

PROJECT SUMMARY

LH State Development, LLC

CUP Application: Proposed Retail Development at 5033 W. State Street

Overview

- Phase I (single tenant), of a possible II Phased Retail Development
 - Site Size: 1.27 acres
 - Project Type: New Construction
 - For: Single tenant retail with drive-through
 - Building: 1 story, 2,257 Square Feet
 - Zoning: C-2D
 - Parking: 50 spaces (10 required)
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LH State Development LLC is submitting its application for Conditional Use Permit to the City of Boise for the development of a 1.27-acre lot along State Street, at the address at 5033 West State Street. The developer is planning to utilize the current C-2D zoning, to redevelop a vacant lot for the purposes of constructing and tenaning a single tenant retail building. The proposed end-user is a nationally recognized, "A Credit" tenant, with multiple locations in the Boise area, that will serve the surrounding community, as well as the commuters from surrounding municipalities, as they utilize the one of Boise's most well-known, but under-amenitized corridors. While the need for new retail in this area of Boise meets the highest and best use of the property, conforms to the current zoning, and will deliver a highly desired and compatible business to the property, it is the tenant's requirement for a drive-thru component to the development that necessitated the developer's application for the Conditional Use Permit.

With regard to the drive-thru component of this development, the developer has been in discussions with City Representatives and fully understands their concern regarding protecting the streetscape and respective developments from the visual impact of parking lots and drive lanes. The developer has therefore worked very closely with its design consultants to deliver responsible, attractive and practical solutions to their concerns, without impeding pedestrian access or safety. The site's physical constraints limit its ability to provide alternative traffic patterns or building configurations without creating other issues and concerns. Specifically, the subject property is "bookend" on both sides by neighboring properties, with the only public access point from State Street. Therefore the project is unable to provide a reasonable circulation pattern off the drive-through that would not flow in between State St. and the building. Realizing that other developments in the Boise market have had to deal with similar site constraints allowed the design team to develop an aesthetically pleasing plan to address the concerns and maintain functionality and safety.

In an effort to understand the desires of the immediate community, the developer has held meetings and had conversations with neighboring properties and neighboring associations of its intended development of retail along with the project having a drive-thru component to it. In those conversations, the developer has learned that not only do the commercial businesses but also the multi-

family and single-family residences of the area are in strong support of this retail development and take no issue with a drive-thru component to the project.

From a design standpoint, the drive-thru component actually softens and warms up the streetscape and view corridor with the use of a wood pergola and soft-scaping the landscape areas in between State Street and the building. Increased use of deciduous, evergreens and perennials further enhances the sites aesthetics. The developer's use of multiple materials types, such as plank wood, metal and stucco bring a contemporary, yet mainstream freshness to a section of a Boise corridor that has not seen a higher end development in several decades.

Given the heavy residential component to the Northwest Planning Area, coupled with State Street's vision for encouraging greater mobility and use of alternative modes of transportation, the project includes bike racks and a large outdoor patio as an incentive for the area residents and businesses to ride, walk and gather at an establishment known for it's lounge-like atmosphere, appealing to the emerging demographics of the young creative types as well as empty nesters.

Another critical component to the success of this project, and any other proposed future project, is the requirement of a curb cut off the public right-of-way of State Street. Preliminary meetings with Ada County Highway Department have indicated their support of a curb-cut off the public corridor. However, in meetings with City Staff, the Planning department has indicated that they would not be in support of a curb-cut off the public right-of-way. The subject property has no other access from a public corridor, nor is it aware of any rights to the private road, Lakeharbor Lane, which is located at the rear of the property; access from the rear could be cumbersome and create confusion, if it were the only access point to the development. The developer has discussed the Planning Department's desire to route traffic through the private road of Lakeharbor Lane with the Master Association's Board of Directors, whereby they stated, on behalf of the entire community, they're absolute refusal to support additional traffic flow onto Lakeharbor Lane. It is the Board's position that, as a private road governed and maintained by the Association, Lakeharbor Lane is used by its residents and commercial tenants for their daily commutes and activities, such as exiting their community, walking/jogging, accessing the green belt, bike riding and as such, any increase in traffic onto Lakeharbor Lane, would jeopardize their enjoyment and safe use of their private road.

Given the surrounding and immediate community of residents and businesses within the Lakeharbor Association, representing 17 associations with approximately 2000 people, the developer strongly believes that a new, small, yet targeted retail development, in an area of out dated development and growing needs, will be an encouraging signal to other property owners and developers to take interest and invest in one of Boise's most popular corridors.

We look forward to providing Boise and the immediate community with a compatible retail development, the elimination of a vacant 1.27-acre lot, the creation of space for new businesses and the enhancement of a corridor worthy of new development and investment.