



CITY OF GARDEN CITY

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~ Minutes ~

Design Committee

12:00 PM

Tuesday, January 19, 2016

Development Services Conference Room – City Hall

6015 Glenwood Street, Garden City, Idaho

I. CALL TO ORDER: 12:06 PM

II. ROLL CALL

- a. Present: Kim Warren, Brett Labrie, Bev Callaway
- b. Absent: Diana Caldwell
- c. Garden City Development Services Staff: Erika Akin, Jenah Thornborrow, Jeff Lowe

III. CHANGES TO AGENDA: None

IV. CONSENT AGENDA:

- a. **Minutes of 11/16/2015 – Labrie moved to approve the minutes with changes identified by Thornborrow; Callaway seconded. All aye**

V. OLD BUSINESS:

DSR2014-0009: Kayak Crossing Subdivision: Michael Jobes with 2 North Homes is requesting Design Review approval for modifications to previously approved building elevations for Kayak Crossing Subdivision. The project consists of 7-dwelling units and is located on the northeast corner of the intersection of 41st Street and Adams Street at 403 E. 41st Street. The property is zoned General Commercial District (C-2) and is in the Transit Oriented Development and Mixed Use Residential Comprehensive Plan designations.

Michael Jobes of 2 North discusses the changes requested from the approved building elevations of SUB2014-00002. Due to cost and maintenance concerns he would like to eliminate the proposed membrane roofs and substitute 1:12 pitched metal roofs and change the balcony railings to sheet metal for privacy. He believes the metal accents will create an industrial feel that integrates well with the mixed use neighborhood. He references a project in Boulder, CO, Studio Mews, that he would like to emulate in Kayak Crossing. The artist loft concept with first floor flex space is appealing to his financiers as well. The changes of materials and design include removal of one balcony per unit. The approved site layout will not change.

Calloway approved of the design changes and reasoning for the modification.

Labrie stated he had no problem with the changes and moved to approve modification as submitted. Warren seconded the motion. All aye

Applicants mentioned that they love working with Garden City Design review.

DSR2015-00018 Assisted Living Facility Expansion: Grace at State Street, represented by David Ruby of The Architects' Office, is proposing to expand the recently completed residential care facility located at 9995 State Street onto the adjacent parcel at 10005 State Street. The 29,690 square foot single story addition will create 36 new residential units. The proposal requires Design Review Committee approval, a lot line adjustment, conditional use permit and State licensing approvals. The 7-acre (approx.) site is zoned C-2 General Commercial and is in the Residential Low Density Comprehensive Plan designation.

David Ruby of The Architect's Office and Linda Hines, owner of Grace Assisted Living were present to discuss the proposed addition to Grace at State that had previously come before the Committee on December 7, 2015. At that meeting, the Committee requested articulation be added to the southern building elevation, clarification from ACHD regarding the status of the future road easement, fencing plans and pedestrian connectivity with Carlton Bay.

Lowe spoke about a meeting he and David Ruby had with ACHD staff since the previous Committee discussion regarding their requirements for the road/easement. He indicated that the proposed expansion of Grace will not necessitate the installation of the roadway connection by ACHD. David Ruby added that he felt ACHD wanted to guarantee that the project was out of the easement and would in no way impede future installation of the road. The existing fire access road (also the ACHD easement) is comprised of compacted gravel and must be maintained to the Fire department standards and kept clear at all times. Ruby felt this surface treatment discouraged vehicular traffic on the access road but promoted pedestrian use and created a strong pathway. He mentioned that the canal bank is lined with mature trees, creating an almost rural feeling. He stated that the neighbors from Carlton Bay who attended the neighborhood meeting were pleased with the existing connectivity to the access road.

Ruby identified the addition of building modulation added to the plans for the southern elevation. He mentioned that this enhanced the interior corridor by providing a space to position seating areas for the residents to socialize.

Labrie asked for clarification on the location and type of fencing proposed. Ruby explained the black wrought iron six foot fencing currently along the rear of the property would be extended to the corner of the new addition. The interior area will be fenced as one courtyard with a gate that is monitored by the nurse's station (State requirement). The fencing along the front setback is also required by the State since there are exterior doors from the front units. This is proposed to be unobtrusive short black lattice. Street trees along Gardener Lane are existing and will be preserved through the construction process.

Labrie moves to approve. Warren seconded. Warren suggests consideration of a tree substitution for the Chanticleer Pears on the landscape plan due to their overwhelming scent in the spring. She poses this only as a comment, not a requirement for approval. All aye with the understanding that staff could approve a tree substitution if provided.

VI. NEW BUSINESS:

DSRFY2016-1 Vehicle Washing Facility: J's Car Wash, represented by Josh Howa of Howa Design, is proposing to expand the current vehicle washing facility at 3756 West Chinden. The proposal requires Design Review Committee approval to add a traffic/stacking lane onsite, modify existing landscaping, add a vehicle access to Chinden Blvd., remove fencing, add on to the existing building and redesign the site. The applicant is proposing the addition of landscape areas to adjacent properties through the removal of asphalt along the existing Chinden sidewalks. The DR application includes site design, landscaping plan, building elevations and schematics. The project is zoned C-1 General Commercial and Mixed Use Commercial and Green Boulevard Corridor Comprehensive Plan designation.

