



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

5/5a

PUD13-00001 & SUB13-00015 / Biltmore Company

Summary

Conditional Use Permit for a 168-unit planned residential development with a Preliminary Plat located on 9.21 acres at 1433 N. Raymond Street in C-2D (General Commercial with Design Review) and R-3D (Multi-Family Residential with Design Review) zones.

Prepared By

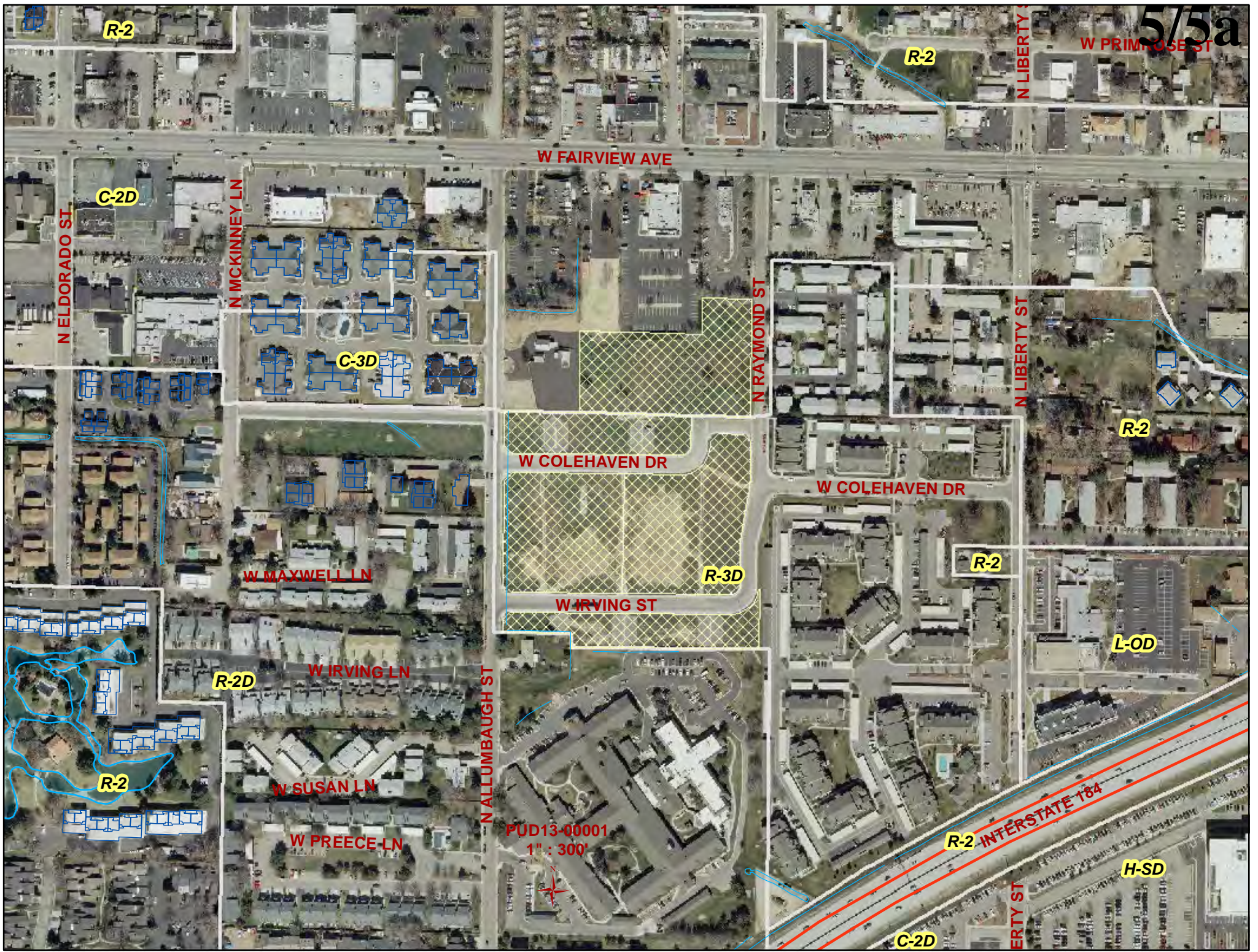
Joshua Johnson, Associate Planner
Todd Tucker, Associate Planner

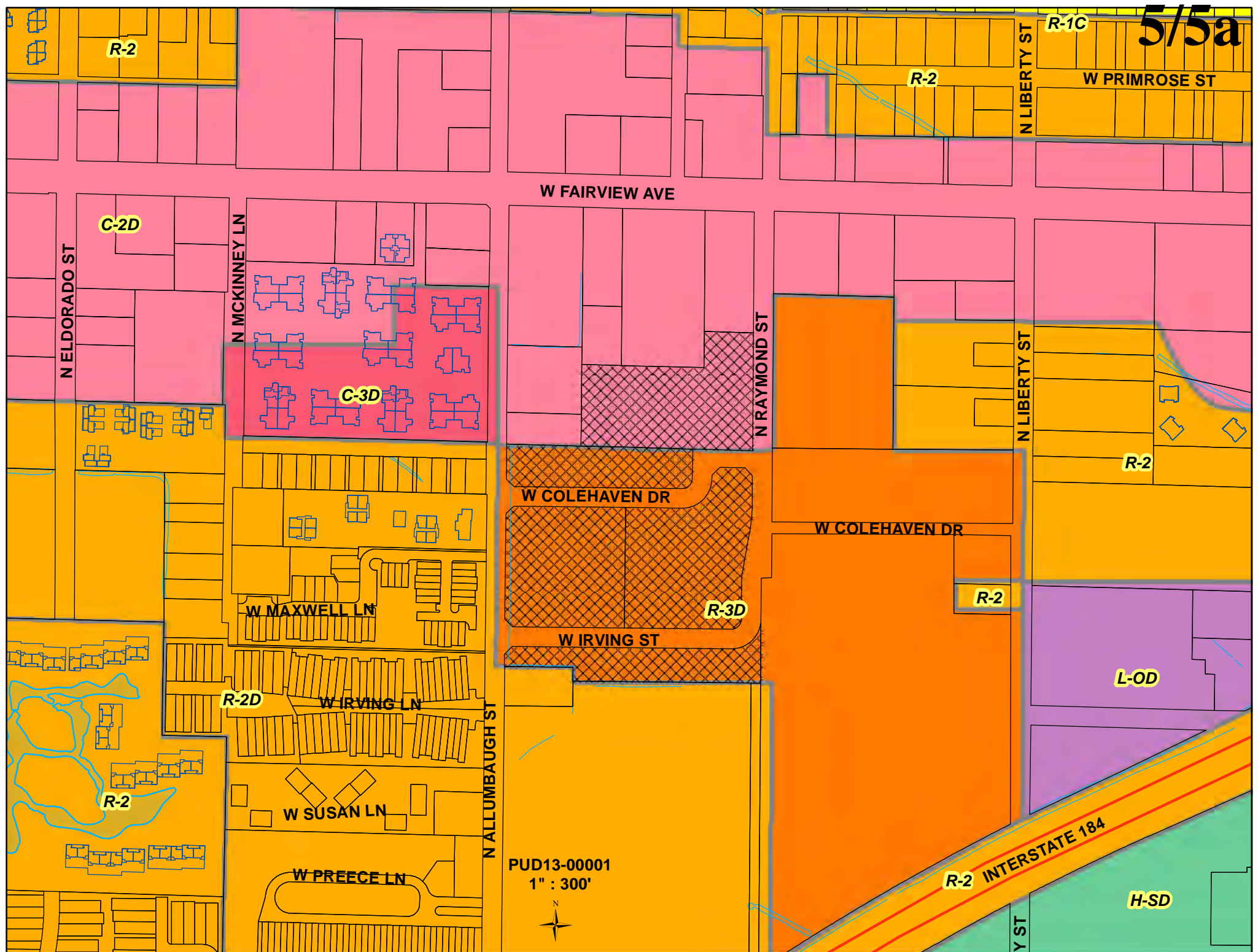
Recommendation

Approval of PUD13-00001 and SUB13-00015.

Reason for the Decision

The Planned Unit Development is compatible with the surrounding neighborhood as the area is bordered by multi-family uses on the east and west as well as assisted living to the south. The site provides easy access to Downtown and the interstate via Fairview Avenue. The development will not adversely affect the surrounding neighborhood as it will have similar operating characteristics to other multi-family uses in the vicinity. Traffic from this project will mostly travel directly out to Fairview by Allumbaugh and Raymond. This should prevent conflicts with existing developments and neighborhoods. The development meets all setback, parking, and open space requirements of its underlying zones. The project complies with the Comprehensive Plan. The site has two Comprehensive Plan designations, "Commercial and High Density Residential". Both of these classifications list multi-family as an objective. The project does provide high-density residential near a designated bus route along Fairview Avenue. The Comprehensive Plan advocates for this type of use near a transit corridor with *General Design Principle Corridor 5 Housing*.



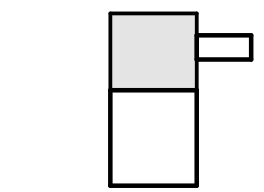




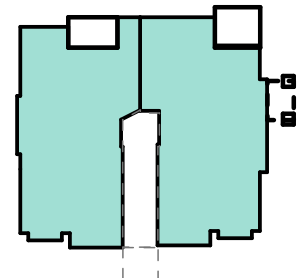
BILTMORE CO.

ABERDEEN 4 PLEX PROJECT
BOISE, IDAHO

LEGEND

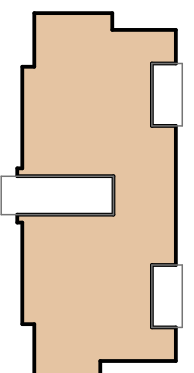


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& PAVILION



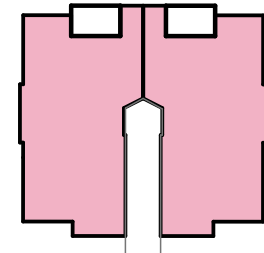
BUILDING 1
ELEVATION A
ELEVATION B
ELEVATION C
ELEVATION D

24



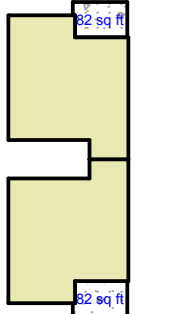
BUILDING 2
ELEVATION A
ELEVATION B

9



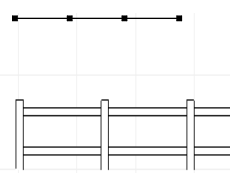
BUILDING 3
ELEVATION A
ELEVATION B
ELEVATION C
ELEVATION D

8



BUILDING 4
ELEVATION A

1



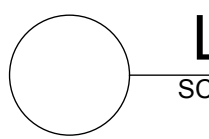
FENCE



GAZABO

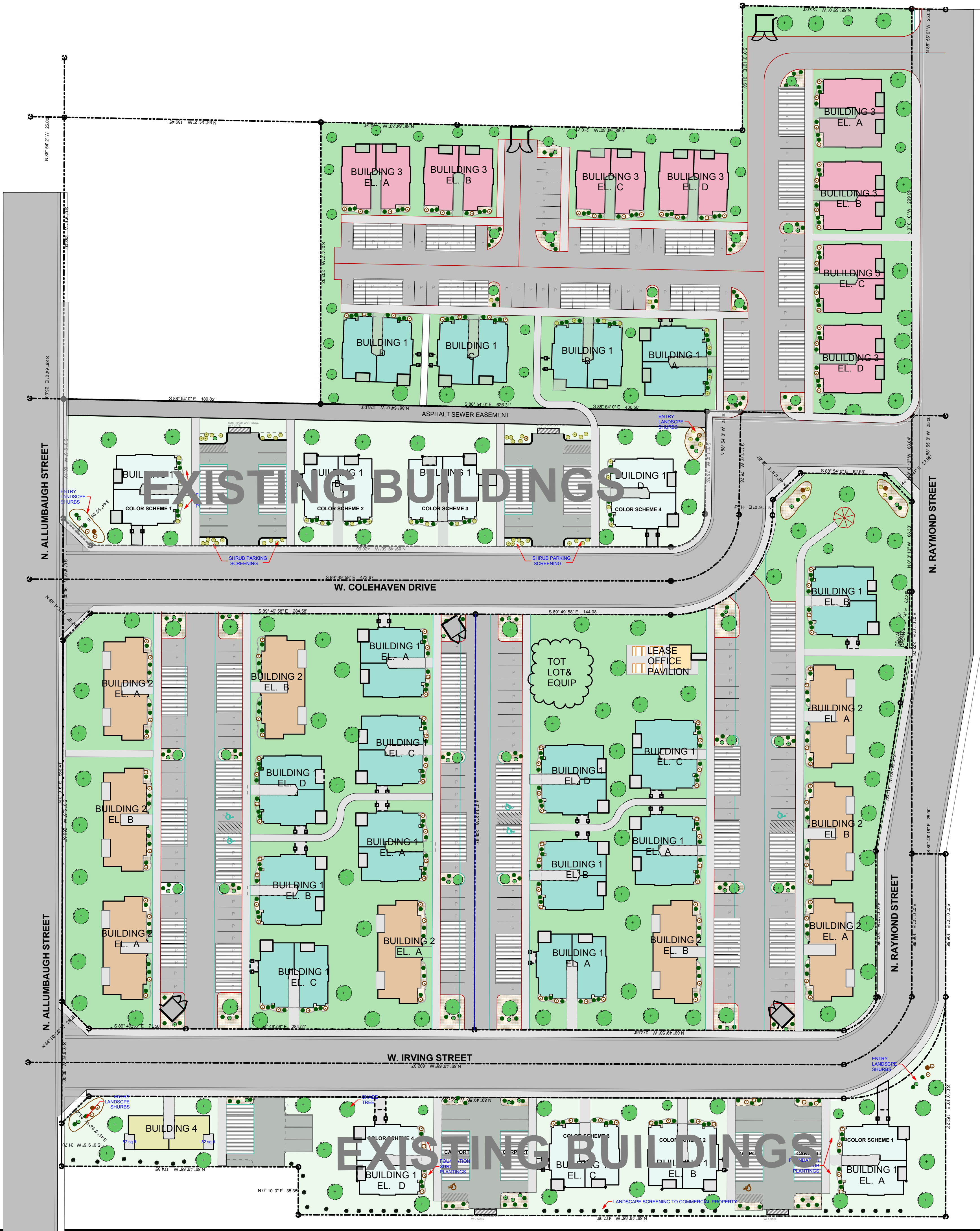


CARPORT



LANDSCAPE PLAN

SCALE: 1" = 20'





BILTMORE CO.

COLOR SCHEME 1

	Body
	Accent, Front Door&Door Trim
	Trim

COLOR SCHEME 2

	Body
	Accent
	Trim, Front Door&Door Trim

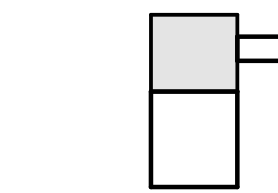
COLOR SCHEME 3

	Body
	Accent, Front Door&Door Trim
	Trim

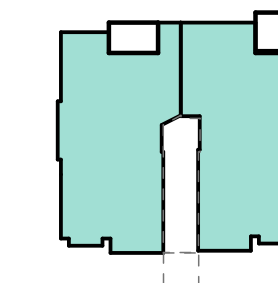
COLOR SCHEME 4

	Body
	Accent
	Trim, Front Door & Door Trim

LEGEND

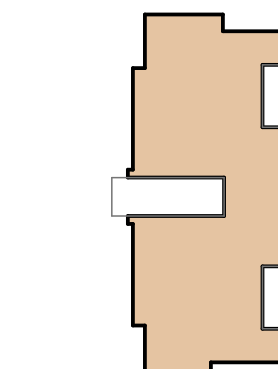


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& PAVILION



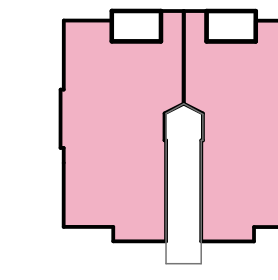
BUILDING 1
ELEVATION A
ELEVATION B
ELEVATION C
ELEVATION D

24



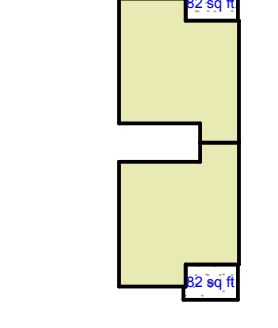
BUILDING 2
ELEVATION A
ELEVATION B

9



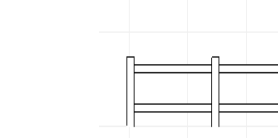
BUILDING 3
ELEVATION A
ELEVATION B
ELEVATION C
ELEVATION D

