

# NAMPA BUILDING AND SITE DESIGN STANDARDS COMMITTEE

## MEETING HELD

Tuesday, February 16, 2021, 12:30 P.M.

City Hall Council Chambers

And VIA MICROSOFT TEAMS MEETING

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

Members:

**Chris Veloz - Chairman**  
**Myron Smith**  
**Roger Volkert**  
**Principal Planner Watkins**

**Jeff Hatch – Vice Chairman**  
**Meggan Manlove**  
**Mike Gable**

Absent: **Aaron Randell**

**Chairman Veloz, and Committee members Volkert, Gable and Smith were present in the Council Chambers. Committee members Hatch and Manlove were connected via Teams meeting.**

Chairman Veloz called the meeting to order at 12:29 p.m.

**Approval of Minutes:** Volkert motioned and Gable seconded to approve the Minutes of the January 19, 2021 Building and Site Design Standards Committee. Motion carried.

Chairman Veloz proceeded to the hearing items on the agenda.

**DR-00145-2020 (Continued from November 16, December 21, & January 19, 2021 meeting(s)):**

**Building and Site Design Approval for architectural plans related to the new construction of a 22,438 s.f. church facility on portion of a 24.57 acre located west of Midland Blvd and south of Cherry Ln further identified as Parcels #R3097400000 and #R3097300000 for Brian Liquin, Rennison Design.**

Chairman Veloz proceeded to public hearing.

Brian Liquin, Rennison Design, 410 E State St, Ste 120, Eagle, ID 83616 represented the project.

Changes have been made to the Eagle Christian Church facility to address the comments of the Design Review Board as follows:

- This building will be similar in structure and design to the Kuna church building; staff and Committee recommendations for the Nampa location will also be implemented for the Kuna location.
- Reviewed the site plan and revised drawings. The primary concerns at the last meeting 3 months ago were the front and rear elevations. The church eventually wishes to expand at the side elevations.
- On the primary façade, additional glazing has been added with a third garage door (translucent-bottom right west face of building) and additional, large windows. As many windows were added as possible without impacting the sanctuary and storage area.
- The upper accent band of the building was formerly designed to be a wide band located 75% up the building elevation and has been separated into two separate bands to add further variety to the building on all sides.
- Landscaping has been added, particularly at the rear elevation, to show a more realistic view of what the building will look like, softened in areas by the trees and shrubs surrounding it to screen and augment the elevations. Conical evergreens will help accent the building in between the pilasters.
- At the rear of the building (I-84), the three pilasters have been modified to be deeper and provide a more dramatic shadow line. Additionally, the downspouts have been relocated to be centered on each pilaster.
- Trash enclosure details have been revised to show the paint color and material to match the building.

- Changes have been made to soften the industrial style of the building while preserving the integrity of the design style desired by the church. Efforts have been made to add variety to the building while maintaining a cost effective design.
- Along the west building elevation (along I-84), vertical color blocking to the side elevations were added to help de-mass and break up the faces to simulate the pilasters at the rear of the building. Their initial concern was that it would create a “striped” effect around the building; as an alternate they are proposing more of a color blocking effect.
- There is a new sign element on the front elevation and an additional sign on the east elevation. Sign verbiage to be determined, there is a floor to ceiling shelved storage room directly behind the sign. Provided updated sign drawings showing an additional 4th sign at east face of building off of I-84. Location of sign is in alignment with the downspout location.
- Front elevation: Reviewed glazing along the 2<sup>nd</sup> floor at specific locations. There is a blank area centrally located on the upper level above the garage doors where restrooms are located. There are some building wall sections that aren’t conducive to adding windows. The windows they were able to add are 5’ wide x 6’ tall windows.
- East elevation: A centrally located ECC sign has been added with wood tone siding wrapping around from the front of the building to about 1/3 of the way back and color blocking to the back which will be painted panel to compliment the pilasters to the back.
- West elevation: Additional landscaping and color blocking has been added which can be adjusted as needed.

