



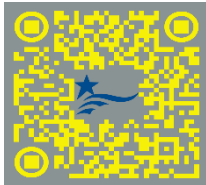
PLANNING AND ZONING COMMISSION MEETING

City Council Chambers, 33 East Broadway Avenue Meridian, Idaho
Thursday, October 15, 2020 at 6:00 PM

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Agenda

Scan the QR Code to sign up in advance to provide testimony.



Public Hearing process: Land use development applications begin with presentation of the project and analysis of the application by Planning Staff. The applicant is then allowed up to 15 minutes to present the project. Then, members of the public are allowed up to 3 minutes each to address Commissioners regarding the application. Any citizen acting as a representative of a Homeowner's Association may be allowed up to 10 minutes to speak on behalf of represented homeowners consenting to yield their time to speak. After all public testimony, the applicant is allowed up to 10 minutes to respond to questions and comments. Commissioners may ask questions throughout the public hearing process. The public hearing is then closed, and no further public comment is heard.

VIRTUAL MEETING INSTRUCTIONS

Limited seating is available at City Hall Consider joining the meeting virtually:

<https://us02web.zoom.us/j/83967398826>

Or join by phone: 1-669-900-6833

Webinar ID: 839 6739 8826

ROLL-CALL ATTENDANCE

- Lisa Holland Steven Yearsley Andrew Seal
- Nick Grove Rhonda McCarvel Bill Cassinelli
- Ryan Fitzgerald, Chairperson

ADOPTION OF AGENDA

CONSENT AGENDA [Action Item]

1. [Approve Minutes of the September 17, 2020 Planning and Zoning Commission Meeting](#)

ITEMS MOVED FROM THE CONSENT AGENDA [Action Item]

DEPARTMENT REPORTS

2. [Community Development: Discussion Regarding Building Permits Per School Attendance Area](#)

ACTION ITEMS

3. [**Public Hearing Continued from September 17, 2020 for Tara's Landing \(H-2020-0048\) by Mike Homan, Located at 5025 W. Larry Ln.**](#)
 - A. [Request: Annexation of 6.34 acres of land with an R-8 zoning district.](#)
 - B. [Request: A Preliminary Plat consisting of 29 buildable lots and 2 common lots on 6.14 acres of land in the R-8 zoning district.](#)
4. [**Public Hearing for Teakwood Place Subdivision \(H-2020-0006\) by Hesscomm Corp., Located at 1835 E. Victory Rd.**](#)
 - A. [Request: Annexation and Zoning of 7.35 acres of land with an R-8 zoning district.](#)
 - B. [Request: A Preliminary Plat consisting of 22 single-family residential lots and 4 common lots.](#)
5. [**Public Hearing Continued from September 17, 2020 for Ada County Coroner \(H-2020-0085\) by Lombard Conrad Architects, Located at 173 N. Touchmark Way**](#)
 - A. [Request: Rezone of 1.77 acres of land from the I-L to the C-G zoning district.](#)
6. [**Public Hearing for Landing South \(H-2020-0005\) by Jim Jewett, Located at 660 S. Linder Rd.**](#)
 - A. [Request: A Preliminary Plat consisting of 8 building lots and 2 common lots on 2.27 acres of land in the R-4 zoning district.](#)
7. [**Public Hearing for Spurwing Sewer Easement Annexation \(H-2020-0087\) by Shari Stiles, Engineering Solutions, LLP, Generally Located North of W. Chinden Blvd./Sh 20-26, Northeast of N. Ten Mile Rd.**](#)
 - A. [Request: Annexation of 0.60 of an acre of land with an R-4 zoning district.](#)
8. [**Public Hearing for Skybreak \(H-2020-0079\) by Laren Bailey, Conger Group, Located at 3487 E. Adler Hoff Ln.**](#)
 - A. [Request: Annexation of 80.46 acres of land with an R-8 zoning district.](#)
 - B. [Request: A Preliminary Plat consisting of 353 building lots, 40 common lots and 14 other lots \(i.e. 12 common driveway lots, 1 private street lot and 1 lot for the existing home\) on 79.69 acres of land in the R-8 zoning district.](#)

FUTURE MEETING TOPICS / DISCUSSION

ADJOURNMENT



AGENDA ITEM

ITEM TOPIC: Approve Minutes of the September 17, 2020 Planning and Zoning Commission Meeting

Meridian Planning and Zoning Meeting

September 17, 2020.

Meeting of the Meridian Planning and Zoning Commission of September 17, 2020, was called to order at 6:00 p.m. by Chairman Ryan Fitzgerald.

Members Present: Chairman Ryan Fitzgerald, Commissioner Bill Cassinelli, Commissioner Andrew Seal, Commissioner Rhonda McCarvel and Commissioner Nick Grove.

Members Absent: Commissioner Lisa Holland and Commissioner Steven Yearsley.

Others Present: Chris Johnson, Adrienne Weatherly, Andrea Pogue, Bill Parsons, Sonya Allen, Joe Dodson, Alan Tiefenbach, Joe Bongiorno and Dean Willis.

ROLL-CALL ATTENDANCE

| | |
|--|---|
| <input type="checkbox"/> Lisa Holland | <input checked="" type="checkbox"/> Rhonda McCarvel |
| <input checked="" type="checkbox"/> Andrew Seal | <input checked="" type="checkbox"/> Nick Grove |
| <input type="checkbox"/> Steven Yearsley | <input checked="" type="checkbox"/> Bill Cassinelli |
| <input checked="" type="checkbox"/> Ryan Fitzgerald - Chairman | |

Fitzgerald: Well, at this time I would like to call to order the regularly scheduled meeting of the Meridian Planning and Zoning meeting for the date of September 17th and let's start with roll call.

ADOPTION OF AGENDA

Fitzgerald: Thank you, Madam Clerk. Appreciate it. First item on the agenda is the adoption of the agenda. We do have several continuances and an application to be vacated. The applications requesting continuance are TM Center and Horse Meadows and the Ada County Coroner by Lombard Conrad and, then, we do have one application to be vacated, which is Compass Pointe. With the approval of the Commission I would like to move those items up on the agenda and we will take care of those first. So, if there is anyone who wants to testify or be a part of the continuation conversation we will have them be able to be bought -- taken care of at the beginning of the meeting and we will move on. Does that work for everyone?

Weatherly Mr. Chair?

Fitzgerald: Yes, ma'am.

Weatherly: Item No. 8, Ada County Coroner will also require a continuance.

Fitzgerald: Yes, ma'am. I think I had that in my comments. So, with the adjustment of moving those to the top of the agenda, can I get a motion to adopt the agenda as amended?

Cassinelli: So moved.

McCarvel: So moved. Second.

Fitzgerald: I have a motion and a second to adopt the agenda as amended. All those in favor say aye. Any opposed? Motion passes.

MOTION CARRIED: FIVE AYES. TWO ABSENT.

CONSENT AGENDA [Action Item]

- 1. Approve Minutes of the August 20, 2020 Planning and Zoning Commission Meeting**
- 2. Findings of Fact, Conclusions of Law for Loose Screw Brewery (H-2020-0081) by Mary Murphy, Grand Peak, LLC, Located at 1511 W. McMillan Rd., Ste. 100**

Fitzgerald: Okay. The next item on the agenda is the Consent Agenda. We have two items on the agenda -- or the Consent Agenda. One is the approval of minutes for the August 20th Planning and Zoning Commission meeting and the second is the Findings of Fact and Conclusions of Law for Loose Screw Brewery, H-2020-0081. Does anything need to be pulled out or are we good to move forward with the Consent Agenda? Can I get a motion to approve the Consent Agenda?

Seal: So moved.

McCarvel: Second.

Fitzgerald: I have a motion and a second to approve the Consent Agenda -- Agenda as presented. All those in favor say aye. Any opposed? Motion passes.

MOTION CARRIED: FIVE AYES. TWO ABSENT.

Fitzgerald: Real quickly, since we have -- our congratulations to Lisa Holland -- Commissioner Holland, she is going to be out for a few weeks. We are not sure -- give her some time to get used to her new growing family and, then, in talking to the staff, we were hoping that the former chair Commissioner McCarvel will step up and be our vice-chair for a temporary stead -- temporary post as vice-chair, so we know that if I get hit by a bus that somebody will take over and be able to lead us. Commissioner McCarvel, do you have any concerns with that request from the team?

McCarvel: I do not.

Fitzgerald: Any concerns or questions from the Commissioners? Okay. Perfect. Thanks, Commissioner McCarvel. We appreciate it.

ITEMS MOVED FROM THE CONSENT AGENDA [Action Item]

ACTION ITEMS

3. Public Hearing for TM Center (H-2020-0074) by SCS Brighton, et al., Located East of S. Ten Mile Rd. and South of W. Franklin Rd.

- A. Request: A Preliminary Plat consisting of 83 buildable lots and 2 common lots on 132.42 acres of land in the R-40, TN-C, C-C and C-G zoning districts.

Fitzgerald: Okay. Moving on to our first item -- action item on the agenda is the request for a continuance for the public hearing for TM Center, file number H-2020-0074, and, Bill, do you want to touch base on this or -- I think -- there is some applications that are moving around that need to catch up with each other. Do you want to touch base on that?

Parsons: Absolutely, Mr. Chair. So, yeah, the applicant, as you can see on your hearing outline, we don't have really a date certain for that hearing item, but the applicant is trying to get some additional applications to catch up with the plat and don't know for sure when that's going to be scheduled for a hearing, but I know we had talked about a date sometime either the second hearing in November or the first one in December for this body to take action on that. So, if that's something -- if you guys need to include a date in your motion this evening, then, that's where I would look at the calendar and either pick the 19th of November or possibly the first hearing in December. Allow the applicant and staff to get that -- get those applications caught up for you.

Fitzgerald: Thanks, Bill. Madam Clerk, do we have anything on the agenda for either one of those dates yet?

Weatherly: Mr. Chair, we do not.

Fitzgerald: Okay. So -- I'm good either way. If we want to move it to -- I'm sure that they would like to get it done sooner rather than later, but there is a lot of moving components about applications. So, either the November 19th date or the December 3rd date. I'm good either way.

McCarvel: Mr. Chair?

Fitzgerald: Commissioner McCarvel.

McCarvel: Do we know -- does staff have any comfort level either way on whether the -- whether those other projects would catch up? Shall we just do December 3rd to be safe or -- I would hate to have to continue it again.

Fitzgerald: I think you are leaning in the direction I was thinking, too, Commissioner McCarvel. Just give it a little bit of -- I think it's a -- it's a big project, a lot of moving pieces, and there is a lot of stuff that needs to go into it. So, with all of the things we have got going on I have no problem moving it to December.

McCarvel: Okay.

Seal: That was the 3rd?

Fitzgerald: If you can follow that with a motion, Commissioner McCarvel.

McCarvel: Sure. I guess that would be appropriate; right? Mr. Chair, I move that we continue TM Center, H-2020-0074, to the hearing date of December 3rd.

Grove: Second.

Fitzgerald: I have a motion and a second to continue the hearing on file number H-2020-0074, TM Center, to the date of December 3rd. All those in favor say aye. Any opposed? Motion passes.

MOTION CARRIED: FIVE AYES. TWO ABSENT.

- 4. Public Hearing for Compass Pointe (H-2020-0062) by A-Team Land Consultants, Located at the Southwest Corner of E. Victory Rd. and S. Locust Grove Rd.**
 - A. Request: Annexation and Zoning of 7.69 acres of land with the R-15 zoning district.
 - B. Request: A Preliminary Plat consisting of 50 single-family attached building lots and 8 common lots on approximately 7.6 acres of land in the R-15 zoning district.
 - C. A Planned Unit Development for the purpose of reducing the rear setback of the R-15 zoning district.

Fitzgerald: Very good. The next item is a public hearing for Compass Pointe, file number H-2020-0062. This application is being requested to be vacated by the city and I will let Bill chime in here, but my understanding is the public -- or the neighborhood meeting that was supposed to be held on this application was almost a year since it was done, so when the application came in it was not properly put forward. It was not legal, because there was not a neighborhood -- proper neighborhood meeting when it came in. So, we need

to start over. Start the process over so everything is done according to code and legal and so the city is going to request we vacate this application, let the applicant resubmit and get rolling again. Bill, is there any -- or, Andrea, either one, do you -- is there any additional we need to add?

Dodson: Mr. Chair, this is Joe.

Fitzgerald: Joe, go ahead.

Dodson: You hit the nail on the head there. That was the exact process that happened, so thank you for clarifying.

Fitzgerald: Thank you for the extra input. So, with that can I get a motion to vacate file H-2020-0062, Compass Pointe, and let them restart their process?

Seal: So moved.

Cassinelli: So moved.

McCarvel: So moved. Second. Third and fourth.

Fitzgerald: I have a motion and a second to vacate the application for H-2020-006, Compass Pointe. All those in favor say aye. Any opposed. Motion passes.

MOTION CARRIED: FIVE AYES. TWO ABSENT.

7. Public Hearing Continued from August 20, 2020 for Horse Meadows Subdivision (H-2020-0060) by Riley Planning Services, Located at 710 N. Black Cat Rd.

- A. Request: Rezone of 4.71 acres of land from the R-4 zoning district (Medium-Low Density Residential) to the R-8 zoning district (Medium-Density Residential).
- B. Request: Preliminary Plat consisting of 27 single-family residential lots and 3 common lots on 4.71 acres of land in the R-4 zoning district.

Fitzgerald: Okay. Next item for continuance is the file for Horse Meadows, file number H-2020-0060. Joe, do you want to touch base on this one?

Dodson: Yes, sir, Mr. Chair. So, this application -- I got a request this morning for a continuance. They are going to offer me a revised plat in response to my staff report. The applicant is here if you would like to hear from her -- or the applicant representative, but you do not have to if you would not like to. They are requesting the October 22nd P&Z hearing.

Cassinelli: What date was that?

Dodson: October 22nd, sir.

Cassinelli: Thank you.

Fitzgerald: And I think they are -- Joe's been working closely with them to get their plat to fit into what the city is looking for. So, I have no problem continuing this without additional input.

Seal: Mr. Chair?

Fitzgerald: Commissioner Seal.

Seal: I move to Continue file number H-2020-0060 for Horse Meadows Subdivision until the date of October 22nd.

McCarvel: Second.

Fitzgerald: I have a motion and a second to continue H-2020-0060. All those in favor say aye. Any opposed? Motion passes.

MOTION CARRIED: FIVE AYES. TWO ABSENT.

8. Public Hearing for Ada County Coroner (H-2020-0085) by Lombard Conrad Architects, Located at 173 N. Touchmark Way

- A. Request: Rezone of 1.77 acres of land from the I-L to the C-G zoning district.

Fitzgerald: The last continuance we have on the docket is the public hearing for Ada County Coroner, H-2020-0085. Joe or Bill, do you want to touch on this one?

Parsons: Absolutely, Mr. Chair. So, yes, Ada County Coroner just did not post the site in accord with the UDC standards, so they have to be continued this evening and staff's recommending that that be continued to the October 15th hearing.

Fitzgerald: Thanks, Bill.

Seal: Mr. Chair?

Fitzgerald: Commissioner Seal.

Seal: I move to continue file number H-2020-0085 for Ada County Coroner to the date of October 15th, 2020.

McCarvel: Second.

Fitzgerald: Motion and a second to continue the hearing on H-2020-0085, until the hearing date of October 15th. All those in favor say aye. Any opposed? Motion passes.

MOTION CARRIED: FIVE AYES. TWO ABSENT.

Fitzgerald: Thank you all very much for that. So, going back, I think to go to our Action Items and as we -- I will kind of go back and I will explain the public hearing process for this evening. We kind of have Commissioners in both places, so the public is probably in both places as well and we appreciate you guys working with us during pandemic craziness, allowing us to continue doing this business, both remotely and in person. Commissioner Seal, we really appreciate you being there in person tonight again, sir. You are taking one for the team all the time. So, in our process tonight we will open each item individually and, then, start with the staff report. The staff will report their findings of how the project adheres to our Comprehensive Plan, Uniform Development Code, with a staff recommendation. After the staff has made their presentation the applicant will either come forward in person at the chambers or they will be with us on Zoom and they will have a chance -- 15 minutes to present their project to the Commission. After the applicant has finished we will open the floor to public testimony. Please make sure you have signed up if you are in chambers or if you are in Zoom let the clerk know by raising your hand that you would like to testify. There is also an online signup. Please make sure you have signed up online to testify on a certain application. If there is any individual that's speaking on behalf of an HOA or a larger group and they represent to others that they won't be speaking, we will give you a little bit more time to speak on the project. After all public testimony is taken we will allow the applicant to close the hearing -- or provide closing comments and answer any questions the public may have brought up and after that we will close the public hearing and the Commission will have a chance to deliberate and try to make a recommendation to City Council. Once you have given your three minutes of time as the public we don't allow a second option to come back up. So, please, make sure your comments are succinct and you get -- and you take advantage of that three minutes and give your -- your comments to us, so we can use that in our deliberation. But there is not another opportunity to come back up. We have had a couple of issues with that being a problem, so just letting you know that's how the process will work this evening.

5. Public Hearing Rescheduled from September 3, 2020 for Tara's Landing (H-2020-0048) by Mike Homan, Located at 5025 W. Larry Ln.

- A. Request: Annexation of 6.34 acres of land with an R-8 zoning district; and,
- B. Request: A Preliminary Plat consisting of 29 buildable lots and 2 common lots on 6.14 acres of land in the R-8 zoning district.

Fitzgerald: So, we will move on to our first action item, which is the public hearing rescheduled from September 3rd, 2020, for Tara's Landing, file number H-2020-0048, and we will kind of stay succinct to the issues we brought up on this application initially. So, Al, I will let you kick this thing off and talk through this project and the changes that were proposed.

Tiefenbach: Thank you, Mr. Chair. Alan Tiefenbach, Associate Planner with the City of Meridian. I'm just going to give a very quick overview, because I gave the full presentation, just to catch everybody up to speed. So, this is an annexation and zoning, bringing it in from RUT in the county to R-8 zoning and it's a preliminary plat consisting of 29 buildable lots. If you look at the future land use map it recommends this for medium density residential. You can see the zoning map in the middle on the planned development. I'm just going to basically quickly run through, again, what we are talking about here. This is the plat that was presented at the July 7th hearing. Larry Lane up here is presently a cul-de-sac and Larry Lane would be extended and connect into the Willow side. If you recall there is the Westbridge Subdivision that has been developed down here and it stubs to the north. There is the Prescott Ridge, which is developing over to the west and, then, there is a possible one that hasn't gotten to the public hearing phase yet for -- to be developing at the north. At the -- at the last hearing staff had really two concerns that were conditions of approval. The first one is that this common area here was originally provided and there is a -- a trail connection that was here and our concern was that this trail connection was running along the sides of the houses, so we recommended that the applicant turn these houses -- or, excuse me, turn these lots so that the backyards are looking out into the trail network. It's a little more obvious when you are in the backyard and you're along side of the house, so we want them to rotate these lots to match up with eight, nine and ten. We have seen recent versions of a landscape plan, which I will show you in a second, which does that. The other thing we had a condition about is that there wasn't a lot of -- there wasn't a lot of detail given about what the amenity was. At the -- the last hearing on July 7th the applicant showed up to the public hearing and presented this landscape plan here and with this particular landscape plan, although he didn't rotate the lots, he did show that he's proposing to put like a picnic shelter with some benches there. The big issue with here was that at the last hearing several of the neighbors brought in some covenants and these covenants restrict all of the lots in a particular subdivision to one acre in size. So, there is a civil matter that's playing out between the applicant and the neighbors. The neighbors say that the covenants pertain to the sizes of these lots and the applicant is saying that when this is annexed and zoned into the city that doesn't pertain. This civil matter was enough of an issue that the Planning Commission was uncomfortable with hearing this and continued that until this date. The other thing I think I might want to mention -- it's been a discussion item is whether or not Larry Lane should be extended. My understanding is that there is several neighbors that have not been happy about the fact that -- that Larry Lane is being extended and they would like to keep it a cul-de-sac. Staff, obviously, doesn't support that. The reason why is that we have requirements about how long a cul-de-sac can be, 550 feet or 750 -- up to 750 with City Council approval. Larry Lane, as it already exists, is more than 950 feet. So, City Council can't even approve a cul-de-sac of that length. They absolutely would have to punch it in and I believe Fire also does not support that.

With that staff is not aware that there has been any resolution that has occurred between the property owner and the neighbors and from what I understand they are still somewhat deadlocked. Staff has also not seen any new plans or any updates since the July 7th hearing. So, we are, basically, at the same place that we were -- at least as far as our staff we are at the same place that we were July 7th as we are today. Any questions?

Fitzgerald: Thank you very much.

Tiefenbach: You're muted, sir. I think. Sorry, I can't hear you.

Weatherly: One moment.

Fitzgerald: You're fine.

Weatherly: Okay, Ryan. Go ahead.

Fitzgerald: Thank you. Are there any questions for Alan? Seeing none, would the applicant like to join us or come forward or find us on Zoom.

Homan: Mike Homan. Developer. Elder, LLC. 6820 West Randolph Drive, Boise, Idaho. We met with the neighbors and tried to come up with a solution for them. We agree that we don't think that that road should go through, but it's not our decision, you know, there is ACHD involved and originally I went down and talked to Mike Alexander the other day and he said that don't need to go through and, then, the planner that was on it, Austin, came back and said, yes, it does and to change our plan to reflect it going through. The other concession we were going to make is if we shift that road over -- shift it all to our property and not on the neighbor's property -- we have shifted that over. We lost a lot, but we were willing to do that. Then we are going to put a solid fence all the way down in front of their home and down the side and, let's see, what else. And I have that on the plans. We just got that drawn, because ACHD -- we thought they were going one way and went the other. I think that was about it. Oh. We were willing to give them some compensation, too.

Fitzgerald: Mike, I have a question in regards to -- so, are you still planning to punch the road through? Is that the plan?

Homan: We are considering of even going private road and not putting it through. But if staff wanted us to make it a private, we would be willing to do that.

Fitzgerald: Okay. But you are still planning to make it connect to Larry Lane?

Homan: Well, if you guys allow private roads we will make it private and it won't go through.

Fitzgerald: Well, then, I guess I'm confused, because if it's a private road it still connects to something. So, where would that connect to?

Homan: We are going to put a cul -- excuse me. We are going to put a cul-de-sac and turn it around. Right in here put a cul-de-sac.

Fitzgerald: And, then, the question I -- did we make adjustments to the lot -- I believe it's five, six that are in the central part, was that conversation you have had or is there a revised plat that we can take a look or where do we stand there?

Homan: Yeah. I have got the revised plat switching those the other way. I need to give that to Alan here.

McCarvel: Mr. Chair?

Fitzgerald: Commissioner McCarvel.

McCarvel: So, has staff not seen these changes then?

Homan: My civil engineer probably e-mailed them over to them, but --

Tiefenbach: Staff has not seen any updated plans since the July 7th Planning Commission meeting.

Cassinelli: Mr. Chair?

Fitzgerald: Commissioner Cassinelli.

Cassinelli: Do we need to -- do we need to continue this?

Fitzgerald: Yes.

McCarvel: Yes.

Fitzgerald: We are -- everything -- and I think we -- we did it in a text plan amendment two weeks ago I think. Everything's got to be into the city within a reasonable time, so we can have -- they can write conditions about it first and, second, we can get it in our packets and the public sees it. So, at this point I'm with you guys, we don't need to go very much further than either -- I mean, yeah, because I think if we send it forward with whatever recommendation we do, I -- you know, I talked to Andrea about this today really briefly, but the City Council is going to remand it back and say, okay, work through whatever changes were made before we see it, which I think is a great point. So, I don't think we have a choice.

Homan: I got a question. Do you guys allow private roads?

Fitzgerald: Well, I think -- Mike, I think the challenge is that -- this is not the venue to have that conversation. That's a conversation you need to have with staff before the meeting --

Homan: Okay.

Fitzgerald: -- and so everybody's on the same page of where we are -- where we are going. Either you guys agree or you don't. We can't negotiate it inside of a meeting.

Homan: Yeah.

Fitzgerald: That just doesn't -- that doesn't work.

Homan: Okay.

Fitzgerald: So, I want to give -- be cognizant of the public environment. There is people who want to testify, but this -- we kind of need to have everybody on the same page and know where we are headed before we go there, so I think we need to move this thing to a continuance as well.

McCarvel: Yeah. Mr. Chair?

Fitzgerald: Commissioner McCarvel.

McCarvel: I would like to ask staff how far out they need to have this continued before we make a motion.

Tiefenbach: We are discussing. Hang on a second.

Seal: Mr. Chair?

Fitzgerald: Go ahead.

Seal: But just the -- the legality issue of the whole thing. How long is that going to take to resolve? I mean we have got a couple statements as far as what they are willing to do, but no resolution to that at all. So, I mean if -- again, I feel like the city is kind of getting put in between, you know, a rock and a hard place here, so -- so, I'm hopeful that, you know, there is something -- hopefully we can put some verbiage into here that requires some kind of legal counsel to reconcile the differences between the -- the landowners here.

Fitzgerald: Well, I -- and I feel like I'm with you. I think the challenge becomes is, you know, we have kind of got to take the project as it is and they -- before they go figure it out they are going to have to take what -- somebody is going to take legal action and we can't -- the city is not going to get in the middle of it. So, it's a -- it's a new subdivision asking for annexation. We have got to deal with the project as it is, as I have been advised, and then -- and whether it's good, bad, or indifferent I agree with you, but I think that the project is what it is. We have got to either approve it or deny it, but we need all the information first and so I think we got to deal with a continuance, so that the staff and the applicant can get on the same page, because I don't think we are helping City Council

out if we don't. But I think they are going to have to battle it out in court if that's where it goes and it's going to be outside of the city. So, that's -- it comes down to a civil situation that they are going to have to deal with.

Seal: Understand.

Tiefenbach: Mr. Chair?

Fitzgerald: Yes, sir.

Tiefenbach: This is Alan Tiefenbach. Just a follow up on your question. If -- if the applicant -- if the applicant has plans that have been crafted now, they are ready to go and they can e-mail them to us within the next couple of days, I think it's reasonable that we can -- we can continue this until the next one, which will be on the 15th. We just want to make sure that, again, we are not getting the plans several days before the hearing, we would need them in enough time to talk about what the traffic impacts are, what the impacts of the road improvements would be. That would give us enough time. We need to have this week and next week to talk about them and get an updated staff report out to you.

Fitzgerald: So, is that the 8th we are shooting for? Is that --

Tiefenbach: It would be the 15th, sir.

Fitzgerald: Oh, the 15th. I'm sorry. Okay. Commissioner McCarvel, if you want to make that motion go ahead.

McCarvel: Yeah. I move that we continue H-2020-0048, Tara's Landing, to the hearing date of October 15th to allow staff to evaluate plans offered by the applicant.

Seal: Second.

Grove: Second.

Fitzgerald: I have a motion and a second to continue file number H-2020-0048, Tara's Landing, to October 15th. All those in favor say aye. Any opposed? Motion passes.

MOTION CARRIED: FIVE AYES. TWO ABSENT.

6. Public Hearing Rescheduled from September 3, 2020 for Gateway at 10 Mile (H-2020-0046) by GFI - Meridian Investments III, LLC, Located at the Northeast Corner of N. Ten Mile Rd. and W. Franklin Rd.

- A. Request: Annexation and Zoning of approximately 41.28 acres of land from RUT in Ada County to the C-G (26.54 acres) and R-40

(14.74) zoning districts to accommodate the future construction of a mixed-use commercial and high density residential development.

Fitzgerald: We look forward to having all of our ducks in a row on that project going forward, guys. And, Alan, thank you for your assistance. Okay. Moving to the next item on our agenda is the rescheduled hearing for the -- from September 3rd, 2020, for Gateway at Ten Mile, file number H-2020-0046, and let's start with the staff report.

Dodson: Thank you, Mr. Chair. Just cleaning up the area real quick, since we are doing a little people swap.

Fitzgerald: Yep. Thanks, Joe. Go ahead whenever you are ready.

Dodson: Okay. I think I'm ready. So, as Mr. Chair stated, this is -- was originally heard on June 18th. In response to my staff report the applicant requested continuance. We were working together and we requested another continuance and continued to work together. They were scheduled for the 3rd, there was no quorum on the 3rd of this month, so here we are today. So, the application before you is for annexation alone with a -- with the DA tied to the submitted concept plan. The site consists of 41.28 acres of land, currently zoned RUT, and is located at the northeast corner a Ten Mile and Franklin. Directly to the east is the new FedEx distribution center that is currently being built, zoned I-L, as you can see in the zoning map here in the center. There is commercial to the south, zoned C-G in the Ten Mile Crossing Subdivision. To the -- directly to the west is a church use and is zoned C-C. Directly north of that would be C-G and it is self storage. Directly north of the site is the railroad tracks and north of that would be C-C zoning with some commercial uses. The Comprehensive Plan in this area is for mixed use commercial within the Ten Mile interchange specific area plan. Again, the request before you is for annexation and zoning of approximately 41.28 acres of land from RUT to C-G and R-40 zoning districts to accommodate the future construction of a mixed use commercial and high density residential development. There is no plat or specific development proposed with this application. This application is only for annexation and the applicable development agreement that is tied to the submitted concept plan. Future development will be based upon the approved DA and concept plan. The subject site lies within the Ten Mile interchange specific area plan and has a future land use designation of mixed use commercial. There are some very specific goals and policies within the Ten Mile plan that should be met. The purpose of the mixed use commercial designation is to encourage the development of a mixture of office, retail, recreational, employment and other miscellaneous uses with supporting multi-family or single family attached residential uses. Enforcement of these standards will be largely done through the executed development agreement required with annexation of this property. Since there are no other concurrent applications associated with this project staff anticipates further refinement of this concept plan as end users are identified and a traffic impact study is completed in the future. With this site residing within the Ten Mile plan, as many goals and policies of the plan as possible should be met. Some of the policies that staff has outlined in the report are as follows: Traditional neighborhood design concepts with a strong pedestrian oriented focus are essential. Street oriented design is critical in urban

environments and especially at a gateway to the Ten Mile area such as this. Buildings should be at or close to the property line creating consistent edge to the public space and making streets more friendly and walkable. Also known as placemaking. Corporate plazas between compatible uses to provide shared outdoor seating and enhance pedestrian circulation between uses. Another goal in these areas is to achieve a floor area ratio, FAR, of one to 1.25 or more. Staff notes that this FAR is, indeed, a goal and not a prescribed standard, as achieving this will be difficult for almost any development. Staff and the applicant and I have had discussions regarding this goal and the Ten Mile -- the plan -- the goal within the overall Ten Mile plan of two story, more structures, and how it applies to the overall concept. To help meet the intent of this goal staff is recommending a provision that all commercial structures along the main thoroughfare, which would be the main road here is what I'm calling the main thoroughfare. The only road shown with on-street parking -- will have a ceiling height of at least 12 to 15 feet for the ground level commercial. That would be, again, only for the commercial on the west side of this road, not for the residential abutting it. This includes those buildings shown as single story with two story facades. This provision is consistent with languages in the Ten Mile plan. Staff will review each building site as future applications are submitted for compliance with the proposed provisions, but is not inclined to hold the applicant to any specific FAR requirement. There is a small area in the very northeast of the corner -- or, sorry, northeast corner of the site adjacent to the railroad tracks that shows a civic future land use with a transit station icon nearby. This area is labeled as civic to serve as a placeholder for future multi-modal transportation options should they arise. The applicant plans to incorporate that area into their proposed R-40 zoning district. The applicant shows this area as an open space area to act as a placeholder, as it may be decades before it develops as a public transportation hub. It should be noted that the city and outside agencies like that of COMPASS and VRT do not currently have specific plans for how mass transit within the valley will work within the rail corridor or specifically at this location. Because of this it is currently difficult for staff to recommend other uses not be allowed or limit certain uses on this site for the area shown as civic on the future land use map. It should also be noted that COMPASS is currently doing a study to determine the corridor and the mode for the I-84 alternative analysis. There will be additional public involvement and study necessary before any real regional decision is made on how the rail corridor is used for public transportation in the future. The Commission and Council should be aware that this applicant is choosing to work with staff on preserving this area for the benefit of the city and not necessarily for themselves, which is very appreciated. Nevertheless, staff is concerned that the revert -- the reserve area shown on the concept plan as open space may not be enough area for future transit needs like a transit station and associated infrastructure. Parking area directly to its west and potentially even the adjacent multi-story building may need to be redeveloped in the future depending on the type of public transportation developed in the future. The applicant is aware of this, that more area maybe need -- may need to be redeveloped in the future to accommodate future needs and also understands that a multi-modal transportation stop on this property would be beneficial to this development. And, again, I would like to note that the applicant has been very open to working with staff on the current and future use for this area of the site. The subject site currently has multiple curb cuts onto Ten Mile and Franklin. The applicant desires to keep the majority of these, but not all of them. According to ACHD,

a traffic impact study will be required for future development of this site. Because of this staff is not conditioning the accesses until such time that future development applications and a TIS are submitted. Along the eastern boundary the master street map and the Ten Mile plan show a future collector roadway along almost the entire eastern property line. Sorry. Moving a box on my screen. Sorry. It shows a future collector roadway along almost the entire eastern property line and that, then, connects down to Franklin and into the Ten Mile Crossing Subdivision to the south. This intersection is intended to be signalized in the future. However, this collector roadway cannot be built as it is proposed in the master street map and cannot be proposed -- cannot be built as proposed to the connection point to Franklin because this applicant does not own the property directly abutting Franklin, which is this one, very southeast corner. The applicant is agreeing to construct half plus 12 public right of way on the area of the site they do own and control in the southeast corner of their site. In addition, directly to the east of this site is, again, the FedEx distribution center. Since the FedEx distribution center was approved without constructing the north-south collector roadway as shown on the master street map, it is not a feasible option to require this applicant to construct their portion at this time. Instead, staff believes adequate access to any future transportation use along the north boundary of the site can be obtained via the east-west street connection to Ten Mile as depicted on the revised concept plan, which would be this one. Limiting access points to Ten Mile and Franklin, the road networks will be the backbone of connectivity for this development and is, therefore, incredibly important to the future development of this site. These areas appear to be shown on the submitted concept plan as a combination of public streets, private streets, and drive aisles. Staff believes creating a public thoroughfare would help traffic flow and create a grand drive, so to speak, through the development lined with street trees and pedestrian walkways. In line with this, staff previously recommended changing the requested zoning from C-G and R-40 to traditional neighborhood zoning districts. This recommendation was made with the intent to ensure pedestrian oriented design and ensure some multi-story buildings on the subject site in order to comply better with the Comprehensive Plan and the Ten Mile plan. Since the original publication of the staff report, the applicant and staff have worked to create a more refined concept plan that includes an overall stepping and building height from the arterials towards the interior of the site and street sections that mirror those within the specific area plan. You can see on the site plan they did a very good job of it labeling it. You have one story along the arterials, then, it steps up to two story or multi-story, then, three story and, then, four story as you get closer to the back of the property. The proposed street sections show on-street parking, bike lanes, parkways with a tree canopy and detached sidewalks. These type of street designs are largely what a complete street should be and offers walkable and inviting neighborhoods for both the residential and commercial component of projects. An additional change from the original bubble plan is the applicant's addition of three story townhomes along the main thoroughfare of the site and one of the roads proposed as a complete street. These three story townhomes are a welcomed additional housing type on site and should help create placemakings in the transition between the high density apartments and commercial uses on the subject site. Because of these changes staff is now more comfortable with the requested zoning designations of C-G and R-40, with both staff and the applicant understanding that provisions will be included to ensure the site is constructed in the future with a pedestrian oriented focus as now

proposed with this concept plan and the submitted street sections. These revisions make the development more consistent with the policies outlined to the mixed use commercial designation, specifically those that promote different housing types and integration of commercial and residential uses. The applicant has also proposed plazas within the commercial nodes and has provided an exhibit of these plaza as seen in the left of this. The exhibit shows what appear to be some raised crossings for vehicles, which would be these areas here, which would offer traffic calming and added pedestrian safety. Benches with trees within tree grates and sails providing shade for tables between the commercial buildings. Staff finds that these details within the submitted exhibit show integration of pedestrian elements and better access to the proposed commercial and retail buildings for those who will live and work on site or nearby. Future development of these plazas should minimally contain these elements to ensure compliance to the Ten Mile plan and the general comp plan. Staff is recommending provisions in line with these elements. This does offer at least two constraints. One, the civic use previously discussed and, two, the very southwest corner of the site that is constrained by the Ten Mile Creek, as you can see here. This creek and its location will severely limit any use in this section of the site, as there will likely be no vehicular access allowed to this, since it's so close to the main intersection of Franklin and Ten Mile. The revised concept plan has a note on it stating possible ACHD pond relocation in this area of the site. There is no guarantee that ACHD will agree to relocating their pond, which is this parcel right here, to this site. Therefore, the applicant should be open to a number of possible options on this constrained part of the property. This corner property is approximately one and a half acres, which includes the easement area. It is highly visible from the public roadways. This area should be treated with great care and consideration of its intended use. The Ten Mile Creek should be integrated with the future uses proposed in this area similar to the design concepts implemented within the approval of the Ten Mile Creek project to the south. Staff also recommends that the applicant work with any appropriate agencies and city departments to find the best use for this corner. There could be an opportunity to provide a public use on this side of the creek if the applicant and Parks Department work together. Again, there is no guarantee of this, but staff wants to note that it is, obviously, a very visible and an important corner of the site. There was no written testimony in support or against this project and staff does recommend approval of the annexation with the requirement of a DA and the recommended provisions within the staff report. And after that I will stand for questions. Thank you.

Fitzgerald: Thanks, Joe. Are there any questions for staff?

Seal: Mr. Chair?

Fitzgerald: Commissioner Seal.

Seal: A quick question on the -- the road layouts. The two roads that are coming out to Ten Mile, is that something that would be there -- and I know this is an early concept, but I mean is that -- are the two roads -- would they be something that would be included and supported by staff or would that really need to fold down to one road as far as access out to Ten Mile?

Dodson: Mr. Chair, Commissioner Seal, it -- it's a little early just because we don't know any end users, but generally speaking if it is in this layout staff is generally, you know, approved -- or I have approved -- I will give approval of these. It -- it is difficult to say to not know without a TIS and what those could be. For example, if they have -- they end up finding a bigger -- a larger end user that requires more of this frontage, then, likely it will go down to one. You know, maybe it would be a collector kind of access, rather than a local street. But, again, this TIS -- and once we get more into the development of the property we will know more.

Seal: Okay. Thank you.

Cassinelli: Mr. Chair?

Fitzgerald: Commissioner Cassinelli.

Cassinelli: Joe, what's the -- whose requirement is it for that -- as the placeholder for the -- for the transit center?

Dodson: Yes. Mr. -- Commissioner Cassinelli, it -- it's kind of twofold. One, staff -- because this is one of the last areas along the rail corridor within the city that we could develop for multi-modal transportation, the other two locations -- one would be here at the City Hall, which is a potential, and the other one is further down and already developed. That leads to the second point, which is it's shown as a civic use on the comp plan, so it is already reserved in that sense and so in order to remove that would be a comp plan map amendment. Part of the flexibility with the comp plan does allow them to move that here or there, you know, within the site, which, again, the comp plan does show it specifically in the corner and shared with the parcel to the east, but, obviously, the FedEx distribution center was approved, because the -- they already had I-L zoning and there will not be a civic use on there, so they decided to shift their civic use from the comp plan a little further west into the site.

Cassinelli: And did you say that there is flexibility on where that can be or there is not --

Dodson: Commissioner Cassinelli --

Cassinelli: -- with that site?

Dodson: Yeah. No. There is flexibility on where that could be. Again, this is a concept plan and not a subdivision or a plat. So, this has not been platted. They could end up moving it further to the east, further to the west. I know from conversations with them they hesitate to push it further to the west, only because of thinking of any -- if there is commuter rail and how that could queue up and not wanting to block traffic, you know, with some forethought to some multi-modal transportation there. But other than that, yes, there is flexibility on where that could be on site and what could actually go there.

Cassinelli: Okay. So, from -- kind of from the position -- the preliminary position of that, the applicant and the staff are -- are both in agreement with that location as a possible location?

Dodson: Yes, Commissioner Cassinelli, we are. We have gone through a few iterations of this and have agreed upon this -- including the size. I just wanted to note that in my staff report, you know, and they -- the applicant understands as well, the size of this area might change. I mean, for example, if this is never a multi-modal and it's just a bus stop, they may not even need this entire civic area for that and that could change the location. So, again, staff and the applicant are aware that -- that there is some flexibility in this and as we develop this further with some subdivisions there will be some more concrete decisions made on them.

Cassinelli: Okay. And, Mr. Chair, if I may, another question on a different topic.

Fitzgerald: Go ahead.

Cassinelli: Joe, can you elaborate on the -- on the collector, where it's restricted in -- in that -- like I said, it would be the southeast corner because of the FedEx site.

Dodson: Yes. Commissioner Cassinelli, Members of the Commission, there is sort of two constraints. One in the -- where the -- where it would line up with the road in the Ten Mile Crossing, the applicant does not own the property that directly abuts Franklin. So, they, unfortunately, cannot construct this small segment. However, they own this portion and everything north. So, they are going to construct their half plus 12 to here and here to continue what the FedEx building is going to construct on their collector. Also with that the master street map shows the collector running all the way up here to about this way. While FedEx was not -- again, FedEx -- the property to the east already had zoning, so they didn't need to go through a hearing process, they decided to do a certificate of zoning compliance and design review. So, they were not required to build that collector roadway. We had no teeth to really do that. So, because of that they did not construct it there, but, instead, we will have cross-access and access to multiple industrial parcels to the east through this east-west collector roadway. So, that's why they -- I don't think it would make sense and -- to build the collector roadway here, when we can use this as that to funnel traffic and everything else out back to Ten Mile and even to Franklin, especially once this gets signalized and built out.

Cassinelli: And will that parcel that they don't own on the southeast corner, obviously, when -- if and when that comes up for development that will be a requirement to complete that collector out to Franklin; is that correct?

Dodson: Yes, sir. That is correct. They will be required to construct their parcel that -- directly to the east of this parcel is another parcel that is holding out on the development for right now and they, too, would be required to construct their half of that. So, there is a few things specifically limiting it right now as to being signalized and constructed right now.

Cassinelli: And, then, one final thing if I may. Apologize for hogging all the time. Is there -- will there be limitation on the development in there until that collector can be built out?

Dodson: Commissioner Cassinelli, in this current DA, no, there is no limitations as to when or how much could be developed. That is mostly because -- or wholly because in order to develop any part of this site they are going to have to subdivide it to put the public roads in and that when we have a plat and we have actual lots, then, we -- and a TIS, for that matter, then, we will be able to determine whether or not it needs to be phased and work with the applicant on that.

Cassinelli: Okay. Thank you. That -- that's it.

Fitzgerald: Are you sure?

Cassinelli: For now. For now.

Fitzgerald: Any additional questions for Joe? Okay. Thanks, Joe. Would the applicant like to join us or come forward? Thanks for joining us. Please state your name and your address for the record and the floor is yours.

Leonard: Good evening, Mr. Chair, Members of the Commission. Stephanie Leonard with KM Engineering. 9233 West State in Boise. 83714. Thanks for having us here this evening. As Joe mentioned, this is the Gateway at Ten Mile. We are really excited to go through this project with you. We have been working on this with staff and several consultants and a design team for the past several months and feel really confident in the development plan that we are going to show you tonight. So, this property is located, as Joe mentioned, at the northeast corner of Franklin and Ten Mile. It's within the Ten Mile interchange specific area plan on the future land use map and it's one of the few properties that's not been annexed or zoned into the City of Meridian yet. So, as you can see here we are surrounded by commercial, industrial to the east, and, then, we have got some rural urban transition zone to the southwest. We -- let's see. We are requesting to annex into the city with the R-40 and C-G zoning districts. This is a great location. We foresee this being a premier and notable part of Meridian where visitors and residents alike are going to be gathering to grab a bite to eat, go shopping, recreate, and live in the same area. So, this is an aerial photo that was taken in the winter. As you can see, a lot of the area around us is either in the process of being developed or has been developed to the north. The FedEx distribution center that was mentioned earlier is directly to the east and it's not quite -- it shown in this photo, but it is under construct and close to completion, I believe, so the -- this site is located on a couple of large transportation corridors. We are really close to the interstate. We are about -- I think it's like less than a mile to the north of I-84, which makes it a great location for getting into and out of relatively easily and we are close to the center of Meridian as well. So, as Joe mentioned -- and we are in the mixed use commercial area within the Ten Mile interchange specific area plan, we do have a small area of civic that's shown and we are indicating that on the development plan in the north part of the site. The primary -- let's see. Areas adjacent to us, as well have a mixed use commercial designation, as you can see to the south and

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the property that's undeveloped to the southwest. To the east it's high density residential in the comp plan and, then, we have got some civic and commercial to the west as well. So, we really feel that the development that we have come up with -- or the plan that we have come up with is consistent with what the -- the future land use map and the comp plan call for. And so as Joe mentioned, we -- we have been working with staff for a long time on this project. We initially came to the city -- I believe it was in January and we met with a couple of the planners and just kind of conceptually talked about what this property was and just vetted out exactly what we were thinking and conceptually what we were envisioning for the area. We didn't have anything solidified or anything that was defined, but in those discussions the -- it was recommended to us that we develop a conceptual bubble plan just to kind of guide development in -- with the understanding that we would be tied to the provisions within the development agreement that would make sure that the Ten Mile interchange specific area plan design elements were pulled into the development and that uses were consistent with what the comp plan calls for. So, as a result we have developed this bubble plan. This is what was submitted with the application for annexation. As Joe mentioned, we -- initially with the staff report it was clear that there was a little bit more detail that was needed. So, we have requested continuance a couple times to be able to work with staff and determine exactly the direction they wanted to see with this plan. So, this is the development plan that we have developed. As you can see it's no longer conceptual. It's definitely well defined. We have called out general locations of buildings, the stories of buildings, and we are incorporating a mix of uses on purpose with pedestrian circulation and vehicular circulation in mind. We have even called out where plazas may be included. As Joe mentioned, the access points that we are showing here are -- they are the access points we would like to go with, but with future development ACHD and a traffic impact study will define exactly where those -- and if they will exist in this configuration. So, this revised plan contains elements that were specifically requested by staff and I think, you know, in those discussions we really came to a conclusion that it was important to include a lot of those Ten Mile interchange specific design elements, such as parkways, detached sidewalks, with an integration between the multi-family and townhome units and the commercial that envision being, you know, a large area for employment and kind of a central area for folks to either gather to eat, dine, shop or to work, so -- and this plan has also been designed to take existing development into account. The FedEx center is, you know, to the east, so we did make sure to provide a little bit more buffering there as far as the residents that are planned and, then, to the north we have got the railroad that provides a natural buffer that's fairly large to the commercial development just to the north. We situated all of our commercial buildings along the arterial roadways just to make sure that folks could easily get to and access those -- those buildings and, then, we transitioned naturally to the residential section that will complement, obviously, the commercial section, but also be kind of secluded and protected from larger, more heavily trafficked roadways, so -- okay. So -- and we are requesting an R-40 zoning district as mentioned. It's changed a little bit from the initial application. We are now requesting 16.3 acres. We foresee a four story executive style apartment building, which would potentially be housing for folks that would work over in the commercial section. Same story for the townhome buildings that we are envisioning. These -- both of these have been configured and thought of in a way that would comply with the Ten Mile plan and per the direction

that staff provided us and we really, you know, want to make sure that it's going to be a high quality development that people will be proud to live in and it will be also reflective of what the city sees in this area. We do have a variation in the type of units that we are proposing, too, which is really important to the Ten Mile plan and something that, you know, staff really emphasized in our -- in our discussions with them. Of course, any future development of any of the multi-family elements and any of the attached units are going to have to go through subsequent approvals. So, anything that's left to question from this concept plan will be further defined with those applications and they will be required to uphold to specific design elements. The thought behind the R-40 district on the east side was to support the commercial components on the west side and, really, provide a place where people can live and, then, easily get to work by walking or biking or -- so, the C-G zoning district is approximately 22.67 acres. We envision the C-G area providing employment opportunities, as well as a mix of commercial opportunities and retail space and office space. We have -- we have designed this part of the development to allow a mixture of the office and employment uses and foresee this area also supporting an R-40 section. So, we are excited about the potential for folks to be able to live and work and play in the same area and really think that this is what the Ten Mile plan is looking for as far as the mixed use commercial designation. So, these are the site circulation exhibits that we created to really show how this site will function. So, it will provide vehicular, pedestrian, and bicycle transportation shown with the blue and those are -- those have been designed specifically to coordinate with the Ten Mile plan. The section -- I will show you on the next slide -- are actually basically taken exactly from the Ten Mile plan. And, then, most recently -- so, we had actually -- as mentioned we have made several changes and iterations to this plan. Most recently the blue line at the far north of the site was changed from a private street to a public street, just on -- to make sure that it's maintained and easily accessible to folks in the area. Okay. And as mentioned, we specifically created these three sections to coordinate with the Ten Mile plan and the -- and we envision this really collaborating well with the property that's to the south as well that has the same -- similar street sections. As you can see they -- they provide a nice buffer area for pedestrians. The section -- section one provides a nice buffer area for pedestrians that are walking along and, then, it also has bike lanes, as well as travel lanes for vehicles. The one on the -- the bottom, section two, has both the seclusion for the pedestrians, as well as bike lanes and, then, it has parallel parking that's going to be available as well. Let's just zoom into those two. And, then, one thing that we have really discussed pretty heavily was the pedestrian oriented design that the Ten Mile plan calls for and we tried to focus on creating something that would be really enjoyable for folks that are either eating at the restaurants or working nearby to be able to gather and just communally join with one another in a space that would be friendly to pedestrians and vehicles. As Joe mentioned, these plazas that are actually intended for vehicles to drive over as well, so the design incorporates a little bit of a raise to the pathway to make sure that folks know that they are not necessarily supposed to drive further over to the side, but recognize that they should slow down because there are pedestrians and folks that are hanging out in that area. So, the intent here, of course, is to allow for people that are dining and shopping to be able to relax and hang out in the same space. So, overall we are in agreement with the staff's report and recommended conditions of approval. There is one thing that we would like to discuss a little bit further and that's the requirement to modify the

development agreement with any future development. We feel that we have worked, you know, diligently with staff to make the changes that were requested and they have really molded our plan to be consistent with the Ten Mile plan and with city code and think that this is a pretty -- a pretty defined development plan that is no longer conceptual, but something that can really be held in a DA and required for future development. Of course if someone were to come in or if we found an end user that required something that was much different than what was shown on this development plan, we would be more than happy to modify the development agreement. But we have, you know, people that are interest in this area and we really want to facilitate a responsive way to be able to let people develop, rather than needing to come back in for a development agreement modification. In addition -- and I guess in that same vein we would like to request that two building permits be obtained prior to the recordation of the plat. This will really help to jumpstart the commercial development in the area and will facilitate this project and its success. So, as mentioned earlier, if we end up having, you know, a traffic impact study or work with ACHD and they determine that the accesses are inappropriate, we would work with staff to make sure that that meets their requirements as well. So, I think with that I am happy to stand for any questions. We have our development team here, too, that have worked hard on this -- on this -- on this development plan and overall we are excited for this project. We think it's going to be a great addition to the City of Meridian and we are excited to work with staff. So, I will stand for any questions.

Fitzgerald: Thank you, Stephanie.

Seal: Mr. Chair?

Fitzgerald: Yeah. Go right ahead, Commissioner Seal.

Seal: The first question I have is on the townhomes. Are those to own or to rent?

Leonard: Mr. Chair, Commissioner Seal, those are going to be to rent.

Seal: Okay. And, then, on the modification to the staff report, I guess I'm a little confused and staff might be able to help jump in here if -- if need be, but it seems like you are asking that basically somebody can come in and build before we have all the information. So, am I understanding that incorrectly or --

Leonard: Mr. Chair, Commissioner Seal, no, that's not what our -- our ask is in this case. In this case we would like to just -- so, as part of the annexation we are agreeing to enter into a development agreement. We are more than happy to do that. With that we are going to be connected to this development plan and the -- all the conditions that are included in the staff report and our request is to basically be able to pull two building permits without a subdivision and also be able to do -- complete -- or, I'm sorry, submit for development without amending the development agreement prior to that.

Seal: Okay. Understood. Thank you.

Fitzgerald: Additional questions for the applicant? So, I have one for Andrea before Stephanie runs away. As we talked about materially deviating from an approved development plan, do you feel comfortable with that language, Andrea? I -- I understand what they are going for and what the goal is, but how do we find that in regards to -- attorney guidance I guess is what I'm looking for.

Pogue: Mr. Chair, I'm going to refer you to staff to see what he meant by it and, then, we will go from there.

Fitzgerald: Okay.

Dodson: Mr. Chair?

Fitzgerald: Joe -- yeah. Go right ahead, Joe.

Dodson: Yes. So, when it comes to development agreement modification, generally speaking it -- the discretion is within code and my hope is that because we have nailed down a pretty specific development plan that we will not have to modify this numerous, numerous times and that is not staff's intention. However, when we do subdivide the property in the future that we will -- and -- and a TIS is submitted and approved by ACHD, there is a very high chance that there will be some modifications required and so staff wants to reserve that right and for City Council and -- and for you guys to see any kind of development agreement modification if it is deemed necessary. So, the -- that portion of their request is not very different from what we have, in my opinion. The part that is different is the two building permit portion. Staff is not supportive of that simply because of what's already been stated. If any building were to be built on this property they are going to need infrastructure, including streets and public streets at that. So, if they are going to put a public street in there needs to be a subdivision and, therefore, we would need a plat and, then, probably a development agreement modification, so -- and, again, a TIS. That's going to be their next step. So, staff does not want to get to that point of issuing this without having the infrastructure built and I should say entitled at that point.

Fitzgerald: Thank you, Joe. That was -- that helps a ton. Stephanie, what's the goal of the two building permits, because I -- I'm kind of with where Joe is going. Having all the pieces, parts -- this is a pretty important corner and we want to make sure we have everything dialed in. So, what would be the purpose of not having everything dialed in before we get building permits?

Leonard: Mr. Chair, my understanding is that we have got folks that are interested in developing on this piece of land and the whole point of getting the two building permits before recordation of the plat would be to kind of jumpstart the development. Recordation of plats can take several months and, you know, we do plan to submit a preliminary plat very soon and we have got a traffic impact study that we are going to start very soon as well. So, I mean I don't foresee that being far in the future, but it would really be integral to this project to be able to have two building permits prior to the recordation of our plat. It is done -- it has been done on several other projects. I don't know that I can think of

any off the top of my head, but I think our development plan has some that they -- they can reference that may -- may provide an example of -- of how that could work and be successful.

Fitzgerald: So, Joe it's not splitting hairs, but asking a question. Can you do it after approval of a preliminary plat and not having to record a final plat? Or approval of the final plat, but not recordation? Like where is the -- the balance point? Because I know we have done it before.

Dodson: Mr. Chair, for -- that is correct, Mr. Chair. Yes, this has occurred in the -- in the past. The biggest difference with this case is that this -- there are no end users known at this time and there is going to be a required TIS. If -- if the TIS had already been submitted and approved by ACHD staff would be a lot more likely to approve this, because, then, we would minimally know where the access points are. Guaranteed. We don't yet know that. So, I think the next true step for the applicant should be the TIS and once we get to that point, then, we can get to the subdivision and -- and at that point with -- that could be their first DA mod and that could be to modify this condition and, then, prior to the recordation of that plat we might be able to say, okay, yeah, now let's change it to have two building permits allowed. So, I'm not against developing this parcel quickly, it's just I think we are a little ahead of the game right now to get to this point of modifying that condition.

Nelson: Mr. Chairman, may I jump in and respond to that as well?

Fitzgerald: Yeah. Yeah. Go right ahead.

Nelson: And for the record this is Deborah Nelson. My address is 601 West Bannock Street and I'm here with the applicant team also and I think Stephanie covered it well and, actually, I agree with a lot of what Joe just said, too. I just want to add a little bit of additional flavor on the -- on the building permit question. The city has done it multiple times and it is frequently -- it -- the connection -- the trigger is to try to get it done before final plat, so that you don't have to go through all of the development details before you are allowed to jumpstart your -- your commercial area. It really -- I mean it really can be a catalyst to getting a commercial area going if you are able to take advantage of a great commercial project that comes along and just because we don't know that yet, that's exactly why we are asking for it. We need the opportunity to go out and market the property and to be able to work with a commercial developer and give them certainty that they could move forward quickly and, then, you asked about other examples. There is -- there is one just -- I mean this has happened in multiple places throughout the city, but there is one just down the street, Brighton's project within the Ten Mile area specific plan, they were allowed to get up to three buildings permits in phase one. I guess one additional point to keep in mind as you consider this particular request that we already are entitled to a building permit on this location and so at least one is appropriate based on the current parcel size and so at least one is appropriate now. Anything that gets pulled is -- has to satisfy all of the conditions of approval that are currently associated with this rezone, annexation, and development agreement and so we couldn't just go pull a

building permit for something that isn't consistent with everything that's laid out here and the development plan and all of the very specific conditions of approval that are identified now in these conditions.

Fitzgerald: I appreciate the additional feedback and I -- and I understand what you are saying. I think the TIS is important to understand the end user still. I think that's my one challenge there. But I appreciate the input and the additional guidance. Additional questions for Stephanie or for Deborah? Okay. Thank you, ladies, very much. We really much appreciate it and we will have you close, Stephanie, after we are done. Madam Clerk, anyone signed up to testify on this application?

Weatherly: Mr. Chair, we had one person sign in, but not indicating a wish to testify.

Fitzgerald: Is there anyone in the audience, in chambers or online, who would like to testify on this application? If so raise your hand, either online via Zoom or in person. Did we have one online, Madam Clerk.

Weatherly: Thank you, Mr. Chair. I will transfer them over. One moment.

Fitzgerald: Thank you, ma'am.

Weatherly: A slight technical difficulty, Mr. Chair. I'm getting an error. One moment.

Fitzgerald: Okay.

Weatherly: V. Stack, if you could try to unmute yourself.

Stack: So, this is Val Stack and I was just commenting that throughout this entire process and --

Fitzgerald: Ms. Stack, one second. Can you introduce yourself and give us your address for the record, ma'am, and, then, you can go ahead.

Stack: Okay. This is Val Stack at 6072 North Serenity Lane in Meridian and my comment was from myself and my neighbors that we have been having extreme problems hearing your audio. It's -- we are all on max here and I know that Patrick Connor has contacted your audio team and has tried to improve that, but we have extreme problems hearing what any -- almost any of you are saying. There are a couple of you that are coming through clearly and all the rest are mumble. We can hear Ryan and we can hear Rhonda and that's pretty much it.

Fitzgerald: Ms. Stack, are you on the YouTube Channel?

Stack: Yes, I am.

Fitzgerald: Okay. We will try to get that cleared up here shortly. I know we have had some -- a little bit of technical difficulties tonight, but did you have any specific comments on this application?

Stack: Not this one. We are here for the next process.

Fitzgerald: Okay. Well, I very much appreciate that heads up and we will try to get it cleaned up in -- in the midstream in between the two.

Stack: Thank you very much.

Fitzgerald: Thank you, ma'am. Is there anyone else in the audience or online that would like to testify on this application? Please raise your hand via Zoom or in the audience. Going once. Going twice. Stephanie, would you like to come and close? Is there anything else you would like to add to -- or the other representatives. That's fine.

Leonard: Thank you, Mr. Chair, Commissioners. Yes, I would like to say something, but Walt Gosser, one of our clients and the developer on this project, would like to say some stuff, too. So, I'm going to let him go ahead.

Fitzgerald: Thank you for being here, sir.

Gosser: Mr. Chairman and Members of the Commission, appreciate your time and just have some comments after listening to some of the discussions I would like to mention. First of all --

Fitzgerald: Sir, can you state your name and your address for the record.

Gosser: -- we drafted a bubble plan -- excuse me. It's Walt Gosser at 74 East 500 South, Suite 200, Bountiful, Utah. 84010. We have really had a joint effort with the staff. We have appreciated comments that we have received. We didn't ever realize it was going to be a seven and a half month process to come in for annexation and zoning, but as it's turned out this has just sort of evolved and staff asked for a bubble plan and more detail and after we provided the bubble plan we still ended up having requests for more detail and so we went to the concept plan and, really, with every meeting we have had with staff -- and we have had quite a few -- there has been progress made with comments that staff has made to us that we have tried to take under consideration and come back and make those changes, so that staff could feel comfortable and that we also could feel comfortable and -- and we feel like we have made a lot of progress in that area. Comments that were made on the civic center specifically. I would just mention to you -- we noted that the civic center was not requested by the -- or required for the FedEx developer to do that and we have looked at trying to comply with the request of staff and because it is on the -- a long term plan that there is a civic center there. We think what we are showing is very adequate in size. I have lived in Basel, Switzerland, and in Freiburg, Germany, a year each and in both of those cities they have high rail -- a high transportation requirements for the public and this amount of property that we are showing here would handle a large

four story parking complex if it came to that. Where it's so futuristic, you know, we are trying to keep that a placeholder out, but we would appreciate being able to keep it really where it is. We are trying to keep it in the middle of the project, because those trains sometimes get sort of long. There is right of way easement that the -- that comes with the railroad track. As you will look on the drawing there is quite a -- I think there is a hundred feet there. Usually you just get off and cross and maybe it's 15 or 20 feet at the most. So, there is adequate area to develop that properly, I believe, with what's shown. With regards to the road system, we also in one of our meetings with staff had an unsigned draft letter from ACHD and ACHD attended that meeting. In that letter they gave us some distances that they thought were critical that we needed to be aware of. There are four accesses on Ten Mile Street -- or Ten Mile Road and we had -- we are not using any of the four, but we have -- we have agreed, as we have visited with staff and with ACHD, that two would work for us and so there -- we are using half of what they currently show and those four are actually installed right in the sidewalk as drives. The other thing I would mention with regards to the history that's happened on this project is -- is we have -- we have really tried hard to be cooperative and to be responsive to what staff has asked us to do and we feel like that we have had a good relationship in accomplishing that and so most recently staff asked if we could make one additional road a public road and extend that public road over to the northeast access of the civic area and we agreed to do that. We have made those changes. But each time as we do these we have looked at this and -- and very honestly I have been in development for 45 years now, this is about as detailed a plan as I have ever given, even when we have a -- seeking a final approval and so we changed it recently from a concept plan and said this is really a development plan. As we have gone through this we have had Cornel Larson Associates Architects assisting us with KM Engineering. We have done soil studies. We have done environmental reports. We have done drainage studies. We have looked at the street systems. We know that we are lacking the TIS and we are going to start on that immediately after we get an approval and so we -- we just want you to know that the reason we requested part of this change with regards to the development plan is because we really think this development plan is a complete development plan now. It's evolved from this bubble plan idea to something that we have worked on hard doing many different drafts to get to where we have building sizes, we have building heights, we have parking ratios that we are trying to meet and based upon other developments that we have done we think we are really pretty complete and that's why we have requested this one small change that we have talked about. With regards to -- the last thing I would like to mention here, because my writing is not as good as I would like it to be when I'm in a hurry. I have to put my glasses on to read what I wrote. With regards to the building permit issue, as Deborah mentioned, there is one that does come with the size of property that we are doing, but we are not trying to avoid any meetings, any requirements of staff, any -- we have got a complete building design, submit those, realize that there are going to be comments on those and resubmit them before we can ever pull a building permit to build anything and so we are just trying to make that possible, so that as we have someone come forward it gives us that opportunity, because most of these major clients that we would work with in the commercial retail area, they really require about a year or two in advance to know when they are going to build. We have built for a lot of them. Commercial has been one of our expertises and they look at it and they take it to

advisement and they take it to their board of directors and they put it on their schedule and sometimes those schedules go out a year or two years and so that's why it could be important to us to be able to accommodate something that came up sooner. That's the end of the comments I had. I just, again, appreciate your help. If there is anything that you would like me to address, any questions you would like to ask, I would be happy to answer them.

Fitzgerald: Thank you, sir, very much. Any additional questions for the applicant? Commissioner Cassinelli, you have your -- you came off mute. Do you have a question, sir?

Cassinelli: No. I have a question for staff when we get there, but, no, not right now.

Fitzgerald: Okay. Perfect. Any additional questions for the applicant?

Grove: Mr. Chair?

Fitzgerald: Commissioner Grove, go right ahead.

Grove: Just for -- kind of looking at that southwest corner where the possible pond relocation -- have you given thought to what else you would be able to do if the -- if that doesn't come to fruition?

Gosser: Yes. But, again, it's been very preliminary, because there is -- as Mr. Dodson indicated in his presentation, there is no access to that piece of property and so there are -- there is access that is being used by the Ten Mile Creek ditch company that -- that controls that, but that's really only for their access or not for public access. So, it makes it very difficult to develop. We have tried to show two single story buildings immediately to the northeast of that, so that we can have glass extending down from those -- excuse me -- two single story buildings, but we could have glass looking out at that and we also believe that that would be a good area to introduce the site that we have got where if the ACHD idea doesn't work we are prepared to talk to parks administration and others in the city to try and determine how we could jointly develop something that would be an asset to our development and also for the city.

Grove: Thank you.

Fitzgerald: We very much appreciate you being here tonight and thank you for the clarification. Any additional comments or questions? If not, can I get a motion to close public hearing.

Gosser: Thank you.

Fitzgerald: Thanks, sir. Bill, did you want to be -- ask your question before we go to close the public hearing?

Cassinelli: It's either/or. I can -- we can close it up and I can ask it.

Fitzgerald: Can I get a motion?

Cassinelli: Mr. Chair?

Fitzgerald: Commissioner Cassinelli.

Cassinelli: I move we close the public hearing on file number H-2020-046, Gateway at Ten Mile.

McCarvel: Second.

Seal: Second.

Fitzgerald: I have a motion and a second to close public hearing on H-2020-0046. All those in favor say aye. Any opposed? Motion passes.

MOTION CARRIED: FIVE AYES. TWO ABSENT.

Fitzgerald: Bill, do you want to lead off?

Cassinelli: Sure. I will -- for staff, what's the -- and -- Chairman Fitzgerald mentioned that this is an important corner and I have kind of been -- I missed out on -- on some things of late. What -- Joe, what is -- where are we at on south -- I think it's the southwest corner that's currently zoned RUT? Are there any -- is there anything that you can publicly say about that property?

