

**NAMPA BUILDING AND SITE DESIGN STANDARDS COMMITTEE
MEETING HELD
MONDAY, AUGUST 8, 2016, 12:30 P.M.**

The roll of the Committee was taken with the following members present:

Members:

Chris Veloz - Chairman	Rodney Moore
Jeff Hatch – Vice Chairman	Jerry Smith
Frank Larvie	Roger Volkert
Mike Gable	Christopher Daly – Planning Department

Absent: Robert Hobbs, Assistant Planning Director

Chairman Veloz called the meeting to order at 12:35 p.m..

Approval of Minutes: Larvie motioned and Gable seconded to approve the Minutes of the July 11, 2016 Building and Site Design Review Committee. Motion carried.

Chairman Veloz proceeded to the business items on the Agenda.

BSD-00018-2016:

Building and Site Design Approval for architectural plans relating to construction of a new 5,550 sq ft express carwash with associated vacuum area for Epic Shine Car Wash to be located at 128 E Hawaii Avenue, east of 12th Ave Rd, on the north side of E Hawaii Ave, within a BC (Community Business) zoning district, for Dan Abel and Zoke, LLC.

The applicant was not present.

Christopher Daly – Planning Department:

- Daly reviewed the Staff Report regarding Architectural Treatments and noted the materials and design elements, including faux stone, stucco, corrugated metal on the roof and corrugated metal paneling. Staff, added Daly, had determined the West Wall met the 40% criteria, but the East Wall was questionable regarding 40% compliance.
- Daly indicated the building elevations and the site plan for the proposed facility.
- The entry to the car wash facility would be from the north and south side of the property, east of 12th Ave Rd. The car stacking area, added Daly was on the west side of the building.
- In response to a question from **Chairman Veloz**, **Daly** stated he did not have any additional information or amendments from the applicant.
- **Volkert** inquired where the customer waiting area and the car drying area would be located.
- **Gable** noted the vehicles would drive through the car wash – and the air management system would dry the car.
- **Larvie** considered the car wash building architecture would complement the newly constructed Cap-Ed building.
- According to Larvie, there were no traffic signals on 12th Ave Rd for the Hawaii Ave entrance, or the access on the north side of the property, and considered making a left turn off 12th Ave Rd would be hazardous.
- In response to a question from **Larvie**, **Daly** stated the site plan indicated the exit from the car wash building was on the north end of the building, north of D L Evans Bank.
- Discussion followed regarding traffic ingress and egress from 12th Ave Rd.

- **Chairman Veloz** noted a new traffic light on 12th Ave Rd would require a Traffic Impact Study and input from the Engineering Division.
- Chairman Veloz explained the car stacking area and parking area would be reviewed by Staff at time of Building Permit review.
- In response to a question from **Larvie, Daly** advised the trash receptacle was shown on the southeast side of the property within an enclosure.
- **Hatch** noted the Equipment Room and the correct dimensions for the Control Room were not depicted on the site plan, and questioned if those structures would impact the drive aisles.
- **Hatch** pointed out there were a range of discrepancies regarding what the graphics for the proposed building were showing and what the site plan indicated.
- Hatch considered if a component of the building was shifted from the east to the west side of the building it would completely change the visual aesthetics of the building.
- **Chairman Veloz** inquired if the Committee approved the fact metal paneling would be utilized in place of glazing.
- **Gable** suggested glazing would only show the cars and soapy water moving through the car wash and added he did not have a problem with the metal panels.
- According to Gable, there would be more of an issue with the traffic flow entering the property, right where the cars exit the car wash structure.
- **Hatch** stated his concern was the fact the applicants still need to sort out some of the site discrepancies.
- **Smith** concurred the site plan did not reflect what the floor plan shows.
- **Gable** considered the Committee had brought up several inconsistencies with the applicant's proposal and he would be in favor of tabling the application until more information was available, with a more complete site plan showing where the equipment room and control room would be located.
- **Hatch** stated the applicants had achieved an aesthetically appropriate structure, however, there were a range of site and floor plan discrepancies.
- The site plan, added Hatch, designated a patio area but it was not shown on the floor plan.
- **Larvie** reported the Staff Report indicated a patio/pedestrian plaza area was not required for that size of building, however, it was shown on the site plan.
- **Smith** suggested building elevations were satisfactory if the site plan details were provided to Staff.
- **Hatch** considered the application could be approved based on the building elevation renderings and the floor plan with the requirement for the site plan to meet City Code.