8

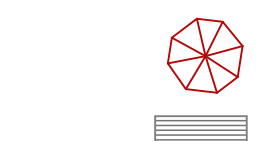


BUILDING 4
ELEVATION A

1



FENCE



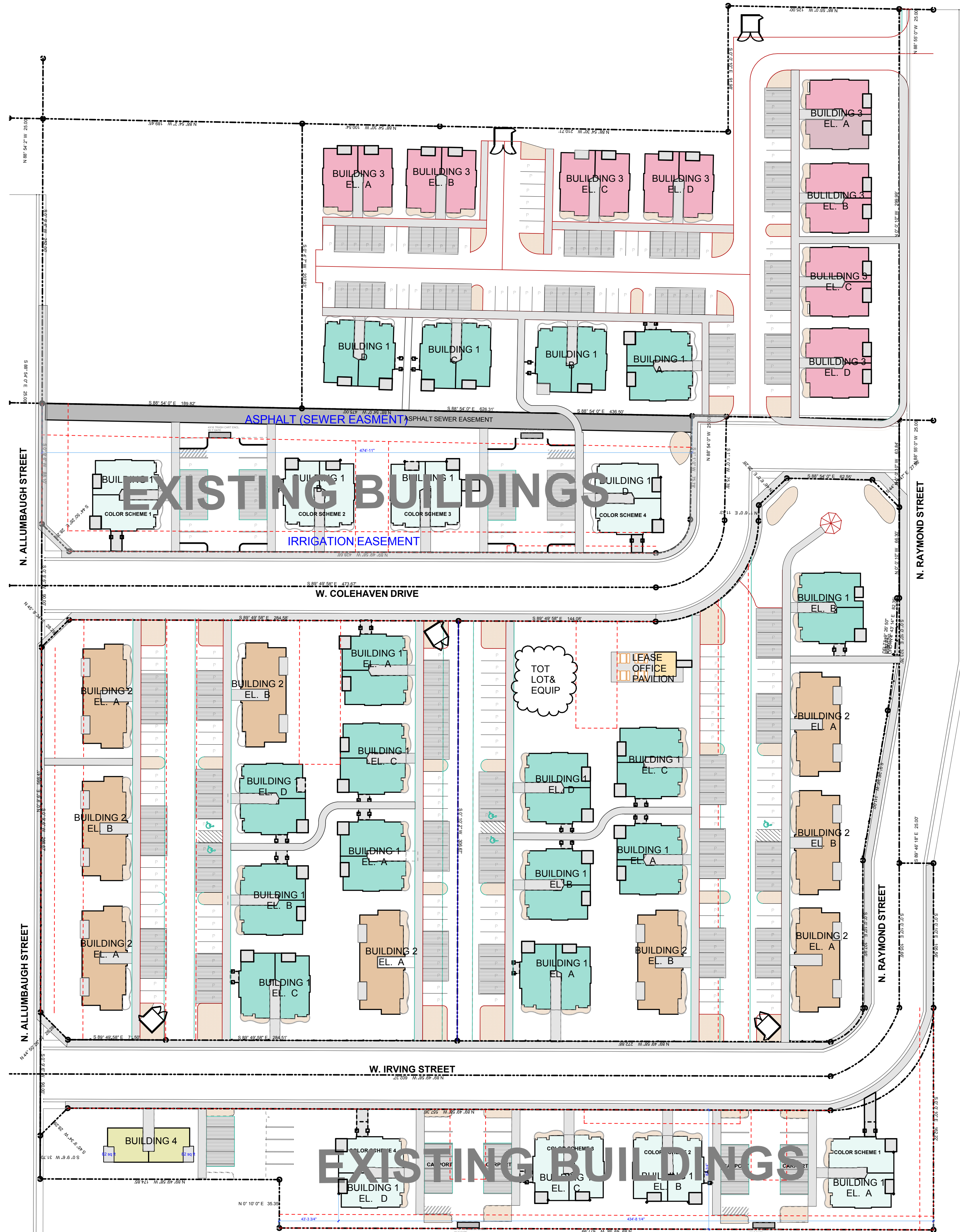
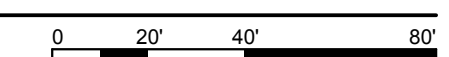
GAZABO



CARPORT

SITE PLAN

SCALE: 1" = 40'



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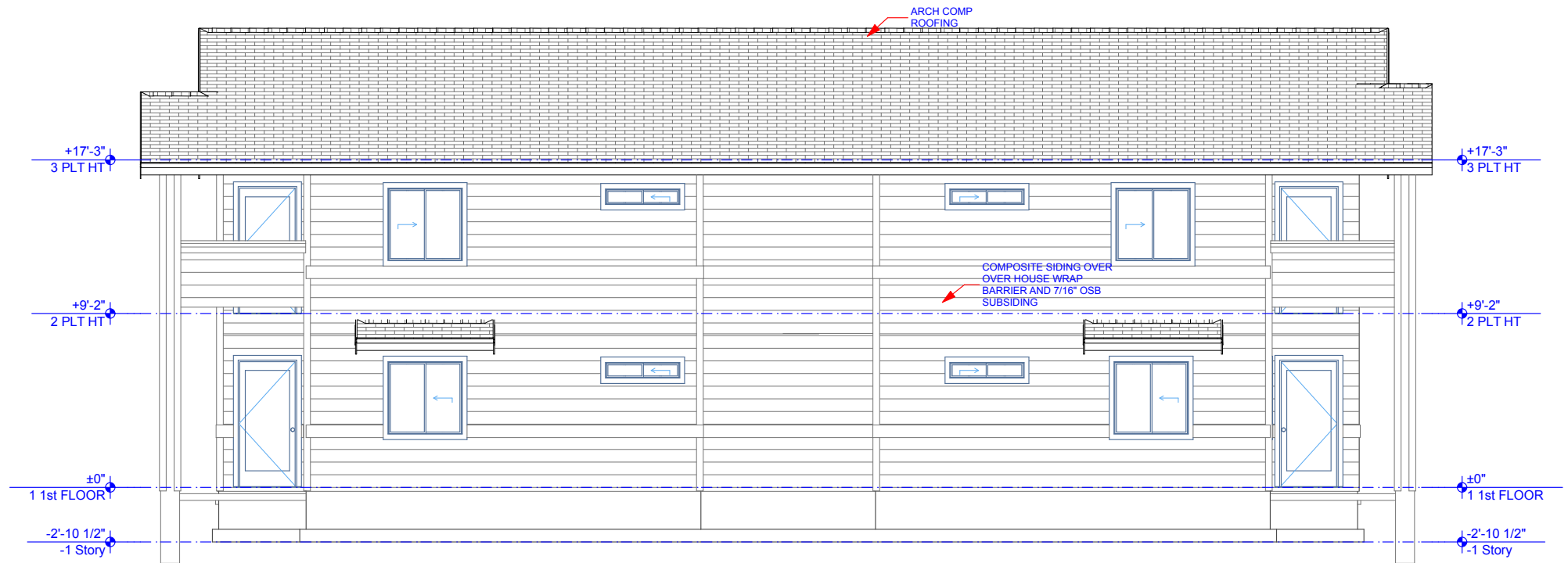


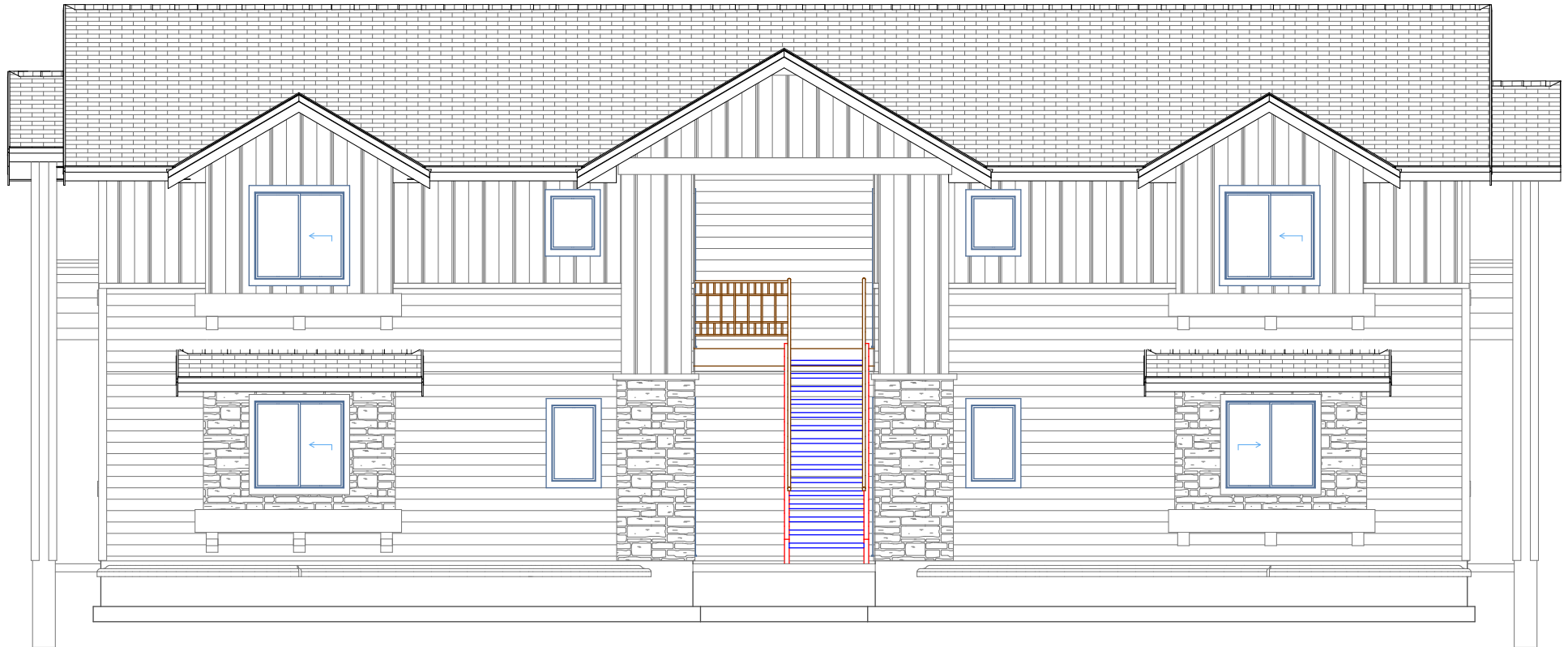
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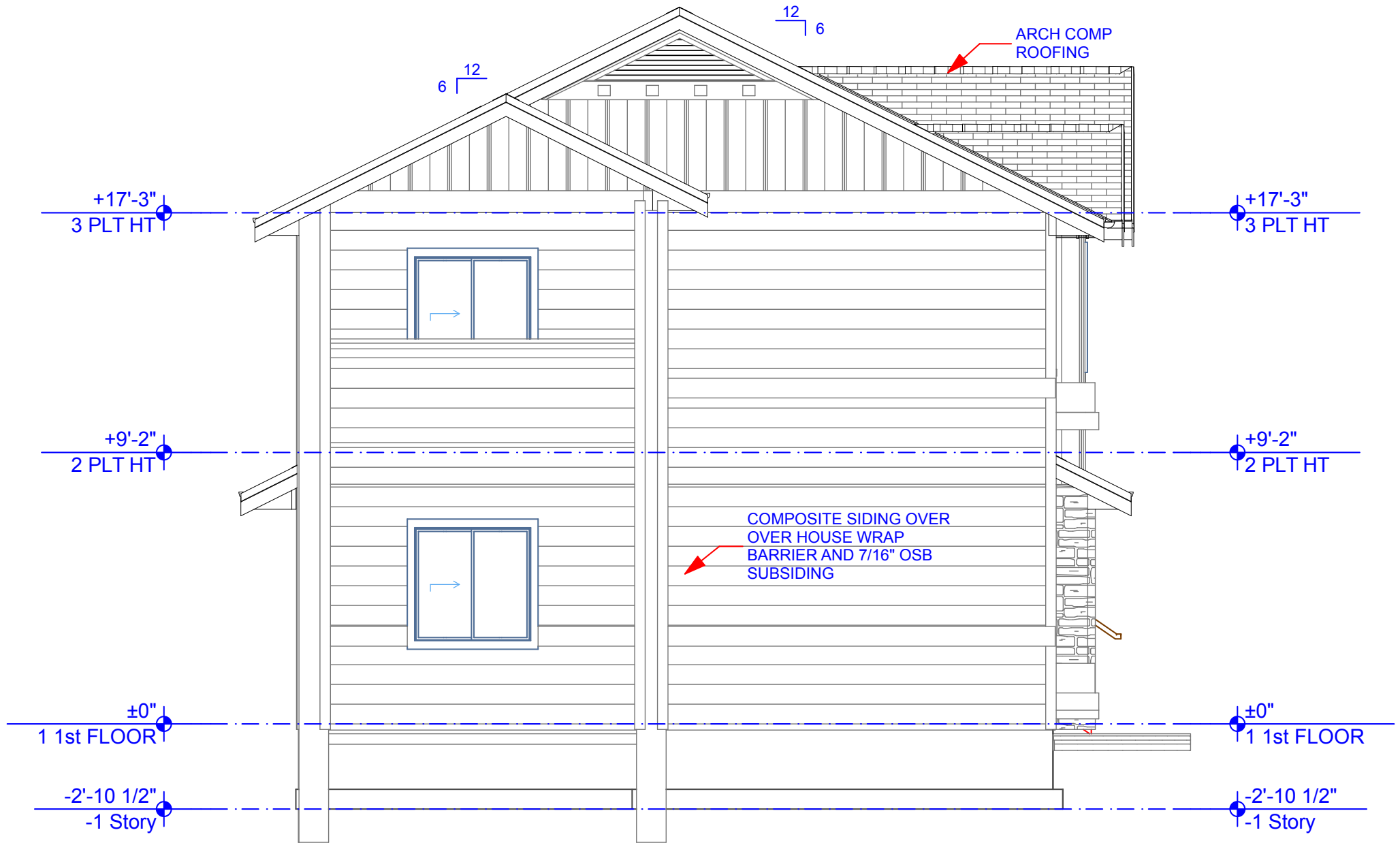


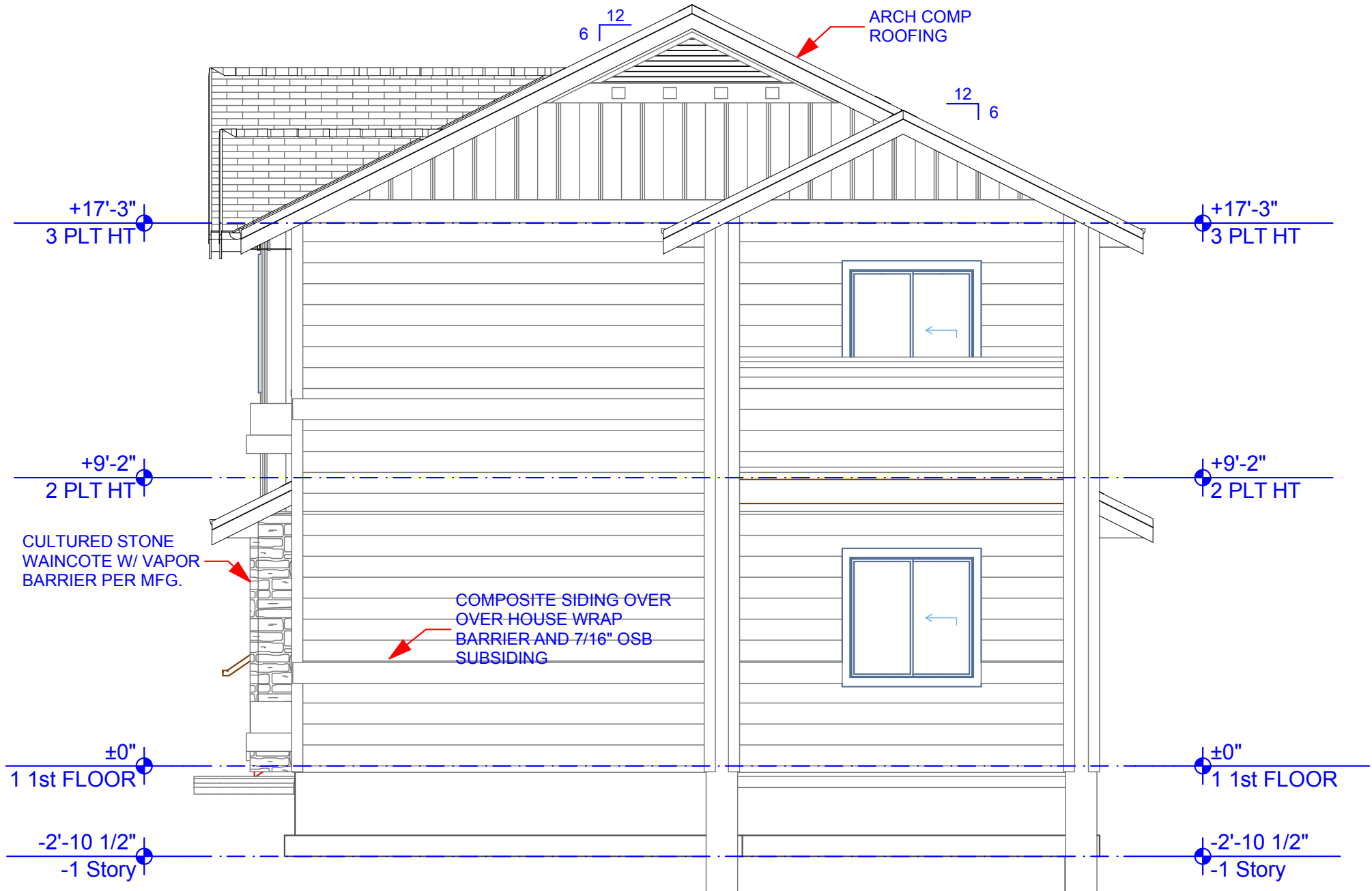
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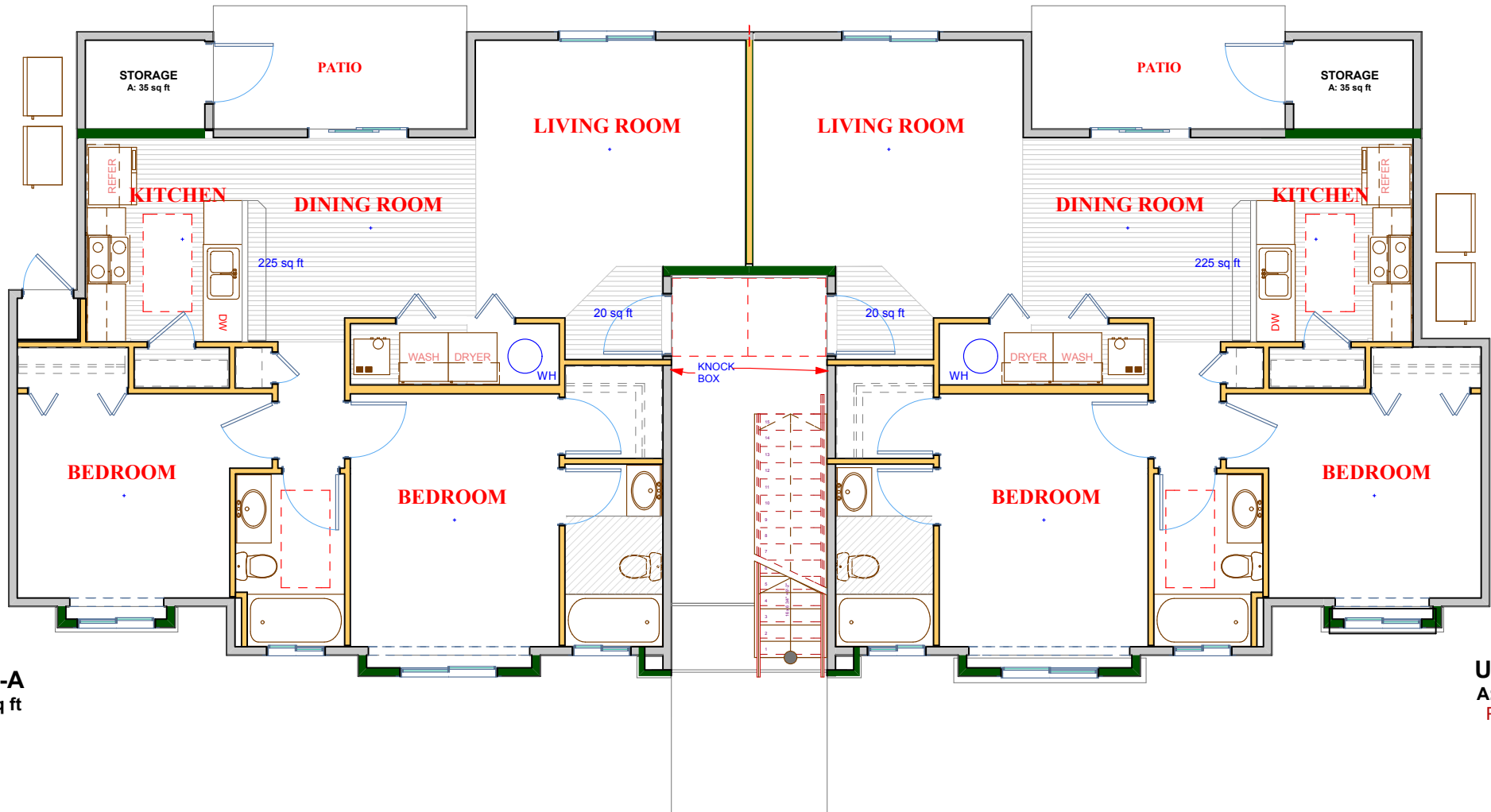