Dodson: Commissioner Cassinelli, Members of the Commission, actually, this week we have been contacted about that parcel. So, we are in discussions with that. We plan to pre-app with them soon. So, hopefully, we will have another wonderful application in front of you guys. So, that -- that -- the southwest corner of Ten Mile and Franklin is also working its way towards development.

Cassinelli: Okay. But that hasn't been brought up that I -- that I missed over the last couple of weeks or so?

Dodson: No.

Cassinelli: And, then, what is the size of that parcel?

Dodson: Directly to the southwest is approximately 40 acres, just like this one. Forty acres as well.

Cassinelli: Okay. Thank you. Mr. Chair?

Fitzgerald: Go right ahead. Commissioner, go right ahead.

Cassinelli: No. I'm sorry. I was -- I was going to -- if -- if there were no other questions for staff, I guess I could start off on just some thoughts.

Fitzgerald: Go right ahead.

Cassinelli: Okay. On that note -- I mean I appreciate -- first of all, I want to say I appreciate the applicant's work on this and they have definitely gone a step beyond by doing a fairly detailed design there, not just the bubble design. So, that is -- that's definitely appreciated. A couple of things. Number one, when we get to the building permits, even though it may have been done previously, my -- my thought is to -- especially where we are at, I think with -- with development in the city, doing things the right way is -- is more critical than ever. You know, as land gets developed and developed and we have got fewer parcels left, we need to be -- we need to do it the proper way and I -- so, I would not be in favor of -- of allowing the building permit ahead of the -- the platting and, rather, run it through the regular channel. Overall comments. My thoughts on this are there is a lot of -- there is -- there is multiple different options within the Ten Mile interchange. One of those -- and I'm not here to -- to, you know, tell them they need to -- you know, what -- what to do on that land, but what I see is -- is, you know, kind of a -- a mirror image of what's directly to the south on that corner. So, I don't see anything unique and as you indicated, Mr. Chair, that we have got -- you know, this is a very critical corner. We have got one left after this and, then, you know, that -- those corners are gone. They are developed. One of the things that's allowable within -- you know, within the Ten Mile interchange is a -- is a lifestyle center. I like a lot of the aspects on this. I like the walkability, the pedestrian friendly aspect of it, but in my mind with -- with how critical this corner is -- and maybe that happens on the opposite corner, but I want to see -- you know, to me the bar is high and I want to see -- I don't want to just see, you know, a nice version of the same old thing. I want to see -- I would prefer something unique going in down there. And, then, a final point I will make is that while I appreciate the time that the applicant has spent and they indicated like seven months to get -- to get where they are today and, granted, with all the things that we are all going through, that's actually probably pretty quick, but something this important, this large, we need to take time and have it done to the benefit of -- of the City of Meridian. So, those are my -- those are my thoughts and comments on it and I will -- I will be done.

Fitzgerald: Thanks, Commissioner Cassinelli. Appreciate it. And I -- I understand exactly what you are saying and I agree. I think -- because it's only annexation and we are seeing a rather detailed kind of concept plan, I do love lifestyle centers and I think this area needs one definitely. So, I agree with you in that regard. Not that they couldn't do that here, because it is just concept. So, I -- this is just the initial steps and I think there is more to go along the way. I do think that you got to step through the process and I -- the end user has to be somewhat identified before I think I'm willing to start handing out building permits and that TIS is important. I think that's a big step. So, I -- I'm with you on stepping through the process and I know it's -- everyone wants to run -- they get an end user, so they can start developing, but we got to make sure we understand what's happening there before

we go further. At least in my thoughts. Commissioner McCarvel, you came off mute. Are you -- do you have comments, ma'am?

McCarvel: Well -- yeah. And I -- I would be in support of the annexation in this with the conditions in the staff report and I agree -- that I think with the pace of everything moving we need to probably stick with the staff's side on obtaining those building permits after the TIS. Definitely.

Fitzgerald: Commissioner Seal or Commissioner Grove, do you have thoughts, gentlemen?

Grove: Sure. I will jump in real quick.

Fitzgerald: Go ahead, Commissioner Grove.

Grove: I will just echo what's been said. Concept looks good. One thing that I appreciate is that, you know, just in concept at least they are doing a good job of addressing the mixed use nature that is desired here and not just kind of doing half measures to get there, which would be concerning, you know, if -- if we don't have all aspects of the mixed use going in. So, I appreciate the concept and the direction that they have gone with that and, you know, looking at where the street was supposed to be versus what they -- they have, actually, like the -- how that came about. So, kudos to the development team and staff for able to get that in place the way they do -- the way they have it and making those not private streets, how they had on the documentation previously. So, I like -- like how that panned out and I'm in favor of, you know, going with whatever staff recommends on the -- the building permit piece.

Fitzgerald: Commissioner Seal, go right ahead.

Seal: Just a question for staff on the -- the other applications that were submitted where building permits were allowed. Do you know if TIS's were completed on those? I hate to put you on the spot, but I mean right now it's -- it's an important distinction to me that -- I mean I guess in -- in the name of fair play it would be good have that information.

Dodson: Thank you, Commissioner Seal. That is a good question. I will default to my compatriot over here, who has more institutional knowledge at this point.

Parsons: Mr. Chairman, Members of the Commission, certainly -- I want to say yes. I mean if you look -- I can give you a recent example with Costco. It's built there on Chinden, you can see that Ten Mile is being widened -- Ten Mile is being widened. They did a traffic study for that. Eagle View Landing where they are building the ITCU. I know I have worked with ACHD on getting a traffic study for that development at Eagle and Overland. So, that's always the intent. But certainly when those developments came through they had a user. You knew what was coming, so we wanted to get -- and we knew there was a time frame that we had to hit. Here in this particular case I can tell we have two users that are going to come online to the east of this development and the

transportation network is going to be critical and that is why staff is taking a hard position on this particular application, because they have not -- when I worked on the FedEx property they did not submit a TIS and they submitted for a building permit ahead of time and it became a disaster. It slowed the project down. It created a lot of hiccups for not only staff, but ACHD staff and so, therefore, we only got a small segment of that road and now we have another large user just to the east of them coming in that's going to generate a lot of trips, a lot of traffic, and they are going to also -- we met with them and we informed them that they need to get a TIS in and build all of this road network with your development. So, to me if -- if the -- not that staff is not against a building permit, it's just what infrastructure are you committed to doing with the first phase, so that we can make sure that those assurances can take place or those things are going to happen ahead of time. That's really where our position is. We know what's going to happen. We have met with the folks. I have been -- it's been my understanding that this particular applicant may be meeting with them as well to try to discuss some of those road extensions. So, again, we can't go into all those details for you this evening, but I just know there is a lot coming down the pipe and so without having -- yes, this is a concept plan, but we still need to know what are they willing to commit to as far as connectivity, roadways. I look at their concept plan and I see conflicts with ACHD policies in the fact that ACHD has been silent on this application and they don't want to commit to anything until a TIS. That gives me concern that we probably should slow this down and wait until we have a TIS and understand how that access is going to work, not only for this property, but also for the properties to the east. We want that interface to be smooth and we need lights to go in and all of those things that happen based on those traffic studies. So, it's critical. It's -- everyone has to work together on this and, again, staff is not comfortable letting this go with -- to building permit without having those details in place.

Seal: Okay. Thank you. I appreciate the information on that. It makes this quite a bit easier to swallow for sure. And for the applicant I really like the level of detail that they have provided on this plan. It's going to make it easier to go to the next step I think, especially when a TIS is completed. I do agree that it is critical that the traffic patterns are determined in here, especially knowing that that's a shipping center next door to you. You know, if -- hopefully there is not a lot of conflict in there where they are going to allow, you know, trucks to travel through this, even though it's, you know, partially commercial in there, I can just see there is, you know, going to be a lot of, you know, large residential units in here and a lot of kids playing and there it is -- it is, you know, very walkable, very rideable and all that, so I can see where having the traffic study done and making sure that that's all nailed down is going to be vital to making sure that this is, you know, safe and livable for not only the businesses that are there, but the people that have to live there, as well as the neighbors that kind of jumped the gun on things a little bit. So, again, I do appreciate the layout of it. I actually really like it. So, I think what we have going on south of this is a good mix of residential and commercial building properties. It's bringing in more places to eat, more places to have, you know, hobby locations and things like that. So, I generally like the idea. I like the fact that it puts that high density residential where it needs to be, which is, you know, close access to the freeway, things like that. So, there is a lot of really good things about this application. I'm very hopeful that that corner on -- on Ten Mile there -- hopefully we can -- you know, if -- if the pond relocation doesn't work

out with ACHD and even if it does, hopefully that corner can be turned into something that's highly visible and marks it as, you know, something very specific, you know, something very Meridian, you know, is done -- as done in the -- you know, Meridian Road interchange that's already there and you can see there is quite a bit of artwork and some visibility there to, you know, what Meridian is trying to be. Other than that, I really like the application and will definitely support staff.

McCarvel: Mr. Chair?

Fitzgerald: Commissioner McCarvel.

McCarvel: For motion purposes, I think we all agree that we are going to be in support of not to include the applicant's request for two building permits prior to recording of the plat, but I know they had a little bit different wording earlier -- just a few lines up in that same area that might need to be addressed or are we good with that?

Fitzgerald: I think they say basically the same thing. We call out very specific things and -- or Joe calls out very specific things and I'm okay with, you know, significant deviations and fixes. So, I -- I'm good either way and I -- yeah, I think major deviations and changes or -- and I think Joe just listed out all the things that could change. I think either way I'm good. I don't have a problem with changing it to the applicant's request -- requested language. I think it's the same.

McCarvel: Okay.

Fitzgerald: I definitely appreciate the effort that they have put forward in regards to the civic area. If you can get some multi-modal in that -- in that area I would love to see something and so I really appreciate the applicant's efforts to work with staff on that. I know that peeled over from the FedEx location into your property. So, thank you for your patience in dealing with that and I know, Commissioner Seal, one of the other things I think that we have got in play -- we may not have seen it yet, but I think there is an Amazon location going in further east from the FedEx location, so I think we -- we definitely want to make sure that trucks are a big thing in my mind as well and so I think you are spot on in regards to your comments. So, additional comments before -- or motions are always in order. So, anyone take a stab?

McCarvel: Mr. Chair?

Fitzgerald: Commissioner McCarvel.

McCarvel: After considering all staff, applicant, and public testimony, I move we recommend approval to the City Council of file number H-2020-0046 as presented in the staff report for the hearing date of September 17th, 2020, with the following modifications: To include the applicant's request and verbiage on Section 8A-1B, but not to include the last statement of up to two building permits may be obtained prior to the recordation of the plat.

Seal: Second.

McCarvel: Does that --

Fitzgerald: Does everybody understand what that -- what that is? Are we good? I have a motion and a second to recommend approval of file number H -- I'm losing my mind -- 2020-0046 with modifications. All those in favor say aye. Any opposed?

Cassinelli: Aye.

Fitzgerald: Okay. So, three-one, if I counted that. Making sure I'm -- correct? Okay. Motion passes.

MOTION CARRIED: FOUR AYES. ONE NAY. TWO ABSENT.

Fitzgerald: Thank you very much, Stephanie. We appreciate it. I'm sure we will see you again soon. Okay. Moving on to the next -- oh, Adrienne, go right ahead, ma'am.

Weatherly: Mr. Chair, I just wanted to make a note. Ms. Stack, I see that your hand is raised again. If it is an audio issue if you could, please, try calling in. We are not receiving any feedback that other people are having audio issues. You can find the phone number to call the same place where you found the link to login into the Zoom meeting. If you need any help with that, please, e-mail cityclerk@meridiantcity.org and we would be happy to help you right now.

Fitzgerald: On the top of the agenda, if you look at the agenda, Ms. Stack, the join by phone number is on there and the web ID is on there as well. If there is questions there, please, join us there and --

Cassinelli: Mr. Chair?

Fitzgerald: Commissioner Cassinelli.

Cassinelli: If I may comment. I think some of it what I'm getting -- I'm getting cutting in and out at the podium. So, if we can encourage those that are -- if there -- if -- if the applicant and -- on this next one is at the podium that they really concentrate on being at that microphone.

McCarvel: Yeah. Sure. I think it's the mask and any -- any movement away from that microphone it just gets muffled.

9. Public Hearing Rescheduled from September 3, 2020 for Pura Vida Ridge Ranch (H-2020-0064) by Jay Gibbons, South Beck & Baird, Located 3727 E. Lake Hazel Rd.

- A. Request: Annexation of 26.34 acres of land with R-8 (6.64 acres) and R-15 (19.69 acres) zoning districts.
- B. Request: A Preliminary Plat consisting of 157 buildable lots and 35 common lots on 26.34 acres of land in the R-8 and R-15 zoning districts.
- C. Request: A Planned Unit Development with a request for a deviation from the dimensional standards listed in UDC Table 11-2A-7 to allow reduced building setbacks in the R-15 zoning district.

Fitzgerald: Perfect. Thank you. Okay. And we will move on to the next item on our agenda, which is the file -- the application for -- it was rescheduled from September 3rd for Pura Vida Ridge Ranch, file number H-2020-0064 and let's kick it off with the staff report. Sonya, are you with us?

Allen: Yes, I am. Thank you, Mr. Chair, Members of the Commission. The next item before you is a request for annexation and zoning, a preliminary plat, and a planned unit development. This site consists of 26.34 acres of land, it's zoned RUT in Ada county, and is located at 3727 East Lake Hazel Road. Adjacent land use and zoning. To the north are single family residential properties in the development process zoned R-15. Excuse me just a moment.

Fitzgerald: Making sure our -- we can see the screen. If you are speaking to the PowerPoint slides we don't see them.

Seal: Mr. Chair, they are working on that right now.

Fitzgerald: Awesome.

Allen: Alrighty. Sorry about that. Back with you. Adjacent land use and zoning. To the north are single family residential properties in the development process, zoned R-15. To the west is single family rural residential agricultural land, zoned RUT in Ada county. To the south is the same and to the east is recently approved for the development of a church and single family residential attached and townhome units with R-15 zoning. The Comprehensive Plan future land use map designation for this site is medium high density residential, which calls for eight to 12 units per acre. Annexation of 26.34 acres of land with R-8 zoning, which consists of 6.64 acres, and R-15 zoning, which consists of 19.69 acres, is requested for the development of 157 single family residential homes, consisting of a mix of detached units, which is 30, and attached units, which are six, and townhome units, which are 121, at a gross density of 8.23 units per acre, which excludes the undevelopable areas of the site, consistent with the medium high density residential future land use map designation for the property. The area proposed to be rezoned -- or, excuse me, zoned R-8 consists of the upper rim area at the southwest corner of the site and that is this area right here where my pointer is. That is proposed to develop with single family residential detached homes, which will provide a transition to future medium density

residential development to the south. The area proposed to be zoned R-15 consists of the slope and the lower value -- valley area on the remainder of the site proposed to develop primarily with townhomes and a few single family residential attached units, which should be consistent with the future medium high density residential development to the east and west. A development agreement is recommended as a provision of annexation. A preliminary plat is proposed as shown to subdivide the property consisting of 157 buildable lots, 35 common lots, on 26.34 acres of land in the R-8 and R-15 zoning districts. The plat is proposed to develop in four phases as shown on the phasing plan on the right. The first phase is nearest Lake Hazel Road, with subsequent phases progressing to the south, with the last phase at the southwest corner of the site, which requires a public street access to be provided from the south. There is no vehicular connectivity between the upper rim and the lower valley lots. The Fire Department is requiring secondary access to be provided from the east or south or other means as agreeable by the Fire Department prior to development of phases two or three. Access is proposed via one public street and one emergency only access via East Lake Hazel Road. One stub street is proposed to the west and two stub streets are proposed to the south for future extension and one stub street is planned to the east boundary of the site from Poiema Subdivision for interconnectivity. A bridge is required to be constructed across the Ten Mile Creek to the east on the subject property in this location. The Ten Mile Creek does lie along the eastern boundary of this site right here. Alleys and common driveways are proposed off internal public streets for access to the proposed attached and townhome units. Traffic calming is proposed on road three, which is over 700 feet in length and that is this road right here by narrowing the street down to 24 feet between road six and seven and roads six and seven are these loops right here. A planned unit development is proposed to enable the development of a mix of single family residential detached, attached and townhome units on the site at a gross density of 8.23 units per acre, excluding the undevelopable areas of the slope, the hillside, while preserving the natural topography of the property and the Ten Mile Creek. This property has significant topography, which prevents development of over 25 percent of the property for buildable lots. The applicant states there is a 28 foot height difference between the valley floor and the rim with an average slope of approximately 40 percent. As part of the planned unit development the applicant requests deviations from UDC standards pertaining to building setbacks as shown on the preliminary plat and in the table there at the upper right of the screen. They are also asking for deviations from code requirements pertaining to sidewalks, landscaping along pathways, and cul-de-sac and block face lengths. The details and justification for such is included in the staff report. A 35 foot wide street buffer is proposed along Lake Hazel containing a berm and landscaping is proposed within common areas, except for the portion of the site that's on the hillside. No landscaping or sprinklers are proposed as the area is proposed to be left natural and unimproved. The applicant states low growing vegetation currently exists in this area that doesn't require supplemental moisture. Installing an irrigation system would cause unnecessary damage to the hillside. The HOA is proposed to be responsible for reducing fuels on an annual basis at a minimum. Staff and the Fire Department is very concerned about the potential danger of wildfires -- wildfires in this area. Therefore, the Fire Department is requiring defensible space to be provided. A minimum of 30 feet and possibly more for steep topography from all structures to the undeveloped natural open space. Plantings within

this area should be fire resistant. A wildfire safety plan is required to be approved by the Fire Department prior to approval of the first final plan and a copy of the approved plans should be included in the CC&Rs for the subdivision. Qualified open space in excess of the minimum standards. A minimum of 2.63 acres or ten percent is required. A total of 4.9 acres or 18.6 percent is proposed, consisting of half of the street buffer along Lake Hazel, linear open space, MEWs, and open grassy areas of at least 50 feet by 100 feet in area. This does not include the unimproved hillside area. Site amenities in excess of UDC standards are proposed. A minimum of one site amenity is required. Proposed amenities consist of a ten foot wide 1,631 foot long segment of the city's regional multi-use pathway system along the east boundary the site adjacent to the creek. A 16 foot by 16 foot shelter with a picnic table. Two eight foot by 12 foot arbors with benches and separate common areas. And a dirt trail and paved five foot wide pathway on the hillside. A pedestrian -- pedestrian connectivity plan was submitted as shown that depicts sidewalks along streets, pathways through internal common open space areas leading to amenities, micro pathways through MEWs providing connections to the ten foot multi-use pathway along the creek and pathways and trails in the unimproved slope area providing pedestrian connections between the upper ridge and lower valley lots. A parking plan was submitted as shown on the right that demonstrates compliance with the off-street parking standards for residential uses. A total of 71 additional off-street spaces are proposed for guests in many parking lots dispersed throughout the development and an additional 88 spaces can be accommodated on street for a total of 157 extra spaces. As noted, the Ten Mile Creek is a natural waterway that runs along the eastern boundary of the site. As such the UDC states that fencing should not prevent access to the waterway. However, in limited circumstances and in the interest of public safety, larger open water systems may require fencing as determined by the City Council, director, and -- and/or Public Works director. Fencing is not proposed or desired by the applicant. The applicant states water flows year round in the creek. It's shallow and slow flowing at an approximate depth of 18 to 24 inches and is overgrown with cattails as shown in the pictures. The depth of the waterway is -- in relation to the surrounding land is approximately six feet from the top of bank to the bottom of the channel and the width is approximately 15 to 20 feet wide. Fencing the creek would likely impede the irrigation district's ability -- ability to maintain the drain. Because this is not a large open water system with deep fast flowing current, staff is not overly concerned. However, any waterway may present a hazard to young children. For this reason and because staff has not received a determination from the director or the Public Works director on this matter, staff is recommending fencing is installed along the creek to restrict access unless otherwise waived by City Council. Respective elevations and views of the development were submitted as shown. Conceptual building elevations were submitted for the single family residential detached and attached townhomes, consisting of a variety of vertical and horizontal siding, stucco, brick and stone veneer accents, with wood and timber design elements, with gable style shingled roofs, with metal accent roofing on some elevations. No elevations were submitted for the two attached units, but they will consist of the two end units of the three plus unit townhomes put together back to back. The end units have a kick out on the front corner. To ensure quality of development within the PUD in accord with the UDC, staff recommends design guidelines are submitted for the overall development to be included in the development agreement that promote innovative design that creates

visually pleasing and cohesive patterns of development. To ensure compliance with these guidelines and the design standards in the architectural standards manual, staff recommends all structures, including single family detached, are subject to design review for compliance with these standards and guidelines. Written testimony was received from Jennifer Loveday. She is not in support of this project due to the opinion that the existing roadways in this area cannot support additional traffic and the schools can't support the influx of children this, along with other developments in this area, will bring. She is not in favor of the density proposed. She feels it's too high. And she would like to see more open space areas. Staff is recommending approval of the project with the requirement of a development agreement for the provisions in the staff report. Staff will stand for any questions.

Fitzgerald: Thanks, Sonya. I appreciate it. Are there questions for staff? Hearing none, would the applicant like to come forward.

Cassinelli: Mr. Chair, I'm getting a lot of audio feedback.

Fitzgerald: Madam Clerk, I know I'm loud in the chamber. Is that -- can you manage that for me?

Weatherly: Mr. Chair, I continue to try to adjust the speakers, as we have found best appropriate to try to manage the meeting inside chambers. I can try to be more discerning with it.

Fitzgerald: Okay.

Weatherly: If you could continue to provide reports on how the sound is I would appreciate it.

Fitzgerald: Is the applicant online or -- or in the chambers?

Gibbons: Mr. Chairman, I'm -- the applicant's here. The staff is getting my -- my PowerPoint up at the moment.

Fitzgerald: Okay. Thanks, sir. Madam Clerk, if we can also turn the video camera for the podium.

Weatherly: Sorry, Mr. Chair. We are just getting the presentation -- the applicant's presentation up and we are just working through the technical situation here. It will be just another second.

Gibbons: Mr. Chairman, Commissioners, my name is Jay Gibbons. I am with South Beck & Baird in Boise, Idaho. I am the applicant-owner-representative for Pura Vida Ridge Ranch Subdivision. As staff stated, it's -- it's located off of -- just south of Lake Hazel Road and Ten Mile Creek runs entirely -- our property runs to the east side of Ten Mile drain -- Creek drain. So, there are -- there are two pieces -- there are two parcels included

in the 26.34 acres. You can see there is an existing house. There is a -- there is a dirt road that goes to the top of the hill where that house is. The house will go away as part of the development. I will clarify and note the information that I provided to staff when -- in my narrative apparently I didn't update or I transposed a number or what have you. There is actually 58 feet of elevation difference from the toe of the slope to the -- to the top of the slope. It's -- it's a significant hill. It's a challenging piece of property and we have -- we have worked with the neighbors to the -- to the east, the church property, Poiema Subdivision. We have -- we have worked with the two owners in different development applications that neither has come forward yet to the south that we are -- we are going to rely on for access to the R-8 in phase four. So, our development plan is -- I want to -- I want to make sure that it's understood that this is single family attached housing product in the R-15 district is not apartments, they are not for rent. We will build a building -- you know, the -- you have got to build -- you can't -- they are attached, so you build one building at a time -- in pairs, anyways, because of the common driveways. We have worked closely with the Fire Department -- the Meridian Fire and basically city has nothing on the books at the moment with regard to wildland -- or wildland urban interface fire issues, but because we are a unique property and we have that slope and it's a native slope, in my conversation with Joe Bongiorno we -- we have no issue with -- we believe and I agree with the city that we will address that, we will create a fire and firewise plan for that common area for the hillside slope and it will be part of our CC&Rs and the homeowners association will -- will be required to, you know, keep the vegetation down and -- and the fuel load for future fire issues per se. So, we don't -- we don't want fires and anything we can do naturally. Irrigation is -- is not necessary. There are, you know, native plants. There is a whole table and database of -- of appropriate plants for different -- different levels of protection from the, you know, 30 foot buffer to, you know, a hundred feet. It actually goes from five to 30 to 100. So, we will address all that as -- as it comes going forward. So, the waterway -- you saw pictures that staff showed I provided to staff of the waterway and Ten Mile drain. It's not very deep. There is not -- it is very shallow, though, as evidenced by the cattails. The cattails -- this -- this picture shows a nice -- nice blue stream. Well, at the moment, until the irrigation district or the border -- the Boise Project Board of Control come in and -- and do something inside, you know, to maintain the ditch, it is all cattails from Ten Mile Road way beyond our property. I will note that we will have a pressurized irrigation system for the common areas within this project. We -- the little red dot in the southeast corner. We -- we do have water rights -- irrigation water rights from Ten Mile Creek, which I didn't believe the first time I heard it either, but it actually -- it is a creek and drain, but -- but we have verification from the New York Irrigation District that -- who -- who oversees it. It's not Nampa-Meridian. The New York Irrigation District -- we do have water rights within that. So, we will create a pump system and we have discussed cooperation with -- actually with the Poiema development that is to the east that will share water, pressurized irrigation with that development as well. So, as staff noted there are a number of -- because we -- we are kind of the middle property and because of the topography we needed to provide street stubs access to -- for future development. Hence, we are -- and needed -- in order to go beyond the first phase of our project we need to build a bridge so we have a secondary access from a fire perspective and we -- so, that's why that actually ties up with -- with -- with the plan -- the development plan. The preliminary showed -- we sat down and coordinated that that

bridge would be an appropriate location for both developments. That said, the property to the south -- you see white lines. There is -- that connect to -- a local street that connects to our R-8 street. That R-8 will tag -- take access from Eagle Road as part of that development to the south when it comes and we will continue to coordinate with -- with whoever the property owner is down there. At the same time they have a similar low valley triangle on their property, the same elevation as our R-15 area that they will need a -- want a connection. They will have a cul-de-sac, because that road basically can't go anywhere beyond that. You get to the end of the -- their corner of the property at Ten Mile Creek and it becomes Boise Ranch Golf Course and in the city of Boise jurisdiction at that point, so we are kind on the edge of things, but we -- we have coordinated the best we could and we have good relationships with -- with the neighbors in order to accomplish that. We did -- since we have the public comment about the future traffic issues on Lake Hazel and the lack of -- of improvement at the moment, we did submit a traffic study. We did -- we accomplished one. We submitted it to Ada County Highway District. They approved that. They had to go through some revisions. They have -- they have a plan for Lake Hazel Road potentially to be widened from Eagle Road past this development in 2023 or '24. So, that's coming up pretty quick. Our -- our road improvements will -- will be tied to that and if we -- if we start down the road of our first final plat and there will be a new bridge that crosses for Ten Mile Creek if that's not all in by the time we can move to the final plat and we will be contributing to that -- that bridge trust with ACHD as well. As I say, we are -- we comply with the Comprehensive Plan and we worked extensively with staff. I think our first pre-app was last November. We have been through a lot of -- a lot of iterations and really worked closely with staff to get to this point and we are really appreciative of their efforts. We spoke to open space. The bridge connection. It is a PUD and it's an attached product, that's why we are doing the difference in setbacks will be zero setback -- zero lot lines on interiors. You will have three to five feet -- it is a -- it is an alley loaded -- our rear-loaded garages are in the rear. The hundred -- the hundred and -- all 127 townhomes and other attached are all rear loaded. The smaller ones on the common -- on 24 foot roads, which I should probably -- there you go. So, everything that's kind of a tan color is either the 24 foot road or it's on a common driveway. Those are alley loaded. You have three and five foot setbacks from the property line to the face of the buildings. We want to modulate the building so you have some -- some differentiation, it's just not a solid, flat wall and, then, the yellowish are the alley loaded. They are larger. They will have four bedrooms potentially. You have got a two car garage, plus two cars on -- on the parking -- a driveway parking pad 20 by 20 and we do have parking guest, additional cars, what have you. I think it's important that between the street parking and what have you and in a tight, dense development like that you got -- you got to have room for -- for folks to come in and out. So, as I spoke to -- and staff, we do have four access points to adjacent properties, one to the west, two to the south and -- and one, of course, across Ten Mile Creek to the east. A little larger parking plan. You can see we have a ton of parking and it's a good thing. We have no issue with that. We would like to provide that. This is a very pedestrian oriented development. The orange is the multi-use pathway that runs the entire length of Ten Mile Creek. It also -- the very northeast end of that looks wider. It is. That's our emergency access for the time being through phase one until we -- until we build a bridge and have a secondary access for -- for fire in phase two. The green -- the green lines are -- we are trying to provide a -- more

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of a trail. It's not paved. Those are, you know, three or four foot compacted native soil -- it will be soil or -- or, you know, gravel improved. Definitely built into the slope. I want to clarify that with the five foot pathway sidewalk that goes up the hill to the -- and ties into the roadway and the R-8 -- part of the reason that that pathway is where it is and where it is -- is -- there is a waterline that will be -- that runs in alignment and we will -- we will provide part of the loop for the city in that regard and it will tie to the -- to the property to the south and as it develops. Hopefully not in the too distant future you will see that one as well. So, these are our -- our elevations for our R-15 units. You can see there is modulation. There is a lot of different -- different materials, a lot of different colors. It's a very colorful development. I can say this -- these are actually -- we were in -- my firm was involved in -- in this project. It's in Eagle. It's in the River District and it's in -- you know, our building layout as far as how they fit on individual lots and the buildings themselves and the spaces in the buildings are very similar to this and I can say it's extremely popular through the course of development and finalizing the landscape. I did the -- all the certificate of completion on each set of two buildings. They had ten buildings built over about 18 months. But as soon as -- as soon as I did the -- provided the certificate of completion for the landscape and they got their certificate of occupancy, they got full fast. That similarly to our project they are on individual lots as well. I think initially these ones in -- in Eagle are -- are rentals currently, but they -- they are set up to be sold at some point in the future and similarly the R-8 elevations will be up on the bluff. Fit on lots that are about 55 feet wide or so. They share similar building materials and styles to the -- to the R-15 that we propose. This is actually part of the same. This is the first phase of Lonesome Dove in Eagle. That was totally single family. It's closer to the river and, then, Lonesome Dove Two was out closer to the bypass itself. But it really ties well together, it's really well landscaped, and it has access to a greenbelt as well. Other than that, you know, I think -- I will work with -- with the city to get to this point and the staff report of conditions that are set forth in the staff report, we agree with those. We have worked closely to get to that point and we are not asking for any changes. We are happy the way they are. And with that I will stand for questions. Thank you.

Fitzgerald: Thanks, Jay. We appreciate it. Any questions for the applicant?

Seal: Mr. Chair?

Fitzgerald: Commissioner Seal.

Seal: Just -- do you have timing or, you know, estimated timing on when you will start or complete the four phases that are shown on this?

Gibbons: Mr. Chairman, Commissioner Seal, we want to -- we want to push forward when we get -- the first phase, of course, is contingent on getting entitlements through the city. We have -- in the course of getting to this point we have potential financing for construction of the final plat and the first phase. As soon as we can get construction draws. So, I would say the first phase will start next year sometime and, then, the second phase will follow on that and the third phase will follow after that. The fourth phase is contingent on what happens south of us. We really -- we can't build that -- that could sit

for a while until -- until the property to the south comes up with a development plan and goes through process, gets their entitlements and actually gets to a phase that hits us and is contiguous, so -- but we would like to build the -- the lower part, the R-15 sections as quickly as possible within the next five years to have that complete.

Seal: Okay. Thank you.

Fitzgerald: Commissioner Cassinelli, go right ahead.

Cassinelli: Thank you. Yes, this is Commissioner Cassinelli. Question on the -- I'm getting a lot of feedback. Hopefully you can hear me. The gross density application that you -- or calculations I should say that you have in the application, what is the lower -- do you have a size of that lower portion that's buildable?

Gibbons: Let's see. Mr. Chairman, Commissioner Cassinelli --

Cassinelli: Cassinelli. Thank you.

Gibbons: I did all those calculations last week and I didn't bring that worksheet with per se. I mean there is -- so, 15 acres -- the rezone itself was for -- okay. So, the R-15 is 19.69 acres. The hillside itself is between four and five, if I remember correctly, and Ten Mile Creek itself was about an acre and a half. We deducted -- it was -- there is 19 minus 7.26 acres. It must be pretty close to 12 acres on the -- on the south side -- or, you know, on the lower end. Twelve or thirteen probably.

Cassinelli: So -- so, 13 acres is that buildable portion on the -- of what the townhomes are occupying; is that -- am I hearing that correct?

Gibbons: Correct.

Cassinelli: Okay.

Gibbons: Correct.

Cassinelli: All right. Thank you.

Fitzgerald: Commissioner Grove, did you have some comments, sir?

Grove: Yes. Thank you, Mr. Chair. Question with the R-15 portion where are residents meant to congregate, I guess, is my best way of putting that. I see that there is a lot of open space, but it doesn't feel like there is a cohesive -- like usable space from an open space perspective with that many units.

Gibbons: Mr. Chairman, Commissioner Grove, we have actually spread the -- we do have -- so, being a -- being a rear loaded product the front door actually faces the MEWs, which common areas with the sidewalks in between them. There are areas -- there is a -- there

is a shelter up where we have the light yellow. If you remember back to our overall colored rendered plan, the -- the alley loaded with the parking driveways themselves, there is a good sized space in there that has a shelter and benches. There is -- so, there is also a mailbox kiosk. It's right at the base of the hill where the -- the westernmost trail takes off that -- it's red as well. There is -- there is some gathering area and benches around there. We have spread benches along the walkways that that walk -- that follow the toe of the slope and, then, there is also some area on the very south end where our -- our road ends. There is some area there and, basically, it's -- you know, it just kind of all ties together. There is -- there is not like a big park area per se, but there is lots of little spots with things in them and -- and, you know, this is -- this is -- this is meant to -- you know, for people -- they live close and they have open space out their front door and that's usable. Each house has an 80 foot square foot stoop on it as well, so -- does that answer your question? I kind of rambled there. I apologize.

Grove: It answers the question. I -- I just --

Fitzgerald: Additional question for the applicant? Mr. Gibbons, we will have you close here after public testimony and we appreciate your presentation.

Gibbons: Thank you.

Fitzgerald: Madam Clerk, do we have anyone who would like to testify on this application?

Weatherly: Mr. Chair, we had several people sign in and one person indicating a wish to testify. That's Annette Alonso and she marked she is an HOA representative as well. Annette, I'm trying to transfer you, but we are having some technical difficulties, so if you will bear with me for just a minute. I'm going to give you the ability to talk.

Fitzgerald: And I have -- I will just -- if anybody else wants to testify -- I know Annette knows this because she has testified before, but, please, state your name and your address for the record as we get started. Annette, the floor is yours, ma'am, if you are ready to go.

Alonso: All right. Can you all hear me?

Fitzgerald: Yes, ma'am.

Alonso: Okay. This is Annette Alonso. I live at 2204 East Hyperdrive in Meridian. 83642. I live -- I live fairly close to this development. Thank you, Commissioners, for allowing me to speak tonight. First of all, in regards to this development, it appears that we are kind of putting the cart before the horse here, as a portion of this development, the 30 homes on the hill, will only be accessible from a development to the southwest and that has not yet been heard in a single public hearing process. No roads will access this portion of Pura Vida and there will be no connectivity. The 30 proposed homes would be located within a private gated area of the other development, which I believe is coming on sometime to P&Z in October. We don't believe the private streets were presented in this

application, nor do we understand the necessity or the desire of the city to have such streets. So, moving on to site characteristics. This is a very unique piece of property with high groundwater and a location where migratory birds nest with cattails in the marshy meadows. The D-shaped portion of the parcel that sits at the bottom of the hill will need to be filled and a loma required to be built upon according to the applicant's initial information. This will change the groundwater dynamics for all the surrounding area. Section 4.05.00 of the Comprehensive Plan states that we need to preserve, protect, and enhance and wisely use natural resources and natural features. This aspect of Pura Vida application is an assault against the spirit of -- and the intent of the newly adopted comp plan in that aspect. The applicant's lack of planning for the steep hillside will introduce risks and create a permanent unacceptable, undesirable eyesore for the area residents. As you all are aware, the city has long needed to address the slopes and related erosion drainage and fire hazards through the UDC and yet we still don't have an appropriate UDC in place for this. The southern rim has many hillsides in various developments, of which I live in one, that either the HOA or the individual residents maintain. That is in quotes. Maintain. In most instances, as our code enforcement officers will tell you, they are not maintained at all. This is a cause of chronic fire, along with rodents, snakes, and as this year severe tick infestation. This developer is proposing not to have the area watered or planted, which based on precedence in our scenic southern rim district causes hills to become risk hazards, eyesores, and certainly not any sort of usable amenity for the enjoyment of residents. And walking up a pathway in that area is going to be hazardous to dogs, to children, et cetera. As far as the dimensional deviations that they are asking for, the developer is requesting a deviation in set -- setback for the R-15 zoning to allow attached structures with -- sorry, guys. Hold on just a second. Sorry. My dog was barking and she was bothering me. Okay. The justification is that the front doors open onto a MEW providing pedestrian access in front of the residents. R-15 zoning has an appropriate setback currently per the UDC, allowing us to merely provide the developer the ability to add more homes and get more sales. This is not the equivalent -- this is the equivalent of a step up in our understanding, which City Council has clearly stated will not be allowed under the new comp plan. Further, the amount of money the developer will or will not make on a development is irrelevant. So, this could be denied as a step up are not allowed. Moving on to the streets. Road improvements in the area are not scheduled until '23 or '24. There is an average of one accident per month in the area at the intersection of Eagle and Lake Hazel. It's very dangerous with only a fourway stop, steep inclines and declines in all directions. Pura Vida would add another 1,204 vehicle trips per day to this intersection. Section 6.01.02F of the comp plan. Consider incomplete and underserved roadways and timing of the necessary road improvements in all land use decisions. Within the development the developer is proposing no curb and sidewalks on the 20 foot wide street ways. These are all along the southwest toe of the slope where it would be natural to access -- an actual access point for pedestrians to reach the hillside pathway. Asking the city for private streets to avoid sidewalks is not acceptable. This was mentioned in one ACHD report in the information on the file. There is no reasonable rationale for the city to lower its bar when some of the most important stakeholder values were connectivity, pathways, and amenities. If the developer does not want to install sidewalks on the 20 foot wide streets, we would suggest they place a pedestrian pathway all along the toe of the hill from the north to south. This would allow

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pedestrian and bicycle connectivity throughout the site on the southwest side of the lower portion. Driveways -- shared driveways -- we all know it's a major bone of contention within the P&Z and the City Council. Currently the UDC committee is looking at an amendment to lower the number of homes on a common driveway to fewer than six due to the problems they create amongst homeowners and with parking. Each of these shared drives that's proposed has six residents. This is the maximum allowed per UDC. As far as transition is concerned, Idaho land use strongly protects agricultural practices. The southern rim stakeholders seriously desire to protect our existing rural properties and practices. The neighbor to the west has put quite a bit of money into developing a prosperous horse farm where they breed and raise horses. Their large birthing barn is located just over the property line. Allowing this development will overtax the young foals and the mares. There has been no acceptable buffer plan for this homeowner's property. This is shockingly inadequate and insensitive to our community and Idaho's values, as well as to the equine property owner's rights, essentially, as to be pushing them out of their position that they live in at this point. Going on to open space. 2.02.08. Plan safe, attractive, and well maintained neighborhoods that have ample open space and generous amenities. 2.02.01A. With new plats require design and construction of class laid connections, easy pedestrian and bicycle access to parks, safe routes to school, and the incorporation of usable open space. This is being marketed as a first time homebuyer development, according to the applicant's information. Statistically this style of development has many children. MEWs, pedestrian pathways along a waterway, and an 80 foot square foot stoop on the front -- or porch on the front of each of those MEW areas does not allow for a child to play freely. These proposed open spaces are irregularly shaped, disconnected, or isolated and do not meet Meridian's high standards for usable open space. The majority of the open space should not be comprised of unusable laterals, remnant spaces, and linear parkways. Open space and all amenities should be intentional, well designed, and high quality, designed to promote the well being of the residents. A large aggregate area for children, with play equipment, room to run, kick a ball and benches with shade are desired. These should be centrally located with the development. I'm going to move on to schools. I know you all have heard it, but you need to hear it again. According to the Comprehensive Plan 3.02.01A, to evaluate the comprehensive impacts of growth and consider the city master plan and strategic plans in all land use decisions, i.e., traffic, school enrollment, and parks. 3.02.01G. Establish and maintain levels of service for public facilities and services, including water, sewer, police, transportation, schools, fire and parks. At this time in our city development schools must be a main focus. Our schools are severely overcrowded and I have listed some information. This is count of -- within a mile and a half radius of this property we have Sky Mesa Highland, The Keep, Turf Farm, Century Farm, East Ridge, Lavender Heights, McKay Farm, Poiema, Sky Break, which is coming, Pinnacle and Pura Vida. We have 1,410 possible students. I spoke to the school district today and the 1,410 students, if you divide that the way they do, I was told that the -- that the group that would be in the elementary school would fill an entire elementary school. We don't even have an elementary school available. So, this is seriously going to tax our school system. If this is first time homebuyers, these people do not have the capacity financially to put their children in a private school or other situations like that. So, we have to seriously look at this. Where -- where will these children go to school? Would you like your children to be

in a situation with up to 37 students in their classes? So, in conclusion, the city has made it very clear that annexation is to be held at a higher standard. This application does not represent or come within reach of that higher standard. It lacks continuity of open space, no connectivity within the development itself, and bases part of the development access on another developer that hasn't been seen or presented to P&Z yet. Road improvement is not scheduled for another three to four years. Schools are severely overcrowded and redrawing school boundaries will not solve this. No new school is planned to have bonds or have bonds pending. A development very similar in housing style has been approved adjacent to this property by City Council in the past month. Comp Plan clearly states that there needs to be a good cross-section of housing and they should guard against an abundance of subdivisions in similar and repetitive density, appearance, and price ranges. This is a beautiful piece of property and should be developed to protect its natural features. This is not that development. Thank you.

Fitzgerald: Ma'am, we appreciate your comments tonight. Madam Clerk, is there additional folks who would like to testify?

Weatherly: Mr. Chair, I don't see anyone with their hand raised and I don't see anyone with their hand raised in chambers either.

Fitzgerald: If there is anyone who would like to testify on this application, please, raise your hand via Zoom or in chambers and we will call on you. Give you a few seconds. Commissioner Seal, do you see anybody? Okay. Seeing no hands -- Mr. Gibbons, would you like to come up and close, sir, and respond to comments?

Gibbons: Thank you, Mr. Chairman, Commissioners. I think, you know, we all share similar concerns as far as schools are concerned, traffic, and the way that -- you know, the way that the traffic improvements are funded and the timing never seems to work just right. I can say that -- so, this -- this piece of property is -- you know, it was pasture land on the flat at some point, had -- had horses or cattle on it. If you -- if you see the -- the hillside itself at the moment there is -- there are, you know, wheel tracks from -- somebody's been up there fourwheeling and what have you and there is -- somebody did a slippy slide at some -- some point, so there is visqueen down the side. There are -- there are a lot -- that hillside can't be left exactly the way it is at the moment. It's got to be improved and that's -- that's part of our plan as well with the firewise plantings and -- and -- and part of -- part of our development plan, you know, so we -- we have preserved the native vegetation that's along Ten Mile Creek. The multi-use pathway will invite the public in, which is -- I was the Pathways Project Manager at the City of Meridian for seven years until I went back to private practice about three years ago. So, as far as, you know, fences along -- along ditches or drains, that is really something I will have to -- I need to discuss with the irrigation district, because I'm always concerned -- I have seen it both ways. Sometimes the irrigation district doesn't want a fence, maybe it's a different height of fence or what have you. We are not against building a fence if -- if the city sees that that needs to happen in the end, we will -- you know, we will work through the -- the possibilities to do that. But at least -- as far as traffic is concerned, it's been studied, it's a -- it's on the way. Improvements are on the way. When it comes to density and

questions about density and being too dense, our property falls within the medium high density residential designation under the comp plan. It speaks to that much density and we did everything we could to -- I mean if you -- if you look at 26 acres and you got a maximum -- you know, the high end of that medium high residential is 12 units per acre, that's a -- that's almost -- it's right at 300 units per acre. We don't have 300 units overall in 26.34 acres. We don't have the ability to build that many. We are not building multi-family. We are not building apartments. So, we have -- we have done our best to comply with what the city foresaw and the vision that they had for this property and the adjacent property. So, you know, we have -- we have -- we have worked diligently to get on board with -- with what the city needs to find. So, hopefully, I have addressed questions and addressed the issues that the public has brought up and I will stand for questions. Thanks.

Fitzgerald: Mr. Gibbons, one quick second. I'm going to have you maybe sit down for a second. I'm going to have Chief Bongiorno chime in here, because I see him raising his hand and we wanted to have him chime in on the wild land urban fire interface and kind of the effort, because I know that the issue has been brought up, we want to make sure that the chief has a chance to comment on that hillside and what's being done. Chief, are you available?

Bongiorno: I am. I am not sure if I'm in the call or not.

Fitzgerald: I think you are, sir. So, if you --

Bongiorno: Oh.

Fitzgerald: -- could give us your thoughts we would really appreciate your perspective.

Bongiorno: Awesome. Thank you, Mr. Chairman. Sorry, I just came in, so I'm -- I'm going to go off what I assume you guys were talking about and when I talked to Mr. Gibbons in the past last -- earlier last week we had talked about, you know, just concerns about the hillside and making sure that we don't have another Idaho Power, you know, Boise fire incident where they, you know, lost 12 houses and one person up on the hillside up above where the fire caught. So, the fire department's main concern was just making sure that it's maintained, the hillside, and that we -- for those houses that do back up to that hillside that we maintain the 30 feet of clear space, so we don't have, you know, flames impinging on fences and houses and, you know, to where we can have a wildfire. So, basically, we -- I borrowed Boise's wildland urban -- urban interface documents, toned it down a little bit and sent them to Jay and -- and he had mentioned that, yeah, we are -- we are familiar with it. So, again, our goal is just to make sure that we don't lose that hillside and any houses around it. So, the goal was just to come up with a way that the HOA is going to maintain it and, then, anything that does get disturbed that it's planted with fire resistant plantings, which is part of the firewise documentation that I think I sent that to them as well.

Fitzgerald: Thanks, chief. Are there questions from the Commission for Chief Bongiorno? Commissioner Cassinelli, go right ahead.

Cassinelli: Deputy Chief, as long as they comply with everything and the HOA, you are satisfied with that plan then? The plan that they have?

Bongiorno: We haven't -- Commissioner. Sorry. Chairman and Commissioners, I have not seen the plan yet. We just spoke this week about it. But, yes, as soon as we get that plan together, Sonya and I were talking about, you know, when -- once we get the plan approved to make sure that she's aware of it and so we can move forward with the -- with the subdivision. So, I don't have any issues at this point. The conversation I had with Mr. Gibbons was it -- it's not going to be a problem, we will -- we will take care of it.

Cassinelli: Okay. Thank you.

Fitzgerald: Any additional questions -- or I mean comments or questions for the chief?

Allen: Mr. Chair, if I could --

Fitzgerald: Go right ahead, Sonya.

Allen: -- add something. Thank you. I just wanted to clarify the record. When Mrs. Alonso spoke she referenced private streets within the development several times. There are no private streets in this development. They are all public. So, just wanted to clarify. Thank you.

Fitzgerald: That was a question I was going to ask you to clarify. So, thank you very much for doing it. Well, Chief, thank you for being here. Hopefully you can stick around for a minute if there is additional questions, but we really appreciate your perspective and you guys taking that step forward.

Bongiorno: I will -- I will -- Mr. Chairman and Commissioners, I will be here.

Fitzgerald: Thanks, sir. Mr. Gibbons, do you have any final comments, sir? I kind of cut you off a little bit. Or -- and then I will -- we will open it up for questions.

Gibbons; Mr. Chairman, thanks for the opportunity. No, I would -- I had it written down to clarify that -- that there are no -- no private streets in the -- in the development. I appreciate staff making that comment for me. With that I will -- I will stand for questions. I'm here as a resource, so thank you.

Fitzgerald: Commissioner Seal, go right ahead, sir.

Seal: Just one question on the -- the property that's up on top of the hill that's going to turn into the R-8. That's going to come out as part of phase one or in phase one or is that

-- when -- when will that come out and when will the access -- that access road be cut off is my main question?

Gibbons: Mr. Chairman, Commissioner Seal, you're talking the R-8 up on the hill?

Seal: Correct.

Gibbons: That is our last phase and that has to wait until -- until the development -- when there is a development. I mean we have talked to -- we have worked with both potential developers to this -- to this point. They were actually ahead of us last winter and, then, they fell behind and I assume they will catch up, but our access -- the thing is is they need additional access from -- from their -- and we -- we need our access to come through them. It will go to Eagle Road. So, we can't build until -- until they get to that point.

Seal: Right. But when will the -- the existing property that's there, when will that be taken? This kind of relates to the fire danger and --

Gibbons: Oh. Okay. I understand.

Seal: -- things like that where if that's going to come out who is going to maintain it, how is that going to fit into the -- you know, the fire plan and everything. If that sits empty for two, three years, then, obviously, the fire danger extends into that property as well.

Gibbons: Exactly. Commissioner Seal, so the problem with -- with -- so, the staff report -- there is a condition that it goes away, that the house is removed -- or it will be removed when that -- that phase hits. However, like you say, if it were to sit -- sit vacant it's an issue, because the access to the house currently comes from -- it's that dirt road that comes to the south off of Lake Hazel where it has such a great -- it's been cut, so there is -- it's in a valley and all of that was pushed out to -- to level it up to get it into -- you know, the grade of the road would meet city requirements, it wouldn't be too steep for fire protection, what have you. Well, the way that road sits I have to cut the bottom of that road off with the first phase, because it becomes part of our -- our loop there. So, that -- that house really has to go away right away. It can't -- it doesn't have access otherwise, so --

Seal: Right. Understood. Thank you.

Gibbons: Uh-huh.

Fitzgerald: Additional questions for Mr. Gibbons? Commissioner Grove, go right ahead, sir.

Grove: Thank you, Mr. Chair. With this development is -- I know that there is no physical connection to the R-8 and R-15, but is there an overall development connection between the two in terms of like HOA or is it, basically, two separate developments happening with this project?

Gibbons: Mr. Chairman, Commissioner Grove, no, it is -- it is a part of the same development, it's just that their access is -- is coming from another development. It will be under the same HOA. It will be maintained in the same fashion. It has common areas that are part of the -- of the rest of the R-15 development as well. The pathway connection and water connection -- that pathway, if need be, could be turned into -- I mean it's -- the reason that that -- that five foot pathway that goes up the hill is in the configuration it is with water underneath, per se, is it could be an access road. It just requires a lot more grading. I mean it's our fallback plan if the other development never comes forth we can flip that and -- and, you know, we would have to work with the city in that regard, too, after the fact, but it could provide access up to the north. But we still need that -- that access to the south for a secondary emergency access for our work with the fire department.

Fitzgerald: Commissioner McCarvel, do you have questions?

McCarvel: No, not at the time.

Fitzgerald: Any additional questions for Mr. Gibbons? Thank you very much, sir.

Gibbons: Thank you.

Fitzgerald: Can I get a motion to close the public hearing?

McCarvel: Mr. Chair --

Seal: So moved.

Fitzgerald: Commissioner McCarvel.

McCarvel: Second.

Fitzgerald: I have a motion and a second to close the public hearing. All those in favor say aye. Any opposed? Motion passes.

MOTION CARRIED: FIVE AYES. TWO ABSENT.

Fitzgerald: Somebody want to lead off. Commissioner Seal, I will go to you first. Commissioner Grove, you can --

Seal; I will start off. There is -- I know there is a need for this type of housing in Meridian. That -- that said I -- I agree with a lot of what Mrs. Alonso had to say as far as kind of where this is at and how it's situated and the predicament we are in as far as, you know, the roads and the schools and everything else. Again, I'm pretty passionate about the schools. Not only the -- I mean there is a great school available, but the nearest grade school is already capped. The grade school that these kids will end up going to is near being capped and everything else is already overcrowded. So, you know, the fact of the matter is these kids are probably going to be bused somewhere else to get to school. So,

that may or may not be a reality, but if they are not bused somewhere else, then, the only other alternative is class size will increase. To me neither one of those are anything I can in good conscience support and that would go for, you know, anybody developing in this area, unless they bring something in that's going to help eliminate some of that along the way. Some of the design that's in this -- and I understand it's a very unique piece of property, so it's not going to be laid out nice and neat like other things. That said, I think there is more opportunity to lay this out in a fashion that's going to provide for it to be 14 more unique and more fitting for the area that it's in. We have had several applications come in with townhome style homes that provide for, you know, no shared driveways or less shared driveways, as well as, you know, more of a -- kind of north end style entrance to them, so I think something like that would probably work much better in this area and it gives Meridian something not only -- not only that's needed, but something that's unique for that area. So, there are some things that I like about it. I do like some of the alley load houses, the way that the -- the configuration is done on that. Some of the parking that's in there -- I do agree that more parking is generally better, but it eats up quite a bit of area that could be common. It was marked as unqualified common space and a lot of that has parking in it, so I think some of the parking that's in there -- some of the parking and some of the open space could probably be reconfigured as well in order to provide for, you know, open space that is more communal, especially when you are going to have a huge disconnect between the R-8 and the R-15s down below. So, that's my thoughts at this point. You are muted.

Fitzgerald: All right. Sorry. My computer -- Commissioner Grove, go ahead.

Grove: Thanks, Mr. Chair. I will echo some of the same things, but the biggest concern for me right off the bat is the -- the school and just looking at the distance that was listed for like the elementary school. There is two schools that are within like a mile of this development, but the -- the school that was listed was 4.6 miles or something like that for the elementary school, which is just a major red flag for me on this. In -- in that aspect this might be a timing piece more than anything else, but my other concern is -- and I kind of brought it up earlier -- is with the -- the open space configuration and I like the product. I'm not a huge fan of shared driveways typically, but I'm okay with this -- like general product and layout even, but it's missing a cohesive open space for this development as a whole. I don't see it -- the use of the open space that is presented now does not feel like it will meet the needs of the people who will be moving into this product. You know, having lived in places like this and having small children, this doesn't feel like there is a place for families and young children to really congregate and hang out safely with -- and actually have a sense of place where they live. So, I have some major concerns with that. With the -- the Ten Mile Creek I was already a little concerned and, then, seeing the pictures with all the cattails made me even more concerned just from a safety standpoint, because it doesn't feel like you can really see where that embankment is necessarily at. Maybe that was just the photo, but it was concerning to me, so I don't know, you know, if -- if we could look at fencing that might solve it. I'm just a little concerned with the visibility of that water feature. And, then, I don't know exactly how it's addressed, but the southwest -- sorry. Southeast corner of the project, I don't know -- if it doesn't connect how that would be reshaped, because it doesn't look like there would be adequate

turnaround space. So, that might be something that could be explained to me, but I don't -- looking at it -- and I'm just kind of confused by how that would work. And, then, I don't know, it -- I see how they are connected, the -- the two pieces, the southwest corner and, then, the R-15 are connected by the pathway, but it doesn't feel like there is anything else that really connects them, since there is no roadway structure that connects the two product types. So, I mean I don't know if that's a huge concern, but it's going to stand out to me just looking through this. But those are the -- the concerns that kind of are on my radar right now.

Fitzgerald: Commissioner Grove, I will point out one thing -- and Chief Bongiorno can clarify for us if we need to. The circle to the northwest, that racetrack looking thing, it has -- it has two accesses off of that. The orange connection back to Lake Hazel is an emergency exit, a bollarded emergency access and, then, it has a main access coming in. The only way they can build paths of the circular kind of slot car racing track is to connect that secondary access down in the southeast corner and that -- I'm not sure that helps you with the -- with your thoughts, but they do have to have another connection point going south.

Grove: If I read it, it was the connection point that leads over to -- across the creek.

Fitzgerald: Or across the -- yeah. One of them has to be put in place.

Grove: I guess it was just going down all the way to the end of that development that I was concerned with.

Fitzgerald: Okay. Commissioner Cassinelli or Commissioner McCarvel, do you want to hop in? I think you remuted yourself, Bill.

Cassinelli: Wrong way. I thought I was muted. I share -- I share many of the concerns that have been expressed so far. A big one is the open space and, first of all, this is -- let me backup. It's a difficult piece of property. In-fills are -- are always a pain. They are -- they are difficult to deal with and part of this one -- it's got four acres that are unbuildable, unusable, it's -- I believe it's counting as qualified open space, but it's a hillside that would be difficult to play on. So, there isn't a whole lot -- for -- for a hundred and -- I believe it's 26 units are in the -- are in the R-15 category, there is going to be -- there is going to be a lot of kids in there. If it's -- if this is designed for first time homebuyers, we are looking at probably young small families, that's who -- what's going to be able to afford this type of product. I like the product. I just don't -- there is -- there is some cool design elements to it and I think it would be a great fit in a lot of areas. I just don't know if it's the right fit here. I do also have another concern. I didn't initially about the fencing, but when -- when Commissioner Grove was talking and the fact that you can't see in there -- you know, this community just lost a two year old a couple of weeks ago to -- in a pond and -- which was tragic and -- and it wouldn't take much for -- without any fencing. So, I think -- I didn't think that was critical, now I do. If we are going to -- you know, if this does move forward I do think that's critical. But the big thing for me is that on a density aspect -- and it's something that -- that I'm always going to look at and I don't -- this -- it appears as though

-- and, you know, it's kind of a question here to staff. It appears as though this was looked at as the entire parcel and the density was configured for the entire parcel, but, really, this is -- it almost -- this is two and you have got 81 percent of -- according to my quick calculations -- 81 percent of the -- of the units are on less than half of the -- the property there and so it really -- if -- I was trying to do it, but I couldn't come up with calculations. I think if we took the density of just those -- of the townhomes by themselves on that -- on that lower level, I think we would exceed the density here, but because we are looking at -- it is one -- one big parcel it fits. But I think that's a little -- I don't want to say it's misleading, it just throws it off and it -- what happens is what we are seeing is -- is, honestly, a higher density here that's -- that's going in between R-8s and I just -- maybe if we could pull some of that density out of there, but, then, I know it throws numbers off, but I just don't -- I like it, I just don't think it fits in there is my issue. And you are going to -- and don't ask me what -- what fits, because I don't know.

Allen: Mr. Chair?

Fitzgerald: Oh, yeah, Sonya, go ahead.

Allen: It's staff. Thank you. If I could just clarify a couple of items. First of all, the qualified open space calculations do not include the undeveloped, unimproved hillside area. They exclude that area and the -- the density calcs also exclude that area as it's undevelopable area. So, the density proposed is actually consistent with the Comprehensive Plan and what we want to see in the medium high density residential designated areas like this, especially next to a major transportation mobility corridor such as Lake Hazel. Thank you.

Cassinelli: Mr. Chair, if I may.

Fitzgerald: Yes. Go ahead, Bill.

Cassinelli: Sonya, on that -- on the -- in that regard, did -- did you look at -- did you calculate a separate density for that lower parcel or were you looking at the entire 26 acres minus the four unbuildable acres and, then, the number of units?

Allen: Mr. Chair, Commissioner Cassinelli, I believe it was the overall area minus the undevelopable hillside area. It's in the -- it's the -- the calculations are in the staff report.

Cassinelli: Yeah. And I -- I was -- I was looking through those and trying to figure them out and I think that's where -- that's one of the hang ups I have, I think, because when you -- again, it's -- it's -- it's -- it's being proposed as one single development, but we are almost looking at two separate things and when I look at the -- at that high density -- or higher density, medium high density component to it, I think if we looked at that and took the numbers off that, we would -- we would exceed the R-15. Again, that's not how it's calculated I know, but I think when you -- when you break this apart -- and there is a definite break in here, because they are not even connected by -- by roadways. You can't even get from -- from A to B without -- without going out onto the major arterials, so --

McCarvel: Mr. Chair? I was just going to ask Sonya to clarify, because I think -- I'm hearing that she already -- that in the calculations they already took out the un -- the unusable space.

Fitzgerald: Yes. That's correct.

Allen: That's correct, Commissioner McCarvel. Thank you.

McCarvel: Yeah. Yeah. So, they -- they have already taken that out.

Cassinelli: Correct. And I -- that's what I understand. I'm just looking at -- and I guess the way I'm looking at it is -- to me in my mind is that this -- you know, I'm looking at it as two separate -- I'm looking at it as an R-8 development -- and I know it's all one and where -- we got to look at it as all one, but what I'm saying is the density in that one section, if that were looked at in and of itself it would -- I'm guessing that would exceed the R-15 and so that's all -- but I -- but I know, it's -- it's -- it's one full development and that's -- that's how it's being measured. But that's my hang up.

Fitzgerald: Understood. Commissioner McCarvel, did you have thoughts, ma'am?

McCarvel: I guess I would really like to see -- at least before it goes to Council -- and I'm not sure that -- I mean maybe we want to see it, but I would like to see what the plan is for that hill, because I'm hearing them -- and I'm thinking they are not going to leave it untouched, that they are going to go in and put, you know, decent mark -- not marked trails, but make the trails known and replant, but with native plants. I'm -- I'm not thinking they are just leaving it undone. But I guess I would like to see what that plan -- they should have a definite landscape plan that shows what the Fire Department wants to see down below as that preventable space and, then, the actual plants, because I look at, you know, some places along the greenbelt, you have definite places where it's been less natural and, then, you have places where developments have gone in and replanted and making it look beautiful, but planted it with native plants for the area. So, I'm just wondering -- I mean if that would change things if we saw what the actual plan was for that and I'm thinking -- was the proposal we saw a couple of months ago, was that Lake Hazel and Locust Grove where the two new schools are going in?

Fitzgerald: I know there are schools -- there is a new school going in nearby here. I just don't know when.

McCarvel: Yeah. And when is the closest -- it's the high school that seems to be the most there, I know there is elementary schools that they are busing them, that's not good either, but I think we have got two new ones coming right out there within a mile.

Fitzgerald: Sonya, can you speak to that?

Allen: I didn't hear the last comment. The earlier comment at Lake Hazel and Locust Grove, yes, there are two schools planned with Apex development area there. Would you repeat the last question, if there was one.

McCarvel: Yeah. So, I wasn't sure if there is -- where the next new high school is in the area, but I think those ones over at Apex were elementary and one of them was even up to grade eight I thought.

Allen: I believe there was a high school planned. I'm not sure if it still is. On the north side of Amity east of Eagle.

McCarvel: Okay.

Allen: But I can't confirm that for sure. Mr. Chair, when Commissioner McCarvel is finished with her thought I -- I would like to add something.

Fitzgerald: Yeah.

McCarvel: Oh. Go ahead.

Allen: In regard to the Commissioner's comment about the density on the lower area in the R-15 area, I did count that real quick and without the hillside area figured in in the R-15 area, it comes out to 12.43 acres. A hundred and twenty-seven units it comes out to 10.2 units per acre gross. So, that does fall right in the middle of the medium high density residential desired target range of eight to 12 units per acre. So, just wanted to clarify. Thanks.

Cassinelli: Thanks, Sonya.

McCarvel: Yeah. Yeah. I agree. I think it could be tweaked a little bit on the open area, but, then, we have that church going in on the east side where they have got some -- quite a bit of open space over there. Yeah.

Grove: Mr. Chair?

Fitzgerald: Commissioner Grove.

Grove: Just to comment on Commissioner McCarvel. I -- with the parcel to the east, we -- we wrestled with that one as well, because the open space was a challenge there as well, because it wasn't -- it didn't feel like it was part of that community that was -- of that residential component there. So, it wasn't as big as we were hoping, because of the shape of the parcel there as well, so --

McCarvel: Mr. Chair?

Fitzgerald: Go right ahead.

McCarvel: Yeah. I think we could -- I could be in support of it if we had just a little bit -- I guess a little more community space, but, you know, they have got the golf course right over there. I think there is a feel of openness around here and I think that hill, you know, provides that barrier and as long as that is not left untouched, but it's maintainable space, I think that's kind of an interesting amenity and I think -- I think, you know, the schools are coming.

Fitzgerald: And I tend to agree with you, I -- I like the product. I have the same concerns as Commissioner Grove is that there -- I appreciate that we have got parking and guest parking for the high density project. There wasn't a lot of green space -- like condensed green space. I liked the MEWs. I like -- I like this product and I heard Commissioner Cassinelli's comments. This is a difficult project space to build on, especially with the hill in the middle. So, I -- I do appreciate what they have done. But I kind of wanted to see a central gathering area or central play area for kids, with a tot lot, you know, a park -- go kick a soccer ball around or something. I think the challenge we are going to face going forward, guys, is we have a brand new comp plan and the comp plan says medium high density residential and they are trying to get there and -- and in that way -- and I understand there is the concern about schools. I will reiterate -- I heard from our good Mayor last couple of weeks when we -- we had commissioners -- or we had discussions about the new Commissioner -- now Commissioner Yearsley has come back to see us. But one of the things that Planning and Zoning is about -- we are about how this meets our Comprehensive Plan and our code. You know, the -- the people who get paid the big bucks and put their names on -- on ballots get to call -- make the call on schools. I know it's something we have to take into account, but we got to be really careful that we are not shirking our duties to what meets our code, what meets the Comprehensive Plan and, then, we have to let the elected officials make the judgment call on if the schools are coming or not. And I know that's not the easiest thing and not the easiest thing for you guys to take on, but that is something that we have got to -- our charge is -- and we talk about it every time we enter a meeting is does it meet our code, doesn't it meet the Comprehensive Plan and that's what the staff tries to get -- tries to get us to. It doesn't say does it meets the school requirements, because we don't know the timing always and -- and we don't know if it's going to fit in with this next class or when a new school is getting built and you have to have house -- houses to build the schools and roads and so I -- we got to be careful about how far we go on using that one issue to stop development or to slow down development and that's not our charge. That's the elected officials. That's City Council's job. And we are here to help them understand the project, ask the tough questions and I know that's not an easy thing for us always. So, I just got reminded about it when I was talking to the Mayor. So, I'm just bringing it back for you all to consider as -- as another point to take into account, because I -- I think the open space piece is definitely something we need to take into account. Amenities. Just got to be very careful about how far we go with schools and roads, because that's not part of Comprehensive Plan or code. So, just something to think about as you take in these projects and how we look at things. But I think your comments -- both -- all of you guys your comments are all well taken and I agree with lots of them, especially on the condensed open space and how we are using that hillside. So, I do think it's great that we have WUFI or Wild Urban Fire Interface coming into the city. They have been due for

a while. I appreciate the -- the good deputy chief being here tonight to talk about that. But any thoughts or comments or feedback, because I -- I just -- it was a reminder for me and I -- I want to make sure we are all on the same page, so -- Commissioner Cassinelli.

