

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • December 14, 2015

City Hall – Council Chambers

6:00PM

FINAL

COMMISSION MEMBERS PRESENT

- Stephen Bradbury, Chair
- Rich Demarest, Vice-Chair
- Milt Gillespie
- Douglas Gibson
- Chris Danley
- Steve Miller
- Rick Just
- Garrett Richardson (Student Commissioner)

PDS MEMBERS PRESENT

Scott Spjute, Cody Riddle, Todd Tucker, Susan Riggs, Brent Moore, Meagan Curtis, Whitney Montgomery and Amanda Schaus (Legal).

I. CONSENT AGENDA

[NOVEMBER 9, 2015 MEETING MINUTES](#)

MOTION: COMMISSIONER GIBSON MOVED TO APPROVE THE CONSENT AGENDA WITH THE FOLLOWING ITEMS MEETING MINUTES FROM NOVEMBER 9, 2015.

SECONDER: COMMISSIONER JUST

ALL IN FAVOR, NONE OPPOSED, MOTION CARRIES.

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II. DEFERRAL AGENDA

CPA15-00008 / Pleasant Valley South, LLC

AMENDMENT TO POLICY SW-CCN 2.5 OF THE COMPREHENSIVE PLAN TO REMOVE BOTH THE AREA AND DENSITY LIMITS ON RESIDENTIAL DEVELOPMENT NORTH OF THE FUTURE LAKE HAZEL ROAD EXTENSION IN THE RESERVE PLANNED COMMUNITY AREA.

Todd Tucker

CAR15-00029 / Pleasant Valley South, LLC

Location: 6298 S. Cole Road

REZONE OF APPROXIMATELY 601 ACRES FROM A-2 (OPEN LAND) TO SP-03 (SYRINGA VALLEY SPECIFIC PLAN). THE NEW ZONE WILL INCLUDE A NUMBER OF SUBDISTRICTS WITH A RANGE OF USE ALLOWANCES AND DIMENSIONAL STANDARDS. Todd Tucker

SUB15-00055 / Kirsten Subdivision

Location: 6298 S. Cole Road

PRELIMINARY PLAT FOR A RESIDENTIAL SUBDIVISION COMPRISED OF 453 BUILDABLE AND 41 COMMON LOTS ON APPROXIMATELY 101 ACRES GENERALLY LOCATED IN A PROPOSED SP-03 (SYRINGA VALLEY SPECIFIC PLAN) ZONE. Todd Tucker

MOTION: COMMISSIONER JUST MOVED TO DEFER CPA15-00008, CAR15-00029 & SUB15-00055 TO A DATE CERTAIN OF JANUARY 4, 2016.

SECONDER: COMMISSIONER GIBSON

ALL IN FAVOR, NONE OPPOSED, MOTION CARRIES.

CVA15-00051 / Gluja Family Trust

Location: 1302 N. 11th Street

VARIANCE TO REDUCE THE STREET SIDE SETBACK FROM 15 TO 12-FEET FOR A TWO-STORY DETACHED GARAGE PROPOSED IN AN R-1CH (SINGLE FAMILY RESIDENTIAL WITH HISTORIC OVERLAY) ZONE. Brent Moore

MOTION: COMMISSIONER JUST MOVED TO DEFER CVA15-00051 TO A DATE CERTAIN OF JANUARY 4, 2016.

SECONDER: COMMISSIONER GIBSON

ALL IN FAVOR, NONE OPPOSED, MOTION CARRIES.

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III. REGULAR AGENDA

CAR15-00031 / FH Broncos, LLC

Location: [1808 W. Boise Avenue](#)

REZONE OF 1.15 ACRES FROM C-1D (NEIGHBORHOOD COMMERCIAL WITH DESIGN REVIEW) TO R-OD (RESIDENTIAL OFFICE WITH DESIGN REVIEW). [Cody Riddle](#)

CUP15-00088 / FH Broncos, LLC

Location: [1808 W. Boise Avenue](#)

CONDITIONAL USE PERMIT FOR A HEIGHT EXCEPTION AND PARKING REDUCTION ASSOCIATED WITH A 98-UNIT MULTI-FAMILY BUILDING PROPOSED ON A 1.15 ACRE PARCEL LOCATED IN A PROPOSED R-OD (RESIDENTIAL OFFICE WITH DESIGN REVIEW) ZONE. THE BUILDING EXCEEDS THE HEIGHT LIMIT OF THE ZONE BY APPROXIMATELY 15-FEET. [Cody Riddle](#)

Cody Riddle (City of Boise): Thank you, Mr. Chairman, Commissioners. There are two applications before you this evening. The first is a rezone of just over a 1 acre parcel located at 1808 W. Boise Avenue. The proposal is to rezone this property from C-1 (Neighborhood Commercial) to R-O (Residential Office). Also requested is a conditional use permit for a height exception and parking reduction. Both applications are necessary to construct a five story, 98 unit multi-family residential building that's really focused on student housing. The property again is currently C-1, or neighborhood commercial. The purpose of that zone is to provide commercial services of relatively small scale in close proximity to residential neighborhoods. In addition to retail, it allows restaurant, office, as well as residential. It also allows a number of auto oriented uses such as convenient stores and drive-up restaurants. The proposal is to change to zoning of the property to residential office which is intended more of a buffer between commercial uses and institutional government uses with a primary emphasis on providing higher density residential in areas designated as mixed use in Blueprint Boise. As you can see here, the property is designated mixed use and really is in a transitional location between BSU and a variety of commercial and residential uses along Boise Avenue. There are actually a number of potential implementing zones we outlined in your report for mixed use properties. In fact, all of zoning districts are potentially permissible. That includes the commercial, office, even the industrial zones in certain instances.

We believe the R-O zone is consistent with the long term vision of the area. Other implementing zones could result in a more suburban or auto oriented development pattern and the R-O zone supports projects of the scale, intensity and form that we believe is appropriate in this location. Located at the intersection of Boise Avenue and Beacon, it is a neighborhood activity center where the vision is for compact, mixed use development, including higher density residential development. Many of the other implementing zones also allow residential development. However, they all limit density to some degree. The commercial and office zones, including the existing zone limits density to about 43 units per acre, whereas the proposed allows up to 87 units per acre. The properties are immediately adjacent to the Downtown Planning Area and BSU campus. You have bus service and bike lanes available along Beacon as it abuts the site. We believe these factors support increased residential density in this location. I would

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also note, as you can see looking through your packet, the property is separated from adjacent parcels on all sides by public right of way, which kind of provides a natural transition.

Now, the change in zoning will allow up to 100 units on the property, whereas the existing zoning allows about 50. The applicant is proposing 98 in a combination of one through five bedroom units. As outlined in your report, that combination results in a parking requirement of 101 spaces; they're proposing 83, which is a reduction of about 18%. They are proposing 122 bicycle parking spaces or about 24% more than is required. As detailed in your report, we believe there are a number of factors supporting the reduction. Again, it's within walking distance of campus, as well as numerous services and amenities. It has immediate access to transit and bike lanes, and is within a half mile of the Greenbelt, and within about a mile of Downtown. The applicant has also proposed several measures to help reduce demand on parking, I'll let them elaborate on that in a minute.

While there's clearly support for the parking reduction, we did express some concerns in your report. That included the number of larger units that you might not see as typical in traditional multi-family development. That has the potential to increase parking demand on the surrounding neighborhood. Specifically, it could result in over reliance on the limited on street parking that's available. Most of the area is in a residential parking district. However, there's no cost for those permits and there's no limit on the number that can be issued for a given address like this. To address that, we did include a condition that prohibits residents of this project from obtaining these permits, and the applicant has agreed and also agreed to include language to that effect in their lease agreements which we've required a copy of prior to issuance of any construction permits.

Based on the number of bedrooms, this is a substantial parking reduction. However, ultimately we are supporting the request and tried to condition it appropriately. I think in instances like this the automatic reaction is to simply accommodate more cars by providing more parking. Obviously, that comes at a big cost. Making it easier to park makes it more likely that folks will drive which introduces a host of impacts, not just on this neighborhood, but Valley wide. So again, the applicant will speak to some of the other measures that they've proposed to support or justify the parking reduction in a minute.

The second component of the conditional use permit is the height exception. The maximum height in the R-O zone, when you're adjacent to residential properties is 45 feet. Portions of this building do reach 58 feet in height, but we do believe there are factors that warrant the increase height in this location. The single family homes are located across Oakland to the east; however, those properties are zoned for commercial uses. If used for anything other than the single family homes, the height limit on this property would be 65 feet. I think it's reasonable to anticipate that those properties could redevelop likely with office, retail, or multifamily uses in the future. In fact, the property at the corner of Oakland and Beacon is already used as a neighborhood bar. As previously mentioned, the property is surrounded by public streets that provide a significant transition to adjacent properties. That includes 65 feet of right of way between the site and those adjacent parcels. As you can see here, that combination of right of way, as well as setbacks results in separation of about 94 feet between that building and those single family homes. The applicant has also proposed a number of design features to mitigate impacts. While they'll get into that in a little more detail, they've specifically provided a setback to that upper floor of an additional 25 feet from the façade that's adjacent to Oakland.

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As outlined in your report, we have recommended approval of both the rezone and conditional use permit. We believe it's consistent with the approval criteria outlined in your report; it's a compatible use, it's consistent with the long term vision of the area, and if the parking is managed appropriately, we believe it will not place an undue burden on the transportation system and should also not negatively impact other properties in the vicinity. In fact, it could really add to the vibrancy of the neighborhood.

Now, we have heard from a few neighbors in opposition to the request; we've included the written comments that were received in a timely matter in your packet. Those concerns seem to be focused on height and views as well as parking. We have already spoke on the parking. Regarding height, I would just say there are no view easements across this site and as you can see here with the contours, the project site is roughly 50 feet lower in elevation than the properties where we've heard from residents.

So, in conclusion we are recommending approval of both the rezone and conditional use permit. I will remind the Commission that you are making a recommendation to City Council on the rezone and then final approval on the conditional use permit. We would ask that you would do that in two motions and should you elect to deny or recommend denial of either application we would ask that you would refer to the criteria that are outlined in your report, provided on the screen, and then finally, in that instance provide the applicant with ways to obtain approval. Thank you.

Chairman Danley: Thank you, Cody. Is the applicant here? It's your opportunity to come testify before us. We will now hear from the applicant. How much time will you need you think? 10 minutes, thank you.

APPLICANT TESTIMONY

David Ruby | The Architects Office, PLLC (499 Main Street): I am an architect for the project and a principle in town with the Architect's Office here in Belgravia. Thank you for allowing us to present this project to you tonight. As you may have guessed, we are very excited about this particular project. This uniquely shaped site, which has been underutilized for years and years, is situated at a fantastic location in our community. It's also strategically located at the geographic center of Boise State campus in the east/west direction and as the bookend to the original south Boise neighborhood; this site is particularly well suited for this type of housing project.

My firm has discussed development projects with other people interested in this site over the years, but nothing has been quite able to take shape. It is this project's quality, size and appropriateness for the triangular site which has finally begun to gather some momentum. I would like to quickly review some photos taken at the site this past summer when we began design work to make sure we're all familiar with the context. This is standing at the corner of Boise Avenue and Oakland looking north toward Boise State campus in the distance. You can see what is currently, most of the site is a vacant parking lot at this time and some residences off to the left. The neighborhood that we were discussing that's across Oakland is on the right side of this picture, again, looking north a little bit further toward our site, looking toward the residential areas, a little further down. Turning to face the middle residents, here's the residents on the corner of Oakland and Beacon and then kind of looking back a little bit toward the middle residents. Now,

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I'm all the way down on Beacon looking back up Oakland toward Boise Avenue. Looking again at the corner residents as I start to make my way around Beacon and then I'm making my way up Beacon towards the intersection, turning around looking at Boise State campus up near the corner of Boise Avenue and Beacon, closer shot; now just panning of the intersection. This is kind of looking down Boise Avenue, panning south, here's the convenient store, Protest Hill going off to the left, Protest Hill, convenient store, and now facing directly, not true east, but looking up Boise Avenue.

I would like to now discuss the quick public involvement process that we have undertaken when we began design work. As soon as we had concept plans and we got a grasp of the size of this site and the density that we were looking at we knew that the neighborhood would be an important factor. So, we reached out to the City and got ahold of the neighborhood association people and we met with and had telephone conversations and traded several emails with Brian McDevitt and Fred Fritchman of the South East Boise Neighborhood Association and with Elizabeth Barnes of the South Boise Village Neighborhood Association. That communication led us to hold an unofficial neighborhood meeting on 9/24 where we told them of the general idea of the plan and gathered input on the design styles that were favorable to them. I wanted to make sure that I note that we did not have formal plans, or evaluations, and I'm not trying to imply that we showed this to them, we honestly went to them really with the idea that we had a certain number of units we would have to get, which we knew that probably meant parking on most of the site, and we really wanted to learn about this part of the neighborhood. We found out by the size of the neighborhood association that extended basically almost from here, clear out to Barber Park that it was probably more beneficial for us to actually discuss with neighbors that were close by. Mr. Fritchman of the neighborhood association was kind enough to help reach out to people that were nearby rather than getting people that weren't relevant to the project. I think there were probably 7 or 8 people that showed up to that first meeting and we just discussed the issues.

Most of the things that they discussed were things related to traffic, pedestrians crossing streets; this is a community that people are very passionate about in this area of town which was good for us to hear because we want to be part of this community. A lot of the issues however, had to do with just current issues related to being set so close to a campus that was growing so closely. Parking issues, noise, things like that. Obviously, we actually walked back from the meeting site to this site where we parked our car, you definitely have a feel you're in a collegiate area, there's just an energy in the air which was exciting for us, because that's definitely the focus. After that meeting we continued to communicate with those neighborhood associations; Fred Fritchman, extensive emails. We provided him with updated drawings and renderings as they started to develop. We developed our concept based on their input as well as input from Boise City and ACHD and then we held our official meeting on the 20th of October. Subsequent discussions with Mr. Fritchman helped us understand some of the neighbors' concerns with the design of the corner at Boise Avenue and Beacon. We agreed with those and subsequently redesigned that corner to better reflect the importance of this intersection on the neighborhood.

I'll quickly go through the model image; I think Cody already went through them. This is actually a view looking over the Oakland Street and you can see the step back in the elevation on that site which was a direct result probably more from that first informal meeting than anything else. We found out that right across the street was a resident that had been there for an extensive amount of time and so we immediately decided to par down the number of units we were going to request and to try and soften that edge and create more diversity in the view from their side.

