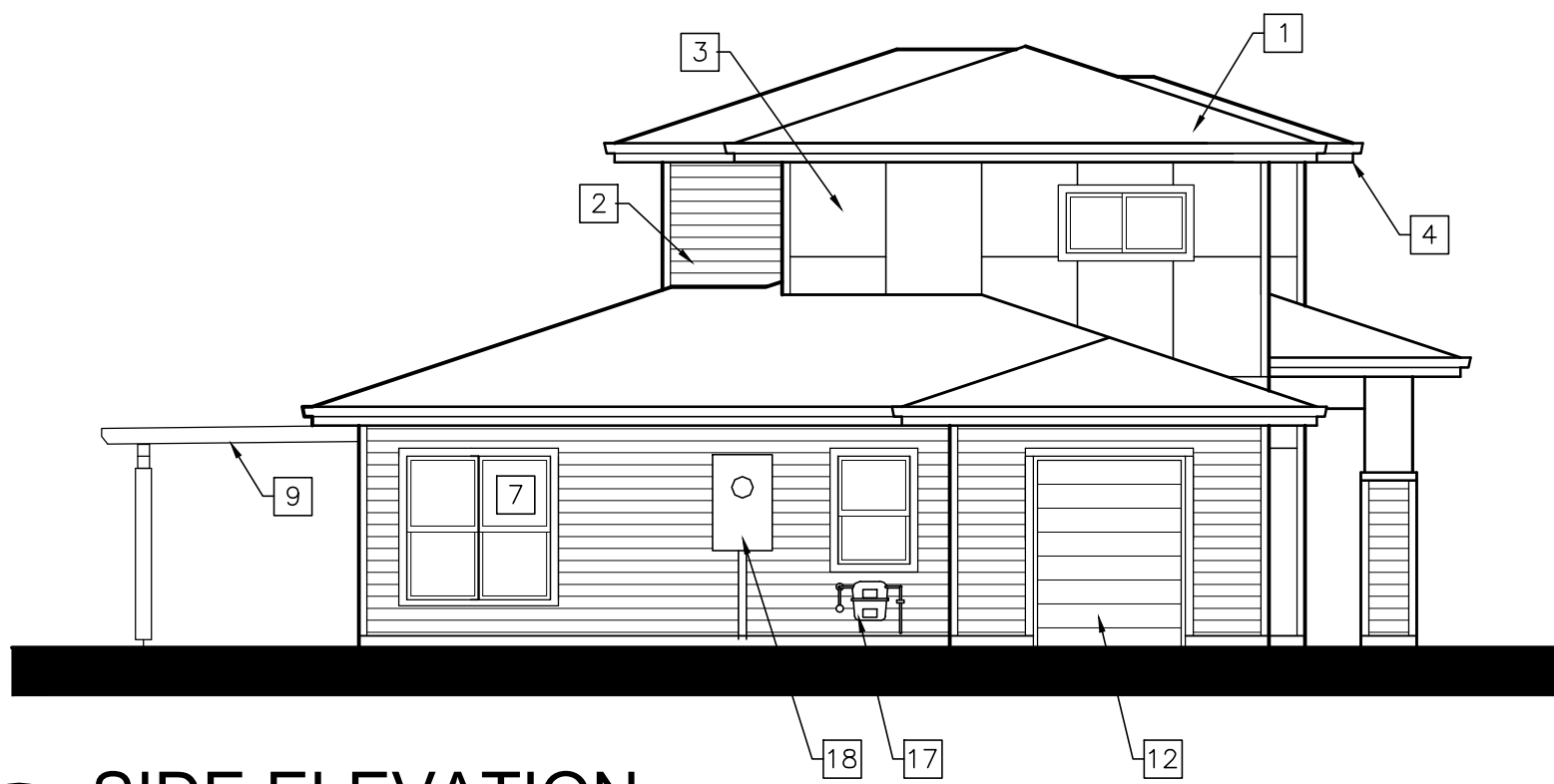
© 2016 DAVE EVANS CONSTRUCTION. THIS INSTRUMENT IS THE PROPERTY OF DEC. ANY REPRODUCTION, REUSE OR MODIFICATION OF THIS INSTRUMENT OR ITS CONTENTS WITHOUT SPECIFIC WRITTEN PERMISSION OF DEC IS STRICTLY PROHIBITED.



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



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



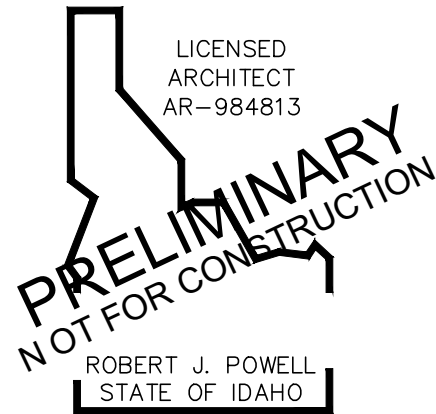
SIDE ELEVATION
SCALE: 1/8" = 1'-0"



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

KEYNOTES

- 1 ASPHALT COMPOSITE SHINGLES - 30 YEAR - COLOR:
- 2 'HARDPLANK' LAP SIDING - SMOOTH - 7" EXPOSED - COLOR:
- 3 'HARDBOARD' STAGGERED REVEAL PANEL W/METAL TRIM - COLOR:
- 4 'HARDITRIM' FASCIA & TRIM - COLOR:
- 5 NOT USED
- 6 OUTLINE OF VINYL FENCE SCREENING AC CONDENSER UNITS
- 7 VINYL WINDOWS - LOW E COATING - TAUPE COLOR
- 8 VINYL SLIDING DOOR - LOW E COATING - ALMOND COLOR
- 9 ROUGH SAWN STAINED WOOD DETAILING
- 10 PREFABRICATED STEEL GUARDRAIL/RAILING - PAINTED
- 11 ALUM. STOREFRONT DOOR
- 12 STEEL OVERHEAD DOOR - COLOR:
- 13 INSUL. STEEL DOOR - COLOR:
- 14 WALL MOUNTED LIGHT FIXTURE - SEE ELEC.
- 15 ONE HOUR RATED DOOR
- 16 HINGED PATIO DOOR
- 17 GAS METER LOCATION
- 18 POWER METER LOCATION
- 19 10" ADDRESS NUMBERS
- 20 NOT USED

