

CITY OF IDAHO FALLS
BOARD OF ADJUSTMENT
P.O. BOX 50220
IDAHO FALLS ID 83405-0220
(208) 612-8276

September 26, 2013
12:15 p.m.

City Annex Building, Council Chambers
680 Park Avenue

Members Present: Stephanie Austad; Bryan Bjorgaard; Jake Cordova; Brent McLane; and James Wyatt.
Members Absent: Alex Creek; Steve Davies; Richard Lee; and Len Stenzel.
Staff Present: Brad Cramer, Assistant Director, and Debra Petty, Recording Secretary.
Also Present: Applicants: Clint Boyle, Horrocks Engineering, and David Lee, YESCO Sign.
Changes to Agenda: None.
Call to Order: The meeting was called to order at 12:15 p.m. by Chair Cordova.
Minutes: **March 28, 2013. Wyatt moved to approve the minutes as presented. Motion seconded by Creek and passed.**
Aye: Stephanie Austad; Bryan Bjorgaard; Jake Cordova; Brent McLane; and James Wyatt.
Nay:
Abstain:

Public Hearings: **Variance**
Horrocks Engineering
10.93 Acres, Section 25, T 2N, R 37E
Snake River Landing, Division No.8

Wyatt disclosed his firm has dealings with Horrocks Engineering but will not affect his vote. Cramer presented the staff report, a part of the record. He said there are two requests. One to reduce the required number of stalls from 452 to 392 for an apartment complex and a second to reduce the length of the stalls from 20' to 19'. The 2000 aerial photo shows the condition of the site prior to recent development. The integrity of the site was compromised by the mining of gravel and industrial uses. This type of site is very costly to redevelop. The parcel is part of an urban renewal district and has received some funding from the Idaho Falls Redevelopment Agency for public infrastructure improvements within the district.

Cramer said the proposed plan is to limit stalls 19' in length for areas adjacent to sidewalks or landscaping. The applicant is proposing tandem parking. Zoning does not allow tandem stalls as part of the required parking count. If allowed, the parking count would exceed the required number of stalls by nineteen (19). The neighboring Bandon River Apartments, a senior housing development, did not need a variance because the number of required stalls is one per unit. Cramer said the site is impacted with the depth of bedrock. In a number of areas the bedrock is a foot or less from the surface and will require rock removal.

Cramer said staff supports the variance requests due to the physical limitations unique to this area. The situation is not a creation of the current owner. It is not economic in nature because the cost of development is substantially increased due to the nature of the site. The variance is not in conflict with the neighborhood. Cramer told Wyatt he received a new site plan prior to the hearing noting not all units will have tandem parking.

Chair Cordova opened the hearing to public comment.

Clint Boyle, Horrocks Engineering, 901 Pier View Drive, Ste. 205, Idaho Falls, ID. Mr. Boyle said garages will be located below the first level of the building and accessible from any level via an internal hallway. The garages will have tandem or “accessory stalls” for units with garages located in front each garage bay. If tandem spaces were counted as part of the required parking the applicant would exceed the required parking. The *Zoning Ordinance* does not permit tandem stalls in the overall parking count. The parking plan does not utilize street parking. Some detached “accessory garages” will be available. Boyle said there is a provision allowing the reduction of the length of a parking stall from 20’ to 19’ if it is adjacent to 8’ of landscaping. The width of landscaping varies and there are some areas where it does not meet the requirement. The stalls in the front of the clubhouse allows for vehicle overhang because the width of the sidewalk is adequate. Boyle said there is some surface bedrock and is present as far as 9’ down. A great deal of blasting was required for the location of utilities. This makes development challenging and expensive due to rock export.

Wyatt asked Boyle why the lava rock is pertinent to the request. Boyle said the cost for removal of bedrock is expensive and to make the project fiscally viable cannot reduce the number of units. Bjorgaard expressed his concern that the 19’ stalls adjacent to the clubhouse would interfere with ingress/egress and emergency vehicles. Boyle said he wasn’t concerned because drive aisle is 26’ in width. Wyatt asked if the location of the clubhouse could be adjusted to accommodate the length of the stalls. Boyle said the clubhouse has not been designed and would consider the request.

Chair Cordova closed the hearing to public comment.

Wyatt asked if there is any merit in having a minimum sidewalk width to allow for vehicular overhang for the 19’ parking stalls adjacent to the clubhouse. McLane would like to see the footprint of the clubhouse move 2’ to the north to allow for 20’ stalls.

Chair Cordova opened the hearing to public comment.

Cramer said when doing a site inspection it is not uncommon to come across stripped parking stalls only 19’ in length. If the developer has the required center drive aisle width he is not as concerned about the length.

Clint Boyle, Horrocks Engineering, 901 Pier View Drive, Ste. 205, Idaho Falls, ID. Mr. Boyle said they have some flexibility with the width of the sidewalks and the placement of the clubhouse on the site.

Chair Cordova closed the hearing to public comment.

Wyatt said his main concern is movement of traffic at the entrance and would prefer modifying the stalls in front of the clubhouse as suggested by Bjorgarrd.

Bjorgaard moved to approve the variance request to reduce the number of parking stalls from 452 to 392, and reduce the length of the stalls from 20’ to 19’ with the exception of the stalls adjacent to the clubhouse which will remain 20’ in length. Seconded by McLane and passed.

Aye: Bryan Bjorgaard; Jake Cordova; Alex Creek; Brent McLane; Len Stenzel; and James Wyatt.

Nay:

Abstain:

Variance

YESCO SIGN COMPANY

Sunnyside Crossroads Regional Center North, Division Nos. 1, 2, & 3

Cramer presented the staff report, a part of the record. The applicant is requesting approval of a variance to increase the allowable size of a sign from 600 square feet to 1,000 square feet and the height from 60 feet to 80 feet. With the construction of the overpass on I-15 at exit 116 the height of the exit ramp obscured motorists from spotting available services in that location. A variance for an 80' sign was granted for the Exxon convenience store to the south of the Sleep Inn and retail uses for the same reason. The sign must have architectural characteristic of the development. Each tenant will be allowed store front signage for identification within the shopping center. Cramer said staff supports the variance because the sign does not negatively impact the neighborhood environment and is necessary to adequately identify the premises. The recommendation by staff for approval is based on the *United States Sign Council* for safe traffic movement.

Wyatt remembers at the time the Exxon sign was approved it was determined the sign for the Sleep Inn was adequate. Promises were made by the applicant for the Exxon convenience store that did not take place. McLane asked if there are separated sign requirement for the I-15 corridor. Cramer said ITD requires all advertising for the sign is on premise. If this variance is approved the board requests the semi-trailer with the banner for Teton Toyota be removed.

Chair Cordova opened the hearing for public comment.

Lyle Cosson, 600 S. Main Street, Butte Montana. Mr. Cosson said he represents the new owner of the Sleep Inn. The sign will be constructed as presented. He said the sign is not only for the Sleep Inn, but for the rest of the tenants.

Chair Cordova closed the hearing to public comment.

Wyatt said there have been a number of sign variance requests along I-15 and suggested staff revisit the sign code regulations. He does like the design of the sign and is in favor of granting the variance request.

Wyatt moved to approve the variance request to increase the allowable size of a sign from 600 square feet to 1,000 square feet and the height from 60 feet to 80 feet. McLane seconded and the motion passed unanimously.

Aye: Stephanie Austad; Bryan Bjorgaard; Jake Cordova; Brent McLane; and James Wyatt.

Nay:

Abstain:

Adjourn: Meeting adjourned at 1:15 p.m.

George Swaney, Vice-Chair