

### Proposed Project

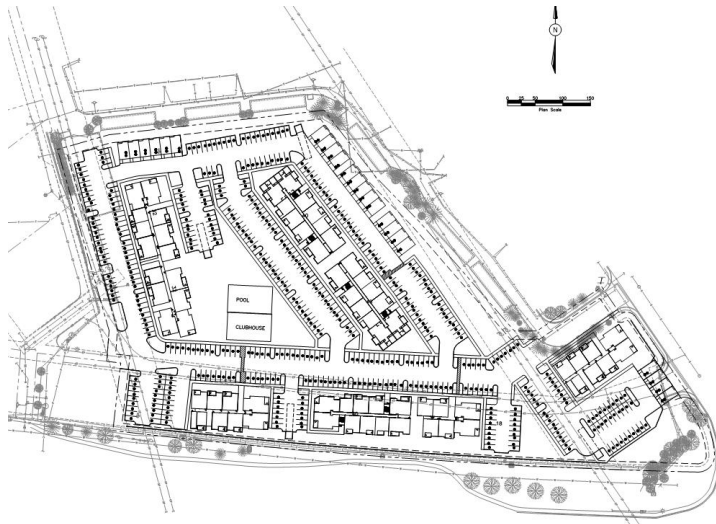
Hawkins Companies is proud to submit an application for development of eight separate parcels that comprise 10.8 acres of land, for the development of a multi-family housing development that will provide 271 dwelling units. This in-fill property is located east of the Albertson's shopping center, located at 6560 South Federal Way, which is identified by the Boise Blueprint as an "Activity Center". The property is also bordered by Gowen Road/HWY 21 to the south, and Columbia Village Apartments and Red Cedar Lane to the north/east, along with Grand Forrest Drive. The Albertson's shopping center was built in 2000, and the subject property has remained undeveloped since that time.

### Subject Property



Project plans submitted on behalf of our application show the development of eight garden-style apartment buildings that will provide 270 living units, 26 Townhomes (with two ground level garage parking spaces each), 454 off-street parking spaces, a clubhouse and pool. Other on-site amenities include BBQ stations, a dog park and passive open space.

### Site Plan



In considering our application, we believe there are four plans, and/or documents that provide guidance to show this application should be approved as submitted. These plans, and/or documents include:

- Boise Airport Influence Area;
- Part 150 Noise Study (and adopted Noise Exposure Maps);
- Blueprint Boise Comprehensive Plan; and
- Boise Development Code, as it relates to the C-4D zoning designation.