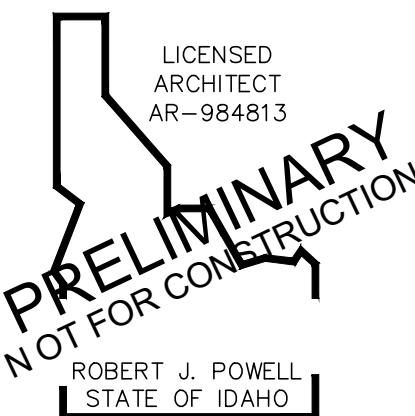


STATION VILLAGE
APARTMENTS

2350 W. KOOTENAI ST.
BOISE, ID 83705

REVISIONS

ARCH. INDEX



**DAVE
EVANS**
CONSTRUCTION

7761 W. Riverside Dr.
Boise, ID 83714

Office 853-1203 Fax 853-1220
www.devansconstruction.com

STATION VILLAGE
APARTMENTS

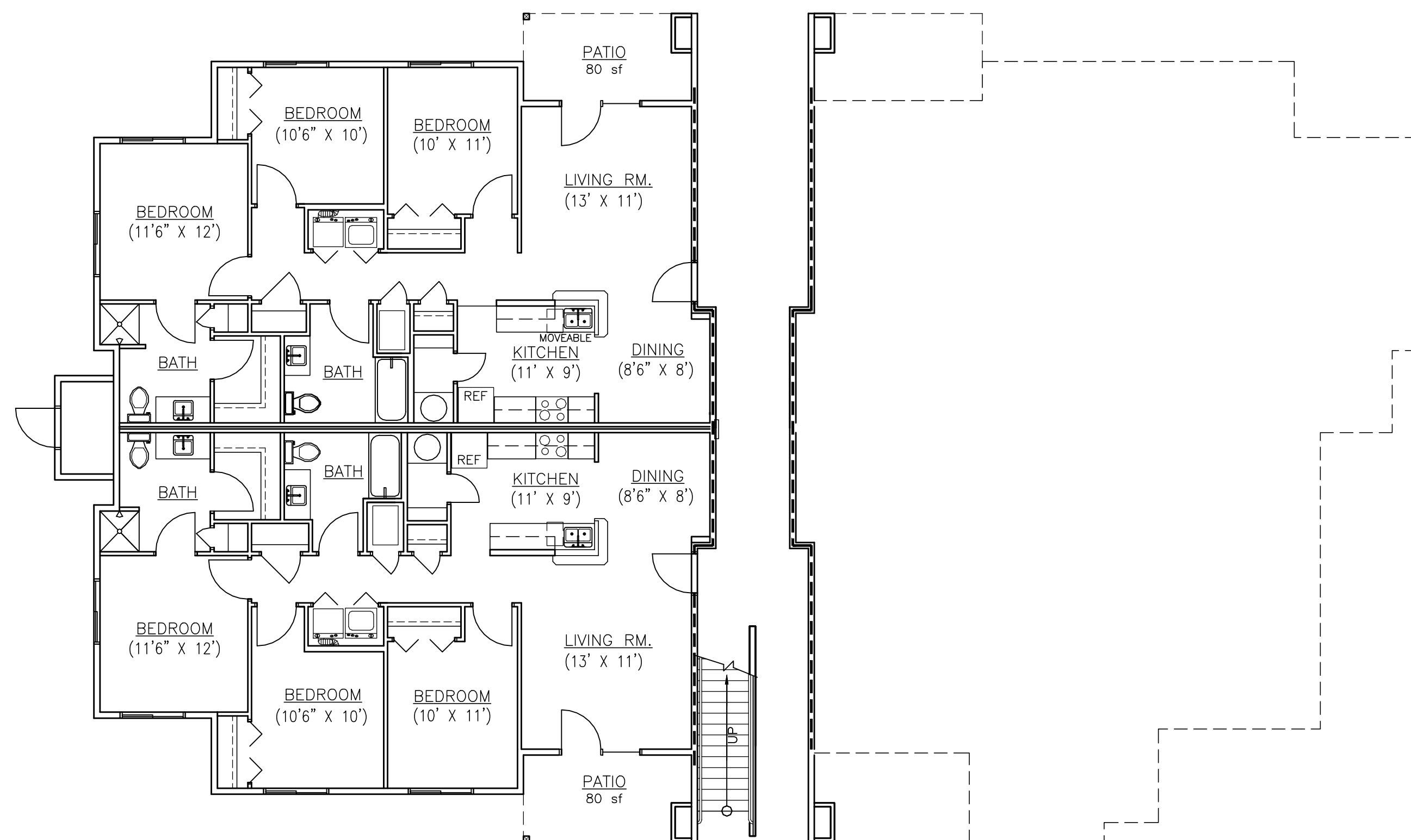
2350 W. KOOTENAI ST.
BOISE, ID 83705

REVISIONS

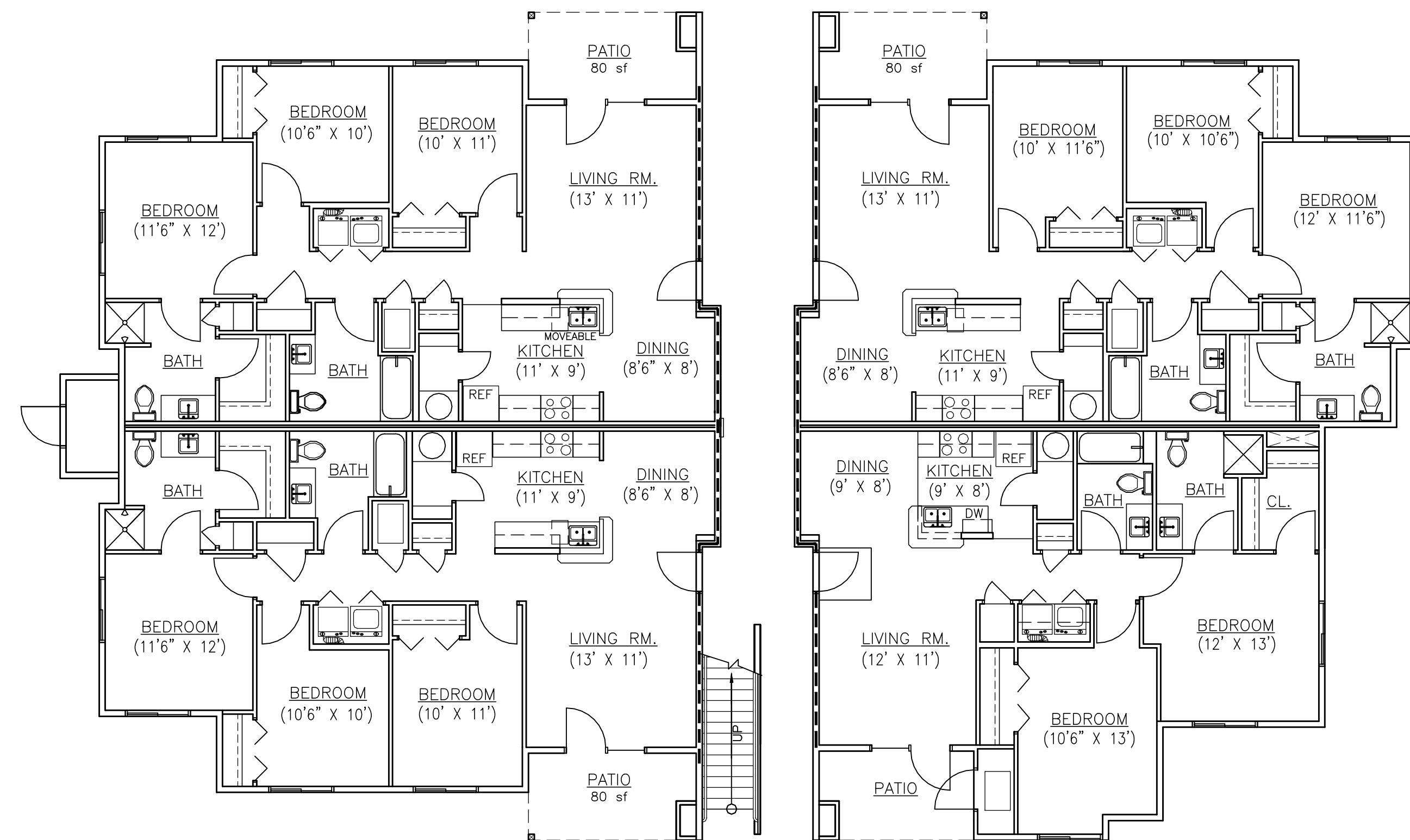
ARCH. INDEX

A2.1

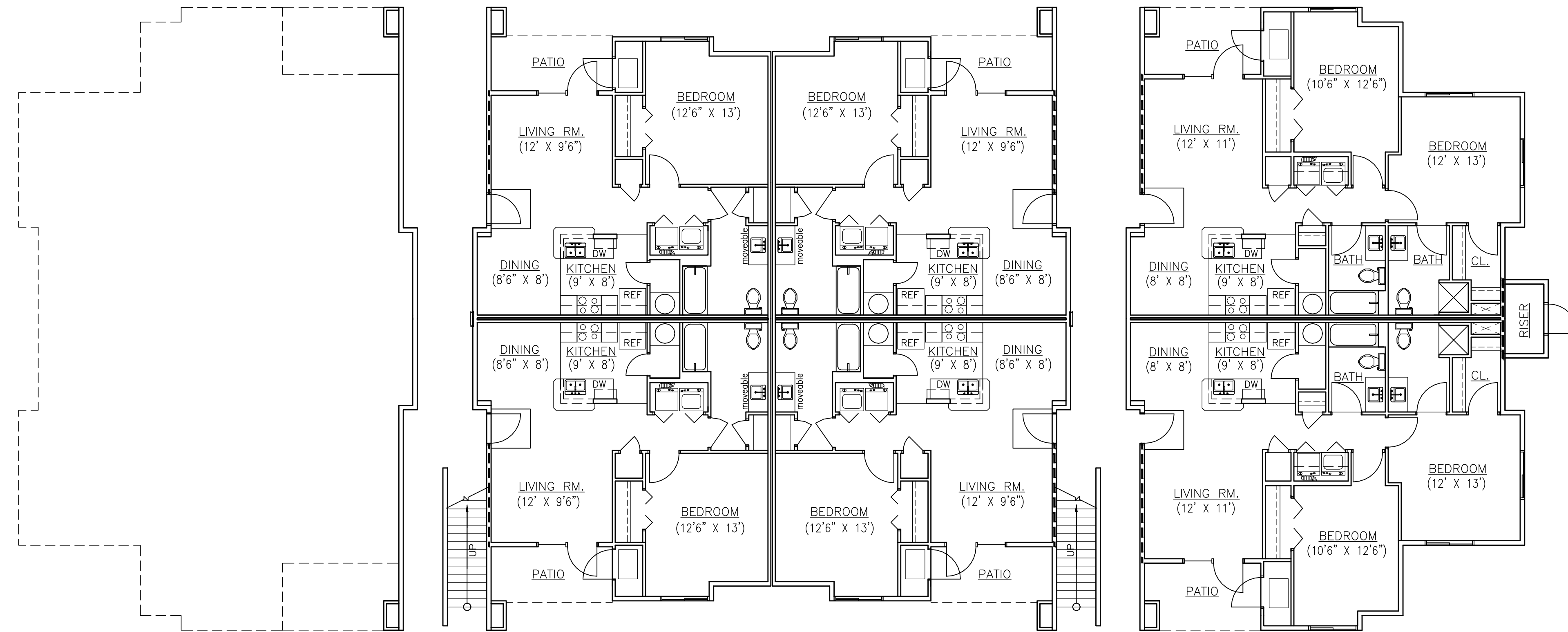
FLOOR PLANS 10-PLEX



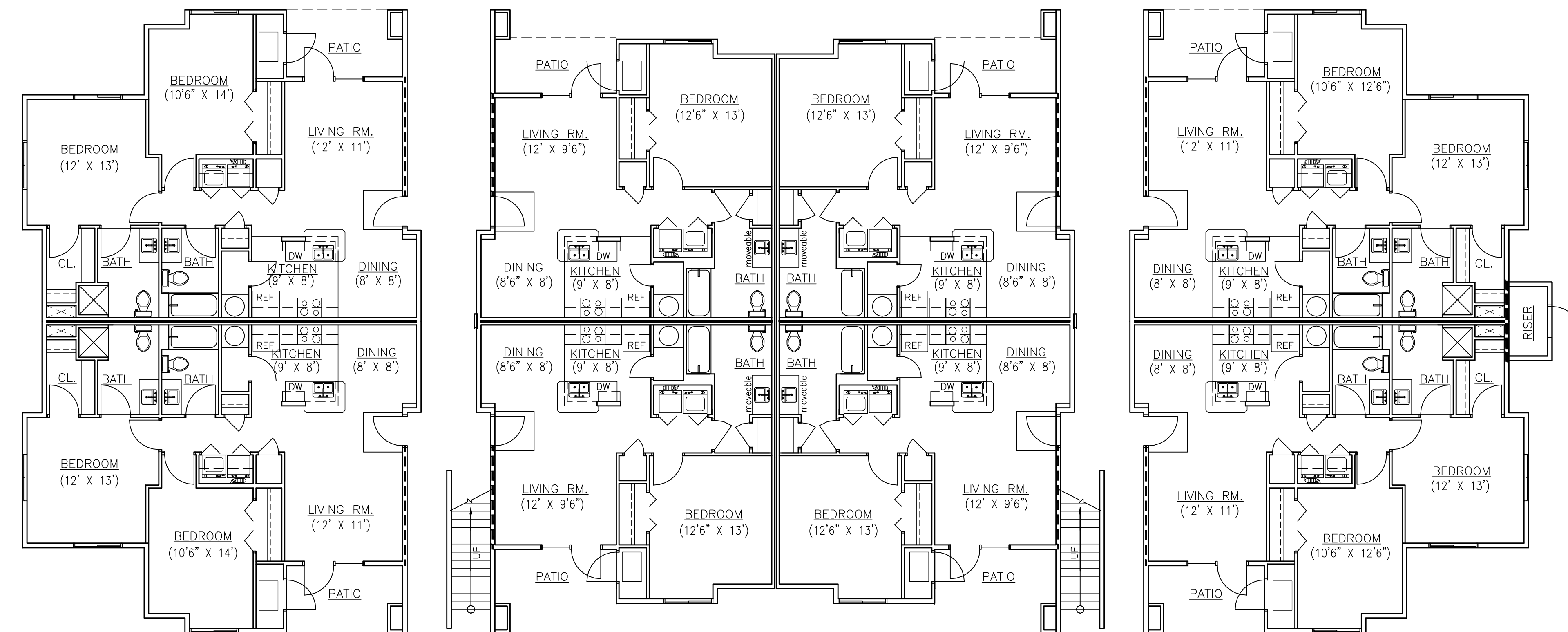
THIRD FLOOR PLAN - 10-PLEX
SCALE: 1/8" = 1'-0"



