



Planning & Development Services

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Design Review Committee Hearing Minutes of February 8, 2012

Committee Rodney Evans, Chairman, Bruce Taylor, James Marsh, Tom
Members Present Zabala and Katie Keller

Staff Members Sarah Schafer, Rob Lockward and Nicki Heckenlively
Present

DRH12-00013 / The Michaels Organization

Location: 1004 W. Royal Boulevard

Design Review for a five-story apartment complex with related site improvements on property in an R-OD (Residential Office with Design Review) zone.

SARAH SCHAFFER: If you look at the vicinity map you'll see the project is located in this hatched area. It is in an R-OD Zone which is Residential Office with Design Review overlay and directly adjacent to the Boise River. In this area is Ann Morrison Park. Off to the east is the Keynetic's Building, the area outlined in yellow. This is the Boise City Park's facility with Ann Morrison Park over this way. These are existing apartment complexes to the southwest. If you remember a couple of months ago we reviewed the Royal Cubes Development application which was directly to the south. The Keynetic's Building is off to the east with the Boise River and Greenbelt off to the north with downtown further north. You have 9th Street and Capitol Boulevard directly off to the east with the Boise State University (BSU) campus further on. The project is for 175 units in five stories. I'll go through some photos of the area so you'll know what we're looking at. This is the project site looking along the east boundary. As you can see it is currently being utilized as a trucking facility. Looking east along Royal Boulevard this building was one of the buildings to be demolished for the Royal Cubes application. This is west along Royal Boulevard. The location of the pointer is where the park's entry is. These are the project site and buildings to be removed. Additionally the Greenbelt to the north and the western boundary so what you are seeing in this photograph is the Park's Department storage yard. These are the buildings that are directly adjacent to the Keynetic's Building. As part of the application we are reviewing a five-story structure. These are the elevations proposed by the applicant. The second elevation that you see is the elevation that will be along Royal Boulevard. You can see that the application on the first floor doesn't have as much modulation as far as the wall plane. One condition of approval staff placed on the application was that we might want to have some additional stepping of the wall plane at least along Royal Boulevard or something else to enhance that elevation. It does have quite a bit of store front glazing and it has some canopies that come out over that store front glazing. This is for a spa/hot tub area on the interior. This is in conjunction with the workout and equipment rooms. You can also see the exit from the at-grade parking structure at this location. You can see off to the east side of this south elevation that there is an entry with a canopy over it with a glass fronted door.

There is another entry at this location. The other condition staff recommends is that treatment of this door be very similar since this is also a stair tower at this location. It would provide a little additional interest on the elevation. They have done some stepping of the parapet. Staff worked with the applicant early on and initially it was all at a relatively similar height. We had them add a little bit of additional height to portions of the parapet to provide some additional modulation. They also have some roof overhang that comes out at some of the lower levels to provide additional shadow relief at these locations. Staff felt this was a good compromise in being able to add a lot to the façade. You can see along the east and west sides of the structure that you also have modulation of the parapet lines. The façade at the base is relatively flat. They have added quite a bit of wrought iron metal work. This is where all the at-grade parking is located. Modulating of the walls at this location is difficult given you are trying to fit in parking spaces. There is landscape along either property line to help with the softening of this area. Along the east elevation is an access drive getting into the at-grade parking. It has a canopy that comes out over the entry space that will have rollup doors so it will be a secured access into the facility. The applicant has agreed to provide a little bit of a turnaround area up here because once you get past the open air parking stalls located along the façade of this structure you needed a way to get back out if you hit the gate and didn't have a pass to get in. This bottom elevation is the elevation along the Greenbelt. You can see that the overall building is U-shaped and does have units that will face onto an interior courtyard as well as over the open air parking that is along the Greenbelt. This is hidden behind a six-foot CMU brick wall that also has four feet of wrought iron on top of it so there is 10 feet of enclosure and you'll never see those cars in that area from the Greenbelt. You have entry and access points for both bicycle parking and pedestrians at this location. No vehicular circulation will be seen from the river. They have done a good job of modulation and changing of materials and colors. Initially when the applicant submitted the application it was a brown and beige building. Staff worked with the applicant to come up with new colors. They have a materials board for you to take a look at. They do have red, blue and yellow to tie in with the brick work they have on the project. Staff feels it is a good combination of materials which will be high quality and in colors that City Council is often looking for. I will go over the landscape plan. Along Royal Boulevard there is a lot of landscaping. They have provided a detached sidewalk and street trees along the street frontage. They've provided ornamental trees located up along the building in planting beds as well as lawn throughout the area. Staff has recommended they provide additional trees at this location and in one of the landscape planters toward the rear as well as a landscape planter at this location in order to finish out the landscape plan for the front of the façade. Overall there is a mixture of colors and materials for both winter and summer interests. If you look at the Greenbelt side the applicant has also provided a large amount of trees in that area. Overall the ordinance requires one tree for every 40 linear feet of property line. This ended up being about 37 trees for the property. By the time they have met the conditions of approval there will be over 40 different trees for the property in a wide range of species. Staff has no real concerns with the overall landscape plan.