Cassinelli: I was just going to say, Commissioner, thank you for -- for clarifying that, for clarifying our -- our role and, you know, the -- the purview that we operate under. I appreciate that. It's helpful to know and to hear probably on a regular basis. Thank you for that. At least for me.

Fitzgerald: Well, it's funny, because I -- I -- we get wrapped around these issues and it's important, because we care about the city and so we just got to be careful about how far we go in that one judgment call, so -- because I have gone there, too. Any additional comments or thoughts?

McCarvel: Mr. Chair?

Fitzgerald: Commissioner McCarvel.

McCarvel: I would be happy to take a stab at a motion.

Fitzgerald: Okay.

McCarvel: Make sure I'm on the correct one here. I lost my -- after considering all staff, applicant, and public testimony, I move to recommend approval to the City Council of file number H-2020-0064 as presented in the staff report for the hearing date of September 17th, 2020, with the following modifications: That the applicant work with staff on presentation of landscape, communal open space, and fire preventative illustrations prior to City Council.

Fitzgerald: Motion fails for a second. Commissioner Seal or Commissioner Cassinelli, do you have -- come off of mute. Or Commissioner -- do either one of you have any thoughts? Thanks, Commissioner Seal, you are always off mute, so I -- go right ahead, sir.

Seal: Yeah. I mean kind of on the lines of Commissioner Cassinelli. Some -- it just doesn't seem to fit and I understand it's in-fill. That with all the shared driveways, with kind of the craziness that's going on in there and the uniqueness of this property, I think we are -- we are failing to meet -- you know -- and, again, there are things in the Comprehensive Plan that do speak to some of the concerns that we have. How far we drive those concerns that's within our own purview.

Fitzgerald: Yeah.

Seal: So, again, I'm always going to be passionate about the education thing. So, you know, I will always drive that. That said, I think there is something missing and I don't know what the something is. But, again, you have a hillside, you have the opportunity for

a biking, hiking, community, you have some integration that could happen here that -- that I'm just not seeing. I mean I understand there is some trails, but they are -- they are kind of -- they are being put in more as an afterthought. There is just a lot of things in here that seem to be that way, where instead of integrating the open space and the element of the hillside, as well as, you know, the townhome type community, I think -- I think things could be done differently. You know, I'm not an architect or a builder, but I just think that we are missing an opportunity to do something with a very unique piece of property and still provide for the density that is, you know, called for in the Comprehensive Plan. That's my hang up with it. Because I just don't -- I don't think it's ready at this point in time to go forward and I don't think it's -- it meets, you know, the standards that we are trying to put in for Meridian at this point in time, knowing that we are a landlocked city. Once the -- I mean we are not going to expand ever. Once this land is taken up it's taken up. We can't expand. We can't go somewhere else. So, we should take every opportunity to make sure that we are putting something in and steering people to put things in that are above and beyond or premier as we have been calling it lately.

McCarvel: Yeah. Mr. Chair?

Fitzgerald: Just one thing. Commissioner Seal, don't -- don't take my earlier comments to think that I don't want you to show your passion, because I do. I think it's important that we have those balances and I think -- and it's just something I want to make sure as we talk through this stuff we take that into account as one factor, but not the only factor. As we -- we take -- we definitely need to take it into account as we do the roads and, you know, traffic impact studies are imperative to everything we do I think in a lot of cases. So, please, don't take my comments -- I was just -- just making sure we are -- we are on the same page as regard to -- the only factor can't be that -- it can't be one thing -- it can be growth and it can be schools only, it's got to be other pieces of the comp and code. So, please, don't -- I appreciate your passion. I think it's an awesome thing that we take into account always. So, thank you for your comments. Commissioner McCarvel.

McCarvel: Yeah. Yeah. I guess that's maybe where I was headed with the motion is that I think we had made a lot of our thoughts pretty clear with the applicant and even -- I know Council, you know, reads our minutes and sometimes watches these meetings and so I was just thinking that potentially the applicant could work with staff to have those illustrations of something more along that hillside, but maybe we just -- yeah, do we just want to see it again I guess?

Fitzgerald: And, personally, I --

McCarvel: To have some of that open space can -- you know, more -- some communal space and the hillside -- what the plan is for that.

Fitzgerald: I love the trail going down the hillside. I think that, you know, actually improved trails with, you know, the non-fire -- or fire resistant plants, which would be really cool and make that a natural space would be cool. But I also think something in the middle -- and I know that nobody likes to lose lots, but I think there has got to be some kind of a, you

know, gathering place. So, if it's a continuance, I'm up for whatever you guys are up -- or think is best. But I think there has got to be some kind of additional open space somewhere in the middle.

McCarvel: Okay.

Grove: Mr. Chair?

Fitzgerald: Commissioner Seal. Commissioner Grove, go right ahead, sir. Sorry about that.

Grove: I don't know if we move forward or continue, but it does -- it -- it's severely lacking that open space. So, if we could do -- I don't know what -- what's the best way to do that, but it's -- that's -- I like the product, like everyone has kind of -- or a lot of people have said I like the product. I don't mind like the fit location wise with it and whatnot, it's just -- it doesn't have that community feel without a centralized space, so --

Cassinelli: Mr. Chair?

Fitzgerald: Commissioner Cassinelli.

Cassinelli: Do we want to open it back up and hear from the applicant and see if they want to continue or do we -- I mean a motion to approve -- I mean we -- I think -- if that's going to be the case we got to have a real clear guideline as to what we want that communal space to look like, because without it that -- you know, they could come up -- they could pick out two -- you know, two units, make a little -- you know, a little tiny -- a mini pocket park and call it good and that may not be what -- enough for what we are looking for. So, do we want to open it back up to hear from them if they want to -- you know, if they want to continue or if they would just rather deny and take their chances or -- or how they want to handle it.

Fitzgerald: If that's the consensus of the Commission I'm good with that. Would you like to hear from the applicant again?

Cassinelli: I think I would really quickly on that.

McCarvel: Yeah. Mr. Chair?

Fitzgerald: Yeah, Commissioner McCarvel.

McCarvel: I move we reopen the public testimony for H-2020-0064 in order to hear from the applicant on a continuance.

Cassinelli: Second.

Fitzgerald: I have a motion and a second to reopen the public hearing for file number H-2020-0064. All those in favor say aye. Motion passes.

MOTION CARRIED: FIVE AYES. TWO ABSENT.

Fitzgerald: Mr. Gibbons, please, join us, again, please, sir.

Gibbons: Mr. Chairman, Commissioners, pleasure to be back. You know, I took some really good notes about all the concerns that the -- that the Commission has brought forth and, you know, that's part of coming up with -- with a better product and I would just as soon work with staff and -- and present -- I would like your approval -- a recommendation of approval, as opposed to just pushing this through and taking our chances later. I think that's counterproductive to what we are trying to do, so --

Fitzgerald: So, a motion is to continue this to a date will be better than a recommendation of denial? Just making sure I'm clear. Perfect. Anybody else have any questions? Any Commissioners have questions for Mr. Gibbons before we move back to a public hearing discussion?

Cassinelli: Mr. -- Mr. Chair, real quickly.

Fitzgerald: Go right ahead.

Cassinelli: It sounded like -- it sounds like the applicant was clear. He said he took some copious notes there. But I just want to make sure on the -- on the communal open space that he -- that he is clear of what we are looking to see.

Gibbon: Mr. Chairman, Commissioner Cassinelli, I do. I think that, you know, we can probably -- I mean we are excessively parked in some and -- and we can certainly make some adjustments to come up with a -- you know, a more usable larger open space. If we lose some parking, if we -- you know, we lose a unit or -- or two or what have you, it's what it takes to -- to get the best product possible, let's do it.

Cassinelli: Perfect. Thank you.

Gibbons: And I will bring it back to you.

McCarvel: Mr. Chair?

Fitzgerald: Commissioner McCarvel.

McCarvel: Question for staff. Are they more comfortable -- the 15th or the 22nd?

Allen: Of October?

McCarvel: October. Yes.

Weatherly: Mr. Chair, Commissioner McCarvel, just to let you know currently you have six hearings on October 15th and --

McCarvel: 22nd it is.

Cassinelli: I didn't have that on my calendar. I didn't know we were meeting on the 22nd.

Fitzgerald: We shifted from the first week to the 15th.

Cassinelli: Oh, we did?

Fitzgerald: Yeah. The chambers are being worked on while we are -- or something.

Cassinelli: So -- so, we are losing -- we are not on the 1st, we are on the 22nd?

Fitzgerald: Yeah.

McCarvel: We are on the 15th and the 22nd; right?

Fitzgerald: Yeah.

Cassinelli: Thank you.

Fitzgerald: Yeah.

Cassinelli: Get my calendar here.

Fitzgerald: That was actually going to be my last thing on the docket today, so we did take care of it already, so that's awesome.

McCarvel: Mr. Chair?

Fitzgerald: Commissioner McCarvel.

McCarvel: I was going to move to close the public hearing, so he's got more --

Fitzgerald: We need to leave it open, because it's going to continue before, so --

McCarvel: Oh, that's right. Yeah.

Fitzgerald: If you want to make a motion to continue it, I think we are ready to go.

McCarvel: I move to continue file number H-2020-0046 to the hearing date of October 22nd to allow time for staff and the applicant to work together on landscape suggestions on the hillside, open space changes, and illustrations of the fire preventative measures.

Grove: Second.

Fitzgerald: I have a motion and a second to continue the public hearing for Pura Vida, file number H-2020-0064. All those in favor say aye. Any opposed? Motion passes.

MOTION CARRIED: FIVE AYES. TWO ABSENT.

Fitzgerald: Mr. Gibbons, we will see you on the 22nd. Okay. I'm going to call a five minute bio break, so everybody can run to the restroom, and I can get more water or something. Back in the -- be back at about 9:35 and we will go again on the final docket item.

(Recess: 9:28 p.m. to 9:36 p.m.)

10. Public Hearing Continued from August 20, 2020 for Prescott Ridge (H-2020-0047) by Providence Properties, LLC, Located on the South Side of W. Chinden Blvd. and on the East Side of N. McDermott Rd.

- A. Request: Annexation of 126.53 acres of land with R-8 (99.53 acres), R-15 (8.82 acres) and C-G (18.17 acres), zoning districts.
- B. Request: A Preliminary Plat consisting of 395 buildable lots [316 single family residential (94 attached & 222 detached), 63 townhomes, 14 multifamily residential, 1 commercial and 1 school], 32 common lots and 6 other (shared driveway) lots on 123.26 acres of land in the R-8, R-15 and C-G zoning districts.

Fitzgerald: Okay. Moving on to the next and last item on our agenda for the evening, I would like to open the public hearing for the continued public hearing on -- for Prescott Ridge, file number H-2020-0047, and let's kick it off with the staff report. Sonya, it's all you, ma'am.

Allen: Thank you, Mr. Chair, Members of the Commission. The next and last application before you tonight is a request for annexation and zoning and a preliminary plat. This site consists of 122.8 acres of land. It's zoned RUT in Ada county and is located on the south side of West Chinden Boulevard and State Highway 20-26 and on the east side of North McDermott Road. It was just there.

Weatherly: Ryan, we are having some technical difficulties. One moment.

Cassinelli: I thought that was me. I turn everything off and on.

Fitzgerald: Commissioner Cassinelli, do you have anymore bad dad jokes or dad jokes?

Cassinelli: No. I'm good for one. Somebody else's turn.

Fitzgerald: Oh, man.

Weatherly: Ryan, question for you. Can you see Sonya's screen right now?

Fitzgerald: Yeah.

Weatherly: Okay.

Fitzgerald: We are good in that regard.

Weatherly: Commissioner, we are ready now. Thank you for your patience.

Fitzgerald: Thank you, ma'am. Sonya, go right ahead and --

Allen: Alrighty.

Fitzgerald: Whenever you want to go, ma'am.

Allen: Alrighty. So, adjacent land use and zoning. To the north is Chinden Boulevard and State Highway 20-26 and a future mixed use medical and professional and retail and commercial and residential project, zoned C-G and R-8. To the west is McDermott Road and future State Highway 16 and vacant undeveloped agricultural land, zoned RUT in Ada county and there are also some rural residential properties there in Peregrine Heights as well. To the south are single family residential development in the development process. The Oaks North, zoned R-4 and R-8 and to the east is single family residential development in process, again, Oaks North, zoned R-4, and rural residential and agriculture land, zoned RUT in Ada county. A portion of this site consists of Lot 18, Block 2, Peregrine Heights Subdivision, which was formerly deed restricted agricultural lot for open space, nonfarm -- nonfarm that has since expired. The Comprehensive Plan future land use map designation for the northern portion of this property, which is approximately nine acres, is mixed use regional along Chinden and medium density residential to the south, which calls for three to eight dwelling units per acre and that consists of 113 and a half acres of land. Annexation of a total of 126.53 acres of land with R-8 zoning, which consists of 99.53 acres, R-15 zoning, which consists of 8.82 acres, and C-G zoning, which consists of 18.17 acres is requested for the development of a mix of residential and medical office uses, including a hospital with emergency care. West Ada School District plans to develop a school on the eastern portion of the annexation area separate from this development. A master plan for the residential portion and concept plan for the medical campus portion of the site was submitted. The residential portion is shown as proposed to consist of a mix of single family residential attached and detached homes, townhomes, and multi-family residential apartments. I will just point those out real quick here. If you see my pointer here, that is the multi-family section. This is the townhome section. And the rest of the development -- this is the single family. And, again, the commercial portion is -- is right here. The commercial portion will include two four story structures, a 100 -- or, excuse me, 220,000 square foot hospital, with 90 in-patient beds and 90,000 square foot medical office building that will provide medical services geared

toward women's health and pediatrics and that is the concept plan for that portion of the site. To achieve a mix of uses as desired in the Comprehensive Plan for mixed use and specifically mixed use regional designated areas, staff is recommending a commercial component, i.e., retail or restaurant, et cetera, is included in the plan to serve the employment area and adjacent neighborhood. With this addition and other recommended provisions, staff believes the requested zoning and development plan will be generally consistent with the Comprehensive Plan. The single family residential uses are permitted in the R-8 and R-15 districts. The school, the multi-family residential development, and hospital will require conditional use approval of the uses prior to development and are subject to specific use standards. One of the standards for hospitals that provide emergency care is that the location has a direct access on an arterial street. However, because the UDC prohibits new approaches directly accessing a state highway, no other access is available, except for North Rustic Oak Way, a collector street along the east boundary of the site, which connects to the highway and this intersection is eventually planned to be signalized. The City Council should determine if this meets the intent of the requirement. If so, it should be memorialized in the development agreement. If not, Council may consider a modification to the standard prohibiting new approaches directly accessing state highways upon specific recommendation of ITD, if strict adherence is not feasible as determined by Council. Alternatively, Council may deny the emergency care component of the hospital use. A preliminary plat is proposed as shown consisting of 395 building lots, which consists of 316 single family, 94 attached and 222 detached, 63 townhomes, 14 multi-family residential, one commercial and one school lot, 32 common lots and six other shared driveway lots on 123.26 acres of land in the proposed R-8, R-15 and C-G zoning districts. The minimum lot size proposed in the single family portion of the development is 4,000 square feet, with an average lot size of 6,060 square feet. The average townhome lot size is 2,037 square feet. The overall gross density is 3.63 units per acre, with a net density of 7.86 units per acre. The gross density of the R-8 portion is 4.87 units per acre, with a net density of 7.19 units per acre and the gross density of the R-15 portion is 12.87 units per acre, with a net density of 21.39 units per acre, consistent with the density desired in the associated medium density residential and mixed use regional designated areas. The residential portion is proposed to develop in nine phases as depicted on the phasing plan over a time period of four to five years. The north-south collector street will be constructed from Chinden Boulevard in alignment with Pollard Lane across Chinden to the north and extend to the southern boundary with the first phase of development. The single family residential portion of the site will develop first, followed by the townhomes and, then, the multi-family apartments. The commercial portion of the development and the school property are not included in the phasing plan, as they are under separate ownership and will develop separately from the residential portion. Access is proposed in the residential portion of the development via one collector street, which is Rustic Oak Way, from Chinden, which extends through the site to the south boundary and will eventually extend the McMillan Road. Access via McMillan is proposed as the -- excuse me -- McDermott is proposed at the west boundary. A collector street is proposed from Rustic Oak to the east for access to the school site. Stub streets are proposed to adjacent properties for future extension. A additional stub street is recommended by staff to be provided to the outparcel at the southwest corner of the site and that is this area right here. Access is proposed to the commercial portion of the

development from Rustic Oak with a frontage road running through the site parallel to Chinden, connecting to Serenity Lane, and that is that pink line right here. Serenity Lane to the west for access to Chinden and that is the -- this road right here that goes into the Peregrine Heights Subdivision. This is proposed instead of a backage road for consideration by Council, since a public street really isn't desirable in this area. The applicant is requesting approval of private streets in the townhome portion of the development. I will just go to that again real quick here. This is this area we are talking about right there. Per the UDC private streets are not intended for townhome developments, unless a MEW or limited gated development is proposed, of which neither is proposed with the original plan. The applicant is requesting alternative compliance to this requirement, but has not proposed an alternative. Staff is not supportive of the design of this portion of the development, because staff and Fire Department is of the opinion there are too many units accessed off a private street and not enough parking available for guests and feels approving such could be detrimental to public -- excuse me -- detrimental to the public safety if emergency services were not able to access homes due to parking issues on the private street. Therefore, staff is not supportive of the private street and alternative compliance application. The applicant, however, did submit a revised concept plan and that's the one shown on the right. The one on the left is the original layout -- late this afternoon that depicts six fewer units and the same basic design with additional parking. It should be noted that private streets and common areas are proposed to be in use easements on buildable lots, rather than on common lots, which further condenses the site layout and, essentially, results in reduced setbacks and lot sizes because much of the lot area is encompassed by driveways and common area. Lot lines also are not depicted clearly or accurately on the plan. Staff is not in favor of the revised plan for these reasons and along with the Fire Department does not approve of the private streets in the design proposed. A parking plan was submitted for the overall development that includes a total of 505 on-street parking spaces available for guest parking in the single family residential portion of the development. Parking in the multi-family portion will be evaluated with the conditional use permit. An updated parking exhibit was submitted for the townhome portion of the development that depicts a couple of parking areas off the private streets and that was the one we were just talking about here. They have a couple parking areas here, which does help with their parking situation. Qualified open space is proposed in excess of UDC standards. A minimum of 10.51 acres or ten percent is required. A total of 11.56 acres or 11 percent is proposed consisting of the street buffer along the collector streets, McDermott and Rustic Oak, open space areas at least 50 feet by 100 feet in area and linear open space. Because the multi-family residential portion of the development is proposed to be subdivided with each four-plex on its own lot for the option of separate ownership, staff is recommending a provision in the development agreement that requires one management company to handle the leasing and maintenance of the entire project to ensure better overall consistent management of the development. Site amenities are proposed in excess of UDC standards. A minimum of five qualified amenities are required. A 3,750 foot -- approximate square foot clubhouse with restrooms and exercise area, office, and meeting room, with an outdoor patio and a swimming pool. One large tot lot and two smaller tot lots with play equipment in separate areas. An enclosed dog park. Although this area may be just a pocket park with no dog facilities, depending on what is desired for future

residents. Segments of the city's multi-use pathway system and additional qualified open space exceeding 20,000 square feet. So, the city's multi-use pathway system is proposed along the east side of the collector street up to the commercial portion and, then, it goes through the common area and the commercial portion and, then, along Chinden Boulevard and, then, also along the collector street to the school property. Sample photo elevations and renderings were submitted for the different home types planned in this development as shown. Homes depicted are a mix of one and two and -- one and two story units of varying sizes for the variety of lot sizes proposed. Building materials consist of a mix of finished materials, with stone and brick veneer accents. Staff is recommending articulation and other architectural elements are provided on elevations facing collector streets for two story homes. And this is a concept elevation of the proposed medical center. Written testimony has been received from Josh Femreite, chief of new schools for Gem Innovation Schools. He is in strong support of the project, as their future campus is located about 300 yards south of this development and it will bring much needed housing options in this area and the school will be able to provide kindergarten through 12th grade public education choice for future families in this area. Staff is recommending approval of the project, except for the -- the layout proposed in the townhome portion of the development. Staff will stand for any questions.

Fitzgerald: Thanks, Sonya. One question regarding the buffering in the -- the subdivision and this hospital location. Are there -- what's it's like -- what kind of a landscape buffer -- I know it's significant, but are you concerned about any additional buffering needed there or berming? Thoughts there?

Allen: Chairman, Commissioners, the applicant is proposing a 30 foot wide landscaped buffer along the south and west boundaries of the site. Staff is requiring it to be very densely landscaped, with a combination of bushes and trees and shrubbery that result in a barrier that allows trees to touch at maturity and they are also proposing an eight foot tall CMU wall as an additional buffer in this area.

Fitzgerald: I did not catch that when I was reading through the staff report, so thanks. Additional questions for Sonya?

Grove: Mr. Chair?

Fitzgerald: Commissioner Seal. Sorry. Commissioner Grove, go right ahead. You can start, sir. Mr. Seal, I will get to you next.

Grove: I just had a quick question. Sonya, does this project connect to the future school? It didn't -- like I know it's not part -- the school is not part of it, necessarily, but is there access to the school from this development?

Allen: Yes, Chairman, Commissioner Grove, Commissioners. There is a collector street proposed from Rustic Oak, the north-south collector street, to the school site.

Fitzgerald: Mr. Grove, did you have a follow up or are you good? Commissioner Seal, go right ahead, sir.

Seal: Can you bring up the phasing plan again? I just had a question on what I think I'm seeing. It looks like -- well, if I'm looking at this right, phase one and phase two are going to develop and there is only one access to them; is that correct? And I kind of went back through and looked at the Fire Department report, but to me it looks like there is only one access in and out until they get at least to phase three, which is going to connect up and over through the existing stub that's there.

Allen: Chairman and Commissioner Seal, there are two stub streets to the south in phase one that will connect to the Oaks North development and, then, there is also an access out to McDermott here on the west boundary that's part of phase one.

Seal: So, to the south is already developed, is that what I --

Allen: No. There is -- it's not developed. It's a future phase of the Oaks North Subdivision. It is not -- this project, I failed to mention, is not serviceable by water and sewer service until extensions of those services are made available to this property from the south. But, no, as it sits right now there is -- there is not access available either.

Seal: Okay. Is that a concern?

Allen: They can't develop until they have access to services.

Seal: Okay. That makes sense then. Got you.

Allen: Yeah.

Seal: Thank you.

Fitzgerald: Commissioner Cassinelli, do you have questions?

Cassinelli: Yes. Sonya, would -- the issue with the -- I think those are the townhomes there that -- that you were pulling up. Phase eight there on the map. What did you discuss -- what was -- did staff have a recommendation that you liked? Because that's the one thing in here that -- that staff has not -- staff doesn't want to see in there the way it is. What -- what was your -- what was staff's feedback? What was staff's proposal to the applicant?

Allen: Mr. Chair, Commissioner Cassinelli, Commissioners, staff discussed a couple different options in the staff report and with the applicant. One was if they are wanting this high of a density possibly going for a multi-family development in this area. Possibly four-plexes or townhome style, like they have, but multi-family. For instance, either one four-plex townhome style building on a lot -- on each lot or the entire multi-family development on one lot. I believe their purpose is to sell off individual units, so they --

they didn't want to do that. Other options we discussed with them is dropping some units and making all of them front on the private streets and doing a MEW on a common lot -- or a couple of MEWs that the units would front on. Public streets within the development. A loop. Again, that would be a reduction in the number of units. We just really felt it was too compact and asking for too many variances from code. And as I mentioned before, the current plan that we got this afternoon does not show the private streets or the common areas on common lots. When -- when a property is subdivided, the UDC -- the UDC's preference is to have the private street on a common lot. Same thing with common areas. They should be on common lots. When they are platted as an easement over buildable lots it decreases the area that's usable for each individual lot and it does affect the building setbacks as well.

Fitzgerald: So, Sonya, can you bring up the -- can you bring up the phase eight, so we can look at it, because -- and correct me if I'm wrong, but the individual lots they are looking to sell -- part of those lots include -- include the road. Is that not -- is that correct?

Allen: Yes. Part of the buildable lots as proposed would include a private street easement over the top of them, as well as an easement for the common areas, the greenspace you see around them. There are no common lots proposed on this -- on this plan. They are all buildable lots. And before we have the applicant come up, I would like to ask the deputy chief to step in and -- he has some comments to make from the Fire Department. Chief Bongiorno, are you there, sir?

Bongiorno: I am. Can you guys hear me?

Fitzgerald: Yes, sir. Go right ahead.

Bongiorno: Okay. Great. Thank you. So, Mr. Chairman and Members, Sonya and I talked about this earlier and -- and just the fact that the people are going to be owning a chunk of the road is very concerning for us, because you could have a whole bunch of people that decide, you know what, I don't want to pay to maintain this property and so for the Fire Department it could be an access issue in the -- in the future and, then, if we have issues with parking, like we had talked about, where somebody blocks the private street, it's going to make it very difficult for us to access this whole thing. So, I'm -- I'm in total agreement with Sonya and also in the code it says all private streets have to be approved by the fire marshal and I am back -- I am with Sonya also, I cannot approve this as it sits. So, that's the comment there. And to answer one of the other commissioner's questions, it was hard to tell on that phasing map, but phase one basically stretches from Chinden Boulevard all the way to McDermott. They do -- they do put that main road all the way through, so that there is two -- two points of access through this whole -- their whole phasing. So, I did not have an issue with their phasing plan at all, because they went ahead and connected Levi Lane and, then, it curves around and goes all the way out to McDermott. So, there is two points of access with phase one.

Fitzgerald: Thank you, chief. Appreciate the guidance there. Any additional questions -- Commissioner Cassinelli, did you have a question for staff or for the chief?

Cassinelli: No. Huh-uh. No. Thank you.

Fitzgerald: Okay. Seeing no additional questions at this time, would the applicant like to come forward and present? And, chief, thanks again for being here.

Bongiorno: My pleasure. Thank you.

Conner: Thank you. Good evening, Mr. Chair and Commissioners. My name is Patrick Conner, I'm with Providence Properties. Address 701 South Allen Street, Meridian, Idaho.

Leonard: Good evening, Mr. Chair, Members of the Commission. Stephanie Leonard with KM Engineering. 9233 West State, Boise. 83714. Thank you for having us here this evening. We are excited to talk about Prescott Ridge with you. We have been waiting a little bit to get to the hearing level with this and so this project is -- we are proposing annexation into the City of Meridian, zoning approval -- or we are asking for zoning approval for R-8, R-15, and the C-G zoning district and approval of our proposed preliminary plat. Sonya did a really great job of explaining -- explaining the logistics of this project. So, I will be brief with the basics. We are located -- we are about 123 acres proposed to be annexed into the city, located just west of McDermott. I'm sorry. East of McDermott and south of Chinden Boulevard. We are close to a recently approved high school and a charter school that's just the south as well. This graphic that we created is actually meant to show you where -- everything that's being built or is either through the entitlement process or platted. So, as you can see we are surrounded by properties that are being developed or contemplated to be developed. We are close to existing subdivisions, recently approved projects, and we are adjacent to Chinden and McDermott, both of which are major transportation corridors. We are surrounded on three sides of the property that have been annexed and zoned to the city, a future commercial and residential subdivision to the north, and future -- or constructed single family residential subdivisions to the south and east. We have been working on this project for the past couple of years and in preparing for this application we have met with staff several times. We have had conversations and have coordinated over the layout of everything that you see today and we have coordinated with the Fire Department regarding access and phasing. We have also shared this plan with neighbors via an in-person and virtual neighborhood meeting and discussed their comments and thoughts on the project. We have also provided additional information to anyone that wanted it and have adjusted our plan based on staff's comments and ACHD comments. Most recently, as Sonya indicated, we did make some changes to the townhome portion of the site. We actually -- our client modeled what they perceived for the townhomes portion of the site on a project that they -- they own, the Hensley Townhomes, which were recently approved and they actually are very similarly configured. They are townhomes that front on a private street that's actually easements over buildable lots. So, it was interesting to kind of compare the two products and -- and, honestly, they are very similar. So, I think we could have done a better job with displaying that with our application to make it very clear and we look forward to working with staff further as we can kind of clarify how those will function and how it will work with a private street and an open space that acts as a MEW, although not on a common lot. So, as she mentioned we -- we actually are proposing

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nine fewer lots and we are providing close to 30 more parking spaces. So, we will go into more detail with that later, but here is the future land use map. We are located in the medium density area, mixed use regional, which is where the -- the hospital and the proposed medical boutique center is going to be -- is located here as well. We are consistent with both the zoning that we are requesting. As you can see we are surrounded by C-G. We have got R-8, R-4, and believe that our requested zoning districts will be a good transition to Chinden, which is a highly trafficked road. This is our requested zoning boundaries. C-G is comprised of roughly 15 acres and, then, the R-15 districts are shown here as well and they will be comprised of the townhomes, which is the central one right below the C-G district and the multi-family residential, which will be four-plexes to the east. The R-8 part -- or the R-8 school parcel is included within our plat, just because it was improperly subdivided in the county and was not eligible for building permits. So, in order to become eligible for a building permit they needed to be a part of our application. As Sonya mentioned, they will develop at a later date and will really be a part of this project. So, the mixed use regional area we are envisioning it to act as an employment and economic anchor for the area, with the -- the medical campus, and believe that adding the R-15 section for the multi-family is going to just add to that mixed use regional component, which requires some -- at least ten percent of a residential component to it. Our preliminary plat -- we are proposing 395 buildable lots, 32 common lots, and six other lots. The R-8 district is comprised of 316 single family residential lots to accommodate detached and attached single family homes, as Sonya mentioned. The school is included as well in the R-8 district and the R-15 district is comprised of 54 townhome units. So, we lost nine units. We were previously at 63. We have 14 lots for multi-family four-plex, which is on the east part of the site, and the lots range in the R-8 district from 4,000 to 11,200 square feet. Townhome lots are 2,000 square feet roughly. And we were -- in working with staff we were asked to do larger lots on the west part of our site just below the C-G district adjacent to the Peregrine Heights Subdivision to kind of add a little bit of a transition from the lots that we are planning. So, overall I guess the main takeaway is that we have got a variety of lot sizes and product styles that we are planning for this area. Oh. One -- one note. So, the stub street that's been requested from Smokejumper in the central area to the property to the west, we weren't aware of that require -- or that request, but -- and I don't believe it was mentioned before, but we are happy to accommodate that if required. We do have one that's to the north, so if that would suffice, so --

Fitzgerald: Stephanie, can you make sure you are clearly speaking in the mic. You're breaking up a little bit.

Weatherly: Can you repeat yourself, chair?

Fitzgerald: Yeah. Stephanie, you were breaking up a little bit. Can you make sure you are speaking right into the mic. We are losing you in a couple spots.

Leonard: Okay.

Fitzgerald: Thank you, ma'am.

Conner: So, our goal for the open space and amenities is to have ample open space and generous amenities. We have 11 percent qualified open space. We have one centrally located park with a pool, clubhouse, and a large playground. We have other pocket parks and two tot lots scattered around the community for closer accessibility. We have learned that having safe parks, playgrounds, pathways is highly desirable to residents of all ages and backgrounds. In addition to parks, we have a host of pathways throughout the community through the green spaces and we have a ten foot parks and rec pathway that meanders from the north parcel of the medical -- proposed medical office campus and down south and connects to the middle school parcel on the far east side. The purpose of our -- of pedestrian connectivity is a link to residential to commercial as it's a major component to the comprehensive plan. Here is some photos and renderings of the parks and amenities. So, the phasing plan for the residential portion, we will have seven phases. The first phase, as previously stated, will be on the south side of the property and will extend all the way north to Chinden, providing two points of access, one to McDermott and one to Chinden and, then, two points of access down to Oaks North. From there we will progress our phasing to the north and west and east and, then, move to north again finishing out the multi-family parcel on the north side. We typically build two phases per year, so with the seven phases of residential we expect this will be about a four to five year project. Utilities as previously stated will come from the south and we are actively negotiating with the property owners on the extension of utilities to our boundary. Serviceability. As previously stated, our first phase will go all the way to Chinden and to McDermott. This is a -- a priority of ours. Fire emergency services are very important to us and we want to ensure that fire and police departments are best able to serve our project as well as they can and projects adjacent to us. Because of this we are committing to extend those two existing roads. The Fire Department has stated that our project is within their -- their limits of service. On a regional level outside of just our project, we understand the important position we have in the region in connecting the collector all the way to Oaks North as well. We actually got confirmation from the Fire Department and the Police Department that this full extension will help to merge the response times to our adjoining parcels to the south and the north. Also opening the collector road all the way to the north opens the development opportunity for properties between Rustic Oak and Black Cat. Lastly, Serenity Lane currently has one access point on Chinden. Once that street light comes in at the corner of Levi and Chinden, ITD has expressed that their access point will actually change to right-in, right-out access. At the south end of their property at the cul-de-sac we have been charged to install a stub street and the Fire Department has stated that once the right-in, right-out access isn't -- is in place for the Serenity Lane street, that their primary access point to their parcel -- or into their 15 homes will be through Prescott Ridge. So, talking more about the housing types, part of the map -- part of the Comprehensive Plan is having a diverse selection of housing types that meets the needs, preferences, and financial capabilities of future and current residents of Meridian. So, we have five main housing types. First, our largest estate lots, which will surround the existing Peregrine Heights community between 70 and 100 feet in width. Next the largest portion is our 45, 50 and 60 foot single family lots. The blue that you see are our cluster 40 foot lots and the option there is for single family attached and detached homes, similar to what we have built and was well received in Whites Acres here in Meridian. Also will have attached single family townhomes and the multi-family

four-plex. So, we have five options there for housing types. Here is some typical home elevations for single family -- single family attached. Typical home elevations for our medium density. Here is a little bit more detail -- a larger picture on that townhome exhibit. So, as Stephanie had mentioned, we did do some major modifications to this plan. We eliminated a whole building in the southeast corner of three units. In addition, we eliminated another six units from the buildings on the east and west side to add additional parking and also create more green space. As Stephanie mentioned, we don't have an official MEW, because it's not in a common space, but all the green space that you see on this map will be maintained by the HOA. So, in addition there are -- the single family lots do go into the cross-access easement for driving, but there are some common lots outside of those -- of those single family lots. I believe we also added 30 additional parking spaces with the elimination of the units and moving the buildings around and spaced those parking lots on the southeast and the north central part. Again, this is a rear load product, so the homes will open up to the central common area -- or the central commonly maintained area, with the parking in the rear. We are really excited about this kind of product. It's something that we think would be a great asset to Meridian. It appeals to many different buyers and homeowners. For example, my parents just recently moved into a unit like this in north Texas and they absolutely love it. My dad especially loves not having to take care of the yard. But also the community that the shared space provides. Here is some elevations of that townhome concept. Next is the multi-family four-plex. This will be -- because it's a multi-family project and the zoning, it would be CUP eligible, but those are some of the concepts of that product. Again, it's going to be a four-plex building on a single lot for each one and there is 14 total buildings. For all of our buildings we commit to a hundred percent energy efficiency, along with Brighton, they are also a hundred percent energy efficiency through HERS rated and Energy Star certified and last year we actually led the valley -- valley in homes that were Energy Star certified. Here is some photos of our interiors. And the last item I want to talk about is the medical campus. As previously stated, Central Valley Plaza north of Chinden and this medical campus are -- create a regional kind of medical hub here on the intersection of Chinden and Highway 16. We proposing to annex and zone approximately 15 acres to the C-G district. The campus will cater to women's health and pediatrics and related services. The development will require an additional conditional use permit for hospital use. The application is in works, but has not yet been submitted. The operator of this medical campus will be HCA Healthcare. They are proposing a four story medical office building, 90,000 square feet, and a four story medical hospital at 220,000 square feet. Given the level of surgeries that are provided, they have to have an emergency room and though this is not a trauma hospital -- so, St. Luke's and St. Al's will continue to receive those cases. The emergency room will be part of the first phase, followed by the medical office building and, then, the hospital. HCA is also in negotiations to purchase the two and a half acre parcel in the northeast corner. Staff has stated before -- asked for the placement of commercial services, whether it's a restaurant or retail, and the operator of the hospital is open to that option. In addition, there are ample development opportunities along Chinden on the east side of Levi Lane. We paid particular attention to balancing the mitigation and integration of this proposed commercial -- general commercial zoning adjacent to residential. As stated before, we are proposing a 30 foot landscape buffer along all the residential sides an eight foot masonry wall. The city pathway will meander

through that 30 foot buffer. We will abide by the city noise and light reduction requirements. We have had multiple neighborhood meetings with the residents of Peregrine Heights, many of which are on the call right now, to discuss this project and we have integrated some changes into this plan for their comments. As far as integration, it's important for us to have the commercial and the regional zoning work together as a masterminded community. We want residents be able to access the services within the zoning -- commercial general zoning. We are doing this by providing two sidewalk pathway connections to the commercial general zoning through the townhome and large lots, as well as a pathway along Levi Lane and a 30 foot buffer. In addition there will be a crosswalk connecting the pathway to the hospital building, serving as an outdoor plaza. It's still to be determined and it will be determined with the CUP, but it will be open for hospital employees and guests. We want to be part of creating a place here -- placemaking within the mixed use designation. So, just to kind of close about the medical campus, I believe we really have an opportunity with the Central Valley across the street and this medical campus to create a premier regional medical destination that can offer a wide variety of services and selection of medical providers. Cities across our area in the country had fostered these medical centers where multiple operators of hospitals and physicians work out of one central region. From a -- from a -- there can be a lot of efficiencies possible when you have two medical campuses in close proximity from a healthcare standpoint. There is -- the greater number of providers the better options, competition, and, hopefully, the better service. It's also a magnet for high earning jobs and multiplying effect of employment, retail sales, and importantly tax revenue for those property sales and use tax. HCA Healthcare is a very large private hospital -- hospital operator. They pay a lot in tax and it would be a great benefit for the city. They are an anchor for economic development as well. Here is just an example of a hospital community here in Meridian. This is St. Luke's on South Eagle Road. When it first was under construction in 1998 there wasn't much around it and, then, just probably eight years just across Eagle Road a lot of medical offices came up next to it -- next to it and within about another three or four years a huge swath of land north of the site became restaurants, office, commercial. And so it really kind of fostered a whole growth in this area and we think that could be possible with this center. So, just to conclude, thank you for having us tonight. I think we are a bit over our time. But we are happy and proud to present Prescott Ridge tonight. We think we have submitted a premier project that's going to be something that Meridian is -- is -- is proud of and it will be a future anchor for economic development, but also future homes for all the residents of Meridian future and current. We think we provided a broad selection of housing options and the mixed use connection with our residential project. So, thank you, staff, for working with us. As mentioned before, we are completely on board with continuing to work with staff to ensure that -- that townhome layout works with code. We want to make sure that safety is the number one priority and that we are within compliance. I think, like Stephanie said, we could have done a little bit better job by labeling where the lot lines are and how it all fits together. Like she also said before, we used our -- the Hensley Subdivision as a model for how we were trying to do this one to make it work and, hopefully, will continue working through that project prior to City Council. I think that concludes our presentation.

Fitzgerald: Thank you very much. Are there questions for the applicant? Or applicant representative. Commissioner Grove.

Grove: Yes, Mr. Chair. What is the little triangle in the northern portion of the development off of Chinden that's kind of to the west of the medical facility?

Leonard: Mr. Chair, Commissioner -- was it Grove? I can't see anything. Okay. That -- that portion is actually just a part of the original parcel that was split off from the -- that was part of an original subdivision, Peregrine Heights neighborhood, is in. So, it's just a remnant parcel and the remainder of the -- it is part of what was split off, if that makes sense.

Fitzgerald: Commissioner Grove, do you have follow up? Commissioner Seal, do you have a comment or a question? Okay. Any additional questions or comments for the applicant at this time?

Cassinelli: Mr. Chair?

Fitzgerald: Commissioner Cassinelli.

Cassinelli: What -- can you explain where the additional commercial is going to be?

Leonard: Mr. Chair, Commissioner Cassinelli, I don't know if I understand. Are you asking where the additional commercial, being the retail that staff has conditioned --

Cassinelli: Correct.

Leonard: -- in the staff report is going to be located? So, the -- the exhibit that's up on the screen now has a parcel that's not a part of our preliminary plat as it stands now. It's a single family residence at this point and we have been in communication with them to try to acquire that parcel. So, I believe the hospital has been working with them and trying to come to an agreement to be able to include that within our project.

Cassinelli: So, that would be the planned area for that?

Conner: Correct.

Cassinelli: Okay. Thank you.

Fitzgerald: Any additional questions at this time? Commissioner McCarvel.

McCarvel: I will just get this question now, so we don't have to discuss it and reopen later. I can see where we are probably going to want the applicant to continue to work with staff and if as the Commission in our discussions decides that we want to see this again before it goes to Council, what's the timing on this as far as looking at bringing it

back to look at the -- a townhome layout? Are we open to November? I mean because services aren't even to this yet, so is there any rush to get this on the October agendas?

Conner: So, I believe in the staff report there is a condition about prior than ten days before Council meeting, narrowing down a final plan on the townhome layout. Is that accurate?

Allen: It is. If I could just butt in for a second here, Mr. Chair, Commissioners. One clarification I need to -- the applicant did clarify. I just wanted to also clarify. When you asked me about the access to the first phase of development I totally spaced the access from Chinden from Rustic Way. So, they do have that access available also and the applicant said that. I just wanted to clarify my comment so it was correct on the record. And, then, I was also asked about the options that staff would like to see for the development options for the townhome portion of the development. There is a condition in Section 9-A-2F of the report and that is on page 49 and there are several options outlined in there for a redesign of that area and I will -- I will just go ahead and read it to you real quick, so that we are all on the same page. Redesign the townhome portion of the development, the public streets, alleys and/or common driveways may be incorporated or if private streets are proposed each unit should front on and be accessed via the private street. Alternatively, a multi-family development, which is one structure on one property with three or more dwelling units, with townhome style units might be a development option -- option for this area. I did ask for a revised concept plan to be presented tonight for review and, then, the revised plat, if that met everyone's approval, to be submitted -- submitted prior to a Council meeting ten days prior. If private streets are proposed with townhome development, a MEW or gated private street should be provided in accord with UDC requirements. So, the plan that we have before us tonight staff is not in support of. So, the options we have at this point is to go forward with the conditions and the applicant revise it -- the plan to comply and submit a revised plan prior to Council. That is one of those options. Or for the Commission to continue this project until we do have a plan that meets staff and Fire Department approval for access primarily, as well as layout. Unless the Commission prefers the applicant's proposed design, in which they could move forward with that. Another option that I don't have in the staff condition is that they could plat this as one large lot and come back and revisit it later and replat it if they wished. Or develop a multi-family development on one lot. So, anyway, just wanted to clarify that and this all came together kind of last minute this week. It's been one of those weeks, so bear with us, please. Thank you.

McCarvel: Thank you, Sonya.

Bongiorno: Mr. Commissioner -- or -- yeah. Mr. Chairman and Commission, if I may.

Fitzgerald: Go ahead, chief.

Bongiorno: Sorry. I got mixed up there. I also want to make sure that Stephanie and everybody -- we talked about it a direct -- in an e-mail last night I believe, Stephanie. If and when you guys do look at this property -- as it sits right now up on the screen, if they

are built as true townhomes with two hour rated walls in between them, this doesn't meet fire code because of the access points being too close together. If they were built under the building code and they are fire sprinklered, then, the access would be fine. So, something else to think about as well on how the construction is going to be if you are -- if you are dead set on townhomes, the construction type makes a difference and that's going to make a difference on access and it's going to make a difference on sprinklers or not.

Leonard: Thank you, Mr. Chairman, Members of the Commission and Mr. Bongiorno -- Chief Bongiorno. Excuse me. Yes, we agree to sprinkler the units, if that's what fire code requires. I would like to say, too, just on a -- a side note from what Sonya had mentioned about potentially leaving this lot as just a lot within our plat and revisiting later, I believe we are open to that option. So, that would be something that we would -- if -- if the need comes and we don't feel that the conditions that she supplied with the staff report are sufficient, that we would really like to explore that option. So, thank you.

Fitzgerald: Thank you for the clarification, Stephanie. Appreciate it. Commissioner Cassinelli, go right ahead, sir.

Cassinelli: Yeah. Is there a lot and block -- lot and block map we can pull up? Because I have something that -- it may come up that I want to reference and it's -- I can't -- I can't --

Leonard: Mr. Chair, Commissioner Cassinelli, this is a very -- a pretty large project, so it was really difficult to have everything on one sheet, so this is --

Cassinelli: Sure.

Leonard: -- it might be difficult to reference it based off of --

Cassinelli: I will kind of describe what I'm looking at. Some of the lots that are -- that are up against the homes on Serenity Lane -- in particular the southern -- the southeastern most property, you have five lots abutting -- it happens to be the corner lot there, but you have five lots abutting a corner lot and as far as transition, that just -- to me that doesn't make sense. Did you look at some common lots down in that area?

Conner: Mr. Commissioner, we did actually explore -- because that was something that the neighbors did bring up is having common lots behind -- in between their lots and the lots we were proposing. One, we thought that may be a safety and a maintenance problem, given the access there, and it would be -- it would be hard to see from the street. I know that fire and police want to be sure that they know what's going on in the parks from the street. So, that was the main point and not putting any sort of greenspace immediately behind. We can commit to adding additional plantings in the rear of those houses -- the rear of those -- of those backyards. Again, those houses are significantly bigger than -- than the other lots. They are between 70 and 100 feet in width. So, there is going to be definitely less of a massing impact from their -- from their backyard view.

Cassinelli: Thank you. And another question if I might, Mr. Chair.

Fitzgerald: Go right ahead.

Cassinelli: On -- on some of those -- well, you -- you said that they could perhaps be attached single family residences on the more compact area three over to the -- to the west. Are those -- are you -- are those specifically going to be single story or -- or not necessarily?

Conner: I believe that we do have attached single and two story. The ones that I showed you tonight are single story. I think that's primarily what we have done in Whites Acres. That's -- that's mainly what I have seen, but I do think that we do have an option for a two story. I would have to check. We are constantly working on providing new plans and options and, again, the point of the attached zero lot line single family, advised by staff, was for -- to kind of break up any sort of monotonous block and to provide some sort of different look in the streetscape, try to create some sort of diversity in the product that is -- is -- is on -- on the lots.

Cassinelli: Would you be open to specifically maybe doing -- in certain areas that -- that abut some of the other adjacent properties, would you be open to looking at perhaps single story on -- on some of the boundary on the edges there?

Conner: Yes.

Cassinelli: Thank you.

Fitzgerald: Any additional questions for the applicant? Okay. Thank you all. We appreciate it. We will have you come up and close after the public testimony. Madam Clerk, we have a group of people -- I see at least one hand being raised. Do we have a signup list of people who would like to testify?

Weatherly: I did have several people, Mr. Chair, that signed up, but Ms. Stack is the only one with her hand raised and that indicated a wish to testify so far.

Fitzgerald: Okay. And we have got one more. We will bring Ms. Stack over, hopefully, and she can --

Stack: Great. This is Val Stack. So, I live at 6072 North Serenity Lane and, Mr. Cassinelli, we certainly appreciate the comments that you just brought up. So, I guess I will start there about having -- just a second. So, behind the houses -- I'm the fifth house on the right down Serenity Lane and one of the comments that I really wanted to make is one of the biggest components of the value of our homes there -- our acre -- one acre homes all along the whole Serenity lane, each -- each lot -- is the view shed. So, our home view of Shafer Butte and the Boise foothills to us is worth a million bucks. It's the reason we bought the lot. It's beautiful. And we invite you to come out and take a look at it, take a drive down Serenity Lane, and although we certainly have known for many years that, of

course, there is going to be a subdivision back here eventually, what we hadn't counted on was this massive, massive high density, right up abutting our back fences and the houses -- the townhouses that are multiple stories and we certainly never anticipated having -- looking straight up at a four story hospital building directly behind those -- our homes. So, it's -- our views are completely toast. Those are all going to be gone. And so although there is a 30 foot buffer from the corner of Chinden behind the parking lot of the hospital, it only goes to the edge of their parking lot and we have requested that they extend that 30 foot wide buffer all the way down Serenity Lane, both to the end and past the cul-de-sac, all the way to the western lots where they meet up with that dog park and have requested a 30 foot buffer and, then, the estate lots there, that they all be single level in -- in that whole cul-de-sac area. So, that was one thing that is -- we think would be helpful. It's not going to cure anything, but it certainly would be a big help for us. And another very critical piece that hasn't been talked about at all, we would like to give you just a two second history lesson here about ITD's plan, because it's critical access for Serenity Lane to be able to get in and get out and have medical emergency vehicles for us. So, their plan of ITD that we have worked with for many years in dealing, you know, with the whole Highway 16 configuration, they have told us that at some point we would have right-in, right-out access only and that that is now determined to be as soon as they turn on the light at Levi Lane. What you may not be aware of is in the 2030 plan, which is just ten years down the road at the latest, when they have fully built out Chinden to seven lanes from the five they just completed, is that they will completely block off Serenity Lane, we will not have any right-in, right-out, we will have no access whatsoever and so what we are saying is this plan does not give us robust access -- certainly doesn't give us -- any good plan for us to be able to get in and get out in case of emergency or for emergency vehicles to access us if we have to wind them around and around through a tight, highly dense subdivision and what is on the plan by Prescott Ridge that has not been discussed -- and maybe they can go to the -- the -- show -- show the plan where they have a frontage road as part of the major plan for -- for access for us, what they are trying to do is say we will give you access by going through the parking lot of the hospital down through the very tight, tight, tight corner. Now, remember, we have got a really -- we are a private road, so we have a narrow lane to start with, which is 19 feet wide, and there is -- so one of the other gentlemen had asked about what is that -- that -- that little slice, that triangle at the top on Chinden there. Well, that's considered a noneconomic remnant. There is not really much of anything you could do, except plant grass there, and what they are talking about is having a -- a -- an access road -- it would be a little skinny frontage road where emergency vehicles would come into the entrance at Serenity Lane, go down next to this first house -- excuse me -- and so you're talking about ambulances, fire engines, all the employees that are going to work at this hospital -- you're going to have to talk. Excuse me.

Hoyer: Hi. This is Paul Hoyer, Val's husband. We are concerned about this frontage road they want to put into Serenity and they are bringing a public road into a private road off of 20-26 and it is about 30 feet from that frontage to Chinden as it now exists. So, we are kind of worried about this public-private interface here. I'm not sure that is a workable situation and it's really tight. I don't see much in the way of fire or emergency getting in

that narrow of a lane. So, we are concerned about that and I guess like Val said, the access to our lane, after this 20-26 expansion is done -- the light beyond Levi is done.

Stack: And I believe the -- Chief Bongiorno, I hope you are still on, I believe he made the comment that having that -- that -- that little access road will actually handicap the fire response into Serenity Lane. Pardon me. The smoke got to my throat and I'm just choking here. So, this is a really critical issue for us and the highway -- or ITD has not been part of this whole plan. We don't think that the -- the frontage road is proper access for Serenity and also it cuts off the -- where they are planning on driving in is part of private property or at least part of that meets up with the private property, because of -- we have the private Serenity Lane access. The other thing about that is that -- that pink line actually extends, as I understand it, across Serenity Lane to the west and is intended to be the access road for the large parcel of land that is going to be the cloverleaf, essentially, for the Highway 16 intersection and a commercial piece of property on the west side behind Serenity Lane. So, we think this is ill-conceived. It's not been thought out. We think that there is a whole lot more to that plan that needs to be looked at and that we need to have a really solid plan before anything is built over in this subdivision for us to be able to get in and get out safely from our neighborhood. So, that's -- those are the big issues that we have. The other thing, of course, is looking up straight at a four story hospital building that is, you know, right up against the houses and so I think there are some other people who want to talk about that, like to Sue Ropski, probably.

Fitzgerald: I appreciate it, ma'am. Thank you so much. Madam Clerk, I think Sue Ropski has got her hand up. I think she is the next one that would like to testify. Ms. Ropski --

Weatherly: Mr. Chair?

Fitzgerald: Oh, go ahead, Adrienne.

Weatherly: No. Go ahead.

Fitzgerald: Ms. Ropski, if you are with us, please, state your name and address for the record and the floor is yours, ma'am.

Ropski: Mr. Chair and Commissioners, my name is Sue Ropski. I live at 6262 North Serenity Lane, Meridian. 83646. Looking at this map I'm the second house on the east side. I second everything Val and Paul commented on and I would like to add a few more comments. We know that a hospital of this size will employ a lot of staff and the south parking is right up against the back of my home, so I anticipate many staff will cut in that little Serenity Lane to shoot over and get in and park. The other thing I don't know if you can see are those two little squares right behind the second house. That's the garbage. That's where the medical waste will be and that's where the trash will be. Right behind my home. Most people on our road have lived here for over 20 years and we are not only invested in our community, but we are invested in the City of Meridian and we understand expansion is coming, but that being said, the thought of 24 hour traffic next to my home and a waste -- of medical waste right behind my home currently, as Val described, my

view is a million dollar view and I'm looking at -- now when I look out my bedroom window probably being able to waive at patients that hopefully will be getting better in the hospital. It is really severely impacting what the future will hold. I'm very concerned about noise reduction. Sonya talked about buffering the south and the west. She didn't talk about any buffering on the north side with the five lanes that will go to seven, addition -- the small road that will be expanded -- that's eight lanes of traffic and we have no noise buffering to the north. I -- I think along with that we will have the ambulances coming through and all the people that are just coming and going from the hospital. So, we are looking at going to 24 hour traffic. I think the others thing that I'm concerned about is -- I understand they are going to give us a 30 foot piece of property, but if they could push that hospital as far east as they can -- I don't know if they could push their hospital towards the front and move their garbage over where their outdoor yard is -- I brought this up before and they said the architect was going to look at it and make some changes to where the garbage is and I haven't seen any changes there. So, I won't reiterate everything Val says. I am concerned that we won't have any westbound access readily available and I guess noise pollution, light pollution and I understand our way of life is going to change and I -- I can accept that, but I can't accept that my way of life is going to be eroded and -- and the thought of my beautiful home backing up to a parking lot and garbage is -- is really tough. So, I know you guys won't fail me and thank you for listening to my comments.

Fitzgerald: Thanks, Ms. Ropski. We appreciate it. Thank you for being with us tonight. Madam Clerk, I think Cory Coltrin is the next person to testify.

Weatherly: That's correct, Mr. Chair.

Fitzgerald: Cory, if you are with us, please, state your name and your address for the record and the floor is yours.

Coltrin: Hello. I'm Cory Coltrin. I'm at 6178 North Serenity Lane and I am Sue Ropski's neighbor and along with everything that's been said I totally agree. You know, when the hospital was originally proposed it was supposed to be way over on the west side -- or the east side. Excuse me. Away from the homes. And it seems like every revision we see that hospital is getting closer and closer until now it's practically in our backyard. So, I'm really disappointed with that. Maybe we could -- when they could get that parcel over on the east side, that hospital can be flipped over and moved away from -- from the resident -- residential area. And also do we -- so my question is also -- we also -- there is a hospital -- I believe that is proposed right across the street, north side of Chinden. How many hospitals do we need here? Do we need to put one right next to a neighborhood that's been -- been here for, what, 25 years now? The other concern I have is our road becoming a major thoroughfare from all -- the new neighborhood. Is that -- is that going to happen? Is it going to be a way to get from -- out to Chinden from -- from the new neighborhood or is that going to be barricaded off? Yeah. That is a concern that I have. So, it just -- yeah, it just breaks our hearts to see this happening behind us and -- and our quality of life is just going to go down and that -- that hospital is just getting

taller and taller and closer and closer and I would really appreciate it if they can move it over to -- closer to Levi Lane. Thank you very much.

Fitzgerald: Thank you, Mr. Coltrin. We appreciate it. Thank you for your comments. Is there additional individuals who would like to testify, either in chambers or online? Please raise your hand, either via Zoom or in person. Hearing none -- or seeing none at this time, Stephanie, would you like to come back up -- would your team like to come back up and -- and close the comments and answer some of the questions that have been proposed. I do have one while you are walking up. Much like Mr. Coltrin said, is there a reason we are not trying to do our best to move the hospital or flip it, so that it's moving towards the east? That -- it just seems like that would be a more appropriate buffer for neighbors that have been there for a number of years.

Leonard: Thank you, Mr. Chair, Members of the Commission. We will do our best to answer all the questions that were asked. I think I guess in relation to your first question I might let Patrick field that.

Conner: Yeah. I just wanted to quickly show the future land use map that just kind of shows a broader area and kind of what the city decided -- how this area is going to redevelop in the future. I think it kind of gives some indication on why we were asked to put in that frontage-backage road and we will talk about it. Everything you see kind of in dark brown is mentioned -- it's regional. I believe -- do you remember the name of this hatched --

Leonard: Yeah. So, the -- the area that's hatched is a mixed use interchange area as well. So, as Patrick is saying, they -- they envision this area to really develop into an area that has a fair amount of employment, commercial, and other regional draws. In addition, city code does require that you provide frontage roads when adjacent -- or parallel to a state highway. So, in this case we are parallel to Chinden, so city code actually requires that we provide some kind of frontage road to alleviate some of the traffic that's seen there.

Conner: We can try to start answering some -- some questions. I think there -- there is similar -- hopefully we can -- oops. Let me go back. There we go.

Leonard: Okay. So, I think in relation to the -- the density of the homes in question, the -- this area is in a medium density residential area. The density range for that, I believe, is three to eight units an acre. We are right in the middle. We are at 4.87. Trying to pull up this lower part so you can kind of see. I'm speaking in reference to the size of the lots adjacent to Serenity Lane. We did our best to comply with city code and the -- the future land use map in getting to that density range and the homes here are significantly more wider than some of the other lots that are in this plat and we really tried to transition up to the Serenity Lane homes to kind of add a nice buffer, but also comply with what the -- the city is seeing for this area. As far as -- I think Val brought up the fact that Serenity Lane will be closing and that it will eventually be completely blocked off in about ten years. As far as the -- the access point that she is requesting, this is a fairly direct access point and

I think it actually helps to -- the design of it actually helps to alleviate what might be considered cut-through traffic or just a heavily trafficked area if it weren't a little bit off the beaten path. We certainly wouldn't want to -- we wouldn't want to, you know, put you right on a collector, but I think that this provides a nice access point that will get you to Levi Lane and, then, eventually Chinden fairly quickly when that access to Chinden from Serenity closes. I think Val also brought up the buffer that she would like to the west. I'm not sure that I understand --

Conner: I can chime in on that. So, the -- the very southeast parcel there, that homeowner is actually Raymond Rourke's house and we are purchasing a majority of the property from him and he is fine with the three units abutting his property and so from his standpoint -- and we brought this plan to him and he was -- he was fine the way that it's currently laid out.

Leonard: So, Val also discussed the frontage road, which we just addressed a little bit. It was also in discussions with staff in pre-app and -- and in speaking with the hospital specifically we determined that it would be best to try to bring a frontage road through the campus and, then, over to Levi Lane. That's -- Levi Lane is actually where emergency vehicles and the majority of the traffic is going to enter. It's going to be the main entrance and that's where we envision that folks will actually use -- or get to the site. The area is -- I believe it's a little -- oh. Sorry. Sorry, we got our presentation -- okay. I'm not -- I'm not sure what the actual dimension is of that section that was referenced. If it is tight it will be -- it will have to come into compliance with whatever ACHD requires and whatever city code requires for the road frontage. In addition, with this conditional -- there will be a conditional use permit required for the site in the medical campus. So, the design will be further detailed for that application and all reviewing agencies, including the city and the fire department, will have a chance to chime in on that application and condition requirements as needed.

Fitzgerald: While you are looking --

Conner: I want to invite --

Fitzgerald: Sorry, Patrick. Go ahead.

Leonard: So, we actually have a person from the hospital with us that we would like to bring up to kind of address the hours of operation and some of the logistical details of the medical campus.

Hunsicker: Hi. My name is Betsy Hunsicker. Do I need to give you my address? 1717 Arlington Street, Caldwell, Idaho. I'm with HCA Healthcare. So, a couple of things I wanted to address that came up as questions. The majority of the -- although hospitals are open 24 hours a day, that's the nature of our business, the bulk of the traffic really happens between 6:00 a.m. and 3:00 p.m. That's when the majority of people are coming in for morning appointments and getting ready and feeding. Shift change is typically seven A and seven P, so we don't have a lot of traffic outside of those hours coming and

going. So, just to speak to hours of operation. Ambulances. We -- in many cases -- HCA has 186 hospitals across the country and so we have a lot of experience doing -- doing projects like this and we frequently work with our ambulance partners to -- to turn off lights, to not use lights and sirens once you get close to a facility. That's very normal that we work with the ambulance companies to -- to go silent when they come into the facility to not bother neighbors. So, that's certainly something we would -- we would work with them to do. Also I want to kind of highlight the height concerns and, you know, I think we can -- we can definitely work to move the trash area and kind of move -- try to make that a different access and have the trucks -- I think we are very open to doing that and very sensitive, you know, appreciate that concern. I also would point out that most of this -- most of what you are seeing here is not four stories. The four story tower area is -- there is a -- right. So, I don't know how to -- if there is a pointer or something like that. So, it is kind of in the center. It's kind out in the center of the property. So, it's not right up against that western edge there, it's more -- it's more central. We did kind of -- kind of try to figure out other layouts and other orientations and based on this footprint this was the orientation that we were able to make work in the space given the access points and everything else. That doesn't mean that we are not open to trying to push that a little bit further east, but I think between pushing it further east and orienting it around the trash, you know, that's -- that's just something we have to work through and I'm -- I'm not sure how much better we can get to be all the way over on the -- on the north -- the northeast side of the property, but it certainly -- you know, I don't think -- I don't think we are opposed to that, it's just a matter of the access --

Grove: Mr. Chair, could you have them speak in the microphone.

Fitzgerald: Can we make sure you guys are really centered on that microphone.

Hunsicker: I feel like it's in my mouth, but -- but how is that? All right. So -- and then -- and, then, I will just bring up -- so, HCA was actually working with the Pollard Subdivision on the north side of Chinden and we were the hospital partner with that project.

Cassinelli: Mr. Chair, I'm still missing 90 percent of what's being said. Is this one better?

Hunsicker: Okay. All right. I was just saying that -- someone brought up -- now I don't feel like it's working at all. Okay. When we were working with -- HCA Healthcare was the hospital partner working with the developers on the north side of Chinden in the Pollard Subdivision, so we were the hospital partner on that project and they have -- that -- they have changed their focus and although they have the zoning for that, that -- we are not working with them on that project just because of the timing and the way things played out there, so -- so I don't know -- I'm not aware of a hospital partner they have for that project versus the hospital that we are proposing on this spot. So, just to speak to not having two hospitals right across the street from each other.

Conner: I just want to reiterate -- as Betsy said, that the CUP process is a process that we have yet to apply for. We have -- we have had one neighborhood meeting where we have shown this concept plan to the neighbors. Like Betsy said, we are completely open

to working and moving the building as it -- as it works well for access and being cognizant of their needs. We have made one adjustment of moving the medical office building north, but we can look again at moving the larger building further east. Also as this parcel on the northeast side, as it comes into play, there is potential that there is more flexibility for a redesign. So, it's something that is a work in progress -- progress and I appreciate the testimony from -- from the neighbors of Serenity Lane.

Leonard: So, I guess -- I think I will just add that, you know, we are -- we think this will be a really fantastic addition to this part of Meridian. It's super close to what will eventually be the extension of State Highway 16 and Chinden, which is wisely just recently expanded roadway and this will really be a regional draw for not only high quality paying jobs, but a place that people could potentially work and, then, walk home to where they live nearby with residences that we are providing -- or proposing. I think with that -- I think we addressed all the questions and I guess with that we will stand for any further questions or discussion.

Fitzgerald: Stephanie, one quick question and, then, I will open up to my fellow Commissioners. In the road connection from Serenity Lane currently it kind of had -- on the -- on your plat it looks like it's going in kind of a roundabout type setup or something, but is it -- is that going to connect currently or is that emergency access now and will be opened up later when that right-in, right-out comes into play?

Leonard: Mr. Chair, were you referring to the pink line that was on that medical campus site plan?

Fitzgerald: No. The Serenity Lane at the end of it going into the -- into the main neighborhood. Is that a main access so people will be cutting through Serenity Lane onto Chinden or is that being bollarded -- bollarded if that's a word -- until such time as the right-in, right-out is established?

Leonard: Thank you, Mr. Chair, for the clarification on that. No, this -- that access point will be blocked off until Serenity Lane is completely closed. The intent and what we were asked to do was connect to the end of Serenity Lane knowing that ITD could very well and will close Serenity Lane to Chinden in the future. I believe their plan as of now and the letter that we received indicates that they are planning on limiting it to a right-in, right-out with the installation of that light at Levi Lane.

Fitzgerald: So, it will be a little while before the -- when their address is completely cut off that's when that will open up, just to clarify?

Leonard: Yes. Mr. Chair, I think Val said that it was 2030 plan. So, somewhere around then.

Bongiorno: Mr. Chairman?

Fitzgerald: Yes, chief, go right ahead.

Bongiorno: I guess -- I guess I will take concern with that, because with right-in and right-out we can't get in there. So, if they make it a right-in, right-out at Serenity Lane and Chinden, I cannot get a fire engine in there.

Leonard: Mr. Chair, Chief Bongiorno, I believe that we could put bollards -- we would put bollards there. Obviously, we would need to make sure that the -- that neighborhood is serviceable by the Fire Department, that they are able to -- to, you know, meet access for you and your requirements.

Bongiorno: Okay. Yeah. I guess that's -- this is the first I have heard of that, because with right-in, right-out we -- we have to have that lane open so we can get through.

Conner: So, the way that we have done it previously with emergency access only is it -- it really functions as a chain, so it restricts private car access, but if an emergency vehicle needs to go through there it's something they can either disassemble the chain or go through the chain or -- there is a way for them to get through there, but it restricts through traffic from -- from anyone trying to drive through there. But it is an emergency only access.