FIRST / SECOND FLOOR PLAN - 10-PLEX
SCALE: 1/8" = 1'-0"

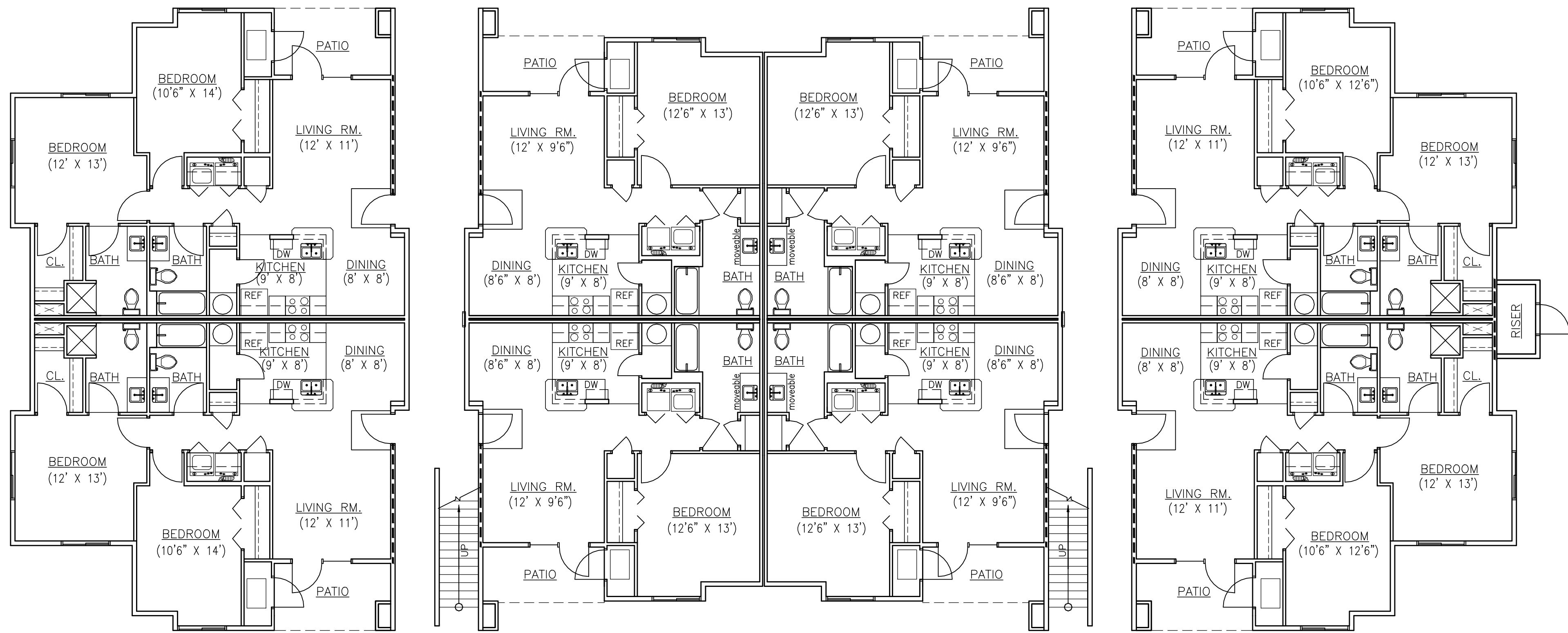


THIRD FLOOR PLAN - 22-PLEX
SCALE: 1/8" = 1'-0"

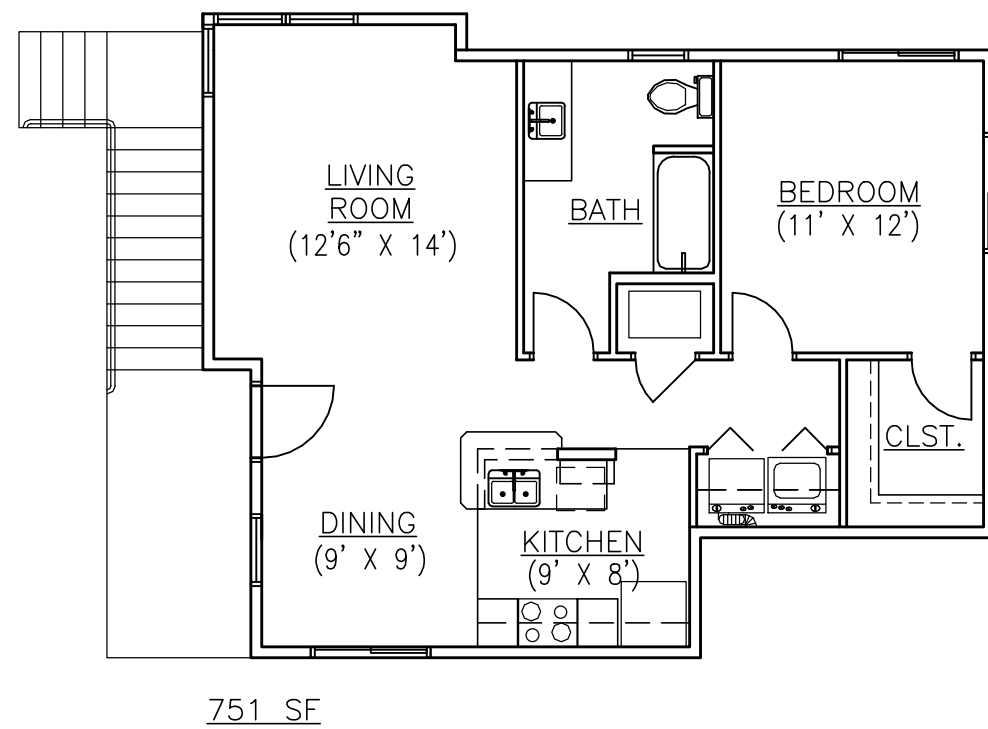


 FIRST / SECOND FLOOR PLAN - 22-PLEX
SCALE: 1/8" = 1'-0"

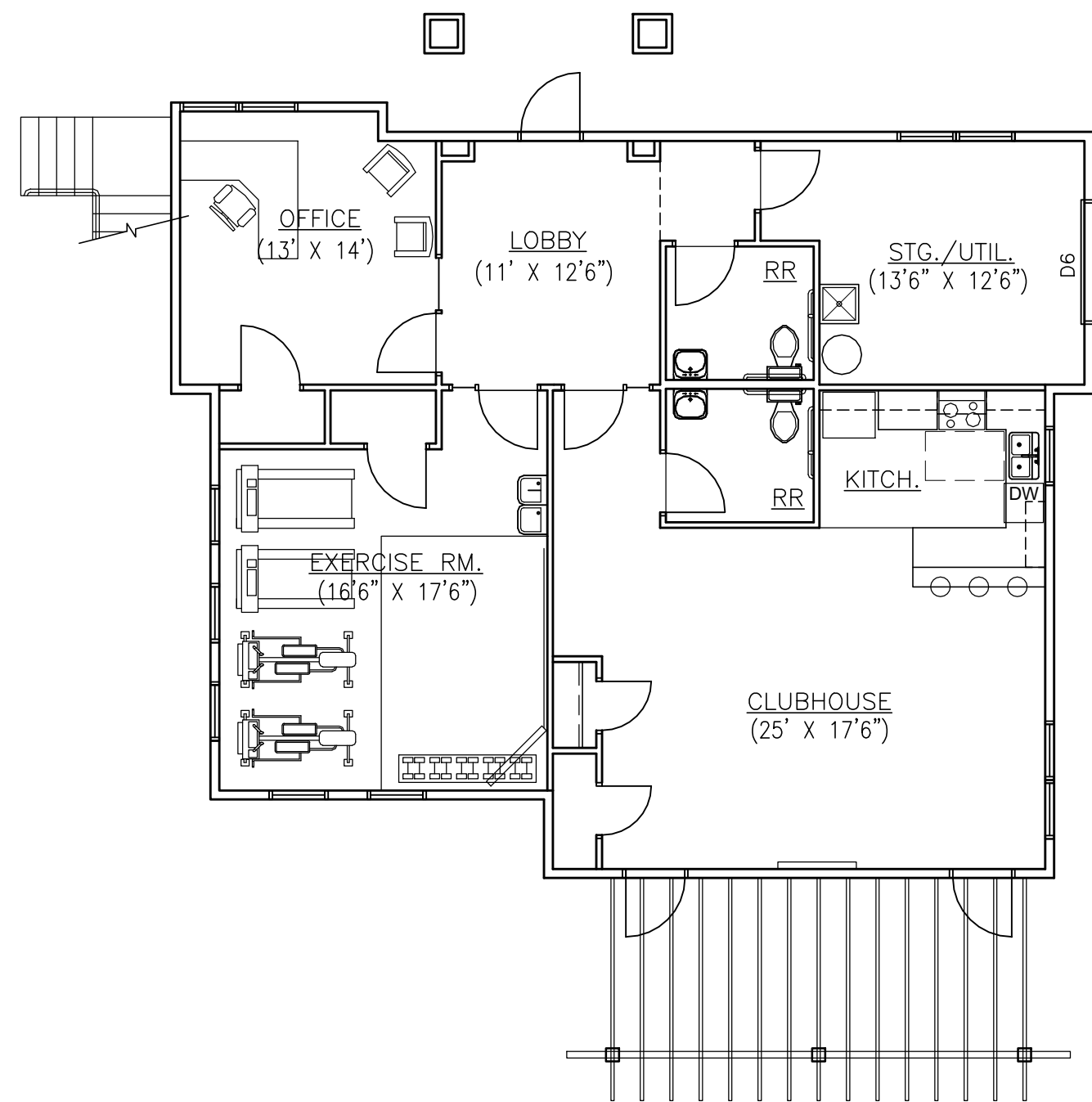
© 2016 DAVE EVANS CONSTRUCTION. THIS INSTRUMENT IS THE PROPERTY OF DEC. ANY REPRODUCTION, REUSE OR MODIFICATION OF THIS INSTRUMENT OR ITS CONTENTS WITHOUT SPECIFIC WRITTEN PERMISSION OF DEC IS STRICTLY PROHIBITED.



