



Planning & Development Services

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Design Review Committee Hearing Minutes of May 7, 2014

Committee Members Present David Rudeen, Vice-Chairman, Tom Zabala, Jason Smith, Hilary Soltman and Jessica Aguilar

Team Members Present Sarah Schafer, Josh Wilson, Rob Lockward and Nicki Heckenlively

DRH14-00089 / KC Gardner Riverwoods LC – Geoffrey Wardle

Location 101 S. Capitol Boulevard

Detailed review for the transit facility and conceptual review, massing and placement, of the 9-story office building and expanded convention center over the transit facility in a C-5DD (Central Business with Downtown Design Review overlay) zone.

SARAH SCHAFFER: The site currently has an 18-story US Bank Office building with surface parking to the west and south. There is a large amount of at-grade plaza space as well as a below-grade parking structure. There are several things to keep in mind tonight as you hear the presentations and public testimony.

- The Planning and Zoning Commission took action on Conditional Use Permit CUP14-00003 on March 3, 2014, approving the below grade bus transfer facility use and site circulation. The application was not appealed to City Council and the determination the use and site circulation is appropriate stands.
- The Ada County Highway District took action on the request April 23, 2014, approving the layout of the right-of-way, turning movements and off-site circulation patterns. I received notice from Christy Little this afternoon there was not a request for review so their action stands.

These items have been acted on by the appropriate authorities and are out of the Design Review Committee's jurisdiction.

Committee Review

- Detailed design review approval for the below grade bus transfer facility.
- Very little to review as you are looking mainly at materials.
- Review of the above grade structures for building footprint locations, height and massing as it relates to surrounding properties.
- At a later date, with approximately 80 percent design development documents, the applicant will return to the Design Review Committee with detailed information on the buildings. This will include materials, window detail, openings, landscape design, sidewalks and streetscapes.

Project Walk Through

- Shown on the screen is the layout of the below grade bus transfer facility.
- This structure takes access from a curb cut located on Capitol Boulevard at approximately 14-feet south of the exiting curb cut into the US Bank Buildings below grade parking facility.
- There is room for eight buses to be parked below grade as well as room for five Boise Police Department vehicles.
- A portion of the construction will be below the Grove Plaza and into a portion of Main Street.
- The guardrail submitted for your review shows an 18-inch concrete curb with 2½ feet of steel rail on top.
- As a condition of approval, staff requests the applicant look at a way to tie this element back to the design of the building to make it more unique to Boise.

Above Grade

- The new footprints for the property are outlined in green on the screen. The Clearwater Building is on the northwest corner of the spoke.
- There is also the 26-foot high, single-story retail building on the north side of the US Bank Building.
- The Convention Center Building is located along the south side property line in conjunction with CenturyLink.
- The Clearwater Building on the northwest corner of the site is an approximately 145-feet tall, 9-nine story building.
- View of the project from Capitol Boulevard.
- View of the structure from Grove and this is the north spoke.
- The Convention Center Building is on the right of the screen. On the south side of the site is an approximately 84-foot, 5-story structure.
- Again, as stated previously, is the 26-foot, single-story structure located along the Main Street frontage.

Elevations

What you are not seeing in these elevations is the US Bank Building, but you can see the outline of where the structure would be. This was done so we could see the elevations of the buildings in behind.

Because the Committee is reviewing the building locations and massing we've requested some sections to show the relationship of the new construction to the existing buildings on the site. These were made as part of your packet and were also available on-line for review.

- This section shows the relationship of the new Clearwater Building to the existing US Bank Building and the space between.
- These sections allow you to see the relationship of the Clearwater Building with the Convention Center Building to the south as well as the Convention Center at this location.
- The last section shows the relationship of the Convention Center over to the US Bank Building.

Renderings

- Renderings were included as part of the project report to help you visualize the full development on the site.

Massing

- When looking at the elevations from the Grove a portion of the structure will be out over a portion of the north spoke about 7-feet, 10-inches, but there is only 36 feet of the building face which will be out this distance. CCDC has granted an easement request for this which will be 30-feet in the air so there is plenty of room for the existing trees on the north spoke to remain and not be in conflict with this building element. Otherwise everything is on the applicant's property with no easements on that side.
- When you look at the Convention Center side of the structure you'll see a building which goes right up to Century Link's Arena wall. This happens 23-feet in the air on the Grove spoke side. It is a small distance and there is a lower ceiling on this end along the Capitol Boulevard frontage. There is the 40-foot height prior to having building over an 18-foot easement which CCDC holds for the eastern spoke.

Code

Boise City Code requires the following findings to be made by the Design Review Committee.

- Traffic Impact - Both the Planning & Zoning Commission and the Ada County Highway District Commission have acted on this project in regards to traffic impact and circulation. Compliance with the requirements of both of these boards is required as part of the Design Review action. No further action needs to be taken by the Design Review Committee in regard to this.
- Landscape, Stabilization and Screening - At this time we are not reviewing the landscape plan. The streetscape and landscape plans will come back to the Design Review Committee to be reviewed in detail at a future hearing.
- Grading and Drainage - The applicant will be required to comply with all Boise City Public Works and Erosion and Sediment Control requirements in regards to grading and drainage. These will be reviewed with construction documents through the building permit.
- Signage - No signage has been submitted as part of this application. A separate sign application is allowed and will be reviewed in accordance with the ordinance.
- Utilities - All of the utilities for the site will be located underground and will meet the requirements of Boise City Public Works Department and those governing entities.
- Building Mass - The massing of the proposed structures is consistent with other buildings in the area. The adjoining properties have a range from single-story buildings to a height of 267-feet on the US Bank Building. This project will further develop the northwest quadrant of the Grove as originally planned when designed.
- Building Facades - The height to width relationship of the building is consistent and compatible with the architecture in the area. The taller Clearwater Building is located along the north spoke of the Grove. The 9-story structure is appropriate in context with the 6-story structure across the street. The 5-story Convention Center Building is of appropriate height and width to work with the adjoining Century Link Arena Building.
- Openings in the Façade and Exterior Materials - These findings are not being reviewed with the conceptual application, but will be reviewed in conjunction with the future detailed design review.

- Compliance with adopted plans and design guidelines - As allowed through the departure process of the Downtown Design Guidelines and Standards this project meets the intent of the documents in regards to massing, building placement and general form. The detailed portions of the guidelines as they relate to building finishes, openings and materials will be reviewed under the future detailed application.

Conclusion

- After reviewing all of the documents submitted and reading public testimony received to date, staff believes the project complies with the requirements of the Boise City Zoning Ordinance and the Downtown Design Guidelines as well as the Comprehensive Plan.
- Conditions addressing some items to be reviewed at the detailed application submittal include accessible parking stalls, final design of the guard rail located within Main Street, materials for the exterior of the structure and cut sheets for outdoor lighting for site and building.

