



CITY OF GARDEN CITY

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~ MINUTES ~

Design Committee

12:00 PM

Monday, April 4, 2016

Council Chambers – City Hall

6015 Glenwood Street, Garden City, Idaho

I. CALL TO ORDER AT 12:03

II. ROLL CALL

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

III. CHANGES TO AGENDA

IV. CONSENT AGENDA:

- a. **Minutes of 3/21/2016 Warren moved to approve minutes with changes identified on page two clarifying tree size, Callaway seconded, Caldwell abstained, all aye.**

V. OLD BUSINESS:

DSRFY2016-7: UPS Parking Lot: United Parcel Service represented by Ricardo Zavala with Quadrant Consulting Inc. has received approval of a Conditional Use Permit application for a parking lot under CUP2015-00018. The conditions of approval require Design Review Committee approval on the site plan, landscaping and street improvements. The proposed project is located at 107 E. 43rd Street and 116 East 42nd and is located in the C-2 General Commercial Zoning District, and the Mixed Use Commercial and Transit Oriented Development areas of the Comprehensive Plan. The Committee reviewed the application materials on March 21, 2015 and requested revisions.

Ricardo Zavala of Quadrant Consulting and Kim Siegenthaler of Jensen Belts were present to discuss the revisions submitted in response to the Committee's meeting requests of March 21, 2016. Revised plans show the asphalt sections between the building and street improvements on East 42nd St have been replaced with landscaped areas and two of the street trees have been relocated and substituted as honey locust. The Chanticleer Pear have been changed to Aristocrat Pears to provide the larger mature size required. Documentation from City of Boise Forestry office reclassifying the Aristocrat Pear as a Class II street tree was provided via email. Zavala informed the Committee that ACHD has reviewed the plans and required the sidewalk plans be modified to include ADA improvements to transition from the concrete sidewalk and cross the drive aisles. The concrete sidewalk would no longer be continuous on the site adjacent to East 42nd. The Committee expressed concerns that the sidewalk may not be at a level grade with this change and that children walking to Anser Charter School or pedestrians crossing the property would not have a safe path delineated. Options were discussed to provide this connection. For the parking lot perimeter improvements on East 43rd and Osage, the plant varieties along Osage have been intermixed to include more color and texture variety as well as landscaping areas a pedestrian could step into to briefly avoid vehicular traffic on the narrow street. Applicants addressed all items identified in the previous meeting as points of concern.

Warren moved to approve as submitted with the condition a clear painted pedestrian walkway replace the sections where ACHD had requested the concrete sidewalk be removed. The walkway should aesthetically match other pedestrian striping onsite. Callaway seconded, all aye.

DSRFY2016-6 Indoor Shooting Range at 3933 Chinden –Ryan Drew of Larson Architects, representing the owners of the property, is requesting Design Review Committee approval for construction of a new indoor shooting range, conversion of an existing building for customer reception and retail sales of firearms, and required site and landscape improvements. The site is currently developed with an existing commercial structure “The Dive Bar” and asphalt parking areas. The 0.86 –acre site is located at 3933 W. Chinden Blvd and is within the C-1 Highway Commercial Zoning District. The project is in the Green Boulevard Corridor and Mixed Use Commercial area of the Comprehensive Plan. The Committee reviewed the pre application materials on March 7, 2016 and requested revisions for Code compliance.

Jeff and Susan Lusk, property owners, Kyle Dunstan, and Ryan Drew of Larson Architects were present to discuss the changes made in response to the committee’s pre app comments. Drew identified a shed roof as an added shade element to the front of the building. A pop out architectural element was incorporated on the side of the building facing the parking lot. The landscaping had been reworked and submitted by a licensed landscape architect. Street trees were added to the Chinden frontage for compliance. Landscaping had been added to the service area around the dumpster. Some internal parking lot landscaping has been added. Caldwell questioned whether more could be integrated into the site and if all the parking spaces are necessary. The owners told the Committee that they will have ten full time employees and several part time employees on staff. At least ten parking slots are expected to be used for employee parking. The applicants pointed out the scarcity of on street parking in the immediate neighborhood. Drew commented that the ratio of 1/400 for parking spaces to occupancy was in line for a commercial building. The Committee noted that the circulation for the parking lot relied on Stockton and was not entirely self contained. The applicant was advised that the City envisioned Stockton as a future pedestrian corridor and when that came to fruition, the circulation pattern for this project would have to be reworked. The parking likely would lose spaces for onsite vehicle traffic flow. Water and sewer line replacement in Stockton may accelerate this timeline and conversion.