FIRST / SECOND/ THIRD FLOOR PLAN - 24-PLEX
SCALE: 1/8" = 1'-0"



UPPER FLOOR PLAN
SCALE: 1/8" = 1'-0"



LOWER FLOOR PLAN
SCALE: 1/8" = 1'-0"

CLUBHOUSE FLOOR PLAN
SCALE: 1/8" = 1'-0"

LICENSED ARCHITECT
AR-984813
PRELIMINARY
NOT FOR CONSTRUCTION
ROBERT J. POWELL
STATE OF IDAHO

DAVE EVANS
CONSTRUCTION
7761 W. Riverside Dr.
Boise, ID 83714
Office 853-1203 Fax 853-1220
www.devansconstruction.com

**STATION VILLAGE
APARTMENTS**
2350 W. KOOTENAI ST.
BOISE, ID 83705

REVISIONS		
ARCH. INDEX		

8/8a



8/8a



8/8a



8/8a



8/8a



8/8a



8/8a



8/8a



8/8a



8/8a



8/8a



8/8a



8/8a



8/8a



8/8a





Project/File: **Station Village Apartments / BOI16-0418 / PUD16-00027**
The applicant has submitted a PUD application to the City of Boise for 91 apartment units.

Lead Agency: City of Boise

Site address: 2350 W. Kootenai Street

Staff Approval: October 17, 2016

Applicant: Donna Jacobs
Vista Village, LLC
PO Box 8286
Boise, ID 83707

Representative: Robert Powell
Dave Evans Construction
7761 W. Riverside Drive, #100
Boise, ID 83714

Staff Contact: Christy Little
Phone: 387-6144
E-mail: clittle@achdidaho.org

A. Findings of Fact

- Description of Application:** The applicant is proposing to construct 91 apartment units on 7.39 acres. The site is zoned R-1C.

- Description of Adjacent Surrounding Area:**

Direction	Land Use	Zoning
North	Single family residential	R-1C
South	Single family residential	R-1C
East	Railroad	
West	Commercial – Vista Village, Rite Aid, Jack-in-the-Box, etc..	C-2D

- Site History:** ACHD has not previously reviewed this site for a development application. .
- Transit:** Transit services are available to serve this site. Route 3 runs on Vista Avenue, with bus stops located at Vista/Kootenai and Vista/Cassia. Route 29 on Federal Way serves the BSU campus, with a bus stop located at Federal Way/Kootenai/Protest.
- New Center Lane Miles:** The proposed development includes no new centerline miles of new public road.

6. **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.
7. **Capital Improvements Plan (CIP)/ Integrated Five Year Work Plan (IFYWP):**
- Kootenai Street is scheduled for construction in the IFYWP to be improved in 2017, with curb, gutter, sidewalks and bike lanes, on both sides of the road, from Vista Avenue to Federal Way. Existing on-street parking will be removed to accommodate the bike lanes.

B. Traffic Findings for Consideration

1. **Trip Generation:** This development is estimated to generate 605 vehicle trips per day (6.65 trips per unit); 56 vehicle trips per hour in the PM peak hour (0.62 trips per unit), based on the Institute of Transportation Engineers Trip Generation Manual, 9th 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
Vista Avenue	0-feet	Principal Arterial	1,001	Better than "E"
Kootenai Street (e/o Vista)	0-feet	Minor Arterial (2-3 lanes)	562	Better than "E"
Kootenai Street (w/o Federal Way)	20-feet	Minor Arterial	663	"E"
Robert Street	310-feet	Local	N/A	N/A
Day Drive	110-feet	Local	N/A	N/A
Cassia Street	0-feet	Local	N/A	N/A

* Acceptable level of service for a five-lane principal arterial is "E" (1,780 VPH).

* Acceptable level of service for a two-lane minor arterial is "E" (575 VPH).

* Acceptable level of service for a three-lane minor arterial is "E" (720 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 Robert Street north of Kootenai Street was 1,180 on August 24, 2016. The noticeable peak time on this street is from 12-1PM, which correlates to the fast food uses on the west side of Robert Street.
- The average daily traffic count for Day Drive east of Vista Avenue was 708 on August 24, 2016.
- The average daily traffic count for Cassia Street east of Vista Avenue was 542 on August 24, 2016.
- The average daily traffic count for Robert Street south of Cassia Street was 452 on August 24, 2016.
- These traffic count locations are shown on the map below, as indicated by the red circle.



- The average daily traffic count for Kootenai Street east of Vista Avenue was 10,355 on February 18, 2016.
- The average daily traffic count for Kootenai Street west of Federal Way was 11,536 on February 18, 2016.
- The average daily traffic count for Vista Avenue south of Rosehill Street was 20,016 on February 28, 2015.

C. Findings for Consideration

1. Kootenai Street

- Existing Conditions:** Kootenai Street is improved with 2-travel lanes, and vertical curb and gutter. There are short segments of sidewalk. There is on-street parking.
- Policy:**

Arterial Roadway Policy: District Policy 7205.2.1 states that the developer is responsible for improving all street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.

Master Street Map and Typology Policy: District Policy 7205.5 states that the design of improvements for arterials shall be in accordance with District standards, including the Master Street Map and Livable Streets Design Guide. The developer or engineer should contact the District before starting any design.

ACHD Master Street Map: ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, arterial street requirements, and specific roadway features required through development. This segment of Kootenai Street is designated in the MSM as a Residential Arterial with 2-lanes and no planned widening.

Sidewalk Policy: District Policy 7205.5.7 requires a concrete sidewalk at least 5-feet wide to be constructed on both sides of all arterial streets. A parkway strip at least 6-feet wide between the back-of-curb and street edge of the sidewalk is required to provide increased safety and protection of pedestrians. Consult the District's planter width policy if trees are to be placed within the parkway strip. Sidewalks constructed next to the back-of-curb shall be a minimum of 7-feet wide.

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. **Staff Comments/Recommendations:** The applicant has only 20-feet of frontage on Kootenai Street. ACHD will be improving Kootenai Street in 2017 with curb, gutter and sidewalk. In lieu of constructing the required sidewalk, the applicant should provide ACHD with a road trust deposit in the amount of \$500. ACHD will construct the sidewalk with the project.

2. Robert Street

- a. **Existing Conditions:** Robert Street is improved with a 29-foot street section with curb, gutter and 5-foot wide concrete sidewalk from Day Drive, to the south for 200-feet. For the remainder of the frontage (110-feet), there is no curb, gutter or sidewalk.

- 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.

Standard Urban Local Street—36-foot to 33-foot Street Section and Right-of-way Policy: District Policy 7207.5.2 states that the standard street section shall be 36-feet (back-of-curb to back-of-curb) for developments with any buildable lot that is less than 1 acre in size. This street section shall include curb, gutter, and minimum 5-foot concrete sidewalks on both sides and shall typically be within 50-feet of right-of-way.

The District will also consider the utilization of a street width less than 36-feet with written fire department approval. Most often this width is a 33-foot street section (back-of-curb to back-of-curb) for developments with any buildable lot that is less than 1 acre in size.

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. **Staff Comments/Recommendations:** The applicant should improve Robert Street as ½ of a 29-foot street section with vertical curb, gutter and 5-foot wide concrete sidewalk to match the existing improvements. The applicant should dedicate right-of-way to 2-feet behind the back of sidewalk. Parking should be restricted on this segment of Robert Street, and the applicant should install "NO PARKING" signs adjacent to their entire Robert Street frontage (including segment that is already improved).

3. Driveways

Kootenai Street Driveway

a. Policy:

- b. **Access Points Policy:** District Policy 7205.4.1 states that all access points associated with development applications shall be determined in accordance with the policies in this section and Section 7202. Access points shall be reviewed only for a development application that is being considered by the lead land use agency. Approved access points may be relocated and/or restricted in the future if the land use intensifies, changes, or the property redevelops.
- c. **Access Policy:** District policy 7205.4.6 states that direct access to minor arterials is typically prohibited. If a property has frontage on more than one street, access shall be taken from the street having the lesser functional classification. If it is necessary to take access to the higher classified street due to a lack of frontage, the minimum allowable spacing shall be based on Table 1a under District policy 7205.4.6, unless a waiver for the access point has been approved by the District Commission.
- d. **Successive Driveways:** District policy 7205.4.6 Table 1a, requires driveways located on minor arterial roadways with a speed limit of 25 MPH to align or offset a minimum of 330-feet from any existing or proposed driveway.
- e. **Driveway Width Policy:** District policy 7205.4.8 restricts high-volume driveways (100 VTD or more) to a maximum width of 36-feet and low-volume driveways (less than 100 VTD) to a maximum width of 30-feet. Curb return type driveways with 30-foot radii will be

required for high-volume driveways with 100 VTD or more. Curb return type driveways with 15-foot radii will be required for low-volume driveways with less than 100 VTD.

- f. **Driveway Paving Policy:** Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7205.4.8, the applicant should be required to pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of the roadway and install pavement tapers in accordance with Table 2 under District Policy 7205.4.8.
- g. **Cross Access Easements/Shared Access Policy:** District Policy 7202.4.1 states that cross access utilizes a single vehicular connection that serves two or more adjoining lots or parcels so that the driver does not need to re-enter the public street system.
- h. **Applicant's Proposal:** The applicant is proposing to construct a 25-foot wide driveway on Kootenai Street. This is the full width of the site frontage on Kootenai Street.
- i. **Staff Comments/Recommendations:** The proposed driveway is located 30-feet east of the Columbus Street/Kootenai Street intersection. District policy requires that this driveway be aligned with Columbus Street, or offset Columbus Street and other driveways by 330-feet. The driveways are offset such that vehicles turning left from Kootenai on to Columbus will conflict with left turns into the site off of Kootenai. There is no center turn lane on Kootenai Street, and a turn lane is not planned with the ACHD project due to the railroad tracks being located adjacent to the proposed driveway.

In pre-application meetings, staff recommended that the applicant work with the adjacent property owner to obtain additional property to locate a driveway in alignment with Columbus Street. The driveway should be constructed as a 24 to 30-foot wide curb return.

If that option is not feasible, then the driveway will need to be restricted to right-in only or right-in/right-out; or be restricted just to allow for emergency vehicles. If the driveway is right-in only, the applicant will need to design the driveway to discourage other maneuvers. If the driveway is right-in/right-out, the applicant will need to design an on-site median to restrict the left turning movements. Medians cannot be located in the right-of-way, and the driveway may not be wide enough for this configuration. If the driveway is emergency access only, then the applicant should restrict the driveway with bollards or gates, as determined by the Boise Fire Department.

Robert Street Driveway

a. 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.

- b. **Applicant's Proposal:** The applicant is proposing to utilize the existing the existing driveway on Robert Street located 175-feet south of Day Drive. No new driveways are proposed.