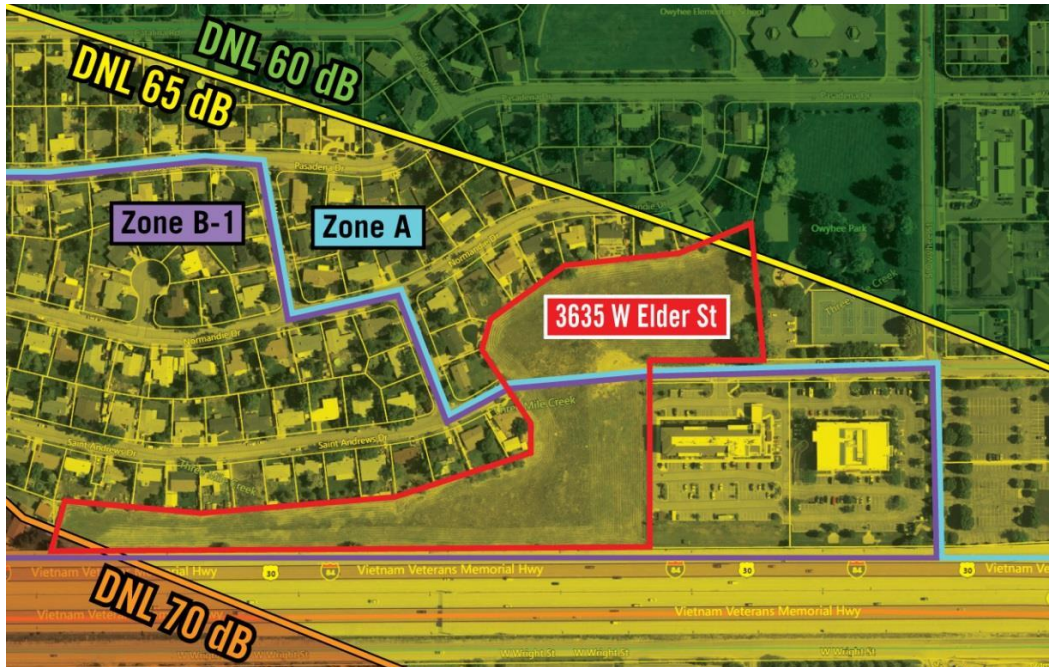
### Airport Influence Area



The Airport Influence Area (“AIA”) map was originally created in 1996, and has not been modified since. On the Airport Influence Area map, the Subject Property (“Site”) is included in Zone B. Development is allowed in each of the “AIA” zones, subject to the following criteria:

1. **Influence area A:** No Land Use Restrictions.
2. **Influence area B-1:** New residential subdivisions shall not exceed a density of three (3) dwelling units per acre.
3. **Influence area B:** New dwellings and/or new residential subdivisions shall be prohibited unless the subject property is designated for a residential land use in the applicable comprehensive plan.
4. **Influence area C:** Any principal permitted use within airport influence area C shall require conditional use approval.

In September of 2020, Biltmore Co. appealed a decision that had been rendered by the city of Boise Planning and Zoning Commission to the City Council. At that hearing, Biltmore Co. argued that their property, located at 3635 West Elder Street, was suitable for an 85-unit multi-family housing development, because a portion of their parcel was in the “A” area; while the other portion of their parcel was in the “B-1” area.



At that City Council meeting, the Council did not seem to base their decisions upon the 1996 Airport Influence Area maps, but on the Part 150 Noise Exposure Maps that are adopted into the Blueprint Boise plan, “from time to time”.

If relying upon the information contained by the Airport Influence Area maps, the project could have been approved, conditioned that the B-1 portion be restricted to no more than 3 dwelling units per acre.

Instead, City Council focused their deliberations on the 2020 Part 150 Noise Study, and the Noise Exposure maps contained within. That analysis showed that the Biltmore Co. property was located within the contour that is exposed to sound levels of, and exceeding, 65 dB.

Per Table 4.1 of the Part 150 Noise study, that analysis showed the Biltmore Co. property was not compatible for residential uses, and the appeal was upheld.

### **Part 150 Noise Study and Noise Exposure Maps**

Upon hearing that decision rendered by the City Council, and the deliberations on what information they would consider in their decision, we then looked at how our property was impacted by the 2020 Noise Exposure Map.



Part B - Noise Exposure Map Development

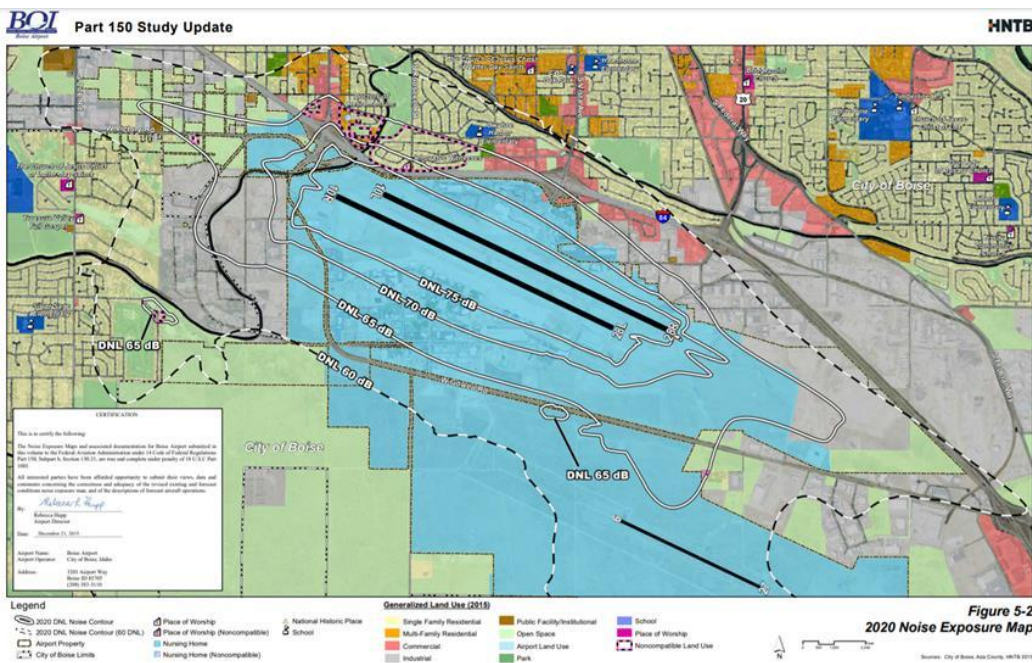
Sec. A150.101 Noise contours and land usages.

