

**NAMPA BUILDING AND SITE DESIGN STANDARDS COMMITTEE
MEETING HELD
MONDAY, MARCH 11, 2019, 12:30 P.M.
City Hall Council Chambers**

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

Members:

Chris Veloz - Chairman	Aaron Randell
Jeff Hatch – Vice Chairman	Myron Smith
Mike Gable	Rodney Ashby - Principal Planner
Meggan Manlove	Doug Critchfield – Senior Planner

Absent: Roger Volkert

Chairman Veloz called the meeting to order at 12:32 p.m.

Approval of Minutes: Hatch motioned, and Smith seconded to approve the Minutes of the February 19, 2019 Building and Site Design Standards Committee meeting. Motion carried.

Chairman Veloz proceeded to the business item on the agenda.

BSD-00084-2019:

Building and Site Design Approval for Architectural Plans related to construction of a new 35,560 sq ft full service new car dealership, including sales, showroom, service, and parts, and future detached carwash, to be located at 5605 E Gate Blvd, on the south side of E Gate Blvd, east of Idaho Center Blvd, a 10.877 acre parcel, in the NW ¼ of Section 18 T3N R1W, within a GB-1 (Gateway Business 1) zoning district, for Wagner Architecture Group, representing KAG – Team Subaru (BSD-00084-2019).

Chairman Veloz proceeded to public testimony.

David Sterling of T-O Engineers, 2471 S Titanium Pl, Boise – representing the applicant:

- Mr Sterling indicated the proposed location for the new dealership, at 5605 E Gate Blvd, just east of the Ford dealership.
- According to Mr Sterling, the applicant was planning on developing two thirds of the site for the dealership and a separate car wash to the north of the dealership building. The remainder of the parcel, on the west, would be left open for a future dealership.
- There would be a large entry drive in the middle of the subject parcel that would be landscaped with a sidewalk.
- Mr Sterling indicated the amended plan with the new notched area of the building on the west side for the third bay, and the proposed future expansion of the dealership on the north side.
- Mr Sterling explained the sidewalk would only be on one side of the access drive and the applicants would like to move the sidewalk to the west side of the entryway so that the landscaping would be contained within the curb.

Rodney Ashby – Principal Planner:

- Ashby noted the applications before the BSDS Committee today had been reviewed under the new Chapter 34, Design Review, recently approved by City Council.
- The subject property, advised Ashby, was zoned GB-1, as well as the properties to the north, east and west. The I-84 freeway was located to the immediate south.
- Ashby indicated the multiple dealerships in the area, along with Walmart to the north and the College of Western Idaho.
- The primary dealership building, reported Ashby, was 35,560 sq ft and the carwash would be about 3,000 sq ft.

- Ashby noted the modern style building with three different color hues and four different design elements, approximately 30 ft tall.
- Access, added Ashby, would be off E Gate Blvd, with the primary façade facing the freeway to the south. All walls of the main building meet the required façade changes identified in the Code.
- The carwash building, continued Ashby, would be constructed primarily of CMU split face block, with a CMU accent band to match the main building.
- The north side of the dealership building and the carwash, stated Ashby, are not technically the primary façade, however, they present a prominent view to anyone accessing the property from E Gate Blvd – the only access to the subject property.
- The north facing façades, although compliant with the 30 percent change, present a minimal plain appearance to the E Gate Blvd primary access.
- Ashby considered the proposed future expansion on the north side of the dealership should be evaluated from the E Gate Blvd entry aspect, regarding the east and north facing walls.
- Ashby questioned how truck routing would occur with the proposed future expansion and would the location of the proposed trash enclosure inhibit travel.
- Would additional façade treatments and landscaping for the north facing walls be appropriate, inquired Ashby, as it would be the primary view for people accessing the dealership.
- Ashby reviewed the proposed dealership building.
- Code, advised Ashby, prohibits overhead doors facing a right-of-way, however, there would be a unique situation with the dealership facing both the freeway and E Gate Blvd, and the entrance would be at an angle.
- The landscaping near the access, explained Ashby, would screen some of the overhead doors. Other dealerships in the area had been allowed overhead doors facing the right-of-way.
- Fencing was not proposed for the property and no elevations for lighting had been submitted but were shown on the site plan.
- The trash enclosure would be compliant, added Ashby, being 8 ft high, with CMU walls.
- The applicant had agreed to provide benches at the front entrance and at the “dog park” area.