- c. **Staff Comments/Recommendations:** The existing driveway on Robert Street is approved.

4. Local Streets

- a. **Function:** The primary function of a local street is to serve adjacent property. Adjacent property will usually have unrestricted access to the street and ADT will typically be less than 2,000. Access to local streets is generally unrestricted, except near intersections.
- b. **Average Daily Traffic (ADT):** **ADT on new and existing local streets should typically be less than 2,000. This ADT applies to both existing and new streets.** For new streets that are stubbed to connect to adjacent land that is not fully developed, the allowable ADT for the new street will typically be no more than 1,000 ADT, to accommodate future additional traffic from the adjacent land, depending on the location and type of the stub street and the location and type size of the adjacent undeveloped land. **When stub streets are connected and properties fully developed, local streets should not exceed 2,000 ADT. In developed areas where streets already exceed 2,000 ADT or are close to exceeding 2,000 ADT, the Commission may grant approval to exceed the 2,000 ADT based on existing zoning of undeveloped properties or infill development.** The Commission may also consider the need for additional roadway improvements or traffic calming to mitigate the additional traffic if necessary. The ADTs listed above are desirable planning thresholds for local streets, not roadway capacities. Actual roadway capacities are much higher than the planning thresholds.
- c. **Maximum Traffic on One Access:** If a proposed development only has one access to a public street that is a local street, or if it proposes to extend public streets from existing development with only one local street access to the public street system, the maximum forecast ADT to be allowed at any point on the local street access is 1,000 and is subject to fire department requirements for the provisions of a secondary access.
- d. **Staff Comments/Recommendations:** It is anticipated that traffic from this development will be dispersed multiple directions. Vehicles leaving the site can use Day Drive to Vista Avenue, and go northbound or southbound. Vehicles can also exit the site to Kootenai Street via Robert Street; or to Cassia Street via Robert Street. Total trip generation is estimated at 605 vehicles per day.

Many roadway segments in this area are considered Local/Commercial streets where there is not solely front-on housing. Robert Street south of Day Drive is commercial and does not have front-on housing. Day Drive west of Robert Street is commercial and does not have front-on housing. Cassia Street east of Vista Avenue is commercial and residential, with one house.

None of the local streets in the area will exceed the 2,000 vehicle trips per day (vpd) threshold that has been established for local streets.

Robert Street north of Kootenai Street - 1,180 vpd (This includes fast food trips.)

Robert Street south of Cassia Street – 452 vpd

Day Drive east of Vista Avenue - 708 vpd (This includes Vista Village trips.)

Cassia Street east of Vista Avenue - 542 vpd

5. 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.

6. 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.

D. Special Note to City of Boise

1. Parking

The applicant has proposed to provide 143 parking stalls to accommodate the residents and guests of the proposed apartment project. The City requires 119 stalls. The Institute of Transportation Engineers (ITE) Parking Generation Manual, 4th Edition, recommends 177 parking stalls for a 91 unit apartment project. The parking needs generated by this development should be provided on-site, as there is not adequate availability of on-street parking.

E. Site Specific Conditions of Approval

1. Provide a \$500 road trust deposit to ACHD for the sidewalk on Kootenai Street that will be constructed by ACHD in 2017.
2. Improve Robert Street as ½ of a 29-foot street section with vertical curb, gutter and 5-foot wide concrete sidewalk to match the existing improvements. Dedicate right-of-way to 2-feet behind the back of sidewalk.
3. Install “NO PARKING” signs on the entire Robert Street frontage.
4. Kootenai Street Driveway (choose one option)
 - a. To obtain a full access driveway the applicant should work with the adjacent property owner to locate a driveway in alignment with Columbus Street. The driveway should be constructed as a 24 to 30-foot wide curb return.
 - b. The driveway can be located on-site as proposed and operate as a right-in only driveway. The driveway will need to be designed to restrict all other turning movements and will need to be signed accordingly.
 - c. The driveway can be located on-site as proposed and operate as a right-in/right-out only driveway. The applicant will need to construct an on-site median to restrict left turning movements into and out of the site, and the driveway will need to be signed accordingly. Medians in the road or right-of-way cannot be constructed at this location to restrict left turning movements and therefore, there may not be adequate width to properly restrict the left turning movements, in which case this option is not feasible. Due to the narrow width of road, lane configurations, and turning movements in this area, if left turning movements cannot be fully restricted, then a right-in/right-out driveway cannot be constructed. This option is conditional upon a design that is approved by ACHD.
 - d. The driveway can be constructed as an emergency access only driveway. Restrict with gates or bollards as determined by the Boise Fire Department.
5. The existing driveway on Robert Street is approved.
6. Payment of impacts fees are due prior to issuance of a building permit.

7. Comply with all Standard Conditions of Approval.

F. Standard Conditions of Approval

1. All proposed irrigation facilities shall be located outside of the ACHD right-of-way (including all easements). Any existing irrigation facilities shall be relocated outside of the ACHD right-of-way (including all easements).
2. Private Utilities including sewer or water systems are prohibited from being located within the ACHD right-of-way.
3. In accordance with District policy, 7203.3, 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.

G. 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.

H. Attachments

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



Ada County Utility Coordinating Council

8/8a

Developer/Local Improvement District Right of Way Improvements Guideline Request

Purpose: To develop the necessary avenue for proper notification to utilities of local highway and road improvements, to help the utilities in budgeting and to clarify the already existing process.

- 1) **Notification:** Within five (5) working days upon notification of required right of way improvements by Highway entities, developers shall provide written notification to the affected utility owners and the Ada County Utility Coordinating Council (UCC). Notification shall include but not be limited to, project limits, scope of roadway improvements/project, anticipated construction dates, and any portions critical to the right of way improvements and coordination of utilities.
- 2) **Plan Review:** The developer shall provide the highway entities and all utility owners with preliminary project plans and schedule a plan review conference. Depending on the scale of utility improvements, a plan review conference may not be necessary, as determined by the utility owners. Conference notification shall also be sent to the UCC. During the review meeting the developer shall notify utilities of the status of right of way/easement acquisition necessary for their project. At the plan review conference each company shall have the right to appeal, adjust and/or negotiate with the developer on its own behalf. Each utility shall provide the developer with a letter of review indicating the costs and time required for relocation of its facilities. Said letter of review is to be provided within thirty calendar days after the date of the plan review conference.
- 3) **Revisions:** The developer is responsible to provide utilities with any revisions to preliminary plans. Utilities may request an updated plan review meeting if revisions are made in the preliminary plans which affect the utility relocation requirements. Utilities shall have thirty days after receiving the revisions to review and comment thereon.
- 4) **Final Notification:** The developer will provide highway entities, utility owners and the UCC with final notification of its intent to proceed with right of way improvements and include the anticipated date work will commence. This notification shall indicate that the work to be performed shall be pursuant to final approved plans by the highway entity. The developer shall schedule a preconstruction meeting prior to right of way improvements. Utility relocation activity shall be completed within the times established during the preconstruction meeting, unless otherwise agreed upon.

Notification to the Ada County UCC can be sent to: 50 S. Cole Rd. Boise 83707, or Visit iducc.com for e-mail notification information.

Development Process Checklist

Items Completed to Date:

- ☒ Submit a development application to a City or to Ada County
- ☒ The City or the County will transmit the development application to ACHD
- ☒ The ACHD **Planning Review Section** will receive the development application to review
- ☒ The **Planning Review Section** will do one of the following:
 - ☐ Send a **"No Review"** letter to the applicant stating that there are no site specific conditions of approval at this time.
 - ☒ Write a **Staff Level** report analyzing the impacts of the development on the transportation system and evaluating the proposal for its conformance to District Policy.
 - ☐ Write a **Commission Level** report analyzing the impacts of the development on the transportation system and evaluating the proposal for its conformance to District Policy.

Items to be completed by Applicant:

- ☐ For **ALL** development applications, including those receiving a **"No Review"** letter:
 - The applicant should submit one set of engineered plans directly to ACHD for review by the **Development Review Section** for plan review and assessment of impact fees. (Note: if there are no site improvements required by ACHD, then architectural plans may be submitted for purposes of impact fee assessment.)
 - The applicant is required to get a permit from Construction Services (ACHD) for **ANY** work in the right-of-way, including, but not limited to, driveway approaches, street improvements and utility cuts.
- ☐ Pay Impact Fees prior to issuance of building permit. Impact fees cannot be paid prior to plan review approval.

DID YOU REMEMBER:

Construction (Non-Subdivisions)

☐ **Driveway or Property Approach(s)**

- Submit a "Driveway Approach Request" form to ACHD Construction (for approval by Development Services & Traffic Services). There is a one week turnaround for this approval.

☐ **Working in the ACHD Right-of-Way**

- Four business days prior to starting work have a bonded contractor submit a "Temporary Highway Use Permit Application" to ACHD Construction – Permits along with:
 - a) Traffic Control Plan
 - b) An Erosion & Sediment Control Narrative & Plat, done by a Certified Plan Designer, if trench is >50' or you are placing >600 sf of concrete or asphalt.

Construction (Subdivisions)

☐ **Sediment & Erosion Submittal**

- At least one week prior to setting up a Pre-Construction Meeting an Erosion & Sediment Control Narrative & Plan, done by a Certified Plan Designer, must be turned into ACHD Construction to be reviewed and approved by the ACHD Stormwater Section.

☐ **Idaho Power Company**

- Vic Steelman at Idaho Power must have his IPCO approved set of subdivision utility plans prior to Pre-Con being scheduled.

☐ **Final Approval from Development Services is required** prior to scheduling a Pre-Con.

Request for Appeal of Staff Decision

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



Independent School District of Boise City #1 **8/8a**

Boundaries, Transportation, and Traffic Safety
8169 W Victory Rd - Boise, ID 83709
(208) 854-4167 Fax (208) 854-4011

RESPONSE TO PLANNING & DEVELOPMENT SERVICES

DATE: October 10, 2016

TO: PDSTransmittals@cityofboise.org

FROM: Lanette Daw, Supervisor Traffic Safety and Transportation

RE: PUD16-00027 & CAR16-00030 – Station Village Apartments

At the present time, the Developer and/or Owner have made arrangements to comply with all requirements of the Boise School District.

The schools currently assigned to the proposed project area are:

Elementary School: **Monroe**
Junior High School: **South**
High School: **Borah**

Comments Regarding Traffic Impact: **None**

Comments Regarding Safe Routes to School Impact: **None**

If you have any further questions, please feel free to contact this office.



