

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

COMMISSION MEMBERS PRESENT

- ☒ Rich Demarest, Chair
- ☒ Milt Gillespie, Vice-Chair
- ☒ Stephen Bradbury
- ☒ Douglas Gibson
- ☒ Jennifer Stevens
- ☐ Tamara Ansotegui
- ☒ Eileen Thornburgh
- ☒ Paul Faucher (Student)

[CUP17-00004](#) / **Boise School District**

[301 N. 29th Street](#)

Conditional use permit for a new elementary school and associated improvements on a 6.58 acre site in an A-1 (Open Land) zone. A parking reduction is included in the request.

[Cody Riddle](#)

Cody Riddle (City of Boise): Mr. Chairman, members of the Commission, this is a request for a conditional use permit for a new elementary school, located at 301 North 29th Street. As you can see on the screen, the site is home to the existing Whittier Elementary School campus that includes the primary school building, as well as a number of modular classrooms. The applicant is proposing to demolish the majority of the existing school and remove all of the modular classroom buildings. A portion of the existing school will actually be retained to be used as a community center, operated by Boise City.

As detailed in your packet, we did express a number of concerns with the original design of this project. The report goes into quite a bit of detail but we were focused on building placement and then parking, both in terms of quantity and location. To a lesser extent, we did discuss streetscape design and the removal of mature trees on the site. I won't walk back through all of the details, but in essence, we felt the design was inconsistent with a number of policies from Blueprint Boise.

It perhaps could be construed as more of a suburban design and not responsive to the neighborhood. The school is centered on the site with parking lots separating it from both

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

Jefferson and 29th, the primary interface with the residential neighborhood to the northeast. That layout was actually due to several factors but we'll let the applicant speak to that this evening.

The concerns are – our concerns are actually consistent with those that were expressed in writing in your packet, and that you'll hear this evening. In response, the applicant did make a number of revisions to the project. While the building location didn't change, parking was reduced by about 20 percent, from 84 to 67 spaces, additional bike parking provided, the curb cut south of the community center was eliminated, a soccer field was added to the southern portion of the site, and improvements were made to the streetscape design and crosswalks. Finally, garden space was added adjacent to the community center.

We believe the changes were an overall positive improvement, both in terms of aesthetics and safety. As outlined in your packet, we believe the project meets the objective criteria of the ordinance, there are no variances, and the only waiver is essentially the parking reduction that was at our direction and promoted by testimony you'll hear this evening.

Your decision tonight is going to lean very heavily on your interpretation of policy. Many of the concerns you'll hear are valid. However, we don't believe you'll hear where it violates any specific objective standard of the development code. Like most projects, there are certainly competing elements of the comprehensive plan that apply to this project. I think it's fair to say that if this was a new site, it'd be easier to implement more substantial changes to the design.

Certainly, the need to continue to conduct school on an active construction site presents a challenge. The site has obviously supported the school for a number of years, and it's an important piece of this neighborhood and the entire community. I think it's important that the new facility serves the same function for several generations. From our perspective, we really did struggle with this. The design does assume a reliance on the automobile likely won't change much. Perhaps with changes in programming at the school or operations, there could be more flexibility in things like building placement and other design features that might include constructing the project in phases, perhaps even displacing some of the children on a temporary basis.

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

At the end of the day, as planners, we're not experts in planning for programming of a school, it's not our area of expertise, but we did have those conversations with the applicant and they'll speak to that this evening. What is clear is that they did put a lot of thought into what they believe is best for both short-term and long-term. At the end of the day, as outlined in your packet, we believe they struck an appropriate balance between the immediate needs of the students and their families, and the policy guidance in Blueprint Boise.

As detailed in your report, we believe, again, the project meets the findings required for approval. The school has been, and will continue to be, compatible with surrounding uses, it will not place an undue burden on the transportation system or other services. Historically, the school has not caused a negative impact on the surrounding neighborhood, and we couldn't identify how replacing the older school and modular buildings with a new, modern facility would introduce adverse impacts.

Finally, the site is large enough to accommodate the use. Again, it adheres to all dimensional standards in terms of height and setbacks, and the one deficiency is the parking reduction that was based on our input, as well as input from concerned citizens. The last finding you'll need to make this evening is that the project is in compliance with the comprehensive plan. We acknowledge again that there are some conflicts, that's often the case, but we believe the policy support for the project outweighs the elements that might speak against it.

I'm not going to read those policies back to you, they were detailed in your report and in correspondence from neighbors that was included in your packet, and I believe it will be an emphasis of testimony you're going to hear this evening. I would like to touch on just a few highlights, or over-arching concepts. Blueprint places a strong emphasis on the importance of schools, not only the needs of students, but to function as community centers or neighborhood gathering places. The inclusion of a community activity center is consistent with those elements of the plan.

It shouldn't be lost on us the fact that the center is going to occupy a portion of a historic school building that opened in 1949. That's significant in a number of ways. It's part of the community and adds to the neighborhood's identity or history, and maintaining that two-story building certainly helps provide a significant presence along the street. Regarding building placement, from an urban design perspective, ideally the school would be

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

located closer to the street. Again, the applicant is going to go through some of the challenges that dictated the design that's before you this evening.

They have taken measures to ensure compliance with the design policies of Blueprint Boise. They're providing at least 20 percent less parking than is required, that allows for additional landscaping and plaza space. The parking that has been provided will allow the facility to rely less on right of way in the surrounding neighborhood. In visiting the current site, it's clear that that will be an obvious improvement in safety, – regardless of the mode of transportation chosen to arrive at the site.

I believe that's a good summary of the findings. We aren't suggesting that this is the perfect design solution, by any means. Certainly, we're not suggesting that this is a solution that would be applicable to future school projects, but we believe the proposal that's before you this evening did take a lot of things into account. It balanced a lot of different needs and constraints, not only from a planning perspective but programming perspective for the school.

Ultimately, we found the project was consistent with the approval criteria and are recommending approval this evening. Just as a reminder, the approval criteria are on the screen. Thank you.

Chairman Demarest: Thank you, Cody. All right, so time to hear from the applicant. If you want to come on up. Tell us your name and address for the record, and we'll talk about some timing issues.

Amber Van Ocker | LKV Architects (2400 East Riverwalk): Mr. Chairman, members of the commission, Amber Van Ocker, LKV Architects. Office address is 2400 East River Walk in Boise.

Chairman Demarest: Miss Van Ocker, you're eligible for up to 30 minutes. Sounds like this one could take us some time, so can we start – we'll split the difference, start with 15.

Amber Van Ocker | LKV Architects (2400 East Riverwalk): We'll definitely use that –

Chairman Demarest: That's what I thought.

Amber Van Ocker | LKV Architects (2400 East Riverwalk): - and probably getting closer to the 30.

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

Chairman Demarest: Thirty's the max, just so we're clear.

Amber Van Ocker | LKV Architects (2400 East Riverwalk): Sounds good.

Chairman Demarest: We'll start with 15.

Amber Van Ocker | LKV Architects (2400 East Riverwalk): Mr. Chairman, there are a number of members of the design team present. We will be each taking a role in our presentation this evening. Members of the school district will be flooding in here shortly. They, unfortunately, had a school board meeting also this evening, so they're trying to wrap up their business quickly, and we expect to see some representation from the administration here, also. They'll probably follow at the end of our presentation.

Again, Amber Van Ocker, LKV Architects. Wayne Thowless, all the way to the right is one of the project architects. Doug Russell, with the land group is our landscape architect and he'll also be making some comments this evening. I want to start out just by thanking the staff.

This has been a process that we started early in January, very quickly, to move through this. We were pleased with the successful bond passage, as I'm sure most of you and any member of the City of Boise – so, we have been moving through this process quickly. Primarily, it's the growth issues associated with the school district that are making us move as quickly as we possibly can.

I do want to congratulate Cody. There has been a number of meetings that have occurred, not only with city staff administration. We've had multiple subsequent meetings, not only with various neighborhood associations, members of the Whittier school community, which we have a number present this evening, ACHD, CCDC. Those meetings have been occurring since that first week in January.

There have been several requests made during this process to modify the site design. We've tried to respond to those. Later in our presentation, Wayne will be going through some of those revisions in greater detail. I wanted to give just an overall outline on some of the items that we do have to deal with when it comes to facility design of this nature, and specifically on this site. We've been tasked by the school district to design a facility that's capable of supporting 650 students, and the current facility there, right now, has half of their student body existing in relocatable classrooms.

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

This is a two-storey structure. It will be about 68,000 square feet in size, and it is designed for that 650-student enrollment. The other key piece is that this existing building, the Whittier School, must remain operational during this construction process. The district does not have a fallback plan to move 650 students – or at this point, the enrollment is around 533, I think, at the last check. They do not have a secondary option for moving of those students, so we must design this facility, construct this facility, with the existing campus operational.

The graphic that you see before you has the footprint of the new facility, that shows the existing facility in place, with the exception of moving potentially one relocatable. Doug, you want to maybe highlight that if it'll let you? There you go. Yeah, the upper one. With the exception of moving one relocatable to get out of that construction area, the existing campus will have to remain operational. We have very few options for where this building can be placed. We also have some existing utility concerns that we need to work around. Obviously, existing utilities need to remain operational until the completion of the new facility.

We are showing right now, on this graphic, a construction fence that will keep most of construction activity to the west of the existing site, and for about a year-and-a-half time period, it's going to be a difficult site. Beniton Construction is also present this evening, they will be our construction managers. They have developed facilities like this, in the past, for the school district. We've just got a lot of things at play.

The other piece that's important to note, which has been a discussion from the very beginning, is that we are going to retain a portion of the existing Whittier School, about the southern half piece, which comprises the existing gymnasium and cafeteria area, which is all in one – it's a two-storey building, and then multiple classrooms will be retained. That's going to be renovated for a future community center that will be run by the City of Boise. It will be an all-day program, which is somewhat unique, but the partnership between the school district and the City of Boise has been successful in the past with locating community centers. In this area of town, it's definitely something that is going to be a positive factor.

We are retaining that existing historic structure, it's a mid-century modern, perfect example of what you would expect to see for architecture of that time and we are going to retain part of that. We've had multiple meetings with Preservation Idaho, and have

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

walked them through our initial plans. Obviously, renovation of that would not occur until after the new facility is completed, and then we will go in and do some renovation and retain that historic nature. Wayne will be addressing that architecture a bit, on how we're modifying or designing the new structure to make sure that we're being respectful of that existing facility.

With the existing site plan, obviously, the location of the relocatables will be a great asset to have those facilities removed. We've tried to maintain the existing entrance off of North 29th, which that's how the existing facility is located now. We think that that will be a key point for pedestrian way-finding and development of the site in the future. Again, all the construction work has been isolated to that western portion, and coordinating with existing utilities and maintaining those utilities is a critical piece.

The last slide that I want to – maybe the next one, Doug. One of the other key components, I think, is very relevant in this discussion and your deliberations later is that the Whittier boundaries really is quite unique. It stretches all the way to 45th Street in Garden City, so they do have a large net that they cast for the enrollment boundaries around Whittier. It is a dual language program so they are pulling students from outside of their boundaries, also.

I think before I hand off to Wayne, in your packets you do have a wonderful letter that was put together by parents, some of the staff members at Whittier, and some of the community members. They did such a great job of drafting this letter, I'm just going to read a couple of paragraphs that I think are really important to understanding – because transportation is what we're going to be talking about tonight, the pedestrian aspect of the site, how we've dealt with having to deal with buses and parents dropping students off. That really is going to be the big discussion, so I think it's important to just highlight a couple of paragraphs that really summarize what the existing Whittier School is dealing with right now, from a transportation issue.

"The majority of Whittier students are either bussed or driven to school. More than half of our students, 308 students, are bussed from the residential areas near Chinden Boulevard. About a quarter of the Whittier students, 127, are part of an open enrollment process from neighborhoods outside of the Whittier boundaries, and are driven to and from school daily. The remaining 98 students live within walking, scooting, or bike distance of the school." That is that mile-and-a-half radius that the school district has established.

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

“A rough count estimates that 50 to 60 parent vehicles, along with five buses and three daycare vans navigate the congested streets in front of and around the school, in search of limited curbside parking each day. Because there is not a designated student pick-up and drop-off area on the school property, and because much of the available curbside parking is taken up by neighborhood residents and Whittier staff, parents are often illegally parking in private parking lots, alleys, residential off-street parking spaces, and school bus drop zones, when dropping off and/or picking up their children.

According to the Whittier staff, who monitor drop-off and pick-up on a daily basis, the street frontage that is currently designated for school buses limits the ability for drivers to see students enter the crosswalk in front of the school. School staff do everything that they can to keep our students safe, but we believe that additional parking, along with designated student pick-up and drop-off areas, and a separate bus zone, as proposed in the current plan, are necessary to alleviate before and after school traffic hazards. It will also help reduce traffic congestion and free up more curbside parking for residents in the neighborhood.”

I just think it’s important that those are their words, not the design team’s, and they live with the site every single day, so I wanted to point that out. I think at this time, I’ll hand over some time to Wayne Thowless, who’s going to go through some very detailed pieces of the site.

Chairman Demarest: Sir, just tell us your name and address for the record please.

Wayne Thowless (2400 East Riverwalk Drive): Wayne Thowless, work address 2400 East River Walk Drive, Boise.

Chairman Demarest: Thank you.

Wayne Thowless (2400 East Riverwalk Drive): The image on the screen at the moment is our original site plan. It’s obvious the new building is where it was shown on the previous graphic. I’d like to call your attention to the parking lots, which include a bus and vehicular drop-off areas, and compare those, as well as the playground area, on the south side of the site with the next graphic that we’re going to go to.

This is the revised site plan. In the staff report, and in correspondence from the city during the design process, there were four primary areas of concern that was presented to us

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

that we were asked to respond to. The first had to do with the location of the building on the site. As Amber mentioned, we cannot move the new building any further to the east due to the fact that we have to keep the existing facility in operation during approximately an 18-month construction time frame.

