



PLANNING AND DEVELOPMENT SERVICES

MAYOR: Lauren McLean | INTERIM DIRECTOR: Stephan Burgos

July 9, 2024

Ethan Mansfield
Hawkins Companies
855 W Broad St Ste 300
Boise, ID 83702
emansfield@hcollc.com

Re: CPA24-00001, CAR24-00001, & CUP24-00012 / 1770 S Maple Grove Rd

Dear Applicant:

This letter is to inform you of the action taken by the Boise City Planning and Zoning Commission on your request for a comprehensive plan amendment to change the land use designation from Suburban to Compact, a rezone of approximately 6.12 acres located at 1770 S Maple Grove Road from A-1 (Open Land Very Low Density – 1 unit per acre) to R-2 (Residential: Compact – no per acre density requirements), and a conditional use permit to exceed the density limit of the B-1 Airport Influence Area for a multiple family development comprised of 174 units.

The Boise City Planning and Zoning Commission, at their meeting of **July 8, 2024**, **denied** your conditional use request based on the attached Reason for the Decision.

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

1. The decision of the Boise City Planning and Zoning Commission may be appealed to City Council within ten (10) calendar days from the hearing date. The appeal must be written, accompanied by the appropriate fee, and submitted to the Planning and Development Services Department prior to the deadline set forth herein. Appeal application forms are available in the Planning Department or online under Applications at: cityofboise.org/pds-appeal.
2. All appeals of this conditional use permit must be filed by **5:00 P.M., on July 18, 2024**.

The Boise City Planning and Zoning Commission, at their meeting on **July 8, 2024**, **recommended denial** to the Mayor and the Boise City Council of the rezone request and comprehensive plan amendment based on the attached Reason for the Decision.

The comprehensive plan amendment and rezone applications will be considered by the Boise City Council to establish a public hearing date. You will be notified of the established hearing date.

Questions can be directed to me, Jesi Lile, at (208) 608-7857 or JLile@cityofboise.org.

Sincerely,



Jesi Lile
Senior Planner, Planning and Zoning
Boise City Planning and Development Services

JL/nn

cc: Todd Gillespie / 8717 W Vincent St / Boise, ID 83709
James T May / 6505 Rockland Ct / Clifton, VA 20124
Estee Lafrenz / South Cole Neighborhood Association / esteelafrenz@gmail.com

The City of Boise Planning and Development Services Department acknowledges the ancestral, cultural, traditional, and unceded territory of the Shoshone, Bannock, and Northern Paiute people on which our land use and development decisions are made.



REASON FOR THE DECISION

Comprehensive Plan Amendment

The proposed comprehensive plan amendment to change the land use designation from "Suburban" to "Compact" is not consistent with the approval criteria of Boise City Code (BCC) *Section 11-05-05-4C* (Comprehensive Plan Amendment). While increased density along an arterial roadway and near a community activity center would typically be supported, the subject property lies within the B-1 Airport Influence Area (AIA), which limits density to 5 units per acre, unless approved through a conditional use permit. The "Suburban" land use designation is intended to support densities from three to five units per acre, whereas the "Compact" land use designation is intended to support higher densities. The Airport is a high-level economic driver of the city that is location-based and anticipated to expand substantially as the region continues to grow. Changing the land use designation from "Suburban" to "Compact" directly conflicts with other comprehensive plan goals of protecting the ability of the Boise Airport to expand as a major economic driver of the city and region, as outlined in *Goal CC6*. Other Planning Area policies call for ensuring all development within the AIA complies with noise standards (*Policy AP-CCN 1.1*) and avoiding encroachment from non-industrial uses (*Policy AP-CCN 1.3*).

Zoning Map Amendment

The proposed rezone from A-1 (Open Land Very Low Density – 1 unit per acre) to R-2 (Residential: Compact – no per acre density requirements) is not consistent with the approval criteria of Boise City Code (BCC) *Section 11-05-05-4.1* (Zoning Map Amendment). While increased density along an arterial roadway and near a community activity center would typically be supported, the subject property lies within the B-1 Airport Influence Area (AIA), which limits density to 5 units per acre, unless approved through a conditional use permit. The proposal to increase the density at the subject property to approximately 28 units per acre is not compatible with the existing B-1 AIA limits. The limited density allowed in the B-1 AIA serves to protect both future airport operations as well as future residents of these areas and is supported by *Goal CC6* and *Policy EC5.4*, which support protecting the long-term viability of the Boise Airport. Additionally, *Principle GDP-AIA.2* and *Policy SW-CCN1.10* seek to ensure that all development within the Airport Influence Area is appropriate for the level of noise exposure.

Conditional Use Permit

The proposed conditional use permit to exceed the density limit of the B-1 Airport Influence Area is not consistent with the approval criteria of Boise City Code (BCC) *Section 11-05-05-3C* (Conditional Use Permit). The proposed conditional use permit to exceed the density in the B-1 Airport Influence Area (AIA) is not appropriate in the proposed location. The B-1 AIA limits density to five units per acre in order to protect future airport expansion and operations. While additional housing is a goal of comprehensive plan, there are other areas of the city well suited to additional density that will not impact airport uses. *Goal CC6* and *Policy EC5.4* support protecting the long-term viability of the Boise Airport to expand as a major economic driver of the city and region.