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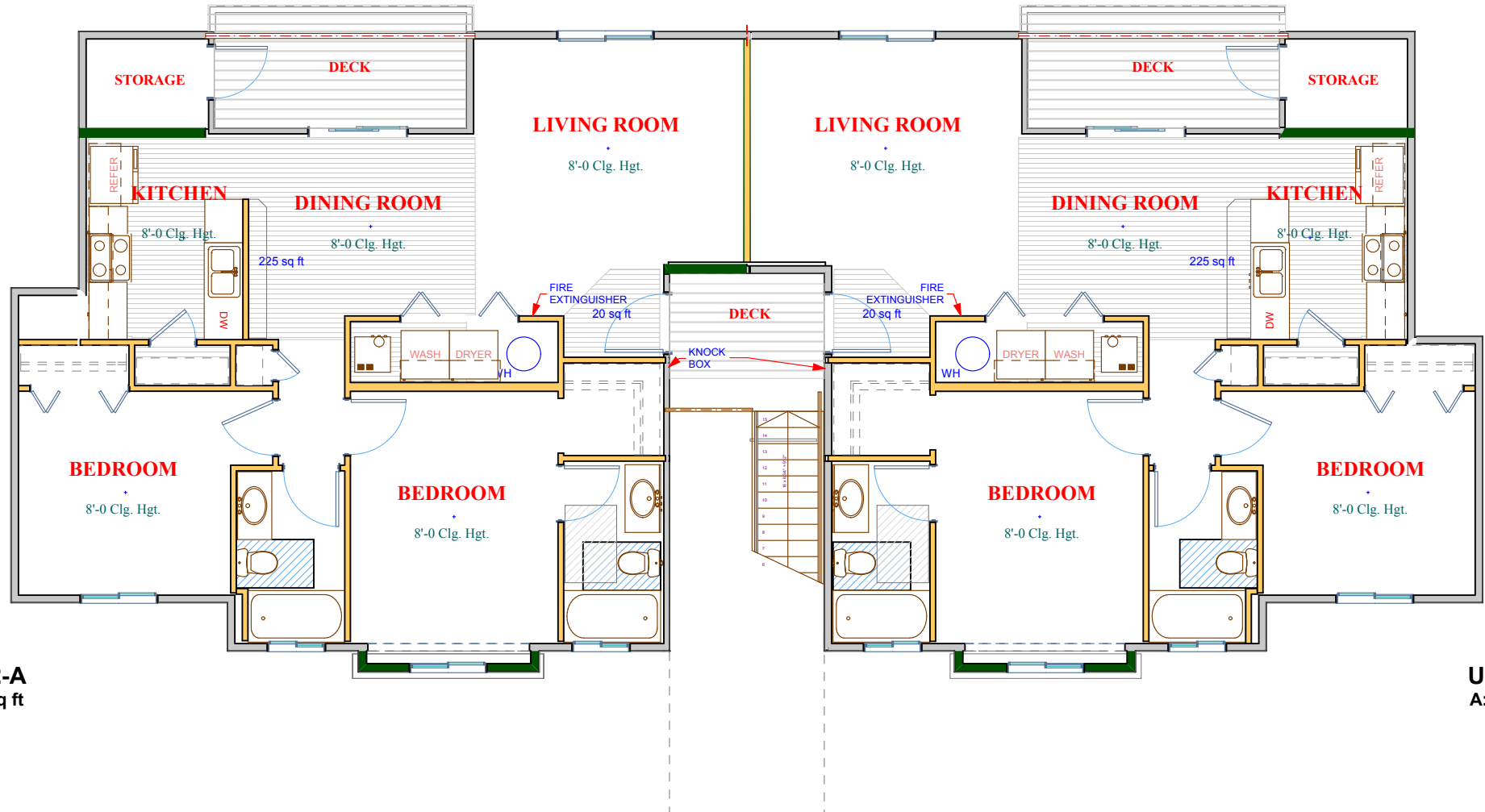


UNIT 1-A
A: 953 sq ft

N



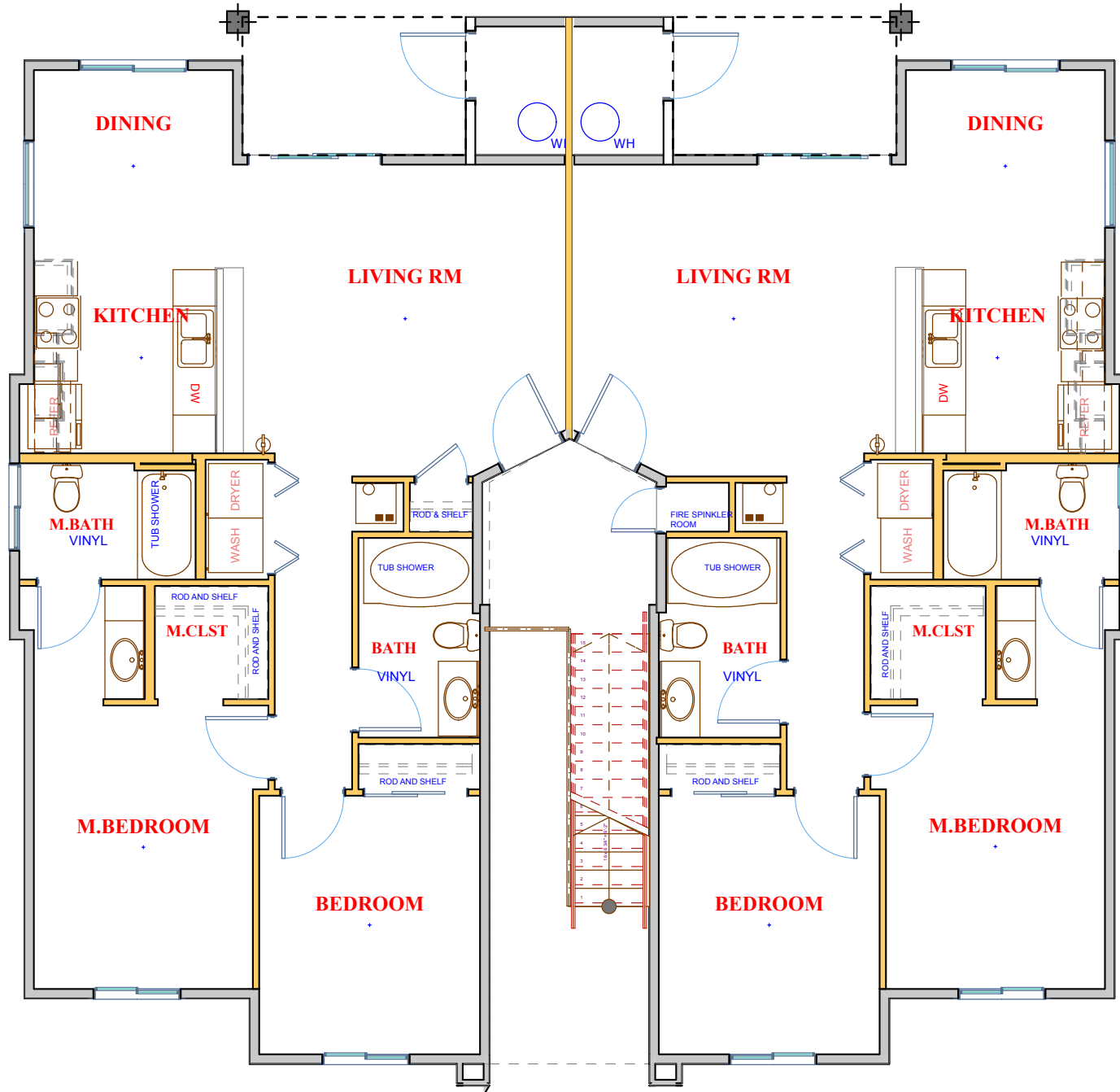
UNIT 1-A
A: 953 sq ft
P: 139'-5"



UNIT 2-A
A: 953 sq ft

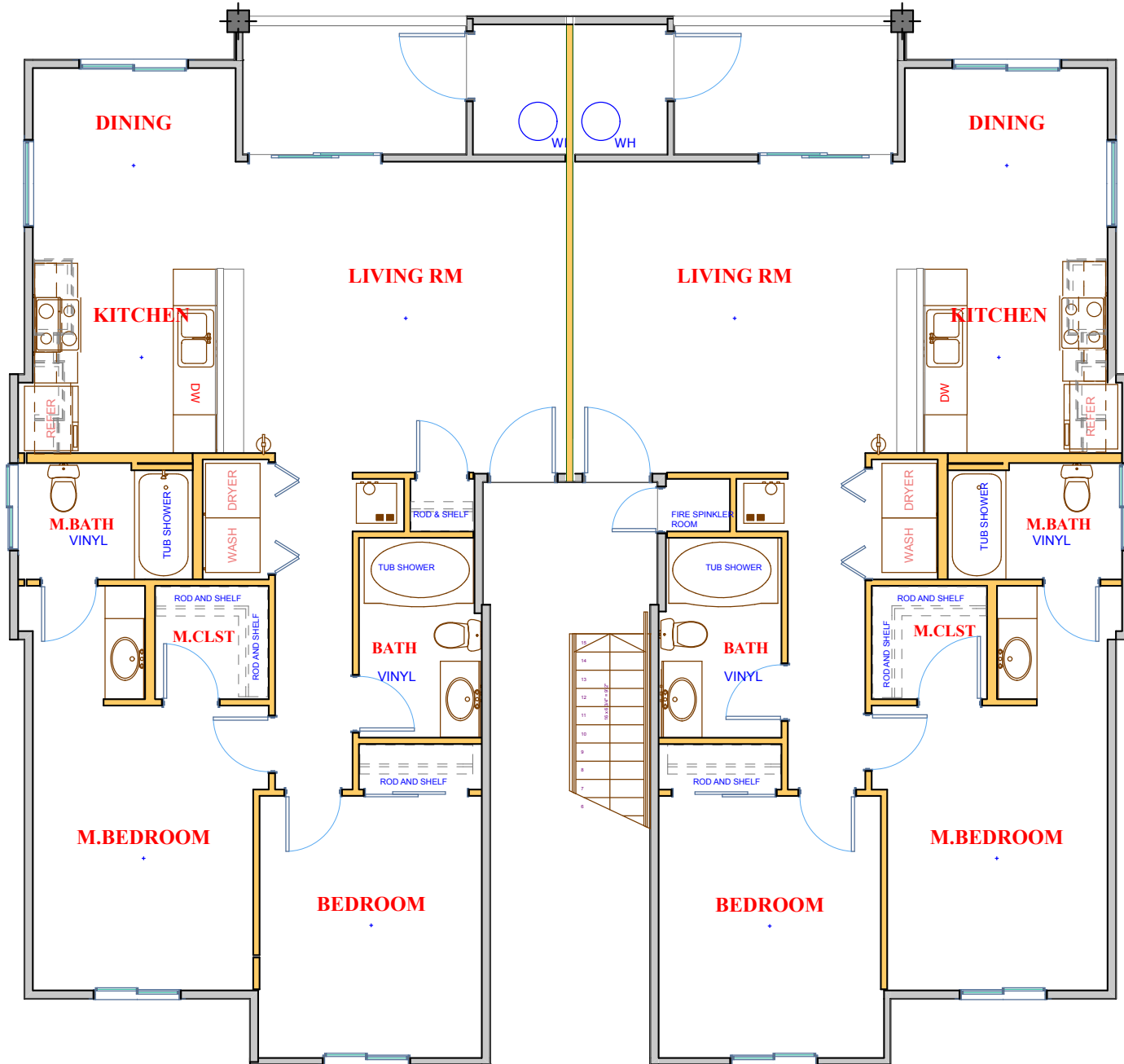


UNIT 2-A
A: 953 sq ft



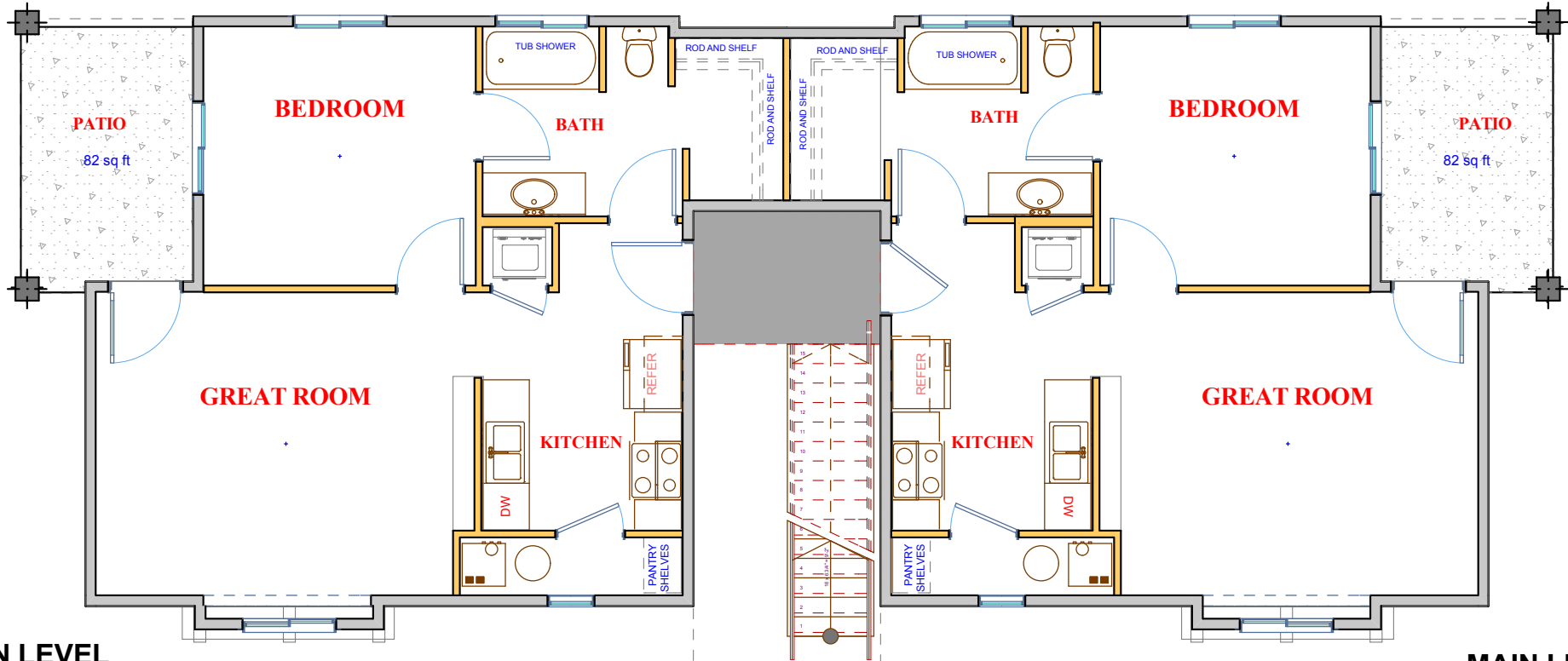
LEVEL 1 -A
A: 988 sq ft
P: 155'-0 3/4"