Suggestions were made that we move the building further to the north, closer to Jefferson Street, and actually front the building on Jefferson Street. We felt that that was an inappropriate and poor idea for several reasons, the first being that Jefferson is a narrower street than North 29th, the street that we intend the school to front on and the school has historically fronted on.

Secondly, our building is approximately 34-feet tall. If you moved it to the 20-foot setback line along Jefferson, the shadow cast in the middle of the winter, when the sun is highest in the sky at noon, would cast a shadow all the way across Jefferson Street, into the front yards of the houses on the north side. From a streetscape standpoint, particularly in the winter months, a building that close to the street of that size we feel is inappropriate, not only aesthetically but from a safety standpoint because, of course, north sides of buildings accumulate snow and ice and that's particularly problematic for school facilities.

Lastly, there is a Boise City sewer main that run east-west across the site – go straight across the site, Doug, showing where the existing – that's the alignment of the current sewer line. Early in design, the most practical, feasible alternative to relocating that sewer was to run it diagonally across the site, in that pattern there. That also precluded our ability to move the building farther to the north. In recent weeks, it looks like it is going to be feasible to relocate that sewer line into Jefferson and 29th, avoid that diagonal path, but that's still under review by the City Public Works Department.

The next item that we were asked to – well, let me comment now. Even though we were unable to move the building, we did several things to address the objectives of having a building closer to the streets, that being greater ease of entrance and access to the building for pedestrians and those using non-motorized traffic. We re-configured the parent-loading loop, which is the circular loop on the east side of the building.

That loop is intended for parent drop-off and pick-up with some visitor parking in the middle. That will not meet all of the drop-off and pick-up needs by passenger vehicles,

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

but it will take significant pressure off of curbside drop-off and pick-up. The parking lot on the north is primarily for faculty, and that's where buses will load and unload.

What we were able to do by re-configuring those driveways and parking lots was to provide a significant amount more pedestrian hardscape space, giving more priority to pedestrians and bicycles, and less to automobiles. We enlarged the proposed pocket park at the northeast corner of the site, orienting it more toward the main entrance of the building, again to make that pedestrian connection from the streets, particularly the intersection of 29th and Jefferson where most students cross the streets and enter the site from to the main building entrance more convenient.

Going on to the second item we were asked to address, is the amount of off-street parking and passenger-loading areas. I want to make sure that everyone's clear that presently, there's only a very small off-street parking lot for a few teacher vehicles at the southeast corner of the site. Virtually all of the teacher parking, visitor parking, and bus loading and unloading operations occur at curbside, most on North 29th, some on West Jefferson, some on Idaho Street to the south. This is not the typical neighborhood walk to school that the building was designed for in 1950. As Amber relayed to you, the vast majority, 82 percent of the students that come to this school, are not within safe walking limits, so passenger vehicles and buses must be dealt with safely.

The number one objective that we had in designing this site was to get as many passenger vehicles and buses off of the street as possible. That means that the 80 percent of students that don't walk to school, don't have to go out into the public right-of-way to be picked up and left off. They can do that on-site where it's much safer and they don't come in contact with non-school related vehicles.

The second objective, and one which the principal of the school has from the very first been very supportive of, is separating bus loading and unloading from passenger vehicle loading and unloading. That's the reason for the two separate parking lots and drop-off areas.

Lastly, one thing that we did, even though it was against ACHD policy, was ACHD approved a right-in only driveway off of Whitewater so that we can get buses into that bus loading area, keeping the north parking lot as small as possible, not having to enlarge it to increase the dimensions for bus-turning maneuvers.

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

There's a lot of interest on the part of neighborhood and the city on walkability. We started out on our initial site plan with attached five-foot sidewalks on the northeast and the south. We have since changed that, upon input from the city and from neighbors, and now the majority of the sidewalks are detached rather than attached, sidewalks, six-feet in width rather than five, except for the center portion along 29th where we are actually using more of an urban concrete design. We have a 12-foot width in those areas that are going to be most subject to additional parent drop-off and pick-up.

The last item that the city asked us to address was recreational open space and sustainability. The original design had, of course, both hard surface and soft surface playground, but did not have a field of sufficient size and proportion to be able to play soccer. With the input from the school and the neighborhood, we re-configured the playground, so you can see on the south side of the site we now have a soccer field that's sufficient in size for U10 and U12 play.

From a sustainability standpoint, Amber mentioned the community center, preserving approximately one-third of that existing historic building. In addition to that, we're proposing to save and retain as many of the mature trees on site as possible, most of those being along Whitewater Boulevard. Of course, energy efficiency is of paramount importance to the school district and the design of this new building, and the building will not only meet but significantly exceed the stringent requirements of the currently adopted energy code in Idaho.

If we can go to the next view, Doug. You saw this before, it's just a 3D image of the site, looking from the east. The building there off to the left is the remaining portion of the existing Whittier building that is going to become the city community center. Next slide, please.

This is a view of that pocket park at the corner of Jefferson and North 29th, very much a pedestrian-oriented socializing space, but it's oriented directly toward the main building entrance in the distance. Next slide. This is a view with the remaining portion of the existing building, the community center to the left, the main entrance to the school in the distance, there at the back of an entrance courtyard. Next image.

This is the main entrance, there's a large pedestrian courtyard space in front of that main entrance. Next. This is the north entrance, from the bus loading and faculty parking area. Originally, and it's still reflected on your site plans, the crosswalk going through the parking

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

lot there connected to the public sidewalk, and then to a crosswalk across Jefferson. ACHD has recommended that we eliminate that particular crosswalk, so we've done so, and this picture reflects that. Next slide.

This is the playground on the south side of the facility, the new building on the left, the remaining portion of the existing school on the right, and the re-configured playfield to allow soccer. While we're on this image, I'm going to transition just very briefly to one of the proposed conditions of approval, having to do with us doing additional work on the architectural design of the building. Specifically, the first request that's been made in that condition of approval is that we add, what's called modulation, to the structure or to the roof line. In the design of this building, we've tried to design a building that looks like 21st century, with modern materials and aesthetics, but yet, is respectful of the existing school.

The primary brick color on the new building will match the brick color on the existing building. You'll notice the design of the windows, window proportions, et cetera match, trim color, window color matches, et cetera. It should be noted, however, with regard to the first statement in the proposed condition of approval, regarding additional modulation – which just means more wall offsets or changes in roof line – that the north facade has currently, as designed, four different wall planes and four different rooflines. The east facade has six different primary wall planes and four different rooflines.

That amount of modulation on the east side of our new building is actually almost exactly the amount of modulation of roof line and wall planes that the existing building has on the front facade, as well. As I mentioned before, the primary brick color will match the existing, but we've added two others for visual interest. The conditional approval recommends variation in materials and colors, we think we've done that and then some. We have a primary accent material of the metal wall panels, the existing building has off-white cast stone panels around the windows. We're just choosing a little different, more modern material to achieve a similar effect. The new building, as well as the existing, will have the same color dark bronze windows and parapet copings.

The condition goes on to recommend that we have expanded entrance way features. If you want to go to the next picture, Doug. Every one of the main and secondary entrances on our building has covered canopies, like you see here, a large one in the distance off the library and a smaller one off to the left. That's eight around the perimeter of the building. In fact, the two largest ones, on the east and west sides, the front

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

entrance canopy is 62-feet long by 16-feet deep at the entrance doors, and the one you're looking at there on the backside off the library is 46-feet long by eight-feet wide. Then there's a total of six others around the perimeter of the building. We feel like we've addressed, and then some, that policy of Blueprint Boise.

Lastly, it suggests an emphasis on materials and details that complement the existing building. I've already touched on that, in terms of brick material and color, window material and color and pane proportions, parapet coping material and color, flat-roofed entrance canopies that are similar to what's on the existing building, et cetera. I appreciate your bearing with me on all that, but I wanted to make sure you all had a good picture of the effort we've gone through to address city policies and recent concerns.

Chairman Demarest: Mr. Thowless, thank you. Okay, so does that wrap up your presentation? We've got, well – Okay, I think you've got five minutes. Let's put five minutes back up there. That's what I saw before we took it down.

Doug Russell | The Land Group (462 East Shore Drive): Mr. Chairman, my name is Doug Russell, with The Land Group, 462 East Shore Drive, in Eagle. Just real quick, I just wanted to emphasize a little bit of the focus that we've put on pedestrian movement to the school. As you've heard, over 80 percent of the student body at this school is definitely bussed in or driven in, but there is still a fair amount of kids that are walking here daily, I think plus or minus a hundred.

One of the things that we wanted to point out is at the northwest corner, in this location here. This is an existing flasher-protected crossing, it is a HAWK signal. I believe it's mainly there for the apartment development to the west side, but I'm assuming that any kids that are moving up and down Whitewater Way are utilizing that location for crossing to the school, so that is a very safe crossing that we're going to be implementing – well, actually that exists at that location, but you can see we're going to be creating a really clear and direct pathway to the front door which eliminates the need for kids to cross further daily use traffic zones.

Again, we have a six-foot sidewalk, a neighborhood street concept per the city design guidelines, along Jefferson Street, so that's a six-foot walk with a tree boulevard there. Then as we get into the corner, things kind of widen out a little bit into our plaza space, and that is very much a pedestrian-friendly plaza space that is bringing the majority of

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

the walking students from the northeast into that door, directly to the front door. Then I just wanted to point out again, I think Wayne touched on this briefly, but if you look at that section of sidewalk right there, in front of the parking lot, we're actually implementing, what's identified as, the urban concrete street section in the city design guidelines, which creates a little bit wider sidewalk in that area, just to compensate a little bit for our lack of parking and parent drop-off area.

As was mentioned, we reduced that but we still know that we need to accommodate for a fair amount of pick-up, so in addition to the amount of pick-up that we're providing for within the parent drop-off parking lot, we're also going to try to maintain a little bit of parent drop-off on the 29th Street roadway. Then along Idaho, not a whole lot of foot traffic down there on that zone, however, we are still going ahead and improving that sidewalk, six-foot with a tree boulevard. Then we're maintaining the nine-foot sidewalk that exists along Whitewater Park Boulevard that was put in as part of that roadway improvement project a couple years ago.

I know pedestrian access is very much a concern of some of the neighbors, I know it's very much a concern of some of the school district, and I think we just merely want to emphasize some of the routes that we're providing, definitely improving student pedestrian access in the area. Then, I think on top of that, just getting some of the student drop-off and pick-up cars off the street during those critical times is definitely going to help in that regard as well. That's all I have for that, and stand for any questions.

Chairman Demarest: Mr. Russell, thank you. Why don't the three of you stay right there and we may have questions from the commissioners for either you or Mr. Riddle. Commissioners, what is your pleasure?

Commissioner Thornburgh: Gentleman, I have a question.

Chairman Demarest: Commissioner Thornburgh.

Commissioner Thornburgh: I believe my question would be for Wayne, I'm not positive. One of the renderings showing the soccer field on Idaho Street shows no trees, it has just the sidewalk with grass and then the Idaho Street. The picture that's up there now does show a tree somewhat barricading. Can you address the safety issue there with a soccer field six-feet from Idaho Street?

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

Wayne Thowless (2400 East Riverwalk Drive): The Yes, ma'am. There's actually approximately ten to 12 feet of setback from the fence line along Idaho to the playing surface. Now, are you referring to the 3D image of the soccer field?

Commissioner Thornburgh: I was, and I did not see a fence there.

Wayne Thowless (2400 East Riverwalk Drive): The vantage point for that view is actually out in the middle of the soccer field, so all of the trees, the fence, and everything around the playground would have been behind where that image was being taken from. You want to go back to that slide?

Commissioner Thornburgh: Please, thank you.

Wayne Thowless (2400 East Riverwalk Drive): The It's about the third from the end. The playground and the soccer field area are fully fenced.

Commissioner Thornburgh: Wait, back up. You just passed it. Right there. I see a soccer field next to a street.

Wayne Thowless (2400 East Riverwalk Drive): The I think that is an artistic omission.

Commissioner Thornburgh: Okay, thank you.

Wayne Thowless (2400 East Riverwalk Drive): The There should be trees all along Idaho there, yes, and a fence. Absolutely.

Commissioner Thornburgh: And a fence?

Wayne Thowless (2400 East Riverwalk Drive): The Yes, absolutely.

Commissioner Thornburgh: Thank you. Then my second question was, if this is going to be a community activity center in one area of it, do we have any street lighting? If you addressed that, I missed it.

Wayne Thowless (2400 East Riverwalk Drive): The Yes, the city has given us input on where they want additional street lights along Jefferson, and 29th, and Idaho, and we are implementing those recommendations.

Commissioner Thornburgh: Okay, thank you.

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

Chairman Demarest: Okay, any other questions?

Commissioner Bradbury: Mr. Chairman.

Chairman Demarest: Commissioner Bradbury.

Commissioner Bradbury: For Mr. Riddle. I think I know the answer to the question, Cody, but just so that it's clear and I don't make a mistake, like I sometimes do, like a week ago. Is this design going before the design review committee?

Cody Riddle (City of Boise): Mr. Chairman, Commissioner Bradbury, no it is not.

Commissioner Bradbury: Okay, great. Thank you.

Chairman Demarest: Commissioners.

Commissioner Gillespie: Mr. Chairman.

Chairman Demarest: Commissioner Gillespie.

Commissioner Gillespie: Question also for the city. I noticed in several letters referenced the recently adopted Transportation Action Plan, the TAP, is the TAP germane to this application?

Cody Riddle (City of Boise): Mr. Chairman, Commissioner Gillespie, no, it's not. It was adopted by council after submittal of this application.

Commissioner Gillespie: Thank you.

Chairman Demarest: Commissioner Gibson.