APPLICANT TESTIMONY

GEOFFREY WARDLE (Vice-President, Development and General Counsel / KC Gardner Riverwoods, LC): We are very appreciative of the efforts staff has put into working with us to get to this point and we are in agreement with the project report. There are some elements we want to talk about. The way we will handle our presentation is I'll go ahead and have our Chief Operating Officer, Tommy Alhquist, come up and make a few comments. I will then talk about some of the details and then our designer/architect, Darin Bell of Babcock Design Group, will conclude our presentation.

TOMMY ALHQUIST (COO / KC Gardner Riverwoods, LC): I want to start by expressing our vision for this project. As we acquired the US Bank Building and knew there was some development potential on this site we could have never imagined a better project which pulls together so many different entities and solves so many problems. In fact, as we purchased the building we were thinking about how exciting it would be to have a third building which would be more of a tech building. We've done several of those in the last couple of years and thought it would be a fun addition to downtown, but would also drive some of the economic growth we desire. As we began working with Valley Regional Transit (VRT) and Greater Boise Auditorium District (GBAD), Ada County Highway District (ACHD) and Capital City Development Corporation (CCDC) and the City on this project...I can't thank everyone enough for the collaboration which has happened over this time. We are passionate about jobs and economic development here and this project does that. It also addresses a transportation need which has been long desired and looking for the right site. Right from the get-go as we considered how this might all come together, because it is a tight site, it is the right location for all these uses. We, early on, got the best-of-the-best engineers and architects in the Northwest to help us look for fatal flaws and the best ways to accommodate these uses. We believe we've done this. You'll hear some other testimony tonight. This is not our first hearing and we think we are at about the bottom of the eighth inning. We have collaborated and worked with everyone to try to come up with the very best solution. No one is as committed to this site as we are with both of our buildings on each side of it. We are thrilled with the partnerships and we believe this will transform downtown in many, many ways. This is a project which becomes a 100-200 year project which we'll look back at and talk about how it changed things. The transportation component of this has been a significant challenge. If we eliminated VRT we would have eliminated some of the hoops we would have been jumping through. I cannot express how great

they have been to work with and the fact we were able to go through the Federal Regulations and get a Finding of No Significant Impact (FONSI) issued in the amount of time we did to keep up with the schedule is nothing short of a miracle. The question is always asked of me, "What happens? What are the detractors or the negatives which might make you get rid of the VRT component?" The answer to that is nothing. We are committed to them and to this project because we're so confident and passionate about the public transportation into the downtown core and with this being a transportation hub. It is not the solution for all public transportation, but it is the right place for a downtown hub to centralize all the activity. In addition, with GBAD and their expansion and the ability to attract additional conferences to our town and city...we are thrilled with this relationship and they've been a pleasure to work with. We've also got our private partners on this who you will hear from tonight, Clearwater Analytics. Here is a company who is booming and is a great success story. We are thrilled with this relationship and partnership. This building will come out of the ground 100 percent leased with all the space available spoken for. It will be a great economic driver to downtown. If it was at all a negative we wouldn't have this much success in filling it this early on with people who matter most about it, which are those people who will be in the building and in the surrounding area. With this I wanted to paint the picture of our vision. It has been surprising to me how much negative feedback and opposition we have had. We've tried to stay positive. We are known for, you can talk to anyone in all of our developments, working with folks and coming up with solutions, but sometimes when the answer is don't do it and that is the only answer that is acceptable you get what you get which is a fight. You'll hear some things tonight that change every meeting, but we wanted to get out ahead of that and tell you that we have been actively trying to work with folks and come up with solutions and feel very confident in our design. We have all of our professionals here to address any concerns which might come up.

GEOFFREY WARDLE: This is a project we've given a lot of thought to. People ask, "Why are you doing it so quickly"? This has been very quick. We purchased the US Bank Plaza last summer, the end of August and at that time we had discussions about how do you redevelop the surface parking lot in a way which contributes to downtown. This is the last piece of Boise Urban Development which started nearly 50 years ago. This surface parking lot has been there and it has functioned in a variety of capacities, but as we began to evaluate what could we do and the what if and what are the concerns we recognized from the very beginning, contrary to what some might say, that Capitol Boulevard is important and we recognize Capitol Boulevard needs to function and we need to protect things which relate to Capitol Boulevard, but we also have to work with the constraints we have on the site. The US Bank Plaza, as you know, sits on a pedestal. That pedestal covers an underground parking garage which has three decks and about 220 parking stalls. We've been grateful for the participation and cooperation of GBAD and VRT in designing these sites so we can minimize a lot of things buildings require. We can put them in places which don't require them to be on Main Street and Capitol Boulevard. With respect to VRT, the service facilities for grease separators, grease traps and garbage for the Clearwater Building can all be served out the VRT space. With respect to the GBAD one of the things we worked on with them from the very beginning, one I imagine you'll have testimony about, is how they are going to function, but it is how do we combine their service needs for servicing the ballroom and commercial kitchen which will be built on this site from our existing service facilities within the US Bank parking garage? By doing that, yes, there are a lot of ramps on Capitol Boulevard and we recognize this. We have looked and evaluated and I can assure you our very first efforts were what do we do to make this work? We evaluated ramps coming on and off Main Street. We considered ramps combined with the existing US Bank ramps. Can you make a

connection through the Capitol Boulevard parking garage underneath the arena? The answer to each of those, unfortunately, was no. There are a variety of technical and geotechnical structural issues which prohibit this. With these limitations and recognizing the bus entrance has to be on Capitol Boulevard and that the entrance to the parking garage has to be on Capitol Boulevard our architects were tasked from the very beginning with making sure we made it as light, open and as pedestrian friendly as you can under the circumstances. I'm going to show you something we showed the Planning & Zoning Commission in the variance application which helps capture what the impact is on Capitol Boulevard. This north façade...one of the things which has been lost is the fact the parking garage and the convention center ballroom expansion space cantilever over the ramps and the existing US Bank entrance. We put this up high and we want it to be high and off the ground and not bring it out to the street to address some of those concerns. In doing this, as you've seen in the project report, we have removed pillars and other things to make it as open as possible. As you look through from the north you are going to be able to see...this is one of the reasons why with the ramps we recognize pedestrians need to be able to see vehicles and vehicles need to be able to see pedestrians. As we look at the existing ramp and access facilities for both US Bank and the Grove Hotel those are relatively enclosed and pedestrians have to be right on top of the ramp to see and so do vehicles. This is a lesson we've learned and in all of the ramps we've done we've tried to keep them open and you'll be able to see that. These are relatively enclosed and this is a lesson we've learned. When we look at the project this is the Main Street view. People ask us, "If you didn't do the VRT component how would this project change?" There are only three elements that would change if VRT were not included at this site.