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We also did a little bit more research and tried to get a little bit more accurate in terms of these models so that we could better reflect what was really there; the size of trees, size of homes that are currently there. This is the main entrance to the building as seen kind of hovering above Boise State's campus on the corner. This was the corner that the neighbors were mainly concerned about and it was our fault that we were mainly focused as a car comes down Boise Avenue, so they had a very good point that this is a primary intersection for pedestrians, in particular, and at the moment of this design that was really the back end of the unit and so there wasn't a lot of interest there. We subsequently redesigned it and this is basically what we have sent them subsequently where we've basically have tried to make all three corners of the site have a prominent façade, glazing at the ground level, not intending to have actual retail uses at this time. Unfortunately, it's just not needed or ready at that area, but we're locating finished spaces on at least two of those corners so that it will engage the street, but also in the future if this area grows and becomes dense enough that it could support retail, they could always use it for that with changes to come.

Now, I will try to keep this brief, but I just want to quickly go over the real three things that we're talking about today. Number one is the rezone. We are requesting the rezone from the existing C-1D to R-OD. As the staff report points out, this rezone is consistent with the Comprehensive Plan and rezoning the property will allow a higher density than that is currently allowed, which likely prevented this property from being improved for many years. This project works primarily because of the increase density that we are seeking. Housing of this type requires a certain density to be economically feasible as well as to create a sense of place and community that we are striving for. The density also does another thing and it allows us to have a more diverse unit mix. We do have everything from studios up to five bedrooms and the idea there is it doesn't just have to be primarily a student housing project. It could appeal to not only different levels of students, but also potentially professionals with the location; we see that as entirely feasible. Structured parking which is realistically the only way to service a sight such as this, which has no vehicle access on two of the three sites requires a certain level of investment. We whole heartily agree with staff that this rezone is the best interest of the public. It allows us to develop the property in a matter clearly appropriate for its prominent urban location.

Number two tonight is the parking reduction. We are requesting a parking reduction from the base requirement of 101 spaces to 83. As Cody mentioned, this is 18 spaces which is about 18% reduction. We have provided extra bicycle parking, which seems clearly appropriate for the student population. We are entertaining, and we have used in other projects, car share programs and we have, one of the issues actually that came from the Valley Ride was the requirement for a transit stop. There's currently a transit stop, I think basically where that image would be taken from. It's on the kitty-corner site. Their staff report I believe that they came up with was asking us to provide as pace for it, but once they realized that we had detached sidewalks and planner strips all the way around, they realized that it would be a very simple fix. So, that would be one of our next approaches is if they desire that, that a transit stop would be located on our side and it would be better for that area and we would definitely support that. We are more than confident that this is adequate parking for this type of housing based on several projects that the developer has successfully provided throughout the country. We feel that there really couldn't be a better location for a project like this where we challenge the notion that everybody has to have a car all the time, whether they drive it or not. There couldn't be a better location or opportunity for development that isn't reliable on automobiles. Not only is the walkability of the neighborhood perfect for student residents, but

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the approximately to transit and community resources, shopping, entertainment, makes this site easily accessible to almost anyone. We will also be providing more than ample bicycle parking, both secured and open to encourage and allow residents the opportunity to use bicycle as their primary means of transportation, if not, bus or taxi service.

Number three tonight is the height exception. As Cody mentioned, we are requesting height exception from 45 feet to 60 feet. This is due to the fact that there are three existing single family homes across Oakland Street. These homes are in a C-1 zone however, so if or when they were ever used for any other purpose than single family, then this really wouldn't be a condition to be discussing. The height allowed would be 65 feet. Regardless, we are sensitive to the fact that this new large project is quite a change for the residents of those homes, for sure. We have met with at least one of the longtime residents at our neighborhood meeting and we have adjusted our design, as I mentioned, considerably in an attempt to mitigate the mass of the building for them. We have removed units in order to step the building back away from the homes and to create a more diverse view for them. Our site is also surrounded by public right of way on all three sides. We will be providing new planning strips, trees, detached sidewalks, landscaping up against the building on all three sides. We agree with staff that this will provide a context sensitive design and for the future.

To summarize, from the moment my client found this site and considered this development project the City has been overwhelming supportive of the ideas. While the site has its challenges, it also has tremendous design opportunity. Now is the time to turn this neglected triangle of land into a monument that defines the edge of the original south Boise neighborhood and the southern edge of Boise State's campus. We respectfully request your approval of our rezone, parking reduction and height exception requests. Thank you.

Chairman Danley: Okay, thank you Mr. Ruby. With that, I will turn it over to any questions that the Commission may have.

Commissioner Gibson: Mr. Chairman?

Chairman Danley: Commissioner Gibson.

Commissioner Gibson: A couple of questions directed towards the applicant. First and foremost, what architectural style would you classify this structure as? It's a trick question, and there's only one correct answer.

David Ruby | The Architects Office, PLLC (499 Main Street): You know, it is a trick question, it's an interesting one because we showed the original neighborhood of a wide array. Everything from very sleek, modern, probably edgy if I would call it, to a little bit postmodern even. I think really I call it modern, but I don't know if I've really come up with a definitive design other than that or a style that I call it. We definitely toned it back a little bit. We were probably partially, probably from staff's suggestion very early on, they recognized how prominent this site was and encouraged us to kind of go out there a bit and try to really create a monumental building for this site. Some of the images that we showed we probably thought were a little bit more along that vein, but we didn't get very good feedback.

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Not that we were saying we were liking it, but we passed images around and just kind of watched people and see what they did and they kind of ended up on the floor quickly and we had some comments that they wanted it more villagey, more home-like, which is very difficult to do on a large scale building like this. We still wanted it to feel more commercial in nature so that it defined that edge. It is the bookend of the original south Boise neighborhood. It's just been, I think because of that triangular site, it's been hard to do something with because it's a busy area and then whatever you do has to impact those homes that are right across the street.

So, one notion and the fact that we have all of our parking under our building concealed and we have a one way in and one way out is pretty ideal for this type of situation. So, less impact on those folks and it works well with two streets that are kind of hard to deal with.

Commissioner Gibson: Mr. Chairman?

Chairman Danley: Commissioner Gibson.

Commissioner Gibson: As a follow up, the graphic, the representation that you have up there, I would consider a little bit more of a commercial, collegiate type of look. The image I'm looking at shows the rounded corner that I would call that bahaus, just for future reference.

David Ruby | The Architects Office, PLLC (499 Main Street): The design has evolved. This was really an attempt, what we didn't want to do when we showed these images is we didn't want the neighborhood, in particular, to think that we were asking them for your input, but we really already designed the building. So, it was really a glorified massing model of this is how big this thing is to help us understand it and help them understand it. Some of the things that we imply, eaves/overhangs, I agree.

Commissioner Gibson: Okay, I have a couple more questions if you don't mind. Specifically, you're making reference to the developer having had done similar projects around the country. Is Stack Rock the developer or is Stack Rock the local consultant for a national developer who's going to retain control of the project?

David Ruby | The Architects Office, PLLC (499 Main Street): No, Stack Rock was just the company we used to help with renderings.

Commissioner Gibson: Okay. So, the question is specific to the unit mix and your proforma to get to the density. They have other projects that they've done with similar mixes and the parking requirements that they had on those similar projects, are they consistent with this application?

David Ruby | The Architects Office, PLLC (499 Main Street): I left my report back in, the developer actually can come forward if that's allowed. I believe it's in the report in that front part just behind the introduction, I think. Mr. Fields provided, actually a pretty good summary charge that had some ratios that maybe you could...

Chairman Danley: Sure, if you wouldn't mind your name and address. Thanks.

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Eran Fields | FH Broncos, LLC (3954 Hopevale Dr. Sherman Oaks, CA): To answer your question, yes we've done quite a bit of that. I think what we're trying to do with all of our projects is just to create a more diverse unit mix vs. just a pure student housing type of development which typically ranges in the larger units, the four or five bedroom units, and what we try to do here, and this is one of the reasons that we've actually asked for a density increase and a height increase to be able to support that, is to create a more diverse unit mix. The studios, the ones, the twos, the threes, the fours and that opens it up to a much more diverse resident base, in a way. So, it doesn't have to be all students, it can be professionals, it can be grad students, it can be people from the neighborhood, and so on. In a way the difference from a density as defined by number of residents is not that significant from what we're entitled to by right because we could go with the fours and the fives, but we tried to make it more diverse and create an opportunity for not just students because it is a great location that can be easily accessible to so many different areas and so on. So, that was the intent behind it all.

Commissioner Gibson: Thank you.

Eran Fields | FH Broncos, LLC (3954 Hopevale Dr. Sherman Oaks, CA): To answer your question regarding the parking, we have quite a bit of experience related to the parking and dealing with the number of beds and the ratio of beds to parking spaces and that's one of the things that we had quite a bit of discussion with the neighbors and I understand that's very difficult for the neighborhood to understand given that on a daily basis they have to wake up and see cars parked next to their houses and so on. Our experience has been that if you create and you provide the parking spaces for the residents, especially the students, they'll bring them. This location is ideal for, the reality is the majority of the residents will be students and for them to walk across the street to either use a car share if they need to go shopping or go outside of Boise, for them to be able to access what they're doing the daily activities, they need a bike and to cross the street. I didn't have a car, I didn't own a car until I was 33 years old until I moved to Las Angeles, unfortunately, and if you look at in the context of what this project is about, if you don't address the issue of traffic and parking that you have in these cities in the context of this location and resident base, then when will you ever do that? That's what we've learned, and in fact, it's worked really well for us. We have built all over the country. I just built a thousand bed project at the entrance of University of Florida, I have 120 parking spaces there. I built two buildings at the University of Washington at the U District, zero parking requirements, these cities are realizing more and more as it relates to these types of locations that you don't need any minimum parking. Now, I understand here, that's not the case and we are going to provide quite a bit of parking here, but as it relates to, if it were me, I would offer none because I've had quite a bit of experience there and I know why there are problems in neighborhoods, in these type of neighborhoods, regarding parking and that is most of the time you have residents who actually drive in, park their cars in the neighborhood, go to class because they don't want to pay for anything and then they leave. That is one of the main reasons that you have a lot of parking problems. The other is just from a principle standpoint, the big picture standpoint; there are so many ways now to get around without actually having to bring your car in. It's a different world, there are car shares, public transportation, we can car pool, this is in an area that you can just walk down to so many different places, you don't have to actually walk or bike, we're offering an enormous amount of bicycle spaces here and we will probably increase them. That is what we're doing.

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Commissioner Gibson: Thank you.

Chairman Danley: Commissioner Miller, I think you had a question?

Commissioner Miller: Sort of on that point in your letter you note that the project will initially offer one car share vehicle on site and will add additional vehicles. I'm just curious if you would be amendable to that being a condition of approval to provide at least one and to make it accessible both to residents and nonresidents.

Eran Fields | FH Broncos, LLC (3954 Hopevale Dr. Sherman Oaks, CA): Let me answer that. Yes. That is something that we've actually offered to do, so we're open with starting with one. The reason we're not going to, from a practical standpoint, we have car shares in a lot of our projects, in fact we have electric car shares and its worked quite well, but a car share company usually, because you don't do it yourself you just contract with the enterprises or the u-hauls of the world and so on, those are the car share companies and they are not going to ever let you start with more than one, because they want to test and see the usage. So, if in fact we see that there's demand for it, we can absolutely add more of them, if there's a need. So, I'm willing to actually not only condition it to start with one, but also increase it if there's actually demand for it. From a practical standpoint they just won't contractually, they won't start, because it's a big expense for them to start the program.

Chairman Danley: Commissioner Miller, just to make a clarification of your comment there. Your question was, if I heard you correctly, residents and nonresidents? Do you understand that with the term of condition there? Do you want to clarify that?

Commissioner Miller: I guess there is two parts. One is the car and second is potential access to non-residents as well.

Eran Fields | FH Broncos, LLC (3954 Hopevale Dr. Sherman Oaks, CA): I think that the University has quite a bit of car share programs on campus that they offer. We can do that, the only problem with that is it just becomes a security issue with the residents because this is going be secured parking garage. So, then you kind of get into issues with security, with the parents, with someone that you don't really know is not a resident coming in and using it. So, maybe there's a creative way to do that. The car share company would love that because it would create a bigger demand for it. We wouldn't mind that as well, because typically from a practical standpoint, we actually have to pay on a monthly basis until we hit a certain amount of usage. So, it actually helps us to do it. From a logistical standpoint, I just don't know how that would work. I can look into it, but that is something I would consider.

Chairman Danley: Commissioner Just, any questions? Okay, I've got a couple questions. Cody, this is a question to you. With respect to later on this evening we're going to hear an application that obviously is right next to this property and in that plan there's a suggestion that essentially the outer ring have a 45 foot transition to the next sort of ring of development, which could then be in upwards of 75 feet. My question is then, if this just outside of that envelope and needs to be higher how do you see that that transition is addressed with the concept in the plan that we'll hear later on?

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Cody Riddle: Mr. Chairman, before you this evening is a conditional use permit for the height exception. We've had those in other locations on campus. Anytime you're on that perimeter on campus it's kind of a nice provision in the code where we can look at those kinds of things on a case by case basis. We're not by any means saying this height is appropriate along that entire perimeter. We really looked at this as a very unique site surrounded by large right of way to provide that transition. That might not be appropriate in other locations, perhaps even areas within that master plan that you're going to see this evening.

Chairman Danley: My other question to the applicant or to Cody is right now this time of year where the sun is sitting certainly low as you know and casting long shadows and in this particular instance the sun is casting a shadow from the south toward the north which would actually cast quite long shadows directly onto the residents across the street to an extent, and that's my question, is has any of that type of analysis been done? Especially given the winter context that we are in now; the winter time of the year.

David Ruby | The Architects Office, PLLC (499 Main Street): Yes. I won't try to say that we've exhaustively filmed and studied every little piece, but that's actually the first thing I wanted to see when we had the model done, to be honest with you, is just quickly pop it up to a reasonable time frame. Obviously, we can find a time when sun angles are going to go over there and shade areas which they wouldn't, but the 98 feet is the distance from building to those homes and in reality, once we actually kind of went back there and revisited it and saw the size of the vegetation and the trees out in there, I guess we weren't nearly as concerned that there was some shadow because there was already some pretty good mass elements there, so we weren't the first ones to come in and offer some shade to the street and there's some pretty good size trees that are already on that street as well.

Chairman Danley: Okay. Are there any other questions from Commissioners?

Commissioner Gibson: Mr. Chairman. That reminded me of a follow up question also that I wanted to ask. Programmatically, what led you to have your primary means of vehicular access into the footprint off of Oakland vs. the Beacon Avenue frontage?

David Ruby | The Architects Office, PLLC (499 Main Street): Commissioner Gibson, good question. You know that was my first impression, that was probably the likely location just from my initial walk through the site, but when we visited with ACHD they pretty much said you can't have any access anywhere else. The reality is when you drive down there, cars are going pretty quick and they're backing up just as they queue at that street light so this is a good location to kind of slow people down, get them in there, and that same location is where you have your services, the trash pickup, so it all kind of wants to be off those main busy streets.