Fitzgerald: As long as we are taking care of the fire requests there and any kind of I guess requirements going forward --

Bongiorno: Yeah. I think --

Fitzgerald: -- I think we are clear.

Bongiorno: Yeah. Thank you, Mr. Chairman. I think that we should look at that. Definitely. Because that's the first I heard that that was not going to be open.

Fitzgerald: Okay. Thanks, chief. I appreciate it. Commissioner Cassinelli, did you have a question, sir?

Cassinelli: I did. Stephanie, I believe you mentioned something about that southeast property. Was that the one on Serenity Lane talking about the -- the number of homes that are abutting that? Did you mention that prior to the hospital discussion there?

Leonard: Sure. I think -- Mr. Chair, Commissioner Cassinelli, I believe Patrick mentioned that that was the homeowner -- or the property owner for the property we are acquiring for this project. So -- and he's not concerned with the number of homes that are abutting his -- the back of his property.

Cassinelli: So, which property is that that you are talking about?

Leonard: That's the property at the corner of -- the five lots that you had mentioned before. So, it's at the -- the southeast corner of the Serenity Lane properties.

Cassinelli: Okay.

Leonard: Right next to the cul-de-sac.

Cassinelli: Okay. And, then, another question and I don't know if you know the answer to this, but where are you in discussions on that property there on the east side of the medical campus along Levi Lane, if you are trying to -- you are trying to acquire that piece. Do you know -- is that -- is it looking good? Is it not looking good? What -- I mean are we --

Conner: Yes. Yeah. Actually it is. It's looking good. This is Patrick, Mr. Chairman. I believe they are -- they are -- they are negotiating -- negotiating the PSA. They are negotiating the PSA. So, they are coming to a purchase and sale agreement. They are in the final works of that. Once that -- once the conditions and all the details and the terms of the contract are decided, then, they can enter a formal -- a formal contract. So, they are currently negotiating the purchase and sale agreement. So, it's looking very good.

Cassinelli: Thank you.

Fitzgerald: Additional questions for the applicant? And I know we have someone -- Ms. Ropski and Ms. Stack, we -- we are allowing only you guys to speak for your time. So, I apologize, we are not going to open it back up to additional second round. But we appreciate your input and I think we got the gist of your guys' comments. Any additional thoughts or comments before we close the public hearing? Can I get a motion to close public hearing?

Cassinelli: Mr. Chair, I move we close the public hearing on Prescott Ridge, H-2020-0047.

McCarvel: Second.

Fitzgerald: I have a motion and a second to close the public hearing --

Allen: Mr. Chair, excuse me.

Fitzgerald: Please, go ahead.

Allen: You have someone -- we had someone walk in the door right before you made the motion to close the public hearing.

Fitzgerald: Okay.

Allen: Would he be able to testify?

Fitzgerald: Someone new?

Allen: Yes, I believe so.

Fitzgerald: Yeah. And I will let -- Stephanie, I will let you close after that person gets done if you have any additional comments. Thank you for joining us, sir. Please state your name and your address for the record and the floor is yours.

Peterman: Okay. My name is Randall A. Peterman. I control an LLC called Peterman Boise, LLC, that owns nine and a half acres on -- at 5215 Chinden Boulevard on the south side. The best way to think about that is it's directly north of where this school site is and so it's directly impacted by what's going on in this Planning and Zoning Commission hearing. First, thank you for fitting me in. I'm here to speak in favor of the application for Prescott Bridge -- I'm sorry -- Prescott Ridge. Basically because it's necessary for area property owners like me to get sewer and water connected to their property. It will doubtless increase the value of my property and I know there are hospital areas -- at least one hospital on a 30 acre parcel that would benefit as well. I have kept up with what's going on here before the P&Z. Almost seems like this issue has been politicized as between two developers. I'm not sure I understand that. But I don't see that it's really necessary. This is the public sewer and water. It will benefit all the area homeowners and I stand in support of it.

Fitzgerald: Perfect. Any questions? Sir, thank you so much for joining us tonight and we appreciate your comments and we will take that into account as we wrap up and start deliberating. Thanks for being with us.

Peterman: Thank you. Thanks again.

Fitzgerald: Absolutely. Stephanie, do you any additional comments you need to make?

Leonard: Yeah. Thank you, Mr. Chair, Members of the Commission. I guess if given the opportunity to speak more I will. We appreciate staff working with us on the townhomes portion specifically and we look forward to keeping -- or to continue our work with them to make sure that that fits their needs, as well as ours, and it's compliant with city code and the Comprehensive Plan. In addition, like we have already said, I think this medical campus is going to be a great addition to this area of town. It's a great location, accessible to major transportation corridors and will really set this part of Meridian in -- in a great place. So, I think overall we are excited about this project and think it will be -- it will provide a lot of additional housing units, lots of variety and is meeting a lot of the Comprehensive Plan goals and intents and it has been designed to really be a great place to live in addition, as well as a great place to work for folks that want to do both. So, with that I guess I will conclude and stand for any questions if there is any further ones.

Fitzgerald: Thanks, ma'am.

Leonard: Thank you.

Fitzgerald: Any additional questions for the applicant? If not, I can entertain a motion.

McCarvel: Mr. Chair?

Seal: Mr. Chairman?

Fitzgerald: Commissioner McCarvel, go right ahead.

McCarvel: I move we close the public hearing on H-2020-0047.

Grove: Second.

Cassinelli: Second.

Fitzgerald: I have a motion and a second to close public hearing on H-2020-0047. All those in favor say aye. Any opposed? Motion passes.

MOTION CARRIED: FIVE AYES. TWO ABSENT.

Fitzgerald: Anyone want to lead off?

Cassinelli: Mr. Chair?

Fitzgerald: Commissioner Cassinelli, go right ahead, sir.

Cassinelli: I actually had a question for Sonya. Sonya, are we -- we are only looking at the residential portion of this tonight; is that correct? What --

Allen: Mr. Chair, Commissioner Cassinelli, Commissioners, no, you are also looking at zoning for the commercial portion and a concept development plan for the commercial portion. Detailed approval will come with a conditional use permit for the hospital. The medical office would be allowed, though, with the C-G zoning.

Cassinelli: But that will -- the conditional use -- the hospital will come back to us?

Allen: For conditional use, yes, but -- but what is under your purview tonight is the concept development plan for that site. So, that will be included as part of the development agreement. So, if you have any changes with that, it is important to state that on the record and include it in the development agreement or for changes to be made prior to Council, actually, preferably. Staff does have other changes that are requested prior to Council as well. And, Mr. Chair, if I may also clarify something on the record that was stated earlier from Ms. Ropski. She did make a reference to the lack of noise abatement provided along the state highway. I did not mention it in my presentation, but it is a requirement in the development agreement that the developer provide a berm and/or wall combination that's a minimum of ten feet higher than the centerline of the state highway. So, that is a requirement in the development agreement for the commercial portion, so it could be in the buffer out there along the highway. So, just wanted to clarify that. Thank you.

Fitzgerald: Thank you for clarifying that upgrade. Additional comments or questions for staff or just to kick off the comment?

McCarvel: Mr. Chair?

Fitzgerald: Commissioner McCarvel.

McCarvel: First I would like to say I love the variety of housing. I think they have done a great job with the transition on the house size lots from the one acre, you know, other than that corner, which has got two and two or two and a half and two and a half. They have kind of matched up one to two. So, I appreciate that and the variety of housing in there. I think, you know, we just need to decide tonight -- and I think there is a lot going on here. I think we are going to have to take -- in my opinion probably another stab at it for the medical campus and the townhomes. It sounds like they have got a lot to work out with our Fire Department before we move forward with a lot of this. So, I'm not sure how detailed -- you know, when I think through the discussion we have had so far and to understand, you know, that there is a lot less to talk about that we would like to see, I think, before it goes forward.

Fitzgerald: Additional comments? Commissioner Cassinelli.

Cassinelli: Yeah. I'm -- I will second Commissioner McCarvel's thoughts there and I think that if they are about to get under contract on that one parcel, I would -- you know, a project of this size takes -- you know, in my mind it -- it takes a few passes and things and I think, you know, if they are about to get that parcel under contract, it would be best to bring it back with that -- with a -- with a full -- with a full plan that includes that, that does something else with that frontage road to maybe ease -- they can -- at that point in time they can -- they can probably move the hospital, get the emergency access, so I think -- and, then, they would also have time to work with Fire, they would have time to look at the townhomes and my personal preference was -- I mean even though -- and we didn't hear from that lot owner on the southeast corner over there, but we got five lots on one and, granted, at the corner, but I don't buy that explanation of the visibility, because if you take one of those lots and make that a common lot, you know, you -- the way I'm looking at it you are -- you can see that there is a road right there. So, you will see that. So, I don't necessarily agree with that. So, those are -- those are my comments on that. But I feel strongly that one lot there are up along Levi Lane in the front is -- is just about under contract. I think it would be best to see it all together. Complete.

Fitzgerald: Commissioner Cassinelli -- I'm sorry. Commissioner Grove or Commissioner Seal, do you have comments or thoughts? I -- I mean I tend to agree with what both of you had said, that typically about the -- that's a linchpin piece of that. If we can take access off of Levi Lane and not off of Serenity Lane for some of the -- especially for emergency vehicles, that's a big deal. I do -- I do think -- the townhomes don't work at all right now for me. I think that -- it doesn't make sense and having some kind of a -- of a weird quasi-private road that someone owns doesn't work for me either. So, that -- that whole thing needs to be worked out and I know that the chief had brought up some really

good points that we need to make sure fire is clear and concise on -- that they feel comfortable with where they are going, especially if they are sprinkling things or not and there needs to be conditions in there about that, if they are going to agree to sprinkler any kind of attached product or I guess in that one section. That needs to be clearly outlined in our conditions. So, I'm -- I understand where Commissioner Cassinelli is going and that makes sense.

Grove: Mr. Chair?

Fitzgerald: Commissioner Grove.

Grove: I'm okay either -- with whatever the consensus of the group is on this one, but I feel that, you know, there is a whole bunch of things that we have kind of talked about that need to be kind of just touched on or updated with new information, but if it were to be decided to go forward I wouldn't -- wouldn't feel as bad as I would on some other projects that have this many. It seems like they are most -- they are fairly easy -- or not easy, but they are easily understood what the changes are, even if the changes might not be that hard. So, the only thing that I would want to make sure that they keep is if they do -- you know, when they do the townhome making sure that those stay -- I like the concept of those being owner occupied units versus rental units or like separate -- or multi-family units, just because we don't have a ton of those it doesn't seem like. So, that's an opinion piece, not necessarily something that would stop me from, you know, liking the project overall. But one thing I just want to point out -- two things. I want to thank the residents that commented. Their -- their feedback was -- was very well appreciated just in terms of how constructive it was in providing the feedback and, then, for the developers I like the -- the open space that they have shown in this project, so --

Fitzgerald: I agree with all those comments.

Seal: Mr. Chair?

Fitzgerald: Commissioner Seal, go right ahead, sir.

Seal: I think we are rapidly approaching a continuance here. So, if -- if October 22nd is the date that we are looking at, I can take a stab at a motion.

Cassinelli: Mr. Chair?

Fitzgerald: Commissioner Cassinelli.

Cassinelli: If I can jump in. Sorry, Commissioner Seal, but if -- if we want to see that parcel under contract it may take longer than 30 days. I don't know.

Fitzgerald: Can I get a head nod or a pen in the air or something. And I know that services are not there yet, so we have got some time. This thing is not going to well up tomorrow. They have got to go through the Oaks to get services. So -- Andrea, it looks like she's

scrambling for something. I don't like to see our attorneys running around. That makes me nervous.

Pogue: Mr. Chair, I was going to -- I was going to just whisper into Commissioner Seal's ear. We -- if you are leaning on continuing you need to reopen the public hearing.

Fitzgerald: Yes, ma'am. Thank you very much for the clarification. If -- we are going to do that and, then, look for continuance. You want to -- we can probably ask Stephanie how much time that they need, if that's the direction we are headed.

McCarvel: Mr. Chair?

Fitzgerald: Commissioner McCarvel.

McCarvel: I move we reopen the public hearing on H-2020-0047 to discuss a continuance date with the applicant.

Grove: Second.

Cassinelli: Second.

Fitzgerald: I have a motion and a second to reopen the public hearing on H-2020-0047. All those in favor say --

Allen: Mr. Chair? I'm not sure if it's necessary to open the public hearing. I'm sorry I'm butting in. This is staff. The applicant has mouthed to us that they would be good with October 22 hearing date, so --

Fitzgerald: We still have to reopen it. So, that's fine. So, I have a motion and a second to reopen the public hearing. All those in favor say aye. Any opposed?

MOTION CARRIED: FIVE AYES. TWO ABSENT.

Fitzgerald: Okay. So, we have got the high sign that the October 22nd date works. Bring a cot and some popcorn. We may be there for a while.

Cassinelli: Are they confident that that parcel will be under contract by then?

Armuth: My name is Mitch Armuth. I'm with Providence Properties. Our address is 701 South Allen. We are currently -- the property is listed. We are in negotiations on the property where the HCA Hospital is. So, the seller is either going to accept the conditions that the buyer is offering or keep it listed on -- on the market. We are -- Providence Properties is not involved with that transaction. It's a hundred percent between HCA and the existing landowner. I did see transactions go across yesterday from the seller's representative and the buyer's representative and they seem to be very close in -- in that acquisition.

Seal: Mr. Chair?

Fitzgerald: Commissioner Seal.

Seal: Just to reiterate -- the question is October 22nd going to be enough time, do you think, in order to include that piece of property into the overall plan as it will be submitted back to Planning and Zoning.

Armuth: Mr. Commissioner, yes, I do believe that is time for the seller and buyer to reach an agreement or not. To terminate. He has a price. They have a price that they are willing to offer and they are in that process and it's either going to happen here in the next couple of days or not.

Seal: Understood. Okay. Thank you.

Armuth: Thank you.

Bongiorno: Mr. Chairman?

Fitzgerald: Yes, sir. Go ahead, chief.

Bongiorno: Since you opened it back up again, I just wanted to make one last comment before you do your thing. So -- so, Commission, one of the things that I have had discussions with City Council about is access and -- and development is well aware of -- of Fire Department's concerns when it comes to access and having Serenity Lane be bollarded off or chained off or whatever takes time. It takes time for us to get through bollards. It takes time for us to get through chains. And as we all know when you are dealing with fire or an EMS issue or a police issue, time is of the essence and so for Fire, Police and EMS, our hopes and wishes is that roads will be open without bollards and chains, even with the right-in, right-out, because time is of the essence and so we have had very similar projects to this where they have -- they have decided just to put bollards up and -- and, again, our main goal is get there quickly and save lives and help people in their time of need and so just a half step up onto my soapbox and -- and just -- the thoughts and wants of Fire, Police and in EMS is direct routes that are unhindered.

Fitzgerald: Thanks, chief. We appreciate your additional input. That's helpful.

Bongiorno: Thank you.

Fitzgerald: With that do we have any additional comments or thoughts or are we ready to make a motion?

McCarvel: Mr. Chair?

Fitzgerald: Commissioner McCarvel.

Item 1.

McCarvel: I move we continue file number H-2020-0047 to the hearing date of October 22nd to allow the applicant and the Fire Department and staff to come to agreements on access and -- to all portions of the project and to provide illustrations of items discussed with medical campus and the townhomes.

Fitzgerald: I hope we worked in that second -- that last piece. Does that include that, just for clarification?

McCarvel: The last piece of the Fire Department?

Fitzgerald: The last piece of that --

McCarvel: Oh, yeah. Yeah. To show us a complete proposed medical campus.

Grove: Second.

Fitzgerald: I have a motion and a second to continue the public hearing on H-2020-0047 to the hearing date of October 22nd. All those in favor say aye. Any opposed? Motion passes.

MOTION CARRIED: FIVE AYES. TWO ABSENT.

Fitzgerald: Stephanie, we will see you on October 22nd. And, Patrick, you guys have a good night.

Cassinelli: Mr. Chair?

Fitzgerald: Commissioner Cassinelli.

Cassinelli: One more motion. I move we adjourn. Go to bed.

Seal: Second.

Fitzgerald: I have a motion and a second to close the meeting and go to bed. All those in favor say aye. Any opposed to not going to bed? Please don't talk.

MOTION CARRIED: FIVE AYES. TWO ABSENT.

Fitzgerald: Thanks, team. Appreciate all the comments and all the work. Commissioner Seal, thanks for being there in person again. We appreciate you.

MEETING ADJOURNED AT 11:34 P.M.

(AUDIO RECORDING ON FILE OF THESE PROCEEDINGS.)

APPROVED

RYAN FITZGERALD - CHAIRMAN

ATTEST:

CHRIS JOHNSON - CITY CLERK

DATE APPROVED



AGENDA ITEM

ITEM TOPIC: Community Development: Discussion Regarding Building Permits Per School Attendance Area



MEMO TO PLANNING AND ZONING COMMISSION

Request to Include Topic on the Agenda

From: Miranda Carson, Comprehensive Associate
Coordination Planner

Meeting Date: October 15, 2020

Presenter: Miranda Carson

Estimated Time:

Topic: Community Development: Discussion Regarding Building Permits Per School Attendance Area

A School Impact table has been created to provide information on a development area's growth based on individual school attendance boundaries. The table will highlight schools likely to be impacted by a residential development based on a current application. The intent is to provide the entitlement and building permit data in the areas affected by an application to enhance future planning for both the City and the School District. An example table will be presented for review and discussion.

Development Application School Impact Review Prescott Ridge

| | Distance (miles) | Capacity | Enrollment ¹ | Estimated WASD Students Generated by Development ² | 2016 Dwelling Units ⁴ | 2017 Dwelling Units | 2016-2017 Dwelling Units Change | 2018 Dwelling Units | 2017-2018 Dwelling Units Change | 2019 Dwelling Units | 2018-2019 Dwelling Units Built Change | 2019 Percent of City Wide Total Dwelling Units | 2020 Dwelling Units (as of 8/18) | Estimated 2020 End of Year Dwelling Units ⁵ | Estimated WASD Students Generated by 2020 Permits ² | Estimated WASD Enrollment after Permits and Development ³ | Estimated Enrollment v School Capacity |
|------------------|------------------|----------|-------------------------|---|----------------------------------|---------------------|---------------------------------|---------------------|---------------------------------|---------------------|---------------------------------------|--|----------------------------------|--|--|--|--|
| Pleasant View ES | 2.4 | 650 | 397 | 105 | 153 | 273 | 78% | 337 | 23% | 458 | 36% | 15% | 335 | 536 | 173 | 675 | 104% |
| Star MS | 6.9 | 1000 | 704 | 52 | 153 | 273 | 78% | 388 | 42% | 541 | 39% | 17% | 350 | 560 | 90 | 847 | 85% |
| Meridian HS | 6.1 | 2075 | 1965 | 70 | 523 | 824 | 58% | 1513 | 84% | 1206 | -20% | 39% | 1114 | 1782 | 235 | 2270 | 109% |

- Assumptions:
- Capacity and Enrollment are provided by West Ada School District (WASD). Enrollment data is based on Spring '20 counts with adjustment at the elementary level to account for the new Pleasant View Elementary.
 - Estimated WASD Students Generated is based on a Student Generation Rate (SGR) of 0.7 students/single family residential unit and 0.1 students/multi-family residential unit. By grade level this calculates to: Elementary SGR: 0.323; Middle SGR: 0.162; High SGR: 0.215 for single family and Elementary SGR: 0.046; Middle SGR: 0.23; High SGR: 0.031 for multi-family. This estimate does not include students in charter, private, and home schools. SGR does not vary for units with age restrictions for the purposes of this analysis.
 - Growth data is analyzed only for the City of Meridian and based solely on building permits through EOY 2020; preliminary plat data is not currently included in this analysis. WASD attendance areas include portions outside of the City that may have planned growth that affects school enrollment as well.
 - Dwelling Units are the additional units in a year based on the building permits that were issued in that year. This includes units with age restrictions.
 - Estimated 2020 Dwelling Units is based on the assumption that the remainder of the year growth will continue at the same monthly average it has been year to date. While City wide growth estimates are available from the City Growth Committee, area specific data is used in this analysis.
 - School attendance areas analyzed are based on current WASD attendance areas at the time of analysis. Attendance areas can change anytime during or between school years.



AGENDA ITEM

ITEM TOPIC: Public Hearing Continued from September 17, 2020 for Tara's Landing (H-2020-0048) by Mike Homan, Located at 5025 W. Larry Ln.

A. Request: Annexation of 6.34 acres of land with an R-8 zoning district.

B. Request: A Preliminary Plat consisting of 29 buildable lots and 2 common lots on 6.14 acres of land in the R-8 zoning district.



PUBLIC HEARING INFORMATION

Staff Contact: Alan Tiefenbach

Meeting Date: October 15, 2020

Topic: **Public Hearing Continued from September 17, 2020 for Tara's Landing (H-2020-0048) by Mike Homan, Located at 5025 W. Larry Ln.**

- A. Request: Annexation of 6.34 acres of land with an R-8 zoning district; and,
 - B. Request: A Preliminary Plat consisting of 29 buildable lots and 2 common lots on 6.14 acres of land in the R-8 zoning district.
-

Information Resources:

[Click Here for Application Materials](#)

[Click Here to Sign Up to Testify at the Planning and Zoning Commission Public Hearing](#)



AGENDA ITEM

ITEM TOPIC: Public Hearing for Teakwood Place Subdivision (H-2020-0006) by Hesscomm Corp., Located at 1835 E. Victory Rd.

A. Request: Annexation and Zoning of 7.35 acres of land with an R-8 zoning district.

B. Request: A Preliminary Plat consisting of 22 single-family residential lots and 4 common lots.



PUBLIC HEARING INFORMATION

Staff Contact: Joseph Dodson

Meeting Date: October 15, 2020

Topic: **Public Hearing for Teakwood Place Subdivision (H-2020-0006) by Hesscomm Corp., Located at 1835 E. Victory Rd.**
A. Request: Annexation and Zoning of 7.35 acres of land with an R-8 zoning district.
B. Request: A Preliminary Plat consisting of 22 single-family residential lots and 4 common lots.

Information Resources:

[Click Here for Application Materials](#)

[Click Here to Sign Up to Testify at the Planning and Zoning Commission Public Hearing](#)

STAFF REPORT COMMUNITY DEVELOPMENT DEPARTMENT



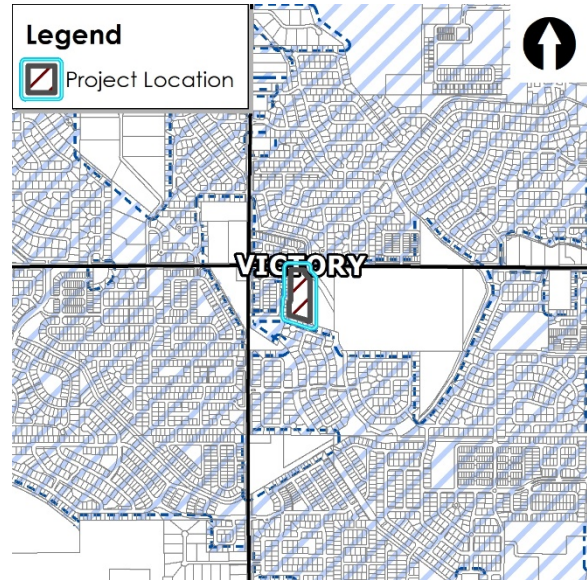
HEARING DATE: 5/7/2020 ~~7/16/2020~~ 10/15/2020

TO: Planning & Zoning Commission

FROM: Joe Dodson, Associate Planner
208-884-5533
Bruce Freckleton, Development Services Manager
208-887-2211

SUBJECT: H-2020-0006
Teakwood Place Subdivision

LOCATION: The site is located at 1835 E. Victory Road, approximately 1/4 mile east of S. Locust Grove Road, in the NW 1/4 of the NW 1/4 of Section 29, Township 3N., Range 1E.



I. PROJECT DESCRIPTION

Annexation & zoning of 7.35 acres of land with an R-8 zoning district and preliminary plat consisting of ~~28~~ 22 building lots and 4 common lots, by Hesscomm Corp.

II. SUMMARY OF REPORT

NOTE: This project was continued by Planning and Zoning Commission on May 7, 2020 to the date of June 4, 2020. Prior to that meeting, the Applicant requested a continuance to a future date to have more time to address issues presented at the Commission meeting and by Staff. Staff has received revised plans which has resulted in strikethrough and underlined changes throughout the staff report.

This project was heard by the Planning and Zoning Commission on 7/16/2020 and the Commission recommended denial of the project to the Meridian City Council. Following this recommendation, the Applicant made a request to the City Council to be remanded back to P&Z with a revised plat and open space pursuant to comments made within this staff report and by Commissioners. The City Council agreed with this request and remanded the project back to P&Z. The main changes made by the Applicant following the recommendation of denial are related to the open space configuration and the removal of the Victory Road access for the existing home. Both topics are discussed and analyzed below in subsequent sections.

A. Project Summary

| Description | Details | Page |
|-----------------------------|----------------------------|------|
| Acreage | 7.35 acres | |
| Future Land Use Designation | Medium Density Residential | |

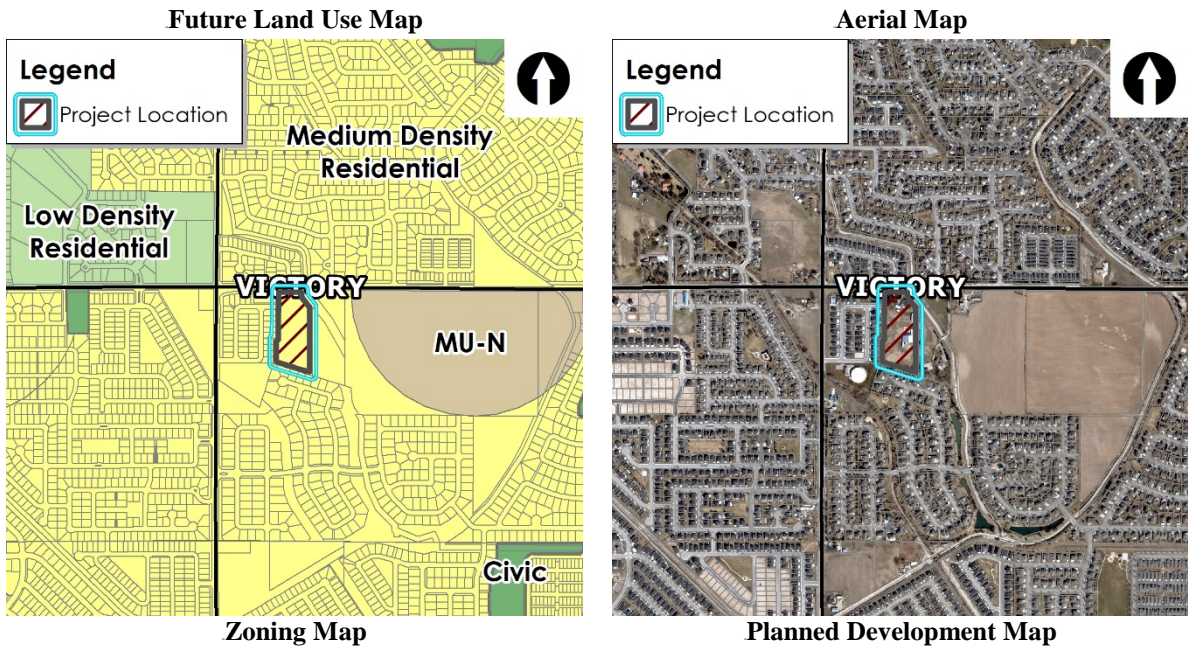
| Description | Details | Page |
|---|---|--|
| Existing Land Use(s) | Residential and Agricultural. | |
| Proposed Land Use(s) | Residential | |
| Lots (# and type; bldg./common) | 32 <u>26</u> total lots – 28 <u>22</u> single-family residential; 4 common lots. | |
| Phasing Plan (# of phases) | Proposed as two (2) phases. <u>one (1) phase.</u> | |
| Number of Residential Units (type of units) | 28 <u>22</u> single-family units <u>(including existing home).</u> | |
| Density (gross & net) | Gross – 3.95 <u>2.99</u> du/ac.; Net – 5.64 <u>4.22</u> du/ac. | |
| Open Space (acres, total [%]/buffer/qualified) | 52,737 39,888 <u>45,560</u> square feet, or 1.21 0.92 <u>1.05</u> acres (42,034 32,295 <u>37,842</u> square feet qualified open space; approximately 13.13 10.09 <u>11.82</u> %) | Further analysis pg. 7 & 8. |
| Amenities | 1 amenity proposed – 10' multi-use pathway <u>No amenity is shown on the submitted plans.</u> Water feature with seating area. | |
| Physical Features (waterways, hazards, flood plain, hillside) | Eightmile Creek runs along the northeast corner of the property. | |
| Neighborhood meeting date; # of attendees: | Oct. 30, 2019 – 6 attendees. | |
| History (previous approvals) | N/A | |

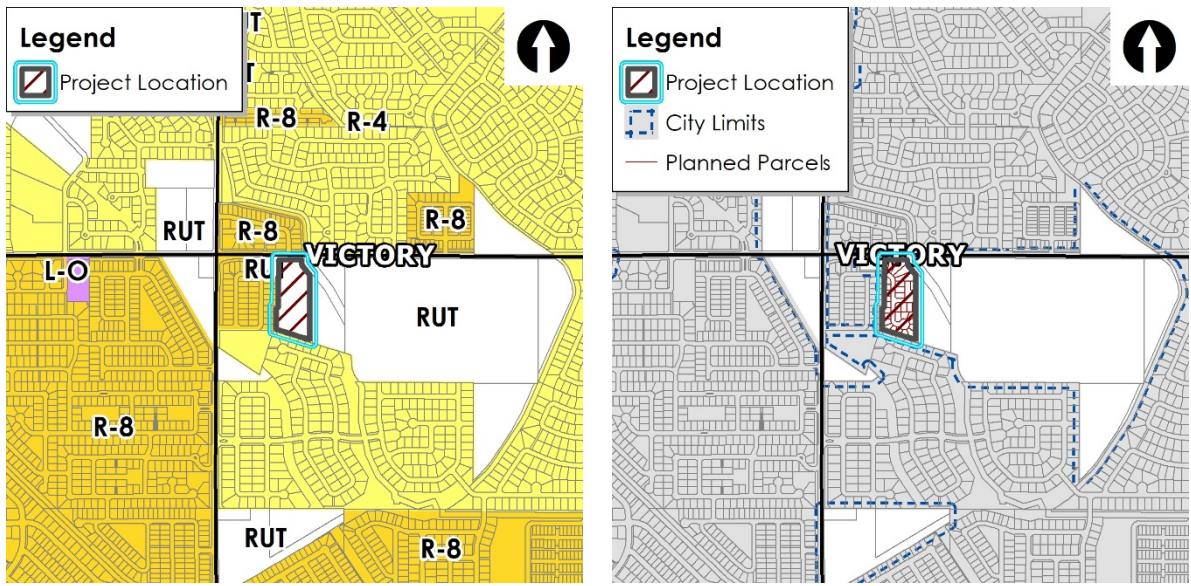
B. Community Metrics

| Description | Details | Page |
|--|---|------|
| Ada County Highway District | | |
| <ul style="list-style-type: none"> • Staff report (yes/no) • Requires ACHD Commission Action (yes/no) | <p>Yes</p> <p>No</p> | |
| Access (Arterial/Collectors/State Hwy/Local)(Existing and Proposed) | Access is proposed via extension of a local street from the west (E. Fathom St.). The existing home is requesting to maintain its access onto E. Victory Road, an arterial. An emergency access is proposed on the western boundary from E. Fathom St. to E. Victory Rd. | |
| Traffic Level of Service | “F” | |
| Stub Street/Interconnectivity/Cross Access | This subdivision’s main access is from an existing stub street (E. Fathom St.) and is proposing a new stub street to the east for future development and future connectivity. | |
| Existing Road Network | No | |
| Existing Arterial Sidewalks / Buffers | None | |
| Proposed Road Improvements | None | |
| Distance to nearest City Park (+ size) | 1.6 miles to Renaissance Park (6.5 acres) | |
| Fire Service | | |
| <ul style="list-style-type: none"> • Distance to Fire Station • Fire Response Time • Resource Reliability • Risk Identification • Accessibility | <p>1.3 miles from Fire Station #4</p> <p>3:00 minutes under ideal conditions (this meets Meridian’s Fire response goal time of 5 minutes).</p> <p>Fire Station #4 reliability is 78%.</p> <p>Risk Factor 2 – residential with hazards (open waterway)</p> <p>Proposed project meets all required access, road width, and turnaround requirements.</p> | |
| Police Service | | |
| | See Agency Comments (Section VIII.D). | |

| Description | Details | Page |
|--|--|------|
| West Ada School District | | |
| • Distance (elem, ms, hs) | 0.6 miles to Siena Elementary; 3.2 miles to Victory Middle School; 2.3 miles to Mountain View High School. | |
| • Capacity of Schools | Siena Elementary – 800; Victory Middle – 1000; Mountain View – 2268. | |
| • # of Students Enrolled | Siena Elementary – 970; Victory Middle – 1085; Mountain View – 2237. | |
| Wastewater | | |
| • Distance to Sewer Services | Directly adjacent | |
| • Sewer Shed | South Black Cat Trunkshed | |
| • Estimated Project Sewer ERU's | See application | |
| • WRRF Declining Balance | 13.88 | |
| • Project Consistent with WW Master Plan/Facility Plan | YES | |
| Water | | |
| • Distance to Water Services | Directly Adjacent | |
| • Pressure Zone | 4 | |
| • Estimated Project Water ERU's | See application | |
| • Water Quality Concerns | None | |
| • Project Consistent with Water Master Plan | YES | |
| • Impacts/Concerns | None | |
| COMPASS (Communities in Motion 2040 2.0) | No comments submitted. | |

C. Project Area Maps





III. APPLICANT INFORMATION

A. Applicant:

Bruce Hessing, Hesscomm Corp. – 6700 Linder Rd., Meridian, ID 83646

B. Owner:

Charles & Vickie Richardson – 1835 E. Victory Rd., Meridian, ID 83646

C. Representative:

Leavitt & Associates Engineers, Inc. – 1324 1st St. South, Nampa ID, 83651

IV. NOTICING

| | Planning & Zoning Posting Date | City Council Posting Date |
|--|---|----------------------------------|
| Newspaper Notification | 4/17/2020 <u>9/25/2020</u> | |
| Radius notification mailed to properties within 300 feet | 4/14/2020 <u>9/23/2020</u> | |
| Site Posting | 4/17/2020 <u>10/1/2020</u> | |
| Nextdoor posting | 4/14/2020 <u>9/23/2020</u> | |

V. STAFF ANALYSIS

A. Future Land Use Map Designation (<https://www.meridiancity.org/complan>)

Medium Density Residential – This designation allows for dwelling units at gross densities of three to eight dwelling units per acre. Density bonuses may be considered with the provision of additional public amenities such as a park, school, or land dedicated for public services.

The annexation area is near existing public services and not on the periphery of corporate city limits; existing City of Meridian zoning and development lay to its west, north, and south. The proposed land use of single-family residential is consistent with the recommended uses in the FLUM designation. The proposed project has a gross density of ~~3.95~~ 2.99 du/ac and a net density

of ~~5.64-4.22~~ du/ac, meeting the required density range listed above once the allowed rounding occurs. Therefore, Staff finds the proposed preliminary plat and requested R-8 zoning district to be generally consistent with the Future Land Use Map designation of Medium Density Residential.

The City may require a development agreement (DA) in conjunction with an annexation pursuant to Idaho Code section 67-6511A. In order to ensure the site develops as proposed with this application, staff recommends a DA as a provision of annexation with the provisions included in Section VIII.A1. The DA is required to be signed by the property owner(s)/developer and returned to the City within 6 months of the Council granting the annexation for approval by City Council and subsequent recordation.

B. Comprehensive Plan Policies (<https://www.meridiancity.org/compplan>):

(Staff analysis is in italics after the cited policy)

“With new subdivision plats, require the design and construction of pathways connections, easy pedestrian and bicycle access to parks, safe routes to schools, and the incorporation of usable open space with quality amenities” (2.02.01A). *This new subdivision and plat offers additional pedestrian connection via attached sidewalks on the proposed local street extensions, and open space, and a new segment of multi-use pathway that will help connect this project to adjacent subdivisions but does not offer any new pathway connections at this time. Instead, the Applicant is now proposing an easement for a future multi-use pathway section. The Applicant is proposing open space that is better connected and usable as now proposed. This open space is also proposed with a water feature and seating which is seen as a quality amenity for this development. With all of the sidewalk connections proposed with this small development, Staff finds that there will be adequate access to schools and parks for those who choose not to drive. The multi-use pathway section previously proposed was is the only qualifying site amenity proposed with this project. (per UDC 11-3G-3 standards, in order for an open space lot to be considered an amenity, it must be at least 20,000 square feet above the required minimum of 10%). Because the section of multi-use pathway used as the qualifying amenity is a small section and the open space is not large enough to qualify as an amenity is no longer being proposed and no other amenity is shown on the revised plans, Staff is recommending an additional a quality amenity be placed on one of the common open space lots to meet UDC requirements and further increase the quality and availability of amenities in the area. Staff is also concerned with the Applicant’s proposed open space proposed on the preliminary plat and is offering further conditions regarding these concerns (see Section VIII.A1). If the conditions of approval of this report are met, Staff finds this project in compliance with the policies established in the new Comprehensive Plan.*

“Establish and maintain levels of service for public facilities and services, including water, sewer, police, transportation, schools, fire, and parks” (3.02.01G). *All public utilities are readily available to this project site due to the existing subdivision to the west. ACHD notes the excessive traffic that already exists on E. Victory Rd and nearby intersections but has also noted in their staff report (see Section VIII.H) the low number of estimated vehicle trips from this subdivision will not require additional mitigation or road improvements. West Ada School District has offered comments on this project regarding school enrollment—the closest schools to this project are not yet over capacity according to their original letter and West Ada estimates 22 school age children will reside in this development. However, Staff has received letters from West Ada on more recent projects and Sienna Elementary and Victory Middle are now shown as overcapacity. Staff is aware of the overall overcrowding issues facing nearby public schools, however, the low number of school age children expected in this development should be easily absorbed in the district. School enrollment numbers of the closest schools to this development are listed above in*

the Community Metrics section of this staff report- and a table outlining recent historic and macro level data regarding school enrollment is part of the Agency Comments of the public record (see Section VIII.J).

“Encourage infill development” (3.03.01E). *Teakwood Place Subdivision is on the cusp of being an infill development by definition. Staff finds that the already annexed and developed properties residing to the north, west, and south make development of this property a logical and orderly progression of City limits. In addition, all public utilities and services are readily available for this subdivision including planned road improvements at the nearby intersection of E. Victory and S. Locust Grove.*

“Require all new development to create a site design compatible with surrounding uses through buffering, screening, transitional densities, and other best site design practices” (3.07.01A). *The site design of this project proposes density that ~~matches~~ is lower than the subdivision to the west and is ~~just above the~~ at the minimum density allowed in the underlying FLUM designation of Medium Density Residential. The subdivision to the south is of lower density zoning (R-4) but the Applicant has proposed lots with a majority of lot sizes that are more in line with the R-4 zoning district, but the applicant has proposed larger lot sizes on those lots abutting the subdivision to the south. Overall, Staff finds the site design to meet the intent of this comprehensive plan policy. And Therefore, the revised plat offers a transition from existing developments of higher density to this subdivision and other county zoned parcels. The Applicant has also changed the location of the proposed open space and is now in the southeast corner of the site and abuts the backyards of some of the existing homes in Tuscan Lakes.*

“Reduce the number of existing access points onto arterial streets by using methods such as cross-access agreements, access management, and frontage/backage roads, and promoting local and collector street connectivity” (6.01.02B). *Access into this subdivision is through an existing and developed subdivision (Tradewinds Sub.) via an extension of a local street (E. Fathom Street). This will mean one less additional access point ~~on~~ to E. Victory Road, and S. Locust Grove Roads, ~~an~~ arterial streets. However, the current owners of the property are to remain on-site and are requesting to keep their access to Victory Road. As seen in the ACHD staff report, ACHD has amended their policies to allow this; the City does not agree and the Applicant must get a Council Waiver in order to maintain this access. Staff does not support maintaining the access to E. Victory. Therefore, the proposed plat is using existing street networks for interconnectivity and meeting this policy by reducing access points to arterial streets.*

C. Existing Structures/Site Improvements:

There is an existing home on this parcel that is proposed to remain ~~until Phase 2 develops and~~ reside on its own building lot. In addition to the home, a number of accessory structures and two large barns currently exist. The largest barn that resides towards the southern part of the parcel will be removed upon development ~~of Phase 1~~ and the pole barn closest to the existing home will remain ~~until Phase 2 development~~. All structures can be seen on the submitted plat and landscape plans. ~~As noted below staff does not support the phasing of the proposed development. Any structures that remain on the property must comply with the dimensional standards of the R-8 zone or be removed. The existing access to Victory Road is analyzed below in Section V.F.~~

D. Proposed Use Analysis:

Detached single-family residential homes with local streets within the development and a new stub street to the east are being proposed. Single-family detached dwellings are listed as a principally permitted use in the R-8 zoning district per UDC Table 11-2A-2.

This subdivision is proposed to be developed in ~~two (2) phases~~ one phase. ~~The first proposed phase will provide all public streets and 24 of the 28 proposed building lots. The existing home is proposed to remain until Phase 2 development and then an additional 4 buildings lots will be developed with accesses onto the local street within the development and not onto E. Victory Rd.~~ According to the revised plat, the minimum property size in this development is approximately 4,909 4,784 4,940 square feet with an average buildable lot size of approximately 7,342 10,318 square feet. In addition, each buildable lot appears to meet the minimum street frontage requirements, including by providing no less than 30 feet of frontage for those lots that front on a curve or cul-de-sac. Therefore, according to the preliminary plat, all lots appear to meet the required UDC dimensional standards for the requested R-8 zoning district.

Staff is not supportive of the phasing plan as proposed. Staff recommends the development be constructed in one phase and the applicant amend the plat to include the existing residence on a lot and block in the subdivision and require the home connect to city utilities with a new access to the proposed extension of E. Fathom Street OR remove all of the existing structures identified in phase 2 and develop the four additional lots as proposed.

E. Dimensional Standards (UDC [11-2](#)):

All proposed lots and public streets appear to meet ~~all~~ UDC dimensional standards per the submitted preliminary plat ~~for the requested R-8 zoning district~~. This includes property sizes, required street frontages, and road widths. In addition, all subdivision developments are also required to comply with Subdivision Design and Improvement Standards (UDC 11-6C-3)—~~the proposed revised preliminary plat adheres to the standards therein.~~

F. Access (UDC [11-3A-3](#)):

Access is proposed via extension of a local street from the west (E. Fathom St.). The existing home is ~~requesting to maintain its access onto E. Victory Road, an arterial now proposing to take access from this local street~~. In addition, an emergency access is proposed on the northwestern boundary connecting from E. Victory Rd. south to E. Fathom St.

The owner is proposing requesting to keep the driveway for the existing home onto E. Victory Rd. which does not comply with ACHD district policy or the City's UDCCity code (UDC 11-3A-3). However, in the received staff report from ACHD, they have amended their policy to approve of maintaining this access and site the low number of vehicle trips from one home. Staff does not support keeping an access to Victory Road when a lesser classified street is available for access. Staff believes that if the existing access does not close at the time of this development, it may never be closed.

With the original submittal, the current home owners (that are to remain on the property following development) requested to maintain their access to E. Victory Road. This request was not supported by Staff or the Planning & Zoning Commission and was a factor in the Commission's recommendation of denial to the City Council. Following this recommendation, the homeowners agreed to close their access to Victory and instead take access from E. Fathom Street as recommended by Staff. The plat has been revised to show this internal access via a 12-foot wide driveway connection. Staff has had conversations with the Meridian Fire Department and there is a desire for this paved access to be slightly wider to accommodate emergency response vehicles if a need were ever to arise. Therefore, Staff is recommending a condition of approval to amend the plat to show at least a 15-foot wide driveway connection.

The Applicant has also proposed an emergency-~~only~~ access ~~only driveway~~ that connects E. Fathom St. to E. Victory Road. E. Fathom St. is the only access into this development and therefore, Staff is recommending a ~~condition of approval~~ DA provision that the emergency access

be constructed prior to any issuance of Certificate of Occupancy, ~~or with Phase 1 if there continues to be phasing proposed~~; this is commensurate with the condition of approval from the Meridian Fire Department (see Section VIII.A1).

Access for this subdivision must go through the existing local street stub to its west, E. Fathom Street, because it is a lesser classified street than Victory, an arterial street. This is consistent with both Meridian comprehensive plan policies (as outlined above), UDC 11-3A-3, and with ACHD district policy. An additional factor of note is that Victory Road is already failing as a 3-lane arterial street and any additional direct traffic would exacerbate the problem. The proposed development is projected to generate minimal peak hour vehicle trips which shows that there will be minimal impact to Locust Grove, the arterial that Tradewinds Subdivision connects to and subsequently where Teakwood Place would get to an arterial street. Public input has depicted Locust Grove as a busy street during peak hours do to the roadways failing north and east of the Locust Grove and Victory intersection. This intersection is in the ACHD Integrated Five Year Work Plan to be converted to a roundabout and Locust Grove will be widened to five (5) lanes. These two changes will have a cascading effect and increase traffic flows south of this intersection including the point of ingress/egress for these two subdivisions. All of these factors matter in Staff supporting the access for Teakwood via E. Fathom Street and out to Locust Grove.

Pedestrian access in the development will be via extensions of 5-foot attached sidewalks on all local streets. A micro-pathway that runs next to the emergency access road will also function as a pathway and connects the frontage improvements on E. Victory Rd. with the sidewalks on the proposed extension of E. Fathom St. to E. Victory Road. Staff does not place much value on this connection because Victory Road is not improved with any sidewalks and the Applicant is requesting not to improve the frontage of the property at this time as required by City code is also proposed. Staff recommends If the applicant constructs the required frontage improvements along Victory Rd. and prohibits vehicular access to said roadway in accord with UDC 11-3A-3, this pedestrian connection is a valuable addition to the development. Additionally, a small section of 10-foot multi-use pathway is proposed to be constructed along the Eightmile Creek and will connect with the large open space lot near the center of the development. In addition, because the Applicant is adding five feet of landscaping on each side of the 20-foot wide emergency access, the area of this common lot counts towards qualified open space.

G. Parking (UDC [11-3C](#)):

Off-street parking is required to be provided in accord with the standards listed in [UDC Table 11-3C-6](#) for single-family detached dwellings based on the number of bedrooms per unit. Future development should comply with these standards. No parking plan was submitted with the application.

One of the revisions made by the applicant is changing the type of cul-de-sac proposed in the south end of the development. The new plan shows a larger cul-de-sac that has a 57-foot radius. The larger radius turnaround allows an additional 9-feet of pavement in the cul-de-sac which then allows on street parking. The perimeter of the cul-de-sac that can be parked on (perimeter minus driveway curb cuts) is now approximately 200 feet which can accommodate approximately 8 on street parking spaces. The true amount of cars that could be parked within the cul-de-sac is wholly dependent on the size of the vehicles being parked. Therefore, Staff's estimates are based on general calculations and include the UDC noted parallel parking space dimension of 23-feet long. Some vehicles may take up more or less than this value.

H. Pathways (UDC [11-3A-8](#)):

A 10-foot wide multi-use pathway easement is being proposed along Eightmile Creek at the northeast boundary of the subdivision instead of building the actual pathway at this time. ~~in~~

accord with the Meridian Pathways Master Plan; its development is proposed with Phase 2 after the existing home will be removed in the same phase. The Applicant is proposing this as an easement that is partially located within the irrigation district easement for future development by the City. The logic behind this is two-fold: 1) to minimize the impact to the homeowner who is remaining on the property since the pathway would encroach into their back porch if it were entirely on this subject property and, perhaps more imperative to city code; 2) to not construct a pathway that would lead to nowhere for the foreseeable future since adjacent county property owners have shown little intention on redeveloping in the near future. The applicant is proposing the 10-foot multi-use pathway be located with a 14-foot wide public pedestrian easement within a 20-foot wide common lot in Phase 2. The multi-use pathway has other pedestrian connections via 5-foot attached sidewalks within the development. Staff is supportive of providing an easement that is shared between this property and the irrigation district to be constructed at a later date. Staff has spoken with the irrigation district and they are supportive of the easement so long as they have the space for their 18-foot wide access road. The pathway easement shall extend north into landscape buffer along E. Victory Road to provide for connection from the future Eight Mile Pathway to the sidewalk at Victory Road. Due to context and space limitations, the easement may be a minimum of 10' wide, as offset from the northeast property line(s). (This will provide enough additional width adjacent to the irrigation easement to allow for future construction of pathway, fence, and irrigation access road). The Applicant is showing compliance with this on their revised plat.

To ensure this small pathway section is built in the future, Staff is recommending a DA provision that the multi-use pathway shall be constructed when the lot with the existing home is redeveloped or subdivided in the future.

Again, Staff finds the timeline of developing portions of this project in multiple phases as an issue. The multi-use pathway may not yet have connection with additional miles of pathway but it will actually serve as an amenity if it is built in one phase or in Phase 1 due to its connection of E. Victory and the open space lot within the development.

I. Sidewalks (UDC 11-3A-17):

Five (5) foot attached sidewalks are proposed along all internal local streets, in accord with the standards listed in UDC 11-3A-17. Normally, a five-foot wide detached sidewalk is required to be constructed with the required frontage improvements along Victory Road. However, due to there being no sidewalks abutting the site to the east or west along Victory Road and the frontage is less than 300 linear feet, Staff can allow the sidewalk to be attached along the frontage. The Applicant is proposing to construct 7-foot attached sidewalk along the entire Victory Road street frontage with this revised plat and within ACHD right-of-way. This meets the intent and prescriptive standards of UDC 11-3A-17 and ACHD requirements outlined in their staff report.

J. Landscaping (UDC 11-3B):

A 25-foot wide street buffer is required adjacent to E. Victory Rd., an arterial street, landscaped per the standards listed in UDC 11-3B-7C. A 25-foot wide landscape buffer easement ~~common~~ lot is depicted on the plat, ~~on Lot 2, Block 2 (the lot with the home that is remaining)~~; this common lot also houses the proposed multi-use pathway that will run along Eightmile Creek. The correct number of trees appear to be shown on the submitted landscape plans (see Section VII.F) and is proposed with a removal of eight (8) existing trees and to keep five (5) of the existing trees. UDC requires that landscape buffers for residential developments be placed in a common lot, owned and maintained by a homeowner's association and also offers Applicants the opportunity to provide the buffer within an easement if the existing home will not be subject to the CC&rs of the subdivision through the Alternative Compliance process. Therefore, **Staff is recommending**

a condition of approval to place the buffer in a common lot or apply for Alternative Compliance with the Final Plat submittal to place the buffer within an easement. In addition, UDC requires that trees be spaced at a density of one tree per thirty five (35) linear feet (UDC 11-3B-7C.2). Because the existing trees that are to remain are bunched together on the site, they do not meet this requirement. Compliance with this code section is required and in order to comply, Staff recommends adding two (2) additional trees to the east half of the landscape buffer. These additional trees, spaced correctly, would add to the buffer and help the Applicant meet the landscaping requirements. Furthermore, landscape buffers are also required to be vegetated with shrubs, lawn, or other vegetative ground cover for at least 70% of the area at the time of plant maturity, with mulch used under and around the plants (UDC 11-3B-5N). The landscape plans do not show compliance with this requirement and should be corrected prior to the City Council hearing.

~~no new improvements. The applicant states that the existing and mature Spruce trees along Victory Road would have to be removed in order to construct the frontage improvements with a detached sidewalk. Staff finds that the existing trees do offer a quality landscape buffer between Victory and the proposed subdivision. In addition, if this area along Victory were to be improved with detached sidewalk, the sidewalk would lead to nowhere as there are no sidewalks on the south side of Victory Road on any adjacent parcels. Therefore, the Applicant is requesting that City Council require the frontage improvements at a later date when this lot redevelops or subdivides in the future.~~

Landscaping is required along all pathways (including micro-pathways) in accord with the standards listed in [UDC 11-3B-12C](#). ~~The total lineal feet of pathways with the required and proposed number of trees should be included in the Landscape Calculations table. Staff is recommending a condition of approval to correct this on the landscape plan and provide a revised copy to staff at least 10 days prior to the City Council hearing.~~

Common open space is required to be landscaped in accord with the standards listed in [UDC 11-3G-3E](#). ~~The total square footage of common open space should be corrected in the Landscape Calculations/Requirements table along with and the required number of trees to demonstrate compliance with UDC standards is shown in the Landscape Calculations table.~~

~~The landscape plan should to be revised to reflect the revised phasing plan and preliminary plat provided to staff. A condition of approval regarding this comment is in Section VIII.3.~~

K. Qualified Open Space ([UDC 11-3G](#)):

A minimum of 10% *qualified* open space meeting the standards listed in UDC 11-3G-3B is required. Based on the proposed plat of 7.35 acres, a minimum of 0.74 acres of common open space should be provided.

According to the Applicant's provided open space exhibit (Exhibit VII.D), the Applicant is proposing approximately ~~52,737 39,888 45,560~~ square feet (or ~~1.21 0.92~~ acres) of open space (or ~~16.47 12.45~~%) with 37,842 square feet (or 11.82% overall) of this area shown as qualified open space. ~~The qualified open space consistsing of a 10-foot multi-use pathway, common lots with open space, and half of the arterial street buffer to E. Victory Rd. The Applicant's open space exhibit labels 42,034 32,295 square feet (approximately 0.74 acres) of the open space as qualifying (13.13 10.09%). The open space is primarily proposed as two common open lots with one residing in the very southeast corner of the site and one more centralized but smaller lot that contains the required amenity. The open space is to be available at the time of development as the project is no longer being phased. across both phases with most provided in Phase 1. However, Staff notes that the open space calculation appears to duplicate area—it appears to include the paved emergency access and does not remove the paved area from the temporary cul-de-sac that~~

~~does not count towards any open space, qualifying or not. The qualified open space is comprised of three (3) common lots (Lot 1 Block 2, Lot 7 Block 2, and Lot 11 Block 1) that are 4,410, 7,705 and 14,012 (including the temporary turnaround), and 20,555 square feet in size, respectively. All lots appear to meet UDC requirements to count towards qualified open space. The proposed open space meets the minimum UDC requirements by less than 200 square feet.~~

Following the Commission meeting and the issues that were presented, the Applicant revised the open space to address Staff comments regarding the temporary turnaround lot and the lack of continuity of the open space. The Applicant has now reconfigured the building lots to allow for common open space to connect from the cul-de-sac in the south of the property to the new east-west stub street while also incorporating a micro-pathway connection on this lot. Staff finds that this open space configuration better connects the two main open space lots within the development.

The revised plat also shows some of the non-qualifying open space on Lot 19, Block 1 which is the lot with the temporary turnaround located on it. The Applicant has deemed this lot as non-buildable until the stub street is extended and the temporary turnaround is removed with a plat note. Staff agrees with this designation but making it non-buildable and including it in the overall open space depicts a potential issue in the future. Will this lot be a future common open space lot or will it be a future buildable lot? Staff wants to ensure all of the open space numbers and the number of buildings lots are confirmed prior to this application being developed. In addition, if Lot 19, Block 1 is intended to be a common open space lot in the future, an additional small pocket of open space is not ideal. If this is the intended purpose of this lot, Staff recommends that the Applicant revise the plat to have the proposed open space more contiguous to each other. This can be accomplished by moving the open space on Lot 7, Block 2 to Lot 18, Block 1 and then converting the adjacent Lot 15, Block 1 into a common open space lot. That would create a central greenway from the south of the property to the east-west stub street in the center of the development and connect to the future open space lot that holds the temporary turnaround. This option would also offer more common open space than the minimum. If this is not the intended use for Lot 19, Block 1, the Applicant should revise the open space exhibit to remove the area of this lot from all open space calculations.

Staff finds that the proposed open space meets the minimum requirements, but is not premier.

After removing redundant open space and the paved areas on the common open space lots, Staff calculates approximately 29,634 square feet (or .68 acres, 9.25%) of qualified open space which is below the minimum required 10%. Staff removed the area for the temporary cul-de-sac proposed on one of the common open space lots and the 30-foot wide emergency access easement area from the open space calculation.

The emergency access easement is not shown to be landscaped per UDC requirements and therefore Staff does not find it appropriate to include this area as qualified open space. If the Applicant were to pave 20 feet of the easement (as required for emergency access) and then landscape the five feet on either side of it per UDC standards, this area could be added back into the qualified open space calculations.

In addition, if the required temporary turnaround is flipped and placed on one of the adjacent buildable lots to the south of the large common lot (i.e. lots 21 or 22), more open space would be available to the residents in this subdivision. Staff recommends this change because there is little guarantee to the City that the property to the east will ever develop and therefore little guarantee the temporary cul-de-sac will not become permanent. Approximately 4,800 more square feet of qualified open space would be added to this project with this recommendation. By following this recommendation and the landscape recommendation regarding the emergency access, approximately 9,200 more square feet of qualified open space would be added, making a total of

~~38,834 square feet, exceeding the 10% minimum required by code by approximately 6,000 square feet. Therefore, Staff is recommending conditions of approval to correct the open space calculations to reflect the usable open space and then provide Staff with a revised open space exhibit and revised preliminary plat showing the new location of the temporary cul-de-sac at least 10 days prior to the City Council hearing (see Section VIII.4).~~

L. Qualified Site Amenities ([UDC 11-3G](#)):

Based on the area of the proposed plat (7.35 acres), a minimum of one (1) qualified site amenity is required to be provided per the standards listed in [UDC 11-3G-3C](#). ~~The applicant has not proposed one (1) qualified amenity, a 10-foot multi-use pathway. This amenity meets does not meet the minimum UDC standards. The Applicant has proposed one (1) qualifying site amenity within the central open space lot, a water feature with benches around it. The Applicant is also proposing a micro-path through this open space lot to increase pedestrian connectivity between the open space lots despite it not counting as a qualified amenity. Staff appreciates this added connection so that everyone in the development has easy sidewalk access to the water feature and seating area.~~

~~Although the proposed multi-use pathway is a qualified site amenity, staff is concerned about its usage because it is a relatively short segment and does not directly connect with other portions of existing pathways. Because of this, Staff is recommending a condition of approval to include an additional at least one amenity from one of the categories in UDC 11-3G-3C on one of the common open space lots Lot 4, Block 2 and provide a revised landscape plan prior to the Commission hearing.~~

M. Waterways ([UDC 11-3A-6](#)):

The Eightmile Creek is a protected waterway and runs along the northeast corner boundary of this development **but is not on the subject parcel**. The applicant is proposing to add a 10-foot multi-use pathway easement both outside of its easement and partially within it as an amenity to this project site a future extension of the multi-use pathway system. Because Eightmile Creek is not on this site, there can be no requirement to tile the waterway. In addition, Eightmile Creek is a protected waterway, it and must remain open regardless. with development of this site. No additional requirements exist due to the creek being off site.

N. Fencing ([UDC 11-3A-6](#), [11-3A-7](#)):

All fencing is required to comply with the standards listed in UDC 11-3A-7. Fencing is proposed as shown on the landscape plan and appears to meet UDC requirements. ~~shall be corrected per the conditions listed in this staff report (see Section VIII.3) for the lots abutting the micro-use pathway. In addition, open vision fencing along the proposed pathway facing Eightmile Creek and any common open space is required.~~

O. Building Elevations ([UDC 11-3A-19](#) | [Architectural Standards Manual](#)):

The Applicant has submitted sample elevations of the single-family homes for this project (see Section VII.E).

The single-family homes are depicted as mostly single-story structures with a variety of finish materials with stone, stucco, and lap-siding combinations. Some homes depict extra-large spaces for at-home RV storage. All single-family homes appear to meet design and architectural standards.

VI. DECISION

A. Staff:

Staff recommends approval of the requested annexation and zoning with the requirement of a Development Agreement and approval of the requested preliminary plat with the conditions noted in Section VIII.A per the findings in Section IX of this staff report.

B. Commission:

Enter Summary of Commission Decision.

C. City Council:

To be heard at future date.