Commissioner Gibson: Mr. Chairman. Specific question for the architect, so I'll throw it between the two of you. When you were working on your programming for the site, what was the main driving motion to put the parking and the drop-off along 29th? Where I'm going with that is, Whitewater now that it's a main thoroughfare and is connecting State Street and Fairview, it has a lot more vehicular traffic and, for my own opinion, would be considered the front of the site based upon the visibility component, and then also based upon the number of 83 percent of the students coming in from the Chinden corridor.

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

What made you not evaluate, or what were you thinking of when you evaluated putting the main entry facing east versus west? I bring it up within the context of you have a back of house space that's on, what I would consider, a fairly major thoroughfare with your dumpsters and where all of those things happen, is on a fairly high visible corridor area. I just wanted to get your philosophy on that.

Wayne Thowless (2400 East Riverwalk Drive): The Well, Mr. Chairman and Mr. Gibson, the first and foremost reason is that ACHD has a no-curb cut policy on the new Whitewater Park Boulevard. They built that with curb cuts where they felt they were appropriate and their policy is no more. They actually made somewhat of an exception to allow for that one-way right-in only bus and service vehicle driveway because they saw the benefit of that, keeping some bus traffic and turning maneuvers off of Jefferson.

Beyond that, we felt that maintaining the historical front-door presence of the facility onto 29th was important. If any of you have ever been out there and driven down Bannock – Bannock is the street that's in this view that lines up with that outbound driveway. Bannock is actually a wider street. It's almost a parkway boulevard kind of street that terminates at the school, and it's a very nice feature for the school to be at the terminus of that long, wide roadway. We wanted to maintain that.

We also wanted to maintain having the entrance to the community center and the entrance to the school be adjacent to one another, and not one behind the other, et cetera. The primary response to your question, why Whitewater's not appropriate is that ACHD doesn't want more driveways onto Whitewater. It's also a higher speed limit street, it's 35, whereas of course, residential streets are 20.

Commissioner Gibson: Mr. Chairman.

Chairman Demarest: Commissioner.

Commissioner Gibson: Then a follow-up question. Your testimony is that that is for bus and service access only?

Wayne Thowless (2400 East Riverwalk Drive): The That's correct.

Commissioner Gibson: Will it be signed accordingly?

Wayne Thowless (2400 East Riverwalk Drive): The That's correct.

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

Commissioner Gibson: Okay, thank you .

Chairman Demarest: Commissioners.

Commissioner Stevens: Mr. Chair.

Chairman Demarest: Commissioner Stevens.

Commissioner Stevens: First for Cody. In our staff report, there are, in my opinion, some conflicting information regarding the preservation of the historic structure. In the staff report, it says the majority of that structure is going to be torn down, and then tonight they said a majority, or half, was going to be kept. Then somebody else said a third was going to be kept. I didn't see any renderings except for what's on the screen right now that really tells us, or requires, that particular thing and any details about it. Can you just elucidate for us how much of this – if the application were to be accepted exactly as it is tonight, what are the obligations for the existing school?

Cody Riddle (City of Boise): Mr. Chairman, Commissioner Stevens, the existing school isn't protected, I guess, in terms of demolishing it. It's my understanding they're going to preserve, I believe it's 13,000-square feet. I don't, off the top of my head, know the gross square footage of the existing building. I believe the applicant spoke to the fact that once the new school building is complete, then the renovation of that existing portion to remain – that's when that will occur.

Commissioner Stevens: Let me rephrase that because I know it's not protected by either historic district or anything else, but my question is, as the application is submitted tonight, they're obligated by what they've submitted to us to protect what? Because it's totally not specific in the application, so that's what I'm trying to get at, is what exactly do they have to protect, or is it incumbent upon us, as the commissioners, to be more specific in our conditioning so that we know exactly what they're protecting?

Cody Riddle (City of Boise): Mr. Chairman, Commissioner Stevens, if this was approved tonight, it's approved for a specific set of plans that shows a 13,000-square foot community center. To go back and demolish that would require modification. If there's a concern there, you could include a condition of approval that even specifies that for further assurance.

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

Commissioner Stevens: Okay, thank you. That satisfies that, Mr. Chair. I have some other ones, if I could.

Chairman Demarest: Please.

Commissioner Stevens: This is question for Mr. Russell. Hi, Doug.

Doug Russell | The Land Group (462 East Shore Drive): Hi, Jennifer.

Commissioner Stevens: I had a question regarding the mature trees. If you look from either the Jefferson Street side – let's just take the northeast corner – actually, not that. I'm looking at the existing site, so I'm looking at an aerial Google Earth view right now, and there are a lot of mature trees on, what you now have – where you have drawn in a pocket park, which has a lot of hardscape. When I heard your presentation tonight, what I think I heard Miss Van Ocker say, is that the majority of the mature trees are going to be preserved are going to be the ones on Whitewater Boulevard, but not those ones on the front. I'm trying to understand why there's not going to be that preservation.

The way I read the plan is that's a kind of – there's pretty clear direction about preserving mature trees, and there are a lot of them on this site. If I understand what's happening with the construction, it's really happening behind that, or should I say to the west of that. I'm trying to understand what the justification is for removing those trees and putting hardscape in, other than what you've already explained with regard to the pocket park and the pedestrians coming from the northeast. It just seems – I'm not sure I get it.

Doug Russell | The Land Group (462 East Shore Drive): Sure. Commissioner Stevens, thanks for that input. I think the real key driver truly is just space on the site, and the fact that we've got to keep an existing school in operation as we're building this additional school. Obviously, we've got – we're trying to build a new school facility that is going to work well with 500 to 600 kids, versus a school that maybe is a little over-taxed these days. We're expanding on the facilities, no question in the way of some of the parking and those sorts of things, but I think it is important to understand that there are a number of trees that we are protecting.

Clearly, along Jefferson Street, just due to the landscape buffers and the parking that we're implementing, the ACHD sidewalk and those sorts of things, those trees along Jefferson for the most part definitely have to go. That would be the same scenario, even

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

if we were pushing the building up to Jefferson Street. I think probably the trees that we're most concerned about are going to be the ones at the corner, and as you said, along that east boundary. Again, another situation where we've got a number of buildings that are going to be removed, a number of utilities, we've got a big sewer line relocation going through that zone. There's a lot of conflicts.

I would say that definitely the north and the east boundary are the locations where the majority of existing trees that are being affected are located, but we are maintaining everything we can along Whitewater and everything along that south boundary. There's no question that we're removing a number of trees. We are in the process of trying to get a little more detailed arborous report. We think that there are some species on our site that probably are not desired, things like Chinese Elm, Black Locust, and those sorts of things, but we're getting confirmed because that could weigh into our replacement amount – basically the mitigation number of trees that we've got to plant to make up for what we're taking out.

We're going to further dive into that, but the reality is that this site plan, in order to accommodate this facility, existing site in operation while the new one's getting built, is definitely taking some room, and it's requiring us to take some out. I think that the landscape plan and the streetscape that we're providing, over time is going to more than make up for that. I definitely understand your concerns. As a landscape architect, trees are something that we always look to protect and keep in place, but I think in this case, we're going to have remove a few and replace.

Chairman Demarest: Commissioner Stevens.

Commissioner Stevens: Mr. Chair, can I follow up on that?

Chairman Demarest: Sure.

Commissioner Stevens: I'm not. With regard again to the pocket park, assuming that I'm going to – that we all say that it's fine, are there permeable pavers in that pocket park? What do you have planned for the hardscape? Is it following –

Doug Russell | The Land Group (462 East Shore Drive): Well, we haven't gone into, I guess, detailed design on that but it's definitely – the real purpose of it is a main entry point into the site, no question from that. You're talking about the northeast corner –

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

Jennifer Stevens: I am.

Doug Russell | The Land Group (462 East Shore Drive): Yeah. It's definitely going to be a focal entry point from the neighborhood, and the kids that are on bikes and scooters. I think it's going to be a very popular place before and after school, where there's going to be a lot of high traffic. I think having a large hardscape area is going to be critical, but to your point, we're going to have an eight-foot planter strip up there at the corner. It's going to be landscaped – I mean, it's going to be a green strip with irrigation. We're going to do probably some structural soils and things that we can to promote the health of those trees.

Then as you get further down in front of the school itself, we're going to more of the urban concrete concept. We're definitely going to be looking at implementing some of the silva cells, and doing what we can to promote tree health. We've got some varying streetscape concepts, but we know that they're all going to promote the vision of Boise going forward, as far as streetscape goes.

Commissioner Stevens: That's it for now. I'll let somebody else go. I'm good.

Chairman Demarest: Okay, commissioners, any other questions for either the staff, or –

Commissioner Gillespie: Mr. Chair?

Chairman Demarest: Yeah, Commissioner Gillespie.

Commissioner Gillespie: Question for staff or applicant. Could you talk about, through the general theory of stormwater management and retention on the site, how that's going to work? Then, I just want to hear more general comments since we had some in the public record – in the public comments about using some sort of permeable surface in the parking lots, and how that fits in with your stormwater thinking.

Doug Russell | The Land Group (462 East Shore Drive): Mr. Chairman, Commissioner Gillespie, our current approach – obviously, we've got some ACHD improvements that we're going to be working on. Any drainage associated with the ACHD right-of-way would be directed to an ACHD-approved storm system. My guess is we're probably going to utilize existing seepage beds in that area, where required. If anything is required, above and beyond what is currently in place, obviously ACHD will direct us to improve those facilities.

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

As far as what's on site, we anticipate that everything is going to be directed to underground seepage beds, so that will be on-site, out of sight, out of mind sort of a thing. We've got a lot of criteria we've got to meet in that regard, stormwater separation from groundwater, things of that nature. We are not planning on storing any of our storm water in above-ground swells, or anything of that nature.

Let's see, what to add to that. As far as permeable pavement goes, permeable pavers is a fantastic approach to stormwater and we use it quite often. Generally, when we implement permeable pavement is when we do not have room for underground storage facilities, and/or if groundwater is too shallow and we can't meet the required separation. We don't just install permeable pavement because it's a cool innovative stormwater approach, even though it is. We use it on a case-by-case basis, and on this site, the groundwater separation is enough that we can implement it underground.

Commissioner Gibson: Mr. Chairman.

Chairman Demarest: Commissioner Gibson.

Commissioner Gibson: I actually have a couple follow-up questions that my fellow commissioners charged me to think about. The first one is specific to the drop-off, and Amber may be able to address that. The linear footage, if you would, and the number of cars that you're storing in there for the queue, what was the metric that you guys were provided by the district for determining how many cars need to be stored in one space for drop-off at any given time?

Amber Van Ocker | LKV Architects (2400 East Riverwalk Mr. Chairman, Commissioner. Well, obviously, we started with something that was a little bit larger from the lineal foot perspective, having to do with that drop-off area. We've reduced that through all the multiple discussions, so in our opinion, obviously it's going to help with parent drop-off, but we do think that 29th is also going to be utilized still. There's just too many vehicles that are traveling to this site.

Commissioner Gibson: As a follow-up, so the question is, is there a standard that the Boise school district utilizes or propagates that would determine the minimum requirements for the number of stalls to be queued up for discharge hours?

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

Amber Van Ocker | LKV Architects (2400 East Riverwalk): I don't believe, at least I'm not aware of, that they've got some sort of written standard. I think they fall to their design teams to help them navigate through that, but I don't believe they have a written standard for number of cars that are queuing. The elementary schools are all different, it just depends on – that's why in my comments, talking about the umbrella that is being cast around this site is really quite important because there are more vehicular traffic that's occurring on this site compared to some of the other north end elementary schools, just because of that travel distance.

Commissioner Gibson: Okay, and then a follow-up question to the sustainability. What's sustainable besides the stormwater, other sustainable issues that you guys are going to program into the facility?

Amber Van Ocker | LKV Architects (2400 East Riverwalk): From the energy code perspective, obviously we target a pretty high percentage above what's required just in our international energy code standards. We look at everything from what that exterior building envelope is going to be just from the need for continuous insulation, for example, that this entire building, from an energy efficient standpoint is going to have above the required insulation components. Then, we just start going through a list, mechanical, electrical, LED lighting – actually, our mechanical engineers will be modeling this facility from an energy perspective, so we'll be able to capture that number pretty quick.

Commissioner Gibson: Okay, and one follow-up question. Where do you have your electric vehicle charging stations located?

Amber Van Ocker | LKV Architects (2400 East Riverwalk) Yeah, that's a –

Douglas Gibson: It's a trick question.

Amber Van Ocker | LKV Architects (2400 East Riverwalk): Right. We do have a dental van on site, if that helps.

Chairman Demarest: Commissioner.

Commissioner Gibson: This may be more addressed to staff, I know specifically, because this is a – we're replacing a building that was built in the '40s, the economy is different, infrastructure, reliance on hydrocarbons is transitioning, but is there a stated position by the City of Boise specific to requiring anything that would be a charging station for future

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

use, or even programming into the infrastructure if in the future that became more of a need.

Cody Riddle (City of Boise): Mr. Chairman, Commissioner Gibson, there is nothing currently in code, or even that specific policy-wise. Obviously, from a broad perspective we'd support that kind of thing. If you want to ask the applicant if they're amenable to a couple parking spaces like that, or the ability to accommodate it in the future, we'd be fine with that.

Commissioner Gibson: Thank you.

Chairman Demarest: Okay, other questions for either the applicants or staff?

Commissioner Gillespie: Mr. Chairman.

Chairman Demarest: Commissioner Gillespie.

Commissioner Gillespie: This is to Miss Van Ocker, and to you more, Cody. Lots of public comment about the need for bicycle access, and we've talked some about pedestrians. Could you talk specifically about any bicycle infrastructure that you're providing, where it is, and how that flow works with particularly cars and people?

Amber Van Ocker | LKV Architects (2400 East Riverwalk): Yeah, absolutely. Maybe somebody can drive there a little bit. We do, with our pedestrian linkages that we're making, we've got three different locations for bicycle parking. The first one, there you go, on the east, is an area that students would be able to have bicycle parking, scooter parking. Then, as you travel east into the main entry piece, where we do actually feel that that's going to be the most utilized, we do have another bicycle parking, scooter parking area designed into that location. Then, as you travel south, adjacent to the community center, where again we feel that there's a need associated with the community center and into the play area, we've got a third spot.