APPLICANT TESTIMONY

BECKY MCKAY (Engineering Solutions / Applicant's Engineer): We are doing the civil engineering and entitlement work on this project. We would like to do a two-prong presentation. The architect, Matt Bartner of Kitchen Associates is here. I'll do a quick introduction and then I will turn the podium over to Matt to go through more specifics about the building design, colors and materials. The Michaels Organization will be building this facility. What they wanted initially when they came to us was a very modern state-of-the-art type living environment for Boise State

University students. This is what it is targeted towards. They were very excited about the location. It was perfect for what they wanted. The location couldn't get any better than Royal Boulevard. It is along the river, we have direct access to the Greenbelt, there is a BSU Shuttle that comes down Royal Boulevard, students can walk/bike and it is adjacent to Ann Morrison Park so for a multi-family type development this was the perfect location. The site is currently an industrial type use. There is Estes and Express Trucking which is a truck terminal. It has existing block buildings that we think were probably built in the late 40's and is what was suggested to us. Obviously when this facility was built it predated the Design Review Ordinance and the City Zoning Ordinance. There is no landscaping and all of the parking areas are gravel. There is no exterior landscaping and from an aesthetics standpoint it looks 1940's. When we started evaluating the site, which we've been working on this since August of 2011, we came up with the optimum design. We worked closely with the Parks Department and had multiple meetings. We submitted an application to the Parks Department for a Boise River permit and prior to that we went to the Boise Open Space Trails Committee. They evaluated our interconnection to the Greenbelt. They looked at the proposed building and the landscaping. They recommended to the Boise Parks Commission that we be approved. We did go before the Boise Parks Commission. They discussed the project in detail. Shane Weston was our interface with the Parks Department. They were in favor of the project and they thought it was a good fit and a good location. Right next door along the northwest boundary is the maintenance and contractor's yard for the Parks Department. The only thing the Parks Department asked of us is that we include in our lease agreements notification that the maintenance yard will have equipment and there may be backup beepers and some noise associated with that facility. We were approved by the Parks Commission and we moved on and submitted our height exception which went before the Planning and Zoning Commission and was approved on the consent agenda. On this particular site we have two vehicular accesses to Royal Boulevard. Ada County Highway District (ACHD) has reviewed those, reviewed our traffic study, evaluated all of the intersections that will be impacted by this development and have determined that this project is acceptable and that there are no necessary improvements to the roadway network with this project. We have an entrance at this location (referring to slide presentation). It is 26 feet wide so that it can handle aerial fire access and it comes into this structure here with an exit only that is located here. As Sarah indicated this is a secured building and it will have a roll up gate at this location. This will be very similar to Boise City Hall's underground parking. We also have bike parking at the northwest and northeast corners with secured doors that lead directly to the Greenbelt. To give you a better perspective at first, as a planner, it was difficult to visualize what the building looks like. To me it looks like a big "A" so with the river and the Greenbelt here we don't have a solid wall. The parking is all internalized within the interior of the building. The only parking that will be visible from Royal Boulevard is a hand full of stalls located on the entrance drive. I was very impressed with all the internalized parking and this, as Sarah indicated, will be heavily screened with landscaping, intermittent pillars and some wrought iron that goes the full length of the openings along that, but it looks like an "A". That gives you a perspective of the building. This is the east elevation so you can visualize what it looks like. Here is the handful of parking that is on the exterior and tenants would come in at this location. As you can see all the parking is screened. This is from the Boise River, the Greenbelt and the nice Y-connection. Tom South was our landscape architect on this and he worked closely with the Parks Department. He did a great job and we are very pleased with his work. These are the different perspectives of the various elevations.