LEVEL 1-B
A: 988 sq ft
P: 155'-0 3/4"



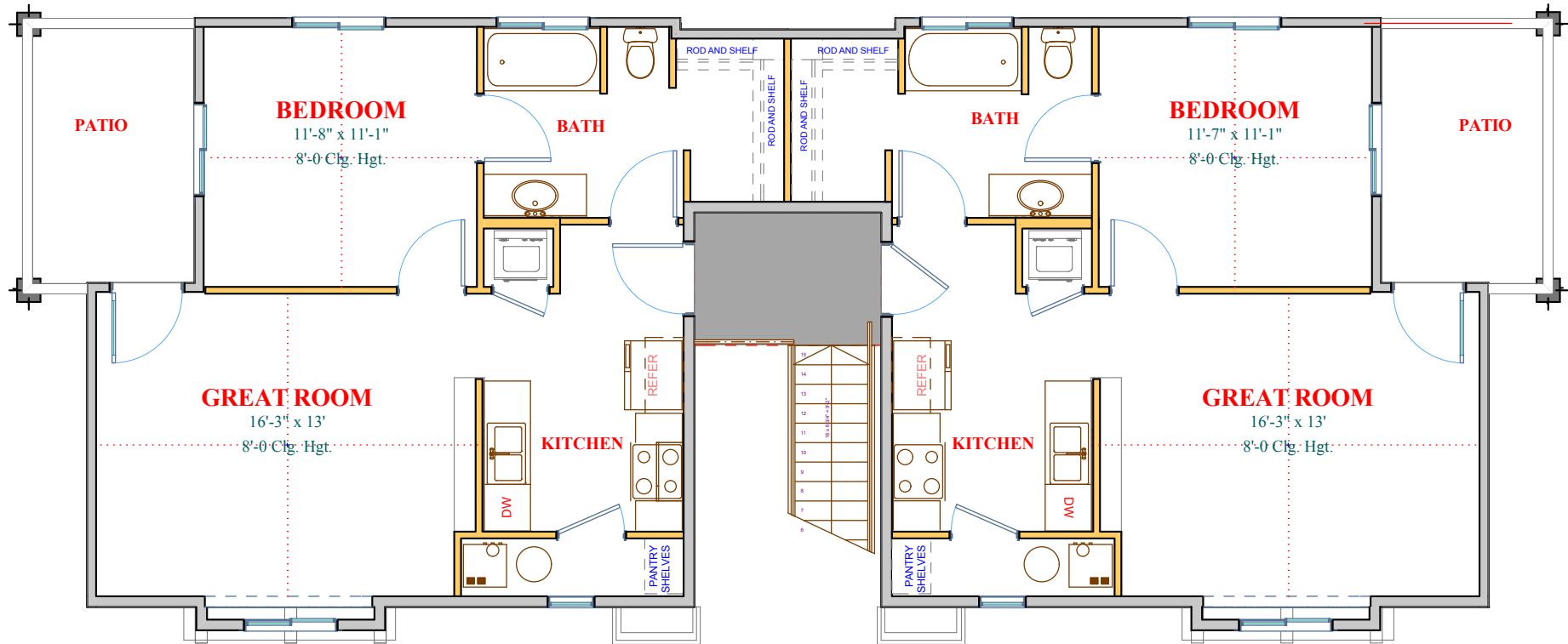
LEVEL 2-A
A: 992 sq ft

LEVEL 2-B
A: 992 sq ft



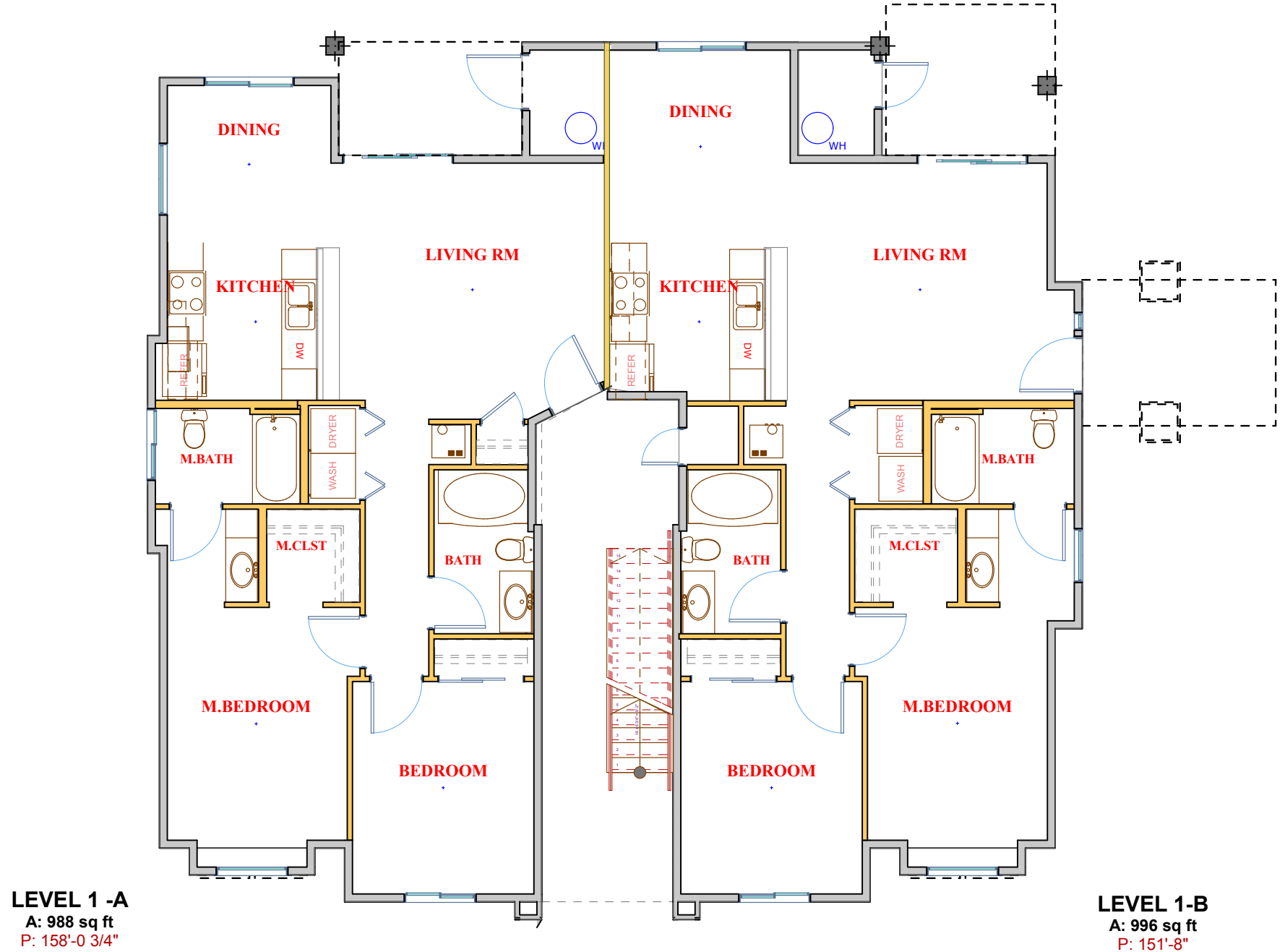
MAIN LEVEL
A: 631 sq ft

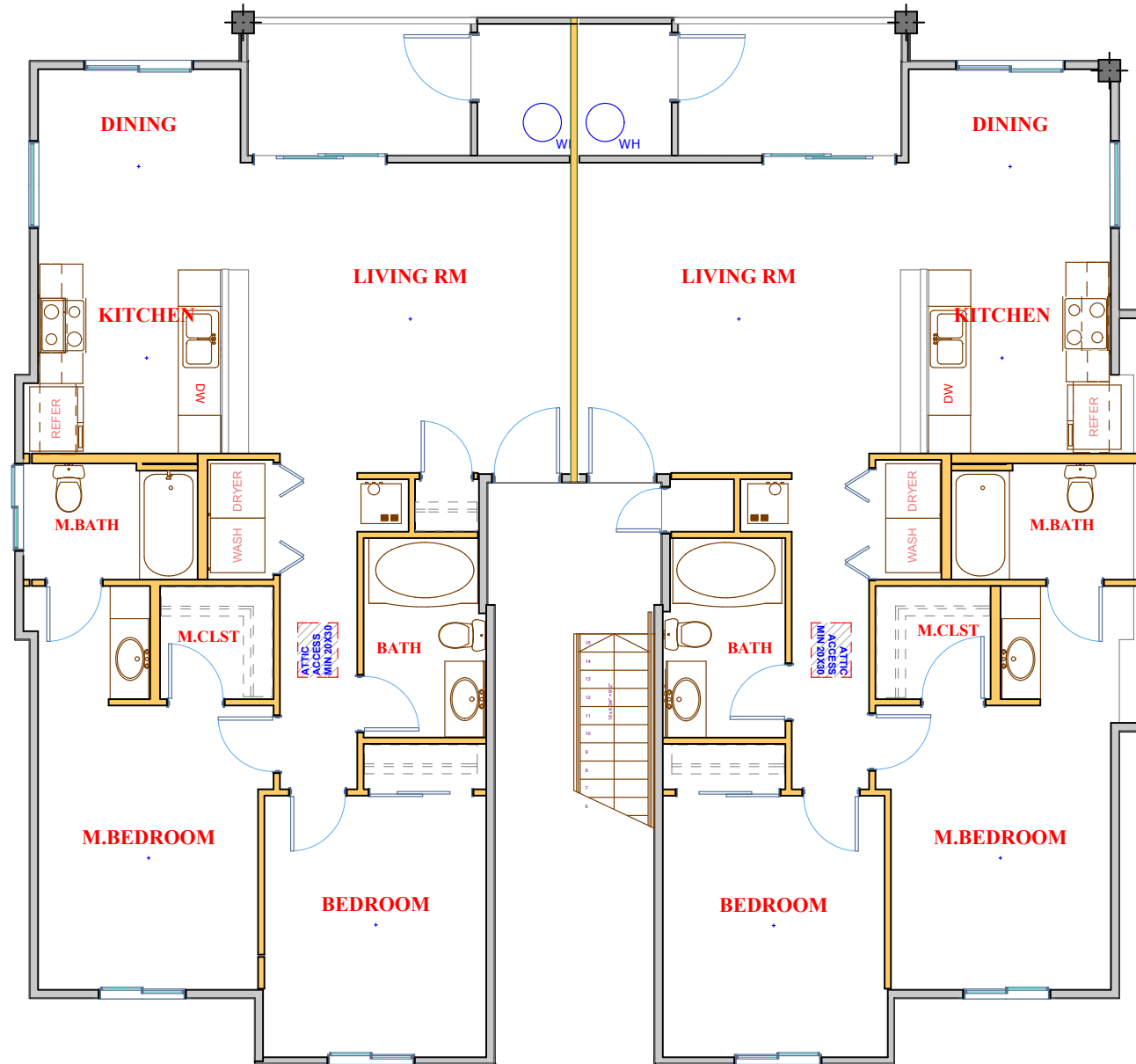
MAIN LEVEL
A: 631 sq ft



2ND LEVEL
A: 631 sq ft

2ND LEVEL
A: 631 sq ft

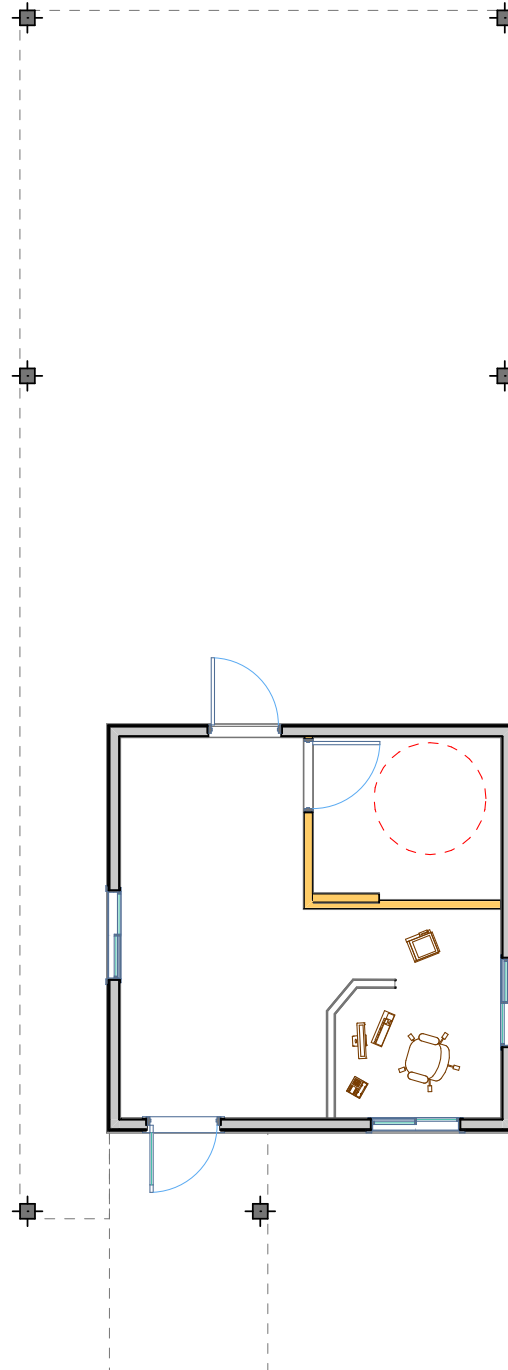




LEVEL 2-A
A: 992 sq ft

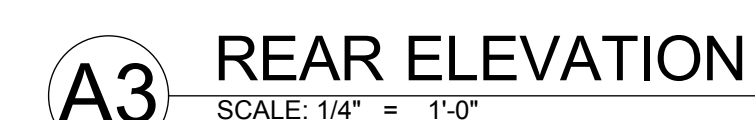
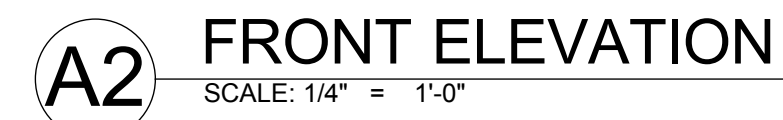
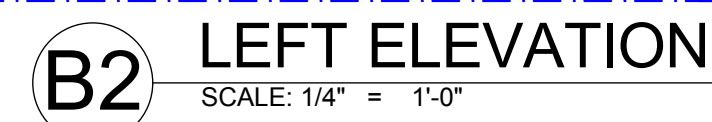
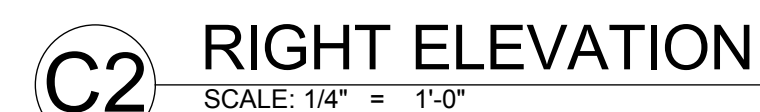
LEVEL 2-B
A: 1,013 sq ft

MAIN LEVEL
A: 324 sq ft





A1 1st FLOOR PLAN
SCALE: 1/4" = 1'-0"



Aberdeen Barbeque Area

The barbeque area that will be included with the common area of the Aberdeen Subdivision will include a natural gas barbeque, a stainless steel sink and at least 8' of solid surface countertop. The finished outdoor kitchen area will be similar to the photos below.





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KENT BROWN PLANNING SERVICES

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May 2, 2013

Boise City Planning & Development Services
150 N Capital Blvd
PO Box 500
Boise ID 83701-0500

RE: Aberdeen Subdivision PUD Application

Dear Commissioners:

On behalf of Biltmore Company, we are requesting approval of a PUD for the Aberdeen Place Subdivision. We are requesting approval of a PUD development of 168 units on 6.9 acres. Thirty-two of the units were approved previously in CUP05-00113 & CUP13-00017 as a part of a 99 unit condominium development of Aberdeen Place.

We are now proposing a Planned Unit Development of 168 multi-family units. These 168 units are a combination of the original Aberdeen Place Subdivision with a vacant parcel to the North. The vacant parcel is North of Lot 1, Block 1 of the existing Aberdeen Place Subdivision. In the previous approvals the multi-family units were condominiums with a clubhouse and pool. The clubhouse and pool was proposed to sit on the southwest corner of site. In the current market condominiums have lost their appeal, and this is why we have gone with multi-family units. Biltmore Company has been very successful with building and selling many four-plex buildings in the area, and feel that they will be superior to the previously proposed condominiums. The clubhouse and pool have been removed from the current application, and replaced with a management office/outdoor pavilion with outdoor kitchen. The management office will be located in the center of the development.

The design and look of the Aberdeen Place buildings have been revised to make sure that they will better conform to what the Cities' Design Review department is now looking for. Making sure that the buildings in Aberdeen Place will vary in appearance. This has been achieved with a mixture of building materials, roof types, building accents, and the orientation of the buildings. We have also developed a new building type (to comply with the Design Reviews requests) that provides the units on the ground floor to have their own doors facing the street.

Aberdeen Place Amenities:

- Pathways
 - Pathways will run east west and north south to help bring the neighborhood together. Promoting connectivity to the centrally located open space
- A Gazebo is proposed near the center of the site for a quiet sitting area.

- Tot Play Area located near the center of the neighborhood for children to play
- Pavilion with outdoor kitchen and picnic area.
 - A grill and counter space for outdoor gatherings and picnics is proposed inside the pavilion near the center of the site.
 - The covered pavilion also works for a small meeting space.

Building Setbacks

The portion of the site located in C-2D zone which requires a front yard setback of 20 feet from the private streets. We are seeking relief from this setback requirement in our PUD approval. Generally residential uses need a 20 foot setback from all public and private streets. This allows cars to park in front of the residential units. In this case, the parking stalls are part of the drive isle and are complying with the intent of the setback standards. Residents can park in front of the building but within the drive isle. We are therefore requesting relief from this zoning setback requirement.