1. The ramp exiting onto Main Street.
2. The VRT pedestrian entrance which is midblock.
3. On Capitol Boulevard you would eliminate the dedicated south bound bus lane which ACHD has approved.

As to the structure and design of buildings those are the only three elements which has changed. VRT is wholly enclosed underneath the building. By doing this it enables us to put a lot of service facilities for the Clearwater Building in that space. We've been asked, "Why wouldn't you just do that without?" The key is to make the VRT space function. ACHD and CCDC have both had to commit subsurface property to be able to build that. The Convention Center cantilevers over our property, but VRT's piece, a portion of it, is underneath the Main Street right-of-way and underneath the Grove Plaza.

What does this do on Capitol Boulevard? On Capitol Boulevard this is what it looks like from the north. The important elements are you have this area right here which is the entrance ramp down to the bus facility. This is the ramp up to the two trays of parking and this is the existing pedestrian walkway which we've cantilevered over. We have also provided a pedestrian entrance to the back of the commercial kitchen which is immediately to the south of the US Bank parking garage. By keeping the building up, eliminating the number of pillars and walls in this location we have done the best we can to address the vision of pedestrians and their ability to see vehicles. We recognize there are a variety of technical things we can and will do. You need to have signals, lights, mirrors and all of those things we presently see. When we look at most parking garages in this valley, Eastman Garage, Capitol Terrace, the Grove, the Boulevard parking garage and our own parking garage...most of those are parking garages where you do not see the walkway and the pedestrians until you are right there on top of it. We feel this design really solves that problem. What it does to Capitol Boulevard has been the biggest complaint we've

heard, "You are destroying the view corridor of Capitol Boulevard". The reality is we think this project has no material impact on the visual corridor that is Capitol Boulevard. We value it and there is a reason we are downtown. There is a reason we have invested like we have downtown. What we did, with respect to the variance, is we asked our architectural firm to go out and visualize what this project will look like. Where will you see it from? From the plat gardens at the Depot looking down Capitol Boulevard we see the Hampton Inn, the Grove Hotel, US Bank and we see 8th and Main. Ultimately you will see a portion of the Clearwater Building from this perspective because it does come out to the face of 8th Street on the north spoke, but you cannot see the arena. This structure is only slightly taller than the arena and is about the same width on the north side so if you visualize what the arena looks like from Capitol Boulevard that is what you would see. You don't see it here. As we come down to Boise State again, at that lower level you still see the Grove Hotel and you see the pedestal it is on and some of the other things, but again, the street traffic and street furniture do not detract from that view and you don't see the arena. As we come down over the bridge now we're able to see a little bit more and you can see the pedestal the hotel sits on which continues over to the arena, but at this point you're barely starting to see the Chase Building which does project out quite far into Capitol Boulevard. It does come up to the property line and it does cantilever out into the right-of-way and you do have those elements there which you can see. It really isn't until you get up to Myrtle and Front that you can see the arena and that you'll be able to see the Convention Center expansion. At this location again, you see the pedestal and you can barely see the roof which makes up the roof of the arena immediately north of the hotel. Finally when you get to Front Street the blue box is the prospective you will see of the Convention Center and parking garage expansion. What does this impact? This impacts your view of the US Bank Plaza and the Chase Building. It doesn't impact the view of the Capitol and it doesn't impact the view of anything else other than the view down Grove Street.

We recognize and acknowledge the testimony you will hear tonight from Ms. Miller and Mr. Anderson will focus on the impact it has from Grove Street. Decisions were made nearly 40 years ago in this city as to what we were going to do with Grove and Main. In 1973 Grove was vacated for a three block stretch starting at Capitol Boulevard and extending to 10th Street. Grove Street was relocated to the south, which is now One Capitol Center. Then we went through another 15 years or more of trying to decide what to do. When the Grove Plaza was constructed the north spoke and the south spoke were the only two elements constructed because again, at that point the east spoke which is the adjacent property (which we own) was conveyed in 1986 to Idaho First National Bank. Basically everything which makes up the parking garage outside of the pedestal of the US Bank Plaza was conveyed by CCDC to Idaho First National Bank. At that time the vision was to have those improvements come all the way to that point on the west side as well. As we move forward in 1996 an easement was granted eliminating a portion of the parking lot. There were more than 20 parking stalls which were appurtenant to Idaho First National Bank which our predecessor gave up to permit the construction of this walkway, but that easement envisioned redevelopment of this site. That walkway did not reserve a view corridor and it is not in alignment with the west spoke. We recognize the need to design and improve that. When we come back to you for final approval we will come in with the history and the artistic vision we have for that. With the improvements, we'll make the full 18 foot wide walkway accessible and useable. Right now it is less than that with rocks, landscaping and other things which have been put in there. We are hypersensitive to that and this is why we have committed on the east to keeping it as high as we can. We appreciate the efforts we've had from adjoining property owners to identify what to do. One of the things which became very clear early on is that there

has been loading and access issues with that pedestrian walkway. This is why the pedestrian crosswalk has been proposed and approved by ACHD to be renovated.

We're appreciative of ACHD and Boise City for doing the DBIP test because it has helped Boisean's get a vision of what Capitol Boulevard will be. Two weeks into it, it is impressive and telling that Boisean's comprehend quickly. There are no candles laying in the road Saturday morning unlike some of us had anticipated would happen. There is a commitment and understanding that a narrower roadway slows traffic, improves the pedestrian experience, the vehicular experience, the experience for first floor retailers and the first floor commercial uses. With that I want to turn the remainder of our time over to our architect, Darin Bell, who can talk you through the specific design elements related to this.

DARRIN BELL (Babcock Design Group): It is a pleasure to be involved in the design of this incredible piece of property which is the hub of downtown Boise. A careful analysis of this space starting with the US Bank tower, one notices it is surrounded by beautiful public spaces. The interweaving of public spaces and pedestrian connections from Grove Street to Main Street as well as Capitol Boulevard were of primary importance in the design of this. In fact, the negative space which is leftover between buildings is what we love about urban spaces and what we love about being downtown. In looking at the plazas which are leftover and rather than adjoining a parking lot to the west side of the US Bank tower now it will be a beautiful building façade. How this is sculpted to enhance downtown vibrancy and activity was of primary importance. In fact, through the design process we felt so strongly about this that we've added an additional spoke which reaches from Grove Plaza up past the US Bank tower to the corner of Main and Capitol. The new buildings on the site are two buildings flanking the west and south sides of the property and are adjoined at the upper levels through a bridge opening which frames this new spoke. Combining this new project with the old in way which is cohesive and enhances downtown was the goal of this project.