MATT BARTNER (Kitchen & Associates / Applicant's Architect): Becky gave a good overview of a lot of the particulars of the site and a lot of the building as well, so I'll try to fill in some of the gaps. As we said in the Design Review application letter regarding the intent of the project, Michaels Organization wanted to create a high quality student housing complex on this site. In working with them through a variety of options and also looking at some of the things that have been proposed for this site before, we came upon this idea of maximizing the available parking so to not place a parking burden on the surrounding neighborhood. Coming from that it generated a lot of the needs or the necessities of the project as a financial model in terms of the number of units and the structure of the rest of the building. We thought we had found a good way to both provide the amenity of the parking which is necessary and required by the ordinance and not imposing a burden on the surrounding community while meeting the structure and financial aspects of the project in terms of the number of apartments for Michaels. As Becky mentioned this is the east side of the building which has some prominence in term of the vehicular approach. As you come west on Royal Boulevard you will start to see this side of the building as you get closer and from far away the upper portions. As Sarah mentioned earlier we worked with Design Review staff to improve the appearance of the building from the first studies where it was very level and flat across the roof and the materials were not quite as vibrant. It was a nice surprise that there was some interest in more vibrant colors and not the natural tans, grays and browns that are prevalent in the environment around the buildings. We came back with some variation in the parapet height that you see and also the interplay between these different kinds of bays in the building where there are some that are in this bluish color that are very vertical and flat and then next to that the counterpoint to that being this curved roof at the top of the other kind of bay that is very horizontal and projects forward more. This is the view of the north side of the building and again, we tried to model this as accurately as we could in terms of the appearance of the fully grown landscape when it does develop there and the relation of the river to the site and building and again you see that interplay of the vertical material and the horizontal in the differing rooflines. We're also very happy to bring in this bright red color which actually reads even more red and vibrant than shown here on the images. Looking at some of the other sides, that aren't shown in the perspectives, you'll see the west side is very similar to the east in terms of the alternating rhythm of the bays accentuated with some of the red at each end. On the south side, as Sarah mentioned, the upper floors or the four stories of the residential apartment area are very modulated and there is a lot of in and out there. There are also some balconies proposed to help give some relief and variation to that facade. On the ground floor level things are plainer in that area. We do have sunshades in the windows in this area to the east and this area to the west. This projected bay with the spa/hot tub room is part of the fitness area and this projects out cantilevered about two feet from the facade and then there is a large canopy in this area over the main entry into the first floor lobby. With that said we also wanted to provide some blank wall space which is what you see here because there is so much vibrancy and activity going on in the landscape as we looked at a little earlier. There is a tremendous amount of landscape on that side and it's wonderful. In deference to that we didn't want to try to animate the facade too much at that level. On the north side as we discussed before there is the high wall to screen the parking. There are gates here to allow pedestrian and bike access in/out for residence with everything being secured. There are some emergency egress doors that are exit only to provide for safe exit from the building, but not a vulnerable point in terms of security. This is the material board that we submitted. The brick in this orange brick color is envisioned as the major material for the ground floor on the Royal Boulevard facade with the darker brick forming a band at the base in that area. This material here is the ground face CMU envisioned for the three sides at the ground floor of the garage level. Then we have a mixture of colors both stucco in the blue and fiber cement