SETBACK	FROM PROPERTY LINE	FROM TRAVEL WAY OF PRIVATE STREET
FRONT-	5 TO 10 FEET	30 TO 35 FEET
SIDE -INTERIOR	5 TO 20 FEET	N/A
SIDE- STREET	5 TO 10 FEET	5 TO 10 FEET
REAR YARD	5 TO 20+	N/A

We are seeking relief from the C-2D zone minimum lot size of 5,000 SF. The design of the Aberdeen Place Subdivision has been driven by creating the most livable development, rather than the size of the lots.

Parking

There are a total of 250 parking stalls in the development. 232 of them are standard parking stalls and 18 are Van Accessible. Each residential unit will have 1.89 parking stalls per unit.

We thank the Planning and Design Review Staff for all of their help with this development and look forward to helping the City fulfill their plans for Blueprint Boise. If you have any questions regarding this or any other of our applications for Aberdeen Place feel free to contact me.

Sincerely,



Kent Brown
Planner
KB 2012-002

Planned Unit Development Application

PDS	Department Application
	# 117

New! Type data directly into our forms and submit applications online.

Case #: PUD13-00001

Online submittals are not automatically accepted as complete and will not be processed until we receive all submittal requirements (including a signed copy of the application). For more information, go to www.cityofboise.org/pds or call 208/384-3830.

Property Information

X-ref SUB13-00015

Address: Street Number: 1433 Prefix: North Street Name: RAYMOND

Subdivision: _____ **Block:** _____ **Lot:** _____ **Section:** 7 **Township:** 3N **Range:** 2E

***Primary Parcel Number:**

S	1	0	0	7	2	1	2	4	1	5
---	---	---	---	---	---	---	---	---	---	---

Additional Parcels: R0031710030;R0031710020;R0031710040

Applicant Information

***First Name:** KEVIN ***Last Name:** AMAR

Company: BILTMORE COMPANY ***Phone:** (208) 895-0050

***Address:** 3681 N LOCUST GROVE STE 100 ***City:** MERIDIAN ***State:** ID ***Zip:** 83642

E-mail: kevin@biltmoreco.com **Cell:** _____ **Fax:** _____

Agent/Representative Information

First Name: KENT **Last Name:** BROWN

Company: KENT BROWN PLANNING SERVICES **Phone:** (208) 871-6842

Address: 3161 SPRINGWOOD DR **City:** MERIDIAN **State:** ID **Zip:** 83642

E-mail: kentlkb@gmail.com **Cell:** _____ **Fax:** _____

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: STATES INVESTMENT **Phone:** _____

Address: 6874 FAIRVIEW AVE **City:** BOISE **State:** ID **Zip:** 83704

E-mail: _____ **Cell:** _____ **Fax:** _____

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www.cityofboise.org/pds

Date Received: _____

Revised 10/2008

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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

PUD 13 - 00001

Planned Unit Development Application (2)

1. **Neighborhood Meeting Held** (Date): APRIL 9 2013

2. **Neighborhood Association:** NONE

3. **Comprehensive Planning Area:** WEST BOISE

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

THIS PROJECT WAS ORIGINALLY APPROVED AS CONDOMINIUM DEVELOPMENT. WE ARE PROPOSING ADDING MORE PROPERTY TO THE NORTH AND BUILDING MULTI-FAMILY 4-PLEXES WITH CENTER LOCATED OPEN SPACE

A. Is this a modification? ☒ Yes ☐ No

B. File number being modified: CUP05-000113

5. **Size of property:** 6.9 ☒ Acres ☐ Square Feet

6. **Water Issues**

A. What are your fire flow requirements? (See International Fire Code) 1500

B. Number of hydrants (show location on site plan): (**Note:** Any new hydrants/hydrant piping require United Water approval)

Number of Existing : 4 Number of Proposed: 1

C. Is the building sprinklered? ☐ Yes ☐ No

D. What volume of water is available? (Contact United Water of Idaho at 362-7330.) NO CHANGE

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

8 4-PLEX BUILDINGS AS APPROVED ON CUP-13-00017

8. **Are there any known hazards on or near the property?**

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

NON KNOWN ALL DITCHES HAVE BEEN TILED WITH OTHER APPLICATIONS

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PUD 13 - 000001

9. Adjacent Property Information

	Building types and/or uses:	Number of Stories:	Zone:
North:	COMMERCIAL	Single Story	C-2D
South:	COMMERCIAL	Three Story	R-2D
East:	MULTI-FAMILY	Two Story	R-3D
West:	MULTI-FAMILY	Two Story	R-2D

10. Non-Residential Structures

A. Number of **PROPOSED** non-residential structures: _____

A. 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:	_____	_____
2nd Floor:	_____	_____
3rd Floor:	_____	_____
4th Floor:	_____	_____

B. Maximum Proposed Height: _____

C. Number of Stories: _____

D. Number of **EXISTING** non-residential structures to remain : **N/A**

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:	_____	_____
2nd Floor:	_____	_____
3rd Floor:	_____	_____
4th Floor:	_____	_____

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E. Existing Structure Height(s): _____ PLANNING & DEVELOPMENT SERVICES

F. Number of Stories: _____ PUD 13-00001

A. Number of **PROPOSED** residential units (if applicable): **136**

	Number of Units	Square Foot per Unit	Total Square Feet
One-Bedroom:	4	631	2524
Two-Bedroom:	132	988	130416
Three-Bedroom:			
Other:			
Total Number:	136		132940

C. Number of **EXISTING** units to remain: **32**

D. Maximum Proposed Structure Height(s):

E. Number of Stories: 2

A. Percentage of site devoted to building coverage:

B. Percentage of site devoted to landscaping:

C. Percentage of site devoted to paving:

D. Percentage of site devoted to other uses:

E. Describe other use:

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

Number: _____ Location: _____

Size: _____ Screening: _____

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PUD 13-00007

14. Parking**Required****Proposed**

A. Handicapped Spaces: _____

Handicapped Spaces: 18

B. Parking Spaces: _____

Parking Spaces: 323

C. Bicycle Spaces: _____

Bicycle Spaces: 24D. Proposed Compact Spaces: 0E. Restricted (assigned, garage, reserved spaces) parking spaces proposed: NONEF. Are you proposing off-site parking? ☐ Yes ☒ No If yes, how many spaces? _____G. Are you requesting shared parking or a parking reduction? ☐ Yes ☒ No If yes, how many spaces? _____

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:	<u>20-5</u>	<u>20</u>	<u>5-10</u>	<u>20</u>
Rear:	<u>15</u>	<u>15</u>	_____	_____
Side 1:	<u>5-10</u>	<u>10</u>	_____	_____
Side 2:	_____	_____	_____	_____

16. Waivers RequestedA. Lot size: ☒ Yes ☐ No Description: _____B. Internal Setbacks: ☒ Yes ☐ No Description: _____C. Frontage: ☐ Yes ☐ No Description: _____**17. Sidewalks**Proposed: ☒ Attached ☐ DetachedAdjacent: ☒ Attached ☐ Detached**RECEIVED****APR 30 2013****PLANNING & DEVELOPMENT
SERVICES**

PUD 13 - 000001

18. Amenities

Number: _____

Description: GAZEBO SITTING AREA; PAVLION AND OUTDOOR KITCHEN AND PICNIC AREA. LINKING NETWORK OF WALKS AND PATHWAYS TOT PLAY AREA OPEN SPACE

_____**19. Density**Allowed Density: 43+Proposed Density: 24.3**20. Building Exterior**

	Materials	Colors
Roof:	<u>SEE SITE PLAN</u>	<u>SEE SITE PLAN</u>
Walls:	<u>" " "</u>	_____
Windows/Doors:	_____	_____
Fascia, Trim etc.:	_____	_____

21. Drainage (Proposed method of on-site retention): SEEPAGE BEDS**22. Floodways & Hillside**A. Is any portion of this property located in a Floodway or a 100-year Floodplain? ☐ Yes ☒ NoB. 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**RECEIVED**

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PUD 13 - 000001

24. Street Layout**A. PUBLIC Street Layout Review**

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

Is a Traffic Impact Study required? ☐ Yes ☒ No

B. PRIVATE Street Layout Review

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

Is a Traffic Impact Study required? ☐ Yes ☒ No

C. 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: 10

C. Proposed screening method: FENCING

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 division. It is the applicant's responsibility to provide deeds and/or other documentation to the Subdivision division. See Verification of Legal Lot or Parcel Worksheet for submittal requirements.

Applicant/Representative Signature

RECEIVED

Date

APR 30 2013

Print Form

PLANNING & DEVELOPMENT
SERVICES

PUD 13 - 00001



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

5/5a

Planning Division Project Report

File Number PUD13-00001 & SUB13-00015
Applicant Biltmore Company
Property Address 1433 N. Raymond Street

Public Hearing Date June 3, 2013
Heard by Planning and Zoning Commission

Analysts Joshua Johnson and Todd Tucker

Public Notification

Newspaper notification published on: May 18, 2013
Radius notices mailed to properties within 300 feet on: May 17, 2013
Notice posted on site on: May 16, 2013
Neighborhood Meeting: April 9, 2013

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1. Property Information

Project Data	
Applicant/Status	Biltmore Company
Architect/Representative	Kent Brown
Location of Property	1433 N. Raymond Street
Size of Property	±9.21 acres
Zoning	R-3D (Multi-family Residential with Design Review Overlay) C-2D (General Commercial with Design Review Overlay)
Comprehensive Plan Designation	Commercial and High Density Residential
Planning Area	West Bench
Neighborhood Association/Contact	N/A
Procedure	The Planning and Zoning Commission is a recommending body on the subdivision and renders a final decision (absent an appeal) on the Conditional Use Permit.

2. Project Overview / Background

The applicant is requesting a Conditional Use Permit in association with a Preliminary Plat for the construction of a planned residential development comprised of 168 multi-family units. The 9.21 acre site is located at 1433 N. Raymond Street. The majority of the property is zoned R-3D (Multi-Family Residential with Design Review Overlay) and approximately 2.35 acres is zoned C-2D (General Commercial with Design Review Overlay).



In addition to the residential component, the project includes several amenities. A 576 square-foot pavilion with outdoor kitchen and picnic area is provided near the center of the project. A small playground will be located near the pavilion. Paved pathways traverse through the development connecting the open space provided and providing safe pedestrian routes to the playground and pavilion. These amenities will need to be installed prior to a Certificate of Occupancy being issued. This requirement would not apply to any unit that was

previously approved through the most recent administrative modification (CUP13-00017).

The applicant is seeking to reduce the front, street side, and rear yard setbacks on some of the lots, but a 20 foot setback for buildings and parking is being maintained from public street frontages. A minimum 15-foot perimeter setback is being maintained throughout the development where it interfaces with other properties. This should provide sufficient distance for fencing and landscaping necessary for buffering.

History of Previous Actions	
CUP05-00113	Conditional Use Permit for a 108 unit PUD.
DRH06-00411	Design Review Permit for a 99 unit Planned Residential Development.
CUP11-00071	Conditional Use Permit Modification.
CAR12-00006	Rezone from R-2D to R-3D.
CUP13-00017	Administrative modification to change floor plans and elevations.

On September 10, 2005, the Planning and Zoning Commission approved a Conditional Use Permit (CUP05-00113) to construct a planned development consisting of 108 units (27 four-plexes and 2 common lots) on the lower 8.5 acres of this project. A concurrent subdivision plat for the Aberdeen Place Subdivision (SUB05-00075) was also approved at that hearing.

On September 20, 2005, the Conditional Use Permit was modified, reducing the number of multi-family units from 108 to 99 while the number of buildings remained the same. Minor changes to building design, landscape setbacks, and a relocation of the basketball court were also part of the approval.

In 2006 a Design Review Permit (DRH06-00411) was approved for the building designs including the clubhouse, pool, and amenities.

On November 7, 2011, the Planning and Zoning Commission approved another Conditional Use Modification extending the completion deadline of the 99-unit planned development. The original conditions of approval remained intact but the condition requiring the project be completed within a five-year time frame was removed.

On July 17, 2012 the City Council approved a rezone, of the lower 8.5 acres of this project, from R-2D (Combined Residential with Design Review) to R-3D (Multi-Family Residential with Design Review).

An April 29, 2013 modification (CUP13-00017) involved four buildings located on the north side of W. Colehaven Drive and the four buildings located on the south side of W. Irving Street. The modification requested is to change the floor plans and building elevations for eight buildings. These are also designated as “Not a Part” on the preliminary plat.

Current Planning is recommending approval of the project. In general, the density and number of units is appropriate for the area. There are commercial businesses within walking and biking distance and there is easy vehicular access to the interstate and Downtown. While the use is justifiable, there are issues with both the building and site design at odds with the City’s recently adopted Design Guidelines. The project will be analyzed by these guidelines at the Design Review stage, so conditions of approval will address some of these issues.

The Comprehensive Plan promotes a variety of product types through *Neighborhoods and Activity Centers Goal 7.1* on sites greater than two acres in size. The project is 9.21 acres in size and is entirely comprised of four-plex units. This is not an ordinance standard at this time but is worth discussing. The neighborhood is already heavily multi-family. The applicant could take the opportunity to provide townhomes or row-houses to introduce more affordable owner-occupied housing into the area or at a minimum provide more varied multi-family. The arrangement of these units provides minimal, if any interface with public streets abutting the site. *Neighborhoods and Activity Centers Goal 12* speaks to providing high quality pedestrian oriented design within the public realm. Primary entrances to the four-plex units should face public streets. These entrances should be covered by a clearly defined roof element. This is included as a recommended condition of approval.

In addition to these concerns, the layout includes large expanses of surface parking with piecemeal open space. There are a variety of options to remedy this that could fulfill previously stated goals of the Comprehensive Plan. Clusters of larger buildings with more units would create more usable communal open space throughout the development. Also this could lead to parking that is more interspersed throughout the project creating a more livable set of units.

Each applicable ordinance finding is noted in bold and italic font below.

3. Zoning Ordinance & Dimensional Standards

Section	Description
11-04-03-1.D	Residential Multiple-Family (R-3) District
11-04-05-1.C	General Commercial (C-2) District
11-03-04-6	Conditional Use Permit
11-03-04-6.C.7i	Criteria and Findings
11-03-04-7	Planned Developments

The site is large enough to accommodate the proposed use (*11-03-04.7.C(7)(c)*). The project meets all setback, parking, and open space requirements. The four-plex units and associated parking maintain the required 20-foot setback from all public streets. The portion of the project next to the commercial uses to the north is zoned C-2D where buildings may be closer to the property line. The four-plexes maintain the perimeter setback of 15'. The dumpster enclosures are within five feet, an allowed setback for the C-2 zone. As previously mentioned, the applicant is asking for setback waivers internal to the project. Current Planning finds the waivers acceptable as many will allow buildings to be closer to parking along private streets. The primary concern is how the units address public streets. Entrances from every unit will be required to address a public street. This will make the development less insular and create a more walkable atmosphere for the neighborhood in general. The Planned Unit Development requires two amenities. The applicant is proposing pathways, a gazebo, a playground, and a pavilion with an outdoor kitchen. In general these are acceptable. A recommended condition of approval will specify the playground must be a larger multi-station play structure, to be approved by Current Planning prior to issuance of any building permits. While the strict parking requirements are met, there is justification to require a better distribution of and more bicycle parking. The Preliminary Plat indicates four, eight-rack stalls.

For a ten acre development comprised of 42 buildings, this arrangement is not ideal. Instead, the recommendation is for one four-space bike rack for every building. The bike rack design shall not be the “s” curve but should allow for two points of connection for bike stability. Final design shall be presented to the Design Review Committee.



(Examples of appropriate bike racks)

Setbacks

20' from private and public streets

15' perimeter setbacks

Parking

Proposed		Required	
Handicapped spaces proposed:	18	Handicapped spaces required:	8
Total parking spaces proposed:	303	Total parking spaces required:	278
Number of compact spaces proposed:	0	Number of compact spaces allowed:	111
Bicycle parking spaces proposed:	32	Bicycle parking spaces required:	28
Parking Reduction requested?	No	Off-site Parking requested?	No

4. Transportation, Public Services & Connectivity

Correspondence from commenting agencies confirm the project will not place an undue burden on the transportation system or other public facilities in the vicinity (**11-03-04.7.C(7)(b)**). Ada County Highway District (ACHD) staff recommended approval of the project to their Commission in the attached draft staff report date stamped received May 23, 2013. They raised no concerns with any of the proposed on-site street and sidewalk improvements. They also indicated the road network in the vicinity is capable of supporting the 1,117 additional vehicle trips per day anticipated upon completion of the subdivision. The ACHD Commission will hear the item in June 2013.

On May 17, 2013 the Boise Fire Department noted that the application can be approved subject to compliance with the Boise City Fire Code and the adopted sections of the International Fire Code.

The Boise City Public Works Department commented on May 2, 2013. They noted the project is located in the West Boise Sewer District and a drainage plan must be submitted and approved. Approvals of subdivision building pads are conditional to slab on grade structures only. One new street light is required to be located at the northeast corner of Lot 5, Block 4 where the private street intersects with Raymond Street. Standard conditions of approval are required for the private street and solid waste.

In the comments date stamped received May 9, 2013 the West Boise Sewer District addressed the sewer line extension in the private street. Construction drawings must be submitted and approved by the District prior to construction. Testing of the existing sewer constructed in 2007 will be required as it has been sitting idle since its construction. The Final Plat for the Aberdeen Subdivision must show the existing sewer easements as well as any additional easement(s) for the sewers to serve the 2.34 acre parcel and an easement for the 6681 Fairview service line. In addition, paving and concrete collars for the manholes are required for the existing sewers located in Lots 1 and 2, Block 2.

The remaining agency comments indicated no concern with the project. Their requirements have been included as recommended conditions of approval.