GEOFFRY WARDLE: At this point we are in agreement with the project report and request you approve it and give us the approval staff recommends.

SARAH SCHAFER: We received two letters after the publication of the project report and the Committee has copies. For the public's knowledge I'd like to read those quickly into the record.

John Bertrum / May 5, 2014

"As the transit facility and Gardner Development projects move forward it is time to take a detailed look at the sidewalk design of the west side (100 S. Capitol Boulevard). The existing and proposed ramps of this midblock location add up to approximately 170 feet in length. Pedestrian vehicular conflicts of this sidewalk require special attention and a creative well designed solution. The design of the new facility should be as open as possible to ensure that vehicles and pedestrians may easily see each other. Perhaps the new parking garage and transit ramps could be at a sidewalk grade for a period allowing smoother and safer flow. I would like to encourage CCDC, GBAD, Boise City, VRT and the Gardner Company to seek out methods, designs and funding to reduce potential pedestrian vehicular conflicts as well as strengthening the quality and beauty of Capitol Boulevard. As the author of the 1989 Capitol Boulevard Plan and Action Plan Program prepared by the Idaho Chapter of American Institute of Architects for the City of Boise I believe we need to be vigilant in transforming the boulevard into a place of walkability, grandeur and vitality".

Clay Carley / May 7, 2014

"I'm writing this letter in strong support of Design Review approval of the above identified application in particular as it regards the VRT Multi Modal transit facility. The VRT Multi Modal Transit facility has taken many years of hard work and numerous failures to get off the ground. Finally, a landowner and developer has immersed with a plan which has a functional layout, excellent location and strong community support for success. This Multi Modal Center for Boise is crucial for the long-term health of our transit system. I urge you to approve this application. I've spoken with dozens of downtown business owners and developers and all are 100 percent supportive of this effort. The only entity I'm aware of which does not support this effort is the Basque Museum. Frankly, I don't know what this has to do with them. They have one of the most distinct and recognizable locations in the City of Boise. Having this transit center nearby will only increase visitation to their property."

PUBLIC TESTIMONY

CW ANDERSON: I would like to direct your mind's eye to ten projects surrounding this particular project or in Boise.

1. First National Bank Building or US Bank
2. Well's Fargo Bank Building
3. The Simplot Office on Main Street
4. Boise City Hall
5. Boise Cascade Office
6. MK Complex or URS Complex or Washington Group
7. Ada County Courthouse
8. Parkcenter Development
9. Boise State University
10. JUMP project.

In your mind's eye you will see each of these projects has open spaces with grass around the area where people can work. I'll give you two more examples of properties built right on the property line. One is the Grove Hotel and the second is 8th and Main. Go to the Hoff Building on 8th Street, look down 8th Street and you won't see any obtrusions to a property line until you get to the 8th and Main Building and it sticks out like a sore thumb.

The other thing is there are 8 different organizations involved in this. It is a real puzzle. You've got the Gardner Company; you have CCDC, ACHD, GBAD, Block 22 which is the Grove Hotel, VRT, the City of Boise and all of its Planning and Zoning, Design Review and a Boise City consultant. I understand it is important for the Boise City consultant, but it's not public and I haven't seen it. With this in mind I'd like to have Planning and Zoning Commission take a look at this structure which Gardner proposes to build. It is right on the property line and none of the other structures are or they have space alongside. This building out front which we walked by tonight to get here is not on a property line. The First National Bank is not on a property line and whether that was ever intended to be another high rise building or parking lot who knows. I was here when they built it and maybe it was another organization such as the Well's Fargo Bank, which Oppenhiemer built along the west side of that same spoke.

DAVID ZAREMBA (Chairman of the Board / VRT): Dr. Tommy Alhquist spoke very highly of the contributions VRT has made to this. The board is very supportive of it, but I must pass along his kudos to our staff, Kelli Fairless, the Executive Director and Rhonda Jalbert and others on the staff who have really taken the ball on this and the credit belongs to them so I would like to make sure that is clear as well. You have, in your packets, a bunch of information about VRT's involvement in this and also some description of how the engineering was done and several pages of descriptions of the thinking which went into how it should be a certain or not a certain way. I'd like to address for a moment why this is. As you are probably aware VRT runs the Bus System around here. You may remember back before the turn of the century there was already a bus system, Boise Urban Stages, which has been absorbed into the Regional Public Transportation Authority now known as Valley Regional Transit. That transition began 14-15 years ago. Even during all the time before VRT existed and now since it exists there continues to be refinements to the routes and use. We're always looking for both efficiency and effectiveness. What has evolved is there is actually a downtown transit center already. It is an open air reasonably inconvenient gathering of buses which stay on the street. They are parked in front of the businesses sometimes for a length of time. People who need to transfer from one bus to another have to walk around the block sometimes to get from one route to another. Having an actual transit center which combines all this into one location is very important to the functioning of the system and the willingness of the passengers to use it and spread the word to other people to use it. The convenience of being able to see the bus you need to go to from the bus you're getting off of is very important. The development of a downtown transit center happens because this is the terminus of most of the routes. Downtown Boise is the destination for most of the people. Most of the people are getting off the bus here or getting back on it, but many of them are transferring. If you can have a compact center that's good. There's been at least seven years put into the effort to find a location for this. What happens in many places is you discover what we've discovered here, everybody would love to have this within three blocks of their business or their home, but they don't want it within one block of their business or home. This is a difficult thing to solve. This has been a wonderful working out and we know the transit center needs to be somewhere within this five or six block area or it doesn't serve the purpose it is intended for. This is a wonderful location and I will conclude by asking you to approve the plans which are being presented to you.

JOHN BRUNELLE (Executive Director / CCDC): CCDC has been working for about six months with the Gardner Company on the City Center Plaza project discussing uses, site and building design, landscaping, circulation, parking and sidewalks. This project is a significant undertaking for both the private developer and several public agency partners. In short, at CCDC we think this is a great project for Boise. The multi modal transit facility and expanded convention and tourism uses included represent major advancements for economic development in Boise. The private space allows for a technology company to expand downtown and the planned retail and outdoor café uses are a good fit. We expect them to work great in the Grove Plaza. Overall it is about 350,000 square feet, a 70 million dollar investment in mixed uses and anyone in the valley would like this. We're happy to have it in our Central District. The final series of buildings on the site has long been contemplated by the plan and replacing the surface parking lot is a good thing for all of us. Pursuit to the agencies 2007 amended and restated Boise Central District Urban Renewal Plan which incorporates Boise Downtown Urban Design Plan, CCDC's board of commissioners has approved seven agreements with two public and one private partner assisting with the project. There are a series of agreements I could go through, but the one which excites me the most is as a result of solving the districts expansion on site it opens up Parcel B for

possible development because they will no longer need it. In summary, I want to say the City Center Plaza project is ambitious and it has required a lot of cooperation between public agencies as well as the developer. We've tried to negotiate and balance both the uses and aesthetics in way which preserves the amenities which make this location attractive and I think we've accomplished that.