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

8/8a

Fire Department

October 10, 2016

Leon Letson
PDS – Current Planning

Re: PUD16-00027; 2350 W. Kootenai St.

Dear Leon,

This is a Planned Unit Development request for a 91 - unit multi-family development.

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. Fire hydrants, capable of producing the required fire flow, shall be located so that no part of the structure is more than 600-feet from the hydrant. (IFC 507.3, IFC B105.2, IFC C105). Additional fire hydrants are required.
2. Signs shall be placed at all points of entry to the subdivision stating "Notice All Roads Are Fire Lanes Park Only in Designated Parking Areas". (IFC D103.6)
3. For streets having a width less than 29 feet back of curb to back of curb parking shall be restricted on both sides. A note on the face of the final plat is required noting the parking restriction prior to signing of the final plat by the Boise City Engineer. In addition, No Parking signs shall be installed in accordance with the requirements of the IFC. (BCC 7-01-32, IFC 503.8)
4. The proposed access roads are 25 feet wide. Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet, exclusive of shoulders (IFC D103.1)

General Requirement:

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.

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

Regards,

Ron L. Johnson
Division Chief – Assistant Fire Marshal
Boise Fire Department

UNION PACIFIC RAILROAD
1400 Douglas Street, Stop 1580
Omaha, Nebraska 68179

Patrick R. McGill/UPC Senior Counsel-Real Estate, Law Dept.

8/8a

P 402 544 5761
F 402 997 3603
prmcgill@up.com

November 7, 2016

VIA EMAIL ONLY: lletson@cityofboise.org

City of Boise
Attn: Leon Letson
150 N. Capitol Blvd.
Boise, Idaho 83701

Re: Comments to application for rezoning and construction of multi-family development at 2350 W. Kootenai St. & 1110 S. Robert Street, Applicant: Donna Jacobs (the "Project")

Dear Mr. Letson:

Thank you for allowing Union Pacific Railroad Company ("UP") the opportunity to submit the following comments in response to the notice on the above-referenced Project. UP is a Delaware corporation that owns and operates a common carrier railroad network in the western half of the United States, including the State of Idaho. UP's rail network is vital to the economic health of Idaho and the nation as a whole and rail service to customers in the Boise Area is crucial to the future success and growth of those customers.

The proposed Project location is adjacent to UP's Boise Subdivision at the center of a wye (triangular shaped arrangement of rail tracks). UP's lessee, Boise Valley Railroad, is the short line railroad which currently conducts freight rail operation on the tracks around the Project location. Any land planning decisions should consider that train volumes near the Project area may increase in the future. UP also asks that the City and the Project developers keep in mind that this is a vital rail corridor and nearby land uses should be compatible with this continuing rail use.

At-Grade Rail Crossing Safety

The safety of UP's employees, customers, adjoining land owners, and the communities we operate through is our top priority. At-grade rail crossings are areas where railroad operations and the public come into close contact. The proposed Project anticipates two at-grade crossings. UP objects to approval of this Project unless the planned at-grade vehicle crossings are put in place under terms acceptable to UP, including terms establishing the crossings as public crossings. Please note that no agreements between the applicant and UP have yet been reached, and Boise Valley Railroad is not authorized to enter into crossing agreements over the railroad wye or main line. We recommend that the City and developer notify the Idaho Public Utilities Commission (PUC) to schedule a diagnostic meeting regarding the proposed Project. Appropriate modifications to the proposed at-grade crossings may need to be included as part of the Project. Should the Project be approved, UP suggests the City consider holding railroad and crossing safety presentations, such as Operation Lifesaver, for the public on an appropriate basis.

Increased Traffic Impact

Rail crossing safety is critical to the public and to UP. Any increase in traffic from the Project may render inadequate the current safety devices in place on any nearby at-grade crossings. Additionally, an increase of pedestrian and vehicular traffic may conflict with train operations causing trains to proceed more slowly through the City, and/or make more frequent emergency stops, which would make rail service less effective and efficient. Should this Project be approved, UP requests that the developer and the City examine any increase in vehicular and pedestrian traffic and the impacts on any nearby at-grade road crossings to see if any additional mitigation measures should be included in the Project.

Trespassing

Any increase in pedestrian traffic will increase the likelihood of trespassing onto the railroad right-of-way. UP requests that the developer and the City examine the Project impacts associated with the increased likelihood of trespassing and set forth appropriate mitigation measures. In particular, UP requests that the developer install a sound wall along the main line and fencing around the legs of the wye to prevent individuals from trespassing onto the railroad tracks. Buffers and setbacks should also be considered adjacent to the right-of-way.

Noise and Vibration Impact

A railroad's 24-hour rail operations generate the noise and vibration one would expect from an active railway. Any increase in pedestrian and vehicular traffic over and around at-grade crossings may result in additional horn use by railroad employees. As a mitigation measure, the developer should disclose to the general public, including residents of the proposed development, the daytime and nighttime noise levels naturally occurring with rail service, including sounding horns at vehicle crossings where required, as well as the pre-existing and predictably-occurring vibration. These disclosures should note that train volume may increase in

the future. The Project's development plans should also include appropriate mitigation measures, such as construction of sound barrier walls or landscape buffers, and/or use of sound-proofing materials and techniques.

Drainage and Project Construction

UP requests the City ensure that the drainage plan relating to the Project does not shift storm water drainage toward UP property and infrastructure. Any runoff onto UP's property may cause damage to its facilities resulting in a potential public safety issue. If the Project is approved, we ask that the City require the applicant to mitigate all safety risks and the impacts of the railroad's 24-hour operations during the construction of the Project, including contacting Boise Valley Railroad to arrange for flaggers for work performed within twenty-five feet (25') of the nearest track.

UP appreciates the developer and the City giving due consideration to the above concerns, as this proposed Project may result in impacts to land use and public safety. Please give notice to UP of all future hearings and other matters with respect to the Project as follows:

Paul Nahas, Manager - Real Estate
Union Pacific Railroad Company
1400 Douglas Street - STOP 1690 Omaha, NE 68179
(402) 544-8043
plnahas@up.com

Please do not hesitate to contact Paul Nahas if you have any questions or concerns.

Sincerely,



Patrick R. McGill
Senior Counsel – Real Estate
Union Pacific Railroad Company

cc: Paul Nahas

Memo

To: Planning and Development Services
From: Evan Carpenter
Environmental Analyst
Public Works Department
Date: 9/30/16
Re: Solid Waste Comments – PUD16-00027

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

The southern solid waste enclosure is ok as drawn.

The northern enclosure needs to have a shorter distance for the collection vehicle to travel in reverse (after servicing the dumpster, the vehicle must back up to an area where it can turn around). The current distance is unsafe as it is.

Please contact me with any questions at 388-4712.

CITY OF BOISE

INTER-DEPARTMENT
CORRESPONDENCE

Date: September 29, 2016

To: Planning and Development Services

From: Mike Sheppard, Civil Engineer
Public Works

Subject: PUD16-00027; 2350 W. Kootenai Street; Sewer Comments

Connection to central sewer is required. Sanitary sewers are available in W. Kootenai Street.

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

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

CITY OF BOISE

INTER-DEPARTMENT CORRESPONDENCE

Date: 29 September 2016

To: Planning and Development Services

From: Tom Marshall, Street Light Technician
Public Works

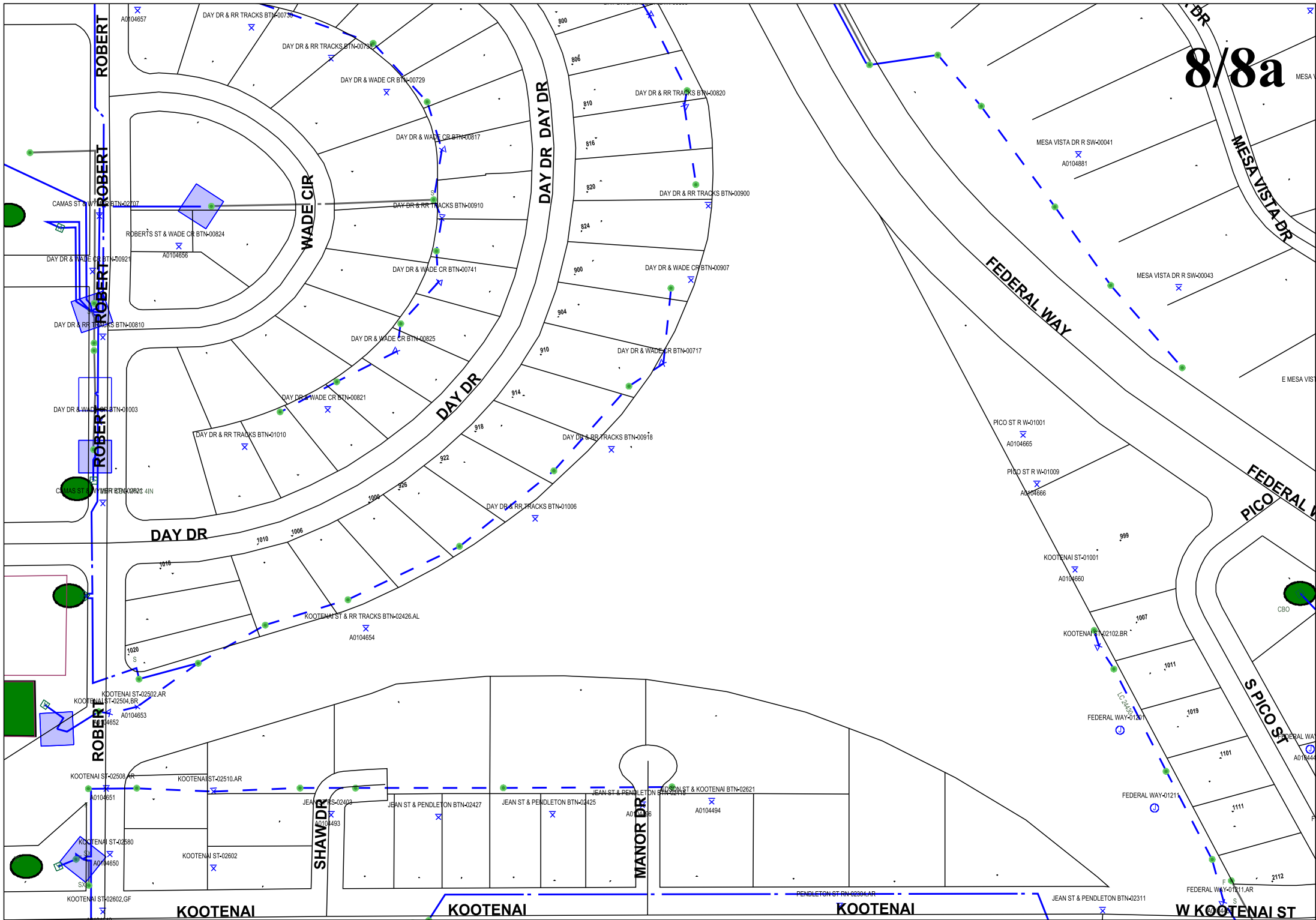
Subject: PUD16-00027; 2350 W Kootenai St; Street Light Comments

Street lights are required. Plans for this private street light system must be submitted, reviewed, and approved by Public Works prior to issuance of a building permit. A Homeowners' Association shall be created to be responsible for the ongoing operation and maintenance of the system.