VII. EXHIBITS

A. Annexation Legal Description and Exhibit Map

EXHIBIT __

**DESCRIPTION FOR
TEAKWOOD PLACE SUBDIVISION ANNEXATION**

A parcel of land located in the NW 1/4 of the NW 1/4 of Section 29, T.3N., R.1E., B.M., Ada County, Idaho more particularly described as follows:

Commencing at the NW corner of said Section 29 from which the N1/4 corner of said Section 29 bears North 89°59'41" East, 2,680.68 feet;

thence along the North boundary line of said Section 29 North 89°59'41" East, 620.22 feet to the **REAL POINT OF BEGINNING**;

thence continuing along said North boundary line North 89°59'41" East, 328.84 feet to a point on the approximate centerline of Eight Mile Lateral;

thence along the approximate centerline of Eight Mile Lateral the following 2 courses and distances:

thence leaving said North boundary line South 04°36'20" East, 80.22 feet;

thence South 39°10'20" East, 71.96 feet;

thence leaving said centerline South 00°11'29" East, 781.92 feet to a point on the northeasterly boundary line of Tuscan Lakes Subdivision No. 2 as filed in Book 94 of Plats at Pages 11,351 through 11,354, records of Ada County, Idaho;

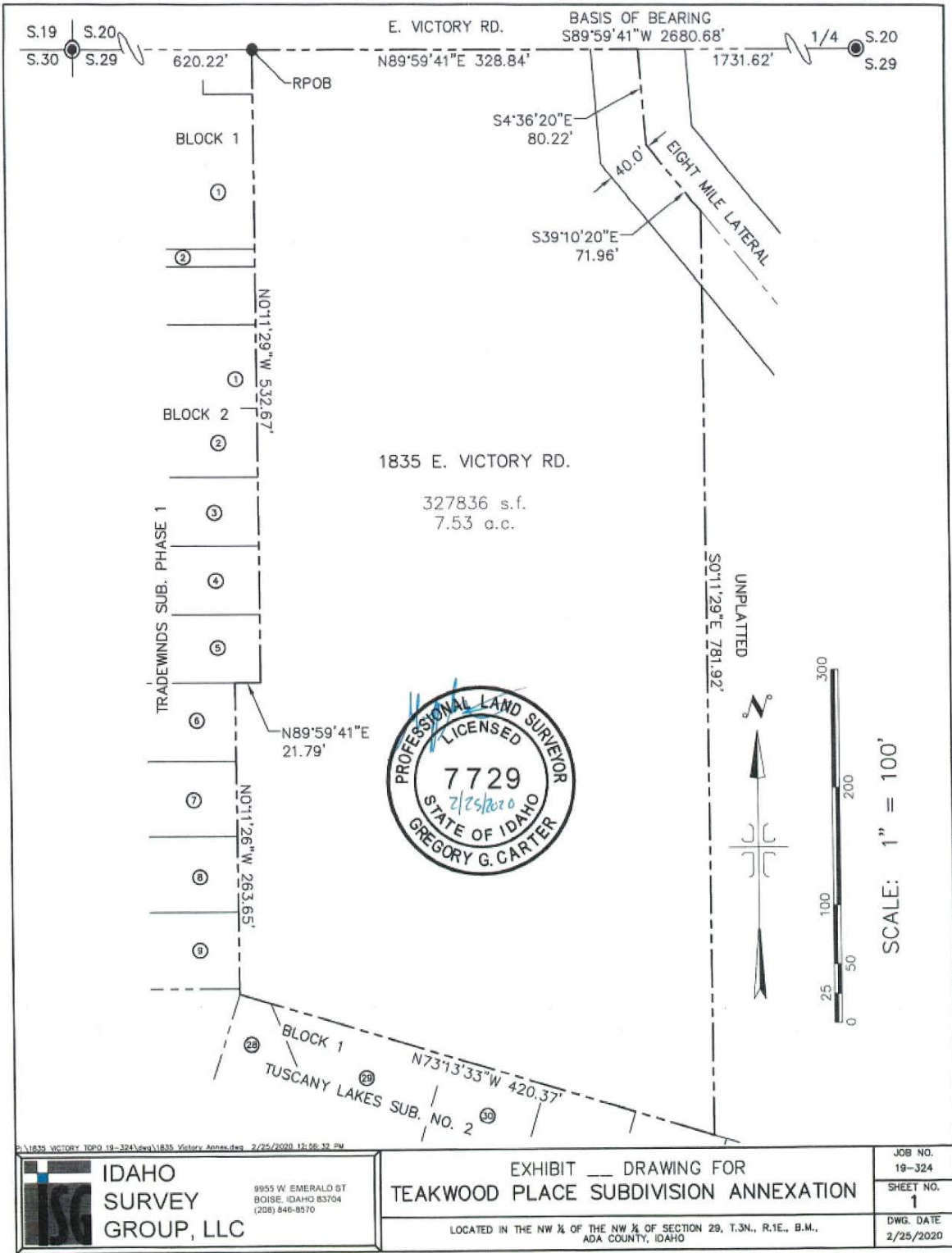
thence along said northeasterly boundary line North 73°13'33" West, 420.37 feet to the northerly most corner of said Tuscan Lakes Subdivision No. 2;

thence along the East boundary line of Tradewinds Subdivision No. 1 as filed in Book 106 of Plats at Pages 14,594 through 14,596, records of Ada County, Idaho and the southerly extension thereof North 00°11'26" West, 263.65 feet to the NE corner of Lot 6, Block 2 of said Tradewinds Subdivision No. 1, said point also being on the South boundary line of Lot 5, Block 2 of said Tradewinds Subdivision No. 1;

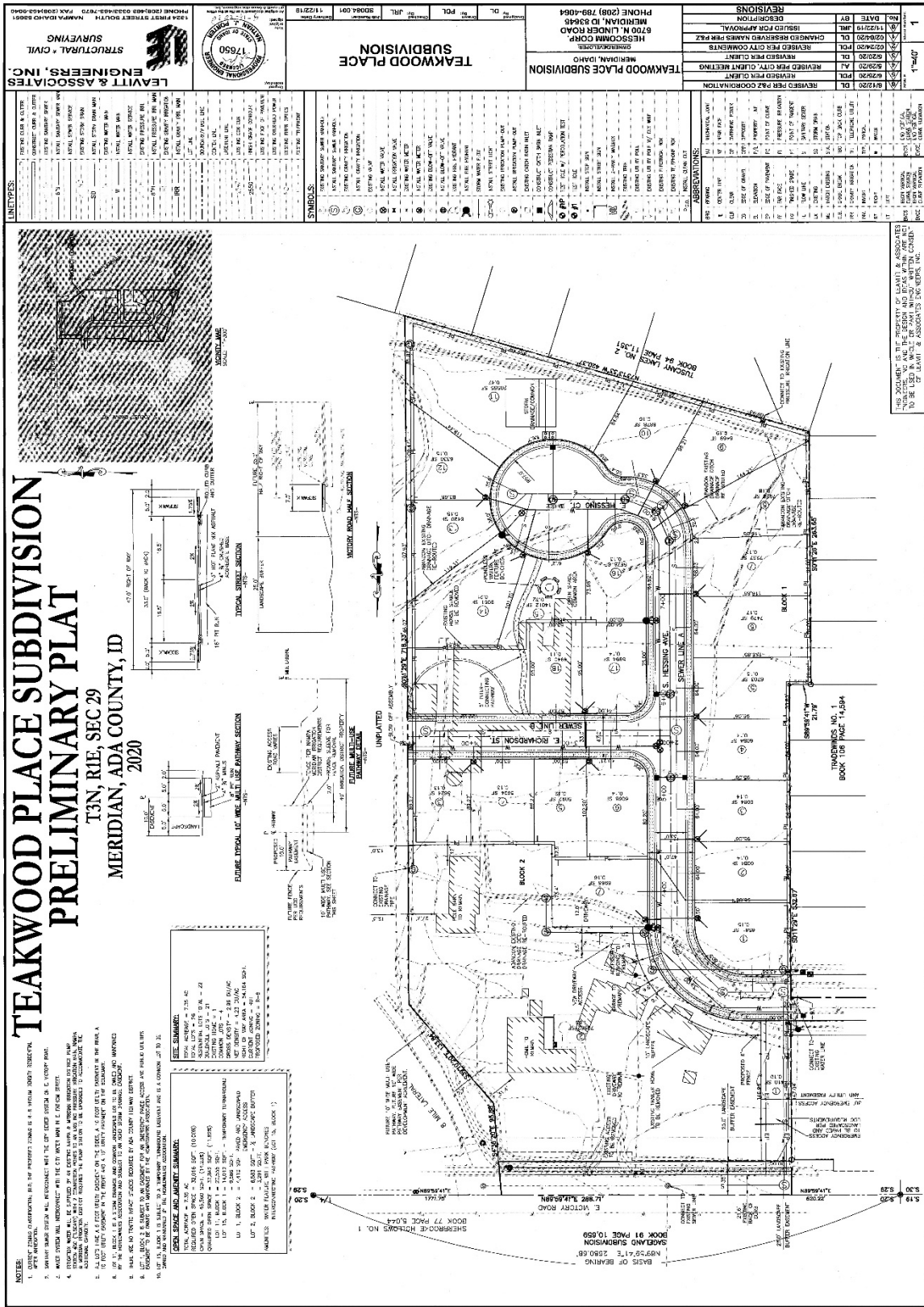
thence along said South boundary line North 89°59'41" East, 21.79 feet;

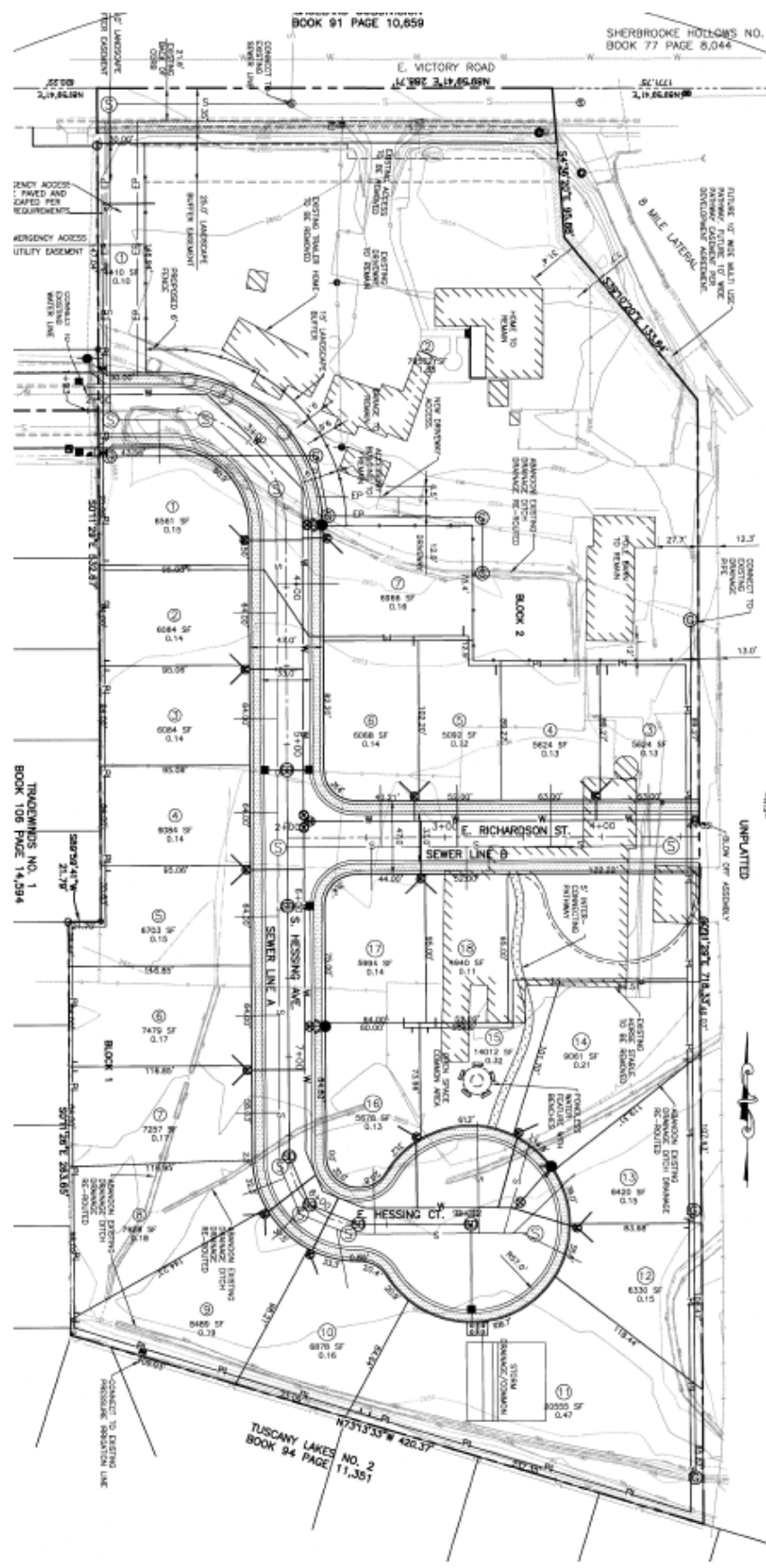
thence along the East boundary line of said Tradewinds Subdivision No. 1 and the northerly extension thereof North 00°11'29" West, 532.67 feet to the **REAL POINT OF BEGINNING**. Containing 327,836 square feet or 7.53 acres, more or less.





B. Preliminary Plat (date: 3/25/2020/24/2020 8/12/2020)





Item 4.

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C. Landscape Plans (date: 1/23/2020 6/25/2020 8/13/2020)

Y:\PROJECTS\EAUTT ASSOCIATES\10125 Victory Commons Sub\CADD\sheet\0_Townhood Plans_Prelim_Landscape plan 8/13/2020

SEE SHEET I1.0 FOR OVERALL SITE PLAN.
SHEETS I1.1 & I1.2 FOR LANDSCAPE PLANS
AND SHEET I2.0 FOR LANDSCAPE NOTES & DETAILS

LANDSCAPE PLAN

SCALE: 1" = 30'-0"

LEGEND:

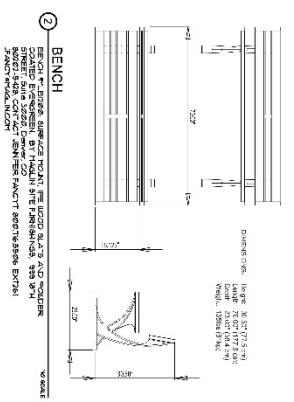
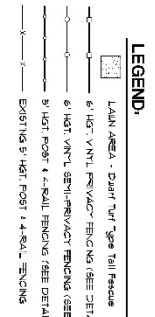
- LAIN AREA - Short Tail Fence
- 6' HGT. VINYL PRIVACY FENCING (SEE DETAIL 5/I1.20)
- 6' HGT. VINYL SPLIT-PRIVACY FENCING (SEE DETAIL 6/I1.20)
- 5' HGT. POST & 4-RAIL FENCING (SEE DETAIL 7/I1.20)
- EXISTING 5' HGT. POST & 4-RAIL FENCING

Page 18

V:\PROJECTS\FAVITT\ASSOCIATES\15150\Utility\Drawings\Site\LANDSCAPE\Taskwood Place - Final\landscape.dwg 8/11/2020

SEE SHEET L1.0 FOR OVERALL SITE PLAN,
SHEETS L1.1 & L1.2 FOR LANDSCAPE PLANS
AND SHEET L2.0 FOR LANDSCAPE NOTES & DETAILS

LANDSCAPE PLAN
SCALE: 1"=30'-0"



MAGLIN

MLB1 200 SERIES

RECYCLED
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MADE IN THE USA



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|-----|-----------|-----|------------------|
| 1 | 8/11/2020 | JAC | ISSUE FOR PERMIT |

TEAKWOOD PLACE SUBDIVISION
MERIDIAN, IDAHO

DEVELOPER:
HESSCOMM CORP.
6700 N. LINDER ROAD
MERIDIAN, ID 83645
PHONE (208) 789-4064

TEAKWOOD PLACE DEVELOPMENT EXHIBIT

PROJECT NO: 15150
SHEET NO: L1.2



LEAVITT & ASSOCIATES ENGINEERS, INC.

STRUCTURAL & CIVIL SURVEYING

1124 FIRST STREET SOUTH Nampa Idaho 83651
PHONE: (208) 463-0662 FAX: (208) 463-0661

D. Open Space Exhibit (date: 2/24/2020-6/18/2020 August 2020)



E. Conceptual Building Elevations





VIII. CITY/AGENCY COMMENTS & CONDITIONS

A. PLANNING DIVISION

- 1. A Development Agreement (DA) is required as a provision of annexation of this property. Prior to approval of the annexation ordinance, a DA shall be entered into between the City of Meridian, the property owner(s) at the time of annexation ordinance adoption, and the developer.

Currently, a fee of \$303.00 shall be paid by the Applicant to the Planning Division prior to commencement of the DA. The DA shall be signed by the property owner and returned to the Planning Division within six (6) months of the City Council granting the annexation. The DA shall, at minimum, incorporate the following provisions:

- a. Future development of this site shall be generally consistent with the preliminary plat, landscape plan, open space exhibit, and conceptual building elevations included in Section VII and the provisions contained herein.
- ~~b. This subdivision shall be constructed in one (1) phase and the applicant shall amend the plat to include the existing residences on a lot and block in the subdivision with a new access to the proposed extension of E. Fathom Street OR remove all of the existing structures identified in phase 2 and develop the four additional lots as proposed.~~
- c. If the existing home is to remain, the home shall connect to city services upon development. ~~with the first phase of development and access shall be provided from a local street, E. Fathom Street.~~
- d. The existing home shall close its driveway access to E. Victory Rd. and take access from E. Fathom Street with development of the subdivision.
- e. The future 10-foot multi-use pathway shall be constructed at such time that Lot 2, Block 2 is either redeveloped or subdivided in the future, with the first phase of development in accord with UDC 11-3A-8 and UDC 11-3B-12. The Applicant shall submit a public access easement for the future multi-use

pathway partially located on Lot 2, Block 2. Submit easements to the Planning Division for Council approval and subsequent recordation. The easement may be a minimum of ten (10) feet wide, as offset from the northeast property line(s). Use standard City template for public access easement. Easement checklist must accompany all easement submittals. Coordinate with Kim Warren from the City of Meridian Parks Department.

- f. All street frontage improvements and landscaping along E. Victory Rd. shall be constructed with Phase 1 of the development.
 - ~~g. An additional qualifying amenity (per UDC 11-3G-3C) shall be added to the plat and landscape plan and placed on one of the common open space lots (either Lot 11, Block 1 or Lot 7, Block 2). Lot 4, Block 2 with Phase 1 of the development.~~
 - h. This development shall provide no less than 37,842 square feet, or 11.82%, of qualified open space.
 - ~~i. For those lots abutting E. Victory Road, a residential arterial roadway, any building façade facing the street shall incorporate articulation through changes in two or more of the following: modulation (e.g. projections, recesses, step-backs, and pop-outs), bays, banding, porches, balconies, material types, or other integrated architectural elements to break up monotonous wall planes and roof lines that are visible from the subject public street. Single story structures are exempt from this requirement.~~
 - j. The emergency access on Lot 1, Block 2 shall be constructed prior to any issuance of Certificate of Occupancy.
2. The preliminary plat included in Section VII.B, and dated ~~03/25/2020~~06/24/2020 ~~8/12/2020~~, prepared by Leavitt Associates Engineers, Inc., shall be revised as follows prior to submittal of the final plat application.
 - ~~a. Revise the plat to show the temporary cul-de-sac on the south side of the proposed E. Richardson St., on Lot 21 or 22, Block 1 and add a note stating that said lot is non-buildable until such time as E. Richardson St. is extended.~~
 - b. Add a note prohibiting direct lot access via E. Victory Road. Lot 2, Block 2 shall take access from E. Fathom St in accord with UDC 11-3A-3.
 - ~~c. The emergency access on Lot 5, Block 2 shall be constructed prior to any issuance of Certificate of Occupancy.~~
 - d. The driveway access for the existing home located on Lot 2, Block 2 shall construct said driveway access with a width of at least 15-feet in width.
 - e. Add an additional common lot along Victory Road to contain the required 25-foot wide landscape street buffer or apply for Alternative Compliance with final plat submittal to request the buffer to be within an easement.
 3. The landscape plan included in Section VII.C, and dated ~~11/20/2019~~6/25/2020 ~~8/13/2020~~, shall be revised as follows at least 10 days prior to the City Council hearing:
 - ~~a. The Landscape Calculations/Requirements table shall include the following: 1) the total linear feet of pathways and the required number of trees per UDC 11-3B-12); and 2) the total square footage of common open space and required number of trees per UDC 11-3G-3E.~~

- b. ~~The Landscape Plan shall be corrected to reflect open vision fencing along all pathways and common open space areas, as listed in the standards in UDC 11-3A-7.~~
- c. ~~The Landscape plan shall be revised to reflect a single phase per the conditions in this report.~~
- d. ~~Revise the Landscape Plan to show landscaping along the emergency access road—common lot 5, Block 2. Said lot shall be developed with a 20-foot wide paved surface and five feet of landscaping on each side in accord with UDC 11-3B-12.~~
- e. ~~Revise the landscape plan to match the newly revised preliminary plat and show the proposed cul-de-sac with a radius of 57 feet and with no parking in the center.~~
- f. ~~Revise the landscape plan to show the required frontage improvements along E. Victory Road and within its own common lot Lot 2, Block 2. This should include at least two (2) more trees on the eastern half of the buffer and the required vegetative ground cover as required in UDC 11-3B-5N and 11-3B-7.~~

Submit a revised plan (electronic copy) to the Planning Division at least 10 days prior to the City Council hearing.

- 4. ~~The Open Space Exhibit included in Section VII.D is subject to the following corrections shall be revised as follows:~~ is approved as submitted.
 - a. ~~Show the temporary cul-de-sac on Lots 21 or 22, Block 1 rather than on the common open space lot.~~
 - b. ~~Correct open space calculations to reflect conditions of approval contained herein regarding qualified open space. remove the area of Lot 19, Block 1 from any open space calculation.~~

Submit a revised plan (electronic copy) to the Planning Division at least 10 days prior to the City Council hearing.

- 5. ~~Prior to the Planning and Zoning Commission hearing, revise the open space exhibit and landscape plan to show a qualifying site amenity on one of the proposed common open space lots.~~
- 6. Future development shall be consistent with the minimum dimensional standards listed in [UDC Table 11-2A-6](#) for all the proposed R-8 zoning districts.
- 7. Off-street parking is required to be provided in accord with the standards listed in [UDC Table 11-3C-6](#) for single-family detached dwellings based on the number of bedrooms per unit.
- 8. Any structures that remain on the property must comply with the dimensional standards of the R-8 zone or they must be removed.

B. PUBLIC WORKS

1. Site Specific Conditions of Approval

- 1.1 The street naming and addressing of any structures proposed to remain, will change to the new naming and addressing with this subdivision.
- 1.2 The geotechnical investigative report prepared by SITE Consulting, LLC indicates some very specific construction considerations. The applicant shall be responsible for the adherence of these recommendations to help ensure that groundwater does not become a problem within crawlspaces of homes.

2. General Conditions of Approval

- 2.1 Applicant shall coordinate water and sewer main size and routing with the Public Works Department, and execute standard forms of easements for any mains that are required to provide service outside of a public right-of-way. Minimum cover over sewer mains is three feet, if cover from top of pipe to sub-grade is less than three feet than alternate materials shall be used in conformance of City of Meridian Public Works Departments Standard Specifications.
- 2.2 Per Meridian City Code (MCC), the applicant shall be responsible to install sewer and water mains to and through this development. Applicant may be eligible for a reimbursement agreement for infrastructure enhancement per MCC 8-6-5.
- 2.3 The applicant shall provide easement(s) for all public water/sewer mains outside of public right of way (include all water services and hydrants). The easement widths shall be 20-foot wide for a single utility, or 30-foot wide for two. The easements shall not be dedicated via the plat, but rather dedicated outside the plat process using the City of Meridian's standard forms. The easement shall be graphically depicted on the plat for reference purposes. Submit an executed easement (on the form available from Public Works), a legal description prepared by an Idaho Licensed Professional Land Surveyor, which must include the area of the easement (marked EXHIBIT A) and an 8 1/2" x 11" map with bearings and distances (marked EXHIBIT B) for review. Both exhibits must be sealed, signed and dated by a Professional Land Surveyor. **DO NOT RECORD.** Add a note to the plat referencing this document. All easements must be submitted, reviewed, and approved prior to development plan approval.
- 2.4 The City of Meridian requires that pressurized irrigation systems be supplied by a year-round source of water (MCC 12-13-8.3). The applicant should be required to use any existing surface or well water for the primary source. If a surface or well source is not available, a single-point connection to the culinary water system shall be required. If a single-point connection is utilized, the developer will be responsible for the payment of assessments for the common areas prior to receiving development plan approval.
- 2.5 All existing structures that are required to be removed shall be prior to signature on the final plat by the City Engineer. Any structures that are allowed to remain shall be subject to evaluation and possible reassignment of street addressing to be in compliance with MCC.
- 2.6 All irrigation ditches, canals, laterals, or drains, exclusive of natural waterways, intersecting, crossing or laying adjacent and contiguous to the area being subdivided shall be addressed per UDC 11-3A-6. In performing such work, the applicant shall comply with Idaho Code 42-1207 and any other applicable law or regulation.
- 2.7 Any existing domestic well system within this project shall be removed from domestic service per City Ordinance Section 9-1-4 and 9 4 8 contact the City of Meridian Engineering Department at (208)898-5500 for inspections of disconnection of services. Wells may be used for non-domestic purposes such as landscape irrigation if approved by Idaho Department of Water Resources Contact Robert B. Whitney at (208)334-2190.
- 2.8 Any existing septic systems within this project shall be removed from service per City Ordinance Section 9-1-4 and 9 4 8. Contact Central District Health for abandonment procedures and inspections (208)375-5211.
- 2.9 Street signs are to be in place, sanitary sewer and water system shall be approved and activated, road base approved by the Ada County Highway District and the Final Plat for this subdivision shall be recorded, prior to applying for building permits.

- 2.10 A letter of credit or cash surety in the amount of 110% will be required for all uncompleted fencing, landscaping, amenities, etc., prior to signature on the final plat.
- 2.11 All improvements related to public life, safety and health shall be completed prior to occupancy of the structures. Where approved by the City Engineer, an owner may post a performance surety for such improvements in order to obtain City Engineer signature on the final plat as set forth in UDC 11-5C-3B.
- 2.12 Applicant shall be required to pay Public Works development plan review, and construction inspection fees, as determined during the plan review process, prior to the issuance of a plan approval letter.
- 2.13 It shall be the responsibility of the applicant to ensure that all development features comply with the Americans with Disabilities Act and the Fair Housing Act.
- 2.14 Applicant shall be responsible for application and compliance with any Section 404 Permitting that may be required by the Army Corps of Engineers.
- 2.15 Developer shall coordinate mailbox locations with the Meridian Post Office.
- 2.16 All grading of the site shall be performed in conformance with MCC 11-12-3H.
- 2.17 Compaction test results shall be submitted to the Meridian Building Department for all building pads receiving engineered backfill, where footing would sit atop fill material.
- 2.18 The design engineer shall be required to certify that the street centerline elevations are set a minimum of 3-feet above the highest established peak groundwater elevation. This is to ensure that the bottom elevation of the crawl spaces of homes is at least 1-foot above.
- 2.19 The applicants design engineer shall be responsible for inspection of all irrigation and/or drainage facility within this project that do not fall under the jurisdiction of an irrigation district or ACHD. The design engineer shall provide certification that the facilities have been installed in accordance with the approved design plans. This certification will be required before a certificate of occupancy is issued for any structures within the project.
- 2.20 At the completion of the project, the applicant shall be responsible to submit record drawings per the City of Meridian AutoCAD standards. These record drawings must be received and approved prior to the issuance of a certification of occupancy for any structures within the project.
- 2.21 A street light plan will need to be included in the civil construction plans. Street light plan requirements are listed in section 6-5 of the Improvement Standards for Street Lighting. A copy of the standards can be found at http://www.meridiancity.org/public_works.aspx?id=272.
- 2.22 The City of Meridian requires that the owner post to the City a performance surety in the amount of 125% of the total construction cost for all incomplete sewer, water and reuse infrastructure prior to final plat signature. This surety will be verified by a line item cost estimate provided by the owner to the City. The surety can be posted in the form of an irrevocable letter of credit, cash deposit or bond. Applicant must file an application for surety, which can be found on the Community Development Department website. Please contact Land Development Service for more information at 887-2211.
- 2.23 The City of Meridian requires that the owner post to the City a warranty surety in the amount of 20% of the total construction cost for all completed sewer, water and reuse infrastructure for duration of two years. This surety will be verified by a line item cost estimate provided by the owner to the City. The surety can be posted in the form of an

irrevocable letter of credit, cash deposit or bond. Applicant must file an application for surety, which can be found on the Community Development Department website. Please contact Land Development Service for more information at 887-2211.

C. FIRE DEPARTMENT

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=183649&dbid=0&repo=MeridianCity>

D. POLICE DEPARTMENT

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=184717&dbid=0&repo=MeridianCity>

E. PARK'S DEPARTMENT

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=191519&dbid=0&repo=MeridianCity>

F. NAMPA & MERIDIAN IRRIGATION DISTRICT (NMID)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=184507&dbid=0&repo=MeridianCity>

G. CENTRAL DISTRICT HEALTH DEPARTMENT (CDH)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=184494&dbid=0&repo=MeridianCity>

H. ADA COUNTY HIGHWAY DISTRICT (ACHD)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=185262&dbid=0&repo=MeridianCity&cr=1>

I. WEST ADA SCHOOL DISTRICT (WASD)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=183904&dbid=0&repo=MeridianCity>

J. COMMUNITY DEVELOPMENT SCHOOL IMPACT REVIEW

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=203757&dbid=0&repo=MeridianCity>

IX. FINDINGS

A. Annexation and/or Rezone (UDC 11-5B-3E)

Required Findings: Upon recommendation from the commission, the council shall make a full investigation and shall, at the public hearing, review the application. In order to grant an annexation and/or rezone, the council shall make the following findings:

1. The map amendment complies with the applicable provisions of the comprehensive plan;
Staff finds the proposed zoning map amendment to R-8 and subsequent development is consistent with the Comprehensive Plan.

- 2. The map amendment complies with the regulations outlined for the proposed districts, specifically the purpose statement;

Staff finds the proposed zoning map amendment will allow for the development of single-family detached homes, which will contribute to the range of housing opportunities available within the City consistent with the Comprehensive Plan and the purpose statement of the residential districts.

- 3. The map amendment shall not be materially detrimental to the public health, safety, and welfare;

Staff finds the proposed zoning map amendment should not be detrimental to the public health, safety and welfare.

- 4. The map amendment shall not result in an adverse impact upon the delivery of services by any political subdivision providing public services within the city including, but not limited to, school districts; and

Staff finds the proposed zoning map amendment will not result in an adverse impact on the delivery of services by any political subdivision providing public services within the City.

- 5. The annexation (as applicable) is in the best interest of city.

Staff finds the proposed annexation meets the minimum requirements but is in the best interest of the City per the Analysis in Section V and with the conditions of approval contained in Section VIII.

B. Preliminary Plat Findings:

In consideration of a preliminary plat, combined preliminary and final plat, or short plat, the decision-making body shall make the following findings:

- 1. The plat is in conformance with the Comprehensive Plan;**

Staff finds that the proposed plat, with Staff's recommendations, is in compliance with the adopted Comprehensive Plan in regard to land use, density, transportation, and pedestrian connectivity. (Please see Comprehensive Plan Policies in Section V of this report for more information.)

- 2. Public services are available or can be made available and are adequate to accommodate the proposed development;**

Staff finds that public services will be provided to the subject property with development. (See Section VIII of the Staff Report for more details from public service providers.)

- 3. The plat is in conformance with scheduled public improvements in accord with the City's capital improvement program;**

Because City water and sewer and any other utilities will be provided by the development at their own cost, Staff finds that the subdivision will not require the expenditure of capital improvement funds.

- 4. There is public financial capability of supporting services for the proposed development;**

Staff finds there is public financial capability of supporting services for the proposed development based upon comments from the public service providers (i.e., Police, Fire, ACHD, etc.). (See Section VII for more information.)

- 5. The development will not be detrimental to the public health, safety or general welfare;**

and,

Staff is not aware of any health, safety, or environmental problems associated with the platting of this property. ACHD considers road safety issues in their analysis and approves of the overall project.

6. The development preserves significant natural, scenic or historic features.

Staff is unaware of any significant natural, scenic or historic features that exist on this site that require preserving.



AGENDA ITEM

ITEM TOPIC: Public Hearing Continued from September 17, 2020 for Ada County Coroner (H-2020-0085) by Lombard Conrad Architects, Located at 173 N.

Touchmark Way

A. Request: Rezone of 1.77 acres of land from the I-L to the C-G zoning district.



PUBLIC HEARING INFORMATION

Staff Contact: Sonya Allen

Meeting Date: October 15, 2020

Topic: **Public Hearing Continued from September 17, 2020 for Ada County Coroner (H-2020-0085) by Lombard Conrad Architects, Located at 173 N. Touchmark Way**
A. Request: Rezone of 1.77 acres of land from the I-L to the C-G zoning district.

Information Resources:

[Click Here for Application Materials](#)

[Click Here to Sign Up to Testify at the Planning and Zoning Commission Public Hearing](#)

STAFF REPORT COMMUNITY DEVELOPMENT DEPARTMENT



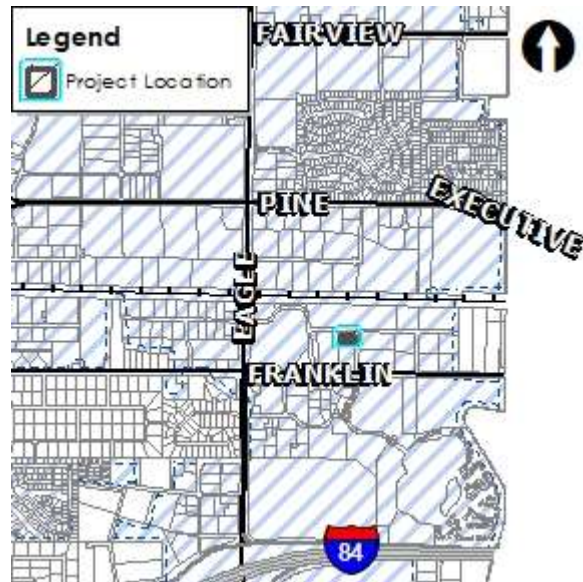
HEARING DATE: 10/15/2020
 DATE: *Continued from: 9/17/2020*

TO: Planning & Zoning Commission

FROM: Sonya Allen, Associate Planner
 208-489-0578

SUBJECT: H-2020-0085
 Ada County Coroner

LOCATION: 173 N. Touchmark Way (Lots 2 & 3, Block 2, Seyam Subdivision), in the SW ¼ of Section 9, Township 3 N., Range 1E.



I. PROJECT DESCRIPTION

Rezone of 1.77 acres of land from the Light Industrial (I-L) to the General Retail and Service Commercial (C-G) zoning district for the development of a coroner’s office for Ada County.

II. SUMMARY OF REPORT

A. Project Summary

| Description | Details | Page |
|--|---|------|
| Acreage | 1.77 | |
| Future Land Use Designation | Industrial | |
| Existing Land Use(s) | Vacant/undeveloped land | |
| Proposed Land Use(s) | Public/quasi-public (coroner’s office) | |
| Current Zoning | I-L | |
| Proposed Zoning | C-G | |
| Neighborhood meeting date; # of attendees: | June 25, 2020 – Six (6) people in attendance. | |
| History (previous approvals) | RZ-09-005 (Development Agreement Instrument #2014-068084) | |

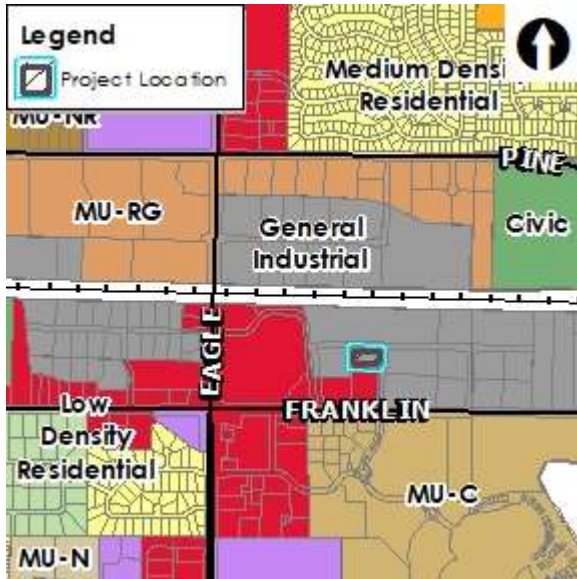
B. Community Metrics

| Description | Details | Page |
|--|---------|------|
| Ada County Highway District | | |
| • Staff report (yes/no) | No | |
| • Requires ACHD Commission Action (yes/no) | No | |

| Description | Details | Page | |
|--|---|------|--|
| Access (Arterial/Collectors/State Hwy/Local)(Existing and Proposed) | Access is proposed via existing curb cuts as follows: (1) entry/exit and (1) exit only driveway from N. Touchmark Way and (1) entry only driveway via E. Lanark Street, both industrial collectors; no access is proposed via E. Franklin Rd. | | |
| Stub Street/Interconnectivity/Cross Access Existing Road Network | NA Arterial (Franklin Rd.) and collector streets (Touchmark & Lanark); local street access is not available to this property. | | |
| Existing Arterial Sidewalks / Buffers | Attached sidewalk exists on this lot along E. Lanark St. & N. Touchmark Way; there are no existing street buffers. | | |
| Proposed Road Improvements | None | | |
| Fire Service | No comments submitted | | |
| Police Service | No comments submitted | | |
| Wastewater | | | |
| <ul style="list-style-type: none"> • Distance to Sewer Services | NA | | |
| <ul style="list-style-type: none"> • Sewer Shed | Five Mile Trunkshed | | |
| <ul style="list-style-type: none"> • Estimated Project Sewer ERU's | See Application | | |
| <ul style="list-style-type: none"> • WRRF Declining Balance | 13.97 | | |
| <ul style="list-style-type: none"> • Project Consistent with WW Master Plan/Facility Plan | Yes | | |
| <ul style="list-style-type: none"> • Impacts/Concerns | <ul style="list-style-type: none"> • Flow is committed • No proposed changes to Public Sewer Infrastructure has been shown within record. Any changes or modifications to the public sewer infrastructure shall be reviewed and approved by Public Works. | | |
| Water | | | |
| <ul style="list-style-type: none"> • Distance to Water Services | NA | | |
| <ul style="list-style-type: none"> • Pressure Zone | 4 | | |
| <ul style="list-style-type: none"> • Estimated Project Water ERU's | See application | | |
| <ul style="list-style-type: none"> • Water Quality | No concerns | | |
| <ul style="list-style-type: none"> • Project Consistent with Water Master Plan | Yes | | |
| <ul style="list-style-type: none"> • Impacts/Concerns | No changes to public water infrastructure proposed. Any unused water main stubs must be abandoned at the main in the road. | | |

C. Project Area Maps

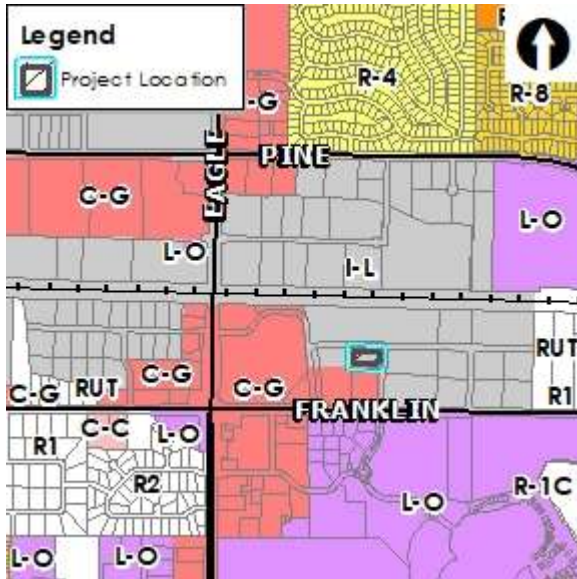
Future Land Use Map



Aerial Map



Zoning Map



Planned Development Map



III. APPLICANT INFORMATION

A. Applicant / Representative:

Brenda Brosa, Lombard Conrad Architects – 1221 Shoreline Lane, Boise, ID 83702

B. Owner:

Ada County – 200 W. Front Street, Boise, ID 83702

IV. NOTICING

| | Planning & Zoning Posting Date | City Council Posting Date |
|--|---|--------------------------------------|
| Newspaper Notification | 8/28/2020 | |
| Radius notification mailed to properties within 300 feet | 8/26/2020 | |
| Public hearing notice sign posted on site | 9/2/2020, updated on 9/25/2020 | |
| Nextdoor posting | 8/28/2020 | |

V. COMPREHENSIVE PLAN ANALYSIS ([Comprehensive Plan](#))

The Future Land Use Map (FLUM) contained in the Comprehensive Plan designates this property as Industrial. This designation allows a range of uses that support industrial and commercial activities. Industrial uses may include warehouses, storage units, light manufacturing, flex, and incidental retail and offices uses. In some cases uses may include processing, manufacturing, warehouses, storage units, and industrial support activities.

The abutting property to the south is designated Commercial. Commercial designations provide a full range of commercial uses to serve area residents and visitors. Desired uses may include retail, restaurants, personal and professional services, and office uses, as well as appropriate public and quasi-public uses. Multi-family residential may be allowed in some cases, but should be careful to promote a high quality of life through thoughtful site design, connectivity and amenities.

The Applicant proposes to rezone the subject property from I-L to C-G and develop a coroner’s office (classified as a public/quasi-public use) for Ada County on this lot and the larger abutting lot to the south, which is already zoned C-G and is designated on the FLUM as Commercial. Because designations on the FLUM aren’t parcel specific, an adjacent abutting designation, when appropriate and approved as part of a public hearing with a land development application, may be used. Accordingly, the Applicant requests approval for the abutting Commercial designation to be used for the property proposed to be rezoned as both properties will be consolidated into one property and developed as one. The proposed public/quasi-public use is a desired use in the Commercial designation.

The following Comprehensive Plan Policies are applicable to this development:

- Encourage infill development. (3.03.01E)
The Comprehensive Plan defines infill as “development on vacant parcels, or redevelopment of existing parcels to a higher and better use that is surrounded by developed property within the City of Meridian.” The subject property is surrounded by some existing development, is directly adjacent to the Franklin Road transportation corridor, and is readily available to connect to city water and sewer.
- Focus development and redevelopment intensity on key transportation corridors. (3.07.02C)
The proposed public/quasi-public use is proposed adjacent to E. Franklin Rd., a key transportation corridor.
- Encourage compatible uses and site design to minimize conflicts and maximize use of land. (3.07.00)

The County is proposing to develop the 4 acre site with a public/quasi-public use. The proposed use has aspects that pertain to both commercial and industrial uses which makes this a good location. The site has been designed to separate the medical functions of the site from the public entrance. Staff believes the proposed use is compatible with surrounding land uses of retail and warehousing directly to the west and north.

- “Permit new development only where it can be adequately served by critical public facilities and urban services at the time of final approval, and in accord with any adopted levels of service for public facilities and services.” (3.03.03F)

City water and sewer service are available to serve the proposed development in accord with UDC 11-3A-21.

VI. STAFF ANALYSIS

REZONE:

A rezone of 1.77 acres of land from the I-L to the C-G zoning district is proposed consistent with the Commercial FLUM designation applied to this property from the abutting property to the south as discussed above. A legal description for the rezone area is included in Section VIII.A.

Rezoning this property to C-G consistent with that of the adjacent property to the south will create uniform zoning for the overall property. Although the UDC does not prohibit multiple zones on a single parcel, split zoning does make it problematic to decipher which of the two standards (industrial vs. commercial) to enforce. The rezone to C-G will ensure that the development meets the dimensional standards of one district versus two.

Proposed Use:

The Applicant proposes to develop the subject property and the abutting property to the south as one property with a coroner’s office for Ada County, classified as a public/quasi-public use.

Public/quasi-public uses are listed in UDC Table 11-2B-2 as a principal permitted use in the C-G zoning district, subject to the specific use standards listed in UDC 11-4-3-30: Public or Quasi-Public Use as follows:

- A. *Public recreation and community centers: The use shall meet the standards in accord with section 11-4-3-2, "Arts, Entertainment or Recreation Facility, Indoors and Outdoors", of this chapter.*
- B. *Public or quasi-public office: The use shall meet the standards for office use in accord with the district in which the use is located.*

Dimensional Standards (UDC Table 11-2B-3):

Development of the property is subject to the dimensional standards set forth in UDC Table 11-2B-3 for the C-G district.

Development Plan:

A conceptual development plan was submitted, included in Section VIII.B that depicts a 35,000 square foot 2-story building oriented north/south on the site with the entry fronting on S. Touchmark Way.

Access (UDC 11-3A-3):

One (1) entry/exit and one (1) exit only is proposed via N. Touchmark Way and one (1) entry only is proposed via E. Lanark St., both classified as industrial collector streets; no access is proposed or approved via E. Franklin Rd., an entryway corridor. Per the recorded Development Agreement (DA), direct lot access to Franklin Rd. is prohibited. Staff is supportive of the access points depicted on the submitted concept plan.

Parking (UDC 11-3C):

Off-street parking is required to be provided with development in accord with the standards listed in UDC Table 11-3C-6 for commercial districts based on one space per 500 feet of gross floor area. With a proposed building size of 35,000 square feet, 70 parking spaces are required. The conceptual site plan indicates 117 public parking spaces and 51 secured employee parking spaces for a total 168 spaces, which *exceed* UDC standards.

Sidewalks (UDC 11-3A-17):

Seven-foot attached sidewalks already exist along all of the street frontages. UDC 11-3A-17 requires 5-foot detached along arterial and collector streets. However, because these facilities are fairly new, Staff is not requiring the applicant to replace the existing attached sidewalks with detached sidewalks.

Landscaping (UDC 11-3B):

A 35' wide street buffer will be required along E. Franklin Rd., an entryway corridor, and 20' landscape buffers will be required along N. Touchmark Way and E. Lanark St., designated as collector streets, with development and landscaped per the standards listed in UDC 11-3B-7C. Parking lot landscaping, including 5' wide buffers adjacent to parking, loading and other vehicular use areas, including the planter islands, are required with development per UDC 11-3B-8C.

Fencing (UDC 11-3A-6, 11-3A-7):

The concept plan depicts secure parking on the west side of the building. Any fencing proposed for this development is required to comply with the standards listed in UDC 11-3A-7.

Utilities (UDC 11-3A-21):

Public services are available to accommodate the proposed development in accord with UDC 11-3A-21. Any unused water main stubs must be abandoned at the main in the road.

Building Elevations (UDC 11-3A-19 | *Architectural Standards Manual*):

The Applicant has submitted conceptual elevations and perspectives of the proposed building, included in Section VIII.C). Future development of this site is required to comply with the design standards in UDC 11-3A-19 and the ASM.

Development Agreement (DA):

The City may require a DA in conjunction with a rezone pursuant to Idaho Code section 67-6511A. In this case, the subject property is already governed by an existing DA recorded as Instrument No. 2014-068084. The provisions contained in this agreement are consistent with the provisions staff would require in a new DA. Therefore, staff is not recommending a new DA with the subject rezone request and the property will remain subject to provisions of the existing DA.

VII. DECISION**A. Staff:**

Staff recommends approval of the requested rezone with the comment noted in Section IX per the Findings in Section IX.

VIII. EXHIBITS

A. Rezone Legal Description and Exhibit Map

Exhibit "A"

REZONE DESCRIPTION-LOT 2, BLOCK 2 -SEYAM SUBDIVISION

A parcel of land being Lot 2, Block 2 and the adjacent Right of Way, Seyam Subdivision as recorded in Book 108 of Plats, Pages 15674-15676 records of Ada County. Located in the SW 1/4 of Section 9, T.3 N., R.1 E., B.M., Meridian, Ada County, Idaho, more particularly described as follows:

Commencing at the Section Corner common to Sections 8, 9, 16, and 17 of said T.3 N., R.1 E. from which the 1/4 Corner common to Sections 9 and 16 of said T.3 N., R.1 E. bears N 89°11'46" E a distance of 2706.25 feet; Thence N 89°11'46" E a distance of 1464.22 feet along the south line of said Section 9 to a point; Thence N 00°48'14" W a distance of 465.00 feet to the southwest Corner of Lot 2, Block 2 of Seyam Subdivision also being the Point of Beginning.

Thence following the westerly boundary line of said Lot 2 and the northerly extension thereof N 00°48'14" W a distance of 224.74 feet to a point at the centerline of E. Lanark Street;

Thence following said centerline S 89°56'19" E a distance of 342.41 feet to a point at intersection of E. Lanark Street and N. Touchmark Way;

Following the centerline of N. Touchmark Way the following 3 calls:

Thence S 00°03'41" W a distance of 157.97 feet to a point of curvature;

Thence 47.83 along the arc of a curve to the right, said curve having a radius of 300.00 feet, a central angle of 9°08'05" and a long chord of S 04°37'52 W, 47.78 feet to a point on a tangent;

Thence S 09°11'46" W a distance of 23.71 feet to a point;

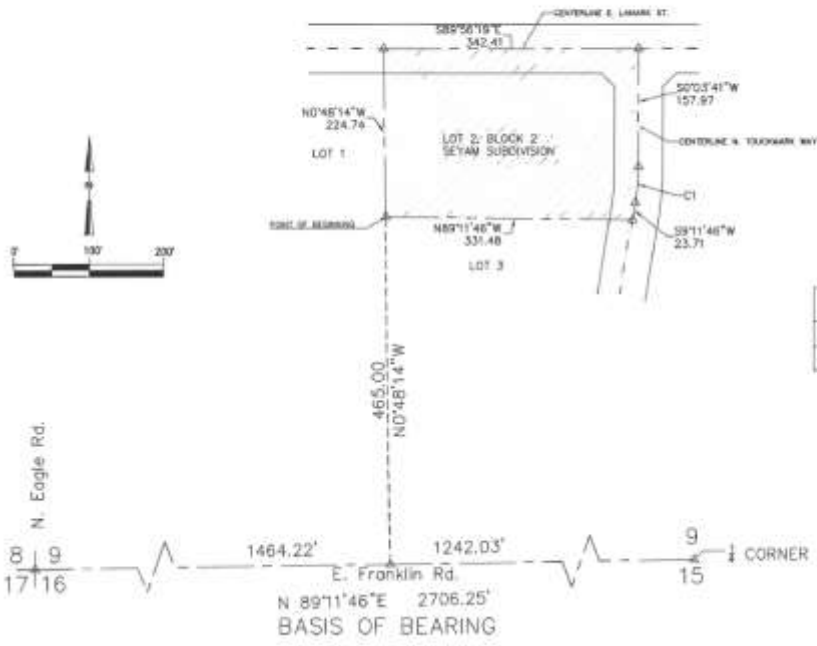
Thence leaving the centerline of N. Touchmark Way and following along the south boundary line of said Lot 2 and the easterly extension thereof N 89°11'46" W a distance of 331.48 feet to the Point of Beginning.

Said parcel contains 1.77 Acres (77,113 SqFt) more or less.

This description is based on data of Record, no field survey was conducted.



EXHIBIT "B"



LEGEND

- ▲ CALCULATED POINT
- BOUNDARY LINE
- - - SECTION LINE
- - - TIE LINE
- RIGHT OF WAY
- - - CENTERLINE
- ▨ REZONE AREA

Curve Table

| Curve # | Length | Radius | Data | Chord Direction | Chord Length |
|---------|--------|--------|---------|-----------------|--------------|
| C1 | 47.83 | 300.00 | 908°05' | S4° 37' 52"W | 47.76 |

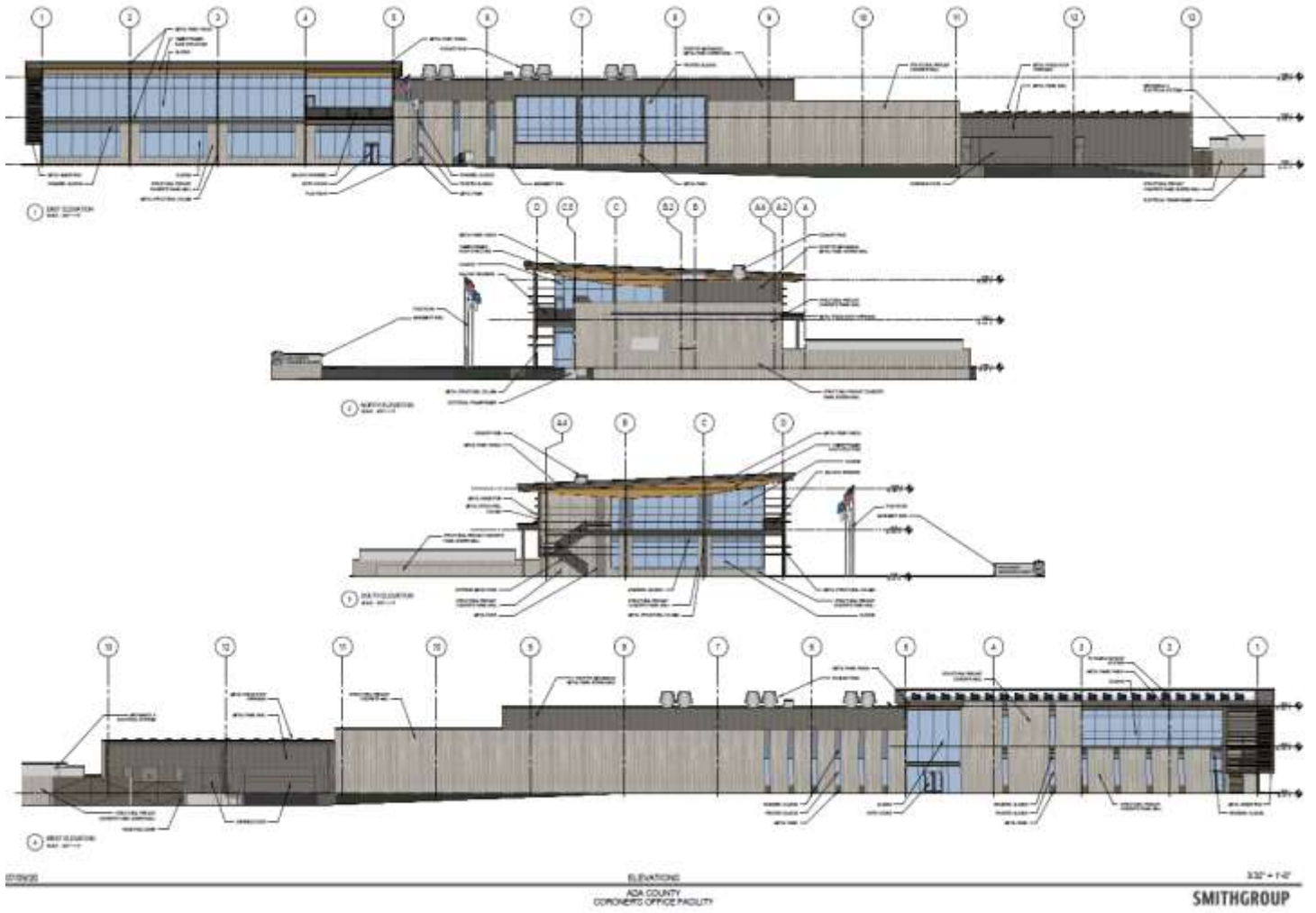


| | |
|-----------------------|--|
| DESIGN: NA | LOT 2, BLOCK 2 SEVAM SUBDIVISION |
| DRAWN: HRP | BY JAY D. BROWN & LEO, L.L.C., SURVEYORS |
| CHECKED: DM | BY JAY D. BROWN & LEO, L.L.C., SURVEYORS |
| DATE: 7/08/2020 | ADA COUNTY CORONER'S OFFICE |
| SCALE: 1"=100' | |
| APPROVED: | APPROVED: |
| COUNTY: | DIRECTOR: |
| DWG: Sevam Sub Lot #2 | SHEET 1 OF 1 |

B. Concept Site Plan



C. Elevations (date: 7/09/2020)



CONCEPT VIEWS

GROUND VIEW FROM THE EAST



AERIAL VIEW FROM THE NORTHWEST



AERIAL VIEW FROM THE SOUTHEAST



AERIAL VIEW FROM THE SOUTHWEST



AERIAL VIEW FROM THE NORTHEAST



IX. CITY/AGENCY COMMENTS & CONDITIONS

A. PLANNING DIVISION

- 1. Future development of this site shall comply with the provisions of the existing Development Agreement Instrument #2014-068084.

X. FINDINGS

A. Annexation and/or Rezone (UDC 11-5B-3E)

Required Findings: Upon recommendation from the commission, the council shall make a full investigation and shall at the public hearing, review the application. In order to grant an annexation and/or rezone, the council shall make the following findings:

- 1. The map amendment complies with the applicable provisions of the comprehensive plan;
Staff finds the rezone of the subject site to the C-G zoning district is consistent with the Commercial FLUM designation in the Comprehensive Plan applied to this property from the abutting Commercial designated property to the south on which the majority of the subject property is proposed to develop, also zoned C-G.
- 2. The map amendment complies with the regulations outlined for the proposed district, specifically the purpose statement;
Staff finds the proposed public/quasi-public use will be consistent with the purpose statement of the commercial districts in that it will support the purpose of providing for the service needs of the community, in accordance with the Meridian Comprehensive Plan
- 3. The map amendment shall not be materially detrimental to the public health, safety, and welfare;
Staff finds that the proposed rezone should not be detrimental to the public health, safety, or welfare. Staff recommends the Commission and Council consider any oral or written testimony that may be provided when determining this finding.
- 4. The map amendment shall not result in an adverse impact upon the delivery of services by any political subdivision providing public services within the city including, but not limited to, school districts; and
Staff finds that the proposed rezone will not result in any adverse impact upon the delivery of services by any political subdivision providing services to this site.
- 5. The annexation (as applicable) is in the best interest of city
NA



AGENDA ITEM

ITEM TOPIC: Public Hearing for Landing South (H-2020-0005) by Jim Jewett,
Located at 660 S. Linder Rd.

A. Request: A Preliminary Plat consisting of 8 building lots and 2 common lots on 2.27 acres of land in the R-4 zoning district.



PUBLIC HEARING INFORMATION

Staff Contact: Sonya Allen

Meeting Date: October 15, 2020

Topic: **Public Hearing for Landing South (H-2020-0005) by Jim Jewett, Located at 660 S. Linder Rd.**

- A. Request: A Preliminary Plat consisting of 8 building lots and 2 common lots on 2.27 acres of land in the R-4 zoning district.

Information Resources:

[Click Here for Application Materials](#)

[Click Here to Sign Up to Testify at the Planning and Zoning Commission Public Hearing](#)

STAFF REPORT COMMUNITY DEVELOPMENT DEPARTMENT



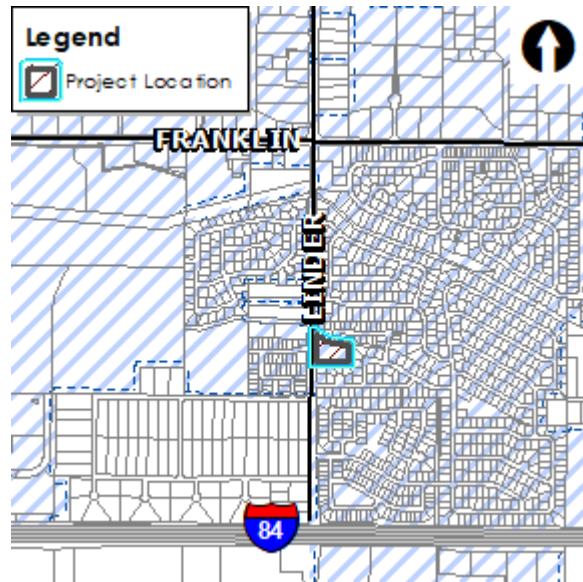
HEARING DATE: October 15, 2020

TO: Planning & Zoning Commission

FROM: Sonya Allen, Associate Planner
208-884-5533

SUBJECT: H-2020-0005
Landing South – ~~RZ~~, PP

LOCATION: 660 S. Linder Rd. (Parcel #S1213233965; NW ¼ of Section 13, T.3N., R.1W.)



I. PROJECT DESCRIPTION

Rezone of 2.43 acres of land from the R-4 to the R-8 zoning district; and Preliminary plat consisting of 40 8 building lots and 3 2 common lots on 2.27 acres of land in the ~~proposed R-8~~ R-4 zoning district.

Note: The Applicant has submitted a revised preliminary plat (and associated plans) that complies with the R-4 dimensional standards and a request for withdrawal of the rezone application; the staff report has been updated accordingly.

II. SUMMARY OF REPORT

A. Project Summary

| Description | Details | Page |
|--|---|------|
| Acreage | 2.27 (includes area to section line of Linder Rd. that is owned fee simple) | |
| Existing/Proposed Zoning | R-4 existing/ R-8 proposed | |
| Future Land Use Designation | Medium Density Residential (MDR) (3-8 units/acre) | |
| Existing Land Use(s) | Residential (single-family home & accessory structures) | |
| Proposed Land Use(s) | SFR (single-family residential) | |
| Lots (# and type; bldg./common) | 40 8 buildable lots/3 2 common lots | |
| Phasing Plan (# of phases) | 1 phase | |
| Number of Residential Units (type of units) | 44 8 units total [(4) 2 family duplex dwellings with a total of 8 units & 6 standard SFR detached dwellings] | |
| Density (gross & net) | 6.16 3.52 units/acre (gross); 7.65 4.23 units/acre (net) | |
| Open Space (acres, total [%]/buffer/qualified) | 0.37 0.32 of an acre including street buffer along Linder Rd. and area where the Kennedy Lateral is located. (Note: | |

| Description | Details | Page |
|---|--|------|
| | <i>Qualified open space is not required because the site is below 5 acres in size</i> | |
| Amenities | None proposed (<i>Note: Qualified site amenities are not required because the site is below 5 acres in size</i>) | |
| Physical Features (waterways, hazards, flood plain, hillside) | The Kennedy Lateral runs along the north boundary of the site and has been piped | |
| Neighborhood meeting date; # of attendees: | 10/17/19; 3 attendees | |
| History (previous approvals) | Johnson Annexation (Ord. 631 in 1994), no DA; ROS #2605 (created subject parcel) | |

B. Community Metrics

| Description | Details | Page |
|---|--|------|
| Ada County Highway District | | |
| <ul style="list-style-type: none"> Staff report (yes/no) Requires ACHD Commission Action (yes/no) | <p>Yes</p> <p>No</p> | |
| Access (Arterial/Collectors/State Hwy/Local)(Existing and Proposed) | Access is proposed via an existing local stub street from the north (S. Spoonville Ave.); an emergency access via Linder Rd. exists to the north on Lot 55, Block 5 in Landing Subdivision No. 12 | |
| Traffic Level of Service | Better than "E" (Linder Rd.) | |
| Stub Street/Interconnectivity/Cross Access | No other stub streets exist to this property other than from the north (S. Spoonville Ave.), from which access is proposed; no stub streets are proposed to adjacent properties to the east or south as those properties have already developed. | |
| Existing Road Network | None | |
| Existing Arterial Sidewalks / Buffers | There is an existing attached sidewalk along Linder Rd. constructed in 2015 with the adjacent road improvements but no street buffer | |
| Proposed Road Improvements | None (proposed right-of-way dedication to total 48' from section line of Linder Rd. abutting the site) | |
| Fire Service | | |
| <ul style="list-style-type: none"> Distance to Fire Station Fire Response Time Resource Reliability Risk Identification Accessibility Special/resource needs Water Supply Other Resources | <p>2.3 miles</p> <p>Falls within 5:00 minute response time area - nearest station is Fire Station #1 – <i>can</i> meet response time goals</p> <p>75% - does <i>not</i> meet the target goal of 80% or greater</p> <p>2 – current resources would <i>not</i> be adequate to supply service</p> <p>Project meets all required access, road widths and turnaround.</p> <p>Project will not require an aerial device; can meet this need in the required timeframe if a truck company is required.</p> <p>Requires 1,000 gallons per minute for one hour, may be less if buildings are fully sprinklered.</p> | |

| | |
|--|--|
| Police Service | |
| <ul style="list-style-type: none"> Distance to Police Station | 2.5 miles |
| <ul style="list-style-type: none"> Police Response Time | In an emergency, just over 3 minutes, with an average time of just under 4 minutes (meets target goal) |

| Meridian Police Department - The Landing South | |
|---|-----------------------------------|
| Location of new development - | 660 S Under Road |
| Time Frame - | 02/01/2019 - 01/31/2020 |
| Level of Service (LoS)- Delivered | By Reporting District (RD - M749) |
| Calls for Service (CFS): Response Times: Dispatch to Arrival (all units) | |
| Average Response Times by Priority: 'City of Meridian' | |
| Priority 3 | 3:49 |
| Priority 2 | 7:09 |
| Priority 1 | 10:34 |
| Average Response Times by Priority: 'M749' | |
| Priority 3 | 3:12 |
| Priority 2 | 6:04 |
| Priority 1 | 9:45 |
| Calls for Service (CFS): Calls occurring in RD 'M749' | |
| CFS Count Total | 2,505 |
| % of Calls for Service split by Priority in 'M749' | |
| % of P3 CFS | 1.7% |
| % of P2 CFS | 71.9% |
| % of P1 CFS | 24.8% |
| % of PD CFS | 1.6% |
| Crimes | |
| Crime Count Total | 343 |
| Crashes | |
| *Crash Count Total | 51 |

| West Ada School District | | | | | | | | | | | | | | | | | |
|---|---|----------|-------------------------|----------|-------------------------|----------------------|-----|-----|----|------------------------|------|------|-----|----------------------|------|------|-----|
| <ul style="list-style-type: none"> Distance (elem, ms, hs) Capacity of Schools # of Students Enrolled # of Students Predicted from this development | <table border="1"> <thead> <tr> <th></th> <th>Enrollment</th> <th>Capacity</th> <th>Miles (Spec. to School)</th> </tr> </thead> <tbody> <tr> <td>Peregrine Elementary</td> <td>556</td> <td>650</td> <td>.3</td> </tr> <tr> <td>Meridian Middle School</td> <td>1200</td> <td>1250</td> <td>1.9</td> </tr> <tr> <td>Meridian High School</td> <td>1978</td> <td>2400</td> <td>1.0</td> </tr> </tbody> </table> <p>Due to the abundant amount of growth in the area, West Ada is actively building new schools, and boundaries are always changing. These future students could potentially attend Pleasant View Elementary, and Owyhee High School.</p> | | Enrollment | Capacity | Miles (Spec. to School) | Peregrine Elementary | 556 | 650 | .3 | Meridian Middle School | 1200 | 1250 | 1.9 | Meridian High School | 1978 | 2400 | 1.0 |
| | Enrollment | Capacity | Miles (Spec. to School) | | | | | | | | | | | | | | |
| Peregrine Elementary | 556 | 650 | .3 | | | | | | | | | | | | | | |
| Meridian Middle School | 1200 | 1250 | 1.9 | | | | | | | | | | | | | | |
| Meridian High School | 1978 | 2400 | 1.0 | | | | | | | | | | | | | | |
| | 9 | | | | | | | | | | | | | | | | |

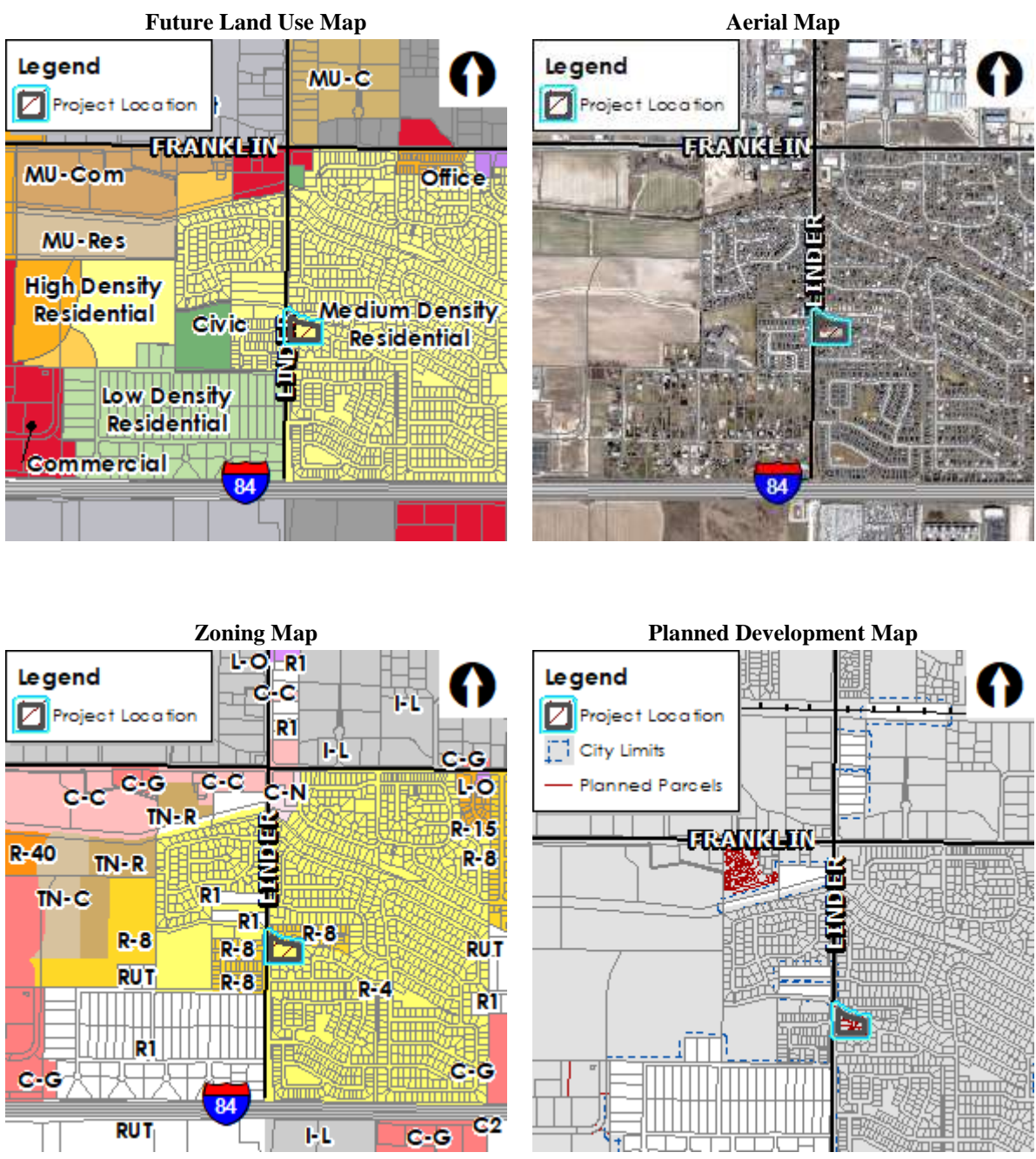
| | |
|--|---|
| Wastewater | |
| <ul style="list-style-type: none"> Distance to Sewer Services | Directly adjacent |
| <ul style="list-style-type: none"> Sewer Shed | South Black Cat Trunk Shed |
| <ul style="list-style-type: none"> Estimated Project Sewer ERU's | 14 units total – (4) 2-family duplex dwellings for a total of 8 units & 6 standard SFR detached dwellings |
| <ul style="list-style-type: none"> WRRF Declining Balance | 13.88 |
| <ul style="list-style-type: none"> Project Consistent with WW Master Plan/Facility Plan | No sewer mainlines in common drives, only sewer services (reminder that a maximum of three services are allowed into a manhole, with a minimum 30-degrees of angle separation). |

| | |
|---|---|
| Water | |
| <ul style="list-style-type: none"> Distance to Water Services | Directly adjacent |
| <ul style="list-style-type: none"> Pressure Zone | 3 |
| <ul style="list-style-type: none"> Estimated Project Water ERU's | 14 units total - (4) two-family duplex dwellings for a total of 8 units & 6 standard SFR detached dwellings |
| <ul style="list-style-type: none"> Water Quality | None |
| <ul style="list-style-type: none"> Project Consistent with Water Master Plan | Yes |

- Impacts/Concerns

| |
|---|
| <p>Terminate the water main at the south end of the cul-de-sac with a fire hydrant. Water services only in the common drives, not water mains.</p> |
|---|

C. Project Area Maps



- A. Applicant:
Jim Jewett – 776 E. Riverside Dr., Ste. 204, Eagle, ID 83616
- B. Owner:
Jim Jewett & Mary Stevens – 776 E. Riverside Dr., Ste. 204, Eagle, ID 83616

C. Representative:

Nick Bennett, Sawtooth Land Surveying – 2030 S. Washington Ave., Emmett, ID 83617

III. NOTICING

| | Planning & Zoning Posting Date | City Council Posting Date |
|--|--------------------------------|---------------------------|
| Notification published in newspaper | 3/13/2020; 9/25/2020 | 7/24/2020 |
| Notification mailed to property owners within 300 feet | 3/11/2020; 9/23/2020 | 7/21/2020 |
| Applicant posted public hearing notice on site | 5/20/2020; 10/5/ 2020 | 8/12/2020 |
| Nextdoor posting | 3/12/2020; 9/23/2020 | 7/21/2020 |

IV. COMPREHENSIVE PLAN ANALYSIS ([Comprehensive Plan](#))

The Future Land Use Map (FLUM) contained in the Comprehensive Plan designates this property as Medium Density Residential (MDR).