siding or panels in the white and the red. There will also be some accent elements above the openings that lead into the garage in a tan CMU color. Finally, the yellow color you see on the elevations is a lap siding material to give some different kinds of textures in the bays between the smooth stucco and the smooth white fiber cement and then a lap siding material that has a lot of horizontal lines about 12 inches on center giving variety in the texture of the facades in that area. The windows for the residential floors, second through fifth floors, are expected to be vinyl windows with a fiber cement or AZEK type of synthetic trim around them to give them some depth and character. The windows you see at the first floor along Royal Boulevard are anticipated to be anodized aluminum storefront in a silver color. There are some balconies as we mentioned on Royal Boulevard and also on the east side of the building and those will have a black metal railing 42 inches high as shown. We talked about the structure of the building, but to cover it again, the first floor is primarily a parking garage on the north, east and west sides of the building. On the south along Royal Boulevard we have a lobby and activities center. Basically a series of community spaces for residents. There is a management office in this location and the main entry is here. There is an internal ramp for accessibility and ADA access for residents that need this. That is accessed both off Royal on this side or from the parking garage on this side. There is also another entrance off the parking garage in this location that comes in right on the main floor level. The majority of this space is envisioned as an open media room, gaming area and a small seating area where people can enjoy a snack or beverage. This generally is to try to create some amenity for the college residents and a place where they can gather in a productive way. In the west end of the building there is a fitness room for exercise classes and exercise equipment and then there is this spa or hot tub room that has a small hot tub built in-ground into the slab of the facility. Along the back wall facing the parking garage we have support spaces for trash, electrical, bathrooms for public areas, maintenance and a mailroom. On the east end we have a large trash area where trash will be picked up by trucks and another mechanical area for service. At the second floor this all apartment space from the second through the fifth floors. There is an elevator and a stair on the south side of Royal Boulevard here and another elevator and stair in the center located here. We also have a stair on each end of the 'U' or the bottom of the 'A' here and here. Around the perimeter is a series of four-bedroom and two-bedroom apartments. We have a mix of four-bedroom/four-bath, four-bedroom/two-bath and two-bedroom/two-bath units in the building. The majority of them are four-bedroom or 136 with the remaining 39 being two-bedroom. This footprint continues up from the second through fifth floors in the exact same arrangement as shown here. These are views of internal spaces to the building. The courtyard on the north end that is open to the Greenbelt and then this is the more interior courtyard that has apartments on all four sides. The 'O' or the doughnut on the south end of the building.

COMMITTEE MEMBER MARSH: Is the mechanical isolated to the ground floor? Is there any rooftop?

MATT BARTNER: There are. The ground floor equipment is at the ground floor in some of those mechanicals rooms that are internal. On the roof there will be series of small condensing units. One for each apartment that serves a furnace that is contained within the apartment. Again, going back to the design or project intent the idea was to create something that has a little more staying power in terms of efficiency and mechanical equipment than P-TEC units or through-wall units that'd you see in a lot of buildings of this type. Each apartment has its own individual air conditioning unit and that is served by a condensing unit on the roof. That is another one of the

benefits of having a lot of that height in the parapet. It gives us a natural way to screen those units from anywhere around the building.

COMMITTEE MEMBER MARSH: I have a question about the south elevation on Royal Boulevard at the street level. Looking around the base on the other sides, you've got the wrought iron that opens up into the garage. Those elements seem to have a vertical relationship for their locations with the items above. The Royal Boulevard fenestration on the ground level seems to be a little disjointed from the top half. I didn't know if that was done on purpose or if you can talk about your design philosophy at the ground level on Royal.