BILL CONNORS (President & CEO / Boise Metro Chamber of Commerce): I would add at this location I will look smack dab into this new project every day. I'm here to personally say I'm very excited because I like the design of it and we like what it means to Boise. Mainly I am here to represent the Chamber and the Chamber of Commerce and its 2,000 business members and 100,000 employees who work for those business members. We are very much in favor of this. The Chamber has a Travel Industry Board and the board is made up of a number of travel related companies. They voted unanimously to approve and support this project. My board of directors also voted unanimously to support this project. There are three reasons why the Chamber is so excited about this development in Downtown Boise.

1. It solves two of Boise's most nagging issues, the Convention Center expansion and the Transit Center questions and it solves them in one slam-dunk. It is a great project for these two reasons in particular.
2. It is a great public and private partnership example of a public and private partnership which is working well. As was mentioned before we actually like the idea CCDC, ACHD, the City, GBAD and all the public agencies are working together. This is a good thing and good things happen when those folks work together so we think it is a great example of collaboration.
3. We like the design. It is a beautiful design. We think it is going to be an example to the rest of the nation in how to create a really vibrant urban hub which combines retail, transportation and the walkability factors which make Boise such a livable city.

For those reasons the Chamber of Commerce strongly supports and urges you to approve this project.

DAVID WALI (Hotel 43): Besides being a member of the Gardner team I am also a managing member of Hotel 43, LLC, Fidelity Building, LLC and for the 9th & Idaho, LLC. For a number of our tenants as well as the ownership groups we are eager to see an expanded Convention Center and are glad to see progress on transportation. We are in full support of this project.

JOHN CUNNINGHAM (President / Block 22): As you would expect we've followed closely the options considered for a Convention Center expansion as well as the transit hub. We are very excited at how impactful this project can be for the downtown core as well as our own businesses. Since we're so close to the proposed buildings we studied closely the designs of the proposed buildings. We are pleased with the designs. In effect, as you've seen, we're pretty much going to become Siamese Twins. As a result of those studies and talking with our group in summary we're eager to see this project move forward and we support it.

STEVE SCHMADER (President / International Festival & Events Association): I'm here on behalf of the Board of Directors for the Boise Convention & Visitors Bureau. We're here to state our very strong support for the project. On behalf the Convention Bureau and our partnership with GBAD we are tasked with drawing conventions to this city to bring economic impact, drive

tourism and to add to the quality of life for everyone who lives here. The new facilities provide not only a vision for the City, but increase our abilities to partner together to do this as well as with our other marketing relationships through the venues in town, the hoteliers, the restaurateurs, and the retailers. It allows us to provide a striking image of a city on the move moving forward progressively and as an individual with an organization who looks at cities every day for whether we were going to take our own conventions to them I will tell you everything about this project would draw me to Boise as an opportunity to do that. We also see once we have visitors in town the transportation hub making it easy for them to get around to see what they are going to go do and have the ability to go see other parts of the city and the valley while they are here. We think this is a very strong opportunity for folks as well. As Bill Connors mentioned the collaboration aspect is very strong to us as well. I'm very pleased personally as I know everyone in this room is to see the collaboration of our community working together. All of the acronyms on the list of people involved with this...hats off to all of them, but particularly to the Gardner Company for bringing the vision for many things to the community, but drawing us all together to move us forward in a way we can all be proud of and in a way which will draw business to the market. Not only downtown, but throughout the valley. Hopefully also to those like the Basque Museum and the folks who may have a few concerns now, but may have business coming to town to draw their way as well. We urge all of you to vote in approval of the project. We think it is a very positive one for our community.

BILL BECK (Tenant Reality Advisors): I'm here to speak in support of the project particularly, the transit part of it. My company is Tenant Reality Advisors and we represent tenants looking for office space. We do this all over the county and a lot of work downtown. Last week there was a tenant who was looking for a space for 450 new jobs and interestingly enough besides looking for the space they had two questions. "Where are the restaurants and where is public transportation"? I was interested and struck by that. I'm hearing this more and more, the tenants saying "Public transportation, where is it"? Other big cities are making a move toward increased public transportation. You know your business better than I, but if we don't get on the train or let's say the "bus", it's going to leave without us. We need to get this kind of amenity in the downtown area. It is good business. In this location it gives the best bang for the buck and this is the best location because everything immolates out of this 8th & Main area. I urge you to approve.

KELLI FAIRLESS (Executive Director / VRT): I'm going to make a few comments about asking for your support on this project. We've looked at a lot of sites we've looked at downtown. To be honest anyone one of those would have been a compromise to a site like this. Enough hasn't been said about the Gardner's group vision about this project. They didn't flinch at the hurdles we had to climb to get where we are today. I appreciated that vision for public transportation and for how to bring all these public uses together combining them with private use. We've always wanted a transit center which brought that kind of activity. It wasn't just a bus station, but really part of a much bigger development. I don't know if it is known to the rest of the group, but 8th and Main was always sort of our ground zero for the transit center. I don't think any of us envisioned it could be a part of the project, but every other project was measured and the criteria was how close was it to 8th and Main. We're very excited this came about. Our system works on a pulse today because all buses operate at either 30 or 60 minute frequency so they have to come downtown and they have to gather in one place and passengers need to be able to transfer. As our Chair, David Zaremba, pointed out it can be very inconvenient for passengers to transfer when they have to go more than one to two blocks to get to a bus today. Sometimes people ask us about why only eight

buses? For now, we couldn't find any site downtown other than a full block and it wasn't our intent to put the transit center in a full block because again, we wanted it to be part of a mixed use development. Eight inside was the most we could ever get on any site and as the system grows it is a little counterintuitive, but the need for all the buses to come in and dwell in one place and leave goes down because the buses can come in and out of the facility with a little bit of street presence, which is good for us to have. Some buses don't need to go in. They just drop and they go on their route. Over time we think this will be a good facility for us. Not only today, but into the future and I urge you to support the project.