Larvie motioned and Hatch seconded to close public hearing. Motion carried.

Moore motioned and Volkert seconded to table the application. Motion denied

Hatch motioned and Moore seconded to approve the Building and Site Design architectural plans for the 5,550 sq ft express carwash for Epic Shine Car Wash to be located at 128 E Hawaii Avenue, for Dan Abel and Zoke, LLC, subject to:

1. **The applicant shall comply with Nampa City codes relative to development of the project (including all City based zoning codes) as BSDS Committee approval of the design review plans shall not have the effect of abrogating required compliance with the City's Zoning Ordinance and other adopted laws.**
2. **The Epic Shine Car Wash building, shall match those architectural plans submitted and received by the City of Nampa and approved by the Building and Site Design Committee on August 8, 2016.**
3. **The exterior aesthetic is appropriate as long as it maintains the orientation and visual presentation shown on the floor plan and the building elevation renderings.**
4. **The site plan to be updated to meet City standards; and, if the building and floor plan has to be adjusted to meet City standards the application will be required to go back to the Building and Site Design Committee for re-review.**

Motion carried.

BSD-00019-2016:

Building and Site Design Approval for architectural plans relating to construction of a new single story 8,000 sq ft metal building for motorcycle retail sales and service to be located at “0” N Franklin Blvd, on a 1.45 acre parcel on the east side of N Franklin Blvd, (R1503824600), within a BC (Community Business) zoning district, for JGT Architecture, representing Moto One Cycle Shop.

Greg Toolson of JGT Architecture, 1212 12th Ave S, Nampa – representing the applicant:

- The application, advised Mr Toolson, was for an 8,000 sq ft motorcycle sales and service facility, to be located on N Franklin Blvd in a BC zone. Mr Toolson noted there were a lot of industrial type buildings in the vicinity.
- According to Mr Toolson, the structure would be an 8,000 sq ft pre-engineered metal building, dressed up with some fenestration and overhangs facing the road to the west.
- There would be a lot of openings on the building, added Mr Toolson, to give it a retail sales welcoming feel.
- Mr Toolson advised the structure would primarily be open retail sales with a large service area in the back.
- There would also be a yard in the back, added Mr Toolson, for staging motorcycles that have been serviced or are awaiting service.
- Mr Toolson indicated the main access for the property would be off N Franklin Blvd, with the parking directly to the front and the sides.
- Mr Toolson noted the Staff Report indicated the west and east sides of the building to be over 100 ft in length, and would be non-compliant because of the lack of 40 percent fenestration.
- According to Mr Toolson, the west side of the building was attractive with the large overhang, large openings, large glazing, rock veneer, textures and colors that would make it a very pleasing facility.
- The north elevation, continued Mr Toolson, did not have a lot of use and would be more utilitarian but there would be a screened fence along the property line which would stop the view from that direction. The east side would comprise a fenced storage yard.
- Mr Toolson suggested a different color metal stripe could be continued along the east side of the building, along the bottom of the structure, to indicate the base of the building.
- The other concern in the Staff Report, stated Mr Toolson, was the location of the trash enclosure, currently situated in the front parking lot, primarily for access by the waste disposal truck.
- In talking with the client today, continued Mr Toolson, he was in favor of placing the trash enclosure behind the building in the fenced yard area if the trash pick-up trucks could facilitate that location.
- **Smith** inquired about the base in the storage yard and **Mr Toolson** replied it was gravel and the intent was to have a screened gravel yard.
- **Volkert** inquired about the distance between the corner of the building and the fence along the drainage channel.
- **Mr Toolson** noted that area narrowed down, however, the fence line would be in the neighborhood of 20 ft.
- **Larvie** considered the subject pre-engineered building design would, in many respects, be appropriate for the area.
- In response to a question from Larvie, **Mr Toolson** reiterated they could carry the banding shown on the west and south sides of the building elevation, all the around the entire building, with a different colored metal. **Larvie** agreed that would help the building on the north and east elevations.
- **Volkert** inquired where the mechanical units would be located. **Mr Toolson** advised it would be a split system for the office area, no larger than a residential unit with a condensing unit outside, which would be on the ground on the north side of the building, and completely screened by the fence.
- **Hatch** inquired about the eaves and **Mr Toolson** noted the eaves would be a different color and would be a standard eave.
- In response to a question from **Larvie**, **Mr Toolson** reported the color spectrum would be cool colors with off-white, greys, and stone veneer.
- **Hatch** inquired if there would be a soffit under the covered area and **Mr Toolson** reported there would be a metal soffit under the covered area.