MATT BARTNER: One part of the philosophy was that we didn't necessarily want to bring all the articulation that you see up above directly down in the same form to that ground floor. Obviously some of the ground floor is a reaction to the program that is inside. On the west side of that elevation here you have a large expansive glass that corresponds to the fitness area which is a large room. We like the idea of having as much of a life and activity that is going on inside the building being on display to Royal Boulevard and whatever that can do to enliven the street life as well. One of the reasons and I don't know if we touched on this, but the whole first floor is raised up about four feet from grade because we have an issue related to floodplain. Public Works strongly recommended that we set the elevation of the first floor at a certain height so that placed us up about three and a half to four feet from grade so that is some of the issue you see in the elevation with all the windows being up above at chest height with the landscape there, if you can imagine it, to fill in some of the area below. Going back to your original question is what we tried to do is have a different kind of articulation but align it with the major elements up above so that these windows are actually centered and aligned on this bay up above. The shadowing on the balconies may obscure it a little bit, but there is sort of that strong blue color that carries through which would clearly define that as a unit of the building and these windows sit underneath it. This bay similarly fits within the more prominent area that's out at the street. There are balconies here from the bay above and the projection of that response to the program beyond as far as what the room is and where it is. The entrance here with the large canopy is actually centered on the larger bay above although the entrance is a little offset. I tried to be a little bit playful in terms of not being too rigid with the symmetry. Finally this window is actually centered on the last bay. It hasn't always been quite so clearly defined. It has evolved over time to get a little better to the point where it is today. As Sarah mentioned in her discussion this entry that has a canopy on it...we'll be bringing similar treatment to the exit door on the stair at this location which helps to enliven one of the blank spots that is still there.

PUBLIC TESTIMONY

EILEEN BARBER: 917 Lusk is my business address and I am the owner of the Keynetic's Building shown on the slides. I do have some concerns. First off I would like you to know I was at the Planning & Zoning Hearing on Monday night and signed up on the sign-up sheet, but didn't realize it was put on the consent agenda and I was preparing my remarks out in the hallway. I spoke to Josh Johnson (Current Planning) this week and he is trying to get the height restriction put back on the agenda for either this coming Monday or next month so I can be heard on the variance request. I have the following concerns:

Section 11-07-03.01 The site design, a and b.

My main concerns are 2, 4 and 11. I do know that this has 136 four-bedroom units and 39 two-bedroom units for a total of 622 students in the building. That would be at 75 percent so I'm looking at from what I see at the Morrison Apartments. We have employees that live in the Morrison Apartments and they walk or ride their bikes to work, but they also have cars. They are mostly one-bedroom apartments. The top floor has one-bedroom with lofts and they have one parking space per unit and there is still always a shortage of parking in this neighborhood even with one-bedroom apartments with one parking space per unit. So with 622 students in this building my concern is that it would be more like out of the four-bedroom units, three people in the unit would have a car. Even if they have bikes and left the bike and walked onto campus they will still have a car to get around the rest of Idaho and Boise and wherever else they want to go. I did speak to Guy Tomlinson today and he did assure me that most of the parking that they've done studies on for students on campus is more closely to 60-65 percent and not 75 percent. I said, "Well let's calculate 60 percent". 60 percent of 622 cars would be 373 parking spaces needed and there are only 280 in the garage so this is a shortfall of almost 100. I feel that the whole area needs a parking study done before a building of this size is constructed with that many bedrooms.

The City of Boise historically has done a great job of protecting the Greenbelt and the river. I know when we built our building we had to go through a lot of hoops to make sure that everything was amazing and beautiful. We had BRS Architects and the Russell Corporation who also did the buildings on the other side of the river. Again, a lot of hoops were jumped through over there. Probably the best example is the Cornerstone Building where they did get a fourth floor put on their office building. That is the Cottonwood Grill Building. Their fourth floor had to be recessed a little bit and they had to do all types of balconies and stuff like that so they didn't have a big flat plane of a building. They also had to do a further setback in a 70 foot variance to accommodate having to bear a structure. They wanted a more open feel and look for the building. The Cornerstone Building in that example in Section b., it was mostly three and six that I was looking at. They did a great job with the water amenities and all that stuff to make that whole area beautiful to have such a bigger building and to do a fourth floor.

Section 11-07-03.02, a, b and c. Building mass, portion of building façades, height to width ratio, relation of openings in the facades.