RHONDA JALBERT (Development Director / VRT): Kelli talked a little bit about why we needed to be where we are. We have looked at 15 sites in the downtown area. We have reviewed this site extensively. We have looked at where the ramps are coming in and out and where they would be the best suited and most feasible for us. Currently we are on Idaho and Main and riders have to traverse up to four blocks to make transfers so the purpose of the multi modal center was to consolidate all the buses together so if people did have to transfer it would be easy to do. We'll have eight buses in the modal center and there will be four buses on street. They will be on Main Street in front of the Well's Fargo building. When they come out the lobby, which is the only entrance for the ridership to come in and out of, they'll be able to see the bus they need to transfer to. Having the ramp on Capitol Boulevard for the buses to come in...a lot of our buses do come down Main Street and it was easier for them to come down Main turn onto Capitol and turn into the facility. This will help with the consolidation. Also there were requests to look at existing ramps which were already there, but due to the bus specifications the size of the bus and the height of them...they have a low floor and grade at which they can go down and come out...this was the only way we could truly make the facility work. With that I hope you vote in favor of the application.

JOHN RINGERT (Kittelson & Associates): We are doing the traffic engineering and transportation planning for VRT for the multi modal center facility. You've just heard from Rhonda and what she wanted me to address here are recent questions which have come up regarding why do we need the south bound bus lane on Capitol? This was discussed in significant detail in the winter by a lot of the technicians and technical people at ACHD and ourselves. It was one of those situations where once we all found out this site was possible and the constraints which require the site to have the bus entrance on Capitol we all knew this was a challenge. What we did was we got together and looked at what the critical thing was we had to accommodate. It is a great site, but it has this one-way street system around it. The key thing was we have most the destinations on Main and Idaho. We can't shift buses off Main and Idaho. 50 percent of the routes come in from the west and all the way down Main and Idaho. They drop huge amounts of passengers off at Idaho Power and some of the other major employers. This was our number one thing...we need to be able to accommodate that. When we looked at the bus routing, early on, it is not going to work...the site doesn't work if our buses can't get in and out. We need to minimize the amount of rerouting we had to do. We wanted to keep serving as many of those stops as we could.

We also need to minimize travel time. A few minutes doesn't seem like a lot if we're thinking in the context of time in general, but if you're talking about seven, eight, 10 or 15 minutes to Garden City...seven minutes all the way from the main Fairview couplet into the current transit center a few minutes is huge for a rider. This became an issue. When we looked at this there were two options.

The first one is the obvious one and that's what comes from the questions. Why don't we run people up to 6th and down 6th over to Front and around Front back onto to Capitol? You'll see that route here. Here is our transit center and we'll keep them on Main, come in and go like this. The challenge with this is it is out of direction travel which isn't all that bad. We're going to have some out of direction travel. The next challenge in this particular out of direction travel is especially in the evenings we're hitting two of the most congested intersections. We went and looked at that and timed it...this is four to five minutes of extra travel time every passenger coming in on Main Street would have to deal with. Again, we're talking about seven minutes to get all the way through most of downtown.

The second one, now we have buses queuing on 6th Street. If you've been in this queue during the P.M. peak you could have three or four buses in there extending that.

The third one was looking at that south bound bus lane. Again, we looked at that. It has been done in a lot of other places and we worked through it with ACHD and they are comfortable with it. When it came down to it, it is a critical element and we need that or we're talking about 50 percent more travel time downtown for those buses.

DOUGLAS BATES (CFO Principal / Clearwater Analytics): As a Boise resident, business owner and proud Idahoan I'm excited our company has the opportunity to be part of this new project downtown. My company, Clearwater Analytics provides investment reporting software for some of the largest and most respected brands in the world. Today our company reports on over one trillion dollars in investment assets for clients such as Dell, Facebook, Starbucks, Nike and many others. Since we founded Clearwater in 2004, the company has grown considerably. Back then we had less than a dozen employees in a small 5,000 square foot office. Today we employee over 300 employees in Boise, New York and Edinburgh, Scotland. We are still headquartered in Boise, recruit from BSU and even hire a few interns from local high schools. We plan to keep it this way. More than 300 Clearwater employees including software development, client services, product management data and sales and administrative professionals call Idaho home and work in our two separate downtown offices. However, we are quickly outgrowing available space and have been actively looking for opportunities to consolidate our work force in a single location. The proposed Clearwater Building will expand our available office space from about 50,000 square feet to more than 100,000 square feet and will give us the much needed room to accommodate our current and planned workforce. However, there is much more to this project than office space. I've lived in Boise since 1997 and I'm proud to call the city my home. I've seen the city develop a vibrant downtown core. As a business owner I see the value of consolidating our business, our Boise workforce into a single facility and a central high tech hub which integrates transit, convention space, private offices and retail in a central Boise location. As a resident of Idaho I see the benefit of developing a strong software technology workforce and creating an environment where our local employees can thrive and succeed. We're excited to be part of this very important project and strongly feel it benefits the community as a whole both now and in the future.

DAVE KRICK (Owner / Bitter Creek Ale House & Red Feather Lounge): We're very excited about this project. I'm actually sort of stunned this project is occurring. Had this project simply been multi modal center I would have been really excited about it. I've been part of the dialogue for the multi modal center for many, many years and it needs a final solution. I never dreamed it

would be a great solution like this. This is the best solution I've heard in all of the conversations I've been involved in. Had it been an expansion of the convention center I would have been thrilled. We've been nervous about what was going to happen with the Convention Center. Is it going to move further away from downtown? To be able to find a site which would meet their needs...I never dreamed we'd be able to solve it by keeping the existing facility and expanding it. Then we get this new nine-story building with a great high tech company moving into downtown which I get to work on winning over as new customers. We've been splitting up the pie in downtown quite a bit over the last five or six years. It is nice to see the pie is finally growing. I strongly urge you to approve this project. I see these three things as what the Steelheads need tonight...a hat trick.

PAT RICE (Executive Director / Boise Centre / Auditorium District): I've been a part of trying to get an expansion for the Boise Centre since the late 90's. We, as the district in Boise Centre, are very proud and honored to have the collaboration, cooperation and creativity of the Gardner Company, Babcock, the City, CCDC, Block 22, DBA and others. This expansion allows the Boise Centre to keep in the market for 75 percent of the conventions which are out there. Right now we can compete for about 20 percent. We can max about 450 people. This will allow us to expand to 1,000 people. According to Convention, Sports and Leisure and Price Waterhouse Cooper the key program elements needed are a 50,000 square foot exhibit hall which the Boise Center will provide once it is renovated; a 15,000 square foot ballroom to serve 1,000 and 13,000 square feet of meeting space. In addition to this we'll have a connection via the Sports Zone and cooperation with Block 22 to connect the new facility with the current Boise Center. We'll also renovate Boise Centre to the curb where the current summit room is to ballroom space, meetings and other space. We currently operate at 81 percent occupied days which is considered full in our industry. Boise Centre generates over 21 million dollars in economic impact according the BSU COBE Center and this could double with the expansion by 2023. The district generates 3 million net cash annually. We have no debt and we own all of our assets and we currently have 17 million in investment funds to go towards the project. We plan to have more than 21 million by the end of 2016. The proximity of the new space is highly conducive for positive guest experiences due to the location of hotels, restaurants, retail and attractions such as the Boise Art Museum, Historical Museum, Anne Frank Memorial, the Greenbelt, Boise State and certainly the Basque Block. We ask that you approve this project.