Cody Riddle: Mr. Chairman, if I may? Both Boise and Beacon are arterial roadways, so we would always, if appropriate, encourage access off the local street.

Eran Fields | FH Broncos, LLC (3954 Hopevale Dr. Sherman Oaks, CA): Can I just add one more thing? It's also from a use perspective and standpoint. Most of the residents, if they're going to be students, use it for storage purposes most of the time, so they don't use a car consistently throughout the day going in and out, it's probably more appropriate as well.

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Chairman Danley: Okay. Any other questions? I think we're good. Okay, thank you very much, we will now open up public testimony and we will begin with a representative from the registered neighborhood association and I believe we have one. I think you know the drill by now.

NEIGHBORHOOD ASSOCIATION TESTIMONY

Brian McDevitt | President of South East Neighborhood Association (967 Parkcenter Boulevard):

Thank you for entertaining me, I will be quick and not take anywhere near the same amount of time. My comments are probably really close to this development and to anything else that you're going to hear tonight. This is a great development if it was in Lusk, but it's not in Lusk, it's in the Southeast Neighborhood Association and particularity, it's in the old Southeast Boise Village, so probably the oldest subdivision on the south of the Boise River fed by a trolley off of the Broadway Bridge. Our concerns here are not student housing, our concerns are not necessarily the use of the entire property in a single building. What we're concerned about is, we worked with the City on the University zoning for years, we made a major effort to make sure the University didn't cross Beacon in an effort to keep the University on one side and the neighborhood protected on the other side, our goal was to make sure that the University zoning had step back zoning so that we wouldn't create a canyon effect. As you can clearly see when you turn onto Lincoln and you get into zero setback with unlimited heights, and that's what the University is looking for, an urban municipal type of a campus setting and that's all great. Our fear is that what's happening here is that the University, not necessarily the University, but University type facilities are now crossing Beacon and what's going to happen. We worked endlessly on Blueprint for Boise and the Comprehensive Plan. I guess we have a bit of a difference with staff in the idea that this is within the Comprehensive Plan. Our vision was that majority of residential area, the commercial that was here was clearly a neighborhood bar, it was an old gas station and mechanical type of repairs. This is a very large building and it really doesn't mesh with the rest of the neighborhood. I guess what I'm asking is for you to look at it from the Comprehensive Plan when we sat there and we tried to say that one of the goals of the Comprehensive Plan was to try to keep a neighborhood cohesive and all pretty much looking the same. They talked about this being the bookend. Well, it is, but it's a large massive bookend on what is a residential area. Thank you very much.

Chairman Danley: Alright, any questions of Mr. McDevitt? Thank you. We will now turn to public testimony and start with those who have signed in. As a reminder when you come to the podium, if you can, state your name and your address, and take a deep breath and have some fun. First name on the list tonight is Linda Paul.

PUBLIC TESTIMONY

Linda Paul (1715 S. Grant Avenue): I will be addressing really just the parking issues this evening. I want to thank you members of the Commission for giving me this opportunity. I'm all in favor of high density housing and promotion mass transit, that's why I chose to live close to downtown and in a tall skinny house. My concern is, that while this project is claiming 98 residential units, as configured the way it is designed at full capacity it would be housing something like 283 students. I propose that even 102 required spaces, he said 101 and I thought it was 102, is an inadequate number of parking spaces for this

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number of students. According to the theory presented by the developer, the project is primarily intended to house BSU students who should not rely as heavily on automobiles. Well, I beg to differ. My home on Grant Street is surrounded by residential homes with students living in them, most of them three bedroom homes. A three bedroom home in my neighborhood usually is accompanied by 4 cars and many of those cars are not just cars. If you've got three boys living next to you you're going to have three monster trucks, you get the idea; one of those takes up the entire front of my house. Now, these students are not driving their cars all the time. They're walking, they're using their bicycles, as they should, but those cars are their cars, their property, they use them. They sit on the street a good portion of the time. So, where are these cars going to be? The cars of the students, how about their guests, how about their parents when their parents come to visit, where are their parents going to park? Each one of those cars that these students bring to campus or to their residence needs a place to be parked and I understand that Blueprint Boise encourages urban designs where parking is concealed from the public view, which this apparently does, but that alone tells me that the City is concerned about flooding nearby neighborhoods with excess on street parking. I'm concerned that the mere 83 proposed parking spaces for this large project will do just that; flood adjacent streets with parked cars. I may add that those parked cars may not move for days at a time because our good little students are doing what they should, they're walking and riding their bikes. I would also suggest that bicycle parking should accommodate at least 250 bikes for the 283 bodies there. So, I think I'm out of time but thank you.

Whitney Montgomery (City of Boise): Time.

Chairman Danley: Thank you very much. Okay, next up is Nick Deavarti.

Nick Deavarti (1207 S. Oakland Avenue): I have lived there for three years now and I go to BSU and I do not have a car. I have gotten along just fine with a bike and with Uber or lift whenever I needed to. I live in a 5 bedroom house and only two of us have cars. Of the two people who have cars, one of them never uses it and he says he's thinking about getting rid of it, because in the area that we live in we really do not need a car to get to class, to get to downtown, and the few times you ever need a car we usually grab Uber or a taxi over to the mall or to go shopping at Albertsons, which is a block or two away. That's all I'm here to say.

Chairman Danley: Okay. Thank you very much for coming out. Next up is Taylor McKnight.

Taylor McKnight (1207 S. Oakland Avenue): As I have with Nick, I have been living there for going on three and a half years now. I used to live right across the street at 1715 W. Boise Avenue right across the street from the little community bar. Since I've moved out of campus every house I have lived in with friends, none of us have had cars. This is the first year that any of us have actually had a vehicle other than a bike or a skate board. I used to work down on 42nd and Chinden and even then, I didn't feel the need to have a car, I used to just ride my bike on the Greenbelt. Like it was mentioned earlier, we're a half mile away from the Greenbelt; it doesn't kill you to walk. I would say that most of the students on campus also agree. The only parking that happens on the Avenue isn't even from any of the residents that I know that live nearby, it's from students that have been driving back and forth. Go to class, it's easy to walk, and the only days that you really want a car is when it's cold, but it doesn't kill you to put on two

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jackets and walk down the street. So, if you have a good pair of shoes or a good bike you're fine. That's all I have to say.

Chairman Danley: Thank you very much for coming out. Next up is Chase Erkins

Chase Erkins (3252 Rose Hill Street): I just have a couple things to say. First off, to address the parking, not being too far removed from the college myself and going to a college that was not a commuter campus like BSU, I know that if students have to pay for parking, they're just going to leave the car at home. Mom and Dad are not going to want to pay for it. So, if you have 83 parking spots here and the demographic that's probably going to go into this type of apartment is going to be a little bit on the higher end. If mom and dad can afford to save money and not send a car and have the kids walk, they're going to do it. On top of that, if you go to any meeting in Boise right now where you're talking to City planners and they are telling you what they see as issues going forward in Boise, is that we don't have enough talent, right? So, they need to attract millennials, attract people that are going to stay here and what millennials are going to be looking for is something that's fresh, something new, it's a good place that you can go and live and they want downtown living that's going to be affordable. So, this not being directly in our downtown core is still close enough that people are going to look at it, they're going to want live there in those studios, those one, two bedroom apartments and it's going to be much more affordable to do that than it is to live over on Jefferson or in the Aspin Lofts or something along those lines. So, that's not only going to help BSU and the student housing, but those other young professionals are going to be able to come live here, walk over to Winco, Whole Foods, Albertsons, do that kind of stuff and it's going to make it so that Boise looks more attractive to everybody. So, everybody who comes to see the blue turf and they're driving in and they see this new building that is fresh, its clean, it's not four houses and a shop and a vacant lot, it's going to be a lot better for the community and just the University as well. That's all I got.

Chairman Danley: Alright, thank you. Last on the sign-up sheet is Bart Chaffee.

Bart Chaffee (3 Mesa Vista Drive): I guess one of the things is the fact of what I envision, because it was never presented to the neighborhood where I live which overlooks that area was anything to do with this. As I looked at it, one of the things to me that's not taken into consideration is I think Boise Avenue is so narrow that right now the bike lane is so narrow that basically I think that street is going to have to be widened at some time and there isn't a lot of room on there, so you take up that additional room, that's one thing, the other thing is the fact that having lived in this neighborhood, and my dad was president of the college for 30 some years, and having lived in that area, the Mesa Vista area is a high class neighborhood with a lot of people moved to that area because of the fact that it's close to town, but it also is a nice area for views and that type of thing. In fact, we've had issues where we went before as far as property tax and one of the things is the view and if this becomes this way I think that one thing that it cuts down on is the view and the other thing, it becomes more of an urban area vs. a residential area and that's one of my concerns that way. I envisioned it was closer to Protest on the other side of Boise Avenue since I thought that all of these things when they went for zoning had to be, the neighborhood had to be involved, and we never heard about it until about just a week ago. So, I think that's one of the things as far as the fact of I thought that neighborhoods were supposed to be notified for this before zoning was changed.

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Chairman Danley: Thank you. Okay, that's it for the sign-up sheet, however if you are here and you would like to testify this would be an opportunity to do so. If you would like, you can raise your hand and I see the first one, if you would step forward ma'am. Same thing, if you can just state your name and address, however there is a white sheet of paper or a pad up there, if you could fill that out and hand it to us with your name and address before you leave tonight that would be great.

Leanne Chaffee (3 Mesa Vista Drive): My husband and I, Bart, just submitted a letter just before 5:00, I hope you have that in your hands. Again, it reviewed the part that those rim houses were not notified. Everything that's been shown has been shown from the river bed level vs. the first bench and the first bench will definitely be affected with their view because of five stories; that's too many. I agree with Bart, you're taking your life in your hands if you want to ride a bike on Boise Avenue. The depiction here is beautiful, but that's not how it really is. Another thing that I would like to point out is that all the pictures that have been shown, in this particular picture you see mountains in the back, but so many of the pictures that have been shown to you tonight show nothing but trees. We have the Boise Foothills and those Foothills will be eclipsed by a five story building. One of the things, I will let you read our letter and those points, one of the things that I want to bring forward is the developers are saying this building will have some units that will have five bedrooms in them and will really entice a wonderful set of professionals. My feeling is it will entice five students to share one amount for the rent and so I think that it is unlikely that the amount of people they have living there will really be like a one family would rent the five bedrooms; we've had college kids, five bedrooms and five kids or five kids and their guests. One of the things that I would like to point out is that even as they spoke they kept emphasizing, the developers are emphasizing the students and how wonderful it will be for students and the one millennials. It's sort of interesting to me that the positive comments are coming from this side of the room and those have us at fault come in, I wonder just if, I understand and I believe those who have spoken in addition, but I'm wondering if they were encouraged to come and speak. They speak of the building as being prominent and monumental. Those two words in themselves should tell you something about the size and the character of that building in the neighborhood. Too high, too big, and from the looks of it, yes modern, I would agree, but with no, it doesn't fit with the Boise State campus. The campus has been done in red brick, it has a look that is cohesive and this building sticks out. I know my time is up but the developer got 10 minutes.

Chairman Danley: Ma'am, you have three minutes, I'm sorry, so if you could summarize your points that would be great.

Leanne Chaffee (3 Mesa Vista Drive): I will summarize also that there are no effective bus routes available. I will summarize that students will bring their cars to Boise State because this is Idaho, this is not Seattle, this is not Florida, we know what they bring, trucks. We want you to be aware that also that on the other side of the street from this project is the BSU Children's Center which has many children that are cared for day after day and there was a reference to electric cars and I'm going to say what student has the money to buy an electric car? A Tesla in that garage? No. Thank you.

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Chairman Danley: Before you leave, just one quick point of order. Cody, you referenced a letter that you submitted and I think you said 5:00 this evening. Cody, can you clarify on our policy with regard to the cutoff time and our submittal of any evidence for the hearing?

Cody Riddle: Certainly, Mr. Chairman, by ordinance the deadline was last Thursday at 5:00. So, anything received after that was not provided to you this evening. If I can finish, the rezone goes onto City Council and so we'll include anything that was received after that deadline in the packet that goes to City Council.

Leanne Chaffee (3 Mesa Vista Drive): It was received probably one minute before 5:00, but when one doesn't know about the fact that this was even in the offing into a middle of a Christmas week. I will turn this verification in.

Chairman Danley: Okay, thank you very much ma'am. Anybody else? Yes, sir. Name, address, and also the slip if you can.

James Ladd (1330 Michigan Avenue): I've been in the construction business and I know about developers and I understand what they do. They build a building, they sell it and they're gone with their money. So, I look at it this way. You have five stories; you have five bedrooms, that is 10 kids, 10 cars per unit. I think you should make them go ahead and put in adequate amount of parking. You can drive through my neighborhood at any given point in time and see five cars parked in the front yard, which was last year was a lawn, now its gravel because they want to park their big truck in the front yard right up against the door. The height, I think they should go along with what BSU has. Just across the street, half a block away is four stories, not five. So, that's what I have to say. Thank you.

Chairman Danley: Alright, thank you. Anybody else this evening who would like to testify on the matter? Looks like we do.

David Gibbs (1119 W. Garfield Street): I would like to give a little historical perspective first about Boise Avenue. It was originally platted by William P. Hard who was a Ada County Commissioner and at the time he put his plans for both the Dundee's first, second and third subdivision. The east and west streets and the north and south streets in those subdivisions were platted at 66 feet. He deliberately kept Boise Avenue at 60 feet because the old lumber mill that sat where the eagle nest apartments are on the opposite side of this. So, the neighborhood has a historic character that goes back to 1888. Boise Avenue from this location, one block up to Oakland, is still at 60 feet. While the developer's plans show two lanes each direction with a center turn lane at Protest and Beacon, it does not exist. There's two lanes each direction, there is a turn lane only going up to Protest and then coming across to Beacon. This site will add a tremendous traffic hazard as well as a traffic load barrier into the neighborhood of traffic trying to come off of Beacon or off of Boise Avenue to get onto Oakland to get into the unit. We will see traffic backed up on Boise Avenue all the way through the traffic light because of the funnel issue at Oakland Avenue. I am against the height exception and I'm against the parking reduction. End of my testimony.

Chairman Danley: Thank you, Mr. Gibbs. Okay, anybody else who would like to testify? Going once, going twice. Okay, looks like we are all clear. So, we've gone through the sign-up sheet and gone through

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anybody else who wanted to testify, so we're now going to go back to the applicant and you have five minutes to give your rebuttal.