Historically what has been done with building mass ratio along the Boise River, I look at the area between the two parks; the Julia Davis Park and the Ann Morrison Park as being very special to Boise. The whole Greenbelt is an asset to the Boise community, but that area in particular is very high trafficked. Our building for instance when we went through all of our planning and zoning the City had a lot of input of as to how big our footprint could be. Our footprint is 17 percent so we have 9,300 approximately square feet on our first floor and we're on 1.25 acres so that ends up being a 17 percent footprint. This building and the other ones along the other side of the river might be a little bigger, but I don't think any of them are more than 25 percent. This building that is proposed is 60 percent of their site. It has a way different look and feel for the whole neighborhood with what I consider the neighborhood being the Greenbelt. In the letter that the applicant submitted to the City, it stated that we have a 56 foot height variance. We do have a variance and it would go to 53 feet for our exterior stairwell only and I know at some point there was a picture of our building up there. In the C-2D area the office building construction limits are at 45 feet and our building meets that requirement. We're at 45 feet and we never needed a variance to do another extra floor. We are a three-story office building and in their letter they cited our building as being

an example of why their building would fit into the neighborhood. We do have an eight foot variance to do an exterior stairwell. The exterior stairwell only takes up six percent of the entire roofline. The building is only three stories tall and less than 45 feet. I will cover that with Josh Johnson next Monday or next month at Planning and Zoning.

APPLICANT REBUTTAL

BECKY McKAY: This particular project was scrutinized by the Parks Department. We spent a lot of time working with them. They were very pleased with the design. They were glad that we had the "A" shape and they liked that it broke up the building's north façade. There is a 70 foot setback from the 6,500 CFS mark which is the high watermark of the river. No structure can encroach in that and we show that on our drawing. Our building is 20 feet beyond that at its closest point and it deviates from 20-30 feet so it is not like we're squared up with that property boundary. We did research what has been done out there as far as the height exceptions. The Parks Department and the Planning Department confirmed the Arid Club, the Cottonwood Grill and the Keynetic's Building all came through for height exceptions. I pulled the CUP dated June 30, 2004, *CUP04-00063, 917 Lusk Keynetic's Building* was approved for a height exception up to 56 feet. Their Design Review approval also states they are approved to 56 feet. I did pull their building permit BLD04-02409 and it states that when they submitted building plans they were at 53 feet. They are C-2D zoned and their maximum height is 45 feet and they are 53 according to their Boise City building permit issued on August 8, 2007 (it said updated). As far as this particular development the Michaels Organization builds these all over the country at different universities. They just built one at the University of Central Florida. They are working on going vertical on a project in Mobile, Alabama at one of the universities. They built one at USC. The applicant was in town Monday night for the hearing and I quizzed him on the different projects that they have been involved in. They know exactly what it takes to build this type of university housing with what parking is required. He indicated that they definitely promote the use of bicycles, pedestrian interconnectivity; shuttles and they discourage vehicular use. They've capped it and we are 175 units and we meet the intent of the ordinance. As far as the building mass and the height ratio that was mentioned, in the particular building coverage in our Design Review application we are 59 percent. We also included a deck on the second floor that at one time was going to have a swimming pool. The structural engineer was struggling with this and we ended up doing the interior spa versus the pool on the second floor. We calculated that area as building coverage. Since that has been eliminated that does bring our building coverage down to 50 percent. You have to keep in mind our paving is at 27 because some of the parking is internalized within that building. When you compare it to the Royal Cube that was south of this particular project that this body approved they had 51 percent paving and 36 percent building coverage. This is a different type of project. This is something new with the podium style interior parking is new. I like it because we don't have the sea of parking and it is a good fit. As far as the setbacks we've gone 55 feet off the east boundary. The Keynetic's Building is just one building on that site, but my understanding is from what I've been told by City of Boise it is their intent to mirror another office building so obviously their coverage will come up. As far as the south boundary adjacent to Royal Boulevard we're 15 feet with a eight foot landscape buffer, an eight foot detached walk with trying to make that corridor into Ann Morrison Park as nice as possible. The other thing we're doing is burying the power lines. They were installed in the 40's. Cable, Quest and everybody else is on the power lines and they are not attractive. We're putting those underground. The Parks Department and the City are excited about it because obviously the aesthetics of that entryway corridor will be improved. This is a good project and one

of the best and most professional jobs that I've ever been involved with in my 22 years in planning in the Boise Valley.