Connectivity & Sidewalk Design

Connectivity

Each planned development is reviewed for opportunities to provide further connectivity to the surrounding neighborhood. **Policy CC2.1(a)** of the Comprehensive Plan promotes development of a street network that interconnects and distributes vehicle, bicycle, and pedestrian traffic to multiple streets. The public street network associated with this project was built after the subdivision approval in 2005. West Colehaven and West Irving provide a good east west connection between N. Allumbaugh and N. Raymond.

Policy CC2.1(b) calls for the establishment of a connectivity measure to promote a connected system of roadways to alleviate traffic congestion, reduce travel distances, and increase travel options. On January 24, 2012 the Planning Division made a commitment to the City Council to include a connectivity index review of each new subdivision proposed in Boise City. The Connectivity Index for this development is 1.44 as it has 13 links and 9 nodes.



The City considers a connectivity index above 1.5 to be acceptable. As noted above, this development falls below that score. However, the Planning Team still feels this development is very well connected. The parcels located north and west of the development are currently improved with commercial businesses and the parcel to the south is developed with an assisted living facility. Providing a street stub to these parcels is not feasible.

Block Length

The public streets associated with this development are existing and were constructed with the 2005 approval on the site. In the time since the previous approval the Current Planning team has committed to address block lengths in addition to Connectivity Index in project reports. It is generally felt that a block length of 500-feet or less is an acceptable length. Both Colehaven Drive and Irving Street, within the project, are in excess of the recommended 500-foot length.

There is an opportunity to convert the proposed center service drive between Colehaven Drive and Irving Street to a public street. This will reduce the block length of Colehaven Drive and Irving Street and improve connectivity within the subdivision. It appears this is a location that would be suitable for a minor local street as allowed by ACHD. However, a public street connection is not a recommended condition of approval.

A mid-block public street connection between Colehaven Drive and Irving Street does not improve the vehicular circulation for the project. The addition of a public street connecting Colehaven Drive and Irving Street actually decreases the Connectivity Index. As designed the project has a Connectivity Index of 1.44 as it has 13 links and 9 nodes. The addition of a connecting street would bring the Connectivity Index down to 1.36 as it would have 15 links and 11 nodes. In addition, the service drives will provide for emergency vehicle connections between the two streets.

Sidewalks

North Raymond Street as it abuts the northern portion of the development is not currently improved with sidewalk. The other public streets abutting the site are currently improved with a five-foot wide attached sidewalk. A recommended condition of approval will be included requiring N. Raymond Street as it abuts the subject property be improved with a five-foot wide attached sidewalk to match the existing sidewalk to the south.

Private Street

The northern 12 buildings in the subdivision will be accessed by a private street. *Section 11-09-03.5.C(2)(d).i* of the Zoning Ordinance requires private streets used in multi-family residential developments conform to the service drive requirements of the Zoning Ordinance. The proposed private street has a 24-foot wide drive aisle with parking on both sides and a five-foot wide sidewalk that connects to the public sidewalk system. The private sidewalk network proposed will provide a safe and efficient way for pedestrians to travel within the development and out to the public sidewalk network. The private streets traverse property lines for several lots. A cross-access and shared parking agreement will be required prior to submittal of any building permit involving private streets.

5. Comprehensive Plan

The project is in compliance with the Comprehensive Plan (*11-03-04.7.C(7)(e)*). The site has two Comprehensive Plan designations, “Commercial” and “High Density Residential”.

Both of these classifications list multi-family as an objective. The project does provide high-density residential near a designated bus route along Fairview Avenue. The Comprehensive Plan advocates for this type of use near a transit corridor with *General Design Principle Corridor 5 Housing*.

While a public street would be more desirable through the center of the project, service drives provide ample connectivity to public streets in conformance with *Connected Community 2.1a*. As mentioned earlier in the report, the basic use is justifiable but there are aspects of the design that do not agree with the plan discussed. The project is exclusively made up of four-plex units.

General Design Principle Neighborhood 3a encourages a mix of housing types. This is also echoed in *Neighborhoods and Activity Centers Goal 7.1* that advocates for a mix of housing types and densities in projects greater than two acres. The surrounding area is almost completely made up of multi-family residential. As mentioned in the compatibility section, the applicant’s project could integrate some owner occupied housing types while achieving the same density. These could include townhomes or smaller, single-family homes.

This would avoid concentrating too much multi-family development in one area as advocated in ***General Design Principle Neighborhood 3b***. All of the building facades face public streets with rear elevations consisting of sliding patio doors and balconies. The preference in the plan is for entrances facing the street to create a pedestrian oriented environment in accordance with ***General Design Principle Neighborhood 5 and Neighborhood and Activity Centers Goal 12***. To remedy the orientation of the units, a recommended condition of approval will direct Design Review to provide entrances to public streets for every unit possible.

6. Compatibility and Development Impacts

The project is compatible with surrounding zoning and development (***11-03-04.7.C(7)(a)***). The project is generally located in an area approximately one block south of Fairview Avenue. Multi-family uses are present to the east and west. There is an assisted living facility and single-family residence located to the south and retail commercial uses border the project to the north. The development is complimentary to the surrounding neighborhood. The application is exclusively four-plex units. Multi-family in the area is comprised of large apartment buildings and townhomes. Ideally, the project would include a broader mixture of product types. This would introduce different types of renters and possibly owners to the area. The project's proximity to Fairview and Curtis provides ready access to Downtown and the interstate, meaning residents of this development can easily get to major employment centers throughout Boise. The project is also within walking and biking distance to many commercial businesses along Fairview making its density and intensity appropriate for the neighborhood.

With the attached conditions of approval, the project should not adversely impact other properties in the vicinity (***11-03-04.7.C(7)(d)***). The four-plex development will operate in a similar manner to multi-family uses in the vicinity. The traffic should filter out to Fairview through Allumbaugh and Raymond, generally not traveling through any sensitive land uses. The buildings do not directly abut any differing uses except the commercial to the north. The commercial business should not be impacted by the multi-family project. The additional residents could be future customers within walking and biking distance of retail uses. The assisted living facility and single-family residence located to the south are a form of residential development. A service drive part of the retirement community is the closest element to the proposed four-plex development which is setback a minimum of 15 feet. The unit next to the single-family residence was already approved through an administrative level modification where the impacts were mitigated through a combination of landscaping and setbacks.

7. Recommended Conditions of Approval

Site Specific

1. Compliance with plans and specifications submitted to and on file in the Planning and Development Services Department dated received **April 30, 2013**, except as expressly modified by Design Review or the following conditions:
2. **Planned Unit Development**
 - a. The primary entrance for each unit shall address a public street wherever possible.

Each entrance will have a well-defined roof element and a sidewalk pathway leading to the public sidewalk.

- b. Bicycle racks should be evenly spaced throughout the development. At least one four space rack per building should be included for every building. Design to be approved by the Design Review Committee.
- c. Amenities shall be installed prior to temporary or final occupancy of any units in excess of those that were a part of the previously approved administrative modification (CUP13-00017).
- d. A cross access and shared parking agreement are required prior to submittal of any building permits for lots fronting service drives.
- e. Landscape screens within the 15-foot setback should provide a mixture of evergreen and deciduous vegetation to be approved by the Design Review Committee.

3. **Subdivision**

- a. North Raymond Street as it abuts the subject property north of W. Colehaven Drive shall be improved with a five foot wide attached sidewalk to match the existing sidewalk located on N. Raymond Street.
- b. A note on the face of the Final Plat shall state: *"Lots 2 and 5, Block 1, and Lots 1, 5 and 7, Block 3 are common lots for parking to be owned and maintained by the Aberdeen Place Subdivision Homeowner's Association. These lots cannot be developed for residential purposes in the future."*
- c. A note on the face of the Final Plat shall state: *"Lot 7, Block 4, and Lots 1 and 5, Block 2 are common lots for open space and amenities to be owned and maintained by the Aberdeen Place Subdivision Homeowner's Association. These lots cannot be developed for residential purposes in the future."*
- d. A note on the face of the Final Plat shall state: *"Lot 5, Block 4 is a common lot for a private street to be owned and maintained by the Aberdeen Place Subdivision Homeowner's Association. This lot cannot be developed for residential purposes in the future."*
- e. A note on the face of the Final Plat shall state: *"The development of this property shall be in compliance with the Boise City Zoning Ordinance or as specifically approved by PUD13-00001."*
- f. The private street located in Lot 5, Block 4 shall comply with all requirements of Section 11-09-03.5 of the Zoning Ordinance.
- g. A cross access easement and shared parking agreement for the service drives connecting W. Colehaven Drive and W. Irving Street shall be depicted on the Final Plat.
- h. Covenants, homeowners' association by-laws or other similar deed restrictions acceptable to the Boise City Attorney, which provide for the use, control and maintenance of all common areas, storage facilities, recreational facilities or open spaces shall be reviewed and approved by the Boise City Attorney.

- i. Prior to the City Engineer's Certification of the Final Plat and prior to earth disturbing activities, an erosion and sediment control (ESC) permit must be obtained. An ESC plan conforming to the requirements B.C.C. Title 8 Chapter 17, is to be submitted to the Director of Planning and Development Services for review and approval. No grading or earth disturbing activities may start until an approved ESC permit has been issued.
- j. An individual who has attended the Boise City Responsible Person (RP) certification class, or has obtained Interim Certification for Responsible Person is not identified for this project. A permit will not issue until such time as the name and certification number of the RP has been provided to Boise City. This information can be faxed to 388-4735 or e-mailed to kmjohnson@cityofboise.org.
- k. No Building Permit for the construction of any new structure shall be accepted until the Final Plat has been recorded pursuant to the requirements of the Boise City Subdivision Ordinance, Section 9-20-08.A.2.
- l. The developer shall make arrangements to comply with all requirements of the Boise City Fire Department and verify in one of the following ways:
 - i. A letter from the Boise City Fire Department stating that all conditions for water, access, and/or other requirements have been satisfied,
 - OR
 - ii. A non-build agreement has been executed and recorded with a note on the face of the Final Plat identifying the instrument number.
- m. The name, **Aberdeen Place Subdivision**, is reserved and shall not be changed unless there is a change in ownership, at which time, the new owner(s) shall submit their new name to the Ada County Engineer for review and reservation. Should a change in name occur, applicant shall submit, in writing, from the Ada County Engineer, the new name to the Department of Planning and Development Services and re-approval by the Council of the "revised" Final Plat shall be required. Developer and/or owner shall submit all items including fees, as required by the Planning and Development Services Department, prior to scheduling the "revised" Final Plat for hearing.
- n. Correct street names as approved by the Ada County Street Name Committee shall be placed on the plat (I.C. Title 50, Chapter 13).
- o. A letter of acceptance for water service from the utility providing same is required (B.C.C. 9-20-8.C).
- p. Developer shall provide utility easements as required by the public utility providing service (B.C.C. 9-20-7.F).
- q. Developer shall provide a letter from the United States Postal Service stating, "The Developer and/or Owner has received approval for location of mailboxes by the United States Postal Service."

Contact: Dan Frasier, Postmaster
770 S. 13th St.
Boise, ID 83708-0100
Phone No. (208) 433-4300
FAX No. (208) 433-4400

- r. Prior to submitting the Final Plat for recording, the following endorsements or certifications must be executed: Signatures of owners or dedicators, Certificate of the Surveyor, Certificate of the Ada County Surveyor, Certificate of the Central District Health Department, Certificate of the Boise City Engineer, Certificate of the Boise City Clerk, signatures of the Commissioners of the Ada County Highway District and the Ada County Treasurer (I.C. Title 50, Chapter 13).
- s. Developer shall comply with B.C.C. 9-20-5.D.2 which specifies the limitation on time for filing and obtaining certification. Certification by the Boise City Engineer shall be made within two years from date of approval of the Final Plat by the Boise City Council.
 - i. The developer may submit a request for a time extension, including the appropriate fee, to the Boise City Planning and Development Services Department for processing. Boise City Council may grant time extensions for a period not to exceed one year provided the request is filed, in writing, at least twenty working days prior to the expiration of the first two year period, or expiration date established thereafter.
 - ii. If a time extension is granted, the Boise City Council reserves the right to modify and/or add condition(s) to the original preliminary or Final Plat to conform with adopted policies and/or ordinance changes.
 - iii. The Final Plat shall be recorded with the Ada County Recorder within one year from the date of the Boise City Engineer's signature. If the Final Plat is not recorded within the one-year time frame it shall be deemed null and void.

Agency Requirements

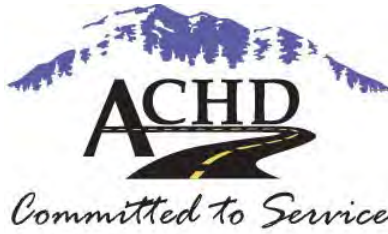
- 4. The applicant shall comply with the requirements of ACHD as per their draft staff report date stamped received **May 23, 2013**.
- 5. The applicant shall comply with the requirements of the Boise City Public Works Department (BCPW) for drainage, irrigation, sewer, street lights and solid waste per Department comments dated **May 2, 2013 and May 10, 2013**. Please contact BCPW at 208-384-3900. All items required by BCPW shall be included on the plans/specifications that are submitted for a Building Permit. Please note that any changes or modifications by the owner to the approved plans must be submitted to the Public Works Department for approval.
- 6. The applicant shall comply with any conditions of the Boise Fire Department from the memo dated **May 17, 2012**. Any deviation from this plan is subject to Fire Department approval. For additional information, contact Romeo Gervais at 208-570-6567.
- 7. The applicant shall comply with any conditions of the West Boise Sewer District as per their comments dated **May 7, 2013**.
- 8. The applicant shall comply with the Nampa and Meridian Irrigation District as per their comments dated **May 6, 2013**.

9. The applicant shall comply with the requirements of the Central District Health Department memo dated **May 6, 2013**.
10. The applicant shall comply with the requirements of the Independent School District of Boise City #1 memo dated May 16, 2013.

Standard Conditions of Approval

11. All landscaping areas shall be provided with an underground irrigation system. Landscaping shall be maintained according to current accepted industry standards to promote good plant health, and any dead or diseased plants shall be replaced. All landscape areas with shrubs shall have approved mulch, such as bark or soil aid.
12. Swales/retention/detention areas shall not be located along the streets, unless it can be shown that landscaped berms/shrubs will screen the swales.
13. 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 384-4083. Species shall be selected from the Boise City Tree Selection Guide.
14. 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.
15. Any outside lighting shall be reflected away from adjacent property and streets. The illumination level of all light fixtures shall not exceed two (2) footcandles as measured one (1) foot above the ground at property lines shared with residentially zoned or used parcels.
16. Trash receptacles and on-grade and rooftop mechanical fixtures and equipment shall be concealed from public view by use of an approved sight-obscuring method. All screening materials shall be compatible with the building materials/design.
17. Utility services shall be installed underground.
18. 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.

19. 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.
20. 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.
21. This approval shall be valid for a period not to exceed two years from the date of approval by the Planning and Zoning Commission. Within this period, the holder of the permit must commence the use permitted by the permits in accordance with the conditions of approval.
22. Prior to the expiration of this Conditional Use Permit, the Commission may, upon written request by the holder, grant a two year time extension. A maximum of two extensions may be granted.
23. Hours of construction for subdivision infrastructure shall be limited to between 7am to 7pm Monday through Friday and 9am to 5 pm on Saturday. Any activity that constitutes excessive noise as defined by Boise City Code must occur in the stated construction hours.



Project/File: **Aberdeen Place/PUD13-00001/SUB13-00015**
This is a planned unit development and preliminary plat application for 168 multi-family units on 6.9 acres. The site is located at 1433 N Raymond Street and 6652 W Irving Street, Boise, Idaho.

Lead Agency: City of Boise

Site address: 1433 N Raymond Street and
6652 W Irving Street

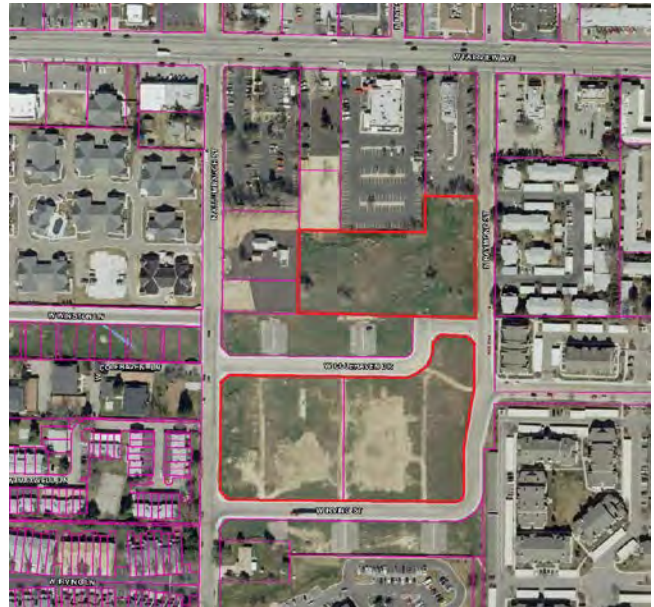
Commission Hearing: XXXX, 2013

Commission Approval:

Applicant: Biltmore Company – Kevin Amar
3681 N Locust Grove, Ste. 100
Meridian, ID 83642

Representative: Kent Brown Planning Services
3161 Springwood Drive
Meridian, ID 83642

Staff Contact: Stacey Yarrington
Phone: 387-6171
E-mail: syarrington@achdidaho.org



A. Findings of Fact

- Description of Application:** The applicant is requesting approval of a planned unit development and preliminary plat (includes a re-plat of 108 units) for a 168 multi-family unit development on 6.9 acres. This application contains an additional 28 multi-family beyond the 2 previously approved applications containing 140 multi-family units. The site is located at 1433 N Raymond Street and 6652 W Irving Street, Boise, Idaho.