APPLICANT REBUTTAL

David Ruby | The Architects Office, PLLC (499 Main Street): Thank you. I was quickly jotting down notes from the various testimonies in an attempt to try and address them. So, I will do my best, but if you have questions, please ask. One of the things that I heard that I'll address right away was some of the concern it sounded like with not being notified for neighbors in the area. I think Cody could testify that we have notified everyone that we legally needed to and as well as anyone that we honestly thought we needed to. We weren't trying to exclude anyone, it was just recently that we found out that there was other people notified and weren't happy. One of their concerns is the views from the Mesa Vista neighborhood. It's a small town, I've been here a little while now and I've actually been fortunate enough to work on two remodels in that neighborhood. Two of which were letters that were provided even, and ironically during the one that was closest to our site we paid particular attention to actually plant plantings out on the edge of their site because they didn't want to see anything low or even close to horizontal, their views we're horizontal or up. That with the fact that the topography proves that our site is 50 feet lower, that's just topography, so where somebody would be sitting or viewing where a home is, is about, we'll call it the top of the building, that's relatively flat. So, I'm confident that we do not block views. These models that you see, it's not a real picture it is a 3d model, but it's based on real geographic data. That is obviously not someone standing on the floor, that is an illustrated view and maybe a comment just a long that lines of the traffic. Boise Avenue just shown right there, that image is not intended to say that we are going to provide those exact traffic lanes, it's an artist representation of the building. We have met with ACHD, we actually tried to get them to change the street a little bit because they actually encroach on our property and they spent a couple of weeks analyzing this area and asked us if we would just let it be a little bit wider on this south portion of our site, kind of right about where that yellow truck is in that image because of that. There is a turn lane that kind of becomes as people queue to go up Protest Road. One thing out of those discussions that did come out is that they were, that the streets in that area are at the intended width for quite some time with the exception of Beacon and we are going to dedicate and move our curb five feet in on the entire Beacon side so that street width will continue, which has already been widened over by Lincoln, which is that primary entrance to campus. The number of bedrooms issue was brought up and hopefully we didn't misrepresent, I don't think the intention to say that we expect a family to rent a five bedroom, it could happen, I think we were more intending and we've seen that young professionals or professionals would rent the smaller units. The one or two bedroom, they can pay for a two bedroom unit probably less than they could live directly downtown and if they wanted this area, if they were a teacher, if they were involved in campus life and wanted to be there. We have never really hidden the fact that these are rental bedrooms, that's primarily what they are and that wasn't intended. Parking in the neighborhood is a big issue and it's probably the biggest thing that came up in that first informal meeting as well. Unfortunately, it's just that misconception that if we build it, they will come. If we build parking lots, they will come and it's a tough notion. We agree with the City that providing less parking and incentives for people not to have a car that just sits there, either that's because you have to pay for a spot that starts to get expensive for a car you never use, or the fact that you pay for a spot for a car you never use because you don't have any other alternatives. The world is changing quickly, we're offering to provide alternatives and they're being invented all around us right now. We understand the

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neighbor's frustrations, but what we've seen here in this exact neighborhood and what my client has seen around the country, I think it could be proven if someone could geotech cars, a lot of those cars that come to these neighborhoods are not from students that live there. Just this site is a prime example. We showed up for a meeting on that site one day and the entire site was covered in cars because once he purchased land he took off the no parking signs, but 5:30, 6:00, guess what was on that site? No cars. They weren't people that were living there, they were just commuters. I was a student once; I know how that is, you're looking for a quick way to get to campus. We would argue and we have experience that a project like this with structured parking and limited structured parking actually will help the situation in those neighborhoods. They don't want to admit that or believe that, but those neighborhoods are probably never going to be solid single family residences, but by providing a high quality living building right here, at least we can slow down some of that conversion where people are renting three rooms to eight students.

Whitney Montgomery (City of Boise): Time.

Chairman Danley: Thank you very much, Mr. Ruby. So a couple of things before I turn it over to Commission for decision. One, a point of order, again Cody, if I can just have you state once again for the folks who are joining us tonight, if you can, can you state what is the City policy with regard to notification for applications such as this?

Cody Riddle: Certainly, Mr. Chairman. The applicant is required to invite owners and occupants as well as the neighborhood association; owners and occupants within 300 feet. We use that same distance for our notification process. We typically expand it a little if it hits the corners of neighborhoods. So, we certainly have met that requirement and there will be an additional opportunity to testify at a hearing before City Council on the rezone.

Chairman Danley: Thank you. I just wanted to point that out. With that, we'll go ahead and turn over this decision to the Commission. I would like to start if we can on the rezone and this is a rezone of 1.2 acres from C-1D to R-OD located at 1808 W. Boise Avenue. Is there a motion?

PUBLIC TESTIMONY CLOSED

Commissioner Just: Mr. Chairman?

Chairman Danley: Commissioner Just.

MOTION: COMMISSIONER JUST MOVED TO RECOMMEND APPROVAL OF CAR15-00031 TO THE CITY COUNCIL IN ACCORDANCE WITH THE PROJECT REPORT AND CONDITIONS OF APPROVAL THEREIN

SECONDER: COMMISSIONER GIBSON

Chairman Danley: Is there any discussion?

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Commissioner Just: Mr. Chairman. I don't have that much to discuss, that's why I was hesitating. I didn't hear a lot of testimony from the public regarding the rezone itself. It seems that most of the discussion is going to be in the next part of the next motion. That's where I started.

Chairman Danley: Okay. Is there any other discussion on the rezone?

Commissioner Gibson: Mr. Chairman?

Chairman Danley: Commissioner Gibson.

Commissioner Gibson: In reviewing the application and the package, and thank you very much for the applicant's testimony, I wanted to make sure that I went on the record that I'm voting for this motion because I believe that the rezone is specifically in compliance with goal CC, policy CC9.1 in the principles GDP-MU2 and MU6 that's promoting transit supportive development patterns. It came as a shock when I realized that there had possibly been some consideration about Beacon becoming a certain, I'll call it DMZ. Having had lived in Boise on and off since 1980 and having seen Boise State creep and slowly take over neighborhoods and neighborhoods to know that they got to Beacon and the one thing that is compelling about this project vs. the Lusk development and I think we were on, I think I sat on three of the four Lusk projects, this is appropriate in that it is located close to services. You can walk to the Broadway Market or Albertsons, you can walk to restaurants. One of the difficulties of the Lusk development is pedestrian access to campus and I know it's just a matter of time before we read about somebody in the paper who was j-walking on Capitol and so that first and foremost, I think that the location, be it not, ideal I think meets the intent of the Comprehensive Plan and secondly I would also like to make sure that whether we have an amendment to the motion, but I did want to go on the record as indicating that I believe that the car share should be noted as a condition because it was part of the discussion the developer did agree. I believe that car share would be appropriate for residents of the project knowing that it would be secure parking. Finally, I believe that the parking issue is something important and it is something that because this is a single developer having control over a large group of individuals it would be easier to enforce parking standards in and around and near the structure vs. two or three other developers who would have smaller projects attempting to work in corporation. So, with that in mind, that's why I'll be voting in favor of the motion.

Chairman Danley: Okay. Is there any other discussion on the motion?

Commissioner Miller: Mr. Chair?

Chairman Danley: Commissioner Miller.

Commissioner Miller: I believe that I'm in agreement with Commissioner Gibson, but let me just make sure because regarding the central condition for the car share, I was contemplating that with regard to the rezone. Is that what you were imagining? I'm sorry, with the conditional use permit related to the parking, because it seemed to me that there was the nexus there as opposed to the rezone.

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Commissioner Gibson: Mr. Chairman, if the motion for the CUP includes that then I would vote in favor of that.

Chairman Danley: Well, let's do one thing first. So, with regard to the rezone just to make sure, at this point we're not going to, there is no amended motion for any of the car sharing.

Commissioner Gibson: That is correct.

Commissioner Danley: Okay, just to make sure. Commissioner Miller did you have anything else?

Commissioner Miller: No.

Chairman Danley: Any other comments, any other questions, or are we good to go? Okay with that we have a motion on the floor, it has been seconded and it is to approve item number 1, at least with regard to the rezone and address 1808 W. Boise from C-1D to R-OD. All those in favor say aye, any opposed?

ALL IN FAVOR, NONE OPPOSED, MOTION CARRIES.

Chairman Danley: Moving onto the conditional use permit and this is CUP15-00088 at the same address. Is there any motion?

MOTION: **COMMISSIONER MILLER MOVED TO APPROVE CUP15-00088 IN ACCORDANCE WITH THE PROJECT REPORT AND CONDITIONS OF APPROVAL THEREIN WITH AN ADDED CONDITION OF APPROVAL THE PROJECT SHALL OFFER AT LEAST ONE CAR SHARE VEHICLE ON SITE WHICH SHALL BE AVAILABLE TO RESIDENTS AND THE PROJECT SPONSOR WILL INVESTIGATE MAKING THE CAR SHARE VEHICLE AVAILABLE TO NON-RESIDENTS**

SECONDER: **COMMISSIONER JUST**

Chairman Danley: Is there discussion on the motion?

Commissioner Miller: Mr. Chair?

Chairman Danley: Commissioner Miller.

Commissioner Miller: I guess, I'll just be quick, but I recognize the concerns of the folks in the neighborhood, but in my experience having worked on a number of projects, and some of which were actually student housing projects, I am convinced that what the developers have said is actually true. Minimum parking requirements I find that they often result in an overabundance of parking spots and that

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just leads to more and more cars and to me it seems that a lot of places are going to maximum parking and I think that it would make, frankly, sense to us to think about that in Boise generally. Some of these apartment complexes that we see independent, not this one, but other ones have just had acres and acres and acres of parking and I don't think that those make better projects or frankly, ease the situation that is of concern. So, with that said, I'll be voting for this and I think that one of the things that we can do and one of the reasons why I'm interested in the car share is that we can start to change habits. College is a time when people are willing to experiment with other things and this is, I think over time, going to become a denser area and if we can get people to start thinking about these alternative forms of car ownership even in a place like Boise; I think it's the future. So, I'm happy that the project sponsor is willing to sort of take that first step.

Chairman Danley: Okay, any other discussion on the motion?

Commissioner Just: Mr. Chairman?

Chairman Danley: Commissioner Just.

Commissioner Just: I will also be supporting the motion. We need to encourage a transition away from automobiles, I think in general. This is a thoughtful approach that provides housing for those who rarely need a car, at the same time accommodates those that still feel they do need one and provides some alternatives for transportation. I doubt there will be significant on street parking generated by this project and part of that is, certainly it's not scientific, but I've certainly noticed a dramatic change in recent years among students and young adults. When I was young, way back then, I couldn't wait to have a car and had my driver's license at 14. Now I see my nieces, my grandson waiting until their late teens and early twenties to even bother getting a license. So, I think we're seeing a change. I think this encourages that change and I applaud it.

Chairman Danley: Okay, thank you. Any other comments; discussion? Briefly I will speak in favor of the motion. A couple of things that I would just add to this is that one thing that we didn't really discuss I don't think too much that would potentially minimize the impacts of traffic or parking is that we know that the University in this particular lot is sort of growing together which will further minimize the need for driving. The other piece that I would add to this is that BSU has a circulator, essentially a modern day trolley if you will. I think that the logical extension of that will continue to go in this direction and a project like this would support that. So, for those I would also support the motion. So, if there is no other discussion on the motion, we will go ahead and go to vote. The motion before us is to approve CUP15-00088 which is the conditional use permit for 1808 W. Boise Avenue. All those in favor say aye, any opposed?

ALL IN FAVOR, NONE OPPOSED, MOTION CARRIES.

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PUD15-00025 & CVA15-00052 / Iron Mountain Real Estate

Location: 1410 N. Allumbaugh Street & 1402 N. Allumbaugh Street

CONDITIONAL USE PERMIT FOR A 24-UNIT PLANNED RESIDENTIAL DEVELOPMENT ON 1.09 ACRES LOCATED IN A C-2D (GENERAL COMMERCIAL WITH DESIGN REVIEW) ZONE. A VARIANCE TO REDUCE THE REAR YARD SETBACK IS INCLUDED. Susan Riggs

APPLICANT TESTIMONY

Jeremy Amar | Iron Mountain Real Estate (1548 W. Cayuse Creek #100, Meridian, ID)

NO NEIGHBORHOOD ASSOCIATION TESTIMONY

NO PUBLIC TESTIMONY

APPLICANT REBUTTAL

Jeremy Amar | Iron Mountain Real Estate (1548 W. Cayuse Creek #100, Meridian, ID)

PUBLIC TESTIMONY CLOSED

MOTION: COMMISSIONER GIBSON MOVED TO APPROVE PUD15-00025 IN ACCORDANCE WITH THE PROJECT REPORT AND CONDITIONS OF APPROVAL THEREIN

SECONDER: COMMISSIONER JUST

ALL IN FAVOR, NONE OPPOSED, MOTION CARRIES.

MOTION: COMMISSIONER JUST MOVED TO APPROVE CVA15-00052 IN ACCORDANCE WITH THE PROJECT REPORT AND CONDITIONS OF APPROVAL THEREIN

SECONDER: COMMISSIONER GIBSON

THREE IN FAVOR, ONE OPPOSED (COMMISSIONER MILLER), MOTION CARRIES.

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[CPA15-00005](#) / Idaho State Board of Education

COMPREHENSIVE PLAN AMENDMENT TO ADOPT BY REFERENCE THE 2015 BOISE STATE UNIVERSITY MASTER PLAN. THE MASTER PLAN ENCOMPASSES AN AREA GENERALLY BORDERED BY THE BOISE RIVER TO THE NORTH, BOISE AVENUE TO THE SOUTH, LUSK STREET TO THE WEST, AND BROADWAY AVENUE TO THE EAST. [Todd Tucker](#)

[CAR15-00028](#) / Idaho State Board of Education

REZONE OF 11.56 ACRES FROM R-2 (MEDIUM DENSITY RESIDENTIAL) AND R-3 (MULTI-FAMILY RESIDENTIAL) TO U (UNIVERSITY DISTRICT). THE REZONE INCLUDES 39 PARCELS GENERALLY LOCATED BETWEEN UNIVERSITY DRIVE TO THE NORTH, BEACON STREET AND BOISE AVENUE TO THE SOUTH, CAPITOL BOULEVARD TO THE WEST, AND BROADWAY AVENUE TO THE EAST. [Todd Tucker](#)

Todd Tucker (City of Boise): Good Evening Mr. Chairman and members of the Commission. This presentation will cover two items this evening. A Comprehensive Plan amendment to change the land use designation for an area near the BSU campus from Compact to BSU Master Plan, and to adopt by reference the BSU Master Plan into the Comprehensive Plan. There is an associated rezone to change several parcels under BSU ownership from R-2 and R-3D to the U district. All of the properties we will be discussing tonight are generally located between Capital and Broadway moving east and west and the Boise River and Boise Avenue, and Beacon Street going north to south.