Amanda Bidwell – neUdesign Architecture, 725 E 2<sup>nd</sup> St, Meridian, ID 83642:

- Additional glazing has been added to the primary façade as well as deeper pilasters for a more effective shadow line and additional landscaping to soften the rear façade. The bandage was split in two along the rear of the building which helps break up the building a little further.
- Color blocking was added to side elevations.

Hatch requested clarification on the vertical element displayed along the east and west walls (vertical panel every 4-5 ft.). Bidwell: The color blocking is going to be the same panel and is painted a different color to break up the massing of the building and painted to match the wood tone siding. Hatch clarified he was talking about the vertical panel that appears to be every 4-5 ft. Bidwell: That is the batten that goes in between the panels (4’ x 8’ Allura panels) that have a trim piece in between them. There are two options, one is a batten and one is an aluminum channel that sits in between those panels. Hatch requested graphics or samples of this. Bidwell stated if the Committee is familiar with the Best Western in the same parking lot, the detail is the same. The panel is painted flat cement board panel. Hatch inquired whether the aluminum channel was to provide a bit of relief. Bidwell replied that it was.

Gable asked what kind of mitigations were being provided to screen the freeway. Bidwell replied mostly landscaping. The building screens the patio and pedestrian parking is on the opposite side of the freeway from the building. Gable asked if the sign on the building is in compliance with Nampa code. Liquin: The signage shown is representative of what the church desires and Image National will ensure that dimensionally it fits within the allowable signage city guidelines. It is not a reader board sign, it is a static sign. Additional sign plans are available if needed. Gable requested clarification on the landscaping in front between the parking lot and freeway. Bidwell stated there would be landscaping between the building and the freeway, with parking stalls and landscaping planters on each side. Along the back at the base of the building, landscaping has been added in a continuous pattern of evergreens and shrubs. It is represented in the view that was provided, it does not appear at that scale.

Gable inquired whether the a/c units are screened on all 4 sides. Bidwell: affirmative.

Smith stated there did not appear to be much landscaping from the freeway side elevation which may be a consideration to reduce freeway noise and further screen the building.

Liquin: The project was tucked into the west as far as possible due to parcel shape to maximize use which worked well for a ball field, and did not leave as much room for parking and island planters. There will be significant planting along the rear of the building in the strip between the sidewalk and the building itself. There is shrubbery, etc. on the freeway side and parking stalls as well, the plan does not go into that level of detail. The planters will hold at least 8 tall deciduous trees in that vicinity. Veloz inquired what size tree the planters would hold. Liquin: up to 20’ (class 2), there will be at least 4-5 trees and smaller evergreen trees facing the I-84.

Principal Planner Bodily outlined applicable zoning regulations listed in the staff report:

- Property Zoning: BC/Surrounding Zoning:
  - North – Canyon County Property - Agriculture
  - South – BC (Community Business) I-84 Freeway
  - East – Canyon County Properties – Residential & Agriculture
  - West – BC (Community Business) I-84 Freeway
- The property is in the process of being split; the western 10 acres are being dedicated to the church and future commercial development to the east.
- There are two access points off of Cherry Lane.
- Walkways are provided down the center of some parking strips. Striped crosswalks are indicated between parking banks and from the building to the softball field. There are wheelchair ramps for access between sidewalks for access from drives. Bicycle racks will be provided.
- The previous version and most recent revision of the elevations were reviewed.
- The public entrance features a trapezoidal roof with wood beams.
- Entrance is highlighted by a thin brick veneer that differs from the rest of the building.
- The primary façade is 19% glazing which doesn't meet 25% thus would be required to be waived by the Committee.
- The left portion of front façade is 8% glazing, entry portion is 25%, right is portion is 19%, average 19% for entire primary façade.
- All four walls are greater than 100 ft. in length. Jogs, offsets and overhangs are featured on the north wall, the primary façade. The other three walls have limited changes and roof height jogs offsets other distinctive changes in the façade.
- The applicant stated the east and west walls are going to be extended thus their reasoning for the plain walls.
- At the east and west elevations the horizontal bands were separated into two.
- The landscaping has been introduced and the painting of the stucco has a different color.
- The materials used consist of stucco and both Grecian Ivory and hardware colors, wood tone sidings and thin brick veneer. The doors will be a dark bronze color. The proposed design requires changes in materials in both the primary elevation being 50%, the other walls being 30% changed.
- The mechanical units will be roof mounted and will be screened on various sides of the buildings.
- The trash enclosure will be 6' high painted corrugate panel wall surrounding the trash receptacles, with the exception of the north side where prefinished metal siding over a steel frame will be used as access gates. Paint color is same as the building.
- Landscaping will take time to mature and is not necessarily part of the review except for screening purposes.
- Issues and discussion topics:
  - Does not meet the required 25% glazing on the primary façade.
  - Building is visible from I-84 and Cherry Ln. Mitigated with evergreen plantings, but may require more scrutiny.
  - Trash receptacles do not match materials on the building (10-34-10.A.2.a) ... “a certain amount of material and color associated with the main building on the property so the coloring matches but the material is not used on the building.”
  - Design elements are very different between Eagle and Nampa.
- Review of code-based site improvements will be reviewed at the time of building permit.
- Should the Committee vote to approve or conditionally approve this Design Standards request, the following Condition(s) of Approval is proposed for consideration:
  - That the Applicant and the Building 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 laws.

Liquin: “Regarding the glazing on the front elevation in particular, this is a large building to begin with and we have viewed the face of the building that is on a slant/angle as the primary face of the building, not just a perfect rectangular shape, that is the most inviting face, that portion does meet code and with the addition of the sign element it takes the reflective surfaces on that face to an even higher level. As many windows were added as possible in order to meet the glazing requirement and not disturb the functionality of the building (sanctuary). The General Contractor has been working closely with the owner and knows the details and working of facility and functionality of the site.”

Chairman Veloz requested Hatch's opinion on the 19% glazing. Hatch: They need to add batten in the back so the aluminum trim piece would be every 10 ft. so it matches the front façade, doesn't seem to be part of the balance and language of the building. Is this solution appropriate? Bidwell: The remaining areas that do not have windows are the kitchen, restrooms and storage area.

Gable: They are building a sanctuary, windows mean heat gain, increased cooling costs, and greater equipment costs. They have approved buildings in the past with 15% & 17% glazing; he feels they did a good job at 19%.

Smith: Is 19% glazing going to be suitable, they did try to increase that and with the sanctuary it is difficult as it is a church, not a school building; if everybody is in agreement I would approve the application. Manlove added she would approve the application if everyone was in agreement as well.

Liquin stated the landscape plan prepared with the initial submittal is virtually design ready and ready for submittal. The landscape plan will be augmented with all of the new proposed plantings; they are committed to providing a thorough job with landscaping.

Bidwell: Regarding the trash receptacle, the metal panel they are providing is more durable and will be painted to match the building. If there is another alternative as a condition of approval they are open to it.

Hatch: The horizontal elements are the same, the vertical elements are spaced out double what the rear elevations are which looks unusual, like the front and back are two totally different buildings. Where the horizontal banding is that vertical trim piece is disrupting that as well as the wainscot which isn't detailed the same on the other side. Perhaps we should consider an aluminum trim piece every other transition and have the board and batten for the other one so then at least visually from the freeway it will provide some rhythm. Bidwell: It is a graphical error on my part that is not how it would actually look, that horizontal band would be continuous through those pieces. As far as doing every other one or every third one as a batten vs. the aluminum trim I think it is a possibility but it does get tricky to construct because it is two different systems so I am not sure it would be as feasible.

Veloz: "So that freeway elevation, that is EIFS? The front is EIFS, the back is overlay?" Bidwell: "That is the 4 ft. wide Allura panel."

Hatch: "Amanda if you are doing battens they are just surface mounted?" Bidwell: affirmative. Hatch: "We don't have the glazing on this side, we are facing the freeway, it will be visible, I am curious if the Committee has any thoughts on this language."