- (a) To determine the extent of the noise impact around an airport, airport proprietors developing noise exposure maps in accordance with this part must develop  $L_{dn}$  contours. Continuous contours must be developed for YDNL levels of 65, 70, and 75 (additional contours may be developed and depicted when appropriate). In those areas where YDNL values are 65 YDNL or greater, the airport operator shall identify land uses and determine land use compatibility in accordance with the standards and procedures of this appendix.
- (b) Table 1 of this appendix describes compatible land use information for several land uses as a function of YDNL values. The ranges of YDNL values in Table 1 reflect the statistical variability for the responses of large groups of people to noise. Any particular level might not, therefore, accurately assess an individual's perception of an actual noise environment. Compatible or noncompatible land use is determined by comparing the predicted or measured YDNL values at a site with the values given. Adjustments or modifications of the descriptions of the land-use categories may be desirable after consideration of specific local conditions.
- (c) Compatibility designations in Table 1 generally refer to the major use of the site. If other uses with greater sensitivity to noise are permitted by local government at a site, a determination of compatibility must be based on that use which is most adversely affected by noise. When appropriate, noise level reduction through incorporation of sound attenuation into the design and construction of a structure may be necessary to achieve compatibility.
- (d) For the purpose of compliance with this part, all land uses are considered to be compatible with noise levels less than  $L_{dn}$  65 dB. Local needs or values may dictate further delineation based on local requirements or determinations.

When analyzing Part B of the Noise Exposure Map, we focused on item D.

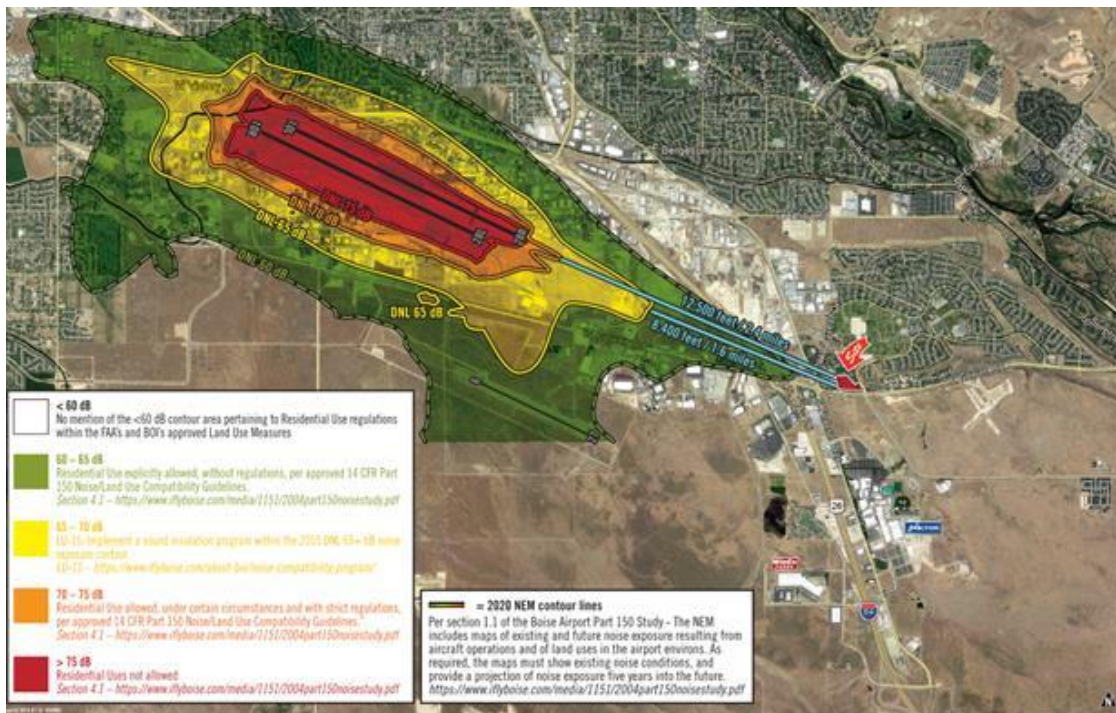
“For the purpose of compliance with this part, **all** land uses are considered to be COMPATIBLE with noise levels less than 65 dB.” We then referenced the 2020 Noise Exposure Map.