This slide shows the proposed expansion of the BSU Master Plan area. As you can see on the left the current area covers approximately 250 acres and they are proposing to expand that by about 50 acres, as you can see on the right, it would be about 300 acres for the master plan area.

There is an associated Rezone application, as I mentioned before, to change the zoning on 39 parcels that BSU currently owns from R-2 and R-3D to the University District. Of the 39 parcels to be rezoned 8 are currently located within the BSU Master Plan designation. Those parcels are shown in the purple in this location and then this parcel over here. The expansion of the BSU Master Plan land use designation is necessary for the other 31 parcels to be rezoned to the U district. They are identified as compact on the land use designation now, which does not allow for the University zone.

BSU has divided the Master Plan area into three Precincts. The River View Precinct is located in the northwest and is where the original campus is located. The East Campus Precinct is located in the eastern portion and is comprised of athletic facilities and the science and technology buildings. The West Campus Precinct is where the expansion will take place. This is proposed for student housing communities and recreational fields.

The Master Plan identifies both bicycle and pedestrian pathway systems through the campus. Pedestrian and bicycle traffic is heavy on campus and is expected to increase. A well planned and identified pathway system on campus is necessary. The plan identifies a second crossing of the Boise River into

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Julia Davis Park. The general location will be east of the Friendship Bridge, however that final location will still need to be reviewed.

As you can see from this slide there's a great emphasis that was placed on the open space and landscaping on campus. BSU has tried to better incorporate the Boise Greenbelt into the campus and the open space.

The vehicular transportation component of the Master Plan is where the most change is proposed, and where the most uncertainty lies. BSU is proposing to significantly change the way University Drive functions at two locations. I will just refer to these areas as east of Lincoln and west of Lincoln.

The area of change for University Drive east of Lincoln is between Lincoln and Euclid. The proposal for this section of roadway is not to close traffic altogether but to de-emphasize the vehicle and make it a more pedestrian friendly roadway; very similar to the Basque Block downtown or 8th Street between Main and Bannock in the downtown area.

This slide shows the potential design for University Drive east of Lincoln. On the upper left you see the current condition of University looking west towards Lincoln near the Student Union Building. Below that is what it could look like with the proposed changes. The upper right is University Drive looking east at about the same location near the student union building and below that is what it could look like, what the potential is for that roadway.

The changes proposed to University Drive west of Lincoln are much more substantial. The proposal for this section of University is to remove vehicles from everyday use, and turn this area into a pedestrian mall. Emergency vehicles would still have limited access, but everyday traffic would be re-routed to a new street to the south. So, this yellow line shows the alignment of where University Drive is currently and their proposing to turn that into a pedestrian mall with the extension of University Drive here to the south that would connect back up in two locations. There are recommended conditions of approval addressing the timing of the proposed changes. One of those I handed out to you prior to the meeting just recently is a modified condition 5b that addresses the timing of that and the additional review that needs to go into that and the change proposed.

BSU has identified three phases in the implementation plan. Phase I is from now to 10 years out, Phase II is between 10 and 20 years, and phase III is beyond 20 years. I have noted just a few of the projects BSU has identified for each phase. As you can see in Phase I several of those are in the process now, you heard the application for the Honors College last month, the fine arts building has been under review as well and the alumni center. Also, the other change that they note of significance is that conversion of University Drive east of Lincoln with those proposed changes that they are submitting.

The Planning Team is recommending approval of the applications. Because there is additional information needed on the transportation component, additional review will be needed prior to adoption of those aspects of the plan. However, expansion of the Master Plan Area on the Land Use Map should be approved. Because both of these applications must be heard by the City Council your motions tonight will be recommendations.

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I have included the review criteria for both applications for you to refer to as you consider the items and deliberate towards a decision. That concludes my presentation. I know the applicant is here and I believe there are a few folks here to testify also.

Chairman Danley: Okay, thank you Todd. So, to the applicant, please step forward. Again, state your name and address and how much time do you think you will need?

Christy Jordan (1410 University Drive): 15 minutes or less.

Chairman Danley: Great, thank you.

APPLICANT TESTIMONY

Christy Jordan | Director of Capitol Planning and Space Management at BSU (1910 University Drive): I'm just going to do a brief introduction and just talk briefly about the Master Planning process. As you guys are well aware, Boise State updated its Master Plan in 2005, did a major update, and then in 2008 we did a more minor update. So, in 2013 it was determined that we needed to do another major update to our Master Plan; it had been eight years since our last update. A couple of things that triggered that really were the fact that the University in 2012 adopted a new strategic plan that really was to guide the academic and research components of the University, so we wanted to make sure that the Master Plan did reflect that. Also, we wanted to look at the implications of expanding the University boundaries into the area that Todd has referred to as the expansion zone. We wanted to see what the implications were of that as far as how would we develop that area, as well as how would that effect the remainder of the campus. So, just a few objectives. We really wanted to build on the past plan and update it to reflect any current, any planned projects or any future projects since the 2008 update and again, we wanted it to incorporate the strategic plan and be flexible and to be able to respond to growth and change. One of the components that we did put in this plan was some phasing and really that was in response to our neighborhood meetings, because understanding that we are expanding into that neighborhood, people wanted to have a little bit of an idea of when we would anticipate that we would be expanding in those areas. So, with that I'm going to introduce Carolyn Krall, she is with Ayers Saint Gross Architects, they were the master planning consultant that we selected to help guide us through this master planning process.

Carolyn Krall | Ayers Saint Gross Architects (60 E. Rio Salado Tempe, AZ): Thank you, Christy. I will try to do these all at the same time. We worked with the University the last two years leading this Master Plan process. It was important that the Campus Expansion Plan, first of all, update any changes to 2008, respond to capacity to meet the objectives of the 2012 strategic plan, be flexible and be able to respond to growth and change. The one thing I can tell you is whatever you see in this plan will not be exactly what is built because we represent as best we can, but each project obviously comes along with its own adjustments. We needed a plan that was phased and one of the biggest questions was how to maintain things like transportation, circulation, and reasonable safety for pedestrians and so on as growth continues to happen. I think you'll see along the way there was some unintended consequences of some of the growth that happened in the previous expansion area. So, the Lincoln parking garage has a lot of people crossing that street, so we'll hit that, how to address that. We wanted to resolve future land uses in

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this area and really understand how we transition an area that was formerly smaller scale residential that gradually becomes larger scale academic uses. The strategic plan goals really hit the quality of experience for students. The diversity of the student population, maintain excellence for BSU, aligning University programs with the community, and recognizing that this is an urban University and we need to be good neighbors. The Master Plan steering committee was already quite diverse in terms of stake holders. So, besides many of the normal University players, residential life, athletics, student health, recreation, parking, the various performance venues, etc., we had faculty staff and students on that. We also included a City Planner; so Hal served on that committee from City of Boise. Christy Little from the Ada County Highway District, the representatives from Valley Regional Transit and from the neighborhood associations that participate in the workshops. In a little more than a year of active master planning, you can see that the list of workshops that we held, we did hold regular community meetings. So, in addition to representatives who already participated in the general workshops on campus, we also held evening meetings. In October, 2013 we had open forms for on campus that included an evening community session in April of 2014 and then this plan went twice to the State Board of Education for reviews in April and in June when it was adopted. Subsequent, as part of this application we also held a neighborhood meeting on the Master Plan and a neighborhood meeting on the rezone action. The Master Plan is based on a lot of analysis which I'm not going to give you today, but it's a very thorough process. The concept plan that we arrived at looks at the expansion areas and you can see the black circles are potential development sites in the future. The importance of the Greenbelt and linking the campus into the River front, the orange pedestrian network and the bicycle network, which is pretty strong on this campus and then in the red you can see major gateways. The four primary guiding principals were the same as the previous plans so that's flexibility to meet changing demands, integrating the Greenbelt into the campus, reinforcing the pedestrian environment, recognizing this is urban University and being a good neighbor. As the planner identified, there are three precincts that we divided this into just for the purpose of understanding what our focus was. So, in the Rivers Edge Precinct it's probably the least amount of change. We did reflect the Royal Avenue intersection that is happening on Capitol, so that will improve a safer pedestrian experience linking into the campus. There are performance art venues plans in the future of the fine arts project which is the one that has been mentioned as being under review right now. We are proposing to remove a building along the River Front, that's the old business building now, that the new business building exists, we have that opportunity potentially, that's in order to open up the historic quad which is right here in the center of campus to the River Front. Over time it kind of becomes closed off; this plan would change that. Similarly, the library would have an expansion opening up to the river and then adding in additional pedestrian connection. In fact, I think earlier Master Plans actually showed two additional pedestrian bridges; one in this zone east of Friendship Bridge and one west. We only included the one to the east thinking that first of all, it's going to be a difficult process just to get one new bridge and determine the right location, but also we did hear strongly that it was this end of campus, where we have neighborhoods just south of us, where the neighborhood asked for connections, better connections, to be able to get through campus to the Greenbelt and to get across to downtown. So, it was felt that that was the more appropriate direction. Also, there's a lot more student housing this direction and you'll see that the plan continues to concentrate housing in that way and a connection at this end across the river would be beneficial. The past expansion district included both the stadium athletics area and the new stem or science technology engineering areas and so in those we have several new academic buildings shown in this plan, anything that's listed and shown in red is a new building in the future, you can see those here and then the other changes have to do with really the athletic components. So, around the stadium,

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ongoing expansion improvements, those have been built into the stadium plans, each time that gets worked on. Improvements around the Taco Bell Arena, part of that connection up to the river front getting a better front door and a better kind of front door experience to both the stadium and the arena, incorporates a new practice field that was built while we started the planning process actually, and part of making that possible means putting in new facilities, Olympic sports field house, that's a small sports venue, and replacing the pool in the natatorium in the south area. Additional parking is show here as well, originally that was shown kind of right out in the middle of and along University. This plan pushes it a little bit further south. You can see then here, the Broadway gateway that's proposed in the future and transitioning from Euclid to Lincoln so that University Drive becomes a multi-modal style street. Initially, it was just street scaping that makes that safer for pedestrians. Finally, the expansion precinct notable, a lot of this precinct is already, almost a third of it is already University property and it already has University uses so their existing housing at this end, this plan would add additional academic buildings along University aligning the entire frontage of University and then plan for student housing recreation along the rest of this property, consistent with being along the edges of the campus. It was noted previously, this does anticipate eventually transforming University Avenue between Lincoln and Juanita or even Earl. Implementing phasing, this is especially important so that both the University and the community understand what sequence development will take place. In particular, because each of these expansion areas has lacked the infrastructure that you would need to support the University buildings in terms of more significant utilities, looking at the width of roads, looking at access to parking, etc., it was important that we look at phasing so we could plan infrastructure improvements in sequence with the development. So, you can see here, most of the new work is concentrated. You see this is the alumni building which is already under construction, the mall project we will talk about in a moment, honors college housing has already been here actually, and then the rest of this is really improvements along the internal sections of the campus from the fine arts building to they said the opening up of the mall and additional academic buildings, and some of these have been completed like the practice and rec field has already been built. So, I know the big question is always in the phasing of the mall. So, looking at this transformation from Euclid to Lincoln, University Drive is transforming itself now. So, we are really adapting to a transformation that is already happening with significant parking on one side of the street and major science and engineering buildings on the south side of the street, and yet most of the campus, in fact on the north side of the street, students are crossing this every day. There are cones up here, there are flags, there are signs warning people to slow down, but it's a constant challenge to navigate that. Recent traffic counts show that traffic is no longer driving through there as a through basis; that when they did counts for traffic coming in on University and Capitol and then existing at the other end of University and Broadway, it was 5% or less of the trips. So, the majority of traffic coming into campus along University is coming to the University. So, this is an example of how that street might be altered to become a multi-modal mall that allows vehicles to share it, so cars are still going through, they're just going through slower, bicycles going through, again, they're warned to go through slower by coding these areas with paving patterns, with bollards, with other transitions, it's clear then where pedestrians should be, where bikes should be, where cars should be, but in fact they are able to cross and mix and they could do so, so safety because everyone is moving slowly. We already have some examples of where streets have transitioned in fact, on campus. So, this is Michigan next to the parking structure between Lincoln garage and student rec, and this is Belmont out in front of Norco where this is a 5mph zone, there's a wide bike path on both sections, it's very pedestrian oriented and we anticipate seeing more and more of this on campus. Phase II, which is talking about 10-20 years is where we begin to look at the next section

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of University potentially changing as well as the development of the STEM area in the existing expansion area and some of those academic buildings lining University overtime. Here you can see that next phase, University mall. We can anticipate that the first phase would be to come to Juanita, come down Juanita and pick up this new center street. This center street does not exist. The Honors College project is allowing right of way for it. So, this would have to be created. ACHD is aware of that, of course there's a lot more process that has to go through to actually establish how that would work, what the design of that would be, etc., so we're really not even close to that step given that we think that's 10 years away. Eventually, the mall might close further down, working its way back to Chrisway. It's also very possible that this mall will transition a series of stages so that the first time it may look more like what the section between Euclid and Lincoln is going to look like. So, it may first get more extensive street scaping with paving changes, other things to slow down traffic to allow pedestrians to go back and forth before it eventually gets to the point where it becomes fully mall and there are no longer autos along there. The third phase after 30 years, we can see that finally we have completed the rest of the new center street and its connections out to Capitol and at that point University mall would be fully, a more traditional central mall space, academic buildings on both sides. This is what University Drive looks like today, there's already quite a bit of pedestrian activity along there. This is what it is anticipated to look like in the future, you can see the roundabout, you can see traffic coming through there, still very wide lanes coming through here so emergency vehicles can get through so you can open up on game day to traffic. We do anticipate running transit along that. This is the final plan at build out. Here you can see the 24 new academic building sites. One of the things that is very important about that University mall transition, University is right here, is it allowed us to look at growing academic south of University so that the core, here, which is very pinched in the center of campus can expand, whereas previously all the academic expansion was down at this end and we were beginning to get kind of a dumb bell of a lot of academic up here, a lot of academic down in the south, and this kind of long stretching commute to try and get students between one and the other. So, we've tried to bridge that as much as I can with new academic buildings in the center, as well as new academic buildings on the south side lining University. This is the illustration of student housing that builds on the existing student housing. Here, here and then adds additional housing along the southern edge along Boise. You can see that the towers, which is currently student housing, would no longer be in existence at some point. And similarly the University, anticipates that eventually the housing that they operate, which is on the west side of Capitol, would also be eliminated. This is the new pedestrian network. You can see there's a very strong emphasis in the center of the campus and now connecting it south to Beacon, and there is a planned crossing pedestrian signal at Manitou, so that's connected up which would allow both bikes and pedestrians to connect into that central route. We similarly, looked at creating new routes like that on Chrisway, library mall and then Lincoln and University itself. This is the bike network, this is the first time I think we've really seen an integrated bicycle network here. Understanding that we don't know where this crossing might exactly be, but it was important that we could identify the preferred routes for bikes, both for bike lanes and for dedicated, this route through here would be dedicated bike route, as well as a center area of campus that is designated as a walk zone. That policy is already in place. This is what the final plan eventually would look like for circulation for auto and vehicles. So, the center area of the campus right now, which is pedestrian only, would be expanded further out and this is for major routes. The fact is there will always be little routes internally that will get things like ADA parking, loading zones, all of those kinds of things, internal to the campus. This is really showing the major circulation routes. Transit, the plan anticipates maintaining the existing transit hub through all phases. This is always going to be our active seat of transit and you can

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see that even when University Drive, eventually the center section closes or becomes a more traditional mall, transit would still potentially, either by shuttle or circulator, run along that path. That's the green zone that you saw previously. That's a view of the campus today looking from Capitol Boulevard and what it would look like in the future and from Broadway and what it would look like in the future. Thank you.