Christopher Daly – Planning Department:

- Daly reviewed the Staff Report and noted the applicant had discussed the points raised.
- Daly indicated the site plan and noted the proposed location for the trash enclosure to the south of the building and suggested the trash enclosure could be moved to the back of the building.
- Daly noted the proposal by the applicant to place a metal band around the base of the east and north walls to be compliant with the architectural treatment, and changes to the building façade requirements.
- Discussion followed regarding the fencing requirements in relation to the subject building.
- Discussion followed regarding the grade of the subject property in relation to the Nampa Flooring Building to the north.
- **Smith** inquired what type of structure the trash enclosure would be.

Mr Toolson:

- Mr Toolson responded to a question from **Chairman Veloz** and stated he did not think there would be a view of the back of the property due to the site obscuring fence and the fact the subject property was in the floodplain and any structure will be above the floodplain elevation, and Nampa Floors would not be looking down into the Moto One back yard.
- According to **Mr Toolson**, if it was not feasible to place the trash enclosure at the back of the building, it could possibly be moved further east, away from the street, and would be constructed of split face CMU that would be a good clean enclosure for a long time.
- **Larvie** considered it could be difficult to access the trash enclosure in the back, but moving it further east and away from the street with a CMU enclosure would be adequate.
- **Hatch** concurred it would be better to shift the trash enclosure further east with a split face CMU enclosure.
- **Gable** inquired if there would be a barbed wire fence.
- **Mr Toolson** stated he did not know the answer to that question at the present time.
- **Volkert** questioned how secure the storage yard at the rear of the building needed to be and **Mr Toolson** replied it would not need to be super secure but they were trying to keep the area visually screened.
- In response to a question from **Chairman Veloz**, **Daly** indicated the zoning map for the area, with the BC (Community Business) zone adjacent N Franklin Blvd and the IL (Light Industrial) zone to the east, northeast and southeast. Daly discussed some of the uses permitted in those zoning districts.
- **Chairman Veloz** noted the container business to the south that straddled both the BC and the IL zones, and added the IL zone encompassed the easternmost corner of the subject property.
- **Chairman Veloz** considered N Franklin Blvd was an entrance to the City of Nampa so whatever was placed there should be addressed architecturally.

Hatch motioned and Volkert seconded to close public hearing. Motion carried.

- **Chairman Veloz** noted **Mr Toolson** had indicated agreement with the proposal for the introduction of a metal band around the east and north building elevations, and a split face CMU block around the trash receptacle area.
- **Gable** agreed with those suggestions.
- **Hatch** suggested the large metal siding band at the top, the plinth, and the large covered walkway created a suggestion of undulation with the columns. Based on the intent of the proposed building being more of an industrial building, the building was well thought out in terms of the Nampa Code.
- **Larvie** stated the proposed landscaping would be an important site element and would make the building more attractive and consistent with the business side than the industrial side.
- **Moore** suggested the proposed structure would fit in well with the area and would set a good standard for the future.

Hatch motioned and Larvie seconded to approve the Building and Site Design for architectural plans relating to construction of a new single story 8,000 sq ft metal building

for motorcycle retail sales and service to be located “0” N Franklin Blvd (R1503824600) in a BC zoning district, for JGT Architecture, representing Moto One cycle Shop, subject to:

1. The applicant shall comply with Nampa City codes relative to development of the project (including all City based zoning codes) as BSDS committee approval of the design review plans shall not have the effect of abrogating required compliance with the City’s Zoning Ordinance and other adopted laws.
2. The Moto One Cycle Shop building, and site improvements associated therewith, shall match those architectural plans submitted and received by the City of Nampa and approved by the Building and Site Design Committee on August 8, 2016.
3. A metal wainscot shall be added on the east and north sides to balance the building.
4. The trash enclosure shall be moved to the east of the property, within a split face CMU block structure.

Motion carried.

Larvie motioned and Moore seconded to adjourn the Building and Site Design Standards Committee.

Motion carried, meeting adjourned at 1:38 p.m.

Robert Hobbs, Assistant Planning Director _____
:sm