Commissioner Gillespie: Mr. Chairman.

Chairman Demarest: Commissioner.

Commissioner Gillespie: Is there any proposal to add bike lanes or bike markings onto the streets, especially 29th and Jefferson since I presume most of the bike traffic will be coming from the east and north – well, maybe some from the west. I don't know. Just,

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

what have you all discussed with ACHD in terms of additional bicycle infrastructure on the streets?

Amber Van Ocker | LKV Architects (2400 East Riverwalk): In our initial traffic analysis and in the report that ACHD has prepared, there was not a specific recommendation asking us for additional striping. We are being asked to put some more pedestrian crosswalk striping, but I think that's something we can re-visit with ACHD, and obviously they're the ones that have control over that, whether or not they would feel that that's appropriate. We can bring that up.

Commissioner Gillespie: Mr. Chairman.

Chairman Demarest: I think they're –

Amber Van Ocker | LKV Architects (2400 East Riverwalk): Sorry, we were just – Doug was mentioning that just our on-street parking, because – we will not be limiting on street parking, so that starts to become an issue with where the bike lanes actually then are able to land, so I think we do have, unless ACHD is willing to not have the requirement for on-street parking, which I think that that would probably be a problem. The bike lanes would be a discussion that we would need to bring up.

Chairman Demarest: Commissioner Stevens.

Commissioner Stevens: Cody, I want to just confirm with you that the sewer placement can, in fact, go on Jefferson, because obviously in our staff report that was not clear, so I want to confirm.

Cody Riddle (City of Boise): Mr. Chairman, Commissioner Stevens, we don't know for sure yet. It angles across the site now – it's straight across the site now. Their proposal was to angle it across the site. They're working with Public Works to get approval for a realignment on Jefferson Street, but it's unclear as yet if the slope between the existing inlets will accommodate that.

Commissioner Stevens: Okay, so I heard in the presentation though that it was done, and that you found out you could actually do it on Jefferson. I just think we need to get some clarity. Yeah.

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

Wayne Thowless (2400 East Riverwalk Drive): Mr. Chairman, Commissioner Stevens, we are certain that sewer can be relocated and will work. There's some technicalities associated with it in regards to the pipe size and the flatness of the pipe which currently runs across the site. We had some concerns that we weren't going to be able to make it work, so we proposed a diagonal routing initially, and talked to public works about it, and they go, "Yeah, this will work, and it's a little bit lower grade than what we typically like, but it will work and we'll allow it." Then they thought about it a little bit more and they said, "You know, if we relocate it up 29th and then turn down Jefferson Street, we know that we're going to run into some grade issues but let's explore it."

We went through that design exercise with them, and that made the pipe a little flatter, however in their mind, it still worked. Now, they're just pondering whether or not it's better for us to take the diagonal route, or whether it's better for us to take the 29th and Jefferson route. We're open to either one.

There are a couple of challenges. One is, first of all, public works kind of helping us out in making that decision. Second, it sounds like ACHD does have a repaving project for Jefferson Street slated this summer. We're very interesting to get through this process so that we can start doing something definitive with public works, because our hope is to get that sewer line relocated before construction on the school possibly even starts because we need to be ahead of ACHD and their paving project.

It looks like we've got two options. It appears, based on what our in-house engineer is telling me, that either scenario will work but we're just waiting for public works to choose their preferred option.

Commissioner Stevens: Okay. Mr. Chair, can I follow up?

Chairman Demarest: Sure.

Commissioner Stevens: My second question is, because as I understand, both from staff and from the applicant, the reason that the school district felt it could not locate this school toward Jefferson, in addition to the historic facade on 29th Street, was partly because of the sewer but then also partly because of the existing school needing to stay functioning. We live in the Lowell district, personally, and I know that all of those students were moved over to Fort Boise for the time period that it took Lowell to be redone. I'm

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

hoping you, or somebody on your team, can explain to me why that isn't an option for this particular remodel/rebuild.

Wayne Thowless (2400 East Riverwalk Drive): I will answer this portion of the question. I can tell you that pushing the building to the street absolutely could not have happened with the sewer line in its existing location. We explored that early on, and said, "Okay, if we push the building as far towards Jefferson as we can, is it possible to leave the sewer line in place?" It just wasn't. The sewer line definitely has to move. In regards to the other items though, I think I'll defer that to the district or Amber here.

Amber Van Ocker | LKV Architects (2400 East Riverwalk): If it would be acceptable to have Dr. Coberly come and address your question?

Chairman Demarest: That question specifically, yes.

Don Coberly | Superintendent Boise School District: Thank you, Mr. Chairman. I'm Don Coberly, Superintendent of the Boise School District. Thank you, Mr. Chairman, Commissioner Stevens. The swing space we used for Lowell was Fort Boise, over there on Fort Street. The capacity of that building is about 325. We currently have 530 students at Whittier, so it really makes it impossible to use that as swing space in this case.

Chairman Demarest: Thank you. Okay, other questions?

Commissioner Bradbury: Mr. Chairman.

Chairman Demarest: Commissioner Bradbury.

Commissioner Bradbury: Maybe Miss Van Ocker, or whoever might know the answer. I think Miss Van Ocker indicated that the construction time period for the project was about a year-and-a-half. If all were to go as the district hopes, when would construction commence, and then be completed – but I could probably do the math, about a year-and-a-half later.

Amber Van Ocker | LKV Architects (2400 East Riverwalk): Mr. Chairman, Commissioner Bradbury, the year-and-a-half would be the total time frame, and that would include any demolition of the existing facility and renovation of that existing facility. The actual new construction, we'd be landing around that 12-month schedule. If everything went well,

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

we're hoping to be able to submit documents in for plan review within a month-and-a-half, and out to bid as soon as possible. Beniton Construction would start that effort.

The intent is to have this facility open for the Fall of 2018. The entire site wouldn't be complete, obviously, we'd be moving students in and starting classes in the Fall of '18, and then starting our work on the existing facility. That's where that extra six months comes into play.

Commissioner Bradbury: You may be trying to start – the district may be trying to start perhaps as early as this summer, it sounds like.

Amber Van Ocker | LKV Architects (2400 East Riverwalk): Oh, absolutely. We want to be under construction this summer.

Commissioner Bradbury: Yeah, okay.

Chairman Demarest: Okay, are there any other questions?

Commissioner Faucher: Mr. Chairman?

Chairman Demarest: Commissioner Faucher.

Commissioner Faucher: Thank you. Question for the applicant. While the new school is being constructed, are there plans for having green space or other play space for the 500 [inaudible 01:14:33] kids that would be at the existing school of Whittier while the new building is being constructed?

Amber Van Ocker | LKV Architects (2400 East Riverwalk): Mr. Chairman, Commissioner, that's the difficult part of what we're trying to accomplish. There will be some play area still available and some green space. The construction fencing that we've shown right there perhaps would be able to give them a little bit more space, but it is definitely not a lot. For that time period that we're building the school, it will be challenging. We had to do a similar thing with Whitney Elementary, and the teachers and staff got creative with how to exercise the kids on the course of a day. We just don't have a lot of options available. That was a great question, though. Thank you.

Commissioner Stevens: Mr. Chair.

Chairman Demarest: Commissioner Stevens.

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

Commissioner Stevens: That was a great question. Thank you. There's a really cool new park just across Whitewater Park.

Amber Van Ocker | LKV Architects (2400 East Riverwalk): Absolutely.

Commissioner Stevens: You might have heard.

Amber Van Ocker | LKV Architects (2400 East Riverwalk): It's beautiful, and I'm sure we'll be utilizing it.

Commissioner Stevens: I hope so. I wanted to ask a couple of basic questions, regarding percentage of open space that the – let's see, how do I best phrase this? What is the reduction in open space from the way the site is today versus what it will be, if you could? Because obviously, it's one of those schools that – it's like Lowell, and a few others, that just have this massive yard that the kids use the whole thing of. I want to get a sense – I can look at a plan, but we're going from what percentage to what percentage of the site, open space?

Amber Van Ocker | LKV Architects (2400 East Riverwalk): I know that that was addressed in some of staff's comments, but Wayne is quickly trying to come to those numbers in the application. Of course, there's a reduction. I think the percentages aren't as far off as you would expect. The problem is the reduction is occurring in that usable open space. We do have a soccer field that's able to meet this age group, but other usable spaces occurring around the facility and in pocket areas, and it is yes, very much different from what is existing out there, currently.

Commissioner Stevens: While he's looking for that, if I could Mr. Chair?

Chairman Demarest: Mm-hmm.

Commissioner Stevens: Another question, which is related is, is the percentage correct in the report about how much of this site will be paved under this new plan, which I believe is 46 percent? Anyone, either staff or –

Amber Van Ocker | LKV Architects (2400 East Riverwalk): Right, I know that when we –

Commissioner Stevens: I just want to confirm that for the record.

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

Amber Van Ocker | LKV Architects (2400 East Riverwalk): When we had the revised plan that we submitted, those percentages changed, and we did make the comparison between whether it was sidewalk paving or plaza space, compared to parking lot, asphalt paving. I'm sorry, I don't have those numbers memorized, I guess I should.

Commissioner Stevens: That's okay, that's a lot to memorize.

Amber Van Ocker | LKV Architects (2400 East Riverwalk): I think that they are in the report. They did get revised with our second iteration of the site plan.

Commissioner Stevens: The ones in the report then, even the revised ones are accurate? They're still pretty high.

Chairman Demarest: While they're looking, let me see if –

Amber Van Ocker | LKV Architects (2400 East Riverwalk): We might be able to dig that up during rebuttal.

Chairman Demarest: Let me see if there are any other questions while they're doing their research there. Are there any other questions from the commissioners? Cody, did you want to weigh in on that last question from Commissioner Stevens?

Cody Riddle (City of Boise): Mr. Chairman, Commissioner Stevens, just in the original report it had 46 percent of the site is paving, 40 percent is landscape, 14 percent building coverage. With the revision, the building coverage didn't change. I believe paving – I don't recall seeing an update on the percentage, but the percentage of paving would have decreased and the percentage of landscape would have increased. Now, paving, I would assume the applicant would need to speak to this, I would assume that takes into account plaza space, as well.

Commissioner Gillespie: Mr. Chairman.

Chairman Demarest: Commissioner Gillespie.

Commissioner Gillespie: This is to the applicant or staff. It looks to me like that big 46 number has to also include playground, and all of the hardscape, so it's not just asphalt, it's all hardscape. It sounds to me like it's roughly 40, 45, 15, hardscape, landscape, building – something like that.

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

Amber Van Ocker | LKV Architects (2400 East Riverwalk): Mr. Chairman, I have found those percentages.

Chairman Demarest: Please, sure.

Amber Van Ocker | LKV Architects (2400 East Riverwalk): I might need you to hold it over there, unfortunately. I'm just kidding. This is off of the revised plan. The proposed building coverage is at 13.87 percent, existing building coverage is at 2.98 percent, landscaping is at 39.35 percent, driveways and parking lots at 18 percent, pedestrian playground hardscape – so we have pulled that out separately – is at 24 percent, and then playground safety surfacing, which is the surface that we put under the toys, is at just under a percent.

Commissioner Stevens: Thank you.

Chairman Demarest: Okay, all right. Are there any other questions from the commissioners for either staff or applicants?

Commissioner Faucher: Mr. Chairman.

Chairman Demarest: Commissioner Faucher.

Commissioner Faucher: Thank you. Question for applicant. Are the number of enrollees at the school, is it increasing in a consistent manner?

Amber Van Ocker | LKV Architects (2400 East Riverwalk): Mr. Chairman, Commissioner, that's a good question. Their enrollment is increasing, and it's slight but that's primarily because it's a dual language program, and it is extremely successful. I don't have the numbers in my head, like Dr. Coberly, but –

Chairman Demarest: Since the question's been asked, why don't you come on up if you have clarity for us? My only caution is we don't want to add any new information, since we've already had the full application, but in addressing Commissioner Faucher's question specifically.

Don Coberly | Superintendent Boise School District: Mr. Chairman, Commissioner Faucher, ten years ago Whittier's enrollment was 280. As of today, it's 530. There are 50 students who are overflow bus at the current time, so the true enrollment for the school is

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

about 580 students, a significant increase in the ten-year period, primarily due to the dual language program.

Chairman Demarest: Thank you. Okay, we've asked them a lot of questions. Do we have any last questions for the applicants or staff? Seeing none. Okay, we're going to move to the public portion.

This property is in the Veterans Park Neighborhood Association. Do we have somebody from Veterans Park Neighborhood Association, a representative thereof? Seeing none.

We're going to go to the sign-up sheet. Now, we don't have a lot of people signed up, relative to the number of people sitting there. I was almost going to call you Commissioner Miller. Former Commissioner Miller, I think you've got a question for us. Come on up, and welcome back to P and Z.

Stephen Miller | North End Neighborhood Association (1506 N. 23rd Street): Thank you. It's nice to see those of you that I served with. Obviously, I represent the North End Neighborhood Association at this point. We had requested time under the significant impact clause to speak longer than the three minutes. It doesn't specify the exact amount of time that we would receive, but we'd appreciate something slightly more than three, to address some of these issues.

Chairman Demarest: Can you give us some sense of what you believe the impact is on your association?

Stephen Miller | North End Neighborhood Association (1506 N. 23rd Street): Sure, so we mentioned –

Chairman Demarest: Without making the case. We want to be able to make a good decision for you.

Stephen Miller | North End Neighborhood Association (1506 N. 23rd Street): Sure, it's my understanding – and I don't have the exact numbers, but I believe that 10 to 20 percent of the students at Whittier come from the North End, there are at least some that do. We are concerned with regard to the fact that whatever happens at Whittier will happen to further schools, or in terms of the design context, and we believe that there – I believe that there are five of the schools in the North End that are slated for something, to get

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

some sort of treatment through this \$172 million. We make several other cases, to the extent that – you want me to continue, I'm happy to do so.