Chairman Veloz proceeded to public testimony.

Jesse Ferrer, 9909 W Lanktree Gulch Rd, Star, ID, General Contractor:

"The batten system is batten board which would make it actually look more pronounced so you would have a one inch stripe, then a 3 inch, a one inch groove, then a 3 inch bat. On top of the surface which would make it look "zebra," this is more subtle and is supposed to be different. The front of the building is stucco, with the panels, those are control joints, they are there for that purpose. This is there for a purpose to give it that look."

Veloz: "The control joints they just can't be moved and reconfigured to match?" Ferrer: "You can have more but you can't take them away. If you look at the building to the west, basically minus the colors, it is the same system we are using. It is a very clean system from the freeway it is almost mean to look like just panels and give more texture to the building. The batten board is a flat piece of wood and you are taking a 3 inch piece of trim to cover the seams so if we did batten board along the whole back of the building we will do that, it is cheaper and doesn't look as good. This is a more elegant look."

Veloz noted that you have the east and north and south elevations that really are one type of building and you have the freeway side elevation which appears to be different. Ferrer: "That is not quite correct, the front of the building is stucco with wood tone finish siding it literally looks like wood so it is not painted siding it is a finished product that comes from the factory that literally looks like wood. The side of the building and the back of the building is the same product, Allura 4 x 8 panel with metal trim, so the 3 sides are the same."

Veloz: "I think what Jeff is asking is the elements don't match up can you address that further?" Hatch: "If I look at the front façade of the Best Western we have green paneling that then has a blue contrasting paneling where the windows are vertical and breaks at that accent bar where the windows are and continues below the windows so where we this accent banding on both the wainscot and also the accent banding, what does this look like because what is being shown and presented looks like a bunch of battens attached to the side of the building which is what the applicant has indicated is not their intention." Bidwell: "The intention is to use that aluminum trim that is more subtle than the batten and it is shown on the elevation as line work to indicate where it belongs. I guess we could present that a little more clearly to be an aluminum look if that was a condition of approval." Hatch: "If they are going to detail it the way the Best Western is next door and increase that transition and maintain the horizontal trim they have identified I think that works but what they have shown is confusing and doesn't convey what their intentions are."

Ferrar: "I see Jeff's point, in the drawings the horizontal joints aren't showing but there will be horizontal joints."

Hatch: "Right now the elevations show what looks like battens and they are running through all of your trim pieces, what you are describing and what you are showing are totally different, we can add conditions similar to the Best Western is fine if that is your intent. We want the elevations revised to appropriately define those details."

Bodily: The landscaping reviews is only for the screening portion of landscaping, not the entire site.

Gable motioned and Smith seconded closed the public hearing. Motion carried.

Veloz stated it looks like the applicant addressed many of the issues the Committee had before, it will not meet the 25% that would be something to address, some of the evergreens were addressed, if Hatch wants to add a condition to the west elevation that faces I-84 this is the time to do so as well as addressing the trash receptacle in the motion.

Hatch stated he appreciated the applicant's ability to coordinate comments.

**Hatch motioned and Smith seconded to approve Building and Site Design Approval for architectural plans related to the new construction of a 22,438 s.f. church facility on portion of a 24.57 acre located west of Midland Blvd and south of Cherry Ln further identified as Parcels #R3097400000 and #R3097300000 for Brian Liquin, Rennison Design with all standard conditions of approval as well as:**

1. Allowing the proposed glazing to be acceptable as presented.
2. Applicant must provide enhanced evergreen plantings along I-84 and Cherry Ln.
3. Trash enclosure materials should be complimentary to the building.
4. The 4' x 8' panel system be constructed with a regulate and detailing manner similar to the Best Western next to the Nampa Civic Center.