Mr Walt Wagner, Architect, via phone from 815 Civic Center Dr, Oceanside, Ca:

- Mr Wagner stated the applicants were proposing to move the dealership into the auto mall area with a state-of-the-art building that would have capacity for several years.
- They desired a little bit of flexibility, if the need arose, to add a service bay at the back of the building but the front of the building would remain as shown.
- In response to questions from **Chairman Veloz, Mr Wagner** stated they would have high speed doors along the front, and the doors could be upgraded with glass panels.
- According to Mr Wagner, most of the dealerships oriented their buildings toward the freeway for maximum exposure, and noted there would be limited visibility from E Gate Blvd. Also, the proposed dealership building would be at an angle.
- **Hatch** requested clarification regarding the exterior material finish schedule referring to something called storefront, and also something identified as exterior glazing and what was the difference between the two.
- **Mr Wagner** replied the storefront would be an anodized aluminum support system for the virtually clear low-e glass panels
- **Hatch** noted on the north elevation there was a range of material call-outs with a question mark identified, which made it difficult to know what materials were proposed.
- **Mr Wagner** advised the back of the building would be factory concrete panels that would be texture painted, adding areas of EIFS at certain pop-outs at the back of the building. Additionally, there would be some clerestory windows on the north side.

Jennifer Ovitt of 6218 Cleveland Blvd, Caldwell:

- Ms Ovitt stated they were really excited about the project and would like to move forward and get the dealership going and create more business for the Nampa area.

David Sterling:

- Mr Sterling responded to questions brought up earlier.

- If the dealership building were to be expanded, added Mr Sterling, the trash enclosure could be relocated to a different drive aisle at the time of expansion.
- Mr Sterling advised the information on the lighting could be provided to staff.
- The third bay currently shown on the plan, added Mr Sterling, was an option and had not been decided on as yet.
- Mr Sterling indicated the north elevation and noted the east corner would have another logo as well as trees planted there.
- **Gable** inquired if there would be any landscaping around the car wash building and **Mr Sterling** stated there would not be landscaping around the car wash building.
- According to Mr Sterling, the material for the car wash building would be CMU.
- **Gable** inquired if there would be any reflective aluminum on the car wash building, similar to the dealership building, to tie it together.
- **Mr Wagner** stated the car wash building would have more paint colors, rather than aluminum panels
- **Gable** questioned if there would be an accessory building for solvents, fluids and excess oil and **Mr Wagner** replied there would be a fluids and compressor room that would take care of that issue located in the northeast corner of the dealership building.
- **Ashby** requested clarity regarding the proposed notch out of the building and **Mr Sterling** replied it would be an enclosed area.

Gable motioned and Smith seconded to close public testimony. Motion carried.

- Discussion followed regarding: the view of the north face of the building from E Gate Blvd and possible enhancement of that part of the building; the overhead doors and should they have the aluminum metal banding and glazing; the trash enclosure; the car wash structure not the same as the main part of the building.
- **Randell** considered there would be a limited view of the building from E Gate Blvd with the main part of the building visible from the freeway. Randell suggested some metal banding on the car wash would help to tie it in with the main building.
- **Smith** considered the doors should be the same quality as all the other doors on the dealership.
- **Gable** suggested there should be some sort of reflective aluminum banding material on the proposed carwash building that would be more consistent with the design of the main building.
- **Hatch** considered that overall the street appearance would be very presentable and a very nice looking building. Hatch suggested that along the drive through there was one overhead door on the west that could be amended to a glass/aluminum door.

Randell motioned and Gable seconded to approve the proposal for the new 35,560 sq ft full service KAG – Team Subaru car dealership, for 5605 East Gate Blvd, subject to:

- 1. The Applicant and Building 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.**
- 2. Specifically:**
 - a) The Project and improvements associated with the Project, shall match those architectural plans submitted and received by the City of Nampa and approved, as amended, by the Building and Site Design Committee on March 11, 2019.**
 - b) Obtain any necessary Building Permits (and associated sub permits) sign permits, and any other permits required by agencies within the City of Nampa to be compliant with Code requirements.**
 - c) Add benches at the front entrance and in the “dog park” area as an additional pedestrian amenity.**
 - d) Lighting elevations shall be submitted to staff for approval before construction may begin.**
 - e) At time of expansion, the trash enclosure shall be moved to ensure adequate space for truck routing around the building.**

- f) The applicant shall apply for a full BSDS Committee review of the proposed future expansion of the primary building to connect to the car wash building.
- g) The addition of metal banding for the north elevation of the car wash building to match the dealership building.
- h) Overhead doors with aluminum metal banding and glazing.
- i) The sidewalk be placed on the east side of the drive leading from East Gate Blvd to the primary dealership building.
- j) Motion carried.