- Description of Adjacent Surrounding Area:**

Direction	Land Use	Zoning
North	General Commercial	C-2D
South	Medium Density Residential	R-2D
East	Medium Density Residential	R-3D
West	Medium Density Residential/General Commercial	R-2D/C-2D

- Site History:** ACHD previously reviewed this site as CUP05-00113/SUB05-00049 in September 2005 and CUP13-00017 in April 2013. The requirements of this staff report are consistent with those of the prior action.

The prior applications that were approved for this site include an 8 building 4-plex development containing 32 units and a 27 building 4-plex development containing 108 units; for a total of 140 units.

4. **Impact Fees:** There will be an impact fee that is assessed and due prior to issuance of any building permits. The assessed impact fee will be based on the impact fee ordinance that is in effect at that time.
5. **Capital Improvements Plan (CIP)/Five Year Work Plan (FYWP):**
 - Fairview Avenue is scheduled in the Five Year Work Plan for the installation of medians for access management between Linder Road and Orchard Street in 2016.
 - Fairview Avenue is listed in the Capital Improvements Plan to be widened to 7-lanes from Cole Road to Curtis Road between 2027 and 2031.

B. Traffic Findings for Consideration

1. **Trip Generation:** This application will add 28 additional units to the previously approved 140 units from the prior applications. This amounts to 186 additional vehicle trips per day (931 prior approval); 17 additional vehicle trips per hour in the PM peak hour (87 prior approval), to total 1,117 per day 104 in the PM peak hour based on the Institute of Transportation Engineers Trip Generation Manual, 9th edition.

Since this site was previously reviewed and approved for the 140 units and as this development is only adding 28 additional units, a new traffic study was not required, as the addition of 17 trips in the PM peak hour will add a minimum amount of traffic to the area roadways.

2. **Condition of Area Roadways**

Traffic Count is based on Vehicles per hour (VPH)

Roadway	Frontage	Functional Classification	PM Peak Hour Traffic Count	PM Peak Hour Level of Service	Existing Plus Project
Fairview Avenue	0-feet	Principal Arterial	1,202	Better than "E"	Better than "E"
Allumbaugh Street	310-feet	Collector	81	Better than "D"	Better than "D"
Raymond Street	710-feet	Local	N/A	N/A	N/A
Colehaven Drive	627-feet	Local	N/A	N/A	N/A
Irving Street	604-feet	Local	N/A	N/A	N/A

* Acceptable level of service for a five-lane principal arterial is "E" (1,770 VPH).

* Acceptable level of service for a two-lane collector is "D" (425 VPH).

3. **Average Daily Traffic Count (VDT)**

Average daily traffic counts are based on ACHD's most current traffic counts.

- *New traffic counts have been requested.*

C. Findings for Consideration

1. **Allumbaugh Street**

- a. **Existing Conditions:** Allumbaugh Street is improved as a 36-foot street section with vertical curb, gutter, and 5-foot wide attached sidewalk abutting the site. There is 50-feet of right-of-way for Allumbaugh Street (25-feet from centerline).
- b. **Policy:**
 - Collector Street Policy:** District policy 7206.2.1 states that the developer is responsible for improving all collector frontages adjacent to the site or internal to the development as required below, regardless of whether access is taken to all of the adjacent streets.
 - Master Street Map and Typologies Policy:** District policy 7206.5 states that if the collector street is designated with a typology on the Master Street Map, that typology shall be considered for the required street improvements. If there is no typology listed in the Master Street Map, then standard street sections shall serve as the default.
 - Minor Improvements Policy:** District Policy 7203.3 states that minor improvements to existing streets adjacent to a proposed development may be required. These improvements are to correct deficiencies or replace deteriorated facilities. Included are sidewalk construction or replacement; curb and gutter construction or replacement; replacement of unused driveways with curb, gutter and sidewalk; installation or reconstruction of pedestrian ramps; pavement repairs; signs; traffic control devices; and other similar items.
 - ACHD Master Street Map:** ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, collector street requirements, and specific roadway features required through development. This segment of Allumbaugh Street is designated in the MSM as a Traditional Neighborhood Collector with 2-lanes and on-street parking, a 40-foot street section within 57 to 61-feet of right-of-way.
- c. **Applicant Proposal:** The applicant is not proposing any improvements to Allumbaugh Street abutting the site.
- d. **Staff Comments/Recommendations:** Allumbaugh Street is fully improved meeting the intent of the MSM; therefore staff recommends no additional requirements or right-of-way dedication with this application.

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

2. Raymond Street

- a. **Existing Conditions:** Raymond Street is improved with 24-feet of pavement and no curb, gutter or sidewalk for 299-feet from the site's north property line south to Colehaven Drive. From Colehaven Drive south of Raymond Street is improved with a 36-foot street section with curb, gutter and 5-foot wide attached sidewalk abutting the site. There is 50-feet of right-of-way for Raymond Street (25-feet from centerline).
- b. **Policy:**
 - Local Roadway Policy:** District Policy 7207.2.1 states that the developer is responsible for improving all local street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.
 - Street Section and Right-of-Way Policy:** District Policy 7207.5 states that right-of-way widths for all local streets shall generally not be less than 50-feet wide and that the standard street section shall be 36-feet (back-of-curb to back-of-curb). The District will consider the utilization of a street width less than 36-feet with written fire department approval.
 - 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.

Continuation of Streets Policy: District Policy 7207.2.4 states that an existing street, or a street in an approved preliminary plat, which ends at a boundary of a proposed development shall be extended in that development. The extension shall include provisions for continuation of storm drainage facilities. Benefits of connectivity include but are not limited to the following:

- Reduces vehicle miles traveled.
- Increases pedestrian and bicycle connectivity.
- Increases access for emergency services.
- Reduces need for additional access points to the arterial street system
- Promotes the efficient delivery of services including trash, mail and deliveries.
- Promotes appropriate intra-neighborhood traffic circulation to schools, parks, neighborhood commercial centers, transit stops, etc.
- Promotes orderly development.

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

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

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

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

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

- c. **Applicant's Proposal:** The applicant is proposing to complete Raymond Street from Colehaven Drive north approximately 299-feet to the north property line as a 36-foot street section with curb, gutter and 5-foot wide attached concrete sidewalk.
- d. **Staff Comments/Recommendations:** The applicant's proposal meets District policy and should be approved, as proposed.

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

3. Colehaven Drive

- a. **Existing Conditions:** Colehaven Drive is improved with 24-feet of pavement and no curb, gutter or sidewalk from Raymond Street south 151-feet; after which Colehaven Drive is improved with a 36-foot street section with curb, gutter and 5-foot wide attached sidewalk abutting the remaining portion of the site. There is 50-feet of right-of-way for Colehaven Drive (25-feet from centerline).

b. **Policy:**

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

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

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.

Continuation of Streets Policy: District Policy 7207.2.4 states that an existing street, or a street in an approved preliminary plat, which ends at a boundary of a proposed development shall be extended in that development. The extension shall include provisions for continuation of storm drainage facilities. Benefits of connectivity include but are not limited to the following:

- Reduces vehicle miles traveled.
- Increases pedestrian and bicycle connectivity.
- Increases access for emergency services.
- Reduces need for additional access points to the arterial street system
- Promotes the efficient delivery of services including trash, mail and deliveries.
- Promotes appropriate intra-neighborhood traffic circulation to schools, parks, neighborhood commercial centers, transit stops, etc.
- Promotes orderly development.

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

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

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

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

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

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

- c. **Applicant's Proposal:** The applicant is proposing to complete Colehaven Drive approximately 151-feet south of Raymond Street as a 36-foot street section with curb, gutter and 5-foot wide attached concrete sidewalk.
- d. **Staff Comments/Recommendations:** The applicant's proposal meets District policy and should be approved, as proposed.

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

4. Irving Street

- a. **Existing Conditions:** Irving Street is improved with a 36-foot street section with curb, gutter and 5-foot wide attached sidewalk abutting the site. There is 50-feet of right-of-way for Irving Street (25-feet from centerline).
- b. **Policy:**
Local Roadway Policy: District Policy 7207.2.1 states that the developer is responsible for improving all local street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.
Minor Improvements Policy: District Policy 7203.3 states that minor improvements to existing streets adjacent to a proposed development may be required. These improvements are to correct deficiencies or replace deteriorated facilities. Included are sidewalk construction or replacement; curb and gutter construction or replacement; replacement of unused driveways with curb, gutter and sidewalk; installation or reconstruction of pedestrian ramps; pavement repairs; signs; traffic control devices; and other similar items.
- c. **Applicant's Proposal:** The applicant is not proposing any improvements to Irving Street abutting the site.
- d. **Staff Comments/Recommendations:** Irving Street is fully improved as a 36-foot street section; therefore staff recommends no additional requirements or right-of-way dedication with this application.

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

5. Driveways

5.1 Colehaven Drive

- a. **Existing Conditions:** There are 3 existing 25-foot wide driveways onto Colehaven Drive from the site. The driveways are located at approximately 150-feet, 335-feet, and 502-feet east of Allumbaugh Street on Colehaven Drive.

- b. **Policy:**

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

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

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

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

- c. **Applicant's Proposal:** The applicant is proposing to widen 2 existing driveways located approximately 150-feet and 335-feet east of Allumbaugh Street on Colehaven Drive to 30-feet; and the existing driveway located approximately 502-feet east of Allumbaugh Street on Colehave is to remain as a 25-foot wide driveway.

The applicant is proposing to construct a new 30-foot wide driveway located approximately 125-feet west of Raymond Street onto Colehaven Drive from the site.

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

The applicant should be required to pave the driveways their full width and at least 30-feet into the site beyond the edge of pavement of the roadway.

5.2 Irving Street

- a. **Existing Conditions:** There are 3 existing 25-foot wide driveways, located at approximately 150-feet, 335-feet, and 535-feet east of Allumbaugh Street on Irving Street from the site.

- b. **Policy:**

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

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

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

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

- c. **Applicant's Proposal:** The applicant is proposing to widen the 3 existing driveways, located at approximately 150-feet, 335-feet, and 535-feet east of Allumbaugh Street, on Irving Street to 30-feet in width.
- d. **Staff Comments/Recommendations:** The applicant's proposal meets District policy and should be approved, as proposed.

The applicant should be required to pave the driveways their full width and at least 30-feet into the site beyond the edge of pavement of the roadway.

6. Tree Planters

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

7. Landscaping

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

8. Other Access

Allumbaugh is classified as a collector roadway. Other than the access specifically approved with this application, direct lot access is prohibited to this roadway and should be noted on the final plat.

D. Site Specific Conditions of Approval

1. Replace any deteriorated or deficient sidewalk, curb, gutter or pedestrian facilities along Allumbaugh Street abutting the site, consistent with ACHD's Minor Improvement Policy 7203.3.
2. Construct Raymond Street from north property line 299-feet south to Colehaven as a 36-foot street section with curb, gutter and 5-foot wide attached concrete sidewalk within 50-feet of right-of-way, as proposed.
3. Construct Colehaven Drive 151-feet south of Raymond Street as a 36-foot street section with curb, gutter and 5-foot wide attached concrete sidewalk within 50-feet of right-of-way, as proposed.
4. Replace any deteriorated or deficient sidewalk, curb, gutter or pedestrian facilities along Irving Street abutting the site, consistent with ACHD's Minor Improvement Policy 7203.3.
5. Widen the 2 existing driveways onto Colehaven Drive located 150-feet and 335-feet east of Allumbaugh Street to 30-feet, as proposed. Pave all 3 driveways onto Colehaven Drive their full width and at least 30-feet into the site beyond the edge of pavement of the roadway.
6. Construct a new 30-foot wide driveway located approximately 125-feet west of Raymond Street onto Colehaven Drive abutting the site; and pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of the roadway.
7. Widen the 3 existing driveways, located approximately 150-feet, 335-feet, and 535-feet east of Allumbaugh Street, to 30-feet in width on Irving Street abutting the site; and pave all 3 driveways their full width and at least 30-feet into the site beyond the edge of pavement of the roadway.

8. Payment of impacts fees are due prior to issuance of a building permit.
9. Comply with all Standard Conditions of Approval.

E. Standard Conditions of Approval

1. Any existing irrigation facilities shall be relocated outside of the ACHD right-of-way.
2. Private sewer or water systems are prohibited from being located within the ACHD right-of-way.
3. In accordance with District policy, 7203.3, the applicant may be required to update any existing non-compliant pedestrian improvements abutting the site to meet current Americans with Disabilities Act (ADA) requirements. The applicant's engineer should provide documentation of ADA compliance to District Development Review staff for review.
4. Replace any existing damaged curb, gutter and sidewalk and any that may be damaged during the construction of the proposed development. Contact Construction Services at 387-6280 (with file number) for details.
5. A license agreement and compliance with the District's Tree Planter policy is required for all landscaping proposed within ACHD right-of-way or easement areas.
6. All utility relocation costs associated with improving street frontages abutting the site shall be borne by the developer.
7. It is the responsibility of the applicant to verify all existing utilities within the right-of-way. The applicant at no cost to ACHD shall repair existing utilities damaged by the applicant. The applicant shall be required to call DIGLINE (1-811-342-1585) at least two full business days prior to breaking ground within ACHD right-of-way. The applicant shall contact ACHD Traffic Operations 387-6190 in the event any ACHD conduits (spare or filled) are compromised during any phase of construction.
8. Utility street cuts in pavement less than five years old are not allowed unless approved in writing by the District. Contact the District's Utility Coordinator at 387-6258 (with file numbers) for details.
9. All design and construction shall be in accordance with the ACHD Policy Manual, ISPWC Standards and approved supplements, Construction Services procedures and all applicable ACHD Standards unless specifically waived herein. An engineer registered in the State of Idaho shall prepare and certify all improvement plans.
10. Construction, use and property development shall be in conformance with all applicable requirements of ACHD prior to District approval for occupancy.
11. No change in the terms and conditions of this approval shall be valid unless they are in writing and signed by the applicant or the applicant's authorized representative and an authorized representative of ACHD. The burden shall be upon the applicant to obtain written confirmation of any change from ACHD.
12. If the site plan or use should change in the future, ACHD Planning Review will review the site plan and may require additional improvements to the transportation system at that time. Any change in the planned use of the property which is the subject of this application, shall require the applicant to comply with ACHD Policy and Standard Conditions of Approval in place at that time unless a waiver/variance of the requirements or other legal relief is granted by the ACHD Commission.

F. Conclusions of Law

1. The proposed site plan is approved, if all of the Site Specific and Standard Conditions of Approval are satisfied.

2. ACHD requirements are intended to assure that the proposed use/development will not place an undue burden on the existing vehicular transportation system within the vicinity impacted by the proposed development.

G. Attachments

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

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PW SUBDIVISION COMMENTS

REV 12/03/12

Date Due: 05/08/2013
Transmittal Date: 05/01/2013
Tentative Hearing Date: 06/03/2013
Subject: Aberdeen Place; SUB13-00015
Plat: Preliminary

Engineer/Surveyor/Planner: Kent Brown
Phone: 871-6842

When finished with comments, please type initials below.

To:					Initials
<input checked="" type="checkbox"/>	Public Works	Rob Bousfield	Drainage, Hillside, Misc. Engineering	384-3914	RJB
<input checked="" type="checkbox"/>	Public Works	Mike Hedge	Municipal Lighting	388-4719	MH
<input checked="" type="checkbox"/>	Public Works	Mike Sheppard	Sewer	384-3920	MS
<input checked="" type="checkbox"/>	Public Works	Mike Sheppard	Pressure Irrigation	384-3920	MS
<input checked="" type="checkbox"/>	Public Works	Peter McCullough	Solid Waste	384-3906	PJM

B.C.C 9-20-05.C.4, *Procedures; Preliminary Plat* of the Boise City Subdivision Ordinance provides that if no written recommendation from any agency listed herein is received within five (5) days after such notification, the approval of the Final Plat by such agency will be considered granted.

If you would like access to better resolution drawings (i.e., site and landscape drawings) please refer to: <http://pdsonline.cityofboise.org/pdsonline/CaseSearch.aspx> by using the case number.

1. STANDARD GRADING AND DRAINAGE CONDITIONS

REV 9/12/07

- a. Subdivision drainage shall be in accordance to B.C.C. 9-20-8.E. The developer shall submit a letter from the appropriate drainage entity approving the drainage system or accepting the drainage there from. A copy of the construction drawing(s) depicting all site drainage improvements shall be submitted with the letter.
 - i) Developer may either construct improvement prior to final platting or post bond in the amount of 110% of the estimated construction costs. Estimated construction costs shall be provided by the developer's engineer.
 - ii) For drainage facilities located outside of the public right-of-way, the developer shall dedicate a storm drainage easement. Said easement shall be labeled as either an Ada County Highway District storm drainage easement or a homeowners' association storm drainage easement, depending on what entity will assume responsibility for the operation and maintenance of the storm drainage system.
 - iii) Should the homeowners' association be responsible for the operation and maintenance of the storm drainage facilities, covenants, homeowners' association by-laws or other similar deed restrictions acceptable to the Boise City Attorney shall be reviewed and approved by the Boise City Attorney.
- b. If fills greater than one foot in depth are to be placed in subdivision lots inside of building envelopes, as defined by the applicable subdivision building setbacks, the Developer shall obtain a grading permit from the Boise City Building Department (Commercial Rough Grading Permit). Grading permit must be acquired prior to the start of construction or final plat signature by the Boise City Engineer, whichever comes first.