**Motion carried.**

**DR-00150-2021:**

**Building and Site Design Approval for architectural plans related to the new construction of a 10,016 s.f. pre-engineered metal office and warehouse building with additional 3,000 s.f. tenant space located at 0 Karcher Rd, on portion of 1.0 acres located north on Karcher Rd and west of Caldwell Blvd, further identified as Parcels #R24460010 for Matt Garner, Architect representing Priority Electric.**

Chairman Veloz proceeded to public hearing.

Matt Garner, Architecture Northwest, 224 16<sup>th</sup> Ave South, Nampa, ID 83651 represented the project.

- The owners of Priority Electric are proposing to construct a new office and warehouse facility (reviewed location of project). The proposed facility will have a building footprint of 10,016 sf. Priority Electric will occupy 7,016 sf of the building, the other 3,000 sf will be leasable tenant space on the west end of the building. There is a secure penned-in yard behind for storage.
- He has read through the report and is in agreement with all conditions of approval and makes the following points:
  - Correction on the staff report under architectural treatments, the south façade is the primary façade, not the north side.

- North and south wall roof lines, the north wall is wall on back side of building, there is no articulation, just a sheet flow on the back side of that. The front has all the articulation screened, the back side is sheet flow.
- Trash enclosure will be split faced CMU block which will go well with the colors of the building and is very durable.

Principal Planner Watkins outlined the staff report:

- Reviewed location and zoning of project and surrounding zoning as well as applicable regulations (staff report).
- The proposed new building will be a pre-engineered metal building with some hand framed architectural elements on the east, west and southern facades. The roof will be a single pitch sloping to the north will all runoff collected into gutter and downspouts. Roof parapets will hide the single slope roof on the east, west, and southern facades. The height of the parapets will vary across the facades as will the thickness of the walls.
- A 3-coat stucco with two different colors and pre-finished metal siding with concealed fasteners will make up the exterior finishes. This will constitute three separate colors and two different textures. Along with the different colors and textures, varying parapet heights and framed bump outs will create a dynamic façade with depth and variation.
- There will be three main entrances on the front of the building. Two of those will be into the Priority Electric space and one will access the separate tenant space. On the back of the building there will be three man doors and four 12' x 14' overhead doors. One of the man doors, and one of the overhead doors, will service the separate tenant space while the rest will service Priority Electric's space. They are defined with single glass man doors with sidelights, transom windows and highlighted with bright white stucco which creates the sign band for all signs to be in the same plane on the building.
- The entrance to the site will be through a shared access driveway and drive aisle on the eastern side of the site. The entrance and drive aisle will be shared with a boat and RV storage facility immediately north of the proposed project. Parking will be along the front of the building and along the eastern property boundary with two ADA stalls, one in front of each tenant space. From the back of the building to the northern property boundary and from the east end of the building to the western property boundary will be completely fenced off as a secure lot with gates on the east side adjacent to the access drive aisle.
- The site will be landscaped as described and detailed in the landscape plan attached as part of this application. There is a 20'-0" landscape buffer along the Karcher road frontage. Trees have been proposed at 30'-0" on center along Karcher and down the east property boundary with shrubs and planting throughout.
- There is one access point exists from Karcher Rd. along a shared access and drive aisle into RV storage in back.
- Sidewalks will be installed internally around the building. This property does not meet the 25,000 s.f. threshold to require more amenities.
- There are 4 overhead doors proposed on the north side of the building facing the future RV & Boat storage facility located on the opposite side of the building from the RD zoned property as per code.
- The fencing proposed is to "create a secure holding pen for company vehicles, materials, and equipment." "The fencing around the back of the building will be 6'-0" chain-link fencing with privacy slats." The fencing shown on the east property boundary is an existing 4'-6'-0" cedar fence that was most likely put up by the bank.
- The landscape plans have been reviewed and approved by the City Forester.
- Trash receptacles shall be located in service areas at side or rear yards and not visible from streets abutting a property. Trash receptacles shall be screened. Such screening shall incorporate a certain amount of material and color associated with the main buildings on the property which are subject to design review.
  - The Trash Enclosure is identified at the northeast corner of the property in the back of the shared drive aisle, and will be constructed of split faced CMU block. Staff is not particularly concerned with this enclosure because it is located at the rear of the property and it is sufficiently screened with the CMU enclosure and landscaping that goes out to Karcher Rd.
- The overall height is noted as 24 feet from ground and is single story.
- The project provides three different colors and two different design elements as noted in the color palette. There is a body element that is horizontal metal siding in midnight bronze, parapet coping is metal siding in midnight bronze, the body is stucco coating in sanderling, body accents are stucco in high reflective white, the fascia is metal in white and the roof is metal in white. According to the breakdown of materials in the staff report, all the walls are compliant with that section of code.
- There will be RTU's on the roof behind the tallest parapets (approx. 5'-0" of cover at the highest point of the roof) as well as some interior units as needed.