The purpose of the MDR designation is to allow small lots for residential purposes within City limits. Uses may include single-family homes at gross densities of 3 to 8 dwelling units per acre.

The proposed development consists of ~~six (6)~~ eight (8) single-family detached homes ~~and four (4) 2-family duplexes for a total of 14 units overall~~ at a gross density of ~~6.16~~ 3.52 units per acre consistent with the Plan.

The following Comprehensive Plan Policies are applicable to this development:

- “Encourage a variety of housing types that meet the needs, preferences, and financial capabilities of Meridian’s present and future residents.” (2.01.02D)

The proposed medium density single-family detached ~~and 2-family duplex~~ dwellings will contribute to the variety of housing types as desired.

- “Permit new development only where it can be adequately served by critical public facilities and urban services at the time of final approval, and in accord with any adopted levels of service for public facilities and services.” (3.03.03F)

City water and sewer service is available and can be extended by the developer with development in accord with UDC 11-3A-21.

- “Avoid the concentration of any one housing type or lot size in any geographical area; provide for diverse housing types throughout the City.” (2.01.01G)

~~Two~~ One housing types (i.e. single-family detached ~~and 2-family duplex~~ dwellings) ~~are~~ is proposed in this development which ~~contributes to the diversity of~~ is the same as adjacent housing types ~~available~~ in this area.

- “Encourage compatible uses and site design to minimize conflicts and maximize use of land.” (3.07.00)

The proposed residential dwellings should be compatible with adjacent existing and future single-family detached homes. Staff is concerned the proposed site design with only two (2) available on-street parking spaces may not be adequate to serve the site; however, the

~~required off-street parking is being met. Four (4) additional spaces are proposed at the ends of the two common driveways.~~

- “Ensure development is connected to City of Meridian water and sanitary sewer systems and the extension to and through said developments are constructed in conformance with the City of Meridian Water and Sewer System Master Plans in effect at the time of development.” (3.03.03A)

The proposed development will connect to City water and sewer systems; services are required to be provided to and though this development in accord with current City plans.

- “Encourage infill development.” (3.03.01E)

The subject property is an infill property that was previously annexed into the City but never developed. Development of this property will maximize public services by servicing land already in the City as opposed to parcels on the fringe.

- “Require urban infrastructure be provided for all new developments, including curb and gutter, sidewalks, water and sewer utilities.” (3.03.03G)

Urban sewer and water infrastructure and curb, gutter and sidewalks along the internal street is required to be provided with development as proposed.

In summary, Staff believes the proposed development plan is generally consistent with the vision of the Comprehensive Plan in regard to land use, density and transportation.

V. UNIFIED DEVELOPMENT CODE ANALYSIS (UDC)

A. ~~Rezone:~~ Withdrawn

~~The proposed rezone is for 2.43 acres of land, which includes adjacent Linder Road right of way to the section line, from the R-4 to the R-8 zoning district. The proposed gross density of 6.16 dwelling units/acre and plan to develop single family detached and 2 family duplex dwellings on the site is consistent with the Medium Density Residential (MDR) Future Land Use Map (FLUM) designation for this site. A legal description for the rezone area is included in Section VIII.A.~~

~~The City may require a development agreement (DA) in conjunction with a rezone pursuant to Idaho Code section 67-6511A. In order to ensure the site develops as proposed with this application, staff recommends a DA as a provision of the rezone with the provisions included in Section IX. The DA is required to be signed by the property owner(s)/developer and returned to the City within 6 months of the Council granting the rezone for approval by City Council and subsequent recordation.~~

B. Preliminary Plat:

The proposed plat consists of ~~40~~ 8 buildable lots and 2 common lots on 2.27 acres of land in the proposed ~~R-8~~ R-4 zoning district. The minimum lot size proposed is ~~4,004~~ 8,018 square feet (s.f.) with an average lot size of ~~6,305~~ 8,199 s.f.; the gross density is ~~6.16~~ 3.52 units/acre with a net density of ~~7.65~~ 4.23 units/acre. The subdivision is proposed to develop in one phase.

~~Single family detached dwellings are proposed on Lots 62-67 and 2 family duplex dwellings are proposed on Lots 57-60.~~

Existing Structures/Site Improvements:

There is an existing home and accessory structures on the site that are proposed to be removed with development. All existing structures should be removed prior to signature on the final plat by the City Engineer.

Proposed Use Analysis:

Single-family detached and 2-family duplex dwellings are listed as a principal permitted uses in the ~~R-8~~ R-4 zoning district in UDC Table 11-2A-2.

Dimensional Standards (UDC [11-2](#)):

~~R-8~~ R-4 district: ([UDC Table 11-2A-5](#))

The property sizes and street frontages of the proposed lots and width of the street buffer along Linder Rd. comply with the minimum dimensional standards of the ~~R-8~~ R-4 district; future development should comply with the minimum building setbacks and maximum building height standards of the district as required.

Subdivision Design and Improvement Standards (UDC [11-6C-3](#))

Development of the subdivision is required to comply with the subdivision design and improvement standards listed in UDC 11-6C-3, including but not limited to streets, common driveways and block face.

~~There are two (2) common driveways proposed; such driveways should be constructed in accord with the standards listed in UDC 11-6C-3D. The common driveway that provides access to Lots 63-65 should be placed in a common lot. An exhibit should be submitted with the final plat application that depicts the setbacks, fencing, building envelope, and orientation of the lots and structures accessed via the common driveway; if a property abuts a common driveway but has the required minimum street frontage and is taking access via the public street, the driveway should be depicted on the opposite side of the shared property line from the common driveway. A perpetual ingress/egress easement is required to be filed with the Ada County Recorder, which should include a requirement for maintenance of a paved surface capable of supporting fire vehicles and equipment as set forth in UDC 11-6C-3D; a copy of the recorded easement should be submitted to the Planning Division with the final plat for City Engineer signature.~~

Access (UDC [11-3A-3](#))

Access is proposed via the extension of an existing stub street (S. Spoonbill Ave.) from the north boundary of the site; direct access via S. Linder Rd. is not proposed or approved. An emergency access via Linder Rd. exists to the north on Lot 55, Block 5, Landing Subdivision No. 12. Because the surrounding properties are developed and the Applicant is extending the only existing stub street, no other stub streets are necessary to be provided. The extension of the existing street results in a cul-de-sac in excess of the maximum length (i.e. 500') allowed by the UDC; because this is an existing condition and access via Linder Rd. is not allowed, no other alternatives exist.

Parking (UDC [11-3C](#)):

Off-street parking is required to be provided in accord with the standards listed in [UDC Table 11-3C-6](#) for single-family detached and 2-family duplex dwellings based on the number of bedrooms per unit. Based on 3-bedrooms per unit as proposed, a minimum of 4 spaces are required per unit with at least two (2) in an enclosed garage, other spaces may be enclosed or a minimum 10' x 20' parking pad; if 2-bedroom units are proposed, a minimum of 2 spaces are required per unit with at least one (1) space in an enclosed garage, the other space may be enclosed or a minimum 10' x 20' parking pad. Future development should comply with these standards. ~~The proposed dwellings all include 2-car garages and outside parking pads; however, the parking pads are only 16' wide and need to be widened to 20'.~~

~~A parking plan was included on the plat that depicts a total of two (2) on-street parking spaces available after driveways are provided for each lot (see Section VIII.B). Another four (4) spaces are provided at the end of each of the common driveways (2 at the end of each driveway).~~

Because on-street parking is not allowed in the cul-de-sac, only two (2) on-street spaces may be available in front of Lots 57 and 64 if the driveways are located in the cul-de-sacs. Staff is concerned there may not be adequate on-street parking for guests; however, there is no UDC standard for on-street parking. Staff is also concerned there will not be adequate area for trash receptacles at the street on pick-up day with the proposed design.

Pathways (UDC [11-3A-8](#)):

A 10' wide multi-use pathway is designated on the Pathways Master Plan along the frontage of this site adjacent to S. Linder Rd. **Because the existing sidewalk is in good condition, the Park's Dept. is not requiring the pathway to be constructed at this time; however, a 14-foot wide public pedestrian easement for a future detached pathway is required.**

Sidewalks (UDC [11-3A-17](#)):

Sidewalks are required to be provided adjacent to all streets as set forth in UDC 11-3A-17. A 5' wide detached sidewalk is typically required along arterial streets (i.e. S. Linder Rd.); however, the Director may waive this requirement to detach the sidewalk where there is an existing attached sidewalk. In this case, there is an existing attached sidewalk along Linder Rd. that is in good condition; there is also existing attached sidewalks on the adjacent developments to the north and south. For these reasons, the Director approves a waiver to this requirement.

Landscaping (UDC [11-3B](#)):

A 25-foot wide street buffer (measured from back of sidewalk) is required adjacent to N. Linder Rd., an arterial street, landscaped per the standards listed in [UDC 11-3B-7C](#), which require buffers to be planted with a mix of trees and shrubs, lawn, or other vegetative groundcover. Just lawn and trees are proposed; **Staff recommends shrubs are added at a minimum.**

Common open space is required to be landscaped in accord with the standards listed in [UDC 11-3G-3E](#). At a minimum, one three per 8,000 square feet of common area is required to be provided along with lawn. Because the common area along the north boundary of the site where the Kennedy Lateral is located is within an Irrigation District easement, no trees are allowed. Therefore, all of the required trees are proposed to be placed in the street buffer along Linder Rd.

There are several existing trees on this site that are proposed to be removed with development that require mitigation per the standards listed in UDC 11-3B-10C.5. The City Arborist inspected the site and determined an additional 67 caliper inches of trees need to be provided on the site for mitigation. The 50-inch caliper silver maple along Linder Rd. is required to be retained on the site and protected during construction, unless required to be removed by ACHD. Mitigation calculations should be included in the Landscape Calculations table demonstrating compliance with the aforementioned UDC standard.

Qualified Open Space (UDC [11-3G](#)):

A minimum of 10% *qualified* open space meeting the standards listed in UDC 11-3G-3B is required for developments over 5 acres in size; because this property is only 2.27 acres, this standard does not apply. However, the Applicant did submit an open space exhibit that depicts ~~0.37~~ 0.32 of an acre of common open space including street buffer along Linder Rd. and area along the north boundary of the site where the Kennedy Lateral is located.

Qualified Site Amenities (UDC [11-3G](#)):

Because the development area is below 5 acres in size, the standards listed in UDC 11-3G-3 for site amenities do not apply. No amenities are proposed or required.

Storm Drainage:

An adequate storm drainage system is required in all developments in accord with the City's adopted standards, specifications and ordinances. Design and construction is required to follow Best Management Practices as adopted by the City.

Waterways (UDC [11-3A-6](#)):

The Kennedy Lateral runs along the northern boundary of this site and has been piped. The Irrigation District (NMID) has a 55’ wide total easement in this area for the lateral, 20’ from the centerline on this site. Any encroachments in this easement will require a signed License Agreement and approved plan prior to construction. **If the easement encroaches on adjacent buildable lots more than 10’, the easement area should be included in a common lot that is a minimum of 20’ wide and outside of a fenced area, unless modified by City Council at a public hearing with notice to surrounding property owners per UDC 11-3A-6E. The location of the easement should be clearly depicted on the plat.**

Fencing (UDC [11-3A-7](#)):

All fencing is required to comply with the standards listed in UDC 11-3A-7. Fencing exists along the south and east boundaries of the site that is proposed to remain. No new fencing is proposed on the landscape plan. **Fencing is required to be constructed by the Developer adjacent to common open space lots to distinguish common from private areas as set forth in UDC 11-3A-7A.7a. The Applicant states that wrought iron fencing will be constructed at the back edge of the street buffer along Linder Rd. and along the Kennedy Lateral easement at the north boundary of the site; fencing should be depicted on the landscape plan accordingly.**

Building Elevations (UDC [11-3A-19](#) | [Architectural Standards Manual](#)):

The Applicant submitted sample elevations of the homes planned to be constructed in this development which are included in Section VIII.E. Single-family detached homes are a single-story in height (and may have bonus rooms) and constructed with a stucco finish with stone veneer accents. *Single-family detached dwellings are exempt from the design standards in the Architectural Standards Manual.*

~~Duplex dwellings are 2 stories in height and constructed of a mix of vertical and horizontal siding. The rear/east street facing elevations do not have any windows. **The proposed elevations are not approved with this application; final design is required to comply with the design standards listed in the Architectural Standards Manual. An application for Design Review should be submitted and approved by the Planning Division prior to submittal of applications for building permits for the duplex dwellings.**~~

VI. DECISION

A. Staff:

Staff recommends approval of the requested ~~rezone with the requirement of a Development Agreement and approval of the requested preliminary plat~~ with the conditions noted in Section IX per the Findings in Section X.

B. The Meridian Planning & Zoning Commission heard these items on June 4, and July 16, 2020. At the public hearing on July 16th, the Commission moved to recommend *denial* of the subject RZ and PP requests.

1. Summary of Commission public hearing:

- a. In favor: Josh Beach, Sawtooth Land Surveying (Applicant’s Representative); Jim Jewett, Applicant
- b. In opposition: None
- c. Commenting: Jeanette Ockerman, Anthony Baggio
- d. Written testimony: Chris & Candace Johnson; Jeff Bolen; Kenneth “Scott” Grapatin; Josh Beach, Applicant’s Representative
- e. Staff presenting application: Sonya Allen
- f. Other Staff commenting on application: None

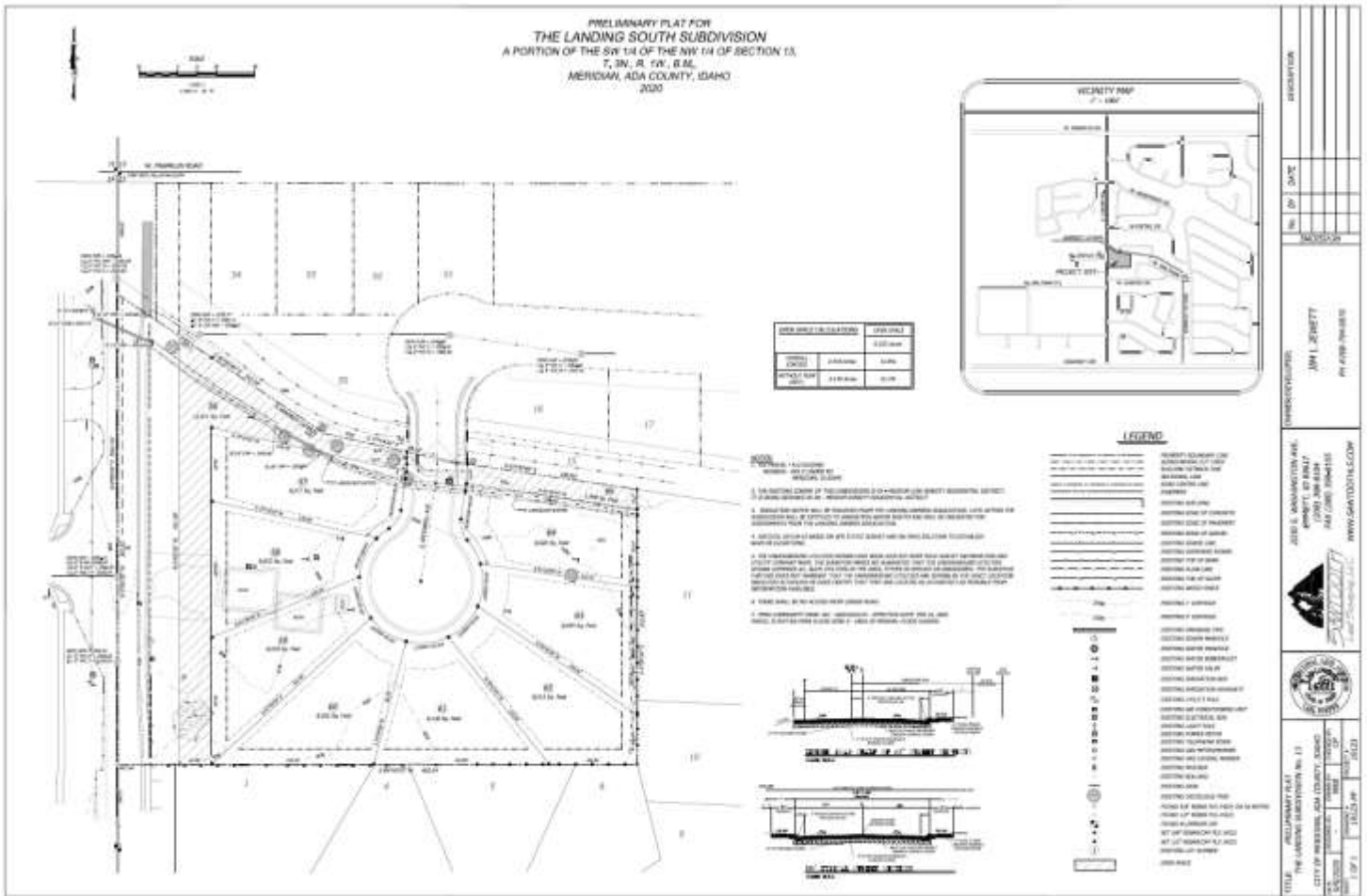
2. Key issue(s) of public testimony:
 - a. Request for Joshua St. to extend to the west to Linder Rd. as a permanent access instead of emergency only, or at the very least, that construction traffic is allowed to use this access for development of the subdivision; and that a “No Outlet” sign be installed on S. Tylee Way where it intersects Waltman Dr. to notify drivers the street dead ends to prevent unnecessary traffic;
 - b. Mr. Grapatin expressed concern pertaining to the continued provision of irrigation water to his property, which currently runs through the north side of the proposed project & accessibility of the ditch for repairs and cleaning;
 - c. The Applicant requested conditions #3b and #3c pertaining to specific tree mitigation be amended based on coordination with the City Arborist to take place prior to the Council hearing;
 - d. The Applicant testified there would be one large trash dumpster/enclosure for the development instead of individual receptacles for each unit to eliminate the issue of receptacles in the right-of-way or blocking sidewalks/driveways;
 - e. Concerns pertaining to traffic and parking.
 3. Key issue(s) of discussion by Commission:
 - a. The provision of a pathway from the sidewalk along Spoonbill Ave. to the sidewalk along Linder Rd. and to the north to the pathway along the Kennedy Lateral;
 - b. The Commission directed the Applicant to consider revisions to the plat to make the eastern lots R-4 sized (8,000 s.f. lots) and possibly reduce the density, improve parking and internal circulation, work with ACHD to facilitate a construction entrance off of Linder Rd. until initial occupancy, and include a pathway connection between Lots 58 & 59 from Spoonbill to Linder Rd.;
 - c. Concern pertaining to parking and placement of trash carts on pick-up day;
 - d. Reduce the number of units by replacing the duplex units with single-family detached units; and,
 - e. Possibly reconfiguring the plat so that lots are R-4 size and are a “pinwheel” design off the cul-de-sac.
 4. Commission change(s) to Staff recommendation:
 - a. The Commission recommended denial of the project for the following reasons: doesn't fit the comp plan, challenges with turnarounds and access drives, and revised plat doesn't address the previous concerns of the Commission.
 5. Outstanding issue(s) for City Council:
 - a. None
- C. The Meridian City Council heard these items on August 11 and 25, 2020. At the public hearing on August 25th, the Council moved to remand the subject PP request back to the Commission.
1. Summary of the City Council public hearing:
 - a. In favor: Jim Jewett, Applicant
 - b. In opposition: None
 - c. Commenting: None
 - d. Written testimony: None
 - e. Staff presenting application: Sonya Allen
 - f. Other Staff commenting on application: None
 2. Key issue(s) of public testimony:
 - a. None
 3. Key issue(s) of discussion by City Council:
 - a. None
 4. City Council change(s) to Commission recommendation:

- a. The Council remanded the application back to the Commission for review of a revised plat meeting the R-4 dimensional standards – a re-notice of the project and submittal of an updated application with revised plans is required with withdrawal of the rezone request.

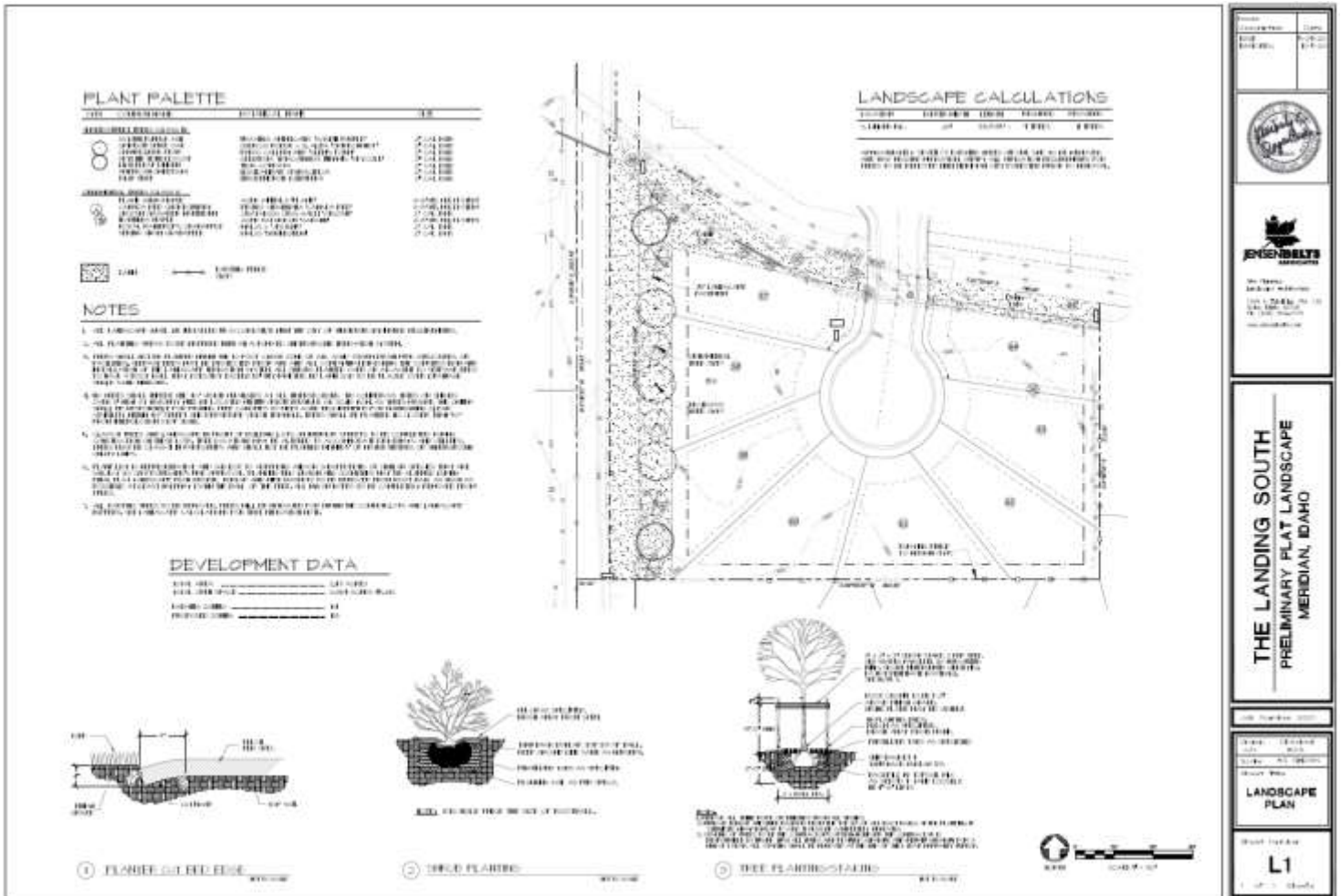
VII. EXHIBITS

~~A. Rezone Legal Description & Exhibit Map~~

B. Preliminary Plat (date: ~~5/20/2020~~ 10/5/2020)

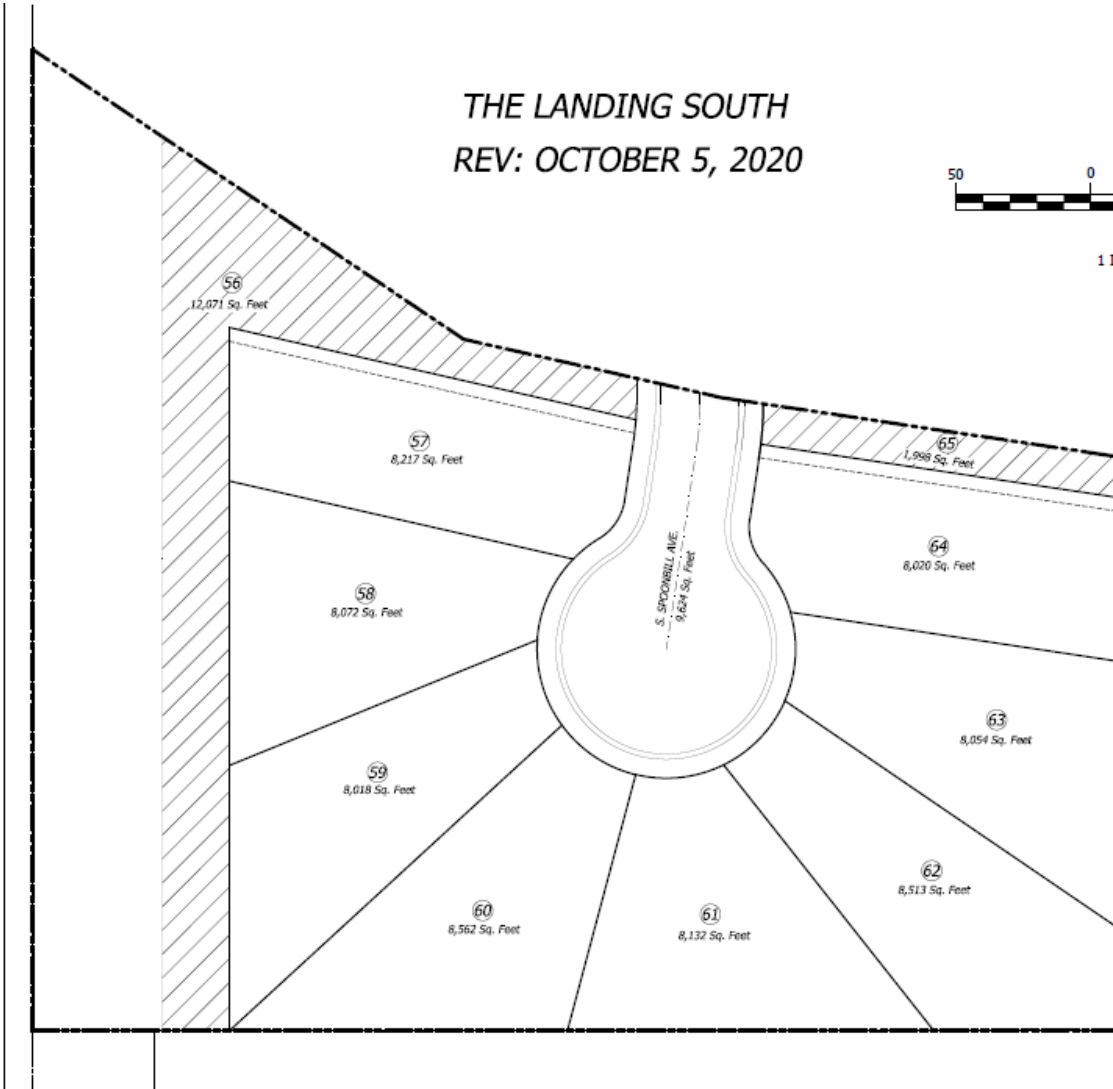
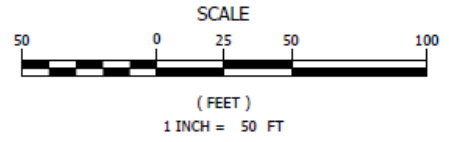


C. Landscape Plan (date: 5/29/2020 10/5/2020)



D. Open Space Exhibit (dated: ~~May 28, 2020~~ October 5, 2020)

THE LANDING SOUTH
REV: OCTOBER 5, 2020



DENSITY CALCULATIONS

TOTAL ROW & OPEN SPACE
23,693 Sq. Ft.
0.5439 ACRES

GROSS MINUS ROW & OPEN SPACE
1.8891 ACRES

AVERAGE AREA PER LOT
0.2361 ACRES

DENSITY PER NET ACRE
4.23 LOTS PER ACRE

OPEN SPACE CALCULATIONS

| | | OPEN SPACE |
|-------------|-------------|------------|
| OVERALL | 2.433 Acres | 13.3% |
| WITHOUT ROW | 2.212 Acres | 14.6% |

E. Conceptual Building Elevations



VIII. CITY/AGENCY COMMENTS & CONDITIONS

A. PLANNING DIVISION

1. ~~A Development Agreement (DA) is required as a provision of rezone of this property. Prior to approval of the rezone ordinance, a DA shall be entered into between the City of Meridian, the property owner(s) at the time of rezone ordinance adoption, and the developer.~~
 Currently, a fee of \$303.00 shall be paid by the Applicant to the Planning Division prior to commencement of the DA. The DA shall be signed by the property owner and returned to the Planning Division within six (6) months of the City Council granting the rezone. The DA shall, at minimum, incorporate the following provisions:
 - a. ~~Future development of this site shall be generally consistent with the preliminary plat, landscape plan and conceptual building elevations included in Section VII and the provisions contained herein.~~
 - b. ~~The two family duplex dwellings are required to comply with the design standards listed in the Architectural Standards Manual. An application for administrative Design Review shall be submitted and approved by the Planning Division prior to submittal of applications for building permits for these units. *Single family detached dwellings are exempt from design review.*~~
2. The final plat shall include the following revisions:
 - a. ~~Include a note prohibiting direct lot access via S. Linder Rd. *Included*~~
 - b. ~~The common driveway that provides access to Lots 63-65 shall be depicted in a common lot.~~
 - c. The easement for the Kennedy Lateral shall be clearly depicted on the plat; if the easement encroaches onto adjacent buildable lots more than 10 feet in width, the easement area shall be included in a common lot that is a minimum of 20-feet wide and outside of a fenced area, unless modified by City Council at a public hearing with notice to surrounding property owners as set forth in UDC 11-3A-6E.
 - d. Note #2 – “. . . It is being rezoned as R-8 Medium Density Residential District.”
3. The landscape plan included in Section VIII.A.3, dated ~~5/29/2020~~ 10/5/2020, shall be revised as follows prior to submittal of the final plat application:
 - a. Depict wrought iron fencing as proposed by the Applicant along common open space lots to distinguish common from private areas in accord with UDC 11-3A-7A.7a.
 - b. Depict an additional 67 caliper inches of trees within common areas on the site as mitigation for removal of existing trees in accord with the standards listed in UDC 11-3B-10C.5. The 50-inch caliper silver maple along Linder Rd. is required to be retained on the site and protected during construction, unless required to be removed by ACHD.
 - c. Include mitigation calculations in the Landscape Calculations table based on the City Arborist's inspection, in accord with the standards listed in UDC 11-3B-10C.5; a total of 67 caliper inches of trees is required for mitigation.
 - d. Depict shrubs within the street buffer as set forth in UDC 11-3B-7C.3a.
4. Future development shall be consistent with the minimum dimensional standards listed in [UDC Table 11-2A-5](#) for the ~~R-8~~ R-4 zoning district.

5. Off-street parking is required to be provided in accord with the standards listed in [UDC Table 11-3C-6](#) for single-family detached and two-family duplex dwellings based on the number of bedrooms per unit. **Parking pads for each unit shall be widened to 20-feet as set forth in UDC Table 11-3C-6 for 3-bedroom units.**
- ~~6. An exhibit shall be submitted with the final plat application that depicts the setbacks, fencing, building envelope, and orientation of the lots and structures accessed via the common driveways; if a property abuts a common driveway but has the required minimum street frontage and is taking access via the public street, the driveway shall be depicted on the opposite side of the shared property line from the common driveway as set forth in [UDC 11-6C-3D](#).~~
- ~~7. All common driveways shall be constructed in accord with the standards listed in UDC 11-6C-3D.~~
- ~~8. A perpetual ingress/egress easement shall be filed with the Ada County Recorder for all common driveways, which shall include a requirement for maintenance of a paved surface capable of supporting fire vehicles and equipment as set forth in UDC 11-6C-3D; a copy of the recorded easement shall be submitted to the Planning Division with the final plat for City Engineer signature.~~
- ~~9. Address signage shall be provided at the public street for homes accessed via common driveways for emergency wayfinding purposes.~~
10. A 14-foot wide public pedestrian easement for a future detached pathway along S. Linder Rd. is required to be submitted to the Planning Division with the final plat for City Engineer signature; coordinate the details of the easement with Kim Warren, Park's Department.
11. All existing structures shall be removed prior to signature on the final plat by the City Engineer.

B. PUBLIC WORKS

1. Site Specific Conditions of Approval

- 1.1 ~~No sewer mainlines in common drives, only sewer services (reminder that a maximum of three services are allowed into a manhole, with a minimum 30 degrees of angle separation).~~
- 1.2 Terminate the water main at the south end of the cul-de-sac with a fire hydrant. ~~Water services only in the common drives, not water mains.~~
- 1.3 The geotechnical opinion submitted with this application was from March 2017, and was not derived from an on-site study. It was indicated in that opinion that an on-site geotechnical investigation would be conducted in April of 2017. The applicant shall submit the results of the April 2017 investigation, as well as current monitoring reports, as part of the final plat application.

2. General Conditions of Approval

- 2.1 Applicant shall coordinate water and sewer main size and routing with the Public Works Department, and execute standard forms of easements for any mains that are required to provide service outside of a public right-of-way. Minimum cover over sewer mains is three feet, if cover from top of pipe to sub-grade is less than three feet than alternate materials shall be used in conformance of City of Meridian Public Works Departments Standard Specifications.

- 2.2 Per Meridian City Code (MCC), the applicant shall be responsible to install sewer and water mains to and through this development. Applicant may be eligible for a reimbursement agreement for infrastructure enhancement per MCC 8-6-5.
- 2.3 The applicant shall provide easement(s) for all public water/sewer mains outside of public right of way (include all water services and hydrants). The easement widths shall be 20-foot wide for a single utility, or 30-foot wide for two. The easements shall not be dedicated via the plat, but rather dedicated outside the plat process using the City of Meridian's standard forms. The easement shall be graphically depicted on the plat for reference purposes. Submit an executed easement (on the form available from Public Works), a legal description prepared by an Idaho Licensed Professional Land Surveyor, which must include the area of the easement (marked EXHIBIT A) and an 8 1/2" x 11" map with bearings and distances (marked EXHIBIT B) for review. Both exhibits must be sealed, signed and dated by a Professional Land Surveyor. **DO NOT RECORD.** Add a note to the plat referencing this document. All easements must be submitted, reviewed, and approved prior to development plan approval.
- 2.4 The City of Meridian requires that pressurized irrigation systems be supplied by a year-round source of water (MCC 12-13-8.3). The applicant should be required to use any existing surface or well water for the primary source. If a surface or well source is not available, a single-point connection to the culinary water system shall be required. If a single-point connection is utilized, the developer will be responsible for the payment of assessments for the common areas prior to receiving development plan approval.
- 2.5 All existing structures that are required to be removed shall be prior to signature on the final plat by the City Engineer. Any structures that are allowed to remain shall be subject to evaluation and possible reassignment of street addressing to be in compliance with MCC.
- 2.6 All irrigation ditches, canals, laterals, or drains, exclusive of natural waterways, intersecting, crossing or laying adjacent and contiguous to the area being subdivided shall be addressed per UDC 11-3A-6. In performing such work, the applicant shall comply with Idaho Code 42-1207 and any other applicable law or regulation.
- 2.7 Any existing domestic well system within this project shall be removed from domestic service per City Ordinance Section 9-1-4 and 9 4 8 contact the City of Meridian Engineering Department at (208)898-5500 for inspections of disconnection of services. Wells may be used for non-domestic purposes such as landscape irrigation if approved by Idaho Department of Water Resources Contact Robert B. Whitney at (208)334-2190.
- 2.8 Any existing septic systems within this project shall be removed from service per City Ordinance Section 9-1-4 and 9 4 8. Contact Central District Health for abandonment procedures and inspections (208)375-5211.
- 2.9 Street signs are to be in place, sanitary sewer and water system shall be approved and activated, road base approved by the Ada County Highway District and the Final Plat for this subdivision shall be recorded, prior to applying for building permits.
- 2.10 A letter of credit or cash surety in the amount of 110% will be required for all uncompleted fencing, landscaping, amenities, etc., prior to signature on the final plat.
- 2.11 All improvements related to public life, safety and health shall be completed prior to occupancy of the structures. Where approved by the City Engineer, an owner may post a performance surety for such improvements in order to obtain City Engineer signature on the final plat as set forth in UDC 11-5C-3B.

- 2.12 Applicant shall be required to pay Public Works development plan review, and construction inspection fees, as determined during the plan review process, prior to the issuance of a plan approval letter.
- 2.13 It shall be the responsibility of the applicant to ensure that all development features comply with the Americans with Disabilities Act and the Fair Housing Act.
- 2.14 Applicant shall be responsible for application and compliance with any Section 404 Permitting that may be required by the Army Corps of Engineers.
- 2.15 Developer shall coordinate mailbox locations with the Meridian Post Office.
- 2.16 All grading of the site shall be performed in conformance with MCC 11-12-3H.
- 2.17 Compaction test results shall be submitted to the Meridian Building Department for all building pads receiving engineered backfill, where footing would sit atop fill material.
- 2.18 The design engineer shall be required to certify that the street centerline elevations are set a minimum of 3-feet above the highest established peak groundwater elevation. This is to ensure that the bottom elevation of the crawl spaces of homes is at least 1-foot above.
- 2.19 The applicants design engineer shall be responsible for inspection of all irrigation and/or drainage facility within this project that do not fall under the jurisdiction of an irrigation district or ACHD. The design engineer shall provide certification that the facilities have been installed in accordance with the approved design plans. This certification will be required before a certificate of occupancy is issued for any structures within the project.
- 2.20 At the completion of the project, the applicant shall be responsible to submit record drawings per the City of Meridian AutoCAD standards. These record drawings must be received and approved prior to the issuance of a certification of occupancy for any structures within the project.
- 2.21 A street light plan will need to be included in the civil construction plans. Street light plan requirements are listed in section 6-5 of the Improvement Standards for Street Lighting. A copy of the standards can be found at http://www.meridiancity.org/public_works.aspx?id=272.
- 2.22 The City of Meridian requires that the owner post to the City a performance surety in the amount of 125% of the total construction cost for all incomplete sewer, water and reuse infrastructure prior to final plat signature. This surety will be verified by a line item cost estimate provided by the owner to the City. The surety can be posted in the form of an irrevocable letter of credit, cash deposit or bond. Applicant must file an application for surety, which can be found on the Community Development Department website. Please contact Land Development Service for more information at 887-2211.
- 2.23 The City of Meridian requires that the owner post to the City a warranty surety in the amount of 20% of the total construction cost for all completed sewer, water and reuse infrastructure for duration of two years. This surety will be verified by a line item cost estimate provided by the owner to the City. The surety can be posted in the form of an irrevocable letter of credit, cash deposit or bond. Applicant must file an application for surety, which can be found on the Community Development Department website. Please contact Land Development Service for more information at 887-2211.

C. FIRE DEPARTMENT

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=184871&dbid=0&repo=MeridianCity>

D. POLICE DEPARTMENT

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=188196&dbid=0&repo=MeridianCity>

E. PARK'S DEPARTMENT

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=184643&dbid=0&repo=MeridianCity>

City Arborist's Comments:

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=189344&dbid=0&repo=MeridianCity>

F. COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO (COMPASS)

No comments were received.

G. BOISE PROJECT BOARD OF CONTROL

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=183794&dbid=0&repo=MeridianCity>

H. NAMPA & MERIDIAN IRRIGATION DISTRICT

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=184912&dbid=0&repo=MeridianCity>

I. CENTRAL DISTRICT HEALTH DEPARTMENT

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=184497&dbid=0&repo=MeridianCity>

J. DEPARTMENT OF ENVIRONMENTAL QUALITY (DEQ)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=184485&dbid=0&repo=MeridianCity>

K. IDAHO TRANSPORTATION DEPARTMENT (ITD)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=183952&dbid=0&repo=MeridianCity>

L. WEST ADA SCHOOL DISTRICT (WASD)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=185551&dbid=0&repo=MeridianCity>

M. ADA COUNTY HIGHWAY DISTRICT (ACHD)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=185685&dbid=0&repo=MeridianCity>

IX. FINDINGS

~~A. Annexation and/or Rezone (UDC 11-5B-3E) Application Withdrawn~~

~~Required Findings: Upon recommendation from the commission, the council shall make a full investigation and shall, at the public hearing, review the application. In order to grant an annexation and/or rezone, the council shall make the following findings:~~

- ~~1. The map amendment complies with the applicable provisions of the comprehensive plan;~~

~~*The Commission finds the proposed zoning map amendment to R-8 and subsequent development is not consistent with the Comprehensive Plan.*~~

- ~~2. The map amendment complies with the regulations outlined for the proposed district, specifically the purpose statement;~~

~~*Although the proposed map amendment would allow for the development of a variety of housing types (i.e. single family detached and two family duplex) for a range of housing opportunities in this area, the Commission finds the infill property is not large enough to accommodate the proposed development in terms of density, access and parking.*~~

- ~~3. The map amendment shall not be materially detrimental to the public health, safety, and welfare;~~

~~*The Commission finds the proposed zoning map amendment should not be detrimental to the public health, safety and welfare.*~~

- ~~4. The map amendment shall not result in an adverse impact upon the delivery of services by any political subdivision providing public services within the city including, but not limited to, school districts; and~~

~~*The Commission finds the proposed zoning map amendment would not result in an adverse impact on the delivery of services by any political subdivision providing public services within the City.*~~

- ~~5. The annexation (as applicable) is in the best interest of city.~~

~~*This Findings is not applicable as the application is for a rezone, not annexation.*~~

B. Preliminary Plat Findings:

In consideration of a preliminary plat, combined preliminary and final plat, or short plat, the decision-making body shall make the following findings:

- 1. The plat is in conformance with the Comprehensive Plan;**

Staff finds that the proposed revised plat is in conformance with the adopted Comprehensive Plan as the density and use is consistent with the MDR FLUM designation for this area.

- 2. Public services are available or can be made available and are adequate to accommodate the proposed development;**

Staff finds that public services could be provided to the subject property with development. (See Exhibit B of the Staff Report for more details from public service providers.)

3. The plat is in conformance with scheduled public improvements in accord with the City's capital improvement program;

Because City water and sewer and any other utilities could be provided with development at the Developer's cost, Staff finds that the subdivision will not require the expenditure of capital improvement funds.

4. There is public financial capability of supporting services for the proposed development;

Staff finds there is public financial capability of supporting services for the proposed development based upon comments from the public service providers (i.e., Police, Fire, ACHD, etc.). (See Section IX for more information.)

5. The development will not be detrimental to the public health, safety or general welfare; and,

Staff is not aware of any health, safety, or environmental problems associated with the platting of this property. ACHD considers road safety issues in their analysis.

6. The development preserves significant natural, scenic or historic features.

Staff is unaware of any significant natural, scenic or historic features that exist on this site that require preserving.



AGENDA ITEM

ITEM TOPIC: Public Hearing for Spurwing Sewer Easement Annexation (H-2020-0087) by Shari Stiles, Engineering Solutions, LLP, Generally Located North of W. Chinden Blvd./Sh 20-26, Northeast of N. Ten Mile Rd.

A. Request: Annexation of 0.60 of an acre of land with an R-4 zoning district.



PUBLIC HEARING INFORMATION

Staff Contact: Sonya Allen

Meeting Date: October 15, 2020

Topic: **Public Hearing for Spurwing Sewer Easement Annexation (H-2020-0087) by Shari Stiles, Engineering Solutions, LLP, Generally Located North of W. Chinden Blvd./Sh 20-26, Northeast of N. Ten Mile Rd.**
A. Request: Annexation of 0.60 of an acre of land with an R-4 zoning district.

Information Resources:

[Click Here for Application Materials](#)

[Click Here to Sign Up to Testify at the Planning and Zoning Commission Public Hearing](#)

STAFF REPORT COMMUNITY DEVELOPMENT DEPARTMENT



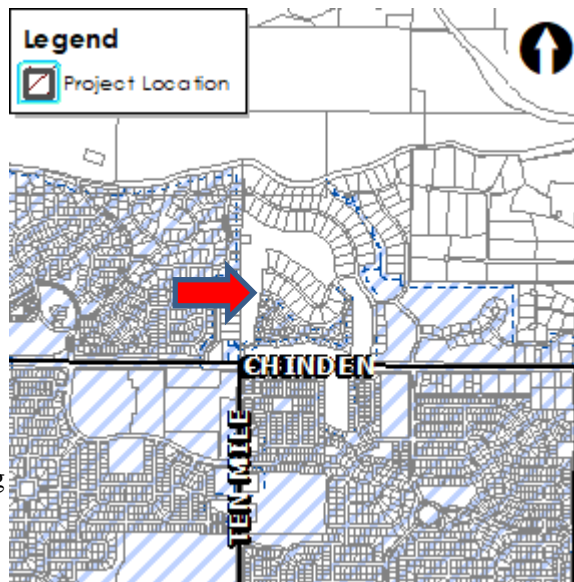
HEARING DATE: October 15, 2020

TO: Planning & Zoning Commission

FROM: Sonya Allen, Associate Planner
208-884-5533

SUBJECT: H-2020-0087
Spurwing Sewer Easement – AZ

LOCATION: North of W. Chinden Blvd./SH 20-26, northeast of N. Ten Mile Rd., in the SW ¼ of Section 23, Township 4N., Range 1W. (portion of Lot 2, Block 1, Spurwing Subdivision)



I. PROJECT DESCRIPTION

The Applicant requests annexation of 0.60 of an acre of land with an R-4 zoning district.

II. SUMMARY OF REPORT

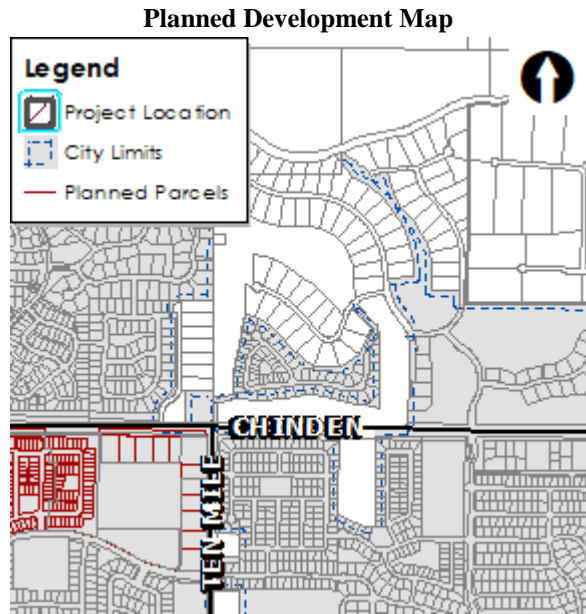
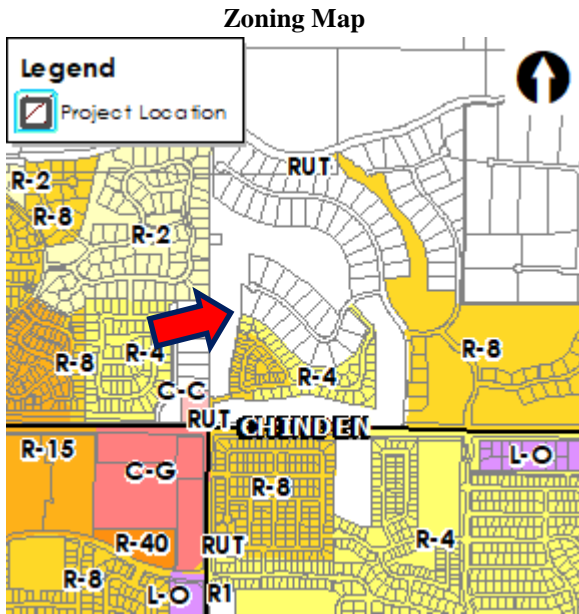
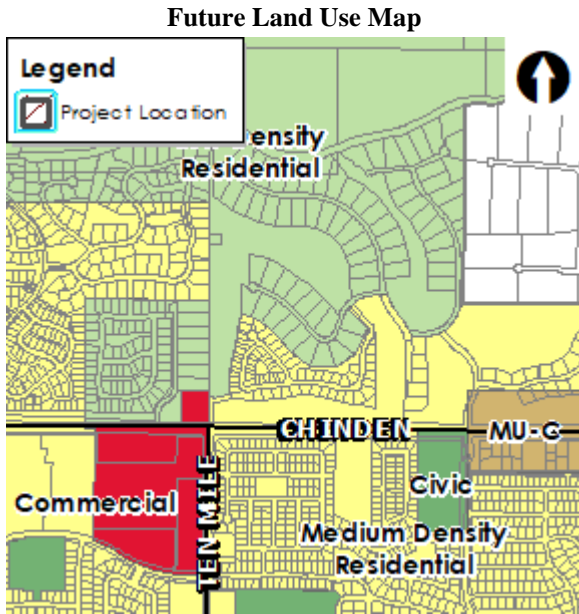
A. Project Summary

| Description | Details | Page |
|--|---|------|
| Acreage | 0.60 of an acre | |
| Future Land Use Designation | Low Density Residential (LDR) | |
| Existing Land Use | Sewer easement/golf course | |
| Proposed Land Use(s) | Emergency vehicle access for Fire Dept. and Public Work's access to sewer easement | |
| Current Zoning | RUT in Ada County | |
| Proposed Zoning | R-4 (Medium Low-Density Residential) | |
| Neighborhood meeting date; # of attendees: | July 22, 2020; 8 attendees | |
| History (previous approvals) | This property is a portion of Lot 2, Block 1, Spurwing Subdivision (Bk. 113, pg. 16653). A lot line adjustment was approved by Ada County in 2007 (ROS #7826). Ada County denied a CUP modification permit to build an emergency access road. See Applicant's narrative for more information: narrative | |

B. Community Metrics

| Description | Details | Page |
|--|---|------|
| Ada County Highway District | | |
| <ul style="list-style-type: none"> • Staff report (yes/no) | No | |
| <ul style="list-style-type: none"> • Requires ACHD Commission Action (yes/no) | No | |
| | | |
| Access (Arterial/Collectors/State Hwy/Local)(Existing and Proposed) | One (1) emergency access is proposed from the west via N. Sunset Maple Way in Spurwing Greens Subdivision | |
| Fire Service | <i>See comments in Section IX.C.</i> | |
| Police Service | <i>No comments were submitted.</i> | |
| | | |
| Wastewater | | |
| Distance to Sewer Services | Existing through parcel | |
| Sewer Shed | North Black Cat trunkshed | |
| Estimated Project Sewer ERU's | See application | |
| WRRF Declining Balance | 13.97 | |
| Project Consistent with WW Master Plan/Facility Plan | Yes | |
| Impacts/Concerns | Sewer mainline is existing through the subject parcel. | |
| Water | | |
| Distance to Water Services | This parcel is within Suez Water's service area. | |
| Pressure Zone | | |
| Estimated Project Water ERU's | | |
| Water Quality | | |
| Project Consistent with Water Master Plan | | |
| Impacts/Concerns | | |

C. Project Maps



III. APPLICANT INFORMATION

A. Applicant:

Shari Stiles, Engineering Solutions, LLP – 1029 N. Rosario St., Ste. 100, Meridian, ID 83642

B. Owner:

Spurwing, LP – 1406 N. Main St., Meridian, ID 83642

Pacific Links, Limited Company – 200 N. 4th Street, Ste. 205, Boise, ID 83702

C. Representative:

Same as Applicant

IV. NOTICING

| | Planning & Zoning Posting Date | City Council Posting Date |
|---|--------------------------------|---------------------------|
| Newspaper notification published in newspaper | 9/25/2020 | |
| Radius notification mailed to property owners within 300 feet | 9/23/2020 | |
| Public hearing notice sign posted on site | 10/1/2020 | |
| Nextdoor posting | 9/23/2020 | |

V. COMPREHENSIVE PLAN ANALYSIS

LAND USE: This property is designated Low Density Residential (LDR) on the Future Land Use Map (FLUM) in the *Comprehensive Plan*. The LDR designation allows for the development of single-family homes on large and estate lots at gross densities of three (3) dwelling units or less per acre.

There is an existing City of Meridian sewer easement within the subject annexation area; the Applicant proposes is not proposing any new development within this area.

Goals, Objectives, & Action Items: Staff finds the following Comprehensive Plan policies to be applicable to this application and apply to the proposed use of this property (staff analysis in *italics*):

- “Preserve existing public rights-of-way and other easements for future pathways and accessways, particularly along powerline and utility corridors, railway corridors, and waterway or irrigation corridors.” (4.04.02B)

Annexation of the land where an existing City of Meridian sewer easement is located and requirement of a Development Agreement with a provision that restricts uses other than that of the sewer easement and emergency access easement will ensure preservation of this easement and access.

- “Annex lands into the corporate boundaries of the City only when the annexation proposal conforms to the City’s vision and the necessary extension of public services and infrastructure is provided.” (3.03.03)

The proposed annexation area incorporates an existing City of Meridian sewer easement.

VI. STAFF ANALYSIS

A. ANNEXATION & ZONING

The Applicant proposes to annex 0.60 of an acre of land into the City with an R-4 (Medium Low-Density Residential) zoning district consistent with the FLUM designation of LDR. The annexation area is a portion of Lot 2, Block 1, Spurwing Subdivision, which was developed in Ada County. Typically, the City does not annex a portion of a parcel or lot; however, the City Attorney and the Planning

Manager has deemed it appropriate in this case due to the County's denial of the site modification and the City's requirement for an access to maintain the public utility; therefore, Staff is in support of the request.

The property proposed to be annexed is developed as part of the Spurwing golf course and contains a 20-foot wide Meridian sanitary sewer easement (Inst. #112130813) with a 12-inch sewer main line and an 8-inch Suez water main line. An emergency vehicle access easement is proposed in this area to satisfy the Fire Department's requirement for secondary emergency vehicle access to Olivetree at Spurwing Subdivision. Emergency vehicle access for this subdivision was previously planned via W. Chinden Blvd. at the Chinden/Ten Mile Rd. intersection; however, since the time the preliminary plat was approved, improvements have been made to the intersection which necessitate an alternate location for emergency access. For this reason, emergency access is proposed where the sewer easement lies. Public access will be restricted through the use of gates at each entrance with a Knox box as required by the Fire Department in Section X.C. This road will also provide access to any manholes within the sewer easement area in accord with City requirements and access to the Suez water lines as desired.

The subject property is non-buildable as it isn't a legal parcel/lot eligible for a building permit and doesn't meet the minimum dimensional standards of the R-4 district.

A more detailed description of the history of this request is included in the Applicant's narrative letter submitted with this application:

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=193513&dbid=0&repo=MeridianCity>

The proposed annexation area is contiguous to City annexed property and is within the Area of City Impact Boundary. A legal description and exhibit map for the annexation area is included in Section VIII.A.

The City may require a development agreement (DA) in conjunction with an annexation pursuant to Idaho Code section 67-6511A. **To ensure the site develops as proposed with this application, Staff recommends a DA is required that limits development to that proposed with this application (see provision in Section IX.A).**

The Olivetree at Spurwing subdivision cannot develop without an approved secondary emergency access which the Applicant's proposal provides. If Council denies the Applicant's request, an alternate emergency vehicle access will be required for any development over 30 building lots in Olivetree at Spurwing Subdivision; or, the applicant has the option to fire sprinkler additional homes beyond the 30.

NOTE: The City is currently monitoring the number of homes for this development and the number of building permits issued is approaching the maximum of 30 until the emergency access is approved and constructed per the City's requirements.


VII. DECISION

A. Staff:

Staff recommends approval of the proposed Annexation & Zoning with the requirement of a Development Agreement per the provisions in Section IX in accord with the Findings in Section X.

VIII. EXHIBITS

A. Annexation & Zoning Legal Description and Exhibit Map



TEALEY'S LAND SURVEYING

12594 W. Explorer Drive, Suite 150 • Boise, Idaho 83713
 (208) 385-0636
 Fax (208) 385-0696

Project No.: 4667
Date: July 8, 2020


EXHIBIT "A"

DESCRIPTION
FOR
JOCK HEWITT
ANNEXATION PARCEL

A parcel of land being a portion of Lot 2 of Block 1 of Spurwing Subdivision as on file in Book 69 of Plats at Pages 7104 through 7108 in the Office of the Recorder for Ada County, Idaho, said parcel being situated in the SW 1/4 of Section 23, T.4N., R.1W., B.M., Ada County, Idaho and more particularly described as follows:

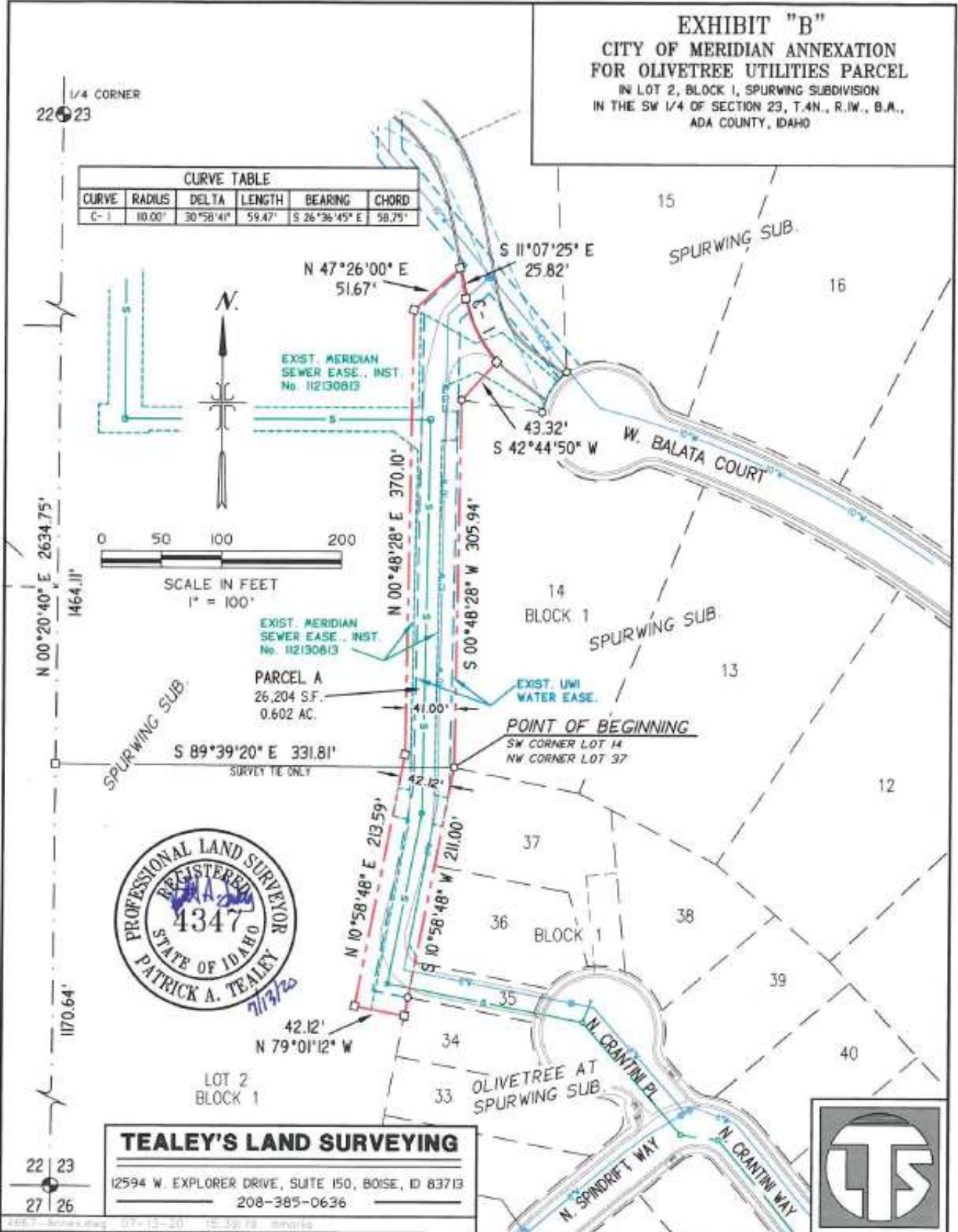
COMMENCING at the Southwest corner of said Section 23, marked by a brass cap; thence along the West line of said Section 23
 North 00°20'40" East 1170.64 feet to a point; thence leaving said West line at right angles
 South 89°39'20" East 331.81 feet to the Southwest corner of Lot 14, Block 1 of said Spurwing Subdivision which point is also the Northwest corner of Olivetree at Spurwing Subdivision as on file in Book 113 of Plats at Pages 16653 through 16656 in said Office of the Recorder for Ada County, which point is the **POINT OF BEGINNING**, marked by an iron pin; thence along the West line of said Olivetree at Spurwing Subdivision
 South 10°58'41" West 211.00 feet to a point; thence leaving said West line at right angles
 North 79°01'12" West 42.12 feet to a point; thence along a line parallel with said West line of Olivetree at Spurwing Subdivision
 North 10°58'48" East 213.59 feet to a point on a line that is parallel with and 41.00 feet West of the West line of said Lot 14, Block 1 of Spurwing Subdivision; thence along said parallel line
 North 00°48'28" East 370.10 feet to a point; thence
 North 47°26'00" East 51.67 feet to a point; thence
 South 11°07'25" East 25.82 feet to a point of curvature; thence along the arc of a curve to the left whose radius is 110.00 feet, whose central angle is 30°58'41", whose length is 59.47 feet and whose long chord bears
 South 26°36'45" East 58.75 feet to a point; thence
 South 42°44'50" West 43.32 feet to the Northwest corner of said Lot 14, marked by an iron pin; thence along the West line of said Lot 14
 South 00°48'28" West 305.94 feet to the **POINT OF BEGINNING**.

Said Parcel Contains 0.602 Acre, more or less.



4667-Annexation-Desc.docx dnm

Page 1 of 1



IX. CITY/AGENCY COMMENTS & CONDITIONS

A. PLANNING DIVISION

- 1. A Development Agreement (DA) is required as a provision of annexation of this property. Prior to approval of the annexation ordinance, a DA shall be entered into between the City of Meridian, the property owner(s) at the time of annexation ordinance adoption, and the developer.

Currently, a fee of \$303.00 shall be paid by the Applicant to the Planning Division prior to commencement of the DA. The DA shall be signed by the property owner and returned to the Planning Division within six (6) months of the City Council granting the annexation. The DA shall, at minimum, incorporate the following provisions:

- a. The annexation area is non-buildable and shall only be used as a City of Meridian sewer line easement, Suez water line easement, emergency vehicle access road and access road for the City of Meridian and Suez Idaho Operations for maintenance of their facilities within their easements.

B. PUBLIC WORKS

1. Site Specific Conditions of Approval

- 1.1 Sanitary sewer mainlines currently traverse through the subject parcel. 14-foot wide compacted gravel access roadways shall be required above those mainlines per Meridian City Standards.

C. FIRE DEPARTMENT

Access: This project will be required to provide a 20' wide swing or rolling emergency access gate as set forth in International Fire Code Sections 503.5 and 503.6. The gate shall be equipped with a Knoxbox padlock which has to be ordered via the website www.knoxbox.com. All gates at the entrance to fire lanes shall be located a minimum of 30 feet from the roadway and shall open away from the roadway, unless other provisions are made for safe personnel operations as set forth in National Fire Protection Association 1141, Section 5.3.16 - 2017 edition.

D. POLICE DEPARTMENT

No comments were received.

E. PARK'S DEPARTMENT

No comments were received.

F. NAMPA & MERIDIAN IRRIGATION DISTRICT (NMID)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=213875&dbid=0&repo=MeridianCity>

G. DEPARTMENT OF ENVIRONMENTAL QUALITY (DEQ)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=193806&dbid=0&repo=MeridianCity>

X. FINDINGS

A. Annexation and/or Rezone (UDC 11-5B-3E)

Required Findings: Upon recommendation from the commission, the council shall make a full investigation and shall, at the public hearing, review the application. In order to grant an annexation and/or rezone, the council shall make the following findings:

1. The map amendment complies with the applicable provisions of the comprehensive plan;

The Applicant is proposing to annex the subject 0.60 acre property with R-4 zoning consistent with the proposed LDR FLUM designation for this property. (See section V above for more information.)

2. The map amendment complies with the regulations outlined for the proposed district, specifically the purpose statement;

Staff finds the proposed map amendment to R-4 for the existing sewer easement and proposed emergency access road generally complies with the regulations outlines for the R-4 district and purpose statement of the residential districts.