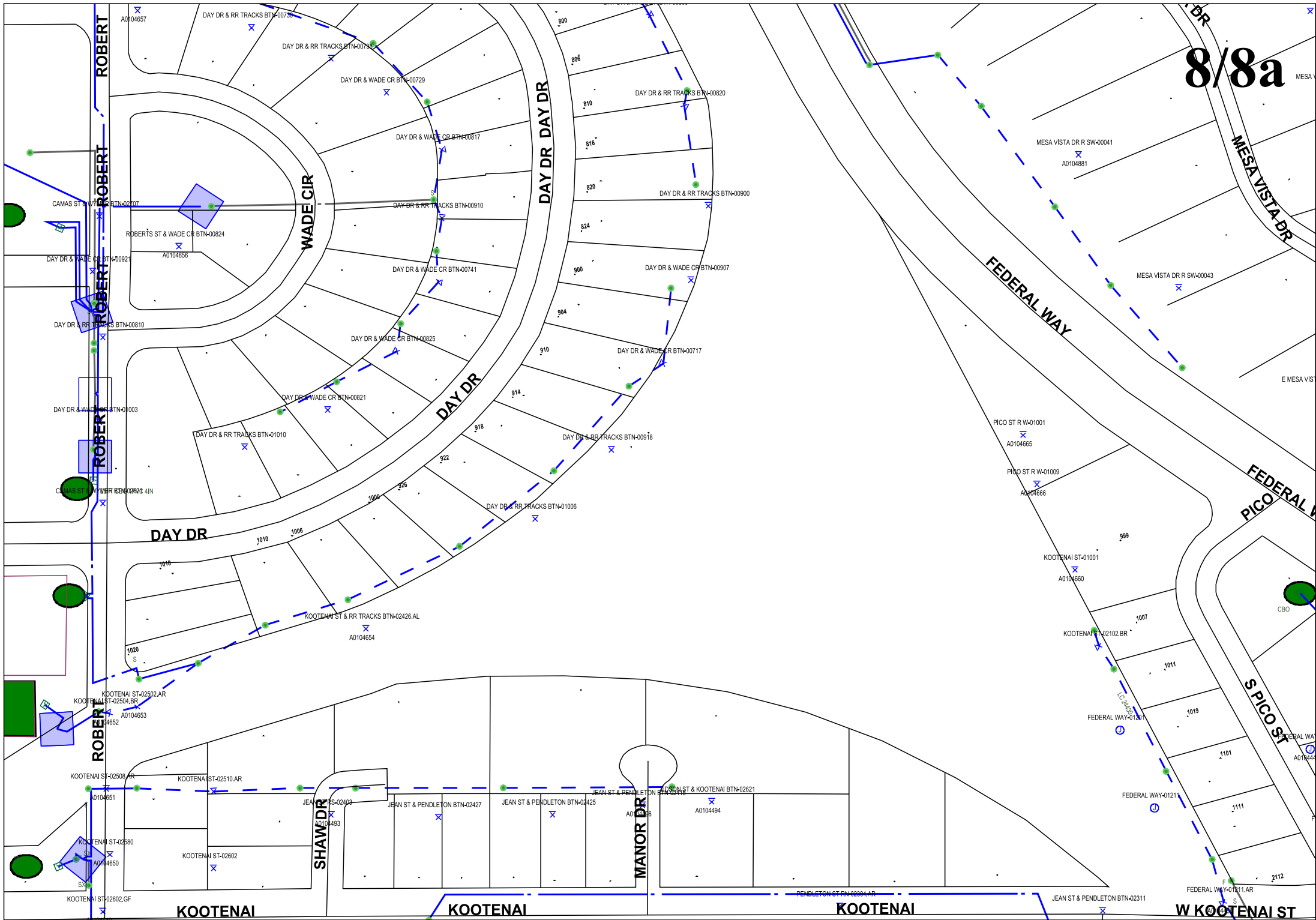
New Street Light installations shall conform to the 2015 version of the Boise Standard Revisions, Idaho Standards for Public Works Construction (ISPMC) using approved LED fixtures listed in Attachment A to the Boise Standard Revisions.

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

If you have any further questions contact Tom Marshall at 388-4719 or tmarshall@cityofboise.org.



8/8a



W KOOTENAI ST

CITY OF BOISE

INTER-DEPARTMENT CORRESPONDENCE

Date:9/29/2016

To: Planning and Development Services

From: Brian Murphy, Drainage Coordinator
Public Works

Subject: **PUD16-00027**; Drainage/Stormwater Comments

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

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

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

July 12, 2016

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

RE: PUD16-00027
Donna Jacobs
2350 W. Kootenai Street

Ladies and Gentlemen:

The above-referenced application to construct a 91 unit, multi-family development at the above-referenced address has been received in this office. This law firm represents the interests of Ada County Drainage District No. 3 (the "District"). The project site lies within the District's boundaries.

Providing all drainage will continue to be retained onsite, the District has no comment on the project located at 2350 W. Kootenai Street.

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

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

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

*Sent without signature
to avoid delay*

Ryan P. Armbruster

RPA/ksk

c: District Commissioners
Steve Sweet
Dean Callen

CITY OF BOISE

INTER-DEPARTMENT CORRESPONDENCE

Date: 10/3/2016

To: Planning and Development Services

From: Terry Alber, Pretreatment Coordinator, 384-3992
Public Works

Subject: **PUD16-00027**; 2350 W KOOTENAI ST; Pretreatment Comments

Public Works, Pretreatment offers NO COMMENT.

From: Sal Sherman <slytrbl@gmail.com>
Sent: Tuesday, November 01, 2016 12:05 PM
To: Leon Letson
Subject: Village Station

I've lived on S. Day Drive for 25 years. The infrastructure will NOT support the additional traffic expected on S. Day or Robert St. A lovely, quiet, neighborhood will be ruined.

Sally Sherman

From: Marc Morin <marcnmotion@gmail.com>
Sent: Thursday, November 03, 2016 2:57 PM
To: Leon Letson
Subject: CAR16-00030 & PUD16-00027

Dear Mr. Letson:

I am writing regarding my concerns about the planning, and possible approval of the construction of the 91-unit apartments mentioned above. My concerns are that the existing infrastructure of this area is not capable of facilitating the influx of traffic that the addition of over 100 motor vehicles (in the vicinity and neighborhood) would create.

I live on Day Dr. If the mentioned proposal were to be approved, I hope that steps to mitigate traffic (such as speed bumps) on Day Dr. would be considered, and taken into account.

I hope these topics will be discussed at the public hearing on November 7th.

Sincerely, Marc Morin
810 S Day Dr
Boise, ID 83705
marcnmtion@gmail.com
[\(406\) 544 3011](tel:(406)5443011)

From: Amy Gardner <amyegardner72@gmail.com>
Sent: Tuesday, November 22, 2016 6:56 PM
To: Leon Letson
Subject: RE: case# CAR16-00027

Hello- We are the owners of 1010 Day Dr. Boise, ID 83705. This home has been in our family since the 1940's. We love the quiet, quaint bench location with longtime residents as our neighbors. We even had the rare site of a wild turkey visiting our backyard on a few different occasions this summer while seeing a neat caboose parked on the Union Pacific Rail Road tracks out back.

We have been to the neighborhood meeting on the proposed apartments. We strongly oppose them being built for many reasons. Here are a few listed below.

- Proposed Road: this will run right along our property line out back (literally, almost right next to our back fence line)**
- Increase in traffic: We believe that Robert St. & Day Dr. will have a huge influx of car traffic as well as Kootenai St. This will directly impact our homes.**
- Lights: From the proposed road, parking lot, cars driving by & the apartments....these would shine brightly in to our yards & homes.**
- No fence/barrier or wall: They have NO plans of putting up any type of barrier to protect our homes from the proposed street or apartment complex (cars driving by at all hours of the day & night, foot traffic, etc. right at our back fence line).**
- View: We currently look out to a grassy meadow-common area with views of the foothills & Table Rock. Our view with the proposed apartment complex would be of a busy road, cars driving by, parking lot & apartments. Oh...and lots of people.**
- Taxes: It is very likely that we would see an increase in our property taxes**
- Privacy: 2 & 3 story apartment buildings would take away from our peace & serenity in our yards & homes (they could look down & see into our yards & the inside of our homes from their apartment)**

I hope you take all of our thoughts & concerns into consideration when making a decision such as this. Please put yourself in our shoes & imagine this being built in your own backyard.

Thank you,
Chris & Amy Gardner

From: Cathy Chant
Sent: November 21, 2016
To: Leon Letson
Subject: OPPOSE: Station Village Apartments / PUD16-00027

I have resided on S.Day Drive since 1987. I rented for 9yrs @ 907 Day; I rented for 11yrs @ 910 Day; and I rented for 2 1/2yrs @ 904 Day (Lot 16 Blk D/Day Vista Add) and purchased the house in 2010 and have lived there for 8yrs.

Many justified concerns were raised by those in attendance at the neighborhood meeting held on July 19, 2016. The following comments explain my opposition to this development project.

1) At the meeting we were informed apartment traffic direction would be “right only” entering & exiting at W.Kootenai St. Right only exit at Kootenai St pushes all apartment traffic towards S.Robert St and Vista Ave. Robert St is a narrow street without sidewalks for safe pedestrian traffic. Robert St is used for residential street parking. Robert St is used by large trucks to deliver, load & unload for the Vista Village Stores. Robert St has several drive-thru exits and parking lot exits from Vista Village. Robert St/Day Dr corner parking lot will be used for an additional apartment entry/exit (with proposed roadway directly behind 2 or 3 homes at their backyard property line) which will contribute to increased traffic on Robert St. There will also be drivers on Kootenai St who will learn to short-cut thru Robert St to bypass right turn at Vista.