Josh Howa of Howa Designs and Jason Smullin of J's Car Wash are present to discuss the application with the Committee. Howa introduces the proposed re-design of the existing car wash site, expressing an interest in keeping the primary access in its current location. They are attempting to maintain the existing traffic pattern and add an express lane without employee interaction. He states that traffic can back up to Chinden during peak times. He claims the car wash needs an escape route for occasional oversized vehicles unable to be processed through the car wash tunnel. They are proposing re-opening an access lane to Chinden that is currently not used and blocked by mature landscaping and a drainage swale. Howa has spoken with Jim Morrison at ITD to get permission to use the access. He is requesting to be allowed to remove landscaping and add a stacking lane to the car wash site but mitigate the impact by looking at the entire block of improved frontage. J's Car Wash, Jacksons and Baird Oil currently have landscaping beds with an asphalt strip between the beds and the sidewalk. This asphalt would be removed to add trees and shrubs. The removal of the asphalt and addition of landscaping in ITD ROW requires permit and license agreements from ITD. Howa says he understands that Garden City desires a tree lined boulevard and would like to further that goal by proposing the addition of street trees on the adjacent properties of Baird Oil and Jacksons'. J's is proposing to cover the maintenance of the new landscaping on the adjacent properties.

Warren commends the applicant for proposing a concept thinking beyond the site. They agree it creates positive pressure on the neighborhood. J's takes pride in their site and are proud to be in Garden City.

Lowe mentions a conversation he had with ITD's Jim Morrison about the project. Lowe was told that the access would be allowed but if it were used differently than anticipated or created greater impact on traffic, ITD may request it be closed.

Thornborrow asks if alternative escape routes, possibly to Osage? Howa responds that the business model cannot support the removal of the detail bays. He considers this to be "injurious" to the business. The Committee questions whether the Chinden access will be restricted to right turn only. It is not.

Thornborrow tells the applicant the recent Federal Highways Study of Chinden Boulevard identified access points as the greatest negative impact on bikes and pedestrians because they create situations of conflict. She tells them Garden City has been working diligently to reduce ingress/egress points. The closing of existing access has proved very difficult. The Committee discusses whether it is truly existing. Thornborrow considers it abandoned. Lowe states it is closed by landscaping. Labrie questions whether the access may create more conflict as customers attempt to enter an exit only lane. Howa mentions a gate but Labrie doubts the

aesthetics are appropriate on the street. Can the escape route be placed on the adjacent vacant property (previously Smoke Shop)? Howa indicates the relationship with the neighbor would potentially preclude that option.

Akin identifies the need for tree mitigation in Garden City Code for trees over 4 inch in diameter removed from a project site. The landscape plan lists 8" Crab, 12" Crab, 8" Maple, 8" Maple and an 8" Crab tree to be removed. No mitigation plan is submitted. Tree mitigation is required in addition to all other landscaping requirements per GCC 8-4I-7 Tree Preservation Provisions. Howa requests the trees proposed on the adjacent properties count toward mitigation. Labrie points out that those were identified as a positive addition to balance the access point re-opening and cannot count toward remedying two negative compliance issues.

Low suggests the re-opened access to Chinden might be a single lane to reduce impact. Labrie agrees with the need to downplay access as much as possible to discourage people driving down Chinden from attempting to enter the site and circulate the wrong way. Warren agrees that a smaller scale (single lane versus double) will reduce conflict and confusion and needs to be clearly signed as exit only.

Labrie comments on the lack of pedestrian connection from the street to the primary entrance. Applicant stresses this is a vehicle use only. A pedestrian must cross three lanes of vehicular traffic to reach the front door, how does this address the street for future uses and tenants? Akin questions how employees that take the bus or walk to work get inside the building safely. Applicant must add pedestrian connection from sidewalk to front door on plans for review.

Warren questions the choice of mixed smaller species for street trees. She suggests if more of same species were planted in consistent frequent spacing, the Green Boulevard Corridor concept could be achieved and the tree mitigation alleviated. Callaway encourages massing of the same varietal for impact.

Discussion of the building elevations follows. The addition will add interest to the rooflines, add glass to the front office space and clearly delineate a street presence according to the architect. The Committee requests the architect also address Osage and consider the aesthetics of all sides of the building. Osage is seen as a future strong pedestrian corridor not to be ignored by buildings turning their backs to it. Suggestion to integrate metal siding into the design facing Osage.

The project will need re-review by the Committee. Applicant is provided with a summary of points to be addressed. The procedure of approval, notice of intent mailing and potential hearing by Council is discussed.

VII. DISCUSSION

VIII. ADJOURNMENT