BSD-00083-2019:

Building and Site Design Approval for Architectural Plans related to construction of 30,850 sq ft of new, additional storage buildings for Big Storage, to be located at 520 Caldwell Blvd, (Canyon County Parcel R313070000), on the north side of Caldwell Blvd, east of N Midland Blvd, west of their existing facility, in the SW ¼ of Section 16 T3N R2W, a 2.38 acre parcel within the BC (Community Business) zoning district, for Lafky Properties, LLC, representing Big Storage (BSD-00083-2019).

Chairman Veloz proceeded to public testimony.

Aaron Lafky of 504 Caldwell Blvd, Nampa – the applicant:

- Mr Lafky stated he was seeking approval for a 30,000 sq ft addition for the land adjacent to the existing Big Storage facility and utilizing the offices already in place.
- According to Mr Lafky, the land to the north that bounds the subject property, as well as the diagonal strip along the west side of the subject property out to Caldwell Blvd, were owned by Union Pacific Railroad.
- Mr Lafky noted the limited frontage of the subject property on to Caldwell Blvd, called out as a “future development area”, and noted the intention to submit plans for that portion of the land as early as May.
- The intent, added Mr Lafky, would be to replicate on the subject property what was already built on the Big Storage facility to the east.
- The new storage facility would be 144 ft back from Caldwell Blvd, was currently screened by a permitted fence, and would not be seen by the public.

Senior Planner Critchfield:

- The subject property, advised Critchfield, was located in a BC (Community Business) zoning district, on the north side of Caldwell Blvd, and a permitted use in that zone.
- The proposed storage facility would be in addition to the existing Big Storage facility on the property to the east.
- Critchfield indicated a map showing the surrounding BC and IL (Light Industrial) zoning, and a picture of the adjacent Big Storage to the east with a wall and landscaping.
- The plan, added Critchfield, specified seven buildings, including five 20 ft wide storage buildings of various lengths, and along the edges 5 ft wide buildings that would create a boundary on the north and west sides.
- According to Critchfield, the buildings on the north and the west, as well as the apex on the building buildings in the center are a maximum of 12 ½ ft high, and the edge of the buildings along the property line would be 10 ft high.
- Critchfield indicated photos of the proposed storage building elevations, metal buildings with ribbing with a standard storage building look in a monotone grey color to match the existing Big Storage facility next door.
- Critchfield indicated the access to the facility from Caldwell Blvd, between the existing Big Storage facility and the proposed facility.
- The “future improvement area” fronting Caldwell Blvd was in gravel at the present time, stated Critchfield, along with some U-Haul trucks currently located there.
- Critchfield reported one of the recommended conditions of approval was to move the U-Haul trucks off the graveled area at the front and place them back behind the fencing.
- The applicant, continued Critchfield would also be required to landscape along Caldwell Blvd to match the landscaping at the front of the existing Big Storage facility to the east.

- **Hatch** inquired if the south facing façade of the southernmost building in the project would be considered to be the primary façade for the street face.
- **Critchfield** stated there was currently a chain link fence with slats in place on the southern area of the proposed Big Storage facility. There would be approximately 30 ft between the existing chain link fence and the new storage building.

Mr Lafky:

- Mr Lafky suggested it was a relatively short amount of space along Caldwell Blvd where people could view any of the site, and the fence with slats, permitted last year, obscured anything behind it.
- According to Mr Lafky, they were currently designing the future development for the frontage area, and would be trying to present a much more commercial/retail appearance along Caldwell Blvd.

Randell motioned and Hatch seconded to close public testimony. Motion carried.

- One consideration, suggested **Hatch**, regarding the portion of the building visible from Caldwell Blvd, would be for landscaping to serve the purpose for screening, rather than a physical structure.
- **Smith** noted the U-Haul trucks will be required to be moved from the “Future Improvements” area.
- **Gable** considered the slats in the chain link fence should be required to be maintained.