3. The map amendment shall not be materially detrimental to the public health, safety, and welfare;

Staff finds the proposed map amendment will not be detrimental to the public health, safety and welfare and the emergency access road will enhance public safety in this area..

4. The map amendment shall not result in an adverse impact upon the delivery of services by any political subdivision providing public services within the city including, but not limited to, school districts; and

Staff finds the proposed map amendment will not result in an adverse impact upon the delivery of services by any political subdivision providing public services and will actually enhance emergency access in this area.

5. The annexation (as applicable) is in the best interest of city.

Staff finds the proposed annexation is in the best interest of the City.



AGENDA ITEM

ITEM TOPIC: Public Hearing for Skybreak (H-2020-0079) by Laren Bailey, Conger Group, Located at 3487 E. Adler Hoff Ln.

A. Request: Annexation of 80.46 acres of land with an R-8 zoning district.

B. Request: A Preliminary Plat consisting of 353 building lots, 40 common lots and 14 other lots (i.e. 12 common driveway lots, 1 private street lot and 1 lot for the existing home) on 79.69 acres of land in the R-8 zoning district.



PUBLIC HEARING INFORMATION

Staff Contact: Sonya Allen

Meeting Date: October 15, 2020

Topic: **Public Hearing for Skybreak (H-2020-0079) by Laren Bailey, Conger Group, Located at 3487 E. Adler Hoff Ln.**

- A. Request: Annexation of 80.46 acres of land with an R-8 zoning district.
- B. Request: A Preliminary Plat consisting of 353 building lots, 40 common lots and 14 other lots (i.e. 12 common driveway lots, 1 private street lot and 1 lot for the existing home) on 79.69 acres of land in the R-8 zoning district.

Information Resources:

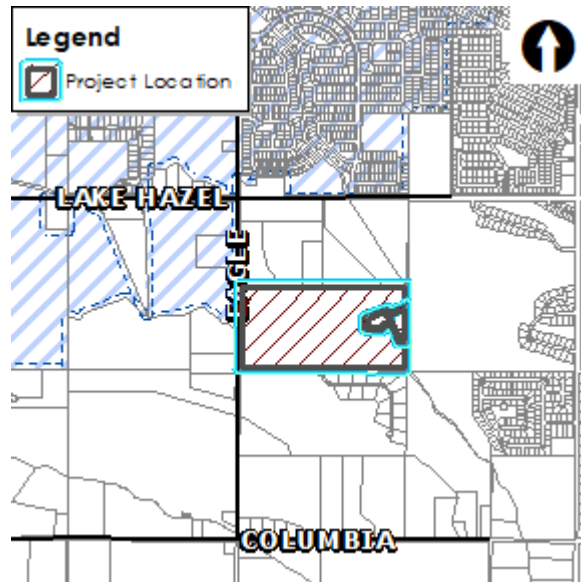
[Click Here for Application Materials](#)

[Click Here to Sign Up to Testify at the Planning and Zoning Commission Public Hearing](#)

STAFF REPORT COMMUNITY DEVELOPMENT DEPARTMENT



HEARING DATE: 10/15/2020
 TO: Planning & Zoning Commission
 FROM: Sonya Allen, Associate Planner
 208-884-5533
 SUBJECT: H-2020-0079
 Skybreak
 LOCATION: 7020 S. Eagle Rd. & 3487 E. Adler Hof Ln., in the south 1/2 of the NW 1/4 of Section 4, T.2N., R.1E. (Parcels # S1404244250 & S1404233650)



I. PROJECT DESCRIPTION

The Applicant has submitted the following applications:

- Annexation of 80.46 acres of land with an R-8 zoning district;
- Preliminary plat consisting of 353 building lots, 40 common lots and 14 other lots (i.e. 12 common driveway lots, one (1) private street lot and one (1) lot for the existing home) on 79.69 acres of land in the R-8 zoning district;
- Private streets in the gated portion of the development serving 121 residential units with two (2) gates; and,
- Alternative Compliance to UDC 11-3F-4A.6, which prohibits common driveways off private streets, to allow such in three (3) locations within the gated area of the subdivision.

II. SUMMARY OF REPORT

A. Project Summary

| Description | Details | Page |
|---|--|------|
| Acreage | 79.69 | |
| Existing/Proposed Zoning | RUT in Ada County (existing)/R-8 (proposed) | |
| Future Land Use Designation | Low Density Residential (LDR) & Medium Density Residential (MDR) | |
| Existing Land Use(s) | Single-family residential/agricultural | |
| Proposed Land Use(s) | Single-family residential (SFR) | |
| Lots (# and type; bldg./common) | 353 SFR buildable lots/40 common lots/14 other lots (i.e. 12 common driveway lots, 1 private street lot & 1 lot for the existing home) | |
| Phasing Plan (# of phases) | 8 phases | |
| Number of Residential Units (type of units) | 353 detached SFR homes | |
| Density (gross & net) | 4.44 units/acre (gross); 7.36 units/acre (net) | |

| Description | Details | Page |
|---|--|------|
| Open Space (acres, total [%]/buffer/qualified) | 14.54 acres (or 18.3%) | |
| Amenities | (2) dog parks; children’s play area with a play structure, climbing rocks, a shade structure and benches; and pathways | |
| Physical Features (waterways, hazards, flood plain, hillside) | The Farr Lateral crosses the southwest corner of this site; hillside/topography within southern rim area; Phase 8 is in an “A” flood zone. | |
| Neighborhood meeting date; # of attendees: | 5/27/20; 14 attendees | |
| History (previous approvals) | Property boundary adjustment (Record of Survey #12358, Eisenman 2020) | |

B. Community Metrics

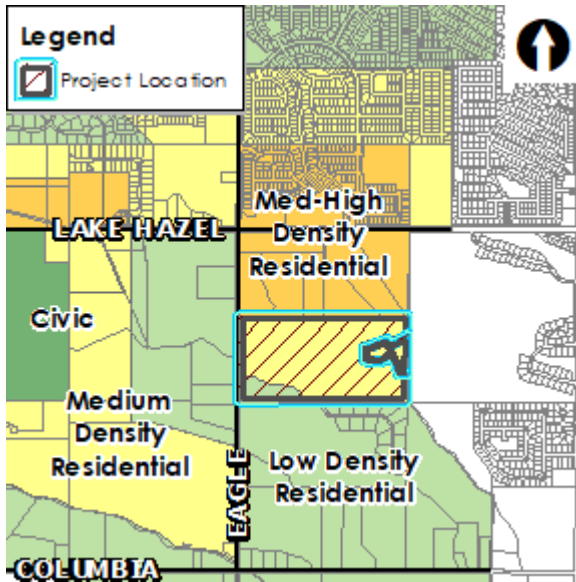
| Description | Details | Page |
|---|---|------|
| Ada County Highway District | | |
| <ul style="list-style-type: none"> Staff report (yes/no) Requires ACHD Commission Action (yes/no) | <p>Yes</p> <p>No</p> | |
| Traffic Impact Study (yes/no) | Yes | |
| Access (Arterial/Collectors/State Hwy/Local)(Existing and Proposed) | One (1) public street access (Street A) is proposed via S. Eagle Rd., an arterial street. <i>Eagle Rd. is currently improved with 2 travel lanes and no curb, gutter or sidewalk.</i> | |
| Traffic Level of Service | Eagle Rd. – Better than “E” (acceptable level of service) | |
| Stub Street/Interconnectivity/Cross Access | Stub streets are proposed to adjacent properties for future extension and interconnectivity as depicted on the plat. | |
| Existing Road Network | There is an existing private street (E. Adler Hof Ln.) that provides access from S. Eagle Rd. to the existing homes on this site. | |
| Existing Arterial Sidewalks / Buffers | None | |
| Proposed Road Improvements | <p>Capital Improvements Plan (CIP)/ Integrated Five Year Work Plan (IFYWP):</p> <ul style="list-style-type: none"> Lake Hazel Road is scheduled in the IFYWP to be widened to 5-lanes from Eagle Road to Cloverdale Road in 2024. Eagle Road is scheduled in the IFYWP to be widened to 5-lanes from Lake Hazel Road to Amity Road in 2023. The intersection of Lake Hazel Road and Eagle Road is scheduled in the IFYWP to be widened to 6-lanes on the north leg, 5-lanes on the south, 7-lanes east, and 6-lanes on the west leg, and reconstructed/signalized in 2023. Lake Hazel Road is listed in the 2016 CIP to be widened to 5-lanes from Locust Grove Road to Eagle Road between 2026 and 2030. The intersection of Lake Hazel Road and Locust Grove Road is listed in the 2016 CIP to be widened to 3-lanes on the north leg, 2-lanes on the south, 2-lanes east, and 3-lanes on the west leg, and signalized between 2026 and 2030. | |
| Fire Service | | |
| <ul style="list-style-type: none"> Distance to Fire Station Fire Response Time Resource Reliability Risk Identification | <p>2.9 miles (Fire Station #4)</p> <p><i>Most</i> (3/4+/-) of this development falls outside of the 5 minute response time goal from Fire Station #4.</p> <p>Current reliability is 77% from Station #4 – does <i>not</i> meet targeted goal of 80% or greater</p> <p>2 – current resources would <i>not</i> be adequate to supply service. A wildfire safety plan is required.</p> | |

| Description | Details | Page | | | | | | | | | | | | | | | | |
|--|--|----------|----------------------|----------|----------------------|----------------------------|-----|-----|-----------|--------------------------|-----|------|-----------|---------------------------|------|------|-----------|--|
| <ul style="list-style-type: none"> • Accessibility | Project meets all required access, road widths and turnaround. | | | | | | | | | | | | | | | | | |
| <ul style="list-style-type: none"> • Special/resource needs | Project will not require an aerial device; can meet this need in the required timeframe if a truck company is required (fire station is 5.9 miles away). | | | | | | | | | | | | | | | | | |
| <ul style="list-style-type: none"> • Water Supply | Requires 1,000 gallons per minute for one hour, may be less if buildings are fully sprinklered. | | | | | | | | | | | | | | | | | |
| <ul style="list-style-type: none"> • Other Resources | In the event of a hazmat event, there will need to be mutual aid required for the development. In the event of a structure fire, an additional truck company will be required – this will require additional time delays as a second truck company is not available in the City. | | | | | | | | | | | | | | | | | |
| Police Service | | | | | | | | | | | | | | | | | | |
| <ul style="list-style-type: none"> • Distance to Police Station | 5.5 miles | | | | | | | | | | | | | | | | | |
| <ul style="list-style-type: none"> • Police Response Time | There is no call data in this area because the proposed development is at the edge of City limits. | | | | | | | | | | | | | | | | | |
| <ul style="list-style-type: none"> • Calls for Service | 7 (within a mile of site – between 2/1/19 and 1/31/20) | | | | | | | | | | | | | | | | | |
| <ul style="list-style-type: none"> • % of calls for service split by priority | See Section IX.D | | | | | | | | | | | | | | | | | |
| <ul style="list-style-type: none"> • Accessibility | No concerns | | | | | | | | | | | | | | | | | |
| <ul style="list-style-type: none"> • Specialty/resource needs | None at this time | | | | | | | | | | | | | | | | | |
| <ul style="list-style-type: none"> • Crimes | 1 (within a mile of site – between 2/1/19 and 1/31/20) | | | | | | | | | | | | | | | | | |
| <ul style="list-style-type: none"> • Crashes | 9 (within a mile of site – between 2/1/19 and 1/31/20) | | | | | | | | | | | | | | | | | |
| <ul style="list-style-type: none"> • Other | Although located near the edge of City limits, service can be provided if this development is approved. | | | | | | | | | | | | | | | | | |
| West Ada School District | | | | | | | | | | | | | | | | | | |
| <ul style="list-style-type: none"> • Distance (elem, ms, hs) | <table border="1" data-bbox="535 966 1445 1123"> <thead> <tr> <th></th> <th>Enrollment</th> <th>Capacity</th> <th>Miles Dev. to School</th> </tr> </thead> <tbody> <tr> <td>**Silver Sage Elementary**</td> <td>230</td> <td>425</td> <td>5.1 miles</td> </tr> <tr> <td>Lake Hazel Middle School</td> <td>928</td> <td>1000</td> <td>2.4 miles</td> </tr> <tr> <td>Mountain View High School</td> <td>2302</td> <td>2175</td> <td>4.8 miles</td> </tr> </tbody> </table> | | Enrollment | Capacity | Miles Dev. to School | **Silver Sage Elementary** | 230 | 425 | 5.1 miles | Lake Hazel Middle School | 928 | 1000 | 2.4 miles | Mountain View High School | 2302 | 2175 | 4.8 miles | |
| | Enrollment | Capacity | Miles Dev. to School | | | | | | | | | | | | | | | |
| **Silver Sage Elementary** | 230 | 425 | 5.1 miles | | | | | | | | | | | | | | | |
| Lake Hazel Middle School | 928 | 1000 | 2.4 miles | | | | | | | | | | | | | | | |
| Mountain View High School | 2302 | 2175 | 4.8 miles | | | | | | | | | | | | | | | |
| <ul style="list-style-type: none"> • Capacity of Schools | | | | | | | | | | | | | | | | | | |
| <ul style="list-style-type: none"> • # of Students Enrolled | | | | | | | | | | | | | | | | | | |
| <p>**Enrollment at Hillsdale Elementary is currently capped. Students in this development will be attending Silver Sage Elementary until a new school is built to eliminate overcrowding at Hillsdale Elementary. **</p> | | | | | | | | | | | | | | | | | | |
| <ul style="list-style-type: none"> • Predicted # of students generated from proposed development | 247 | | | | | | | | | | | | | | | | | |
| Wastewater | | | | | | | | | | | | | | | | | | |
| <ul style="list-style-type: none"> • Distance to Sewer Services | Sewer will be available with the development of Keep Subdivision on the West side of Eagle Road. | | | | | | | | | | | | | | | | | |
| <ul style="list-style-type: none"> • Sewer Shed | South Black Cat Trunk Shed | | | | | | | | | | | | | | | | | |
| <ul style="list-style-type: none"> • Estimated Project Sewer ERU's | See Application | | | | | | | | | | | | | | | | | |
| <ul style="list-style-type: none"> • WRRF Declining Balance | 13.97 | | | | | | | | | | | | | | | | | |
| <ul style="list-style-type: none"> • Project Consistent with WW Master Plan/Facility Plan | Yes | | | | | | | | | | | | | | | | | |
| <ul style="list-style-type: none"> • Impacts/Concerns | The City is applying the following requirements for Common Driveways. <ul style="list-style-type: none"> o Three or less lots – services from main in adjacent road o Four or more lots – Sewer in common drive. Sewer will be private and will be the responsibility of the HOA to maintain. Manhole needed in the common drive at the property boundary with “Private” on the lid. | | | | | | | | | | | | | | | | | |

| Water | |
|---|---|
| • Distance to Water Services | Directly adjacent |
| • Pressure Zone | 5 |
| • Estimated Project Water ERU's | See application |
| • Water Quality | None |
| • Project Consistent with Water Master Plan | Yes |
| • Impacts/Concerns | <ul style="list-style-type: none"> • Common drives that have both water and sewer mains will require a 30' easement • As currently designed, most phases do not meet minimum fire flow pressure. There are multiple options to meet fire flow including upsizing some water mains to 12" and a secondary connections. • Coordinate with PW Engineering on main sizes, connection at the SW corner and connection at the NE corner. |

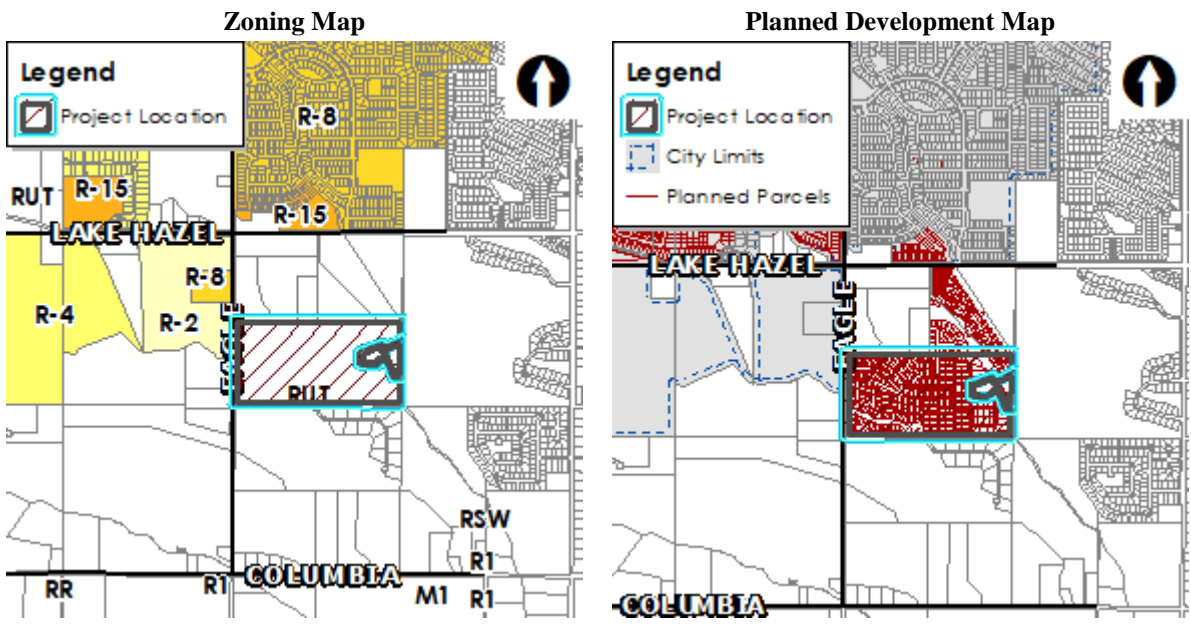
C. Project Area Maps

Future Land Use Map



Aerial Map





III. APPLICANT INFORMATION

A. Applicant:

Conger Group – 4824 W. Fairview Ave., Boise, ID 83706

B. Owner:

Peter and Dana Eisenman – 3487 E. Adler Hof Ln., Meridian, ID 83642

C. Representative:

Laren Bailey, Conger Group – 4824 W. Fairview Ave., Boise, ID 83706

IV. NOTICING

| | Planning & Zoning Posting Date | City Council Posting Date |
|--|---|----------------------------------|
| Notification published in newspaper | 9/25/2020 | |
| Notification mailed to property owners within 300 feet | 9/23/2020 | |
| Applicant posted public hearing notice on site | 10/1/2020 | |
| Nextdoor posting | 9/23/2020 | |

V. COMPREHENSIVE PLAN ANALYSIS (*Comprehensive Plan*)

The Future Land Use Map (FLUM) contained in the Comprehensive Plan designates the 6.6+/- acres at the southwest corner of the site, south of the Farr Lateral, as Low Density Residential (LDR) and the remaining 73+/- acres as Medium Density Residential (MDR). A City Park is designated in the general area at the southwest corner of the site.

Per the Comprehensive Plan, the LDR designation allows for the development of single-family homes on large and estate lots at gross densities of 3 dwelling units or less per acre. These areas often transition between existing rural residential and urban properties. Developments need to respect agricultural heritage and resources, recognize view sheds and open spaces, and maintain or improve the overall atmosphere of the area. The use of open spaces, parks, trails and other appropriate means should enhance the character of the area. *Density bonuses may be considered with the provision of additional public amenities such as a park, school, or land dedicated for public services.*

The MDR designation allows for dwelling units at gross densities of 3 to 8 dwelling units per acre. *Density bonuses may be considered with the provision of additional public amenities such as a park, school, or land dedicated for public services.*

The Applicant proposes to develop this site with 353 single-family residential detached homes at an overall gross density of 4.4 dwelling units per acre. A total of 24 units are proposed within the 6.6+/- acre LDR designated area for a gross density of 3.6 units per acre in that area, which *exceeds* the density desired of 3 or fewer units per acre; small lots, instead of large or estate lots as desired in LDR designated areas, are proposed along with open space areas along the southern boundary and along the northern boundary adjacent to the Farr Lateral. A total of 329 units are proposed in the MDR designated area for a gross density of 4.5 units per acre in that area, which is consistent with that desired in MDR designated areas of 3 to 8 units per acre. A City park is not proposed; however, the Park's Department has determined a City park is not needed in this area.

The following Comprehensive Plan Policies are applicable to this development:

- “Encourage a variety of housing types that meet the needs, preferences, and financial capabilities of Meridian’s present and future residents.” (2.01.02D)

Only one housing type, single-family detached homes, is proposed in this development, which although may contribute to the variety of housing types in the overall area, does not provide any variety for different needs, preferences and financial capabilities of present and future residents in this development as desired. Additionally, 310 out of the 353 lots are proposed to be restricted to a single-story with a bonus room (see exhibit in Section VIII.G). The lack of variety is not consistent with the purpose of the residential districts in the UDC, which is to provide a range of housing opportunities consistent with the Comprehensive Plan (UDC 11-2A-1).

- “Permit new development only where it can be adequately served by critical public facilities and urban services at the time of final approval, and in accord with any adopted levels of service for public facilities and services.” (3.03.03F)

City water and sewer services are available and can be extended by the developer with development in accord with UDC 11-3A-21. As currently designed, most phases do not meet minimum fire flow pressure; however, there are multiple options to meet fire flow including upsizing some water mains to 12" and secondary connections.

This development cannot be adequately served by the Fire Department as most of the development is outside of response time goals, does not meet resource reliability goals, and has risk factors including a steep hill with a potential for wildfire if the hillside isn't maintained (see Section IX.C for more information). Additionally, with the main access and secondary access both from Eagle Rd., if access is blocked from the north via Eagle Rd. it would create a significant delay for emergency services by having to travel 3.5+/- miles around the square mile to access the site, potentially creating a life safety issue.

- “Require all new development to create a site design compatible with surrounding uses through buffering, screening, transitional densities, and other best site design practices.” (3.07.01A)

The site design of the proposed development is not compatible with abutting 1-acre rural residential lots to the south as there is not an adequate transition in lot sizes and/or zoning. Although landscaped

common areas and a private street are proposed as a buffer, Staff and abutting neighbors that submitted written testimony, do not believe it's an adequate buffer between proposed 4,448-4,950 s.f. lots and 1-acre rural lots to the south. Larger lots are proposed on the east end of the development on and near the rim but not as a transition to abutting estate lots to the south.

- “Avoid the concentration of any one housing type or lot size in any geographical area; provide for diverse housing types throughout the City.” (2.01.01G)

Only one housing type is proposed in this development (i.e. single-family detached, mostly single-level). The minimum lot size proposed is 4,000 square feet (s.f.) with an average lot size of 6,280 s.f. Although a mix of lot sizes are proposed and larger lots are proposed on the east end of the development, the predominant size is in the 4,000-5,000+/- square foot range which Staff does not believe provides enough diversity for a development of this size. Larger lot sizes should be provided as a transition to 1-acre lots to the south and additional housing types (i.e. single-family attached, townhomes, etc.) should be provided to offer more diversity in the proposed subdivision. Further, one of the purpose statements of the subdivision regulations stipulates developments provide for desirable and appropriately located living areas and a variety of dwelling types and densities with adequate provision for sunlight, fresh air and usable open space.

- “Encourage compatible uses and site design to minimize conflicts and maximize use of land.” (3.07.00)

The proposed single-family detached homes are generally compatible with existing rural residential homes to the north and south and future medium high-density residential uses to the north as they are all residential in nature. However, the proposed site design with smaller lots (i.e. 4,448-4,950 s.f.) adjacent to 1-acre rural residential lots in Vantage Pointe to the south separated only by a private street and common area, and (3) 21,000+/- s.f. lots (Lot 78-80, Block 5) proposed adjacent to one rural lot, does not provide an adequate transition to minimize conflicts.

Further, there is no transition in zoning to the rural residential lots to the south, which would result in larger lots and/or greater setbacks if an R-2 or an R-4 zone were provided. Several letters of testimony have been received from adjacent neighbors objecting to the lack of transition in lot sizes and zoning to their properties/subdivision.

- “With new subdivision plats, require the design and construction of pathway connections, easy pedestrian and bicycle access to parks, safe routes to schools, and the incorporation of usable open space with quality amenities.” (2.02.01A)

The Pathways Plan depicts a segment of the City's multi-use pathway system along the eastern boundary of the site; a 10-foot wide multi-use pathway is proposed in accord with the Plan on the northern portion of the development but transitions to a 5-foot wide pathway to the south and does not stub to the south for future extension as shown on the Plan; however, the Park's Dept. has indicated they are supportive of the proposed design. This pathway will eventually provide a connection to Discovery Park to the west and Hillside Elementary and the YMCA to the north.

Open space and site amenities are proposed in accord with UDC standards; however, much of the open space area consists of unusable arterial/collector street buffers and end caps with parkways, the easement for the Farr Lateral, slope/hillside areas and areas that aren't centrally located for easy access – Staff calculates the actual usable area at approximately 4.6 acres (or 6% of the development area). Proposed site amenities consist of children's play equipment/structures, a picnic shelter, pathways, two dog parks and additional open space of at least 20,000 square feet above the minimum UDC requirements, which are located along the northern and southern boundaries of the site and are not centrally located. The UDC also requires common open space and site amenities to be located in

areas of high visibility to avoid hidden areas and corners, dark areas, unusable space and reduce the opportunity for crime.

- “Evaluate open space and amenity requirement and criteria for consistency with community needs and values.” (2.02.01B)

Because the average lot size proposed in the development is only 6,280 square feet, Staff is of the opinion more usable open space & site amenities than proposed are needed to serve this development.

- “Ensure development is connected to City of Meridian water and sanitary sewer systems and the extension to and through said developments are constructed in conformance with the City of Meridian Water and Sewer System Master Plans in effect at the time of development.” (3.03.03A)

The proposed development will connect to City water and sewer systems; services are required to be provided to and though this development.

- “Maximize public services by prioritizing infill development of vacant and underdeveloped parcels within the City over parcels on the fringe.” (2.02.02)

The proposed project is located on the fringe of the City and will require extension of City services, which will not maximize existing public services as infill development would. Later phases may not develop until the properties to the north develop and extend utilities.

- “Encourage the incorporation of creek corridors as amenities in development design.” (4.05.02C)

The Ten Mile Creek crosses the northeast corner of the site; a common area is proposed for the creek area and a multi-use pathway is proposed along the creek in accord with the Pathways Master Plan.

- “Require urban infrastructure be provided for all new developments, including curb and gutter, sidewalks, water and sewer utilities.” (3.03.03G)

City sewer and water infrastructure and curb, gutter and sidewalks are required to be provided with development.

- “Slow the outward progression of the City's limits by discouraging fringe area development; encourage development of vacant or underutilized parcels currently within City limits.” (4.05.03B)

The proposed project is in the City's “fringe” area; therefore, development in this area is not encouraged as are vacant/underutilized parcels currently within City limits.

- “Evaluate comprehensive impacts of growth and consider City Master Plans and Strategic Plans in all land use decisions (e.g., traffic impacts, school enrollment, and parks).” (3.01.01A)

Eagle Rd. is currently a 2-lane roadway with no curb, gutter or sidewalks; no improvements are planned in the CIP/IFYWP to the segment of Eagle Rd. abutting this site. The Lake Hazel/Eagle Road intersection north of the site is planned to be reconstructed and signalized in 2023. The ACHD report states that the TIS estimates this development to generate an additional 3,343 trips per day resulting in an acceptable level of service (i.e. better than “E”).

WASD estimates this development will house approximately 247 school aged children – enrollment at Hillsdale Elementary is currently capped so students in this development would attend Silver Sage, which is currently under capacity; enrollment at Lake Hazel Middle School and Mountain View High School would be over capacity at build-out of this development according to the Community Development's school impact review included in Section IX.K.

Discovery Park, a 77+/- acre City Park, is located approximately a mile away from this site to the west on Lake Hazel Rd., which should be adequate to serve this development.

- “Annex lands into the corporate boundaries of the City only when the annexation proposal conforms to

the City's vision and the necessary extension of public services and infrastructure is provided.”
(3.03.03)

The density proposed in the LDR designated area at the southwest corner of the site is slightly above the 3 units or fewer per acre desired in that area; the density in the MDR designated area falls within the desired range. Only one housing type is proposed rather than a mix of housing types; an inadequate transition in lot sizes and zoning is proposed to 1-acre rural properties to the south; inadequate unusable open space and site amenities; public services are proposed to be extended to the fringe of the City rather than to vacant/underdeveloped infill parcels as desired; and enrollment at middle and high schools will be over capacity if approved. For these reasons, Staff is of the opinion the proposed annexation isn't consistent with the City's vision in the Comprehensive Plan and isn't in the best interest of the City.

VI. UNIFIED DEVELOPMENT CODE ANALYSIS (UDC)

A. Annexation & Zoning:

The proposed annexation area consists of two (2) tax parcels containing a total of 80.46 acres of land designated as LDR and MDR on the FLUM and contains land to the section line of S. Eagle Rd. The Applicant proposes to annex the two (2) parcels with an R-8 zoning district and develop a total of 353 single-family detached homes on the site.

The annexation area is contiguous to and on the fringe of the current City limits boundary and within the City's Area of City Impact at the east boundary. A legal description and exhibit map for the annexation area is included in Section VIII.A.

As discussed above in Section V, Staff is of the opinion the proposed development is *not* consistent with the vision of the Comprehensive Plan or the purpose statements of the residential districts in UDC 11-2A-1 and the subdivision regulations in UDC 11-6A-1, thus recommends denial of the annexation request.

B. Preliminary Plat:

The proposed preliminary plat consists of 353 building lots, 40 common lots and 14 other lots (i.e. 12 common driveway lots, 1 private street lot and 1 lot for the existing home) on 79.69 acres of land in the R-8 zoning district.

The minimum lot size proposed is 4,000 square feet (s.f.) with an average lot size of 6,280 s.f.; the gross density is 4.4 units/acre with a net density of 7.4 units/acre. The subdivision is proposed to develop in eight (8) phases as depicted on the plat (see Section VIII.B).

Existing Structures/Site Improvements:

There are two (2) existing homes and outbuildings on this site – the 5,892 square foot home constructed in 2002 at the east end of the site is planned to remain on a lot (Lot 64, Block 5) in the proposed subdivision; the home and accessory structures on the west end of the site are planned to be removed with development. These homes are accessed via a private lane (E. Adler Hof Ln.) from S. Eagle Rd. If annexed, the home proposed to remain is required to hook-up to City water and sewer service and change their address.

Proposed Use Analysis:

Single-family detached dwellings are listed in UDC Table 11-2A-2 as a principal permitted use in the R-8 zoning district. The proposed use, with only one housing type, is not consistent with the purpose statement of the residential districts and the subdivision regulations in that a range of housing opportunities and a variety of dwelling types are not provided consistent with the Comprehensive Plan and UDC 11-2A-1 and 11-6A-1.

Dimensional Standards (UDC [11-2](#)):

Development is subject to the dimensional standards listed in 11-2A-6 for the R-8 zoning district. **Several of the lots don't meet the minimum street frontage requirement of 40 feet.**

Subdivision Design and Improvement Standards (UDC [11-6C-3](#))

Development of the subdivision is required to comply with the subdivision design and improvement standards listed in UDC 11-6C-3, including but not limited to streets, common driveways and block face.

Block length is required to comply with the standards listed in UDC 11-6C-3F. Block faces should not exceed 750' in length without an intersecting street or alley unless a pedestrian connection is provided, then the block face may be extended up to 1,000' in length. The City Council may approve a block face up to 1,200' in length where block design is constrained by certain site conditions as specified in UDC 11-6C-3F.3b. **The face of Block 9 on the north side of the Farr Lateral is 1,000'+/- and does not contain a pathway or intersecting street or alley – Council approval is needed due to the location of the Farr Lateral, a large waterway, along the south side of Block 9; alternatively, the plat would need to be revised to comply with this standard.**

At the northeast corner of the site, a street ending in a cul-de-sac is proposed which will likely exceed the maximum 500' length allowed in UDC 11-6C-3B.4 depending on how the property to the north develops. Staff had recommended an internal street access to this portion of the development rather than the sole access being provided via a stub street from the north. Due to the topography in this area, the Applicant has not provided the recommended internal access.

Twelve (12) common driveways are proposed; such driveways should be constructed in accord with the standards listed in UDC 11-6C-3D. **A perpetual ingress/egress easement shall be filed with the Ada County Recorder, which shall include a requirement for maintenance of a paved surface capable of supporting fire vehicles and equipment. An exhibit should be submitted with the final plat application that depicts the setbacks, fencing, building envelope, and orientation of the lots and structures accessed via the common driveway; if a property abuts a common driveway but has the required minimum street frontage and is taking access via the public street, the driveway should be depicted on the opposite side of the shared property line from the common driveway. Address signage should be provided at the public street for homes accessed via common driveways for emergency wayfinding purposes. Where two (2) common driveways are proposed that adjoin, bollards (or other barrier approved by the Fire Dept.) should be placed at the common lot line to prevent a through connection between streets.**

Access (UDC [11-3A-3](#))

One (1) public street, Street A, is proposed for access via S. Eagle Rd. as a collector street to the intersection of Street C; a secondary emergency access is proposed from the south via E. Vantage Pointe Ln. to be constructed with the first phase of development – an emergency only access easement was granted for this access (Inst. #2020-063349), public access is not allowed. Three (3) stub streets are proposed at the north and two (2) stub street are proposed at the south boundaries of the site for future extension in accord with UDC 11-3A-3. Each phase of development is proposed to have two (2) accesses for emergency services (see phasing exhibit in Fire comments in Section IX.C).

Although the proposed access meets the minimum access required by the Fire Dept., Staff is *highly* concerned with the feasibility of only one (1) public access to the site (until adjacent properties redevelop and provide stub streets to this property) with 353 units proposed. Additionally, if access from the north via Eagle Rd. is blocked, in the event of an emergency, emergency vehicles would have to travel an additional 3.5+/- miles around the square mile to access the site creating a potential life safety issue due to a delayed response time.

A combination of public and private streets are proposed for access within the development – public streets are proposed on the west and private streets are proposed on the east end of the subdivision. Three (3) common driveways are proposed for access off private streets (see analysis below).

Private Streets: Per UDC 11-3F-1, it is not the intent to approve private streets for single-family developments other than those that create a common mew through the site design or that propose a limited gated residential development – mews are not proposed; two (2) gates are proposed for access to 121 lots located on the east end of the site (see exhibit in Section VIII.H). (Note: A third gate is proposed but it's through two (2) common driveways, Lots 24 & 36, Block 5, and doesn't qualify as a gated entrance accessible to all residents, only an emergency access.) At 121 lots, Staff does not consider this to be a *limited* residential development. Additionally, gated developments are not allowed to have more than 50 dwelling units – in the past with Planned Unit Development applications, Staff has allowed this number to apply to *each* gate – even so, the maximum number of units allowed still exceed UDC standards.

Further, the provisions for private streets apply to any properties that do not have frontage on a public street or where frontage is not required per UDC 11-3F-2 – a minimum street frontage of 40 feet is required in the R-8 district per UDC Table 11-2A-6. Therefore, private streets cannot be approved for this development as the applicability for private streets cannot be met. Additionally, there is no reason the public street network can't be extended in the areas where private streets are proposed. Therefore, Staff is not in support of the proposed private streets.

Alternative Compliance is proposed to UDC 11-3F-4A.6, which prohibits common driveways off private streets, to allow such in three locations within the gated area of the subdivision. The Applicant's request for such explains the general reasons common driveways are utilized and states that through the use of common driveways they're able to allocate more land area to common landscaped open spaces instead of wasting it on unusable and unnecessary roadways. **Because private streets aren't a viable option in the R-8 district as noted above and public streets can be extended to serve the overall development area, Staff is consequently not in support of the request for Alternative Compliance. Further, Alternative Compliance is only allowed when one or more of the conditions noted in UDC [11-5B-5B.2](#) exists – Staff does not find any of the listed conditions apply in this case.**

Transportation: The existing roadways in this area are rural in nature. Eagle Rd. is currently improved with 2 travel lanes and no curb, gutter or sidewalk. Improvements and a signal are planned for the Lake Hazel/Eagle Rd. intersection in 2023. Lake Hazel is planned to be widened to 5-lanes between Eagle and Cloverdale Roads in 2024; and to 5-lanes from Locust Grove to Eagle Roads between 2026 and 2030; no improvements are planned to Eagle Rd. south of Lake Hazel abutting the site.

Parking (UDC [11-3C](#)):

Off-street parking is required to be provided in accord with the standards listed in [UDC Table 11-3C-6](#) for single-family detached dwellings based on the number of bedrooms per unit. A parking plan is included in Section VIII.J that depicts a total of 334 on-street parking spaces along public and private streets; parking along private streets must be approved by the Fire Marshall.

Pathways (UDC [11-3A-8](#)):

The Pathways Master Plan (PMP) depicts a north/south segment of the City's multi-use pathway system along the east side of the subject property and along the south side of the Farr Lateral at the southwest corner of the site. The Applicant has worked with the Park's Dept. pathway coordinator on the design proposed along the east boundary; the pathway along the south side of the Farr Lateral is consistent with the PMP. **The pathways are required to be placed in a 14-foot wide public pedestrian easement.**

Ten-foot (10') wide segments of the City's multi-use pathway are proposed within the street buffer along Eagle Rd., along the south side of the Farr Lateral, along the Ten Mile Creek and the northern portion of the east boundary of the site and a golf cart path. Other pathway connections are also proposed for

pedestrian interconnectivity and access to common areas within the development. A pathway connection is proposed between the pathway on the eastern portion of the site to the sidewalks along internal public streets on the west end of the site. A total of 5,167 linear feet of pathways are proposed in this development (see exhibit in Section VIII.I). **All pathways are required to be constructed in accord with the standards listed in UDC 11-3A-8 and landscaped per the standards in UDC 11-3B-12C.**

Where pathways are proposed in common driveways (i.e. Lot 71, Block 9) they should be located in separate common lots with landscaping on either side in accord with UDC 11-3B-12C.

Sidewalks (UDC [11-3A-17](#)):

A detached sidewalk is proposed along S. Eagle Rd. and attached sidewalks are proposed along internal public streets (with the exception of detached sidewalks where landscaped endcaps are proposed) in accord with the standards listed in UDC 11-3A-17. No sidewalks are required or proposed along private streets except for along private Streets K & S where a detached sidewalk is proposed for a pedestrian connection between the pathway on the east end of the site to the sidewalk along public Street I on the west end of the site.

If private streets were approved for this development (although they can't be accommodated in the R-8 district), Staff would have concerns in regard to public safety with the lack of pedestrian walkways in front of homes, requiring pedestrians to walk in vehicular use areas in the street.

Parkways (UDC [11-3A-17](#)):

Eight-foot wide parkways with detached sidewalks are proposed along the entry street (Street A) and in a few other areas; sidewalks are mostly attached with no parkways in this development. All parkways are required to be constructed in accord with the standards listed in UDC 11-3A-17 and landscaped in accord with the standards listed in UDC 11-3B-7C.

Landscaping (UDC [11-3B](#)):

A 25-foot wide street buffer is required adjacent to S. Eagle Rd., an arterial street; a 20-foot wide street buffer is required along Street A where it is designated as a collector street (i.e. from Eagle Rd. to the intersection of Street C), landscaped per the standards listed in [UDC 11-3B-7C](#). A 35-foot wide buffer is proposed along Eagle Rd. and a 30-foot wide buffer is proposed along the collector street (Street A) landscaped with grass and deciduous and evergreen trees and shrubs in excess of the minimum standards.

Parkways are required to be landscaped in accord with the standards listed in [UDC 11-3B-7C](#).

Landscaping is proposed within parkways; calculations should be included in the Landscape Calculations table that demonstrate compliance with UDC standards.

Landscaping is required along all pathways in accord with the standards listed in [UDC 11-3B-12C](#).

Landscaping is proposed along pathways; calculations should be included in the Landscape Calculations table that demonstrate compliance with UDC standards.

Common open space is required to be landscaped in accord with the standards listed in [UDC 11-3G-3E](#). Landscaping is depicted in common areas in excess of UDC standards.

There are existing trees on the site within proposed building lots that are proposed to be removed that may require mitigation. The Applicant should coordinate with Matt Perkins, the City Arborist, to determine mitigation requirements per the standards listed in UDC 11-3B-10C.5.

Qualified Open Space (UDC [11-3G](#)):

A minimum of 10% *qualified* open space meeting the standards listed in UDC 11-3G-3B is required. Based on the area of the proposed plat (80+/- acres), a minimum of 8 acres of qualified open space should be provided.

The Applicant proposes 14.7 acres (or 18.4%) of qualified open space consisting of street buffers, linear open space, parkways and common areas greater than 50' x 100' in area, including the slope area on the

east end of the site (*see qualified open space exhibit in Section VIII.D*). **Although the open space proposed complies with the minimum UDC standards, much of the open space area consists of unusable arterial/collector street buffers and end caps with parkways, the easement for the Farr Lateral, slope/hillside areas and areas that aren't centrally located for easy access – Staff calculates the actual usable area at approximately 4.6 acres (or 6% of the development area) and much of that area is not centrally located for easy access. Staff is of the opinion the quality and usable amount of open space proposed is inadequate for a development of this size.**

Qualified Site Amenities (UDC [11-3G](#)):

Based on the area of the proposed plat (80+/- acres), a *minimum* of four (4) qualified site amenities are required to be provided per the standards listed in [UDC 11-3G-3C](#).

Proposed site amenities consist of children's play equipment/structures, a picnic shelter/shade structure, pathways, two dog parks and additional open space of at least 20,000 square feet above the minimum UDC requirements. Dog owner facilities are required to be improved with a dog washing station with a drain to sanitary sewer system and trash receptacles and bags for dog waste disposal; or fencing to enclose a minimum 0.75 acre of open space for an off leash dog park and trash receptacles and bags for dog waste disposal per UDC 11-3G-3C.h. **Although the proposed amenities meet the minimum standards, they are primarily located along the northern and southern boundaries of the site or in the gated portion of the development and are not centrally located (see details in Section VIII.D), which Staff is of the opinion is not ideal. Further, UDC 11-3G-3D.3 requires common open space and site amenities to be located in areas of high visibility to avoid hidden areas and corners, dark areas, unusable space and reduce the opportunity for crime.**

Storm Drainage:

An adequate storm drainage system is required in accord with the City's adopted standards, specifications and ordinances. Design and construction is required to follow Best Management Practice as adopted by the City.

Irrigation:

An underground pressurized irrigation system is required to be provided with development to each lot within the subdivision in accord with the standards listed in UDC 11-3A-15. Irrigation water is provided from the New York Irrigation District.

Waterways (UDC [11-3A-6](#)):

The Farr Lateral runs across the southwest corner of this site within a common lot (Lot 53, Block 9). The Applicant proposes to leave the waterway open and improve the area as a linear open space with a 10-foot wide multi-use pathway along the south side as allowed by UDC 11-3A-6B.2.

Fencing (UDC [11-3A-7](#)):

All fencing is required to comply with the standards listed in UDC 11-3A-6C and 11-3A-7.

Six-foot tall open vision vinyl slat top fencing is proposed along connection pathways and the Farr Lateral, 4-foot tall open vision wrought iron fencing is proposed adjacent to the dog parks and 6-foot tall vinyl fencing is proposed along street buffers and the perimeter of the subdivision as shown on the landscape plan. UDC 11-3A-6C.3 requires open laterals to be fenced with an open vision fence at least 6-foot in height and having an 11-gauge, 2-inch mesh or other construction equivalent in ability to deter access to the lateral. **Staff recommends fencing is installed between the lateral and the pathway to preserve public safety.**

Building Elevations (UDC [11-3A-19](#) | [Architectural Standards Manual](#)):

The Applicant submitted sample photo elevations of the types of homes planned to be constructed in this development which are included in Section VIII.F. Homes depicted are predominantly single-story, some with a bonus room, with a few that are 2-stories in height proposed on the east end of the development on or near the rim. All but 43 of the homes are proposed to be restricted to single-story with the option of a

bonus room; the larger lots on the east end of the development are not restricted to single-story homes (see exhibit in Section VIII.G). Building materials consist of a mix of finish materials (i.e. horizontal and vertical siding and stucco) with stone/brick veneer accents.

Staff is concerned about the feasibility of the homes in the proposed sample photos actually fitting on the proposed 40'-45'+/- wide lots, which are the predominate range of lot sizes in the development. Therefore, Staff requested the Applicant submit floor plans to demonstrate they can be accommodated and meet setback requirements. The Applicant was unable to do so. Therefore, Staff is not in support of the proposed sample elevation photos unless floor plans can be submitted that verify they fit on the proposed lots. If they don't, the Applicant should submit concept elevations that are feasible to fit on the lots.

VII. DECISION

A. Staff:

Staff recommends denial of the requested annexation and zoning of the property and consequently the preliminary plat, private street and alternative compliance requests because the proposed zoning and development is not consistent with the Comprehensive Plan for the following reasons: 1) the property is located on the fringe of the City and existing public services would not be maximized by providing services to this development; 2) most of the development is located outside of established response time goals of the Fire Dept., does not meet resource reliability goals, and has risk factors including a steep hill with a potential for wildfire if the hillside isn't maintained; 3) growth will negatively impact West Ada School District (the area high school is already over capacity and the middle school will be over capacity); 4) lack of significant variety in housing types and lot sizes; 5) lack of transition in lot sizes and zoning to the 1-acre estate lots and LDR designated property to the south; 6) much of qualified open space area is unusable and/or not centrally located; and, 7) the proposed private streets are not compatible with the R-8 district as street frontage is required (see Findings in Section X).

VIII. EXHIBITS

A. Annexation Legal Description & Exhibit Map



Sawtooth Land Surveying, LLC

P: (208) 398-8104 F: (208) 398-8105
2030 S. Washington Ave., Emmett, ID 83617

Skybreak Annexation Description

BASIS OF BEARINGS is S. 0°12'52" W. between a found aluminum cap marking the W1/4 corner and a found aluminum cap marking the NW corner of Section 4, T. 2 N., R. 1 E., B.M., Ada County, Idaho.

A parcel of land located in the S1/2 of the NW1/4 of Section 4 Township 2 North, Range 1 East, Boise Meridian, Ada County, Idaho, more particularly described as follows:

COMMENCING at an aluminum cap marking the NW corner of said Section 4;

Thence S. 0°12'52" W., coincident with the west line of said NW1/4, a distance of 1352.04 feet to an aluminum cap marking the N1/16 corner of said Section 4 and the **POINT OF BEGINNING**;

Thence S. 89°52'36" E., coincident with the north line of said S1/2 of the NW1/4, a distance of 1321.04 feet to the NW1/16 corner of said Section 4, marked by a 5/8" rebar with cap RLS 645;

Thence N. 89°56'26" E., coincident with said north line, 1321.10 feet to the CN1/16 corner of said Section 4, marked by a 5/8" rebar with cap RLS 645;

Thence S. 0°37'05" W., coincident with the east line of said NW1/4, a distance of 1333.72 feet to the C1/4 corner of said Section 4, marked by a 3/4" rebar;

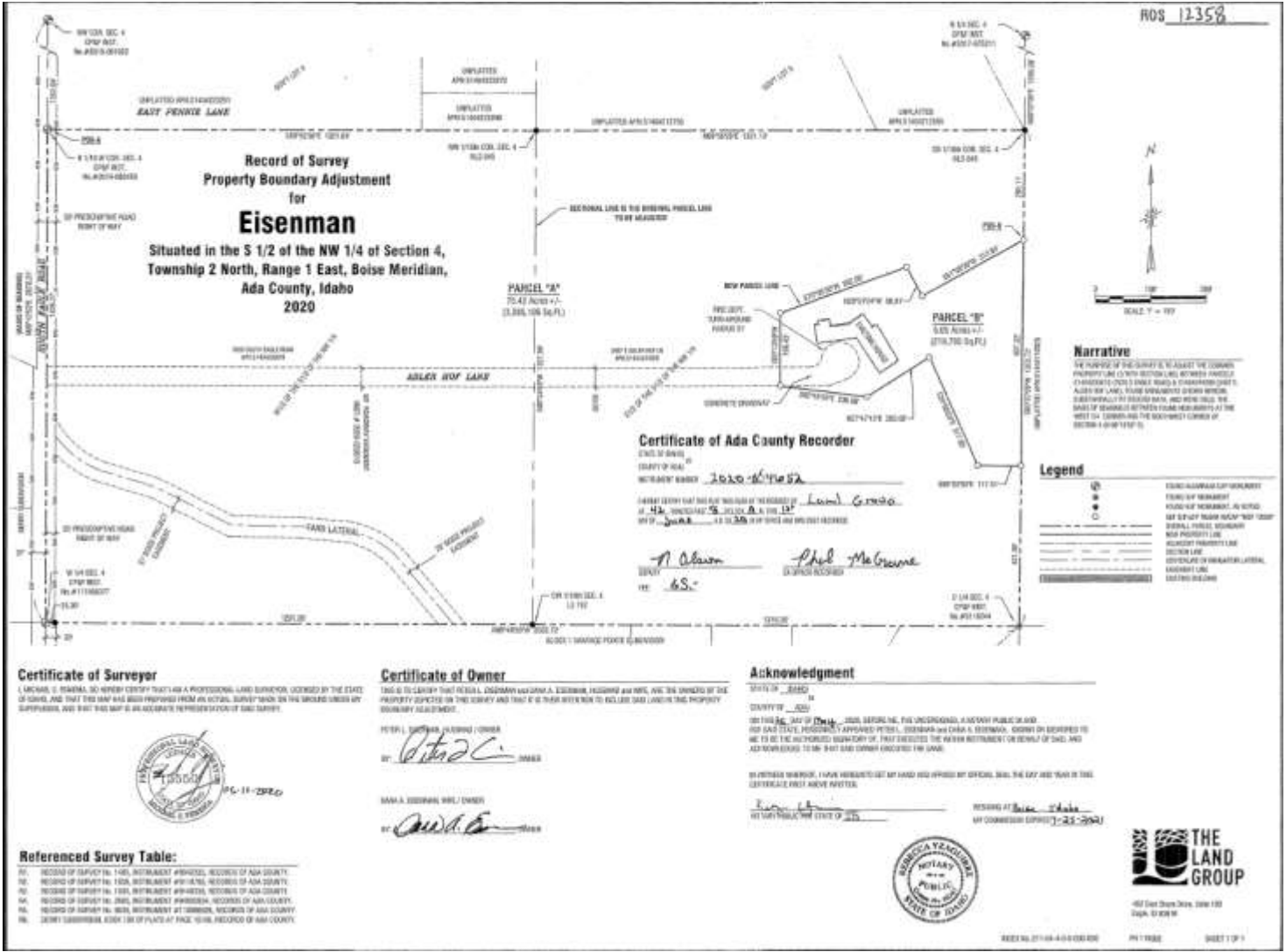
Thence N. 89°48'26" W., coincident with the south line of said NW1/4, a distance of 2632.72 feet to the W1/4 corner of said Section 4, marked by an aluminum cap;

Thence N. 0°12'52" E., coincident with said west line of the NW1/4, a distance of 1326.27 feet to the **POINT OF BEGINNING**.

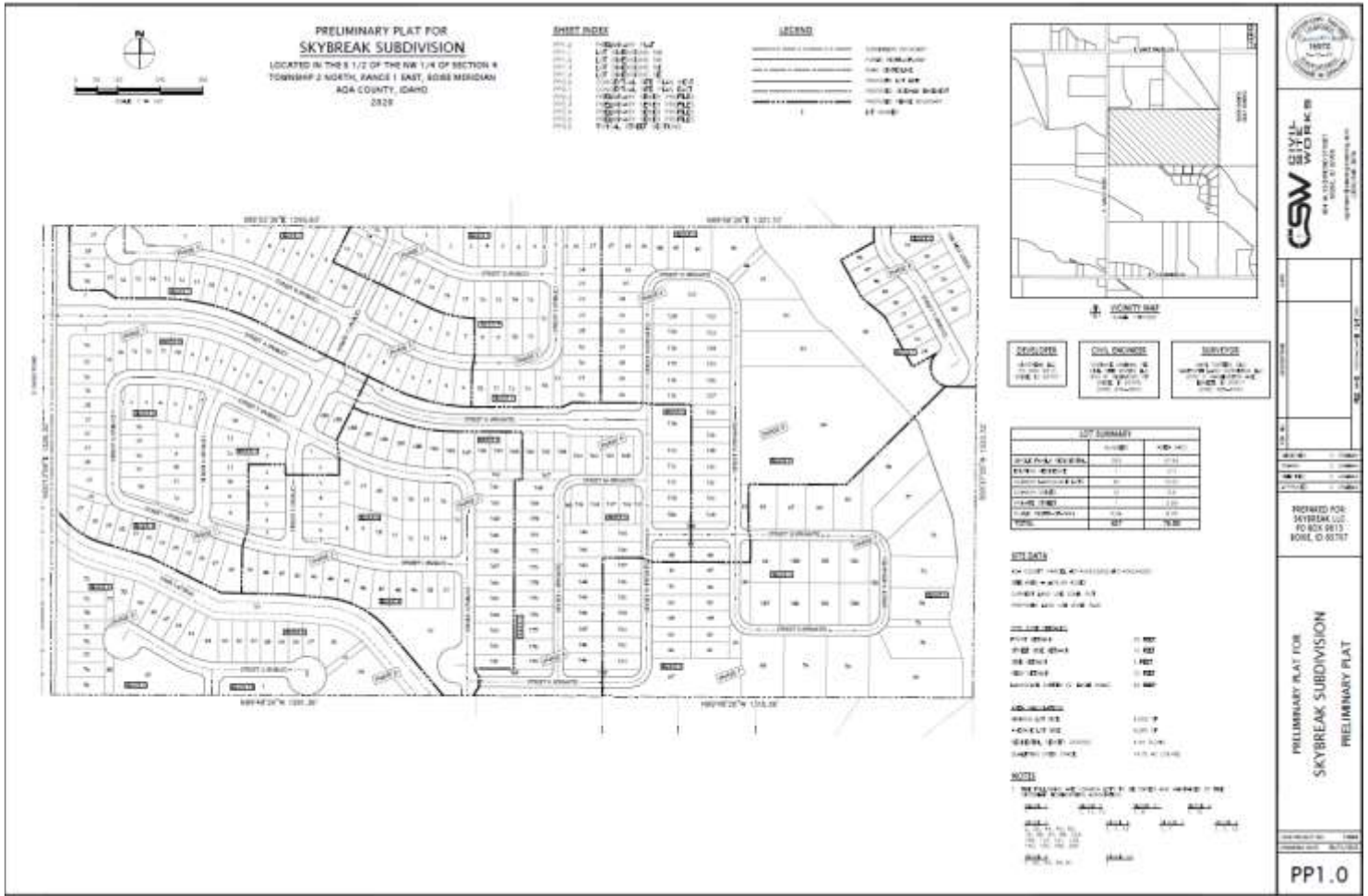
The above described parcel contains 80.46 acres more or less.

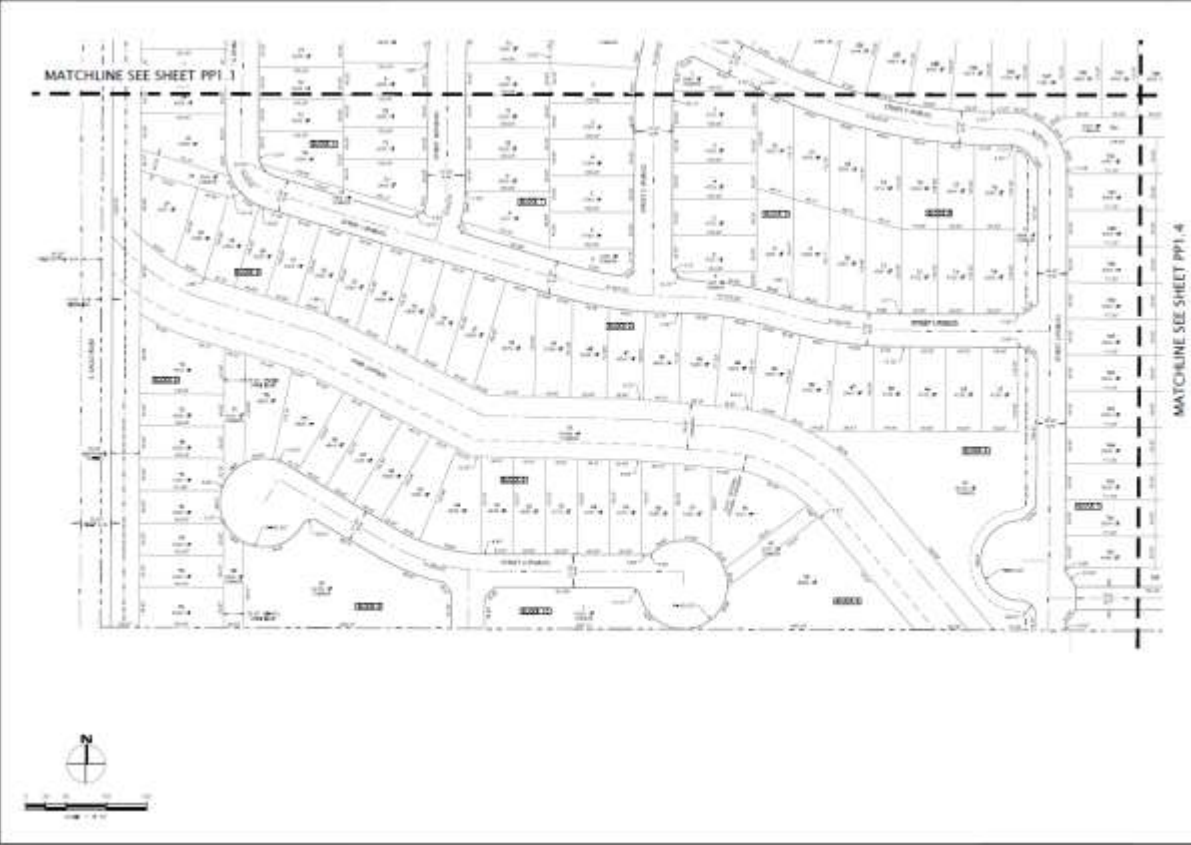
This description was prepared using record data from Record of Survey No. 12358, Ada County records, and not from an actual field survey.





B. Preliminary Plat (date: 6/15/2020) & Phasing Plan





C. Landscape Plan (date: 6/16/2020)





PLANT PALETTE
 SKYBREAK SUBDIVISION
 PRELIMINARY PLAT LANDSCAPE
 MERIDIAN, IDAHO

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NOTES
 1. SEE L1, L2, L3, L4 FOR PLANTING DETAILS.
 2. SEE L1, L2, L3, L4 FOR PLANTING DETAILS.



SKYBREAK SUBDIVISION
 PRELIMINARY PLAT LANDSCAPE
 MERIDIAN, IDAHO

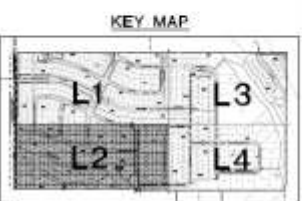
LANDSCAPE PLAN
 L1



PLANT PALETTE
 SKYBREAK SUBDIVISION
 PRELIMINARY PLAT LANDSCAPE
 MERIDIAN, IDAHO

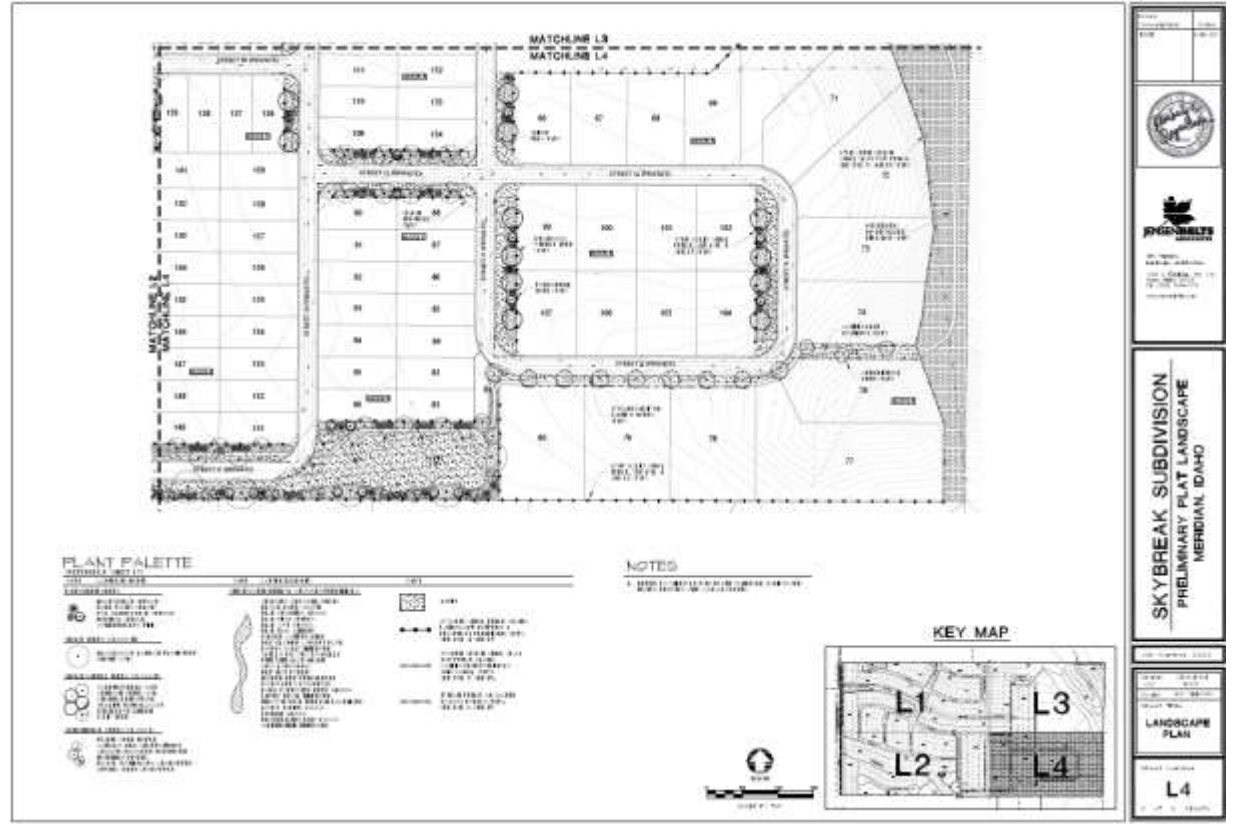
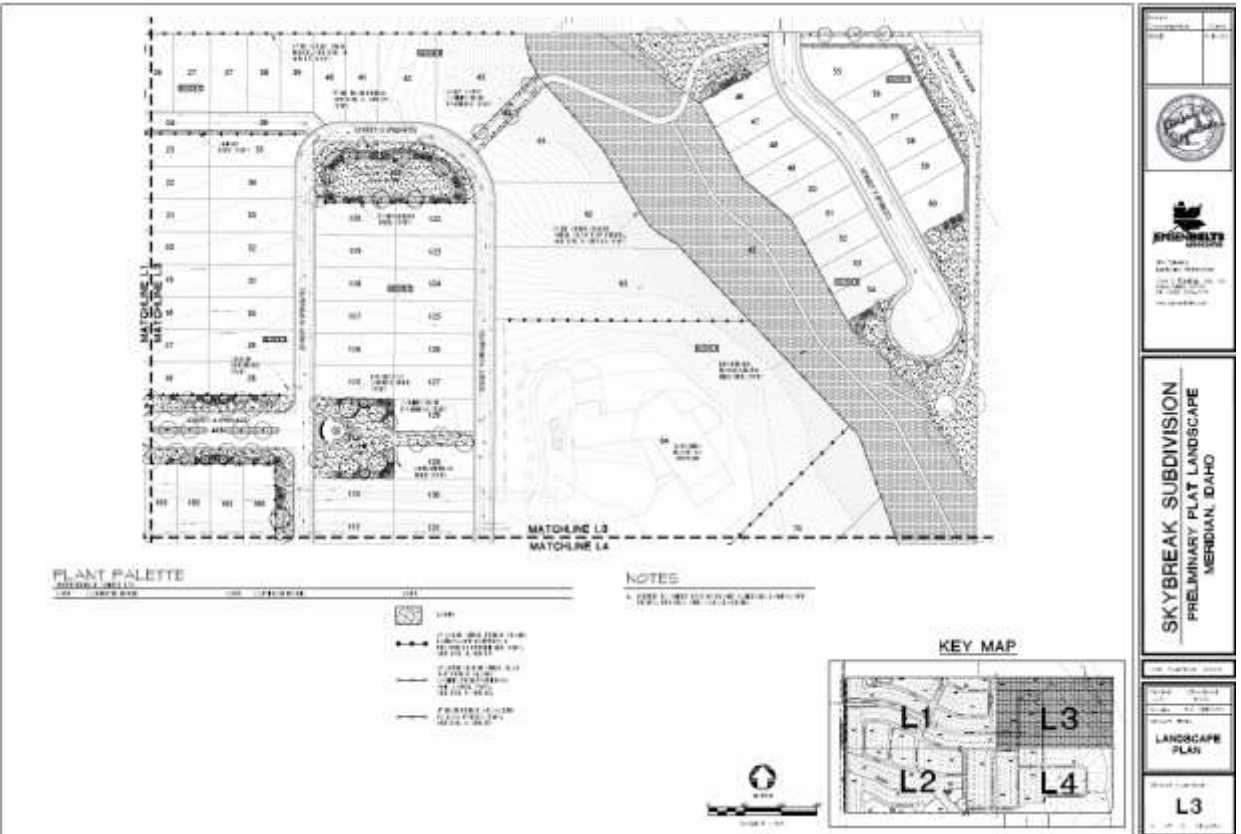
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| | 71. PLANT 71 | | 72. PLANT 72 |
| | 73. PLANT 73 | | 74. PLANT 74 |
| | 75. PLANT 75 | | 76. PLANT 76 |
| | 77. PLANT 77 | | 78. PLANT 78 |
| | 79. PLANT 79 | | 80. PLANT 80 |
| | 81. PLANT 81 | | 82. PLANT 82 |
| | 83. PLANT 83 | | 84. PLANT 84 |
| | 85. PLANT 85 | | 86. PLANT 86 |
| | 87. PLANT 87 | | 88. PLANT 88 |
| | 89. PLANT 89 | | 90. PLANT 90 |
| | 91. PLANT 91 | | 92. PLANT 92 |
| | 93. PLANT 93 | | 94. PLANT 94 |
| | 95. PLANT 95 | | 96. PLANT 96 |
| | 97. PLANT 97 | | 98. PLANT 98 |
| | 99. PLANT 99 | | 100. PLANT 100 |

NOTES
 1. SEE L1, L2, L3, L4 FOR PLANTING DETAILS.
 2. SEE L1, L2, L3, L4 FOR PLANTING DETAILS.