- The north and south walls are both 208' in length; the north side is the back side of the building that faces the RV and Boat storage facility. The south side of the building is the primary façade and it does propose 26% glazing and meets code in that respect.
- Overhead doors for service or repair activities, or for loading and unloading, shall be located at the side of a building which lies away from any residential use or zone, unless some form of screening such as landscaping, a wall, landscape berm, or other barrier is used to separate the two.
- Should the Committee vote to approve or conditionally approve this Design Standards request, the following Condition(s) of Approval is/are proposed for consideration:
  - That the Applicant and the Building 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 laws; and,
  - Apply for a land use change with Idaho Transportation Department for access onto Karcher Rd (Hwy 55).
  - On buildings, lighting shall be shielded, screened, or shuttered with ninety degree (90°) cutoff luminaries and shall be directed so as to prevent direct illumination of adjoining properties. Building mounted lights shall not be higher than twenty-five feet (25') from ground level. The height of a freestanding light fixture in the parking lot shall not exceed twenty-five feet (25'). Parking area lights shall use ninety degree (90°) cutoff luminaries. Lighting to highlight or illuminate architecture and signs shall not have significant spillage of light upward or downward. Pedestrian circulation routes shall be illuminated. Floodlights shall not be allowed, except when necessary for security. There is a light pole planned for the parking lot and on the building to provide security for pedestrians and the inventory storage in the rear. Height requirements will be added as a condition of approval.
    - Gardner: A light pole is proposed along the eastern property boundary and one back behind the trash enclosure to give good lighting back in that area, the sidewalks surrounding the building will provide lighting as well.

Chairman Veloz proceeded to public testimony. No public comment forthcoming.

Gable motioned and Smith seconded closed the public hearing. Motion carried.

**Smith motioned and Gable seconded to approve Building and Site Design Approval for architectural plans related to the new construction of a 10,016 s.f. pre-engineered metal office and warehouse building with additional 3,000 s.f. tenant space** located at 0 Karcher Rd, on portion of 1.0 acres located north on Karcher Rd. and west of Caldwell Blvd, further identified as Parcels #R24460010 for Matt Garner, Architect representing Priority Electric with all staff conditions of approval including any City of Nampa code requirements or Nampa City Council rulings relative to development of the project. **Motion carried.**

**DR-00151-2021:**

**Building and Site Design Approval for architectural plans related to the new construction of a 12,145 s.f. Idaho Arts Charter School Addition** located at 515 Broadmore Ave, on portion of 2.08 acres located, west of Northside Blvd and south of I-84, further identified as Parcel #R13034013A0 for Mike Mussell, Contractor representing Idaho Arts Charter School.

Chairman Veloz proceeded to public hearing.

Patty Mussell, Mussell Construction, 101 11<sup>th</sup> Ave South, Nampa ID represented the project.

- Seeking design review approval for the design of an approximately 12,145 sf new classroom building for Idaho Arts Charter School (reviewed project location).
- The new building will be an exact duplicate of the school's existing building located at 525 N Broadmore Way, Nampa, ID 83687.
- The reason for the addition is to accommodate for covid spacing regulations and also for future expansion of 20-50 students to allow for future social distancing.
- Introduced Jeff Shoedler, Network Architects for discussion.