Warren discussed the placement of the street trees along Chinden. Current design has the required number in clusters to avoid conflict with proposed new signage. Warren explained the impact of street trees relies on the even placement of stately large trees to attain the Green Boulevard/Tree lined Boulevard effect for Chinden Boulevard. Thornborrow encouraged the applicants to not rely expressly on signage because a shooting range was a planned destination location, not a impulse stop. The Committee agreed that customers would most likely visit the shooting range purposefully rather than spontaneously. An electronic readerboard and eighteen foot sign were discussed. Applicants were informed that additional review and approvals were required for signs. Lowe explained that while most of the signage on Chinden is currently tall cabinet signs, the vehicle traffic may find lower sign easier to see and read at thirty five mph. Warren pointed out that a lower sign with higher branching trees would actually take less maintenance as the tree grew up and out of the way of the sign. Thornborrow told the applicants that topping of street trees was not allowed by City Code. Applicant were concerned that bigger trees equaled greater expense. It was suggested they investigate the Boise City nursery for options.

Caldwell inquired about the seating proposed for the plaza area at the front of the building. Drew stated it would likely be bench type mounted in concrete. Drew assured the committee that the plaza met the 500 square foot requirement and was approximately 800-900 square feet. Caldwell requested the plaza be reconfigured to include the front door, to integrate the elements and make the connection from outside space to inside space.

The building elevation facing Stockton had not been addressed in the revised materials. The landscape plan proposed low grow sumac along the ten foot strip at the rear of the building. Previous meeting requests for tall landscaping, articulation of building design and avoidance of a non compliant blank wall facing a public street were discussed. Treatments in the stucco texture may be proposed to address the provision. Drew proposed

wrapping the columns and linear score lines shown on the parking lot elevation to the rear of the building providing visual interest and integrating all side of the facade. Climbers and trellises as a cosmetic fix for the landscaping were discouraged. A mix of evergreens and deciduous species are needed in addition to building finishes.

Pedestrian connection through the parking lot to the building was not provided on the plans. The Committee requested a pathway be delineated across the drive aisle closest to the building to provide people a safe travel area to get from their vehicles to the business. A loading zone for a commercial structure is required by Code. The existing site and improvements did not lend itself to an obvious placement of the loading zone and the applicants argued that their use did not need it. The Committee explained that a future use may. A compromise was reached for the architect to indicate dotted lines or the like on the plans an area of the parking lot plans next to the building where a loading zone could be accommodated by restriping for a future use.

In summary, Committee requests:

- Revise landscaping along Stockton. Incorporate both evergreen and deciduous species for strong year long visual interest. Incorporate height and color spectrum.
- Revise Stockton building elevation to relieve the blank wall facing a public street.
- Consider signage and tree placement as integrated parts of the whole frontage. Balance the perceived needs of signage with boulevard street trees.
- Place high branching street trees evenly along Chinden to achieve the boulevard effect desired by the City.
- Show pedestrian connection from parking spaces to building across one drive aisle (closest to the building). Treatment can be materials or paint.
- Overlay a code compliant loading zone on the plans showing the potential to convert parking spaces to loading for a future use.
- Investigate the possibility of obtaining Class II or III 3 inch caliper or greater trees from City of Boise Laura Cunningham Nursery.
- Extend plaza on building frontage to include the front entry way and door.
- Submit/Explain the building finish treatment on the northwest side (facing Lesch's RV) to the Committee for review. Will the columns and linear scoring proposed for the elevation be continued?
- DRC requests to see color palette with elevations
- Meet with the Committee with revisions.