Chairman Danley: Okay, thank you very much. I'm sure there will be lots of questions. So, I will open it up now to the Commission for questions. Maybe there won't be. Mr. Miller.

Commissioner Miller: I have some questions. I guess, first of all I just have a procedural question which is that if this has been going on for two years and had as many stake holder meetings as it is, the first I heard about this plan in terms of any details was in the newspaper. So, I'm just curious the decision, not to bring this to us and to basically have us review it for a total of 4 days before rendering a decision, and why do it that way? Why not have us be involved in the workshop process at some point? I'm just curious how that played out.

Todd Tucker: Mr. Chairman, Commissioner Miller, as far as involving the Commission in the workshop process, I also was not involved in that process; I was assigned the project and reviewed it after the application was submitted. So, as far as the previous things that took place before the application was submitted, I'm not sure who made the decision on who was invited to participate in any of those workshops.

Commissioner Miller: I mean, you get what I'm saying, right? It's kind of crazy, right, that this has been going on for two years and we've had the first, I don't know about anyone else, but the first I heard about it was in the newspaper, that I would be hearing this tonight.

Carolyn Krall | Ayers Saint Gross Architects (60 E. Rio Salado Tempe, AZ): I should note, we did before we brought the plan to the Idaho State Board, and quite a while before we started this process with Comp Plan amendment, we did request joint workshop and we did end up having a workshop session with City Council. I don't know why it wasn't Planning & Zoning and City Council, that wasn't our choice necessarily, but we did do a presentation in the summer in 2014 to City Council and workshop, and then there was some discussion and guidance from the City on how to proceed being that the State Board needed to adopt the plan first and then to start through this Comp Plan process. That's as much as I know.

Commissioner Miller: It just puts us in a very awkward position. So, with that, I have other questions, but I'll let others.

Chairman Danley: Okay.

Chairman Gibson: Mr. Chairman?

Chairman Danley: Commissioner Gibson.

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Commissioner Gibson: Question specific to the applicant. Thank you very much for your presentation, it was nice, a volume of information and I agree with Commissioner Miller, it's a lot for us to digest in a fairly short order, but we did our best. The question I have was relative to the neighborhood meetings that were conducted and the one that was referenced August 13th, 2015. Approximately how many neighborhood stake holders participated in those meetings; just a rough number?

Carolyn Krall | Ayers Saint Gross Architects (60 E. Rio Salado Tempe, AZ): Generally, 35-40, I believe on our sign up sheets.

Commission Gibson: Thank you. As a follow up, the distribution of notices, how is that conducted, because it wasn't a 300 foot radius type of situation?

Carolyn Krall | Ayers Saint Gross Architects (60 E. Rio Salado Tempe, AZ): Actually, we took the 300 foot radius from every portion of the plan which in fact included any of the University property, which also means it included the areas on the west side of Capitol, which was not part of our actual Master Plan but nonetheless, because it was University property and similarly, on the north/west there's the fields and the recreational facility. So, we basically drew that 300 foot line around any portion of University property. So, it was a pretty extensive mailing list; I think there were thousands.

Commissioner Gibson: Mr. Chairman? Another specific question, the reference is being made that the current campus size is approximately 22,000 students and change, and if we go out 30 plus years the attendance will be at 35,000, plus or minus. The documents that you've presented today make reference to 2,000 beds. So, I'm assuming that that would be on campus living units of approximately 2,000. Does the University have any idea where the remainder of those students may go if they're not living on campus?

Carolyn Krall | Ayers Saint Gross Architects (60 E. Rio Salado Tempe, AZ): Well actually today, over time there have been a greater number of students living closer and closer to campus. Boise originally was very much a commuter campus, parking and transportation showed us information that said that the radius of travel, average radius of travel over the last 20 years, has gone from more than 35 miles for an average student within 3. So large numbers of students are in fact moving to the area to go to school and certainly we can see by the private sector development that is happening, in the Lusk Street area and around the campus. You just had one project here earlier today, that there is a lot of students renting in the vicinity, not necessarily renting on campus. We don't have detail demand studies so it's hard to know exactly how that's going to work, but the numbers for adding 2,000 units is fairly conservative and it would go in response to how units fill up in terms of the University getting student demand. Freshman, in particular, tend to want to live on campus and are encouraged to live on campus. The Honors College project is hoping to retain more sophomores, juniors, and seniors on campus and establish a little more of a residential campus feeling.

Commissioner Gibson: So, as a follow up, how would that compare to other colligate Universities nationwide? One of the goals, it's my understanding, Boise State wants to be the premier destination for research, fellowships, and part of that is having a substantial number of students attending. How does Boise State's numbers compare to University of Texas, University of Florida, or Arkansas?

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Carolyn Krall | Ayers Saint Gross Architects (60 E. Rio Salado Tempe, AZ): It's an interesting question. Campuses used to traditionally require students to live on campus and then kind of look the other way as they go to juniors and seniors and in fact, moved off campus. That's changed dramatically. So, we see the big major research University setting goals that they would like to house all of their freshman class and we don't see any of them succeeding at meeting those numbers. In this case, housing all of your freshman class would be something in the range of 3,000 to 4,000, something along that range. Overtime, that will become a smaller percentage of the total students because a lot of the growth is in graduate students. At this point, the reality is that very few of our students actually get through a full 4 years. There are many more like 5 years. So, we're generally looking at something like 15-20% of the total student body as a goal. In this case, it was deemed to be a little conservative on that. There was a lot of concern by University housing with the amount of private sector interest around the campus would make it difficult for the campus to attract students to live on campus, given the rates are relatively similar. So, that's a constant challenge, but we think that this is a reasonable number. I think over time, there is enough room in this plan in terms of where the housing is shown and the recreational areas, we showed fairly low scale kind of, there's some village housing shown and so on, that the campus might be able to adjust those numbers and put in more, if the demand is there for it. I think we've told several groups including the community group that we expect that the campus will update this plan roughly every 5-10 years. I think the state board is about to adopt that requirement. In fact, as a result of our coming forward with this plan, so that would give them a chance to see how housing is currently filling up and make adjustments.

Commissioner Gibson: Okay, thank you.

Chairman Danley: Commissioner Miller.

Commissioner Miller: Mr. Chair. Alright, so subsequently, it says thirty to thirty five thousand students in terms of the total number of people who might be on campus on a given day at build out. How many are we talking if we're talking faculty, staff, all of that? How much would that add to that thirty to thirty five thousand?

Carolyn Krall | Ayers Saint Gross Architects (60 E. Rio Salado Tempe, AZ): Might take you to forty-five or fifty, I would say, but that's a very theoretical number. Only because in this case...

Commissioner Miller: I mean, you know how many faculty you have and I mean..

Carolyn Krall | Ayers Saint Gross Architects (60 E. Rio Salado Tempe, AZ): So, in some cases we are asked to do detailed enrollment projections and then plan a campus to meet that specific enrollment. In this case, we were asked to look at the next phase of potential geographical expansion and try to start to put together a plan that made sense. Partly, perhaps, because in 2008 when that expansion area had been done and several things had been done subsequently that we're quite in line with that plan and produce things like the pedestrians streaming across University Drive and producing new problems, that there was a thought that infrastructure, like pedestrian circulation and auto circulation, all those things may be needed to be more carefully looked at before the University proceeded into future expansion areas. We

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were told to consider that the University might expand in the one to the one and half percent a year range. It has been a very somewhat slowing expansion over the last several years. Now, who knows if the recession is a part of that, but it's been a very slow growth. So, I don't know at what point you would reach thirty five thousand, to be honest. We were asked to give an evaluation of what we thought at full build out the campus might be able to support and it looks to us like that's the range.

Commissioner Miller: Okay, I have a couple of other questions, if I may. In the report on page 9 it says ACHD staff has reviewed the transportation and circulation overview and the Boise Avenue feasibility overview submitted by BSU, but will require more analysis be completed to show the transportation component of the master plan as acceptable. So, what does that mean? I don't know who wants to take that.

Todd Tucker: Commissioner Miller, it means the Highway District reviewed those plans that were submitted; they did not take official action on them as far as making a recommendation. They reviewed them, they gave their comments, they took those comments to their board and their board approved them. But as far as an official recommendation of, yes this is acceptable or no its not, they did not give us that information. They just gave us information that before any changes are made, there's quite a bit of transportation issues involved in this plan, before any of those changes are made to public rights-of-way as far as doing away with them, adding new right-of-ways, reviewing intersections, turn lanes, all of those aspects that go into an actual traffic study, that information will need to be submitted to them before any recommendation is made on this. So, the information we got from them is just comments, it was not actual recommendation, and so more information will need to be provided to them before any hard changes to the transportation network is made in this master plan.

Carolyn Krall | Ayers Saint Gross Architects (60 E. Rio Salado Tempe, AZ): Can I also note that ACHD did ask us during the review process, so this project was submitted when the application for the Comp Plan amendment at the end of August, staff asked us to develop additional traffic studies to look at the feasibility of the types of changes that we were proposing. Given that it was so far down the line, being that is not something that's happening right now, something's they were aware of, so there's already been a process on the section of multi-modal mall from University to Euclid, that's been the works for quite a while. ACHD has been a part of that, they were very familiar with that, but they weren't so familiar with what might happen to the rest of University Drive over time, or any of the other future street networks. This plan does suggest an intersection improvement of some sort at Boise and at Capitol, on Capitol. So, University and Capitol is a five movement intersection, it's very dangerous and difficult for students to cross, so this plan anticipated that that eventually needs to be solved. So, they asked traffic consultant, and as part of our process, Kittleson did an additional study looking first at the transportation changes overall in circulation and secondly, looking at whether it would in fact be possible to feasibly locate an intersection for Boise Avenue on Capitol and take away that movement from the Capitol University intersection. They didn't design that, they did have to work with ACHD quite a bit to try and figure out what we might be looking at in terms of traffic volumes 20 years from now, or 25 years from now, or 30 years from now, so they did go through that process. Apparently, it gave staff enough information from which to move forward and make the comments that they made, but anytime we make a change, each one of the projects has to go through a review process. ACHD has to review that in detail.

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There are a lot of steps to especially making any kind of transportation or circulation or street network change. That would be normal.

Commissioner Miller: So, the one thing I just, here's ultimately kind of what I'm getting at, and one of my concerns is that on the ACHD statement on page 21, it looks like they say that they specifically looked at the key corridors in and around Boise State University, such as University Drive, Beacon Street, Boise Avenue and Capitol Boulevard. My biggest concern is that, this is adding, we're talking about 8-13,000 people basically downtown. That's a lot of people and essentially there's no analysis outside of the campus as to what's going on. So, there's all of this stuff going on in the Lusk area, which we know is thorough, these sort of cumulative effects and indirect effects that the campus has on downtown, on everything, and it just seems to me that I didn't see any of that in here, and granted I only had 4 days when I'm also working to figure out what's going on, but you know, it seems to me that there's issues about how this is going to affect downtown; how is this going to relate to the extension of 8th street south? You know potentially pulling that across, you know there's been a lot of discussion about Myrtle Street and trying to get more crossing on Myrtle Street. It just seems to me that there's a lot about, you know, what would happen on Broadway, getting across to Lusk, all of the development that's happening on Lusk, you know, and there's just not really any of that that I saw in here. Now, maybe I missed it, but this sort of, it seems to focus on this very, you know, interesting, its actually something that I like, you know, this idea of sort of that the University part but, you know, this is supposed to be tying into the larger Comp Plan and like, I'm having a hard time visualizing that.

Carolyn Krall | Ayers Saint Gross Architects (60 E. Rio Salado Tempe, AZ): I completely understand where you are and certainly the focus end was in on the areas that ACHD was most nervous about and asked us to focus in on. If you read the two additional traffic studies, I think you'll get a little broader view. The Master Plan itself, as a document, has recommendations and implementation, one of which is that a traffic study update be done. So, when the Master Plan was done in 2008, there was subsequently a detailed traffic analysis and an overall traffic Master Plan that was done in 2010. We have recommended that that be done again, it's one of those kinds of chicken and eggs, they can't do that study until they in fact, have a Master Plan on which to base it on. So, we are recommending that be done. ACHD would like to see that done as well. Presumably, that would be done in the next couple of years and would build on this next step. Now, I understand the challenge of putting this in as part of the Comp Plan, not knowing what that is, but to some extent, the projected growth the University in the one to one and a quarter to one a half a year percent range, is probably not far out of line with Boise's growth as a whole. So, it's not a super dramatic change happening right this minute, but we would highly recommend a larger traffic analysis be done looking at those broader impacts sometime in the next few years as a follow-up to the Master Plan.

Chairman Danley: Okay, any other questions? I've got a few questions to ask. Todd, I would first start, if you can to pull up, it's in our staff report, it's the proposed bicycle routes map and it's in our staff report as page 97, if that helps. Maybe you have access to one a little quicker or easier. My question, specifically, and this is to the applicant, is certainly there's a lot of new routes suggested and recommended, yes that one, can you kind of, I think you have that as a standalone map somewhere, if possible to pull that up, if not, it's not a big deal. My question is that, and I think you kind of eluded to it, but with regard to the Friendship Bridge, for example, that particular area, I'm going to call it a block, and

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in the transportation world we'll call it a super block, and my question is then if that is an all-encompassing bridge that we know it is, gets you over to the park and presumably, we're getting from Boise Avenue, we have two back to back sort of super blocks for bicycling that don't have a direct connection, but there are routes. There are specifically, and when I look at those maps, there is at least to some degree of a paved street system or something that could be utilized for that, but instead if you're on a bike and you want to get to that route, especially if you're a resident, for example, and you want to get to that Friendship Bridge, my question is then, why are we not including bicyclist in those two areas and in some of these sort of larger block faces when there are street segments in-between?