Jeff Shoedler, Network Architects, 2517 W Neff Ct, Boise, Idaho:

- The initial design of the building, due to the nature of the school, is 1930's modern.

- He is trying to echo the design sensibility with this so the design is minimal, the moves made are very large.
- Presented the covered entry to the building. The tree through the ceiling will not be done, too problematic.
- The spacing of windows, etc. is identical to the existing building.
- There is an existing concrete block trash enclosure, not sure if that will be relocated exactly where he has it and thinks they went over that with the trash collection agency and they approved the location.

Volkert inquired whether the mechanical units will be roof mounted as with the existing school. Shoedler replied they would be. Volkert stated the existing school units were supposed to have been screened and are not. Shoedler stated he did not recall that being a requirement, he was designing it as he did for the first building. The units are placed on the roof so it would be difficult to see unless you are up above it. Volkert stated he disagreed with this, as you approach from the north side they are highly visible. Volkert stated they could come up with some kind of screening method although they are trying to minimize ornamentation with the modern architecture. Volkert requested it be open to maintain air flow. Shoedler inquired what kind of materials would be required, he has done this before at the McCall ice rink, created an abstraction of the Old Mill, it is the condenser unit for the refrigeration for the ice rink. There is a cone shape that actually looks similar to the old mill that was on the lake in McCall done with expanded metal. Keeping air flow around those units keeps them more efficient and cleaner, you don't want to have a spot where debris is caught. Volkert: Setback from the unit so there is plenty of air flow, you don't crowd them right next to the unit. Shoedler: Yes, if you start getting leaves there they can pile up and it actually blocks air flow or if you go with a solid wall. The prevailing winds would be from the north and northwest. Some open screening would be fine, I have seen it done with similar to fencing where you do it with wood and I've seen it done with louver situations or expanded metal panels.

Gable: This is a modern building, a step forward from when they approved it the first time, although some the members may have been skeptical of the design he believes the design is an asset to the community.

Principal Planner Watkins outlined the staff report:

Reviewed location, zoning (BC) and history of project. Surrounded by properties zoned BC and IL.

- Building and Site Design Approval for architectural plans related to the new construction of a 12,145 s.f. Idaho Arts Charter School addition building.
- Applicable regulations were provided in staff report.
- Idaho Arts Charter School original building was approved by the Building and Site Design Standards Committee on February 8, 2016 for building that is similar to the one being proposed with this project. At that time the applicant requested and was granted an exception to the glazing standard for all sides of the building due to the School's intended floor plan, use type and architectural theme.
- Located at 515 Broadmore Ave, on portion of 2.08 acres located, west of Northside Blvd and south of I-84, further identified as Parcel #R13034013A0, just south of the existing school location.
- There is no fencing proposed with this project.
- There is no lighting shown on the plans. For the school there will most likely be specific operational hours, she is not sure what type of lighting will be required for that.
- There are multiple access points into the school property from N Broadmore Way.
- At that time the applicant requested and was granted an exception for the glazing standard for all sides of the building due to the school's intended floor plan, use type, and architectural theme.
- If the trash receptacle location has been reviewed and approved by Republic Services, staff recommends Committee defer to them; would like to know if they are going to move it and if the enclosure is CMU, stucco or cement panel.
- Sidewalks will be installed internally around the building and making connections from the parking areas and to the other building.
- The landscape plan has been reviewed and approved by the City Forester.
- The project proposes three different colors and one material as noted in color palette, the body is stucco in two different colors (off white and dark tan) and the canopy is stucco in red.
- The overall height of the building is 20' and is a single story building. All walls are stucco and glass. There are no composed changes in materials as the body of the building is all stucco.
- The east and north walls show some change in color of stucco and the west and south walls are all white. There is more variation in color in this building then there was on the original building.