If apartment development is approved, Kootenai exit should allow for “left turn” to allow a direct route to BSU (S.Protest Rd), Downtown (left @S.Federal Way) and Merchants/Business (right @S.Federal Way). (ACHD Projects- Kootenai St-2017 / Columbus St-2019)

2) Trails along the outside of Wye tracks (tracks are several feet above ground level at my property) adjacent to backyard property lines will invite more foot traffic. There was no ownership/responsibility with Day Development when asked about existing/future fencing at the backyards of properties along the tracks on Day Dr of which many still have the original 2 rows (waist height) of barbed wire. Who is responsible in the event of injury to public walking the trail area? We were informed the walking trails proposed would be inhabited with vegetation native to the area. I am concerned if the trail

8/8a
80x10
grounds will be maintained to ensure all intrusive tumbleweeds, grasses, weeds, sucker trees, etc., do not return. Every spring/summer I invest time & dollars to clear 80x10 feet of overgrowth behind my garage and back fence. The lot and land around the railroad track property has not been maintained regularly, even on a yearly basis and it is never 100% completed when it does occur. It has been a fire hazard for more years than not. Residential properties on corner of Day & Robert were an eyesore for many years until torn down for a parking lot. So I question property/land stewardship of Day Development.

3) Day Drive is a modest, quiet neighborhood without sidewalks.

The homes on the east side of S. Day Dr and the north side of W. Kootenai St back up to the Wye and have beautiful unobstructed (priceless) views of: a magnificent sunrise; purple mountains majesty during sunsets, snowcapped in winter; full rainbows; and the lighted cross at Table Rock. To see the freight trains rolling down the tracks daily is quite nostalgic. At my back fence we have positioned several old wooden ladders so that our 6 young grandsons can watch the trains as they roll by. Three story apartment buildings will completely block all views and the visual of the train from my home as well as all homes along the tracks south of my lot and the Kootenai homes adjacent to the Wye tracks. Three and two story apartment buildings will tower over every single property that is located adjacent to the railroad tracks. This is very intrusive to the privacy that we have all become accustomed to and greatly appreciate. I am concerned about home resale value due to the close proximity of the towering apartments.

4) The freight trains pass on the main railroad tracks several times a day. This lot of land at the Wye would be more suitable for a single level storage unit facility with access at Kootenai St.

Respectfully,

Cathy Chant



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

8/8a

MEMORANDUM

MEMO TO: Planning and Zoning Commission

FROM: Leon Letson, Associate Planner
Boise City Planning and Development Services

RE: CAR16-00030 & PUD16-00027 / 2350 W. Kootenai Street

DATE: December 5, 2016

Background

The applicant is requesting to rezone the subject property from an R-1C (Single Family Residential) to an R-2D (Medium Density Residential with Design Review) zone in conjunction with a conditional use permit for a 91-unit planned residential development on ± 7.39 acres located at 2350 W. Kootenai Street.

The purpose of this memo is to modify/establish two specific conditions for the project concerning ongoing discussions with Union Pacific (UP) and the proposed access to Kootenai Street. Concerning discussions with UP, the City received a letter dated **November 7, 2016**, outlining a number of concerns and requests for the project. After following up with UP for clarification and conferring with the applicant for the project, the Planning Team recommends the following modified condition:

2.c *This approval is conditioned upon the applicant showing satisfactory evidence, prior to construction, that access to and egress from the property over the existing railroad tracks meets acceptable standards for grade crossings over track of this type.*

Regarding the proposed access to Kootenai Street, ACHD has approved a limited access for this project, but has stated a preference for a full access that aligns with Columbus Street to the south. However, the limited frontage (approximately 22') associated with the subject property is inadequate to construct a full access at this time. Adjacent to the proposed access are two vacant parcels zoned R-3D (High Density Residential with Design Review) that will also need access to Kootenai Street when they redevelop. To accommodate a future full access to Kootenai Street that can serve the subject property and these two vacant parcels, the Planning Team recommends including the following condition to make possible this collaboration:

2.d *Upon redevelopment of Parcels R9374000095 and R9374000090, cross-access shall be provided from Parcel S1015325410 in support of the installation of a full access onto Kootenai Street that aligns with Columbus Street to the south. This single access shall be utilized by all three parcels.*

Attachments

Union Pacific Comments

UNION PACIFIC RAILROAD
1400 Douglas Street, Stop 1580
Omaha, Nebraska 68179

Patrick R. McGill/UPC Senior Counsel-Real Estate, Law Dept.

8/8a

P 402 544 5761
F 402 997 3603
prmcgill@up.com

November 7, 2016

VIA EMAIL ONLY: lletson@cityofboise.org

City of Boise
Attn: Leon Letson
150 N. Capitol Blvd.
Boise, Idaho 83701

Re: Comments to application for rezoning and construction of multi-family development at 2350 W. Kootenai St. & 1110 S. Robert Street, Applicant: Donna Jacobs (the "Project")

Dear Mr. Letson:

Thank you for allowing Union Pacific Railroad Company ("UP") the opportunity to submit the following comments in response to the notice on the above-referenced Project. UP is a Delaware corporation that owns and operates a common carrier railroad network in the western half of the United States, including the State of Idaho. UP's rail network is vital to the economic health of Idaho and the nation as a whole and rail service to customers in the Boise Area is crucial to the future success and growth of those customers.

The proposed Project location is adjacent to UP's Boise Subdivision at the center of a wye (triangular shaped arrangement of rail tracks). UP's lessee, Boise Valley Railroad, is the short line railroad which currently conducts freight rail operation on the tracks around the Project location. Any land planning decisions should consider that train volumes near the Project area may increase in the future. UP also asks that the City and the Project developers keep in mind that this is a vital rail corridor and nearby land uses should be compatible with this continuing rail use.

At-Grade Rail Crossing Safety

The safety of UP's employees, customers, adjoining land owners, and the communities we operate through is our top priority. At-grade rail crossings are areas where railroad operations and the public come into close contact. The proposed Project anticipates two at-grade crossings. UP objects to approval of this Project unless the planned at-grade vehicle crossings are put in place under terms acceptable to UP, including terms establishing the crossings as public crossings. Please note that no agreements between the applicant and UP have yet been reached, and Boise Valley Railroad is not authorized to enter into crossing agreements over the railroad wye or main line. We recommend that the City and developer notify the Idaho Public Utilities Commission (PUC) to schedule a diagnostic meeting regarding the proposed Project. Appropriate modifications to the proposed at-grade crossings may need to be included as part of the Project. Should the Project be approved, UP suggests the City consider holding railroad and crossing safety presentations, such as Operation Lifesaver, for the public on an appropriate basis.

Increased Traffic Impact

Rail crossing safety is critical to the public and to UP. Any increase in traffic from the Project may render inadequate the current safety devices in place on any nearby at-grade crossings. Additionally, an increase of pedestrian and vehicular traffic may conflict with train operations causing trains to proceed more slowly through the City, and/or make more frequent emergency stops, which would make rail service less effective and efficient. Should this Project be approved, UP requests that the developer and the City examine any increase in vehicular and pedestrian traffic and the impacts on any nearby at-grade road crossings to see if any additional mitigation measures should be included in the Project.

Trespassing

Any increase in pedestrian traffic will increase the likelihood of trespassing onto the railroad right-of-way. UP requests that the developer and the City examine the Project impacts associated with the increased likelihood of trespassing and set forth appropriate mitigation measures. In particular, UP requests that the developer install a sound wall along the main line and fencing around the legs of the wye to prevent individuals from trespassing onto the railroad tracks. Buffers and setbacks should also be considered adjacent to the right-of-way.

Noise and Vibration Impact

A railroad's 24-hour rail operations generate the noise and vibration one would expect from an active railway. Any increase in pedestrian and vehicular traffic over and around at-grade crossings may result in additional horn use by railroad employees. As a mitigation measure, the developer should disclose to the general public, including residents of the proposed development, the daytime and nighttime noise levels naturally occurring with rail service, including sounding horns at vehicle crossings where required, as well as the pre-existing and predictably-occurring vibration. These disclosures should note that train volume may increase in

the future. The Project's development plans should also include appropriate mitigation measures, such as construction of sound barrier walls or landscape buffers, and/or use of sound-proofing materials and techniques.

Drainage and Project Construction

UP requests the City ensure that the drainage plan relating to the Project does not shift storm water drainage toward UP property and infrastructure. Any runoff onto UP's property may cause damage to its facilities resulting in a potential public safety issue. If the Project is approved, we ask that the City require the applicant to mitigate all safety risks and the impacts of the railroad's 24-hour operations during the construction of the Project, including contacting Boise Valley Railroad to arrange for flaggers for work performed within twenty-five feet (25') of the nearest track.

UP appreciates the developer and the City giving due consideration to the above concerns, as this proposed Project may result in impacts to land use and public safety. Please give notice to UP of all future hearings and other matters with respect to the Project as follows:

Paul Nahas, Manager - Real Estate
Union Pacific Railroad Company
1400 Douglas Street - STOP 1690 Omaha, NE 68179
(402) 544-8043
plnahas@up.com

Please do not hesitate to contact Paul Nahas if you have any questions or concerns.

Sincerely,



Patrick R. McGill
Senior Counsel – Real Estate
Union Pacific Railroad Company

cc: Paul Nahas

8, 8a

Planning & Zoning Commission TESTIMONY SIGN-UP

For

CAR16-00030 & PUD16-00027 / Vista Village, LLC

Please Print

NAME

ADDRESS

E-MAIL

✓ Jim Rickett	3501 Windsor	volleydude@gmail.com
✓ Chris Gardner	1010 Day Drive	CPggardner@gmail.com
✓ Don Gunner	8047 W Orbit	dgunner@idolurus.com
Added H. Brown		

TESTIMONY VERIFICATION

YOU MUST FILL OUT THIS FORM AND
PRESENT IT TO THE CHAIRMAN AT
THE PODIUM AS YOU COME FORWARD
TO TESTIFY. *Please print.*

Name: Cindy A Riggan
Address: 1003 DAY Drive
City/State: Boise ID
Zip: 83705

E-Mail Address:

riggenc@aol.com

Application #: _____

TESTIMONY VERIFICATION

YOU MUST FILL OUT THIS FORM AND
PRESENT IT TO THE CHAIRMAN AT
THE PODIUM AS YOU COME FORWARD
TO TESTIFY. *Please print.*

Name: CORWIN L. BROWN
Address: 2219 KOOTENAI ST.
City/State: BOISE, IDAHO 83705
Zip: 83705

E-Mail Address:

CORWIN_83713@yahoo.com

Application #: CAR 16-0030
PUD 16-00027