MATT BARTNER: Our belief is that on the north side as you see here you will have the three dimensional or real life experience of two separate buildings that are obviously much smaller than the full length of the property and they are, as Becky mentioned, set farther back from the 70 foot setback than being right up to the line there. Obviously the building has some density. It is density if you're in favor of it or it is too much if you're not. I would argue that the beauty of the density is you get more residents and more students with this incredible view of the Boise River and Greenbelt and the city beyond. To take away apartments would diminish amenities such as that. The other piece of this which I sometimes neglect to mention just from being used to looking at this plan nine hours a day every day is that the appearance that we end up with is a series of bays that look like smaller pieces of building. What we have on each side is a façade that is at the furthest point toward the property lines and then behind that we go back about 10 or 12 feet with this deep recess which gives the impression of the smaller units of building rather than the blank wall that was talked about earlier. This carries all the way around all sides east, south, north and west and it helps to break up the mass considerably of what is absolutely a large building, but not out of character for what you might want to see in this part of the City.

PUBLIC PORTION CLOSED

COMMITTEE MEMBER MARSH: The applicant made the point that the density is a double-edged sword. It is great for the area, but it also can be tough on the neighboring properties as well. With the proximity to the campus and the Greenbelt area I would think that daytime traffic would be reasonable for the large amount of people that will be riding and walking to classes. I agree with the north elevation. We're kind of looking at two separate pieces and it certainly helps with the orientation. On the front elevation I still don't know if I like the relationship between the fenestration on the top and the bottom. The window mullion spacing versus the top and bottom still seems like two separate buildings to me. I'd like to see that pulled together with a little more consistency or even changing the brick color up to pull some of the vertical down. It seems like it needs a little more work on that area which was my initial impression of that elevation. Their work with the iron work and screening the parking is a nice element. The recesses between the blocks are going to have some nice shadow and relief to it. The east and west are awfully long. There is some articulation to the parapet, but when you look at it from our perspective down toward the board it still looks pretty flat all the way across with nearly 400 feet of building frontage. Those are my likes and concerns on the project.

COMMITTEE MEMBER ZABALA: I agree with some of the earlier statements made here. Parking, in terms of the numbers required by ordinance, the applicant has met that requirement. The realities of student parking on campus are pretty limited. In fact Boise State is discouraging parking and kids bringing cars to campus so that is something that will pretty much force pedestrian, shuttle or bicycling traffic off this site. Albeit there will probably be cars on-site but this will be mostly after hours or work purposes rather than mass exiting for classes during the day. The height issue is probably one to be addressed by the Planning and Zoning Commission as variance in that particular venue is not something we need to address. The one thing we all forget is the landscaping plan. The plan proposed by the applicant's landscape architect is well done. A combination of that and removing the overhead utilities will be a great benefit to that area. This is

an area that has been overlooked for many years. These changes, both with this project and some of the ones we've seen, are going to be nice addition to this area. Hopefully there will be some more mixed use brought into the area to support the residents in this area. They will have to go offsite for groceries and other things such as dry cleaners and the like. I'm assuming if these projects do come to fruition that those things will find a home somewhere in the more immediate vicinity. Other than that I'm comfortable with the project. The design team has done a nice job of breaking up a very, very, very large building as best they can both in modulation as well as colors. Perhaps some of these changes that have been suggested on the first floor can be taken to heart and refined as the design goes through the building permit process.

COMMITTEE MEMBER ZABALA MOVED TO APPROVE DRH12-00013.

COMMITTEE MEMBER TAYLOR SECONDED THE MOTION.

ROLL CALL VOTE 4:0. MOTION CARRIED UNANIMOUSLY.