Special Conditions:

2. STANDARD IRRIGATION CONDITIONS

REV 12/6/07

- a. Comply with Boise City Code Section 9-20-8.J concerning pressure irrigation requirements prior to signing of the final plat by the Boise City Engineer.
 - i) The owner, person, firm or corporation filing the subdivision plat shall provide a pressurized irrigation system. The system must conform to the minimum design standards and specifications of Boise City, or of the entity that will operate and maintain the system, if that entity has published standards; or
 - ii) The owner, person, firm or corporation filing the subdivision plat shall provide written documentation that a valid waiver of the requirement to provide a pressure

- irrigation system and that Idaho Code 31-3805(1)(a) regarding transfer of water rights, has been complied with.
- b. Prior to either commencing construction or signing of the final plat by the Boise City Engineer, developer shall:
 - i) Submit for approval by the Department of Public Works, construction plans and specifications for the pressurized system, stamped by a registered engineer.
 - ii) Provide written assurance that provisions have been made for ownership, operation, and maintenance of the system.
 - iii) Delineate all necessary irrigation easements on the final plat (B.C.C. 9-20-7.F).
 - c. Developer shall provide for an independent inspection of the installation of irrigation facilities and written certification by the design or project engineer that the system was installed according to the approved plans. In addition, the Department of Public Works must be present for the system pressure test and participate in a final inspection.
 - d. Developer may construct prior to final platting or bond in the amount of 110% of the estimated construction costs based on the approved plans.
 - e. **Fees:** Developer and/or owner shall pay the current inspection and plan review fees applicable to the proposed subdivision prior to signing of the final plat by the Boise City Engineer (B.C.C. 9-20-11).

3. STANDARD SEWER CONDITIONS

REV 12/03/12

City Subdivision Conditions

- a. Wetline sewers are required (Boise City Code 9-20-08.D, *Improvements; Sanitary Sewers*).

Sewer District Conditions

Wetline sewers are required (Boise City Code 9-20-08.D, *Improvements; Sanitary Sewers*). The developer and/or owner shall provide Boise City Public Works Department with a letter from the public agency responsible for the sewer collection system (_West Boise_____ Sewer District) stating that sewer has been installed and has been accepted for service or provide evidence, by way of contract or other means, which assures sewer service will be provided and that the necessary bonding are in place to assure completion of said sewer.

4. STANDARD STREET LIGHT CONDITIONS

REV 9/12/07

City Subdivision Conditions

- a. Developer shall delineate on the face of the final plat a Boise City street light easement, acceptable to the Boise City Department of Public Works, for the purpose of installing and maintaining city-owned street light fixtures, conduit, and wiring lying outside the dedicated public right-of-way (B.C.C. 9-20-7.F).
- b. The developer shall be required to install, at their expense, street lights in accordance with Boise City Public Works specifications and standards at locations designated by the Public Works Department (B.C.C. 9-20-08.H). Plans shall be reviewed and approved by the Boise City Public Works Department prior to commencement of construction or bonding.
- c. **Fees:** Developer shall pay the current street light inspection and plan review fees on the proposed subdivision (B.C.C. 9-20-11).
- d. The street lights shall be installed and accepted by the Boise City Public Works Department at the following locations. Unless otherwise noted, street lights shall be installed at a 25-foot minimum mounting height, 100 W.H.P.S.
 - i) Light Locations:
 - Northeast corner of Lot 5, Block 4. (northeast corner of project where private street meets N Raymond St.)
- e. If approval for bonding is granted by the Boise City Public Works Department, developer may bond in the amount of 110% of the estimated street light costs. Street lights shall be installed within 90 days of the issuance of the first building permit in the development, if building permits are obtained prior to completion of street light improvements.

Special Conditions:N/A

5. STANDARD HILLSIDE CONDITIONS

REV 9/12/07

N/A

6. MISC. ENGINEERING CONDITIONS

REV 9/12/07

Private Street Conditions

- a. The following private street requirements must be met in an acceptable format:

- i) Convey to those lot owners taking access from the private street, the perpetual right of ingress and egress over the described private street, and
 - ii) Provide that such perpetual easement shall run with the land, and
 - iii) Provide each lot owner taking access from the private street, undivided interest within the private street.
- b. A restrictive covenant for maintenance and reconstruction shall be recorded at the time of recording the plat which covenant, (a) creates the formation of a homeowners association for the perpetual requirement for the maintenance/reconstruction of the private street, and private street signs and (b) provides that said covenant shall run with the land, and (c) provides that the homeowners association shall not be dissolved without the express consent of Boise City.
- c. Said easement and covenant to be reviewed and approved by the Boise City Attorney (B.C.C. 9-20-7.E.2.q & 9-20-7.E.2.r).
- d. Private street widths shall be in conformance with B.C.C. 9-20-7.E.4 or as allowed via B.C.C. 9-20-9. All private streets, base and pavement, shall be constructed to the same construction specifications required for public streets. Contact the Ada County Highway District (ACHD) for public street construction requirements (B.C.C. 9-20-7.E).
- i) Certification of construction to ACHD specifications is required from an independent testing laboratory or a consulting engineer, including test results for the verification of construction (B.C.C. 9-20-7.E.2.u).
 - (1) If it is an existing private street, verification of acceptable construction of the existing private street, including acceptability for use of emergency vehicles (including fire trucks and ambulances), is required from an independent testing laboratory or a registered Professional Engineer.
 - ii) Sidewalks are required on both sides of the private street (or in compliance with the sidewalk plan approved with the conditional use) unless specifically waived by the Boise City Council.
 - iii) Private street signs shall be installed in the same manner as public street signs (see requirements of ACHD).
 - iv) The developer shall pay the current drainage review and inspection fees on the proposed subdivision (B.C.C. 9-20-7.E.2.s).
 - v) Drainage facilities for the private street shall comply with Boise City's Storm Water Management and Discharge Control Ordinance (B.C.C. 8-15). Plans shall be approved and construction inspected by Boise City Public Works.
 - (1) Developer and/or owner may either construct prior to final platting or post bond/agreement in the amount of 110% of the estimated costs, including certification (B.C.C. 9-20-7.E.2.t).

Special Conditions:

7. MISC. SOLID WASTE CONDITIONS

REV 3/11/11

N/A

OR

Requirements for Commercial & Multi-Family Subdivisions

Please review the following requirements regarding the Boise Municipal Code Solid Waste Ordinance [Section 8-10-03 Commercial Solid Waste Collection Service](#). An accessible location and adequate space for trash enclosures must be planned for during the subdivision stage even when enclosures are to be built during a later phase of the project. Failure to demonstrate compliance with these guidelines may result in a delay of subdivision or building plan approval.

a. General Requirements

- i) Each developed parcel must have its own trash service location or a documented legal agreement between multiple parcels for shared access and service.
- ii) All plans submitted to the City must show the exact location of the proposed trash enclosures on the Site Plan with dimensions.
- iii) All commercial accounts must sign a service agreement with Allied Waste Services or self-haul refuse to landfill.

b. Enclosure Requirements for Solid Waste Containers

- i) Solid waste containers must be shielded from view of public streets by walls, fences, earthen berms or evergreen landscaping that provide an opaque, attractive sight barrier and that comply with all applicable city ordinances.
- ii) Enclosures must be on a firm, level surface pad of concrete or asphalt that is at least 12' wide, 12' deep, and 3" thick.
- iii) The minimum interior enclosure dimensions to house one 3, 6, or 8-yard container is 12' wide x 12' deep.
- iv) The minimum interior enclosure dimensions to house two 3, 6 or 8-yard trash or recycling containers are 18' wide x 12' deep, with gates that open along the 18' side. If two sets of gates are used, the interior enclosure dimensions must be a minimum of 25'. With each set of gates having a minimum interior opening of 12'.
- v) Enclosures must be at ground level, and each pad must be even with the surrounding concrete or asphalt.
- vi) The enclosure gates must open at least 120 degrees and include a mechanism to keep them open. (Note: Ensure gates are designed to clear curbs, landscaping, and bollards which may block them from opening 120 degrees as this is a common problem.)
- vii) The enclosure gate opening must be a minimum of 12', or 18' for two containers.
- viii) If food preparation activities warrant the use of grease containers provisions must be made for space and safe access to the containers.

c. Access Requirements for Solid Waste Containers

- i) Enclosures must be located and configured so there is at least 50' of unobstructed access in front of the enclosure as measured from the center of the enclosure gates. Large roll-off containers (20 yd, 40 yd) and compactors require 60' of clearance in front of the container and 25' overhead clearance
- ii) If the vehicle circulation plan does not allow trucks proper forward access back to a public street after collection, an approved hammerhead turn-around or 70' diameter cul-de-sac must be provided.

- iii) There must be at least 25' of overhead clearance within 30' of the front of the enclosure, to avoid damage and interference while containers are being emptied.
- iv) For developments in the downtown core where access is more restricted, contact Public Works directly at 384-3901 to discuss trash/recycling container location and access.
- v) All roads, alleys, or service drives must have an unobstructed path of at least 15' high and 15' wide to allow for safe access to enclosures. The path of the truck to and from the enclosure must be free of overhead lines, overhanging trees, and other obstructions, such as drive through canopies.
- vi) The area 40' surrounding the front of the enclosure may not have a slope of greater than 3%.
- vii) Public Works staff shall have final approval over safety factors and space requirements, including location of containers, and proper height and width clearances.

Diagrams of proper enclosure design can be found at:

http://curbit.cityofboise.org/Trash/Commercial/Commercial_Trash_Home/CommercialEnclosureRequirements.pdf

Special Conditions: Show dimensions of enclosures and 50' of access to enclosures on all future plans.

[Back to top](#)

Finaled/Sent: cvs 5/8/13



Dennis Doan
Chief

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

Phone
208/570-6500

Fax
208/570-6586

TDD/TTY
800/377-3529

Web
www.cityofboise.org/fire



Mayor
David H. Bieter

City Council
President
Maryanne Jordan

Council Pro Tem
David Eberle

Elaine Clegg
Lauren McLean
TJ Thomson
Ben Quintana

Fire Department

May 17, 2013

Todd Tucker
PDS - Subdivisions

Re: Preliminary Plat – Chaucer Sub; SUB13-00014
2750 N. Linda Vista Lane

Dear Todd,

This is a request for a preliminary plat for a subdivision with 33 buildable lots and 4 common lots on 6.9 acres.

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. For streets having a width less than 36 feet back of curb to back of curb parking shall be restricted on one side and for streets having a width less than 29 feet back of curb to back of curb parking shall be restricted on both sides. All internal roadways shall not allow parking except in designated spaces. Signage shall be in accordance with the IFC, as amended. A note is required on the face of the final plat noting the parking restriction prior to signing of the final plat by the Boise City Engineer. (BCC 7-01-32, IFC 503.8)
2. Fire hydrants, capable of producing the required fire flows are required to be located within 400-feet of all portions of buildings and spaced in accordance with the IFC. Additional fire hydrants will be required. (IFC 507.5)

General Requirement:

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

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

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

Regards,

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

West Boise Sewer District

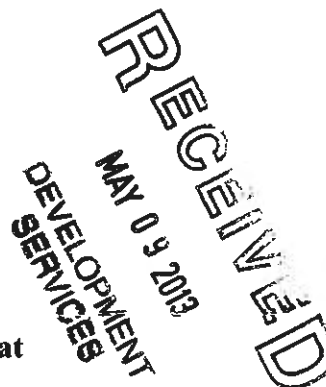
7608 W. USTICK ROAD / BOISE, IDAHO 83704-5843

PHONE (208) 375-8521 / FAX (208) 327-0894

May 7, 2013

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

RE: PUD13-00001 & SUB13-00015
Aberdeen Subdivision PUD and Preliminary Plat



ROY R. KAY
CHAIR

GERALD W. BRESINA
TREASURER

DAN E. HEALY
DIRECTOR

K.C. ODENCRANTZ
DIRECTOR

J. KENT SULLIVAN
DIRECTOR

MARY BUERSMEYER
OFFICE MANAGER
SECRETARY

MARK W. COMBS
MAINTENANCE SUPERVISOR

To Whom It May Concern:

The proposed Aberdeen Subdivision is within the boundaries of the West Boise Sewer District (WBSD) and sewer service can be provided. All administrative matters, including permits and payment of required fees, must be completed before the District will accept sewer flows from this project.

The owner/developer of the additional 2.34 acre parcel north of the original Aberdeen Place Subdivision will need to enter into a Contract for Line Extension of Sewer Service with the District. The District standard policy is to have its facilities located within the public right-of-way. In the case of a private road or a utility/access easement under which District facilities will be located, a separate recorded easement will be required prior to final platting. Construction drawings must be submitted and approved by the District prior to construction. In addition, with additional units proposed for Lots 1 & 2, Block 2 of Aberdeen Place Subdivision, construction plans showing service to the revised 4-plexes from the existing sewer lines will be necessary.

Since most of this project had sewer constructed with the Aberdeen Place Subdivision and has been sitting idle since 2007, the District will require an air test and CCTV inspection of the sewer system within the original Aberdeen subdivision. With the likely addition of sewer services for the additional units, the air test and CCTV inspection will need to be completed after any additional services are constructed. It should be noted that the previous plan for Aberdeen was to create condominiums and individual service lines for each of the proposed 4-plex units have been constructed.

There is an existing sewer service line and easement through the proposed additional 2.34 acre parcel serving 6681 Fairview Avenue. This service will need to be maintained and the construction plans required for the additional parcel on the north will need to show how the service will be maintained or relocated (with approval of the easement holder). If a new easement is required and acceptable, it will be shown on the subdivision plat and would be granted to the landowner of 6681 Fairview, not WBSD.

There was installed with the Aberdeen sewers a 5-foot long service stub for possible use by 6713 Fairview.

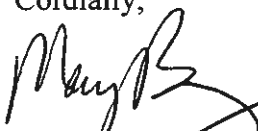
The proposed project, the interior of the original Aberdeen Place Subdivision and the additional parcel on the north, does exceed the planned allowable sewer density for this location. Accordingly, the District will assess over-density charges.

The final plat for Aberdeen Subdivision shall show the District's existing easements as well as additional easement(s) for the sewers to serve the 2.34 acre parcel and an easement for the 6681 Fairview service line.

Paving and concrete collars for the manholes are still required for the existing sewers in Lots 1 & 2, Block 2 of Aberdeen Place Subdivision


If there are any questions, do not hesitate to call the District's office.

Cordially,

A handwritten signature in black ink, appearing to read 'Mary B', with a long, sweeping horizontal line extending to the right across the signature block.

Mary Buersmeyer
Office Manager
West Boise Sewer District

cc: Biltmore Co.
States Investment
Kent Brown
Kunz Engineering
Fred Deller (re: 6713 Fairview)
Vern Ward (re: 6681 Fairview)



May 6, 2013

Boise City Planning & Development Services
P.O. Box 500
Boise, ID 83701

ORGANIZED 1904

Nampa & Meridian Irrigation District

1503 FIRST STREET SOUTH
FAX #208-463-0092

NAMPA, IDAHO 83651-4395
nmid.org

OFFICE: Nampa 208-466-7861
SHOP: Nampa 208-466-0663

RE: PUD13-00001 & SUB13-00015/1433 N Raymond St.

Dear Planning & Development Services:

Nampa & Meridian Irrigation District (NMID) has no comment on the above-referenced application.

All laterals and waste ways must be protected. All municipal surface drainage must be retained on-site. If any surface drainage leaves the site, Nampa & Meridian Irrigation District (NMID) must review drainage plans. The Developer must comply with Idaho Code 31-3805.

Sincerely,



Greg G. Curtis
Water Superintendent
Nampa & Meridian Irrigation District
GGC/dbg

PC: File/Office



RECEIVED
MAY 08 2013
DEVELOPMENT
SERVICES

APPROXIMATE IRRIGABLE ACRES
RIVER FLOW RIGHTS - 23,000
BOISE PROJECT RIGHTS - 40,000



CENTRAL DISTRICT HEALTH DEPARTMENT
Environmental Health Division

Return to:

- ☐ ACZ
☒ Boise
☐ Eagle
☐ Garden City
☐ Kuna
☐ Meridian
☐ Star

5/5a

Rezone # _____

Conditional Use # _____

Preliminary / Final / Short Plat PUD13-00001 & SUB13-00015

RECEIVED
MAY 06 2013
DEVELOPMENT
SERVICES

- ☐ 1. We have No Objections to this Proposal.
- ☐ 2. We recommend Denial of this Proposal.
- ☐ 3. Specific knowledge as to the exact type of use must be provided before we can comment on this Proposal.
- ☐ 4. We will require more data concerning soil conditions on this Proposal before we can comment.
- ☐ 5. Before we can comment concerning individual sewage disposal, we will require more data concerning the depth of:
☐ high seasonal ground water ☐ waste flow characteristics
☐ bedrock from original grade ☐ other _____
- ☐ 6. This office may require a study to assess the impact of nutrients and pathogens to receiving ground waters and surface waters.
- ☐ 7. This project shall be reviewed by the Idaho Department of Water Resources concerning well construction and water availability.
- ☒ 8. After written approval from appropriate entities are submitted, we can approve this proposal for:
☒ central sewage ☐ community sewage system ☐ community water well
☐ interim sewage ☒ central water
☐ individual sewage ☐ individual water
- ☒ 9. The following plan(s) must be submitted to and approved by the Idaho Department of Environmental Quality:
☒ central sewage ☐ community sewage system ☐ community water
☐ sewage dry lines ☒ central water
- ☐ 10. This Department would recommend deferral until high seasonal ground water can be determined if other considerations indicate approval.
- ☐ 11. If restroom facilities are to be installed, then a sewage system MUST be installed to meet Idaho State Sewage Regulations.
- ☐ 12. We will require plans be submitted for a plan review for any:
☐ food establishment ☐ swimming pools or spas ☐ child care center
☐ beverage establishment ☐ grocery store
- ☐ 13. Infiltration beds for storm water disposal are considered shallow injection wells. An application and fee must be submitted to CDHD.
- ☐ 14. _____

Reviewed By: Low body

Date: 5/1/13



Independent School District of Boise City #1

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: May 16, 2013

TO: PDSTransmittals@cityofboise.org

RE: PUD13-00001 & SUB13-00015 – Aberdeen Place

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: **Koelsch**
Junior High School: **Fairmont**
High School: **Capital**

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.

Lanette Daw, Supervisor
Transportation and Traffic Safety

LD/pkw