VI. NEW BUSINESS:

DSRFY2016-9 Pre Application for Planned Unit Development: Rich Childress of Point Architects, representing Jim Neill, is requesting pre application guidance for the design of a planned unit development of six single family residences at 205 and 209 East 36th Street. The parcels are zoned Mixed Use and in the Live Work Create Comprehensive Plan land use designation. The site currently has several manufactured/mobile homes with residents.

Rich Childress of Point Architects and Jim Neill, developer, were present to discuss the conceptual plan for a possible six home subdivision. Thornborrow excused herself from the room citing a conflict of interest. Akin was designated as the Development Services voting member when Thornborrow recused herself. Childress had read the preliminary staff report and made several changes to the drawings. In response to comments in the staff report, the access road was widened to 20 feet by combining the width of the concrete pedestrian walkway with the asphalt drive aisle of 15 feet. The detached homes on lots 1 and 6 were moved to provide a ten foot separation required by Planned Unit Development provisions. A garage was added to the proposed home on lot 1. The project meets minimum size requirement for a PUD, provides compliant private open space of 120 square feet per home, daylight the irrigation canal as an amenity and measures the common open space as 2414 square feet. Two vehicle access points from East 36th St. are existing and will remain. Trash service will be in the form of individual cans taken out to 36th St. Applicant discussed possibility of reducing the total number of lots to five. In that case, the the garage currently shown on lot 6 would be built as a detached garage for lot 1.

Discussion with property owners are ongoing to determine the configuration. Parking in front of the single car garages on the interior lots was discussed. Some concern was voiced as to whether the spaces were deep enough to accommodate vehicles without hanging over the pedestrian walkway. The Committee was generally receptive to the plan and no other red flags were identified. The applicants were advised to schedule a pre app with water, sewer, fire and building departments to further investigate potential issues. The Design Review Committee will revisit the plan when it is more complete or changes are sought.

DSRFY2016-10 Castle Gourdon Multi-family Development – CS2 LLC: Corey Swain with CS2 LLC, represented by Bob Unger with ULC Management, LLC, is requesting Design Review approval for Castle Gourdon, a multi-family development. The 19 four-plex buildings (76-units) are proposed on a 8.44-acre parcel (parcel no. S0536141952) located on the east side of Glenwood Street approximately 1,600–feet southeast of the intersection of Glenwood Street and Chinden Boulevard, directly south of the Fred Meyer Store at 5425 Chinden Boulevard. The property is zoned Mixed Use (M) and is in the Light Industrial area of the Comprehensive Plan. The application is subject to the approval of a Conditional Use Permit concurrent with the Design Review.

Bob Unger was present to discuss the application. He indicated that the staff report had concluded that the amount of parking was not compliant with Code provisions. He suggested overflow parking might be allowed in the Fred Meyer parking lot since there was direct pedestrian access to the site and the lot rarely was full. He is also considering breaking up the rows of 16 spot carports into structures that covered 8 cars each and if so, he could fit more trees into the interior parking areas. He proposed 27 bike spaces and will add at least 20 square feet to the private patios to comply with open space requirements. Central mailboxes were provided on the plans near the clubhouse. The project will require street improvements on West 53rd; only one side of the street will be improved with curb, gutter, sidewalk, and landscaping. He is proposing a white vinyl fence along the ridge between the site and Fred Meyer. The Committee requested a strong entry presence with landscaping and signage on West 53rd Street. Warren questioned the turning radius at the west side of the common drive- would vehicle have enough room to safely turn around if they reached the end and a parking space was not available? Unger said the trash enclosure recess had been planned as the turnaround area and could accommodate this situation. The building renderings were discussed by the Committee. Several members were concerned that the elevations had a little too much going on with competing materials and architectural elements although they appreciated the fact that Unger had not submitted the standard box cut into a fourplex. Unger may look at simplifying the design somewhat.

In summary, the Committee requested:

- Carport details, location and breaking up sections with landscaping
- Check if more room for parking spaces might be available
- Develop the building elevations with more information to convey an integrated design
- Have a landscape plan prepared by a licensed landscape architect
- Show main entry treatment (signage/landscaping)
- Engineering - particularly with curb radii and layout etc.

VII. DISCUSSION

None.

VIII. ADJOURNMENT AT 2:47