DON KNICKREHN (Givens Pursley / General Counsel / Auditorium District): I've been involved with the Auditorium District since 1979 when I was Chairman of the Board and we put the room tax in place which enabled us to build the first Centre. I've watched the district with interest and I've seen it evolve and its need to expand for more than a decade, but not finding a way to do that. When I became counsel to the district a few years ago the board decided to step back and take a look at where we were and what we might do. We analyzed Parcel B and it had issues. It had Front Street on one side and Myrtle on the other side, which are like racetracks and it was a long way from the center of downtown. There were concerns that if we built a new Centre there then we had to figure out what to do with the old Centre. There were issues there. We looked at Trader Joe's site, but it was too small. We looked at the Trader Joe's site and the block south of Trader Joe's...it was marginal, but it turned out it was really expensive and such that we couldn't really justify going forward there. We looked at onsite vertical and it would require us to close down the existing center for two years, dislocate all our users and it was extraordinarily expensive to do a vertical. We talked to the Oppenheimers about using Oppenheimer Plaza, they weren't interested and I understand why. We looked at the Unico site

which is the parking lot next to US Bank, but we couldn't figure out how to make it work. There were a lot of complications. Meanwhile we did something I'm really proud of and that is we reached out to the City and the City reached out to us and we reached out to CCDC and CCDC reached out to us and we all began to meet on a regular basis and talk about how we could do something that was best for Boise. We formed collaboration, which lead us to this project. Today we are partnering with the City and CCDC to move this forward. Gardner bought the US Bank Building and the property around it and approached us immediately to say is there a way we can work together to make something happen. Back in early fall we began to talk with them and began to work on plans and begin to see that something could actually come together. Frankly, the stars lined up. This is an extraordinary complex project and the most complex project I've worked on, in my over 40 years in the business. It works extraordinarily well and the fact we can do this on site and actually physically connect the existing Centre to the new facilities and meet the program CSL designed for us is an extraordinary opportunity. I hope you will see your way clear to approve the application.

MARK BOWEN (Vice-President & Area Manager / CH2M Hill): I wanted to go on record and speak in favor of this project and do so in the context of particularly the transit center and in the context of one who has been participating in the transportation conservation in the State of Idaho over the past decade and more. I began that effort first of all as a member of the board of the Chamber of Commerce and later as Chairman of the Board of the Boise Metro Chamber of Commerce. I was also a participant in the CEO Coalition on transportation and lastly a business representative on the Governor's Task Force on transportation. In that decade long conversation about transportation there is a couple of themes which become evident. First of all there are not enough resources to do all the things we'd love to do in the transportation arena. Secondly, in light of this fact, you need a diverse toolbox to address the challenges you do have. The Governor's Task Force unanimously supported public transportation as a vital complement to our diverse portfolio of transportation alternatives. Secondly we also endorsed the use of diverse funding tools. This project represents a remarkable alignment between a diverse transportation tool and an adverse funding tool in a public/private partnership. Not only that, but this is such a dynamic public/private partnership as you've heard many testify before. It is such an alignment of interests that coupling the transit center with this project represents a very unique opportunity to change the paradigm about how we view public transportation. The engineer in me also understands and recognizes it is hard to build a project without impact. This project has a lot of very positive impacts and some challenges impacts which have been alluded to both technically, visually and from a safety standpoint. From my perspective the design team and the project developer have an acute awareness of the challenges and have addressed those in a remarkable fashion. I'd say from my perspective the positive aspects of this project far outweigh any possible negative aspects which have been greatly mitigated from my perspective and therefore, I highly recommend moving forward with this project.

KRIS ORMSETH (Boise Managing Partner / Stoel Rives Law Firm): We were a long time tenant in the US Bank Building. I've seen a number of presentations about the development over the last few months and was intrigued and excited from the start. This is good for economic growth. It solves two intractable issues, the Convention Center expansion and where to locate the Transit Center. The Transit Center downtown is good for our workforce and we appreciate the mixed use and nature of the project and in short it is well designed. I'm in favor both personally and as a tenant and encourage you to approve it.

SCOTT SCHOEHER (Rafanelli & Nahas): We are a large downtown developer and I'm also the past President of the Downtown Boise Association and I'm on the Executive Committee of the Idaho Chapter of the Urban Land Institute. I'm not sure how many times you have had a large downtown developer come in and speak on behalf of a development of another large downtown developer, but I'm here to speak in support of this development. It solves so many critical issues we deal with downtown. Most of them have been discussed. Obviously public transit and the Convention Center quagmire we've all been dealing with for the last ten years and elimination of surface level parking lots is critical to our urban landscape, but most importantly is we're keeping a growing high tech firm downtown because so many of them are moving west right now. It is good to have a company like Clearwater Analytics and keep them downtown. This project provides a needed density downtown. You've got a proven developer who is going to do what they say they'll do. They've clearly got a good eye for architecture as you can see in the Zion's Bank Building. I support this project and urge you to approve this application.

APPLICANT'S REBUTTAL

GEOFFREY WARDLE: I'm very appreciative of the comments and the testimony you've heard. I want to assure the Basque Museum and Mr. Anderson that we are highly sensitive to the impact this project has. At the very beginning of this project when Tommy came in and said, "Hey, let's do this", my job as Vice-President and General Counsel is to be the wet blanket and say, "Are you kidding, do you know how many agencies we're going to have to deal with? Do you realize we're going to have to get CCDC, VRT, ACHD, GBAD and the City all on the same page"? This is not easy at times. I said, "We're going to have to be very sensitive to the hot buttons. We know the Grove Plaza will be important and we know the walkway on the east spoke is important. We own it, control it and have the right to redevelop it." Tommy said, "Absolutely". He said, "We need to have a design which captures and ties together our two properties". That is why as we looked at this. I have never worked on a project where the stars aligned the way that they have. It is because it is a good project. People ask why we're moving so fast and why we are still designing the vertical elements when you already have the building permits almost ready to go for the sub terrain. It is because it is that important. The site is constrained and we have time constraints with respect to VRTs funding and use and we have dimensional constraints. We have use constraints with respect to what GBAD and the other uses are. The fact that GBAD and VRT and CCDC, ACHD and the City have been willing to work together is a testament to the fact this is the type of urban development we want. We recognize architecture at times can be subjective and that there can be concerns about how things look. I understand Mr. Anderson's concerns, but I respectfully disagree. As a longtime resident and a Boise kid who rode the Boise Urban Stages and transferred the bus out there on the dirty muddy field where the buses parked I know this is the type of urban development we want. We want dense development in our urban core. We want mixed use which is natural and intuitive and that is not forced. The fact we've been able to go in and get restaurants that want to be on top of a bus transit facility would not happen if this were on the periphery. For those of you who have traveled to other markets and have seen other transit facilities a standalone transit facility is a forced...to do mixed use becomes forced if it is not integrated into the urban core. We recognize there is a lot of work which still needs to be done and we will be back in front of you this summer with the materials, final elevations and all of those elements you need for final approval. At this point, we are confident with the approvals which have been provided by ACHD and the Planning & Zoning Commission we are in a position where we can go forward with a transit facility, get started on it this summer as we come back with final design. Therefore, we respectfully request you provide us with approval for the