Carolyn Krall | Ayers Saint Gross Architects (60 E. Rio Salado Tempe, AZ): That central zone actually has been converted over the last two years as a result actually, of a bicycle Master Plan that was done in 2010 to a walk zone. So, the first year we were doing this planning, it was a slow and share, etc. zone. The next year it was a get off your bike and walk zone and there's extensive bike parking. I don't have the arrow so I can't quite show you where this, how this works, but essentially, what we're trying to do is we see bikes right now using streets, diving through parking lots and then kind of over running some of the pedestrian walk way areas. So, what we wanted to do was provide some routes through campus which are highly used that are pedestrian oriented and then make sure the bikes have the ability to have their own route. So, as you come across the Friendship Bridge, essentially, and you hit that kind of immediate section of campus which is the oldest quadrant, it's the most busy, it's got the most classes right there, you would take Cesar Chavez where there's the Greenbelt, and we are proposing that Cesar Chavez through that area eventually be closed to general traffic so it's transit, its permitted if you are going to an ADA parking space or loading zone, but it's not generally a road. You would take that route and head either east or west, depending on where you want to go, and then you can see there are two major routes where there is wide enough pedestrian areas that we can stripe both pedestrian zones and stripe a bike route through there. So, it looks as if you can't, in fact, go through there, you can, you can get off and walk your bike through there, but we think, actually, bikes can very easily, in that short distance, kind of make itself around. So, there are just a couple of these protected areas. Really, the only significant one is that central historic quad in the very center of campus and almost all of the campuses we see now, in order to deal with significant safety problems, are creating these kinds of walk zones right in the busiest heart of the campus.

Chairman Danley: Okay. My next question is going to take a minute to get to because I want to read a series of quotes that are in this plan that I think are important and it's along Commissioner Miller's comment. Page 102 of our staff report, and it states *development of an internal street system to provide access and services to new buildings and parking and to facilitate circulation on the campus without overburdening existing roadways on the perimeter of the campus such as Beacon Street and Boise Avenue*. So that is one of the stated goals within our plan. When we get to page 185, it's also page 4 of your Master Plan, very top first bullet, *Boise Avenue will become the southern campus boundary and will form the interface between the residential neighborhood to the south and the University uses to the north*. So, now we're kind of honing in a little bit in what we're saying. 187, *evaluation of pedestrian connections and crossings of Boise Avenue will be a critical component to tie the campus to residential areas to the south and allow for safe and efficient pedestrian, bicycle travel to the campus for key areas of off campus student housing*. So, now we're getting into the crossing of Boise Avenue. We've defined it as an edge. We've discussed the neighborhood importance and now we're getting into the crossing. Page

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195, conclusions of finding, and this is in the Boise Avenue feasibility study which frankly, is not a Boise Avenue feasible study, it is an intersection on Capitol Boulevard study, right? So, that's where this comes into. This quote here says that *the most challenging roadways that will be significantly impacted are Capitol Boulevard and Boise Avenue*. It says will. Not should, not may, it says will. So, then we have the end of this, and here comes my question, bear with me, page 186 top bullet, *any of these feasibility concepts for the Capitol and Boise Avenue intersection will correspond to and require improvements to Boise Avenue*. The next statement, *Boise Avenue will undergo a significant change in character and traffic demand and therefore require these changes in the future to support the ultimate vision, design, concept and future right-of-way for build out of the Master Plan*. This states will. When you do model runs using the compass model, we have input, we have outputs, you know what those outputs are. We know what the traffic volumes on Boise Avenue are; I know that we know that, it's what I do for a living too. So, my question is, why is this not in our report? When it's the land use that we are being requested to potentially rezone and amend in our Comprehensive Plan has all of the impact, driving all of the impacts to Boise Avenue and states, again, will undergo a significant change in character. Why don't we have that?

Carolyn Krall | Ayers Saint Gross Architects (60 E. Rio Salado Tempe, AZ): I can't address what's in your report specifically.

Christy Jordan (1410 University Drive): The way that our traffic studies were based on meetings with ACHD and so we focused the studies on those items that they asked us to look at and one of those, of course was the intersection, the feasibility of a new intersection at Boise Avenue. I think the understanding was that with the proposed phasing being, and the expansion in that area being so far in the future that to do detailed studies and an analysis of Boise Avenue, they felt that we would need to do those most certainly at the time that we make any of those roadway changes and circulation changes.

Chairman Danley: Okay, then in phasing plan, correct me if I'm wrong, but in phase 1 we begin to change University, we begin shutting down University, that changes the traffic pattern, and the only real major east/west route is Boise Avenue. So, in addition to the proposed new roads that you're getting at, but the major arterial anyway, you know, that's what I'm getting at. We have identified into 2040 the traffic impacts on Capitol Boulevard in terms of those two intersections. We know traffic impacts on Beacon, we know traffic impacts, to an extent, on Broadway, we know traffic impacts on University, but we have nothing on Boise Avenue, but again in your report it says will undergo a significant change. I think we know that and that's what I want to get to is where you're definitively stating on your own report, will significantly change the character. So, I've made my point, I think you've made your point. I will open it up to any other comments or questions that the Commission may have, and I think during rebuttal if you want to address this further, you're certainly more than welcome to do that. Are there any other questions or comments, Todd, you might have one, I don't know it's up to you, but you're standing there, maybe you do.

Todd Tucker: I just came up in case you had another question for me.

Chairman Danley: Okay, fine, so be it. Any other questions from the Commission before we turn it over to public comment?

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Commissioner Miller: I just have one other point of clarification. Does this illustrate all of the property owned by BSU?

Todd Tucker: No.

Commissioner Miller: Do we have that? Because we've seen, I guess it was last week or last month when we approved the Honors College building; we saw a map, at least regionally, of buildings owned by BSU. It just seems kind of odd to be thinking about this region and not seeing a map of the properties that are under control of the university.

Todd Tucker: I have a map on my presentation if the IT folks will switch it back to this computer, you'll be able to see.

Carolyn Krall | Ayers Saint Gross Architects (60 E. Rio Salado Tempe, AZ): The Master Plan was actually limited to this particular boundary zone, it actually didn't cross Capitol, so it did not take into account all of Boise State's properties. It just took into account the ones near campus.

Todd Tucker: Pretty much everything in purple right now is owned by BSU with exception of the parcels in red that you see. Sorry, those are owned by BSU and proposed to be rezoned also with this application. The other pieces of property that are shown in the yellow are for the most part not owned by BSU.

Christy Jordan (1410 University Drive): The University does also own property, of course at Dona Larson Park, and we do own property downtown in Bodo, and we also own the Yanke that is on Parkcenter Boulevard, and I believe that that map may show, I don't think it goes down far enough to show the tennis bubble and the soccer field. So, we do have arterial locations and properties that are owned by the University. Our focus with this Master Plan was just more on the, what we call the main campus; it was not focused on the arterials.

Commissioner Miller: I guess just one aspect of, just my thought of reviewing this is, when you think about, you know, a Master Plan that is then going to be integrated into the Comprehensive Plan, yes there's the internal working of that, but then there's also how that effects the surrounding area, you know, and typically I would call that the cumulative impacts or the indirect impacts, and I guess that's just what I'm finding difficult to see. I understand that your focus and what you're concerned with mostly is that area, but if this is supposed to be integrated then ultimately into the Comprehensive Plan, I think it requires us to think about those impacts on surround areas.

Chairman Danley: Any other questions before we turn it over to public testimony. Hearing none, thank you very much. I would now turn it over to, is there any representative of the registered neighborhood association. We do have a written submittal from them, but is there anybody, doesn't look like there is? Okay. So, we will move forward to public testimony and I have a sign-up sheet and again, don't fear if you did not get your name on here, we have one name, it's Ed McLuskie. If you could just repeat your name and address before you get started.

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NO NEIGHBORHOOD ASSOCIATION TESTIMONY

PUBLIC TESTIMONY

Ed McLuskie (1919 Verna Lane): I live in one of those yellow properties on your map surrounded by a few pink ones. I've been a resident of Boise since August of 1981; I'm also a professor at Boise State and have been since 1981. So, I've been here quite a while. I live in what is now referred to as the University area or any other synonyms. Wow, I came here prepared only to go to one hat that I wear and that is as a resident, sitting here looking at the possibility of my colleagues across the way coming to take me away, ha ha, you know, my property and my favorite place to live. In particular, I was worried about how it was that I could object in the process of implementing this plan, if it became a plan, to the way it was being implemented, if nothing else as a resident wearing that hat, I could always go to Code Enforcement, agency of the City. I think that's taken away if the whole area is designated University District, or at least the properties are. The second thing I came here to talk about was simply the requirement of, the pressure on the market value of all homes, just as a property owner, there's a deep impact for that, if we are not able to negotiate prices, if we ever are going to sell our home in that region. I think the property values go down if we go ahead and offer University designation to properties that are not contiguous, which leads to my general point along those lines and that is, if we are going to allow a rezoning of specific properties owned by Boise State, then let's do it when they have purchased enough properties or someone has purchase enough contiguous properties to be recognized. Right now it looks like a shot gun hit that particular area right north of University Drive, south of Boise Avenue. If that were to happen we probably wouldn't be so upset about this, but I think that giving the designation to properties already owned without there having been a negotiation for that, means that the property, the market values will go down and that's just one point there. Finally, I just have to say something else apart from this. I know what it means to live, I see the time, one second, I know what it means to live in a University District. I've taught here those many years, I've also taught in Universities abroad as well as here; I've lived in more than one University District. I live among students, I chose to do that in the early 1980's and still love doing that. In my mind, I think I was a millennial before the name showed up, okay? We have a way of life in that little corner of Boise, right near the University, that already fits some of the best things about a growing University and a student faculty living arrangement and I hope that we don't just go with, what I think is a premature plan for the City. Boise does not have to follow the direction of the State of Idaho and the State Board of Education. Thanks.

Chairman Danley: Thank you, sir. There is nobody else signed up, but I'm guessing there will be a few in the audience. So, go ahead, if I can remind you to just fill out the sheet and state your name and address for the record. You will be given three minutes.

Arial McLuskie (1919 Verna Lane): I am here strongly asking you not to allow them to change the code and zoning. 100 years from now, people would still live in single private residences there. It's one of the only places in Boise that you can walk from Chrisway or Juanita and go through the lovely Boise State campus across the Friendship Bridge then you can be over at Whole Foods or Winco, or you could walk all the way down 3rd Street, and that's when you hit other historical residential homes that still exist around all that St. Luke's has done. This is the last little bit of residential on this side of the river before it

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gets all gobbled up by big development, and if we're really going to have mixed use in our neighborhood, we need single family homes. They can do all these perimeter buildings that are five stories and allow for students, but in order to have a full community you need to have citizens, not just students in that area of our City. So, I strongly recommend that you don't allow them to do the rezoning. Part of their strategy appears to be, to me, on Juanita, are these lots that they do own that are highlighted there for you, they are using them as storage units, literally putting parking blocks and miscellaneous little things and their chain linked fence and it's totally degrading the neighborhood. They are not good neighbors. They have properties that are empty houses that are not kept and that's one of the things that your representatives from Boise State aren't sharing with you. I think there were more like 80 people, at least in residents, that came and there wasn't a single residence that I heard during the entire course of the meeting that was in support of Boise State doing this. They felt like Boise State hasn't been a good neighbor because of the way they don't take care of their properties as they try to come across and capture all of this area just as they did years ago with Lincoln. You could drive over there where they have their swimming pool and see how some properties for Boise State in disrepair, you know, just used as storage shacks. So, I just challenge the fact that Boise State is not always a good neighbor, and they're not holistically thinking about all the residents and some are not students anymore, some support the students, and this should be mixed use. Thank you.

Chairman Danley: Okay, thank you very much ma'am. Anybody else who would like to testify this evening? Yes, please, come on up. Again, if you can just sign in on the pad, and state your name, and address for the record.

Shelly Cooper (11112 Mohawk Drive): My property will probably be annexed fairly soon. I'm representing 1610 Chrisway it is the Alpha Chi Omega house. It is a residence, but it belongs to the corporation and I'm on the board of the corporation. I just thought I would come to listen tonight, I never dreamed I would be up here saying I have concerns too. Now that I understand what is being requested. If there is spot zoning, we would like that too. We are actually, in our own giant Master Plan for our little bitty place, trying to decide what we're going to do to accommodate a growth from pretty much a maximum of 30 members to 150, oh excuse me 180, I'm behind. We definitely want to continue to provide a Greek experience. It was very good and very positive for me, and that's what we seek to provide for these students at BSU and have been doing so. I've been on the house corporation for well over twenty years. So, I'm just saying if you're going to change the zoning it seems to me you should change the entire zoning for everyone, or wait until we're closer to the 20 years. I mean, they can continue to do a lot of this plan with property they own, they are going to be impacting us, it is going to affect, if our property value goes down, it's going to affect what we can provide for our constituents, I'll call them. So, I have experience in Tennessee with zoning, different laws, different attitudes, but I'm just really surprised by spot zoning. Usually its incremental, a block at a time, not just as someone said a shot gun effect. I think possibly, a lot more study needs to be done, I've heard that out of some of the Commissioners, before we suddenly start trying to cram everybody who used to drive on University onto Boise, which is, there's only one house between us and Boise, so that affects us too. So, thank you for listening and I do have deep reservations. I think it's premature.

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Chairman Danley: Thank you, ma'am. Okay, anybody else who would like to testify? Once, twice, okay. With that we will close public testimony and then bring back the applicant for an opportunity for rebuttal and you will have five minutes to do so.

APPLICANT REBUTTAL

Christy Jordan (1410 University Drive): I'll just speak to the rezoning. Part of why we went with the spot zoning and it is that that we had acquired quite a bit of property since the last time that we had rezoned. We had rezoned several properties at once, and so when we looked at looking to rezone we just looked at all of the properties that we had acquired since the time of the last rezone, and so for efficiency, maybe just to make sure that we didn't miss properties, we included all of those properties in our rezone application.