SKYBREAK SUBDIVISION
 PRELIMINARY PLAT LANDSCAPE
 MERIDIAN, IDAHO

LANDSCAPE PLAN
 L2



D. Qualified Open Space Exhibit & Site Amenities





SKYBREAK SUBDIVISION
OPEN SPACE EXHIBIT

TOTAL AREA = ±79.69 AC

QUALIFYING OPEN SPACE = ±14.70 AC (18.4%)

NON-QUALIFYING OPEN SPACE = ±64.99 AC

 QUALIFYING OPEN SPACE

 NON-QUALIFYING OPEN SPACE

Qualified Open Space Calculations

Project: Skybreak Neighborhood

Date: 6.12.2020

| Block | Lot | Sqft Open Space | Dimensions | Description | Code Section |
|-------|-----|-----------------|----------------|---|--------------|
| 1 | 1 | 29,415 | - | Arterial/Collector Frontage | B,C,D |
| 2 | 1 | 12,225 | 50' x 200' | Dog Park | A |
| 2 | 11 | 5,467 | 28' x 200' | End Cap - Parkway | B,E |
| 3 | 1 | 5,518 | 50' x 100' | Landscaped Open Space | A |
| 4 | 1 | 5,010 | 24.97' x 200' | End Cap - Parkway | B,E |
| 4 | 12 | 6,293 | 31.94 x 200' | End Cap - Parkway | B |
| 5 | 2 | 23,755 | 20' min. width | Collector Frontage | C |
| 5 | 44 | 2,670 | 20' x 120' | Pedestrian Pathway Connection | B |
| 5 | 45 | 193,636 | - | Open Space - Pathways | A |
| 5 | 65 | 3,107 | 24' x 100' | End Cap | B |
| 5 | 75 | 3,543 | 20' x 150' | Pedestrian Pathway Connection | B |
| 5 | 89 | 4,245 | 20' x 200' | End Cap | B |
| 5 | 97 | 42,306 | - | Park, Sport Field | A |
| 5 | 98 | 6,733 | 29.5' x 200' | End Cap | B |
| 5 | 108 | 4,245 | 20' x 200' | End Cap | B |
| 5 | 114 | 14,300 | - | Park, Pathway, Seating Areas | A |
| 5 | 121 | 16,074 | - | Dog Park | A |
| 5 | 135 | 2,123 | 20' x 100' | End Cap | B |
| 5 | 140 | 1,948 | 20' x 100' | End Cap | B |
| 5 | 150 | 4,696 | 22.88' x 200' | End Cap - Parkway | B,E |
| 5 | 180 | 4,888 | 22.88' x 200' | End Cap - Parkway | B,E |
| 5 | 193 | 6,541 | 29.5' x 200' | End Cap | B |
| 5 | 206 | 24,545 | - | Collector Buffer | C |
| 6 | 15 | 5,666 | 29.00' x 200' | End Cap - Parkway | B,E |
| 7 | 1 | 8,025 | - | Park, Seating Area | A |
| 9 | 1 | 35,815 | - | Arterial/Collector Frontage | B,C,D |
| 9 | 52 | 35,142 | - | Tot Lot/Sport Court/Seating Area/Open Vision Safety Fencing | A |
| 9 | 59 | 2,715 | 20' x 100' | Pedestrian Pathway Connection | B |
| 9 | 85 | 24,762 | - | Landscaped Open Space/Park | A |
| 9 | 192 | 87,488 | - | Open Space - Regional Pathway | A,B |
| 10 | 1 | 10,350 | - | Landscaped Open Space/Park | A |
| | | | | | |
| | | | | | |

| | |
|---------------------------------|---------|
| Total Sqft | 633,246 |
| Qualified Open Space Ac. | 14.54 |
| Total Project Acres | 79.69 |
| Percent of Qualified Open Space | 18.30% |

| | Code Section | Description |
|---|--------------|---|
| A | 11-3G-3B-1A | Open grassy area of at least fifty feet by one hundred feet (50' x 100') in area; |
| B | 11-3G-3B-1E | Linear open space area that is at least twenty feet (20') and up to fifty feet (50'), has an access at each end, and is improved and landscaped as set forth in subsection E of this section. |
| C | 11-3G-3B-3 | Full Area of Buffer: The full area of the landscape buffer along collector streets may count toward the required common open space. |
| D | 11-3G-3B-4 | Percentage of Buffer: Fifty percent (50%) of the landscape buffer along arterial streets may count toward the required common open space. |
| E | 11-3G-3B-5 | Parkways Along Collector and Local Residential Streets: Parkways along local residential streets that meet all of the following standards may count toward the common open space requirement: |
| | | |



Proposed Amenities:

A. Large 3/4-Acre, Tot Park Block 9, Lot 52) - The Skybreak Neighborhood park will contain the following recreation facilities:

- Play Structure
- Seating Benches
- Shade Structure
- Climbing Rocks
- Attractive Landscaping



B. **Pathways** – The Skybreak Neighborhood will include the following pedestrian pathways:

- **10' Wide Regional Pathway Along Eagle Road – 1,326 LF**
- **10' Wide Regional Pathway Along the Farr Lateral – 1,120 LF**
- **10' Wide Regional Pathway Along Ten Mile Creek - 526 LF**
- **10' Wide Golf Cart Path - 760 LF**
- **Natural Path – 1,435 LF**

Pedestrian pathways within the Skybreak Neighborhood will total nearly one mile in length.



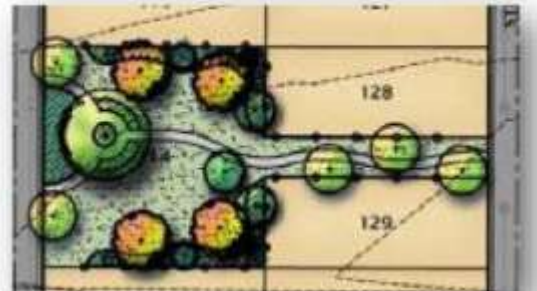
C. **Dog Parks (Block 2, Lot 1 and Block 5, Lot 121)** - The Skybreak Neighborhood park will contain two (2) small dog, dog parks that will include the following:

- **Open Vision Fencing**
- **Dual Gate System**
- **Seating Areas**
- **Attractive Landscaping**



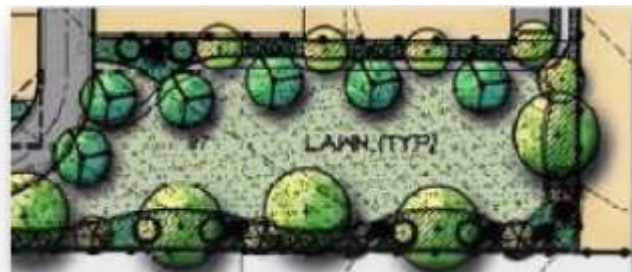
D. **Entry Park (Block 5, Lot 114)** – The main Collector Roadway will terminate in an attractively landscaped open space that will provide for an aesthetically appealing entry statement that will convey a sense of arrival.

- **Specimen Tree Plantings**
- **Seating Areas**
- **Attractive Landscaping**
- **Pathway**



E. **Open Sports Park (Block 5, Lot 97)** – This park will include:

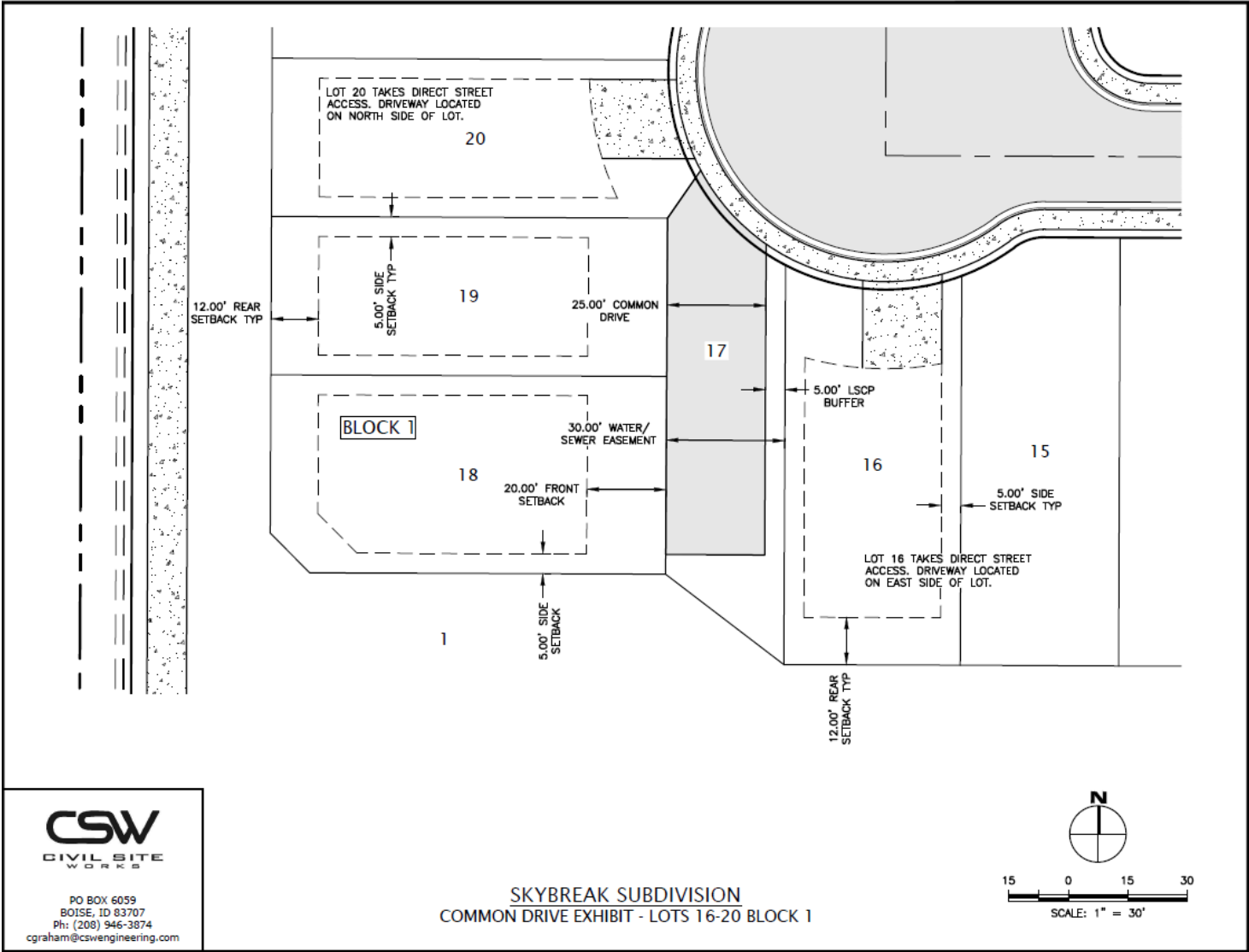
- **Large 1-acre open sports area**
- **Pathway Connection**
- **Seating Areas**
- **Attractive Landscaping**



F. **Landscaped Passive Open Spaces** – Located throughout the Neighborhood:

- **Attractive Landscaping**
- **Buffering of side yards**

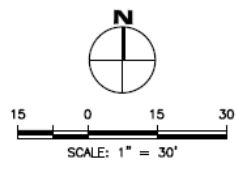
E. Common Driveway Exhibits

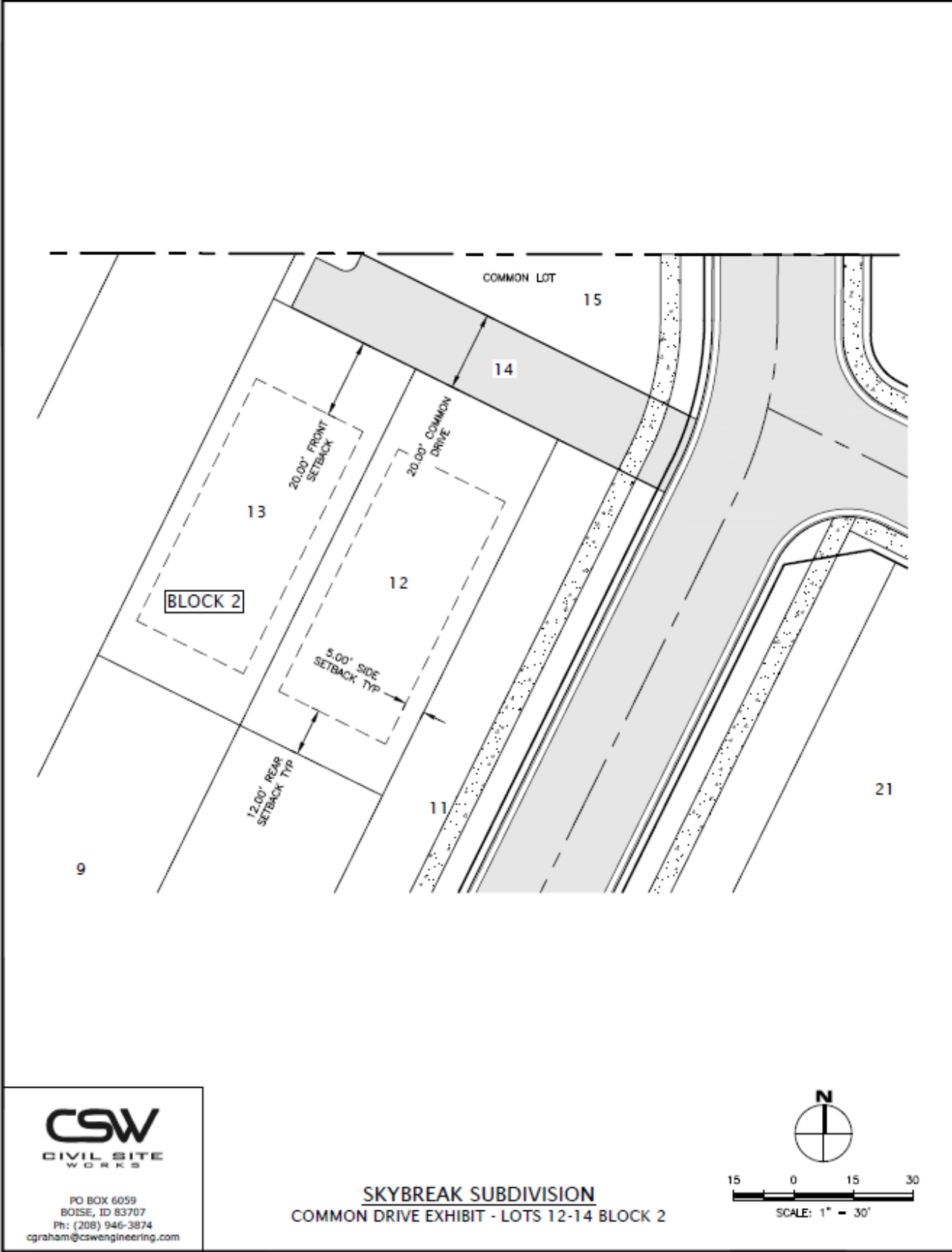


CSW
 CIVIL SITE
 WORKS

PO BOX 6059
 BOISE, ID 83707
 Ph: (208) 946-3874
 cgraham@cswengineering.com

SKYBREAK SUBDIVISION
 COMMON DRIVE EXHIBIT - LOTS 16-20 BLOCK 1

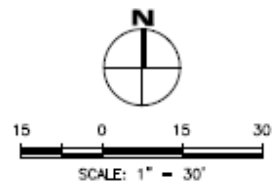


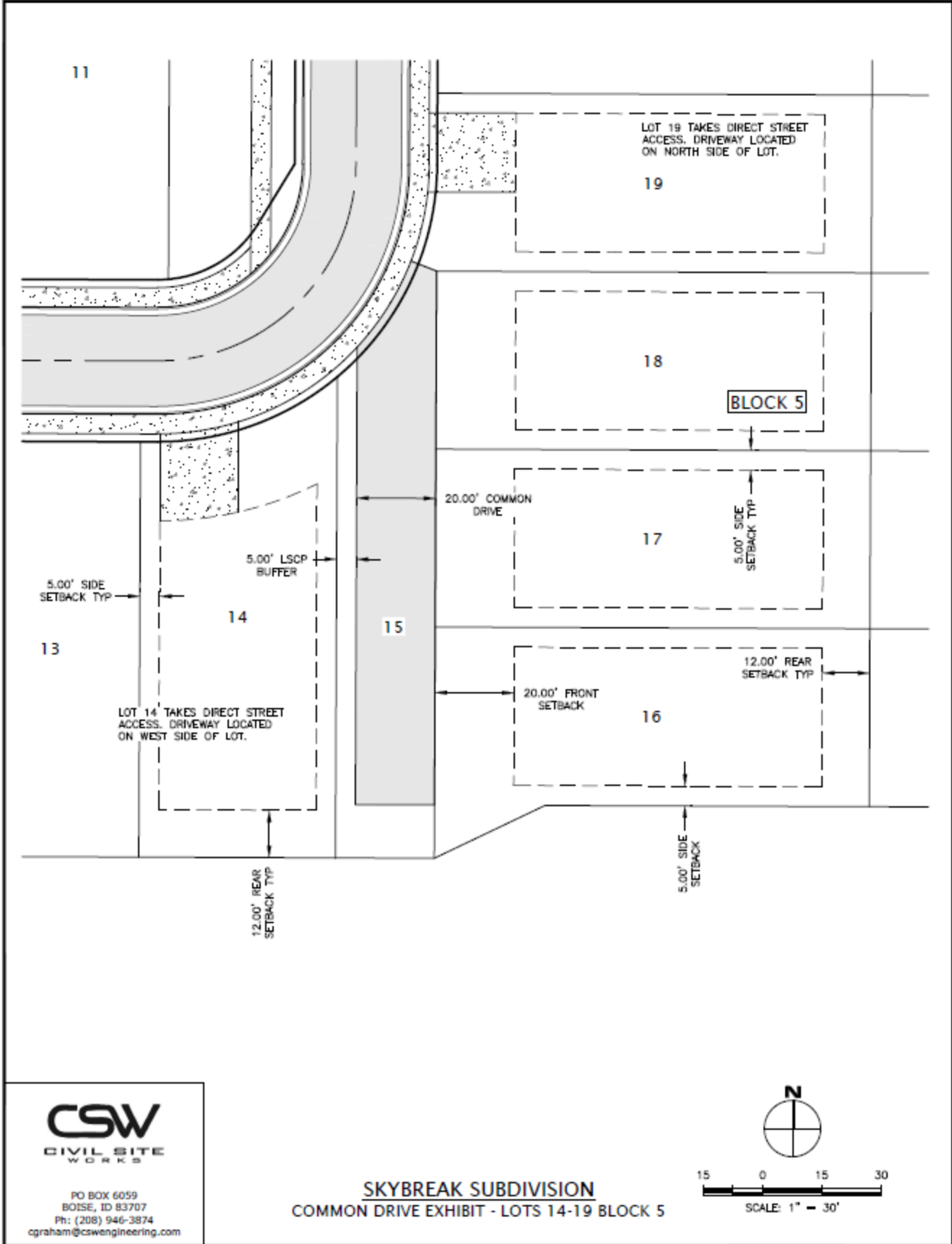


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SKYBREAK SUBDIVISION
 COMMON DRIVE EXHIBIT - LOTS 12-14 BLOCK 2

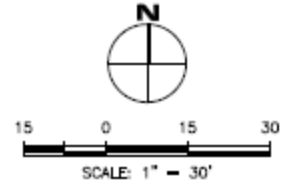


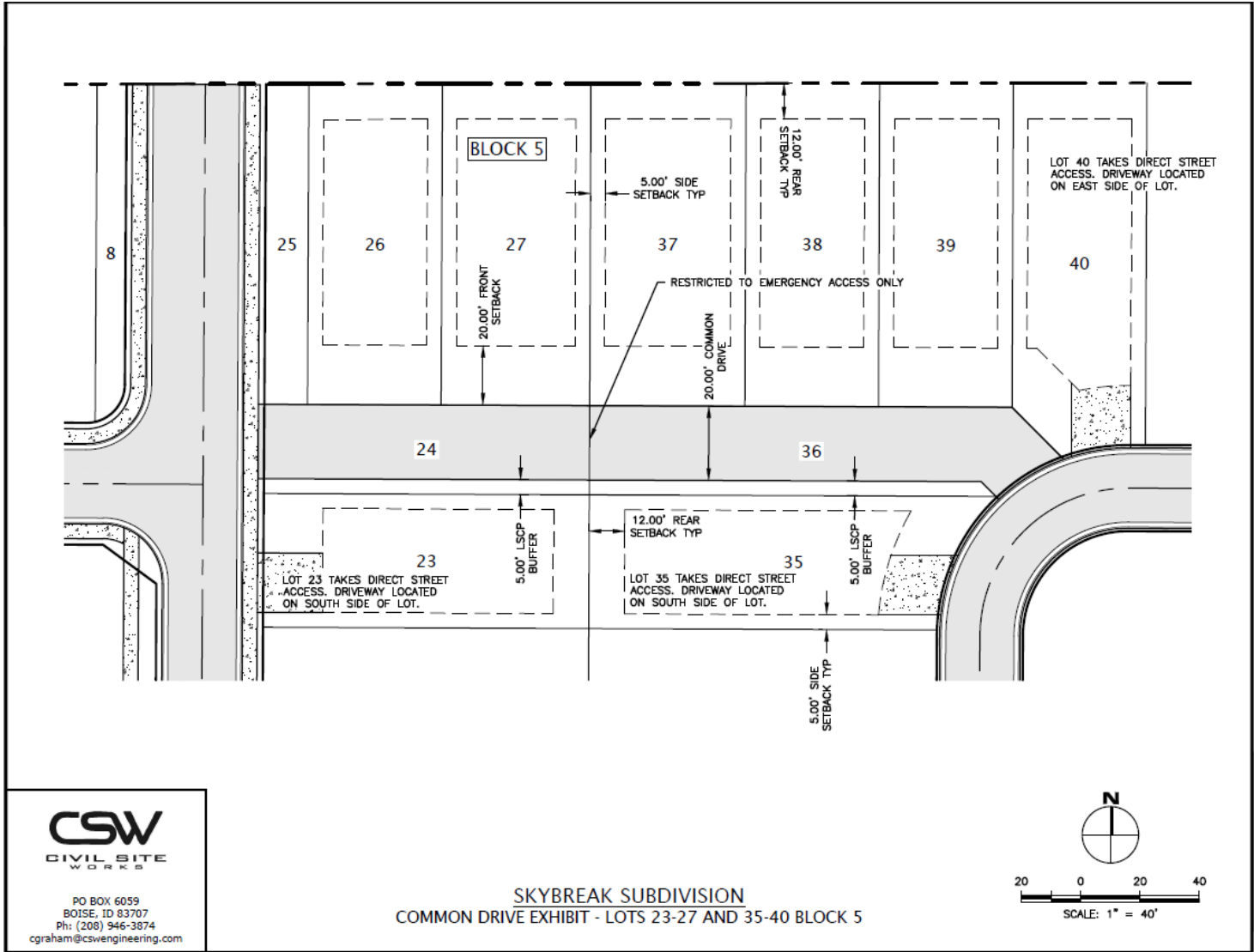


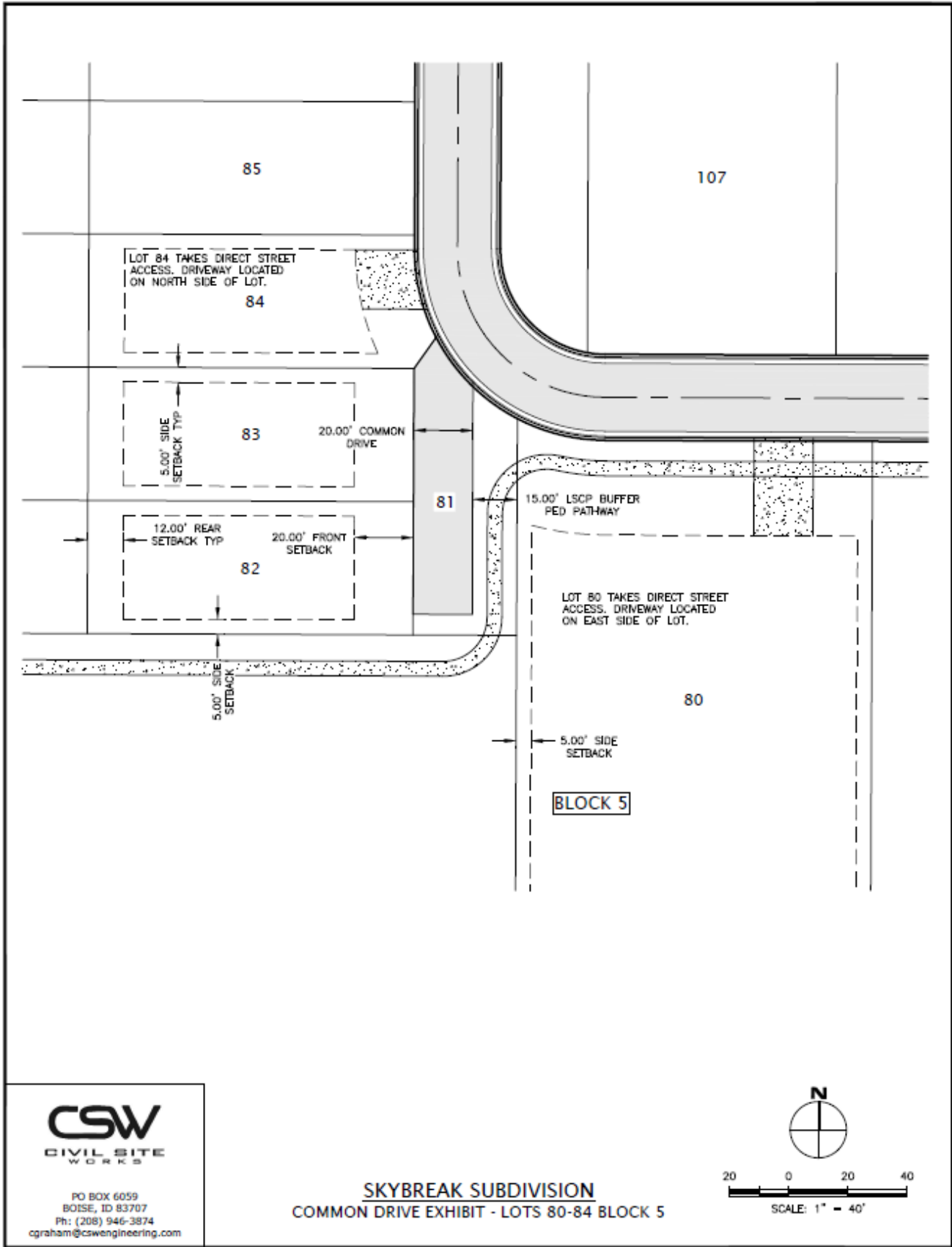
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SKYBREAK SUBDIVISION
 COMMON DRIVE EXHIBIT - LOTS 14-19 BLOCK 5



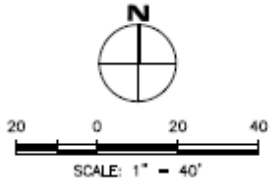


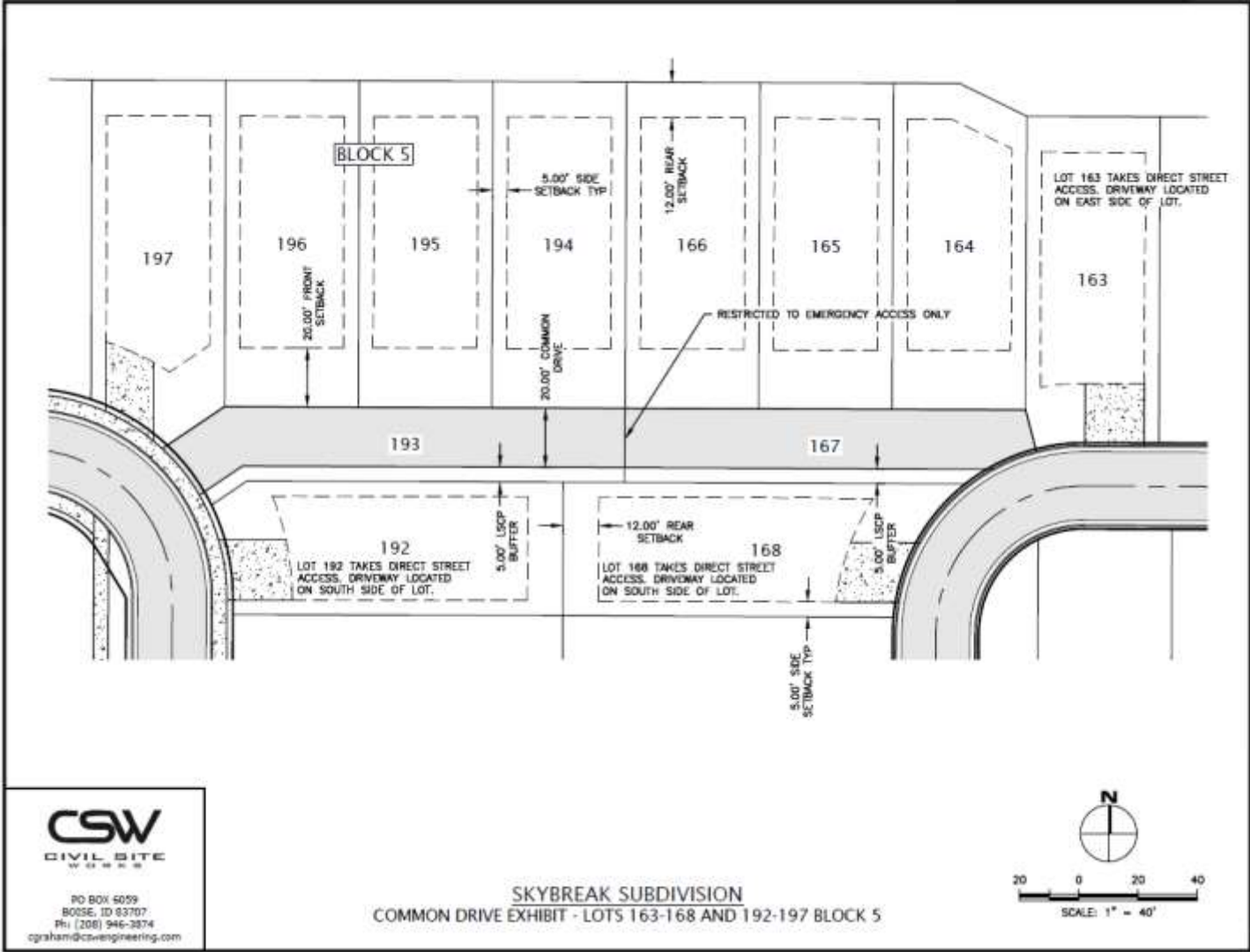


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SKYBREAK SUBDIVISION
 COMMON DRIVE EXHIBIT - LOTS 80-84 BLOCK 5

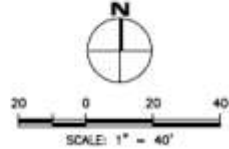


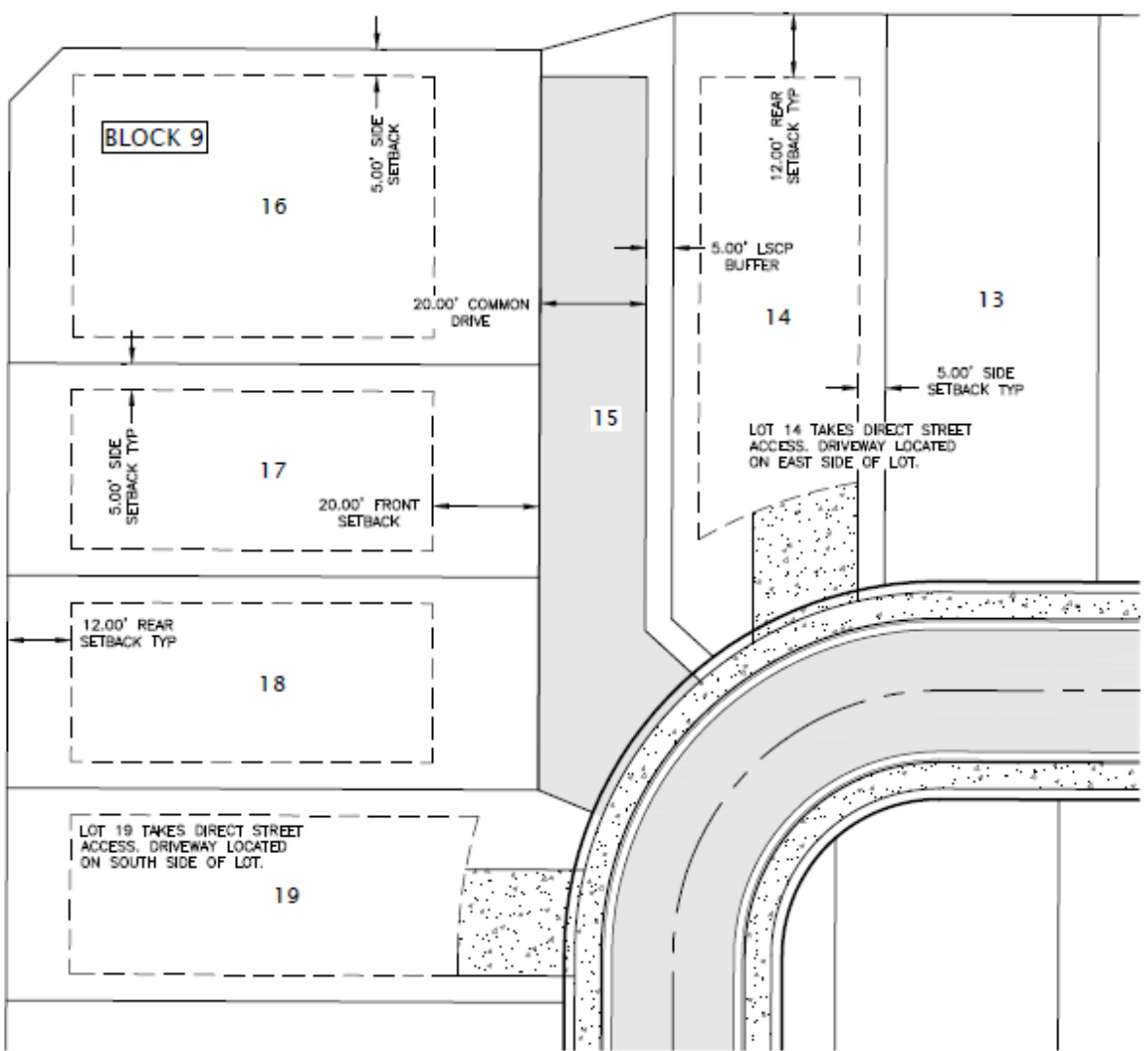


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 cgraham@csengineering.com

SKYBREAK SUBDIVISION
 COMMON DRIVE EXHIBIT - LOTS 163-168 AND 192-197 BLOCK 5

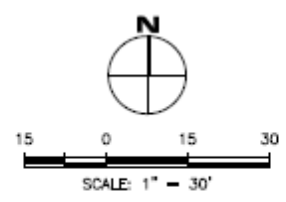


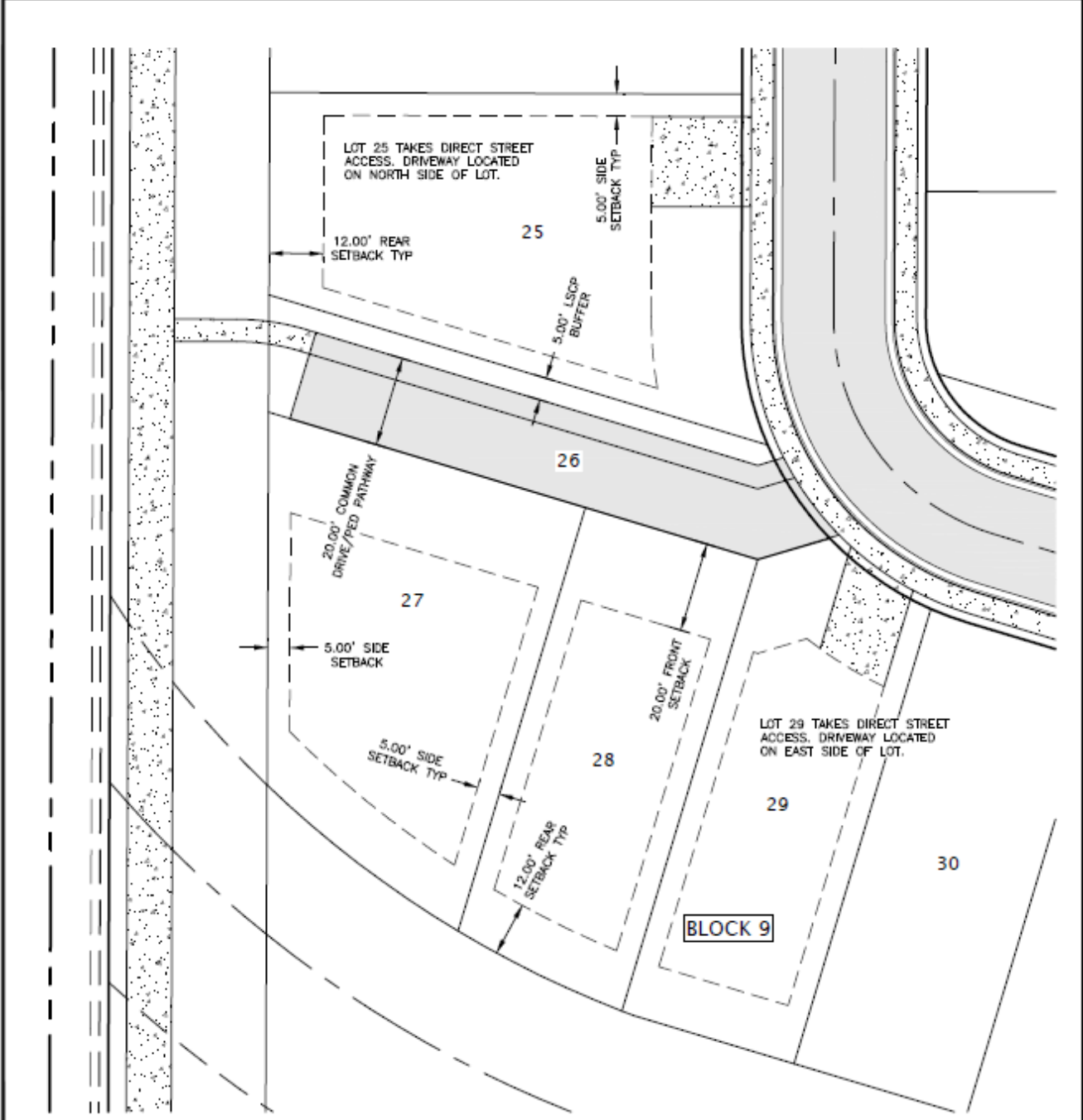


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SKYBREAK SUBDIVISION
 COMMON DRIVE EXHIBIT - LOTS 14-19 BLOCK 9

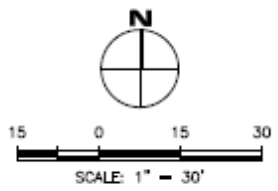


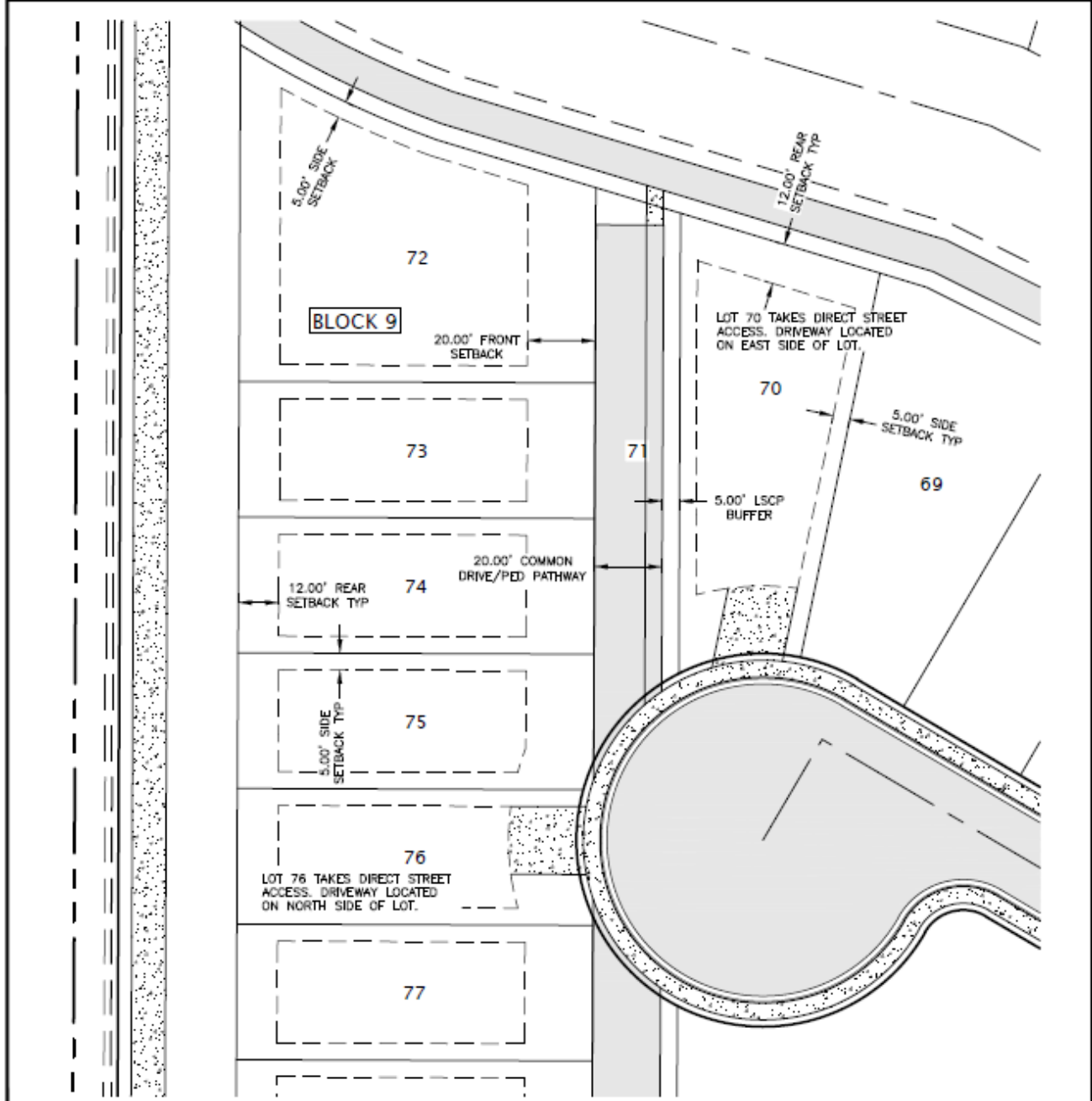


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SKYBREAK SUBDIVISION
 COMMON DRIVE EXHIBIT - LOTS 25-30 BLOCK 9

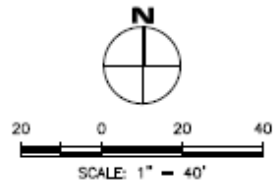


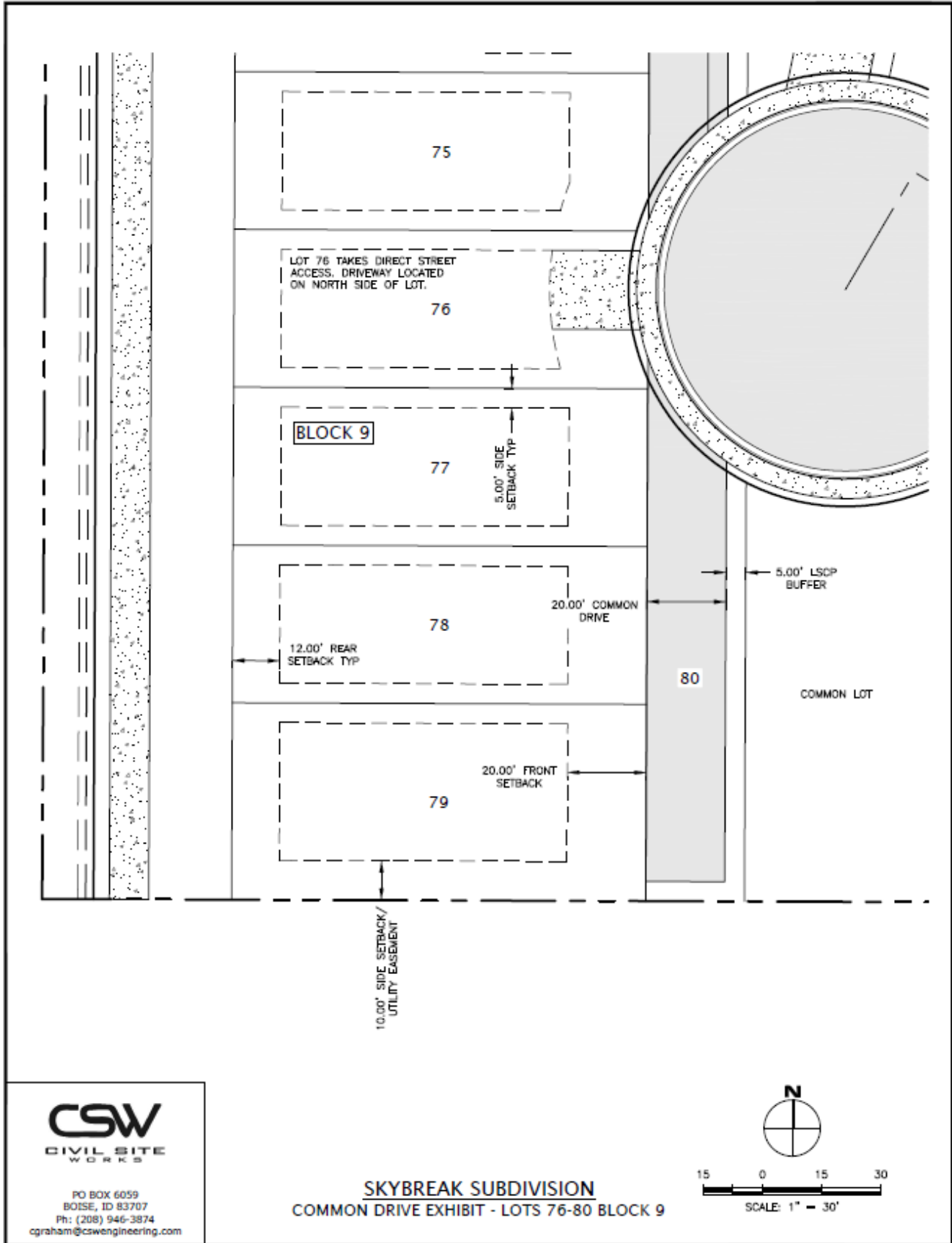


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 CIVIL SITE
 WORKS

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 Ph: (208) 946-3874
 cgraham@cswengineering.com

SKYBREAK SUBDIVISION
 COMMON DRIVE EXHIBIT - LOTS 70-76 BLOCK 9

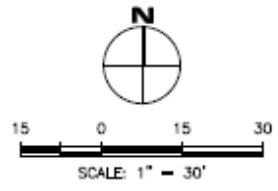




CSW
 CIVIL SITE
 WORKS

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 cgraham@cswengineering.com

SKYBREAK SUBDIVISION
COMMON DRIVE EXHIBIT - LOTS 76-80 BLOCK 9



F. Conceptual Building Elevations

NOT APPROVED



Existing Home to remain (above)

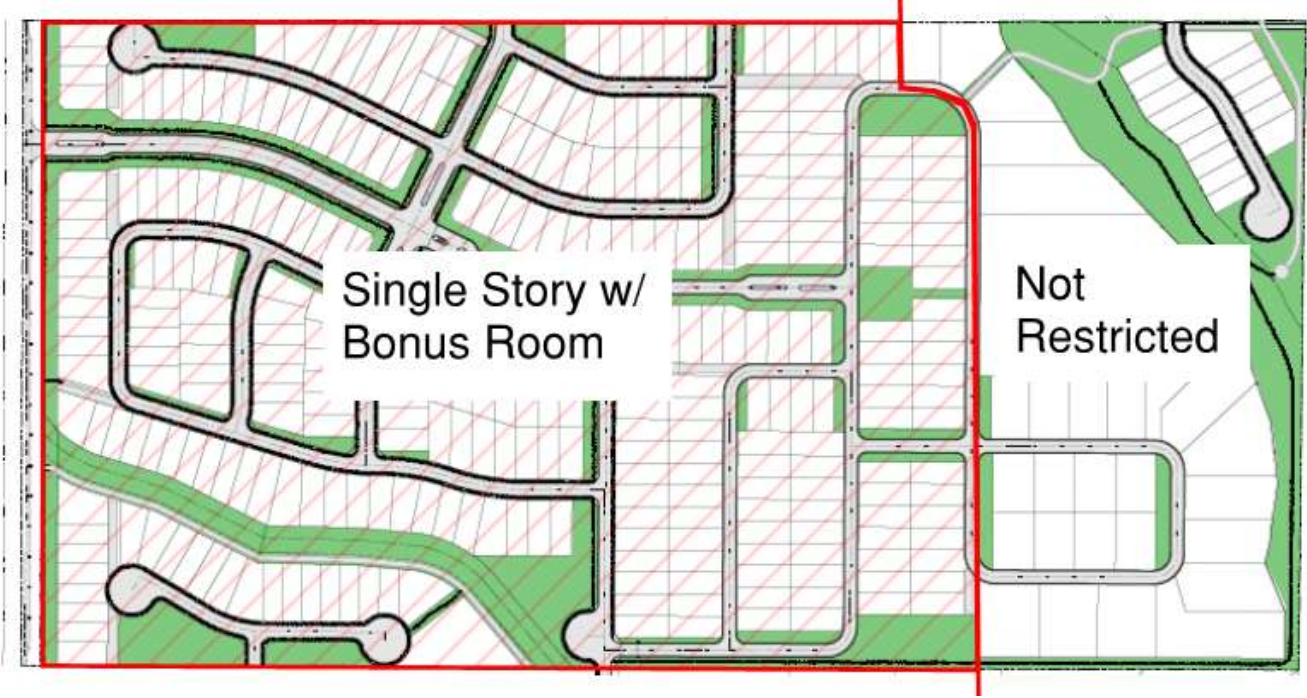


Existing Home to remain (above)





G. Single-Story Home Restriction Exhibit



H. Traditional Neighborhood vs. Gated Community



I. Pedestrian Plan



J. On-Street Parking Plan



IX. CITY/AGENCY COMMENTS

A. PLANNING DIVISION

No conditions of approval are included due to Staff's recommendation of denial.

B. PUBLIC WORKS

1. Site Specific Comments

- 1.1 Phase 8 of the proposed Skybreak subdivision is in an "A" Flood Zone. This area requires extending the existing hydraulic and hydrology study and establishing Base Flood Elevations. This area was not included in the recent flood study downstream.
- 1.2 The City is applying the following requirements for Common Driveways.
Three or less lots – services from main in adjacent road
Four or more lots – Sewer in common drive. Sewer will be private and will be the responsibility of the HOA to maintain. Manhole needed in the common drive at the property boundary with "Private" on the lid.
- 1.3 A street light plan will need to be included in the final plat application. Street light plan requirements are listed in section 6-7 of the City's Design Standards.
- 1.4 Common drives that have both water and sewer mains will require a 30' easement.
- 1.5 **As currently designed, most phases do not meet minimum fire flow pressure. There are however multiple options to meet fire flow including upsizing some water mains to 12" and a secondary loop connection. Coordinate with PW Engineering on main sizes, connection at the SW corner and connection at the NE corner.** Each phase must be modeled to ensure fire flow. Second water connection may be required at first phase.
- 1.6 Existing wells must be decommissioned according to IDWR rules which include employing methods to ensure grout fills the annular space outside of the well casing. Record of abandonment must be provided to the City prior to final plat signature.
- 1.7 The street addressing for any existing home(s) to remain on the site will change to an address based upon the internal roadways.
- 1.8 As noted in the Geotechnical Engineering Report prepared by Atlas Materials Testing & Inspection, there are shallow cemented soils across the site. Particular attention needs to be focused on ensuring that all residences constructed with crawl spaces should be designed in a manner that will inhibit water in crawl spaces. This may include the installation of foundation drains, and the installation of rain gutters and roof drains that will carry storm water at least 10-feet away from all residences. Foundation drains are not allowed to drain into the sanitary sewer system, nor the trench backfill for the sewer and/or water service lines.

2. General Comments

- 2.1 Applicant shall coordinate water and sewer main size and routing with the Public Works Department, and execute standard forms of easements for any mains that are required to provide service outside of a public right-of-way. Minimum cover over sewer mains is three feet, if cover from top of pipe to sub-grade is less than three feet alternate materials shall be used in conformance of City of Meridian Public Works Departments Standard Specifications.
- 2.2 Per Meridian City Code (MCC), the applicant shall be responsible to install sewer and water mains to and through this development. Applicant may be eligible for a reimbursement agreement for infrastructure enhancement per MCC 8-6-5.

- 2.3 The applicant shall provide easement(s) for all public water/sewer mains outside of public right of way (include all water services and hydrants). The easement widths shall be 20-feet wide for a single utility, or 30-feet wide for two. The easements shall not be dedicated via the plat, but rather dedicated outside the plat process using the City of Meridian's standard forms. The easement shall be graphically depicted on the plat for reference purposes. Submit an executed easement (on the form available from Public Works), a legal description prepared by an Idaho Licensed Professional Land Surveyor, which must include the area of the easement (marked EXHIBIT A) and an 8 1/2" x 11" map with bearings and distances (marked EXHIBIT B) for review. Both exhibits must be sealed, signed and dated by a Professional Land Surveyor. **DO NOT RECORD.** Add a note to the plat referencing this document. All easements must be submitted, reviewed, and approved prior to development plan approval.
- 2.4 The City of Meridian requires that pressurized irrigation systems be supplied by a year-round source of water (MCC 12-13-8.3). The applicant should be required to use any existing surface or well water for the primary source. If a surface or well source is not available, a single-point connection to the culinary water system shall be required. If a single-point connection is utilized, the developer will be responsible for the payment of assessments for the common areas prior to receiving development plan approval.
- 2.5 All existing structures that are required to be removed shall be prior to signature on the final plat by the City Engineer. Any structures that are allowed to remain shall be subject to evaluation and possible reassignment of street addressing to be in compliance with MCC.
- 2.6 All irrigation ditches, canals, laterals, or drains, exclusive of natural waterways, intersecting, crossing or laying adjacent and contiguous to the area being subdivided shall be addressed per UDC 11-3A-6. In performing such work, the applicant shall comply with Idaho Code 42-1207 and any other applicable law or regulation.
- 2.7 Any existing domestic well system within this project shall be removed from domestic service per City Ordinance Section 9-1-4 and 9 4 8 contact the City of Meridian Engineering Department at (208)898-5500 for inspections of disconnection of services. Wells may be used for non-domestic purposes such as landscape irrigation if approved by Idaho Department of Water Resources Contact Robert B. Whitney at (208)334-2190.
- 2.8 Any existing septic systems within this project shall be removed from service per City Ordinance Section 9-1-4 and 9 4 8. Contact Central District Health for abandonment procedures and inspections (208)375-5211.
- 2.9 Street signs are to be in place, sanitary sewer and water system shall be approved and activated, road base approved by the Ada County Highway District and the Final Plat for this subdivision shall be recorded, prior to applying for building permits.
- 2.10 A letter of credit or cash surety in the amount of 110% will be required for all uncompleted fencing, landscaping, amenities, etc., prior to signature on the final plat.
- 2.11 All improvements related to public life, safety and health shall be completed prior to occupancy of the structures. Where approved by the City Engineer, an owner may post a performance surety for such improvements in order to obtain City Engineer signature on the final plat as set forth in UDC 11-5C-3B.
- 2.12 Applicant shall be required to pay Public Works development plan review, and construction inspection fees, as determined during the plan review process, prior to the issuance of a plan approval letter.
- 2.13 It shall be the responsibility of the applicant to ensure that all development features comply with the Americans with Disabilities Act and the Fair Housing Act.

- 2.14 Applicant shall be responsible for application and compliance with any Section 404 Permitting that may be required by the Army Corps of Engineers.
- 2.15 Developer shall coordinate mailbox locations with the Meridian Post Office.
- 2.16 All grading of the site shall be performed in conformance with MCC 11-12-3H.
- 2.17 Compaction test results shall be submitted to the Meridian Building Department for all building pads receiving engineered backfill, where footing would sit atop fill material.
- 2.18 The design engineer shall be required to certify that the street centerline elevations are set a minimum of 3-feet above the highest established peak groundwater elevation. This is to ensure that the bottom elevation of the crawl spaces of homes is at least 1-foot above.
- 2.19 The applicants design engineer shall be responsible for inspection of all irrigation and/or drainage facility within this project that do not fall under the jurisdiction of an irrigation district or ACHD. The design engineer shall provide certification that the facilities have been installed in accordance with the approved design plans. This certification will be required before a certificate of occupancy is issued for any structures within the project.
- 2.20 At the completion of the project, the applicant shall be responsible to submit record drawings per the City of Meridian AutoCAD standards. These record drawings must be received and approved prior to the issuance of a certification of occupancy for any structures within the project.
- 2.21 A street light plan will need to be included in the civil construction plans. Street light plan requirements are listed in section 6-5 of the Improvement Standards for Street Lighting. A copy of the standards can be found at http://www.meridiancity.org/public_works.aspx?id=272.
- 2.22 The City of Meridian requires that the owner post to the City a performance surety in the amount of 125% of the total construction cost for all incomplete sewer, water and reuse infrastructure prior to final plat signature. This surety will be verified by a line item cost estimate provided by the owner to the City. The surety can be posted in the form of an irrevocable letter of credit, cash deposit or bond. Applicant must file an application for surety, which can be found on the Community Development Department website. Please contact Land Development Service for more information at 887-2211.
- 2.23 The City of Meridian requires that the owner post to the City a warranty surety in the amount of 20% of the total construction cost for all completed sewer, water and reuse infrastructure for duration of two years. This surety will be verified by a line item cost estimate provided by the owner to the City. The surety can be posted in the form of an irrevocable letter of credit, cash deposit or bond. Applicant must file an application for surety, which can be found on the Community Development Department website. Please contact Land Development Service for more information at 887-2211.

C. FIRE DEPARTMENT

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=214215&dbid=0&repo=MeridianCity>

D. POLICE DEPARTMENT

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=192985&dbid=0&repo=MeridianCity>

E. PARK'S DEPARTMENT

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=214368&dbid=0&repo=MeridianCity>

F. COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO (COMPASS)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=193035&dbid=0&repo=MeridianCity>

G. ADA COUNTY DEVELOPMENT SERVICES

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=192703&dbid=0&repo=MeridianCity>

H. ADA COUNTY HIGHWAY DISTRICT (ACHD)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=213934&dbid=0&repo=MeridianCity>

I. NAMPA & MERIDIAN IRRIGATION DISTRICT (NMID)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=193631&dbid=0&repo=MeridianCity>

J. CENTRAL DISTRICT HEALTH DEPARTMENT

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=192699&dbid=0&repo=MeridianCity>

K. WEST ADA SCHOOL DISTRICT (WASD)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=203469&dbid=0&repo=MeridianCity>

Community Development School Impact Review:

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=203755&dbid=0&repo=MeridianCity>

L. DEPARTMENT OF ENVIRONMENTAL QUALITY (DEQ)

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=192817&dbid=0&repo=MeridianCity>

X. FINDINGS**A. Annexation and/or Rezone (UDC 11-5B-3E)**

Required Findings: Upon recommendation from the commission, the council shall make a full investigation and shall, at the public hearing, review the application. In order to grant an annexation and/or rezone, the council shall make the following findings:

1. The map amendment complies with the applicable provisions of the comprehensive plan;

Staff finds the proposed map amendment to R-8 and proposed development plan is not consistent with the Comprehensive Plan in regard to density proposed in the Low Density Residential designated area (over the maximum of 3 units/acre), lack of variety and concentration of one housing type (single-family detached and predominantly single-level homes), lack of significant diversity in lot sizes and lack of usable and quality open space (see Sections V and VI for more information).

2. The map amendment complies with the regulations outlined for the proposed district, specifically the purpose statement;

Staff finds the lack of variety in housing types (i.e. all single-family detached homes) and lack of significant diversity in lot sizes is not compatible with the purpose statement of the residential districts, which states a range of housing opportunities should be provided consistent with the Comprehensive Plan.

3. The map amendment shall not be materially detrimental to the public health, safety, and welfare;

Staff finds the proposed zoning map amendment should not be detrimental to the public health, safety and welfare although testimony has been submitted from adjacent neighbors to the south stating they are not in favor of the lack of transition in lot sizes and zoning proposed to their properties.

4. The map amendment shall not result in an adverse impact upon the delivery of services by any political subdivision providing public services within the city including, but not limited to, school districts; and

Staff finds the impact of the proposed development on area middle and high schools will create an adverse impact as these schools will be (the high school already is) over capacity.

5. The annexation (as applicable) is in the best interest of city.

Staff finds the proposed annexation is not in the best interest of the City at this time as it is located on the fringe of the City and will not maximize existing public services. Further, Staff finds the design of the proposed development plan is not consistent with the Comprehensive Plan as discussed above in Section V.

B. Preliminary Plat (UDC 11-6B-6):

In consideration of a preliminary plat, combined preliminary and final plat, or short plat, the decision-making body shall make the following findings:

- 1. The plat is in conformance with the Comprehensive Plan;**

Staff finds that the proposed plat is not in substantial conformance with the adopted Comprehensive Plan in regard to maximizing public services by prioritizing infill development over parcels on the fringe, provision of a variety of housing types, density in the LDR designated area, transitional densities, adequate provision of services (Fire Dept.), usable open space, etc. (Please see Comprehensive Plan Policies in, Section V of this report for more information.)

- 2. Public services are available or can be made available and are adequate to accommodate the proposed development;**

Staff finds that public services are available and can be extended to accommodate the proposed development although services would be maximized by development of infill or underdeveloped parcels already in the City instead of on the fringe as is the subject property (See Exhibit B of the Staff Report for more details from public service providers.)

- 3. The plat is in conformance with scheduled public improvements in accord with the City's capital improvement program;**

Because City water and sewer and any other utilities will be provided by the development at their own cost, Staff finds that the subdivision will not require the expenditure of capital improvement funds.

- 4. There is public financial capability of supporting services for the proposed development;**

Staff finds there is public financial capability of supporting services for the proposed development based upon comments from the public service providers (i.e., Police, Fire, ACHD, etc.). (See Section IX for more information.)

- 5. The development will not be detrimental to the public health, safety or general welfare; and,**

Staff is not aware of any health, safety, or environmental problems associated with the platting of this property. Public testimony has been submitted from adjacent residents to the south on 1-acre lots stating there is not an adequate transition in lot sizes or zoning to their properties/subdivision. ACHD considers road safety issues in their analysis.

- 6. The development preserves significant natural, scenic or historic features.**

Staff finds the proposed development preserves the natural topography/hillside along the eastern boundary of the site. Staff is unaware of any other significant natural, scenic or historic features that exist on this site that require preserving.

C. Private Street (UDC 11-3F-5)

In order to approve the application, the director shall find the following:

1. The design of the private street meets the requirements of this article;

The Director finds the design of the private streets doesn't comply with the maximum number of dwelling units allowed (i.e. 50) to be accessed by gated private streets – two (2) gates are proposed for access to 121 dwelling units. Additionally, common driveways aren't allowed off private streets; however, alternative compliance is requested to this standard.

Although not a design issue, the minimum street frontage required in the R-8 district is 40 feet per UDC Table 11-2A-6 – the provisions for private streets don't apply where frontage is required, per UDC 11-3F-1.

2. Granting approval of the private street would not cause damage, hazard, or nuisance, or other detriment to persons, property, or uses in the vicinity; and

The Director finds granting approval of the proposed private streets should not cause damage, hazard or nuisance or other detriment to persons, property or uses in the vicinity.

3. The use and location of the private street shall not conflict with the comprehensive plan and/or the regional transportation plan. (Ord. 05-1170, 8-30-2005, eff. 9-15-2005)

The Director finds the use and location of the private streets shouldn't conflict with the Comprehensive Plan as interconnectivity is proposed to adjacent developments via public streets and the Master Street Map doesn't depict any collector streets in this area.

4. The proposed residential development (if applicable) is a new or gated development. (Ord. 10-1463, 11-3-2010, eff. 11-8-2010)

T finds the portion of the residential development where private streets are proposed is gated; however, the number of units (i.e. 121) behind the two (2) gates exceed the maximum number allowed in UDC 11-3F-A.4b.

D. Alternative Compliance (UDC 11-5B-5E)

Required Findings: In order to grant approval for an alternative compliance application, the Director shall determine the following: (Ord. 10-1439, 1-12-2010, eff. 1-18-2010)

1. Strict adherence or application of the requirements are not feasible; or

The Director finds strict adherence to the requirement in UDC 11-3F-4A.6 that prohibits common driveways off a private street is feasible.

2. The alternative compliance provides an equal or superior means for meeting the requirements; and,

The Director finds the request for Alternative Compliance does not meet any of the conditions listed in UDC 11-5B-5B.2 for which such requests are allowed. Further, if it did, the Director does not find the proposed alternative provides an equal or superior means for meeting the requirement.

3. The alternative means will not be materially detrimental to the public welfare or impair the intended uses and character of surrounding properties.

Although the proposed alternative may not be materially detrimental to the public welfare or impair the intended uses and character of surrounding properties, the Director finds none of the conditions listed in UDC 11-5B-5B.2 for which such requests are allowed exist. Therefore, per the Findings listed above, the Director denies the request for Alternative Compliance.