Chairman Demarest: Let me just weigh in with my fellow commissioners. It sounds plausible to me, what Mr. Miller is requesting, and I think that a respectable thing to do is give him up to 15 minutes, which is roughly half of what the applicant got. Does that sound reasonable, at least by consensus?

Commissioner Gillespie: Mr. Chairman.

Chairman Demarest: Commissioner Gillespie.

Commissioner Gillespie: I guess this is a point of information. The North End Neighborhood Association is not remotely geographically contiguous with this application. One of the most basic definitions of substantial impact would be the property in question is next to or adjacent, or very near another neighborhood association. In this case, it's not.

The basis of the request and claiming impact seems to be a whole lot of people in the North End go to this school. If we accepted that as a definition of substantial impact then, for example, the North End or many neighborhood associations could claim the same right with respect to anything that happens downtown, since a whole bunch of people in my neighborhood, the East End, work downtown. We would essentially be opening up the commission's procedure for virtually all neighborhood associations to claim impact on downtown, or any of their adjacent neighborhood associations. With respect to particular request, it does not meet this commissioner's definition of substantial impact.

Commissioner Stevens: Mr. Chair.

Chairman Demarest: Commissioner Stevens.

Commissioner Stevens: I just want to state for the record that I believe that the Veterans Park Neighborhood Association is the adjacent neighborhood association to the North End. I believe that they border each other on State Street.

Commissioner Gillespie: Mr. Chair, I would just note that, as far as logistics – I'm sorry.

Chairman Demarest: Milt, I think we're trying to figure out your question, so why don't you hold that one. It seems to me that the wise, prudent, and right thing to do is give them some extra time, given. I don't think we're establishing precedent forever and ever for

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

every application. I could be wrong, but I don't think we are. I think this is specific to this particular one, so can you live with 15 minutes, for these folks?

Commissioner Gillespie: As I understand it, this is the Chair's discretion. I would simply say that with respect to future precedent, in the North End Neighborhood Association letter, they have suggested strongly that this should be the precedent for all school applications. They have, themselves, suggested in their argument that this is setting precedent for how future applications should be considered.

Chairman Demarest: Since it's up to the Chair, and with all due respect, I'd like to give the representative of the North End Association up to 15 minutes. Mr. Miller.

Stephen Miller | North End Neighborhood Association (1506 N. 23rd Street): Thank you. I do have a presentation.

Commissioner Gillespie: Mr. Chairman.

Chairman Demarest: Commissioner Gillespie.

Commissioner Gillespie: Mr. Miller needs to put his address in the –

Chairman Demarest: Yeah. Yeah, let's get him set up first, then we'll start timing.

Stephen Miller | North End Neighborhood Association (1506 North 23rd Street): Thank you, Mr. Chair, I appreciate it.

Chairman Demarest: Mr. Miller, give us your address please.

Stephen Miller | North End Neighborhood Association (1506 N. 23rd Street): Yes, Stephen Miller, 1506 North 23rd Street. I have copies of the presentation to the extent the commissioners would like to receive them.

Chairman Demarest: Well, let's see how far you get, and we could get into why we didn't have them until just now when they needed to be in by last Thursday. Let's not worry about that, right now.

Stephen Miller | North End Neighborhood Association (1506 N. 23rd Street): Okay, we'll just go with this then. All right, well thank you, Mr. Chair, and thank you commissioners. I will try to keep this short. We've already submitted a lot of comments, but what I wanted to

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

do mostly today was to focus on an alternative vision for how Boise thinks about presenting its schools, and thinking about its schools, and also to talk with some of the various comments that have been made here today.

First, why are we participating? I think Commissioner Gillespie raises a point, it's not directly within the North End boundary, but I think that one of the things that we should really think about, as we think about investing this \$172 million is that people do not go to school directly in their neighborhoods anymore. On my block, kids go all over the place, they go to Anser, they go to Sage, they go not just to their neighborhood schools. I think this is actually a very interesting question, as to how we think about the effects of schools related to neighborhoods. I don't have an easy answer for you, but I do think it's something that we are choosing to address at this point.

Partly, the reason that we got involved, just so you know, is that we were asked to get involved. This was not something that I sought out. People came to us and they asked us to do it, so that's why we're here. I also want to say that we recognize that emotions run high in this, and that people that are there – the current conditions at Whittier really need to be addressed, and they need to be addressed quickly. My heart goes out to all those families that are there, right now, and we do not take this lightly.

We're not here simply to just oppose a project, we're here because we think that there's principles that we should think about, not just for this project but for all of Boise's schools as we spend \$172 million. Again, really the largest investment that Boise will make in this generation, in its neighborhoods. Let me lay out some of the principles, as we started to think about what NENA thought Boise schools needed to focus on.

We thought first, we should think about protecting parkland and student outdoor play area, especially on the interior of the site. If you look at schools across the country, especially in larger cities where they have similar densities to the Whittier area, they work to protect the parkland. Second, keep parking on the exterior to reduce potential points of conflict between pedestrians and bicyclists and cars. It just makes sense.

Third, prioritize walking and biking to schools. Now, we heard the school district talk about how 82 percent of the students there are currently bussed. That's true, right now, but that wasn't true a decade ago. You know what? It may not be true in another decade, but we're building a generational school. We're building a school that's going to be there

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

50, 60 years. At the very least, let's build a school that could both work for bussed in students, but also for students that might walk or bike to school.

Fourth, life-cycle cost savings today. It might have been, ten years ago, considered to just be something that is some sort of green crazy thing to think about cost savings, but the City of Boise has shown that there are tremendous cost savings, things that we can do right now that will have generational impact on the nature of the savings to the operations of those buildings, the taxpayers, like you and me, have to pay. Let's work on those things.

Fifth, think about preserving the history of Boise schools. Sixth, involve the community. Here's the first school proposal, which was – again, 46 percent of it was paved. This is the second one. Now, several things that I note, we still have primarily interior parking dominance, a number of conflict points between – and I'm not a traffic engineer, but I've talked to several about this plan, and you think about where can students potentially impact with cars. If you can just imagine students running everywhere, you see quite a number of them.

The so-called pocket park, up in the far right, at best is a walk-through area because – let's just take a look. You've got these wide streets, wide streets you could fit five cars across on West 29th Street. They haven't told you a thing about how they're going to address that. Look at Jefferson. Here's that intersection – this is the intersection where they are claiming that the children are going to be playing in a pocket park, which is right next to a place where there's absolutely no traffic calming. We haven't heard them say a thing about what they're going to do about that.

Here's the southern end of the site, Idaho Street, 29th. What are we going to do about this? One of the things that I've argued in several of the letters, and Commissioner Gillespie asked, the question about the Transportation Action Plan. Now, the Transportation Action Plan was adopted after the first proposal was put in place. Now, it was enacted prior to the second application, and we can litigate, if you want to litigate the question, as to whether this is a new application or not. I'm fine doing that, but you know what? It doesn't really matter because the Transportation Action Plan in itself says that it is simply an enumeration of Blueprint Boise guidelines.

If you wanted to be safe, you can simply rely your decision upon Blueprint Boise comprehensive plan, and it supports all of these principles. But one of the really interesting

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

things, I think, that's just important for us to think about, is why the school district is so insistent upon the fact that this is the one school that is not going to plan in accordance with the Transportation Action Plan, because all other schools will be filed subsequent to it. It's hard to understand why they're not addressing this. Again, all of these plans are similarly supported by Blueprint Boise.

What does NENA propose? We're proposing large bulb-outs at each intersection to slow traffic. We're talking about angled in parking around the side to provide additional parking spots. Separate bus and car parking for all the reasons that they did mention. Our proposal would provide significant new car parking, it would preserve most of the interior of the site for play, and would permit more of the preservation of the historic structure.

Now, this is a lawyer's artistic skill, so please take it for what it's worth. I'm going to show you a couple of schools in Seattle that I think illustrate what we're trying to say here. Let me show you Adams Elementary, here in Seattle, Washington. If you'll notice, they have angled in parking along the exterior, and this has preserved the interior for a park-like environment. You could do the exact same thing at Whittier.

Let's just walk around it. Angle parking, angle parking, lots of parking, curb cuts for buses, angle parking such that a kid apparently feels like he can sit there and do something – I don't know, but he feels safe. That's kind of interesting, it shows you what's going on here. Here's another option for something that we could do. There's no reason that this can't be done, something like this.

Here's another example, also from Seattle, where you see side parking. The side parking is there along the side, on that aisle. Again, it preserves that interior park-like setting. It seems to NENA that, look, you don't have to do exactly what we're saying, but let's just think about potentially doing some of these. The bulb-outs here.

Here's an example of Redwood City of some larger bulb-outs that are used to reduce traffic. Now, these are fancy ones with some pavers there, but I bet they could probably do that with concrete and it would have the same effect. ACHD is not a reason to say you can't do this. ACHD expressly permits angled parking, we have that in the letters, and we also use bulb-outs all over, including Hyde Park.

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

All right, so that goes to site design. With that site design, we can reclaim the parkland inside, and we can have plenty of parking for the parents, separate the bus parking on the exterior, as well. Let's think about what the building is, in terms of sustainability. Now, I haven't cited all the – I'm not going to talk about all the comp plan sections related to sustainability, but they're there. Clearly, it is being supported. Right now, the Twenty Mile South Farm, here in Boise, Idaho, run by the city, is the first net-zero building in Idaho. It is currently producing 15 percent more energy than it uses.

Here is the long-term cost of operating that facility of a Twenty Mile South Farm, that's the blue line compared to the red line. If you talk about operational costs over the generation of this building, if the school district does not utilize renewable energies they are losing all of us money. All of us taxpayers are going to pay that red line for the operations, as opposed to the blue line. I don't want to pay the red line. I want to pay the blue line. Use renewable energy and we can do it. This is not rocket science, and this is not some namby-pamby thing. Energy code adoption – frankly, they're pulling the wool over your eyes.

I pulled this up during the presentation, this is from energycodes.gov, an energy website. And basically, this is a gradation you can see in terms of energy codes. Right now, the existing energy code in Idaho is basically that yellow one. We're not really strict on energy here in Idaho. Moreover, they're using older and outdated codes which any architect can describe to you. I'm not going to linger too much on the legal claims, but I just think it's important to note that most of the issues of non-compliance that NENA noted with regard to the comp plan are not addressed by staff. And I think, staff to it's credit, does not attempt to sugar coat this proposal, because I think it is actually going to be quite difficult for you to find that this proposed project meets many of those policy-oriented requirements of the comp plan. I'm going to skip those issues.

With regard to the on-going nature of this, I think one of the really interesting issues that even if it is not something that you have to address here today, is this question as to why the school board is not seeking to voluntarily follow the transportation action plan which is just weird to me. They are essentially saying that Whittier will be the only school to which they will not apply this, because all of their applications were post-dated.

All the stuff that we just talked about, the bulb-out, the alternative angle parking, all of that stuff is stuff that the Transportation Action Plan is intended to provide for. But you

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

know what? Blueprint Boise already provides for it in terms of all those things that I've mentioned in the previous letters. Going to the question about what are we going to do here after? And then again, this goes to an affirmative vision for what NENA believes we should be thinking about as we spend 172 million dollars – noticing.

One of the things, and I would argue, not that NENA or any neighborhood association would have standing to speak at any future school district hearing, but that there should be notice, right? And people should have city-wide notice because people's kids go all over the city. So they should know when their school is ready for a proposal to go forward. How should we think about planning? They're right – they did do outreach and, in fact, I would like to thank Dr. Coberly for coming to the NENA meeting, which he did. I appreciate that.

But I would say, there's something about the nature of the encounters, first and foremost because a lot of times there was a proposal that was provided by two people. It was not organically created. And so, what I would suggest is you could look at the Growing Up Boulder model which is being used to bring kids into the planning process. We're designing schools for kids. Why not bring kids into the planning process and let them help us tell them whether they want to walk through that pocket park everyday.

So with that, I'm going to use my last minute to just respond to a couple of the issues that were addressed here. First, I would note that I was at the site today at the time that it closed. And they had actually used cones to create a bulb-out on 29th St, illustrating I think the value of doing precisely this. With regard to the shadow issue of moving the building up to Jefferson, you'll note that he didn't tell how long the shadow would last. As someone who used to represent developers, that's always the issue. It's not how big the shadow is, it's how long does the shadow last on that person's house, and there was no discussion of that.

Again, one of the issues that they're trying to do to limit bike and ped is to say that only 80 percent are bussed in, but again think about everything that this commission has done to try to bring back this neighborhood, make it part of the downtown area. And I think that you will see that it's something that this neighborhood, this city has been trying to work on for a long time.

Teri Thompson (City of Boise): Time.

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

Chairman Demarest: Mr. Miller, your time is up.

Stephen Miller | North End Neighborhood Association (1506 N. 23rd Street): Thank you, for giving me the –

Chairman Demarest: Thank you for your time, thank you for your thoughts. Let me check in with my fellow Commissioners. We've not been quite two hours from our start time. Does anybody need a five-minute break, or you want to keep going? I don't have a lot of people signed up on the sign-up sheet, but I do see a lot of people sitting out there who probably want their three minutes. Let's take the pulse up here. We're good?

Commissioner Gillespie: Good for another half-hour.

Chairman Demarest: We're going to go to the sign-up sheet now. So we've got three folks signed up. We had four, but Mr. Miller's already had his time plus some. I know that some of you didn't get here in time to sign up on this sheet. We will certainly give you your time. The good news is our timer's back in working and helping us. Here's what I'm going to ask you, however, everybody gets their three minutes to say whatever you want, but if it's already been said, you don't have to come up and use your three minutes. You can defer, just let the next person go. Let's start with the sign-up sheet, then we'll go from there. First person signed up is Kathleen Coskey. Come on up Ms. Coskey. And just everybody who comes up, please state your name and address clearly for the record into the microphone. And remember, three minutes is three minutes. Alright? They'll be timed right up there.