- The east and west wall are over 100' in length. The east wall shows a roof line that has jogs and offsets where the canopy meets the main building and where one color changes to another.
- The west wall is the back and the roof line does not have any jogs or offsets.
- The public entrance on this building provides glass man doors with sidelight and transom windows framed by the darker colored stucco under a large stucco canopy in the red accent color.
- The applicant has requested to be granted an exception for the glazing standard on all sides of the building due to the School's intended floor plan, use type and architectural theme as was with the original building.
- Glazing is proposed at some level on all four sides, none of them equal 25%. Overall, the total glazing for the entire building is 12.5%.
- Issues/exception requests for Committee discussion and decision:
  1. Glazing is under 25% (previous exception was granted).
  2. Mechanical units not shown on plans. Must have screening the parapet walls are covering them from close proximity.
  3. No walls meet code for change of material, but color variations are greater than the original building. Shoedler stated he used same colors as the main building and ended up doing a wainscot on the original building below windows all the way around. He used that color to do the main multi-purpose room, the taller area towards the entrance, is the one tan color, the majority of the building is off white to match the existing and red stucco at entrance of existing building with soffits and horizontals done in metal at the main entry similar to the existing structure.
- Recommendation conditions of approval:
  1. Generally: That the Applicant and the Building 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 laws.

Chairman Veloz proceeded to public testimony. No public comment forthcoming.

Shoedler: The existing trash enclosure is split faced concrete block; the plan was to reuse that and move it to the appropriate location. He will design some screening for the mechanical units, should it be for all of them or just the ones that are visible from the uphill or north side (he would like to go over that with the contractor to find out what is ideal for them before he designs something). He will provide a detail of what that would look like if that is a condition deemed necessary by the Committee. Watkins: The code states that it should not be in front of the building; however, if it has been reviewed and approved by Republic Services then the Committee can decide.

Chairman Veloz discussed screening, are you talking about the screening on the main or original building? Volkert: "I think that was a condition of approval when it was first approved and it was never incorporated. I think that is something that should be taken back to the original contractor and enforced." Shoedler: "Is it just on the north side of the existing building or everywhere?" Volkert: If I'm not mistaken the Code reads "all the units shall be screened." Veloz confirmed it would be all the units on the existing building as well as any units on the proposed new building. Shoedler: "They are in the renderings, the mechanical units are to scale on top of the building from this vantage point. On the south elevation rendering you can see one peaking up there, so they are in there but when you are this close they don't always show up as much as if you are approaching from a higher elevation so if the existing parapet screens it well enough that would be great if it is not working from all vantage points on the existing building I want to take care of that, I don't want to just throw something up there that really has no need at this point." Veloz inquired whether Watkins had any additional comments. Watkins responded that the Committee defer back the original approval from 2016 and compare the two buildings to each other, they are similar. Veloz: "In your examination and in the report did it match closely up to the original structure in design?" Watkins: "Yes, this comparison is included in the staff report."

Gable: If we are going to screen all of these mechanical units, can the screening be higher on one side so none of the units are visible from the north side and yet still have them lower closer to the parapets. Shoedler responded yes, they may not even be necessary from below the building; he will take photos from different vantage points and it might be the approach from one direction that really needs screening and detail that out. Ideally he stated he would like to set it back from the parapet some so it reads as a different object from the parapet walls. This can be planned fairly quickly.

Gable motioned and Smith seconded to close the public hearing. Motion carried.

**Volkert motioned and Gable seconded to approve Building and Site Design Approval for architectural plans related to the new construction of a 12,145 s.f. Idaho Arts Charter School Addition** located at 515 Broadmore Ave, on portion of 2.08 acres located, west of Northside Blvd and south of I-84, further identified as Parcel #R13034013A0 for Mike Mussell, Contractor representing Idaho Arts Charter School with all conditions of staff subject to:

- All roof mounted mechanical units must be screened from all visible approaches in the proposed structure.
- Accepting the less than standard glazing and no change of material.
- Trash enclosure is to match the existing enclosure, whether it is relocated or reconstructed.
- Mechanical units are to be screened for the existing building in a similar manner.

**Motion carried.**

**Meeting adjourned at 2:25 p.m.**

**Kristi Watkins:**

*Kristi Watkins*

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