Hatch motioned and Smith seconded to approve the application for the Big Storage Addition at 520 Caldwell Blvd for Lafky Properties, LLC, subject to:

1. **The Applicant and 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.**
2. **Specifically:**
 - a) **The Project and improvements associated with the Project, shall match those architectural plans submitted and received by the City of Nampa and approved by the Building and site Design Committee on March 11, 2019.**
 - b) **The Applicant/Developer shall provide landscaping on Caldwell Boulevard to match the landscaping on the existing Big Storage facility prior to issuance of a Final Certificate of Occupancy.**
 - c) **The Applicant/Developer shall remove the U-Haul Trucks and Equipment from the unpaved “Future Improvements” Area prior to issuance of a Final Certificate of Occupancy.**
 - d) **Obtain any necessary Building Permits (and associated sub permits) sign permits, and any other permits required by agencies within the City of Nampa to be compliant with City Code requirements.**
 - e) **The Applicant shall maintain the slats in the cyclone fencing on the property in good condition.**
 - f) **The street facing façade portions be developed complementary to the site**

Motion carried.

BSD-00085-2019:

Building and Site Design Approval for Architectural Plans related to construction of a new 22,098 sq ft office building, the Century Building, to be located at 0 N High Desert St, west of Idaho Center Blvd and north of E Franklin Rd, (Canyon County Parcel R3106711500), a 3.28 acre parcel in the Empire Business Park, in the SE ¼ of Section 12 T3N R2W, within the GB-1 (Gateway Business – 1) zoning district, for Dave Evans Construction, representing the Century Development Group, LLC (BSD-00085-2019).

Chairman Veloz proceeded to public testimony.

Mysti Stelluto of Dave Evans Construction, 7761 W Riverside Dr, No. 100, Boise – representing the applicant:

- The applicants, stated Ms Stelluto, were seeking approval to construct a new 22,098 sq ft professional office building with multiple tenants on a 3+ acre lot in the Empire Business Park.
- The Century Building is modelled after the Summit Building which received approval from the BSDS Committee 3 or 4 years ago.
- With construction of the subject building, continued Ms Stelluto, the site improvements would be finished for the remainder of the site area.
- According to Ms Stelluto, there will be two extra ingress/egress points constructed for the development, with one towards the southwest corner and the second towards the north, which will make a 360-degree access throughout the entire complex.
- The primary face of the subject building will be towards the southeast.
- Ms Stelluto indicated the south building elevation for the main building entrance, with built up parapets, and the full-length glass entry area, and a closed awning system
- Ms Stelluto indicated the multiple types of building materials to be utilized, including 3 different stucco colors, the standing seam metal roofing in dark brown, manufactured stone in a platinum color, and some build-outs that will break up the façade to make it 3-dimensional.
- Additionally, there would be metal awnings covering the pop-outs in black.
- Towards the rear of the building (north), explained Ms Stelluto, there will be electrical panels, screened with decorative fencing.
- On the east will be the gas meters painted to match the building and screened with landscaping.
- The overall height of the building would be 36 ft 6 in, to the top of the upper parapet – there will be a flat roof, with all of the mechanical units within that pit, and screened from any view.
- Ms Stelluto explained there would be multiple jogs throughout the building on all sides, and the stucco would be broken up with control joints, and 3 different colors.
- Ms Stelluto continued, that the pedestrian pathways would be lit, and there would be pedestrian pathways from High Desert St all the way through the site.
- There would be numerous 25 ft light posts, some with single head and some with double head to light up the entire area.
- Additionally, there would be soffit lighting and building lighting on the Century Building itself.
- The trash enclosure, would be a painted CMU structure with a cap to match the Century Building, located on an adjacent build out in order to help with the traffic flow, and would also complement the existing trash enclosure already on site.
- Ms Stelluto stated the staff concerns regarding the lighting and the trash enclosure have all been successfully addressed with staff.

Principal Planner Ashby:

- The zoning in the area, advised Ashby, was primarily GB-1 (Gateway Business-1), with IL (Light Industrial) to the north.
- Ashby explained there were seven different color hues and four different design elements, and the proposed building would meet the required façade changes.
- The Century Building would also meet the glazing requirements, with public entrances and glass man doors and side lights and windows. The mechanical units would be screened, added Ashby.
- According to Ashby, there would be no other fencing proposed other than fencing used for screening the electrical panels.
- Ashby reviewed the proposed lighting for the facility.
- Ms Stelluto indicated the proposed materials and colors for the proposed building.