Kathleen Coskey (2321 W. Pleasanton Ave): Good evening, Commissioners. My name is Kathleen Coskey. I live at 2321 W Pleasanton Ave, about a half-a-mile from Whittier on foot. I have a two-year-old child who will attend Whittier in a few years. I'm also a VPNA Board member. I feel strongly that the proposed project is not the best we can do to serve Whittier students for generations to come. Furthermore, I would argue it cannot be approved as is because it does not comply with Blueprint Boise.

Whittier is the most overcrowded school in the district. The current building is meant to serve 350 students. The proposed school would have a capacity of around 650. Smaller schools are ideal. Blueprint Boise recognizes this in policy CEA 6.4, so does the Veterans Park Neighborhood Policy which calls on you to promote the concept of neighborhood elementary schools within walking distance from residential areas. The school district

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

could decide to have more elementary schools rather than bigger ones. It could reopen Madison as an elementary school and build small neighborhood schools in Garden City.

If you can see that we will not have a small neighborhood school that is walkable for all students, please don't do so lightly. And please keep that concession in mind in this process. Blueprint Boise calls on you to protect historically and culturally significant resources. The proposed site plan preserves about 40 percent of the existing historic building. But a full-half of that is the least attractive portion. The windowless brick walls that surround the school gym and cafeteria. The proposed site plan is also a departure from the historic character of the site, which includes a large open space, mature trees, building fronting on the street, and very little on-site parking.

Blueprint Boise goal CEA 6 says to create schools that are safe, accessible, and compatible with their neighborhoods. The current site has two vehicle-pedestrian conflict points. The proposed site plan has nine. This creates more opportunities for a vehicle-pedestrian crash under proper use conditions. The proposed site plan also has significant parking and drive aisles between the school and the two major walkshed directions, east and north. This violates basic tenets of safe routes, urban design, and building siting.

Children are like water, when they leave the school building they will go in every direction. Currently you can see dozens of them milling about on the lawn in front of the school at pickup. Putting the parking in front of the building is extremely inefficient as it requires crosswalks through it and drive aisles around it. I have not seen a similar example of prioritization of parking lot over open space in Boise elementary schools. Reducing open space, removing most of the mature trees, and introducing large numbers of vehicles into this site will deteriorate air quality and our children's' health. Parking lots in front of both sides of the school building is not compatible with the walkable urban neighborhood where Whittier is located.

Finally, please accept as many of the following alternatives as you can. Number one, require that the community be allowed to provide real input on the project. The school district should send a postcard to every household in the Whittier attendance boundary with information. Require consultation with Treasure Valley Safe Routes to School program. Ask the school district to consider alternatives to promote smaller schools, especially for grades K through two. Update and expand the existing building. Move the

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

proposed building closer to Jefferson Street. Preserve more open space and a majority of the mature trees on the site. Thank you for your time.

Chairman Demarest: Ms. Coskey, thank you. Next person on the sign-up sheet is Chris Hancik. Sir?

Chris Hancik (3748 N. Willowbar Lane): My name is Chris Hancik My address is 3748 N Willow Bar in Garden City. I'm a parent and a volunteer at Whittier. Most of the things I had written down to talk about have already been discussed, but the one thing that I really haven't seen is, I guess, maybe a sense of urgency. So, for the last 10 years, we've added about 27 students a year. You heard the school was built for 350, we're about at 530 right now. And it presents all the problems that you see, that people have discussed so far.

As a volunteer, I see some of the other things like problems with the hallways being used as storage, or we have refrigerators in there for food preparation and it does interfere with moving the kids from say, their classroom to PE. And also things like giving reading tests, which we have to do outside of the classroom. And so it does present problems just due to the overcrowding. And if we continue to grow at the same rate, it's not going to get any better. I guess, I really appreciate the fact that people bring forth ideas and that there's a consensus in the community to really create something that will be used and appreciated for generations.

I just don't want the perfect to be the enemy of the good, so that this thing would drag out to such a point that we would really be out of space and not know what to do with our students. So given all the inputs that you have, and with things that people bring forth I just ask you to make a decision in order to go forward somewhat quickly so that it doesn't drag out for years, and so that we do have appropriate space for the kids that are going to come in there today and in future years. Thank you.

Chairman Demarest: Mr. Hancik, thank you. Okay, the next person – last person actually, signed up on this sign-up sheet is Tyler Victorino. Sir.

Tyler Victorino | VPNA (2112 Madison Avenue): Hi, my name's Tyler Victorino. I live at 2112 Madison Ave. I'm also a board member on VPNA, so you guys know we weren't totally absent in consideration of this issue. We just didn't quite get to a consensus on making a VPNA sanctioned statement. So I will have a daughter at Whittier next year in

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

kindergarten, hopefully in the Dual Language Program. And when I initially saw this plan, I had some of the same concerns that we've heard from NENA with regard to green space. Obviously, we all want green space, and I don't think there's any question from anyone in that regard. I had some concerns related to transportation.

We had a presentation from the design professionals at VPNA, and that is very similar to the presentation here today – kind of appeased me you, I guess could say. I'm very happy with the buffered sidewalks, I think that that is a really good change. I liked the change in the one parking lot, so that the entry from the northeast corner is more of a direct path to the front entrance – you won't have a temptation for kids to walk across the parking lot. The natural path is along the sidewalk there.

I'm a huge biker, I biked here tonight. I'll be biking to pick my daughter up – definitely that will be my mode of transportation to get there. And I'm very happy with the revisions that they have made to this plan. With regard to sustainability, I hadn't even thought about this until tonight. I didn't even really know that that was an issue on this school, but I would love to see solar on the roof of this school. I am an electrical engineer and I also have a solar company on the side, so I think this is a – it's a huge flat roof, no shading. It's an ideal location for solar, so I would echo some of the comments with regards to sustainability that that would maybe be something that we would push for – would be renewable energy on-site.

That said, as a solar in solar, I can also tell you that if an area is shaded at noon in the winter time, it's going to be shaded pretty much all the time. I guess, in summary for me, I love the feel of the North End. My house was built in 1940. My street has a very North End feeling street, and so I love the feel of the North End schools. But at the same time I think due to the nature of this school having a community center and the Dual Language Program, as it was brought up previously, I have to support the Boise School District and the design professionals here with regard to their assessment of the need for parking on the site. So I wholeheartedly support the project.

Chairman Demarest: Mr. Victorino, thank you. Okay, so that's everybody on the sign-up sheet. Remember I said everybody is entitled to their three minutes to share with us your thoughts. Let's see, who didn't get a chance to sign up but would like to speak? So here's what we're going to ask you do, if you just raised your hand, can I ask you to come up

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

to the front row here. It's empty, it's waiting for you. And then first person to the microphone is the first person that gets up there. Sir, come on up.

For those that didn't get a chance to sign up, there should be a little white pad up there, somewhere. We'll get it to you. But before you leave the room we need you to fill out that white pad that we're going to get to you some time. Please begin by, everybody, by stating your name and address clearly for the record. Can we get that white pad, please folks? He's not seeing it up there. We must have used it all up. Sir.

Frank Eld (403 E. Reserve Street): Thank you Mr. Chairman. Commissioners. I am Frank Eld, 403 E Reserve St, Boise, and am appearing this evening representing Preservation Idaho. I am a board member of Preservation Idaho and have also served two terms on a school board. First, let me make this clear. Preservation Idaho understands and supports the efforts of Boise School district to provide adequate and updated educational facilities. We have toured Whittier and we do see the need. We also appreciate the district's reaching out to us, to Preservation Idaho, and discussing the plans that they have for the school.

But, we also have concerns. We left those meetings feeling that preservation had not been really a big concern of the school district. Preservation is not just about buildings, it's about community, it's about landscape, it's about trees. We share the many concerns voiced by neighbors, parents, and neighborhood associations. What now could best be described as a park which includes Whittier School Community, will become a parking lot which simply contains a school building.

The site plan seems to be driven, pun intended, more by the automobile and less by the community values. Preservation is never easy. As we preservationists often say, if it were easy, everyone would do it. Preservation takes commitment. We clearly understand that in projects like schools, preservation is not the highest priority. But we, at Preservation Idaho would encourage the school district to upgrade it to at least a high level. We have heard and certainly have not tuned out the challenges that are presented in preserving more of the original school. On the same hand, every one here knows that if you prefer a different pathway, you can always find reasons to justify it. It's just human nature.

What Preservation Idaho would like to see in the district's approach to this and all schools in Boise, is first, an appreciation for what exists and then a concerted effort to preserve it, whether it be a site, a tree, or a building. It's never easy but it's always rewarding. Just

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

think about the Bown House which Preservation Idaho worked with the school district to preserve – it's a jewel. Preservation Idaho has grave concerns of what almost seems to be a bone thrown to the community preservation saving a small section of building.

Plans seem sketchy at best, and we heard that tonight. But there seems to be lacking a lot of forethought in that plan. We ask P&Z, at a minimum, to ask for a comprehensive plan. Commissioners, Preservation Idaho asks you to view this application with community preservation as a priority. If the school district will engage a historical architect we would appreciate it.

Chairman Demarest: Sir, your time is up.

Frank Eld (403 E. Reserve Street): Thank you for your time.

Chairman Demarest: Mr. Eld, thank you. We did find that little pad –

Frank Eld (403 E. Reserve Street): I did and I'll fill it out.

Chairman Demarest: Great. Thank you. Next person in the front row there. Come on up, tell us your name and address.

Erin Sorensen (2999 Moore Street): Erin Sorensen. Address is 2999 More St. I'm a Whittier parent and I'm also involved with the Veterans Park Neighborhood Association. I've been involved with the construction of Whitewater Park as a community member and also the Whittier Artful Boundary which was established in recent years because a highway was put right next to the school and the schoolyard was whittled down a little bit. And parents were concerned that mature trees were taken out for that. So we've had some steel art panels put in recently, but not additional trees. And that's one thing that I just want to say, because the City has worked with us in the past with that art project. And we'd like to continue seeing trees added to the schoolyard.

Secondly, as a neighborhood volunteer, and working on Whitewater Park Boulevard in recent months, we worked together and had an opening on Whitewater Park Boulevard appealed through ACHD along another big sweeping turn. That street was not developed to have openings and we should not be advocating for it on our schoolyard where children are going to be present. I believe that the next opening for a car or a bus to enter is just a couple hundred feet down from the one that's proposed on Whitewater. And we don't need to be adding additional conflict points on that site.

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

I do want to say thank you. I'm really happy that we're having this conversation about a new school and the partnership of the community center. And I really think that working with Preservation Idaho is a very, very good idea. The existing school is a community spot, and it has a lot of neighborhood identity and we should be preserving that. I was just at Jefferson Elementary today. I was there on business and I happened to talk to some of the folks at the school district. And they talked about challenges that they have with the bus and the parking being adjacent, and I really feel strongly from the input that we've had from transportation experts, that we should be separating this bus loop. It should be exclusive for buses.

We should not be parking cars next to it, because it is our natural tendency as parents to get in there and block that lane right next to the bus so we can let our kids out to go to school. And we know that that's very, very hard to manage. And I think that we need to be restricting that. Let me see, additionally nobody's mentioned this, but I really feel the speed limit in this area needs to be reduced to 20 miles per hour. Because we are opening new spots – new points of conflict where people are going to be pulling in and pulling out. And I feel traffic calming and a reduction of speed is needed. Thank you.

Chairman Demarest: Ms. Sorensen, thank you. Who's next? Come on up. Now pull that microphone down so we can hear you. Tell us your name and address for the record?

Henry Sorensen (2999 Moore Street): My name is Henry E. Sorensen. My address is 2999 Moore St in Boise. The Viking Values of Whittier are Safe, Respectful, Responsible, and Ready. And I'm happy that there's going to be a new school at Whittier because it will fit everyone that goes to Whittier inside of the entire building.

Chairman Demarest: Henry, thank you. And what grade are you in Henry?

Henry Sorensen (2999 Moore Street): I'm in second grade. My teachers are Ms. and Ms. Stole. I'm in the Dual Language Program.

Chairman Demarest: Henry, thank you. Who's next?

Cynthia Gibson (2004 N. 9th Street): My name is Cynthia Gibson. I live at 2004 N 9th St in Boise. I'm here representing the Idaho Walk Bike Alliance. We are a statewide organization whose mission is to improve Idaho's roads and communities for the nearly 30 percent of the population who doesn't drive a motor vehicle. And the Idaho Walk Bike

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

Alliance would like to see a revision in this design so that it's more pedestrian safe. We introduced a piece of legislation at the State Legislature this year to get state funding for the Safe Routes to School Program. For those of you who are not that familiar with the Safe Routes to School Program, the mission of that program – it's a national program.

It's been around for about 10 or 11 years, and the entire focus is for the health and safety of children. And the reason why walking and biking to school are so important is because it doesn't take up classroom time and the kids have to get to school anyway. Our bill was one of two that were presented at the legislature. One, ours did not have funding attached to it – it was policy only, because the funding component is so difficult. The other bill did have funding attached to it, and it now sits at the Governor's desk, hopefully waiting to be signed by him in the next two days.

The reason why I mention our statewide legislation, is the amount of support that we had at the legislature. We work with communities all over the state, large and small – towns as small as several hundred people – and they all are concerned about children walking and biking to school. We have realized that there's not enough money to fix these schools. And because we've been such a car-centric society for the last 50 to 70 years say, we've built walking out of our communities. And now we're faced with the situation where it's unsafe if you're not in a car to move around your community. And we see it everywhere.

We believe that this design could be done better. We believe that it could be safer for pedestrians. When a school or building has a parking lot in the front of the building, to us that says we are all about motor vehicle traffic. And that creates a barrier for people to walk to that building. When there is a crash between a motor vehicle and a pedestrian, often times the pedestrian is blamed because people say they were walking some place where they shouldn't be. The second person that gets blamed is the motorist because we think they're inattentive or they're texting.

