

STAFF REPORT

COMMUNITY DEVELOPMENT DEPARTMENT



HEARING DATE: 4/8/2025

TO:

Mayor & City Council

FROM:

Sonya Allen, Associate Planner
208-884-5533

SUBJECT:

Vanguard Village No. 1
MFP-2025-0001

LOCATION:

Generally located a ¼ mile west of S.
Ten Mile Rd. on the north side of I-84, in
the south 1/2 of Section 15, T.3N., R.1W.



I. PROJECT DESCRIPTION

Modification to the final plat (FP-2024-0012) approval for Vanguard Village No. 1 to modify condition #11, which requires 9-foot-wide parallel parking on both sides of private streets within the development, to allow parking to only be provided along the east side of S. La Vista Ln., while maintaining parking along both sides of all other private streets, by Clark Wardle, LLP.

II. APPLICANT INFORMATION

A. Applicant:

Joshua Leonard, Clark Wardle, LLP – 251 E. Front Street, Ste. 310, Boise, ID 83701-0639

B. Owner:

Ten Mile West Commercial, LLC – PO Box 51298, Idaho Falls, ID 83405

C. Representative:

Same as applicant

III. STAFF ANALYSIS

The final plat ([FP-2024-0012](#)) for Vanguard Village No. 1 was approved by City Council on October 8, 2024 and has not been recorded. The Applicant proposes to modify the following final plat condition of approval, as follows:

11. *Except as otherwise expressly provided herein, ~~the~~ private streets within this development shall be constructed within an easement wide enough to accommodate a travel lane width of 26-feet in accord with UDC 11-3F-4B.2b, 9-foot-wide parallel parking on both sides of*

the street and bulb-outs. Notwithstanding the foregoing, S. La Vista Ln. shall only have 9-foot-wide parallel parking on the east side of the street. ~~A~~ Revised street sections shall be submitted for each side of S. La Vista Ln. and for the east/west private street required between La Vista and S. Umbria Hills Way/W. Navigator Dr. that demonstrates compliance with ~~this~~ these requirements.

Approval of the proposed change would result in 20 fewer on-street parking spaces being provided in this area. The reason for the request is that joint trench was installed along the west side of La Vista without consideration of on-street parking in that area, which is a requirement associated with the preliminary plat based on consistency with the street sections in the Ten Mile Interchange Specific Area Plan (TMISAP). Adding parking bump outs in this area would position the drainage swales over the top of the joint trench, which isn't ideal.

Because industrial type uses (i.e. flex space, distribution and manufacturing) are conceptually approved to develop on the abutting property to the west and additional parking isn't typically needed beyond that required on-site for industrial uses, Staff doesn't anticipate the on-street parking being needed. Therefore, Staff is amenable to the Applicant's request and recommends approval of the proposed private street section shown in Section V.B below.

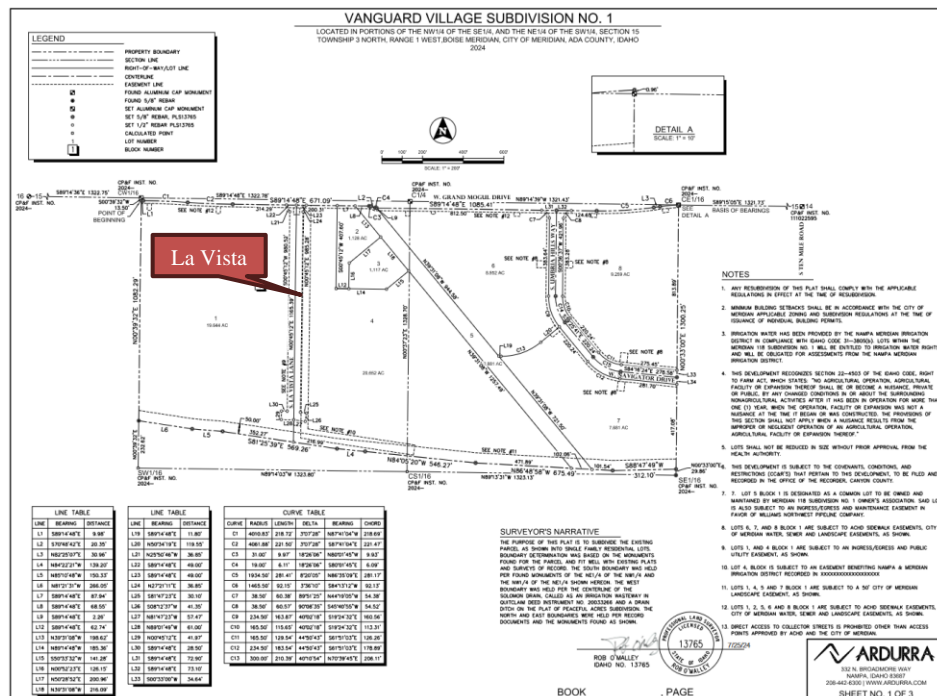
IV. DECISION

A. Staff:

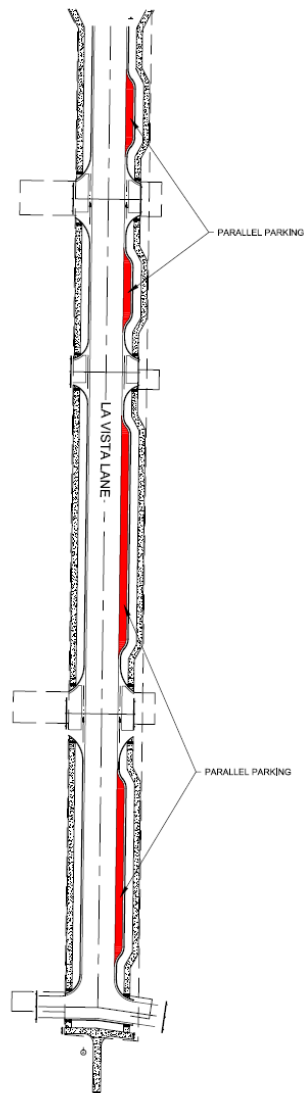
Staff recommends approval of the proposed final plat modification based on the analysis above in Section III.

V. EXHIBITS

A. Approved Final Plat (dated: 7/25/24)



B. Proposed Parking Along S. La Vista Ln. (shown in red)



VI. CITY/AGENCY COMMENTS

A. PLANNING DIVISION

1. The Applicant shall comply with all previous conditions of approval associated with this development, except as approved herein (Vanguard Village MDA, RZ, PP, CUP [H-2021-0081](#), DA Inst. [#2022-049799](#); H-2023-0072 (amended DA Inst. [#2024-050341](#)); TED-2024-0001).

2. Final plat condition of approval #11, shall be amended as follows:

Except as otherwise expressly provided herein, the private streets within this development shall be constructed within an easement wide enough to accommodate a travel lane width of 26-feet in accord with UDC 11-3F-4B.2b, 9-foot-wide parallel parking on both sides of the street and bulb-outs. Notwithstanding the foregoing, S. La Vista Ln. shall only have 9-foot-wide parallel parking on the east side of the street, on-street parking is not required along the west side of S. La Vista Ln. A revised street section shall be submitted for S. La Vista Ln. and for the east/west private street required between La Vista and S. Umbria Hills Way/W. Navigator Dr. that demonstrates compliance with these requirements.

Commented [BP1]: Here you should have Planning Division conditions and state that they need to comply with the approved final plat. Look at another report for examples.