Gable motioned and **Randell** seconded to close public testimony. Motion carried.

- **Randell** considered the proposed building to be a nice-looking facility that would fit in with everything else in the vicinity.
- **Gable** suggested the tone was set for the area when Mr Evans came to the BSDS Committee with the first building and that had since been carried throughout with attractive, quality buildings and design.

Gable motioned and Smith seconded to approve BSDS-00085-2019 for the Century Building to be located in Lot 4, Block 2 of the Empire Business Park, 0 High Desert St, subject to:

1. The Applicant and the Century office building and site 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.
2. Specifically:
 - a) The Project and improvements associated with the Project shall match those architectural plans submitted and received by the City of Nampa and approved by the Building and Site Design Committee on March 11, 2019.
 - b) Obtain any necessary Building Permits (and associated sub permits) sign permits, and any other permits required by agencies within the City of Nampa to be compliant with City Code requirements.

Motion carried.

BSD-00080-2019:

Building and Site Design Approval for Architectural Plans related to construction of Quail Point apartments, comprising a 72 unit apartment complex containing three 9,000 sq ft buildings, 3 stories tall, to be located at 16056 N Merchant Way, a 2.936 acre parcel on the east side of N Merchant Way, north of W Karcher Rd Overpass and west of Karcher Bypass, (Canyon County Parcel R3098100000), in the SW ¼ of Section 9 T3N R2W, within a BC (Community Business) zoning district, for Jerrod Wallgren of JGT Architecture, representing James R Wylie. (BSD-00080-2019).

Randell recused himself from the meeting.

Chairman Veloz proceeded to public testimony.

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

- Mr Toolson explained they were requesting approval for three apartment buildings that would be 3 stories in height, with 24 units in each building, for a total of 72 units on 3 acres.
 - There would be a mix of one, two- and three-bedroom living units.
 - Toolson noted the parcel to the northwest, a possible phase 2, where there could be an additional 12 living units in the future.
 - The subject site would be fully developed and landscaped, with parking and covered parking, site amenities to include an outdoor seating area with some built-in barbeque areas, and a tot-lot playground for children.
 - The buildings have been designed, continued Toolson, with a lot of undulation and a variety of wall surfaces, patterns, textures and colors to be constructed out of low maintenance durable materials.
 - Mr Toolson referred to the amount of glazing required in a BC zoning district, 25 percent. The proposed apartment buildings would have 16 percent glazing. Mr Toolson emphasized it would be difficult to accomplish that much glazing in a residential type of use, added Mr Toolson.
 - The Staff Report, continued Mr Toolson, had requested submittal of a lighting plan and that had been submitted and represented good coverage to promote public safety and safety of the residents.
 - Under the covered parking, added Mr Toolson, there would be lights over every 3 cars.
 - The lighting would be confined to the subject property and would not overspill on to the adjacent properties and would also highlight the entrances.
 - Mr Toolson addressed the trash enclosure which would face S Merchant St. There had been concern that it would not be screened well enough, so some additional landscaping/arborvitae had been provided to help conceal the trash enclosure.
 - The trash enclosure would be constructed of split face CMU with gates and a precast cap.
- Regarding the requirement by City Council to provide a fence between the subject property and the neighboring industrial property, Mr Toolson advised there would be a 6 ft high solid, integral colored CMU wall, with evergreen trees in front to help screen from the neighbors and mitigate any noise.

- **Gable** inquired how mature the landscaping would be against the trash enclosure and would it be large enough to obscure the CMU.
- **Mr Toolson** replied that typically, it would be a 5-gallon shrub that would be quite mature and within one or two years would provide good coverage.
- In response to a question from **Smith**, **Mr Toolson** replied each building would be 9,000 sq ft in size, with a variety of one, two- and three-bedroom units.
- **Mr Toolson** replied to a question from **Smith** and stated there would be a total of 3 ingress/egress points, two primary ingress/egress points on to N Merchant Way and a connecting access to the far north, which would connect with properties to the west.
- **Mr Toolson** discussed the City Council requirement for a barrier between the commercial/apartment property and light industrial lands.