All of those may be true, but the real culprit could be the design of the road. And until we make a commitment to design our communities and our towns and our urban cores and our schools around all users, especially the ones that are most vulnerable, we will continue to have conflict between motorists and children. We hope you will reconsider the design. Thank you very much.

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

Chairman Demarest: Thank you, Ms. Gibson. Okay, who's next? By the way, we can get these from you later. Yeah, that's fine.

Deanna Smith (1208 E. Jefferson Street): Good evening Commissioners. My name's Deanna Smith, my address is 1208 E Jefferson St. I work for an organization called Idaho Smart Growth – some of you know that. One of the things that we do around the state is assess schools for safe routes to school. And I can tell you that this site, as it is today, needs some nice minimal accommodations to improve that. The site as is planned does not – it actually omits some of the safety that exist today. And you've gotten a lot of testimony on the particulars of that, and since I only have three minutes, I won't go into that.

Matt Edmund's letter addresses much of it. Cynthia Gibson just addressed some of it. So what I wanted to speak to you tonight – I guess real briefly, what we would recommend is that you can fully and safely and most safely accommodate drop off and pick up using the streets today with no additional internal drop off pickup, no additional internal parking. The parking that exists on the southeast corner today, which is too small for the full-time faculty, could easily be expanded into some of the space that's currently being used by the modular buildings that will go away with the expansion of the school without really negatively impacting the green space. Because it's not really usable today. And that's a good location for that parking, because it's really away from everything else.

That's all I'll say to that. What I mostly really wanted to speak to is the larger picture in front of you. You have a school that, in my opinion, does not comply adequately with Blueprint Boise. Blueprint Boise is a look into your future – a long look into your future about how to become the most livable city in the country, which many are trying to become. And this proposal barely scrapes that. And the question I would challenge you all with is when are we going to really start implementing Blueprint Boise versus just picking at it?

This is a civic building that we will all pay for. It's a needed building – you've heard that tonight. And no one is challenging that or questioning that. However, the alternatives for how to do it and how to address the unfortunate now lengthening of possibly the opening of that very needed building is really in your laps. So is the urgency that we open it in 2018, or is one more year, opening it in 2019 and allowing the school district, the neighborhood, and the City – CCDC, this is your first school that's in an urban renewal district. It's your newest urban renewal district. And urban renewal funds could be spent on this site. I've not heard any of that, not tonight.

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

Teri Thompson (City of Boise): Time.

Chairman Demarest: Ma'am, your time is up. Thank you for your testimony. Who's next, who hasn't had a chance yet? Okay, sir.

Jason Durand (2517 W. Jefferson Street): Hi, my name's Jason Durand. I live at 2517 W Jefferson. I would just like to make two quick points because most of what I wrote down here has already been covered. The first one is that much of the language around the parking lot that's proposed in the school has been couched in relieving congestion on the road or pulling cars off the road and how that will somehow make it safer for the students. Every time that we've tried to build parking lots or build roads to reduce congestion, it's utterly failed in actual practice. When you build for cars, you just get more cars. That's something that many other cities and areas in school districts and parking commissions, or whatever, have learned through time.

And in the second point I would like to make, is it should be shocking to all of us that the plan as revised actually calls for a reduction in the off-street parking requirements. I think that just speaks to how those off-street parking requirements as they exist, as a City of Boise regulation, how absurd that regulation actually is. Thank you.

Chairman Demarest: Thank you, sir. Do I see anybody else in the front row there, yeah? Come on up.

Melissa Goode (202 W Hulls Ridge Court): Good evening. My name is Melissa Goode and I live at 202 W Hulls Ridge Ct, Boise, 83702. Good evening our Commissioner and Committee. I am here – I am a parent of first-grader in the Dual Immersion Program at Whittier. And I would like to say I support the school district's plan. And I think that one thing I'd like to say that hasn't been covered a bit earlier is that I think we need to redefine what community means for Whittier. It is absolutely a community school, but it is not a community school in the way that we can think of it in terms of just it's neighboring blocks and the neighbors.

As you saw in the boundaries, it's a very wide boundary and it's also an immersion program so people like myself who are not in the boundary are able to attend the school, so that widens our community. So it widens the need for more people to transport into this area. I'd also like to address the fact that what makes Whittier unique is that we do have people coming from all areas. And we have a large amount of students because

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

we have the dual language kids and also the kids in the stray classrooms, and we have the kids speaking both of the languages to each other.

So you need that amount of children to be able to support this dynamic atmosphere that we have. So making the school smaller is not necessarily a better idea. In fact, we need the space and we need the urgency, urgently. There is a sense of urgency in this school. We do have children there, it is not the safest place for them to be. We need to find a solution that is adequate in the near future. That's just about it. Thank you.

Chairman Demarest: Ms. Goode, thank you. Okay, I'm seeing no one else up in the front row there. But I do want to make sure that we give everybody their allotted time. So last call for public testimony. Name and address for the record please, ma'am.

Laura Robinson (2146 N. Middlefield Road): Hello. My name is Lara Robinson, 2146 N Middlefield here in Boise. I am a parent and a teacher at Whittier. My daughter's in the fifth grade Dual Immersion Program. I know a lot of people have concerns about traffic, but the site's not in the best place, but we have what we have. And we're making it work but we need to do more and this new plan does that. We are bordered on one side by a five-lane road. We are bordered on the south by, again, a four-lane road. It's a congested spot and the new plan really will help us get our students safely in and out of there.

Just today, I'm trying to pick up my daughter and you're watching five buses pull away and the parents coming up behind in cars, two different directions. Getting the buses off the street is going to be huge. They are a huge line of sight burden, you cannot see around them. Our kids are trying to load in and out of them. Our drivers cannot see what's coming up behind them. It's not safe. And they're lining up where there's a T-intersection there, they've got two or three different ways of trying to watch. Getting the buses off is going to be great.

Getting the traffic, the cars off that street – yes we lose some of our green space, unfortunately. It is not a good thing. It's not what we want, but it's better than having kids being hit by cars. It's better than having a bus in an accident. We need to protect our students and this new plan does it well. It's not perfect. We don't live in a perfect world unfortunately. But we need to protect our students. And this plan does this. I watch everyday and I watch our staff and I watch our students, and you hope everyday that our kids get home safe.

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

And we are dealing with the roads – we are dealing with a major river. So we can't have more walkers and drivers, or more bike riders coming to join us either. Because we can't have them crossing the river. That's a dangerous area. We are a long narrow area, we need to have our buses. We're going to probably end up with more buses in the long run. Our buses are already full. So this plan really, really speaks to keeping our children safe, getting them to a school. It is a community. We have a great community at Whittier. We want to continue to do that. And I think this plan will really serve that purpose. Thank you.

Chairman Demarest: Ms. Robinson, thank you. I saw another citizen come up to the front row here. I just want to encourage you, if you do want public testimony please come up to the front row so we can watch for you there.

Brian Chojnacky (2516 W Bannock Street): Good evening my name is Brian Chojnacky. My address is 2516 W Bannock St and that's a few blocks away from Whittier Elementary. I am also a parent of two children in Whittier Elementary, one of which has Mrs. Robinson as her teacher. I'm also a board member of the Veterans Park Neighborhood Association which I know some other folks on that board are here tonight. And I apologize for walking in late.

However, I just wanted to voice my support for the plan as it has been revised. I do feel that a lot of thought and adequate study has gone into the plan. I would hate to see the delay Whittier new school being put into place because of the current opposition against the proposed off-street parking. I just want to echo what Mrs. Robinson has said in terms of we are in a very busy centralized area. And with the purchase of the lot across the street of CWI, I just feel there's going to be a lot more traffic in our neighborhood. My children currently walk to school, they are safe.

The conversion on 27th St, when that happened really aided in that safety, before that they were definitely not safe crossing that street to get to Whittier. I'm thinking from experience, my daughter has been backed into the current parking facility at Whittier. It was a very, very narrow close call. And that's hopefully going to be alleviated with this new plan. Thank you for your time.

Chairman Demarest: Sir, thank you. So somebody else come on up front here with us. Ma'am. Just folks, if you remember we need to have that – we'll take it from you before

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

you leave the room this evening. Ma'am, pull that mike down a little bit so we can hear you well.

Diane Crow (2225 Cherry Lane): Mr. Chairman and commissioners, thank you for the opportunity. My name is Diane Crow. My address is 2225 Cherry Ln in Boise. I would simply ask that you do not demolish any of the existing structure. Whittier school maybe inadequate and obsolete as a 20th Century school, but the structure is sound. And we would be destroying what makes Boise, Boise. The school is located in the Model Cities area and has received federal program money in the past. It's eligible to be listed in the National Register of Historic Places. Necessary upgrades and repairs can't be made while retaining the heritage of neighborhood landmarks.

The existing plan gives no attention to the historic nature of the area if we should destroy so much of that building. We need to focus on maintaining the cultural value and unique character of historic Idaho schools, Boise schools. Thank you.

Chairman Demarest: Ms. Crow, thank you. I see one more person up front here with us.

Susan Hayes (1011 S. Wilson Street): My name is Susan Hayes, and my address is 1011 S Wilson St. And I apologize for my voice, but working on it. I'm a teacher at Whittier Elementary, and I'm basically speaking on behalf of the fact that this is an urgent situation. We are extremely crowded. If you can think about taking your belt buckle and putting it one more notch a little bit tighter and having it there for at least another year – it's tough. It makes it very difficult for us to organize our schedules because we're using a "cafegymatorium", so whenever the kids are eating – we have seven tables that the kids can eat at.

And you guys already know the number of students in our school, so the lunch period is rather long which makes it so that PE can't happen during that time. And we also have music that takes place for fifth and sixth graders, that has to be taken into accommodation with everything. It's a nightmare and I'm really thankful for the people behind me that are on the schedule committee this year. As far as the actual area where the hallways are, just outside my door – my door opens but not all the way. And it opens but there's a milk cooler right there. There's a freezer just across the way, it's loud and it's hot, and it's a bit uncomfortable.

One thing that I would love to see for our kids is a nice gym that our entire school can

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

actually come together as a community. We often are separated, and it really makes it hard. The people behind me here are the ones that really help keep the community together and it's pretty amazing when you look at what we do every single day. It is urgent that we come up with a decision, and the proposed plan appears to be a suitable plan for now and in the future. That is all I have to say.

Chairman Demarest: Ms. Hayes, thank you. Okay, we've got another front row dweller here.

Tracy Brown (1315 E. Hancock Drive): Hi, my name is Tracy Brown, and I live at 1315 E Hancock Dr in Boise. I am the admin assistant at Whittier. I have worked there – this is my 13th year there. So I've seen a lot of change over the course of the time that I've been there. I was at a different school for six years before I came to Whittier. When I came there we did not have the Dual Immersion Program. Like they said ten years ago, our enrollment ended at 289 students and as of today, at the end of the day we have 544 kids. I enrolled ten more students over the course of the last two to three days. Our enrollment continues to go up.

I have heard so much here tonight – I mean good things, not so many good things – that we need the green space, we need the trees. Which I agree with all of that. But until you work at Whittier and you're there everyday and you see the challenges with these students – we have had students over the course of the years that I have been there that have been brought into the nurse's office because they have gotten hit by a car. Not like where they were really hurt, but where they had to be checked out. The parking, the bus loading zone is an absolute nightmare. It is not safe.

I understand people on the weekends wanting to come onto the site and have a soccer field that they can run their dogs in and play a soccer game and all that stuff. That's all great, but we need to remember that we're a school first, and we're here to educate these children. The comment was made that we need to ride our bikes, we need to bring a lot of that back in. And that's great for the people that live close enough to do that. We service a huge area in Garden City, clear down to the odd side of 45th. Most of our parents are doing good to even transport their kids if they don't ride a bus. They can't afford a bike to even ride to school.

It is a huge concern if we are a huge community, but not just around Whittier. Our community goes clear half-way down Chinden and onto 45th. We go clear down to 13th

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

St, down Chinden. We have a huge attendance area. Our staff works everyday to make the situation that we're in the best that we can. And it's really challenging. And when I have gotten phone calls chewing me out because community members wanting to know why we think we have to have everything new – why we have to have the best of everything? They're so misguided. It isn't about that. It's what's best for our students. And I just hope you consider that. There's a much bigger picture here than a soccer field and some trees, although that's important. Thank you for your time.

Chairman Demarest: Thank you, Ms. Brown. So I'll do a last call for public testimony. Dr. Coberly, actually you were part of the applicant team, we did hear from you twice, so I think your time to testify is actually going to be during the rebuttal period.

Don Coberly | Superintendent Boise School District: That's great. Thank you.

Chairman Demarest: So, last call, going, going, gone. So we're going to hear now from the applicant team. You've got up to five minutes for rebuttal. Dr. Coberly you may certainly be a part of that. And then we've had a request for a break. Since this is only going to be five minutes, let's do this now. Thank you, sir. Okay, applicant – five minutes to rebut. Thank you.

Don Coberly | Superintendent Boise School District: Thank you Mr. Chairman, Commissioners. Just a couple of remarks, then I'll turn it back over to Amber. I just wanted to let you know a little bit about the history of Whittier school. You may be aware of some of this, but there's been a remarkable transformation at Whittier. It's long been one of the district schools most impacted by poverty. Twenty-five years ago the school was one of two Boise elementary schools qualified for Title 1 funding from the federal government, only two at that time, because more than half of its students qualified for free and reduced lunch.

As recently as ten years ago, 95 percent of Whittier students were free and reduced lunch eligible. And the school had fewer than 280 students enrolled. The vast majority of Whittier kids were bussed to the school from Garden City. In 2007, as part of an initiative to provide choice for patrons and students, the district initiated the Spanish Immersion Dual Language Program at Whittier, implementing a new grade each year. As of April 2017, 530 students were enrolled at Whittier with another 50 overflowed to other schools. Three hundred and four students are still bussing eligible in Whittier attendance zone. Another 125 are open-enrolled to Whittier from 25 different schools around the district.