Carolyn Krall | Ayers Saint Gross Architects (60 E. Rio Salado Tempe, AZ): I just wanted to note in response to one of the comments that were made by one of the last speakers about the Greek needs in the Greek village, there is an area of this plan along the southern section of the expansion area which specifically refers to various options for future housing, one of which would be a Greek village so that where right now there are multiple fraternity and sorority houses kind of scattered through that area, they could be incorporated into a development where they would be grouped together. Many campuses are doing this successfully and find it easier to manage, easier for students for identity, but also kind of also solve some of the problems of having scattered Greek houses out among the neighborhood in general. So, that is included. The other thing I wanted to note, just in the comments about Boise Avenue, the traffic consultant in their analysis and this will change and this will happen and so on, was really in response to looking at this very specific question of the intersection of Boise and Capitol and needing to change those movements from right now where they kind of turn through University and come along the street and kind of pick up at Boise. They were very concerned, they did not have full agreement on what future numbers would be, and one of the challenges with that, as I understand is, is because we are proposing this new center street down the center of the campus specifically in order to be able to reroute University to this new central street and we did that directly you can see it right through there, we did that specifically in order to not dump traffic out from the campus onto Boise given that Boise is very constrained, its already narrow and the topography is such that you really cannot do very much about expanding it without significantly affecting properties along that area. The traffic consultant however, feels that over time it's going to need to change and that's probably likely. You'll see the plan in here holds buildings back along that edge. The previous Master Plan along Beacon held buildings back from that edge to allow for future street widening to allow for a bike lane and any other additional improvements that might be needed over time, and so we would do the same thing along Boise and the Master Plan talks about that within the text of the document about holding back so that if there needs to be improvements, they would be made on the University side and not kind of equally down the center of that road. What those improvements might be, I don't know, but I would guess at very least a safer bicycle lane along there would make sense. We didn't illustrate crossings there the way we did on Beacon because there isn't a large neighborhood on the other side, there's smaller individual properties but certainly pedestrian crossings would be very likely. So, we can anticipate that there will be future study that would look at that, it wasn't included as part of this process, but to some extent the report you're reading from is not actually the Master Plan, it was the analysis done by the transportation consultants at

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ACHD's request. So, it may be a little more forceful and there are no numbers for that new center street and so I think there will be a whole process that we will have to go through. One thing you'll see in this plan, if you look at parking structures are, is the original, the last Master Plan had 6 parking structures proposed along the south side of University Avenue. We didn't think that that was in fact advisable given the problems with the current parking structure right on University on Lincoln. So, you'll see that the new plan puts those along that new center internal street so they are not on the periphery of campus which previous circulation plans said they should be moved to the periphery, so they are moved out from the center of campus, but they are not in the periphery in order to avoid overloading. Thank you.

Whitney Montgomery (City of Boise): Time.

Chairman Danley: Thank you very much. The matter is now before the Commission, but before we turn it over to the Commission I would just set the table a little bit. We are a recommending body for the two motions that are before us, are for the two items that are before us. One is a Comp Plan amendment, the other is a rezone. Whether we recommend for approval or recommend for deny, again we are a recommending body that it would go to the City Council for further action. With that, I would turn this over to the Commission to render a decision. Is there any motion?

PUBLIC TESTIMONY CLOSED

Commissioner Miller: Mr. Chair?

Chairman Danley: Commissioner Miller.

Commissioner Miller: I'm going to throw out a potential third way, and here's my thought, you know, this plan comes to us in an unusual posture in my mind; this is of all the things that I've seen since being on this Commission for a year and a half.

Chairman Danley: Commissioner, real quick, would you mind making your motion first and then we will open it back up for discussion for support? Would that be possible?

Commissioner Miller: Well, it's a legislative hearing at this point, and so I think that, I'm getting to it.

Chairman Danley: Okay.

Commissioner Miller: Of all the things that I've seen this is you know, perhaps the largest, adding 8 to 13,000 students and perhaps more faculty and staff to what I would consider to be a part of the downtown area. So, what I would actually propose, I'm going to make the motion to actually defer this hearing until next month and request that a staff person from ACHD come and talk to us about their analysis and some of the other traffic issues. I've talked to several members about, and I'll explain some of my motion, I've talked to one and trying to talk to another who I think is supportive of this as well, this routinely happens at the City Council level, it has historically, has not happened here, but to my mind if we were to vote on this one way or another today, we would be either a rubber stamp, or we would be just denying because we don't have enough information. To me that feels like the decision that I feel that I personally have to

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make. So, I don't like either of those options and so my request would be, as I said in the motion, that we defer and ask for someone from ACHD to come and talk about their study and address some of these other issues that I think are of concern to us to potentially help us understand these traffic issues; what's happening on Boise Avenue, the University Avenue intersection with Capitol, all of that, and how we might actually, or they might imagine those roadways working. So, I'll leave that open. I realize it's an unusual motion, something that we haven't done before, but I believe that there is support for doing that.

Chairman Danley: So, there's a motion on the floor to defer the item for 30 days until January, at which time the proposal is to reopen the hearing in addition to staff from ACHD, presuming to give some sort of a presentation overview of some of the things that we've discussed; traffic implications and so forth. Is there a second to that motion?

MOTION: **COMMISSIONER MILLER MOVED TO DEFER CPA15-00005 & CAR15-00028 TO A DATE CERTAIN OF JANUARY 4, 2016 AND REQUEST ADDITIONAL REPRESENTATION FROM ACHD TO GIVE OVERSIGHT OF THE TRANSPORTATION IMPACTS FROM THIS PLAN**

SECONDER: **COMMISSIONER GIBSON**

Chairman Danley: Any other discussion on the motion?

Commissioner Gibson: Mr. Chairman?

Chairman Danley: Commissioner Gibson.

Commissioner Gibson: Specific to the comment up above under our review criteria, the last one under the Comprehensive Plan amendment; *will not place an undue burden on transportation or other public facilities in the planning area and does not adversely impact the delivery of services by any political subdivision providing services*. I would concur with Commissioner Miller that this is a 30 year plan and I don't want to feel like we're making a judgment call based on what limited time we've had to review the information relative to not just the transportation, but one of my main concerns as well is the 10 pounds in a 5 pound sausage process that we're going through. The Master Plan itself is a phenomenal document, it's a means and a tool of communicating the University's needs and I want to make sure that I go on the record that it is the University that is presenting it, Boise and Boise State University are mutually linked to one another and the possibility of having a world class University also includes things such as shopping districts, entertainment districts and the current manifestation of the Master Plan as presented, doesn't really allow for that either to the east or to the west boundary. Anybody who's familiar with the Capitol Boulevard area knows the pressure that Lusk and the Lusk District has put on not just the transportation services, but also what I would consider a quality of life issue and I think that there have been issues

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raised by residents, I agree with that, and I think that this would also allow additional public input for a very critical decision that we as Commissioners need to make for the benefit of not just the University, but also the citizens in general. So, that's why I'll be voting for that motion.

Chairman Danley: Is there any other discussion on the motion?

Commissioner Just: Mr. Chairman?

Chairman Danley: Sounds like maybe we have a comment from Todd.

Todd Tucker: Just a clarification. Just wanted to make sure that you clarify a specific date to defer this to, we would recommend that that would be the January 4th meeting. Boise State is under a bit of a time crunch on applications and so we have this scheduled for City Council already for the 12th and if you act on it on the 4th it doesn't delay them and then we can keep it on that 12th City Council agenda. So, if you would just clarify that you would like to defer this to the January 4th hearing.

Chairman Danley: Okay, so I'll modify the motion that was originally made, do I need the motion maker to modify that or can we?

Commissioner Miller: So I will move to amend the motion to defer to the January 4th hearing.

Commissioner Danley: Okay and a second.

Commissioner Gibson: Second.

Chairman Danley: Okay. Point of order, I asked legal a question and I think we might get the answer. My question was, and I'll make this a public record, does the applicant have the ability to appeal a deferment. Because I don't know the answer to that, and I'm hoping that you do. Is there any other discussion on the motion in the meantime?

Commissioner Just: Mr. Chairman I would tend to support the motion as well because of personal obligations. I don't feel like I've had the opportunity to give this matter consideration as it deserves. As you can see, we are at bare quorum right now and it seems to me that we really should have a few more Commissioners weighing in on this.

Amanda Schaus: Mr. Chairman, it's not a final decision, so it would not be appealable. Additionally from a practical stand point, by the time they went through that they would have their deferred hearing anyway. It would be appropriate to ask the applicant their feelings on deferral.

Commissioner Danley: I agree. So, with regard to the applicant, if this motion were to be approved, your feelings on that? Is that acceptable to you? Essentially, January 4th come back, it would open up the hearing again, the addition would be in this case ACHD staff that would be apparently provide a sort of special presentation on the matter and some of the things that have been considered. What is your, how do you view that?

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Mike Sumpter | Associate Vice President for Campus Planning and Facilities (824 Farrington Drive Eagle, ID): Good evening, Mr. Chairman, as Todd mentioned, and I realized this isn't your problem, we've got a significant project that is attempted to be as efficient as we could and try to do some things at once and we find ourselves, more or less, holding that up in ways that could have pretty severe consequences to us if we can't move fairly expeditiously on it; we've been at that point for quite some time. So, we are very interested in having a ruling on the zoning and the CUP for that project, but that's tied to the Master Plan and entering the Comprehensive Plan. So, all that said I believe if we had success in resolving this one way or another January 4th, and could maintain our posture with the City Council on 12th, that would keep us on track for things that we've already committed, frankly. In other words we start to incur consequences if we're held up beyond that very much. I'm just telling you what we're up against, relative to that one project.

Commissioner Danley: Okay, thank you.

Cody Riddle: Mr. Chairman, if I may. On either this evening, or the 4th, there's I guess another alternative that the specific property we're talking about, that could be addressed separately and if you had to at that time, everything else could come back with even further direction.

Chairman Danley: Can you clarify what specifically.

Cody Riddle: The Honor's College property. If you recall the Commission approved the conditional use permit for that, it was contingent upon the Master Plan, the rezoning. So, an alternative or an option for you moving forward would be if you're still uncomfortable at that time, proceeding with that. Not advising you one way or other.

Chairman Danley: This is exactly what I feared last month. Exactly what I stated and what I feared last month.

Commissioner Miller: I think though, we can cross that bridge when we come to it on the 4th, because I think it still makes sense to give the Comprehensive Plan that's due to try to come to some resolution on that before we engage in any rezoning and if we can't, then we can decide if there's a one off solution to that particular issue if these other issues are more intractable.

Amanda Schaus: Mr. Chairman? Not to complicate matters, but one other option would be, since these are both recommendations, as to make recommendations to City Council to further explore issues that you're concerned about. That's another option.

Chairman Danley: Thank you. Any other comments, I have not made mine, I will do so in a moment, but before I do?

Commissioner Gibson: Mr. Chairman?

Chairman Danley: Commissioner Gibson.

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Commissioner Gibson: Also, I wanted to go on the record as stating that I'm on the house corporation for the land design chapter of the Sigma Chi fraternity and we have a property that we're leasing from Boise State on Yale Court. So, I wanted to make sure that I've stated that for the record, I don't have a business or financial, but I do have an interest and have been participating in the colonization of the chapter for the last 5 years. I'll just state that for the record

Chairman Danley: Alright, thank you. Okay, I guess with my comments, I think I made my comments pretty known and pretty clear. I'm not happy with what I preserve to be a lack of information, because I feel like, you know again, yes it's the land use that's driving the transportation that's impacting the land use and I know that in Ada County we have this unusual circumstances which is why I feel for the applicant, because you have been engaged in a two year plus process, you have been given the information and direction that both agencies have seen fit and are following policy and are in front of us tonight and the information that we have in front of us tonight was required of the applicant. I don't like that. I think our house is sort of out of order in a way because I don't believe we have all of the information that we need. So, where I kind of am, is actually I don't know if the deferment is going to do much because if the intent of the applicant is to still move forward with the City Council meeting on the 12th and on the 4th it ultimately rests on our shoulders to approve it to move forward to that date, then I don't know if we're going to be doing much different anyway. So, my comment I guess would be is that since City Council has been involved from pretty much the get-go, and while maybe the public process has not been as robust in some regards as others, I don't know that, but it's been certainly gone through the protocols that it needs to and is required for the last couple of years, and we are a recommendation body, not an approval in this case, and are supposed to basically be sort of representatives of City Council. My recommendation, believe it or not, would be to approve this and basically put it in the hands of City Council. Their job is to review the record of what was stated here tonight. I think we've made our comments very clear and I think that that gives predictability, which is another tenant of what we're supposed to provide to the applicant. It gives the City Council the direction that we have at least, to an extent, have exhausted and allows them to wrestle with some of these issues that we're wrestling with tonight that I don't know if a deferment is necessarily going to solve in less than 30 days. So, that's kind of where I stand, I guess I would be inclined to oppose to the application though I absolutely agree with it in spirit. With that, that's where I am. Is there any other comment or statements about the motion?

Commissioner Miller: Mr. Chair?

Chairman Danley: Commissioner Miller.

Commissioner Miller: I will say one last thing, which is that I don't think that simply because we're a recommending body means that we're not supposed to dig in and there's nothing to dig into here in terms of what happens beyond the campus. It's a great plan in terms of what happens on the campus, but in terms of how it relates to the larger area, there's not a lot to go on and I could point to a variety of different things, but I think that one of those, and a significant one, is traffic and there are several major intersections associated with Boise State that if you start putting ten thousand more people through those intersections, something's got to happen and there's got to be some other way. You're not going to put ten thousand more people down Boise Avenue the way that it is right now. All of which is to say, it seems

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to me that, you know, we've had this plan for 4 days, why don't we just sit on it, talk to our fellow Commissioners and try to actually have one of those conversations with our transportation planning agency and understand their analysis. This is probably the largest project we will ever see in terms of a transportation impact.

Chairman Danley: Any other comments or questions? Did you have something specific to the deferment or was it more general in nature?

Mike Sumpter | Associate Vice President for Campus Planning and Facilities (824 Farrington Drive Eagle, ID): I wanted to respond to Commissioner Miller's comments, but I don't know if that's...

Chairman Danley: I think we're okay to do that.

Mike Sumpter | Associate Vice President for Campus Planning and Facilities (824 Farrington Drive Eagle, ID): Thank you, Mr. Chair. Commissioner Miller, thank you. This Master Plan represents our best effort to understand what we think the future looks like. Short of the more immediate, in the next ten years work we want to do on that one section of the east part of University Drive, which at this point places us reactive because pedestrians have already taken over that section of road. Virtually, all the rest of it relative to roadways is our presumption that if all these things we think could happen, including that kind of enrollment growth, then this is how we see that we would handle that. We've acknowledge with ACHD, they're actually very excited about working with us on going through conceptual planning on these issues, and we're also working with City staff on that. We know that we could study that to death and have studied it, quite frankly, pretty diligently, but so much is unknown about 10 years plus. What we've tried to say in the plan and to those that we've visited with is our commitment is as it is in designing this plan when that time comes that we have the need and the money and all those things that need to align up to address some of these tougher issues. We understand that there's a heavy process and a lot of diligence to do because what we have in front of you is not an action plan it's a conceptual plan. I just wanted to make that clear.

Chairman Danley: Thank you for that. Okay, I think that we've made our feelings known. We have a motion and a second on the floor that needs to be tended to and voted on. The motion, to be clear, is to defer the item to January 4th with additional representation from ACHD to give oversight of the transportation impacts from the plan that's before us. With that, I will go ahead and move to a vote. All those in favor of the motion please say aye, any opposed?

THREE IN FAVOR, ONE OPPOSED (CHAIRMAN DANLEY), MOTION CARRIES.

IV. MEETING ADJOURNED

(09:25 PM)