Senior Planner Critchfield:

- Critchfield confirmed each building would be 3 stories and 9000 sq ft in area, and being in the BC zone, a Conditional Use Permit was required. To the north and west was BC zoning and to the south and east IL.
- The Planning and Zoning Commission originally denied the C-U-P application, but it was appealed to City Council who then approved with conditions.
- The wall over 100 ft long, continued Critchfield, had undulation and variation in the texture and paint colors.
- The proposed buildings would be 41 ½ ft tall. The north and south walls 53 ft long, and the east and west walls on all the buildings would be 180 ft. The buildings would be divided internally with stairwells, added Critchfield.
- Critchfield discussed the proposed paint colors and building materials, including stone, glazing, horizontal siding, board and batten, and shingle siding providing a good variation on all the different walls.
- The jogs, offsets, and changes in roof heights, added Critchfield, break up the building nicely.
- Only 16 percent of the proposed building has glazing, noted Critchfield, however, it was a residential building.
- City Council required the wall on the east side of the building, stated Critchfield, to be a split face CMU block wall, with 3 inch caliper evergreen trees in front of the wall, on the subject property.
- City Council also required a playground on the property,
- Critchfield read through some of the conditions required by City Council, including, trees in the landscape buffer adjoining the machine shop to the east shall be evergreen (white pine, blue spruce or equivalent) and be a minimum of 3 inch caliper at the time of planting; applicant shall construct a playground or “tot lot” between the buildings on the east side of the development; a bicycle parking area sufficient for 15 bicycles shall be included as an amenity; the applicant shall install a solid CMU block wall with evergreen landscape screen adjacent the easterly property line; applicant will be required to construct frontage improvements including, but not limited to, curb, gutter, road widening and sidewalk.
- **Gable** inquired if the subject property would still have access when the Karcher Overpass was rebuilt and **Critchfield** replied N Merchant Way would still continue to have access on to Karcher Rd.

Renny Wylie of 1676 N Clarendon Way, Eagle – the applicant:

- Mr Wylie stated the wall on the east side was required for sound deadening between the proposed apartments and the industrial use to the east. On the west side of N Merchant Way, added Mr Wylie, was Interstate 84.
- Mr Wylie stated the proposed apartments would have good connectivity to the commercial surroundings and would also have good access to the freeway.

Mr Toolson clarified the wall to be built on the east would be an integral smooth faced block wall with a precast dome cap.

Gable motioned and Hatch seconded to close public testimony. Motion carried.

- **Smith** considered there would be a lot of traffic on N Merchant Way, and a lot of extra cars with the proposed apartments. Critchfield stated City Council had deemed the access to be acceptable.
- **Gable** considered it would be very difficult to design apartments with a lot more windows.

- **Chairman Veloz** noted the terrace patios on all three floors, which may make up for the lack of glazing.
- **Hatch** also referred to the glazing in relation to a residential building and agreed the terrace patios and the undulation of the building would help alleviate the lack of 25 percent glazing. Hatch agreed with the placement of the trash enclosure and being south facing the landscaping would grow faster.

Hatch motioned and Smith seconded to approve BSD-00080-2019 for Quail Point Apartments for 16056 N Merchant Way, for Renny Wylie:

1. **Waiving the requirement for 25 percent glazing and allow as currently proposed.**
2. **Approval subject to specifically:**
 1. **The Applicant and the Building shall comply with Nampa City Codes relative to the 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 zoning laws**
 2. **Landscaping around the trash enclosure as presented to the BSDS Committee March 11, 2019.**
 3. **Subject to the City Council requirements stipulated during the March 4, 2019 City Council meeting relative to Appeal – APL-00008-2019.**
 4. **The Project and improvements associated with the Project, shall match those architectural plans submitted and received by the City of Nampa and approved by the Building and Site Design Committee on March 11, 2019.**
 5. **Obtain any necessary Building Permits (and associated sub permits) sign permits, and any other permits required by agencies within the City of Nampa to be compliant with City Code requirements.**
 6. **Provide pedestrian crossings from center building to the sidewalk along N Merchant Way.**
 7. **Screen trash enclosures with Arborvitae or other evergreen planting that will fully screen the trash enclosure within two years.**

Motion carried with Randell recused.

Meeting adjourned at 2:22 p.m.

Rodney Ashby

Rodney Ashby, Principal Planner

:sm