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

About 70 percent of Whittier students now qualify for free and reduced lunch. This is the most robust and popular choice program in the school district. And while we are committed to a school design that fits the character of the neighborhood, our first priority must be the safety and learning environment for our students. Currently, nearly half of Whittier students are housed in nine portable classrooms on the grounds. We have met with community and parent groups and neighborhood associations, and have reviewed and revised our plans based on their input. We feel our architects have designed a school that reflects parent and student needs, and we will urge your approval of this plan. At this point I'll turn it back over to Amber to make a few remarks.

Amber Van Ocker | LKV Architects (2400 East Riverwalk): Thank you. Again, Amber Van Ocker, LKV Architects for the record. I'm going to try to clip through a couple of points here just in rebuttal, and then we'll move on and let you deliberate. First of all, just to remind everyone the multiple factors that we are dealing with from the design perspective – 650 students, 53 full-time staff, 14 part-time staff. Right now, currently, we only have 67 off-street parking, so it's basically taken up with staff and visitors. Three hundred and eight students are bussed to this site, 126 are currently open in enrollment which equates to 50 to 60 parents in vehicles dropping their students off. Ninety-eight students are within walking distance.

Although the TAP plan has some amazing features to it, and I hope that the city does start to move forward in implementation for some of those features, the TAP plan does not solve the problems that we've got on this site. There are some great design elements associated with that, but they do not solve the issues that we have currently on the site. We have been working with the urban renewal district, CCDC, we've had a couple of meetings. This is a very young district right now. There's very little money associated with it, but we have started those conversations. They're committed, the school district is committed, and we do hope that CCDC will come to the table and help us with a handful of items associated with the site.

From a preservation perspective, my firm over the years, has been awarded three Orchids awards for preservation. We are a firm that agrees in preserving our historic structures. Most recently, was the old Ada County courthouse that we just received an award for, that we put a lot of effort into. That same effort is going to go into this facility. We cannot keep the entire building. We're going to keep about a third of it. The reason

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

why those plans have not been developed, is that we're still in the process of working with the City of Boise Parks Department in identifying the programming.

And we have some time. That work is not going to be done for another year, so I want to take the time. The city wants to take the time, the school district is committed to that. We're on the record saying that. Our application is on the record saying that, so that preservation of the existing structure, although not in its entirety, will occur. And it will be done in a thoughtful fashion. A couple of last key pieces real quickly. The international energy code is what we're bound by in the State of Idaho. We will meet and exceed those requirements. This will be an energy-efficient building and we'll have – Idaho Power will stand up at the end of this facility and hand the school district a big check to prove it. And my firm has done that numerous times for school districts.

Teri Thompson (City of Boise): Time.

Chairman Demarest: Ms. Van Ocker, your time is concluded. Thank you.

Amber Van Ocker | LKV Architects (2400 East Riverwalk): Thank you.

Chairman Demarest: So we've had a request from the commissioners up here to take a five minute break. So that will bring us in about 8:38 there.

[Break 02:30:04 – 02:35:17]

Chairman Demarest: Okay folks, we're going to come on back to order now. We have heard from the applicants, we have heard public testimony. And now it is this application Item Number 6 CUP17-00004 is now before the Commissioners to render a decision. Commissioners? So Commissioner's, this item is now before us. We'd like to begin with a motion, but we could begin with discussion if that helps us to get to the motion place.

Commissioner Stevens: I'd like to ask staff a question, Mr. Chair, if I could.

Chairman Demarest: Sure.

Commissioner Stevens: I just asked Andrea, and she thought staff would be better. Cody, can you just remind me how long if an application of this sort is denied – how long before they are required to wait before resubmitting?

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

Cody Riddle (City of Boise): Mr. Chairman, Commissioner Stevens, a year unless there are substantial changes to the project.

Commissioner Stevens: Thank you.

Commissioner Gillespie: Mr. Chairman.

Chairman Demarest: Commissioner Gillespie.

Commissioner Gillespie: I move we approve CUP17-00004 for the reasons stated in the staff report and with the same terms and conditions.

MOTION: COMMISSIONER GILLESPIE MOVED TO APPROVE CUP17-00004 FOR THE REASONS STATED IN THE STAFF REPORT AND WITH THE SAME TERMS AND CONDITIONS.

Chairman Demarest: You have a second?

Commissioner Bradbury: I second –

SECONDER: COMMISSIONER BRADBURY

Chairman Demarest: Two seconds alright, I saw Commissioner Bradbury first, I think. Commissioner, you want to give us some more narrative?

Commissioner Gillespie: Just a couple of points. One, I do think we should recognize the unique nature of this school with respect to being a Magnet school and having such a high percentage of children coming by car or by bus. I think that's very important and we need to consider that. The basic issue is is this plan safer or not than the current plan, and is there some other plan that would be substantially safer still? So we have no evidence on the last proposition that there's some way to do this in a safer way.

And I think it's pretty clear that this proposal is much safer than what is happening now where you have mixed pickup and drop off on the street, and just general street chaos, kids darting in and out. So I agree with both the expert testimony and several members of the public who thought that this would be a much safer option. I think another issue that I am settled on is do we have a reasonable basis for asking them to put the building on – is it Jefferson on the north side – which would comply with a lot of the design elements in the comp plan.

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

I think I accept the reasoning why they don't want to do that, both for ACHD reasons and for building massing right across the street reasons. To me, those are the two big issues we need to decide tonight. And all the other stuff is not really so critical. I mean, I think otherwise it complies with every part of the code. And they can make reference clearly that bike and pedestrian access is better than it is now. So for that reason I made the motion.

Chairman Demarest: Further discussion. We got a motion to approve, and seconded.

Commissioner Bradbury: Mr. Chairman.

Chairman Demarest: Commissioner Bradbury first.

Commissioner Bradbury: My mike was off, I didn't have Commissioner Stevens to help me. I just wanted to add a couple of things. Number one, I don't think that if approved, if the Commission approves this and if it goes to the City Council, the City Council upholds the approval, sets a precedent for any future applications that might come before this body or the City Council. Each of these applications is viewed on it's own separate merits and is driven by the site specific constraints that each site brings to us.

And in this case there's clearly some site specific constraints that need to be addressed, and I think that the design professionals did a reasonably adequate job of addressing them. Second, I don't think technically that the transportation action plan which was recently made a part of the city's comprehensive plan applies to this application. And frankly, I think that if we would be getting ourselves into trouble if we attempted to require the district to comply with the particulars of that plan.

The next school application that comes before us may very well need to comply with the goals and policies of the transportation action plan. But, even then, before that can be done that plan needs to be implemented by specific criteria contained in the zoning code – and it hasn't yet been, not enough so that we can actually impose specific design requirements. There's probably a couple of other things I'd say, but those are the two most important points I wanted to make, and perhaps others would like to add.

Chairman Demarest: I think Commissioner Thornburgh had already shown me that she wanted to speak.

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

Commissioner Thornburgh: Thank you Chairman. I would like to point out that I believe I heard there were nine relocatables on this property currently. It really puzzles me why we have not had this before the board sooner. Because that's a long time for some of these children to be in relocatables. If they're going to be in that school for five, perhaps six years, that means that entire time – if we put this off even one more year, they will have spent their entire elementary career in an overcrowded school. To me that is not part of what the Blueprint Boise should be about. So to me, time is of the essence and I will support this. We may be able to add solar panels in the future, but currently it needs to get done.

Chairman Demarest: Commissioner Stevens.

Commissioner Stevens: I will not be supporting the motion. And I would ask my fellow Commissioners to think about your support for it as well at this point, and consider the possibility of deferral at this point. There are several reasons why, and many of them fall in line with what the public testified about tonight. First of all, I just want to point out that I'm a supporter of the schools my kids go to, I supported the bond. I'm in favor of a new school for Whittier. So start with that baseline.

But I don't think that an urgency argument is good for this neighborhood, and I certainly don't think it's good for the city to ever do anything this big and this important because of urgency. Unfortunately, over the last ten years we've demolished Franklin, we've demolished Cole – both places that could have served for overflow for displacement for this exact situation. Unfortunately I don't really think the urgency is a reason that the city should be acting in what I consider at this point with this plan, to be a somewhat irresponsible way. I think that there are other alternatives. I do want to applaud the design team.

As much of a preservationist as I am, and a lot of the people in the room know that about me, I actually think that it's a good nod to the existing building. And that being said, I'm not comfortable with the lack of detail. For me, I would want to see – to be able to support this, more detail about what's going to happen there. Now I understand it's not going to happen for a year and a half or maybe even longer, but for me I'd like to have a little more detail to be able to feel comfortable that their 10,000 square feet are going to be there. And that they're going to be designed in a way that's compatible.

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

Another nod to the design team. I think that the new building as it's designed, is a very nice complement to what's existing on the site right now. And I actually applaud you for designing the windows the way you did, etc. It's a very nice complement. I am very concerned on the preservation level, too, with the fact that we are losing what is part of this site. So when you talk about historic preservation, you're not just talking about a structure as Mr. Eld pointed out, but you're also talking about the historic site. And obviously in this particular case, part of this historic site – a huge part of this historic site is the massive amount of open space that's existed there since 1949.

I certainly do not believe that we need the exact same percentage of open space on that site to make it compatible and to satisfy my desire for preservation. But I do think that we're losing an awful lot. And it's not just a loss for the children, it is a loss for the neighborhood. Considering the neighborhood, I want to just take us all back about 15 years – the last time that we had a bond election, it actually may not have been that long. And part of that bond election was going to be to get rid of Washington School, if I remember correctly.

At the time, the demographics, the North End were such that we didn't have small children living in that neighborhood. It was an aging neighborhood. And so the justification was tear it down, we don't need that school anymore. Well, what we have right now with this particular school is a situation where – I'm guessing, without being a demographic expert – we have an aging neighborhood, and so part of the reason that we had to bring and make this a Magnet school and bring kids in from all these different places was in part, again, I'm speculating, because we had not enough children in the neighborhood.

These neighborhoods are turning over and I think the fact that all of you are here in the audience, supporting this great school, is evidence of the fact that we have new families moving into this area south of State St. That's the whole point of the 27th St master plan or the 30th St master plan. It's part of the reason for the Whitewater Park. We want to encourage families to move in here. So to design a school, around the fact that we've got all these parents driving their kids here when we're hoping as a city, to see what is going to happen to this neighborhood as more families moving in and rejuvenating it, seems really counter-intuitive to me.

And all you have to do is look at this site plan to see that it's completely designed for the

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

car. We have nine new sites of contact between little children and cars. Anybody who's walking from a street has to cross not only the street, but the parking lot to get to the school. And I think that's a really big problem. I like the fact that there's that pocket park, but we're losing trees. So there's ample policy in Blueprint Boise to show that the stormwater runoff is going to be increasing with taking these green spaces out and the trees out.

I've got a problem with that and I don't feel comfortable that we have enough detail in plan in front of us to know how we're going to protect the stormwater runoff. I know that there's going to be the underwater seepage, but I'm not confident that by taking the trees out and by putting all this paving in and all this hardscape in, that we're not acting in a contradictory way to what's in Blueprint Boise regarding that stormwater runoff. I know I'm talking a long time but I think it's important to get all these points on the record. And I'm going to look at my list and make sure I have them all, so hold on.

Chairman Demarest: Let me see if anybody else wants to weigh in while Commissioner Stevens is reviewing her notes. Other discussion on the motion?

Commissioner Faucher: Mr. Chairman.

Chairman Demarest: Who's that? Commissioner Faucher, way down there.

Commissioner Faucher: I had a question for Commissioner Gillespie, which is you said that there's not really another safer plan for this school that's been proposed to us. Is there a specific reason that you don't like the plan from NENA, it involves bulb-outs and angle parking? And is there a reason that you don't think that that is a safer plan?

Chairman Demarest: I'm sorry, who are you addressing the question to?

Commissioner Faucher: Commissioner Gillespie.

Chairman Demarest: Okay, that's fine. Alright. Commissioner

Commissioner Gillespie: I'll just defer to the public record that we have, and I didn't see any indication in the NENA or anyone else's proposal as to why exactly their proposal would be safer. I guess to your point Commissioner, I didn't really see a specific alternative presented in any of the public documents. I saw a lot of generalities based on the TAP. And not very much specific related to this site.

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL

Commissioner Stevens: Mr. Chair.

Chairman Demarest: Commissioner Stevens.

Commissioner Stevens: If I could?

Chairman Demarest: Please.

Commissioner Stevens: I just want to, for the record, point out that most of the chapter ES in our Blueprint plan, 2 and also 6 with regard to tree canopy, support my feelings about this. And in addition to that, and this goes to Commissioner Faucher's point, I do believe that NENA has some really good points about traffic calming and I don't see any traffic calming in this. All I see is the cars going interior to the site. There are no bulb-outs. And if you go look at some of the North End schools that exist today, there has been some of that traffic calming done. And I think it's really incumbent upon the school district if they're going to bring this plan forward in this neighborhood, which is a residential neighborhood, that we need to have some traffic calming on this plan.

Those are the things that would convince me – and again, I am not moving to deny, but I am not going to support the motion to support at this point, or to approve. I think that we need a little more time and we need some changes to this plan.

Chairman Demarest: Further discussion. We have a motion moved and seconded and it sounds like fully discussed. All those in favor please signify by saying aye.

Many: Aye.

Chairman Demarest: Any opposed?

Commissioner Stevens: No.

Chairman Demarest: It does appear to me that it's five ayes and one no. So the motion does carry.

FIVE IN FAVOR, ONE OPPOSED, MOTION CARRIES

CITY OF BOISE
PLANNING & ZONING COMMISSION MEETING

MINUTES • April 10, 2017

City Hall – Council Chambers

6:00PM

FINAL