<https://www.iflyboise.com/media/1333/2020nem.pdf>



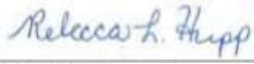
Based upon the contour lines noted above, the black and pink dashed lines show “Incompatible Land Uses”, and that is area in which the Biltmore project was planned, and the basis for their denial. Conversely, the black and white dashed line shows the 60 dB contour, and our site located outside of that line, and not even shown on the adopted 2020 map.

Table 1 (above), defines Land Use Compatibility Guidelines, as approved by the FAA. It states that Residential Land Uses are Compatible below 65 dB sound levels. Our “Site” is outside of 60 dB contour, and should have no restrictions or limitations with regards to residential development.



Per Section 1.1 of the Boise Airport Part 150 Study, which is the study produced by the Boise Airport under the direction of the FAA and approved by the FAA, identifies contour lines “for which the City of Boise and Ada County can use to make informed land use and zoning decisions” that oversees and tracks uses within the Airport Area. “The Noise Exposure Map (is a map) of existing AND FUTURE noise

exposure resulting from aircraft operations and of land uses in the airport environs. As required, the maps must show existing noise conditions, and provide a projection of noise exposure (a minimum of five years into the future.” <https://www.iflyboise.com/media/1333/2020nem.pdf>

CERTIFICATION	
This is to certify the following:	
The Noise Exposure Maps and associated documentation for Boise Airport submitted in this volume to the Federal Aviation Administration under 14 Code of Federal Regulations Part 150, Subpart b, Section 150.21, are true and complete under penalty of 18 U.S.C Part 1001.	
All interested parties have been afforded opportunity to submit their views, data and comments concerning the correctness and adequacy of the revised existing and forecast conditions noise exposure map, and of the descriptions of forecast aircraft operations.	
By:	 _____ Rebecca Hupp Airport Director

### Forecast Aircraft Operations

Of note, the Noise Exposure Maps (“NEM”) that are generated for the Part 150 Noise study, not only do they look at current aircraft operations, but as noted above, the Part 150 Noise Study also considers “forecasted” operations. Gowen Field was in consideration for F-15 and F-35 squadrons to be assigned, and it was determined that those aircraft platforms created impacts that were “too great” for surrounding areas. Assignment of the F-35 would have deemed 272 homes “unsuitable for living”.

### Federal Aviation Agency Funding

A Type 150 Noise Study a tool used to identify the amount of noise, and areas of impact, that is being generated by normal aviation operations at Gowen Field, and to proactively adopt land use regulations that will reduce impacts on incompatible land uses. Ultimately, the intent is to:

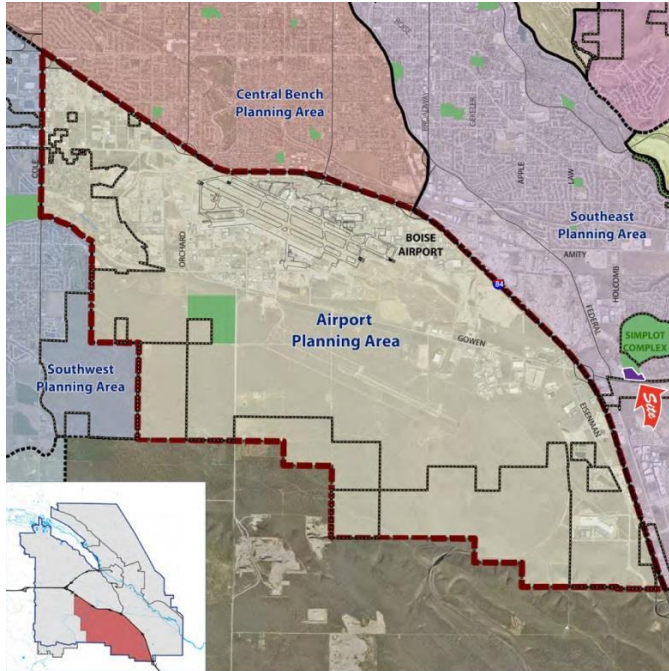
- Preserve or enhance the capacity, safety, or security of the national transportation system;
- Reduce Noise Impacts resulting from an airport that is part of the system; and
- Furnish opportunities for enhanced competition between or among air carriers.