final design of the transit facility tonight and concept design review approval for the above ground elevations.

PUBLIC PORTION CLOSED

VICE-CHAIRMAN RUDEEN: As pointed out to us a lot of the decisions have been laid out before this came to us. We're not here to talk about whether the buses are going the wrong or right direction or that it is an appropriate use. All those hurdles have been crossed. The primary thing we're concerned with is massing. From my perspective what I see I like. As an architect these are nice shapes in a nice urban environment. The only uncomfortable-ness I would have in the massing sense is how all of this project touches Capitol Boulevard. What we are charged with is to protect Capitol Boulevard. There are ordinances on the books which the City Council passed and it clearly states, "There are sections of Capitol Boulevard that need to be protected". When I was part of the RUDAT in the early 80's we were discussing what to do with downtown and the idea of a pedestrian corridor and a Grove linkage was put forward. That has proved to be our City's biggest asset. I don't see anything here that does anything, but enhance that and that is wonderful. Back to Capitol Boulevard, something of this size is horribly tricky to deal with...loading and unloading and getting all of the things in and out of these buildings that they require. It would be a challenge even if there wasn't a trans-modal center here. If you want this kind of density there is still going to have to be a place where a truck comes and goes. I'm discouraged a bunch of this is happening on Capitol Boulevard. It might begin back to those people who envisioned the 8th Street corridor. I don't think they envisioned we would be turning our back on Capitol Boulevard at the expense of the downtown Grove. A little bit of this is happening. You can see the loading going on all around that block and unfortunately now it has touched Capitol Boulevard in a big way. From my perspective there is too much to like here and the problems have been solved as gracefully as they can. The massing is outstanding for downtown Boise.

COMMITTEE MEMBER ZABALA: I concur with your comments. The project which has been set here solves a lot of the problems which have plagued the City for a long time. I do feel once it is built and operating there will be a considerable amount of spinoff from this which will create other opportunities for development in the downtown area. Having Clearwater there and having that mass of employees downtown coupled with what we see as the new Simplot Building going in downtown I see a lot of opportunities for housing in the downtown area which would benefit from mass transit. With all the employees who are driving cars now there isn't enough parking to accommodate any more if they drive. Most of the employees are subsidized or can't afford to park in the garages. Public transportation centrally located like this will be a good thing. From the various other sites or the multi modal facility which has been planned a lot of the negative aspects of that have been the collateral impacts of the type of individuals those facilities sometimes tend to attract. By having it downtown below grade of the Police Substation and as depicted in some of the renderings mitigates that issue also. Like any project at this stage it is soft and fuzzy and it is the kind of thing where they do a lot of Photoshop to make it soft and palpable to everybody. I agree it is a well-conceived project. It will be a difficult project, but there is a good design team and developer on board and it looks like they have other sets of committed partners in this to do it. They're going to have to all continue that collaboration which brought us to this point. One concern I do have is in the letter the Gardner Company provided. They'd be looking for final approval of the remainder of the project at 80 percent design. That is possible, but what I would like to suggest is at that point in the design you're pretty much pregnant with the

project and it is hard or much more difficult to back up. I would suggest the applicant work with staff to find some intermediate touchstones where we could have some work sessions. It doesn't have to be the whole project. It could be certain elements of the project that we look at such the importance of Capitol Boulevard. The other thing I would suggest is the renderings we see which have been presented this evening all present as good a picture as one can of what Capitol Boulevard and Main Street will look like. If you look really at the photographs you know anything which is vertical and not moving is going to have an ACHD sign on it in some way. I can't think of anything more hideous than some of the signage ACHD feels is important to direct people in or around downtown. I would like to see a real cooperative effort to work with ACHD to try to minimize and simplify the kind of signage that is put down there. Perhaps even because it is a special area in the downtown improve the quality of the signage they put up somehow. It is just too important not to try to coordinate all that and make this a real special block in the area because the amount of vehicular traffic which will go through there and the pedestrian traffic which will be created by the expanded Convention Center and by what goes on in the Grove at the hockey rink and other events which occur downtown. It is just too special of an area not to really look beyond the boundaries of the site and do a good job on this one.

COMMITTEE MEMBER SOLTMAN: I'm happy to see a couple of the problems which have been nagging the downtown area solved with this one. I will echo your earlier sentiments the spoke part of the review seems to be very, very limited. This has gone up for a number of consents and approvals from a number of different agencies who actually have jurisdiction to decide some of these issues and right now all we're looking at is the final design of the VRT and the conceptual design and massing of the buildings. I'm pleased with massing of the buildings and they are consistent with the surrounding structures. I'm happy to see the pedestrian and bicycle circulation throughout the site. A lot of the issues could have been with the pedestrian interface on the Grove...it looks like most of the structural massing is raised above those areas so it allows for a lot of flow and visibility throughout the site. I was happy to see that and I also will be interested to see the final plans when we come back for design review and approval of those.

COMMITTEE MEMBER AGUILAR: I agree with all of my colleagues, but I do have a concern about Capitol Boulevard and I would ask the design team, as they go back and begin putting your final packages together for review, that they take another look at the architecture there. It is so important. It is a gateway corridor. It is going to be a beautiful facility, I have no doubt, but this is where my eye is going to be at in the next review session...Capitol Boulevard.

COMMITTEE MEMBER ZABALA MOVED TO APPROVE DRH14-00089 SUBJECT TO FINDINGS AND FACT AND CONDITIONS OF APPROVAL AS PROVIDED IN THE PROJECT REPORT.

COMMITTEE MEMBER SMITH SECONDED THE MOTION.

ROLL CALL 5:0. MOTION CARRIED UNANIMOUSLY.

Hearing adjourned.