By adopting the Type 150 Noise Study, and regulating land use decisions (both by zoning, and quasi-judicial hearings), the city of Boise has demonstrated compliance with said report. Demonstration of compliance will ensure that future FAA funding for Gowen Field is not jeopardized.



### Comprehensive Planning Areas

The subject property is located in the Southeast Planning area, (Not the “Airport Planning Area”) has a Land Use designation of Commercial, along with an “Activity Center” designation.



Housing availability is in crisis mode, not only within the city of Boise, but throughout the entire Treasure Valley. Several goals within the Blueprint Boise document detail that increased density housing opportunities should be considered in East Boise in and around the Micron Regional Activity Center.

#### Goal SC-CNN 1.1 Designated Activity Centers

The intersection of Gowen Road and Federal Way is identified as an “Activity Center”, and should promote the availability of local services within walking distance of residential neighborhoods. The existing Albertson’s shopping center is within 1,000 feet of the proposed housing development, and in this instance, we would be bringing “the neighborhood” to the shopping center.

**Goal SE-CCN2: Provide opportunities for future expansion: Area of Impact.** Coordinate with Ada County regarding the expansion of the AOCI boundary south of the Columbia area into the surrounding Isaac Canyon Interchange. *Higher residential densities are envisioned adjacent to Micron and other Activity Areas as part of the East Columbia area.*

Recent Development Trends in East Boise Employment Area:

- Gateway East Urban Renewal District established, projecting 10 million square feet of industrial development, along with 8,500 industrial related employees;

- New Amazon distribution center planned for area;
- Tesla sales and maintenance facility;
- Micron is planning \$100 million expansion to campus; and
- Mr. Gas Truck Stop and Travel Center being developed to support industrial growth.

**Zoning District (C-4D and R-2D)**

The subject property is located within the C-4D zoning designation, which allows for residential development through the Planned Unit Development review process. Planning & Zoning will determine if the proposed land use is appropriate for the neighborhood in which the project is planned, and the Design Review Committee will determine appropriateness of building design; materials; colors and specific landscaping.

**Dimensional Standards**

Minimum Lot Area:	Residential Use, Corner or Interior Lot:	25,000 square feet
RESPONSE:	Subject Property is approximately 470,448 square feet	
Average Lot Width:	Residential Use, Interior Lot	N/A
	Residential Use, Corner Lot	N/A
Street Frontage, Minimum:		30'
RESPONSE:	Subject Property has frontage on Grand Forrest Drive (250'); and Highway 21 (1,282')	
Floor Area Ratio:	Residential Uses	1.5
RESPONSE:	Subject property is 470,448 square feet, which would allow for 705,672 square feet of residential development upon this property.	
Lot Coverage, Maximum		N/A
Setbacks, Minimum	Front	10'
	Side Yard, Street	10'
	Rear or Side Yard, Interior, 3+ stories	15'
RESPONSE:	Submitted site plan meets, or exceeds, all front, side and interior yard setbacks.	

In the Site Planning Process, we generated legal descriptions for the C-4D and R-2D zones that bisect the subject property. The actual line seems to run approximately 40' south of what is shown on the GIS system. The subject property contains 1.89 acres, which would allow 27 residential units in that area. Site plans show 15 townhomes, and 12 residential units in Building #8.

**ACCESS**

Currently, access to the property is primarily gained from East Grand Forrest Drive. From East Grand Forrest Drive, there is a "frontage road" that ties directly into the Albertson's shopping center. Our plan is to vacate a portion of that frontage road, and tie our site in to East Red Cedar Lane, which is actually located on our property, with a non-exclusive access easement across that access drive. This should cut down on "pass through" traffic, and also creates usable space for townhomes that will have specular views of Lucky Peak, within the Boise Foothills.



As stated, Hawkins Companies is proud to submit this application for a multi-family housing project in East Boise. This 270 unit complex will provide quality housing in a part of town that is facing strong employment growth. Based upon 2020 Noise Exposure Maps, we are located outside of the 60 dNI contour, and therefore, airport operations should not be considered when evaluating this residential development.

Hawkins Companies respectfully requests a recommendation of approval for PUD21-0006.