



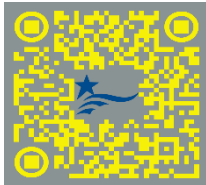
# PLANNING AND ZONING COMMISSION MEETING

City Council Chambers, 33 East Broadway Avenue Meridian, Idaho  
Thursday, February 17, 2022 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

To join the meeting online: <https://us02web.zoom.us/j/89721627159>

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

Webinar ID: 897 2162 7159

### ROLL-CALL ATTENDANCE

- Nate Wheeler       Mandi Stoddard       Bill Cassinelli
- Nick Grove       Maria Lorcher       Steven Yearsley
- Andrew Seal, Chairperson

### ADOPTION OF AGENDA

#### CONSENT AGENDA [Action Item]

1. [Approve Minutes of the February 3, 2022 Planning and Zoning Commission Meeting](#)

#### ITEMS MOVED FROM THE CONSENT AGENDA [Action Item]

#### ACTION ITEMS

2. [\*\*Public Hearing\*\* Continued from February 3, 2022 for Meridian U-Haul Moving and Storage \(H-2021-0085\) by Gurnoor Kaur of Amerco Real Estate Company, Located on Parcel R8257510015 and at 1230 and 1270 E. Overland Rd., Near the Northwest Corner of E. Overland Rd. and S. Locust Grove Rd.](#)

***Project Requires Continuance***

[A. Request: Conditional Use Permit to allow self-storage, ancillary retail, and warehousing and vehicle and equipment with outdoor display.](#)

3. [\*\*Public Hearing\*\* Continued from January 20, 2022 for Jamestown Ranch Subdivision \(H-2021-0074\) by Walsh Group, LLC, Located Near the Southeast Corner of the N. Black Cat and W. McMillan Rd. Intersection at 4023 W. McMillan Rd. and parcels S0434223150, S0434212970, S0434212965, and S0434212920.](#)

[A. Request: Annexation and Zoning of 80 acres of land with a R-8 zoning district.](#)

[B. Request: A Preliminary Plat consisting of 294 building lots and 25 common lots.](#)

4. [\*\*Public Hearing\*\* for Vanguard Village \(H-2021-0081\) by Meridian 118, LLC, Generally Located 1/4 Mile South of W. Franklin Rd. and S. Ten Mile Rd.](#)

[A. Request: Modification to the Existing Development Agreement \(Inst. #110115738\) to replace it with a new agreement for the proposed development.](#)

[B. Request: Rezone of 7.06 acres from the C-C to the H-E zoning district, 17.38 acres from the C-C and H-E zoning districts to the M-E zoning district, 40.33 acres from the R-40 and C-C and M-E zoning districts to the R-15 zoning district, and 1.10 acres from the H-E to the C-C zoning district.](#)

[C. Request: A Preliminary Plat consisting of 8 building lots and 6 common lots on 115.26 acres of land in the R-15, C-C, H-E and M-E zoning districts.](#)

[D. Request: A Conditional Use Permit for a multi-family development consisting of 552 dwelling units on 40.33-acres of land in the R-15 zoning district.](#)

**ADJOURNMENT**



## AGENDA ITEM

**ITEM TOPIC:** Approve Minutes of the February 3, 2022 Planning and Zoning Commission Meeting

**Meridian Planning and Zoning Meeting**

**February 3, 2021.**

Meeting of the Meridian Planning and Zoning Commission of February 3, 2021, was called to order at 6:00 p.m. by Chairman Andrew Seal.

Members Present: Commissioner Andrew Seal, Commissioner Bill Cassinelli, Commissioner Nick Grove, Commissioner Steven Yearsley, Commissioner Maria Lorcher and Commissioner Nate Wheeler.

Others Present: Adrienne Weatherly, Kurt Starman, Caleb Hood, Jason Korn, Bill Parsons, Sonya Allen, Joe Dodson, Alan Tiefenbach and Dean Willis.

**ROLL-CALL ATTENDANCE**

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Nate Wheeler           | <input checked="" type="checkbox"/> Maria Lorcher   |
| <input type="checkbox"/> Vacant                            | <input checked="" type="checkbox"/> Nick Grove      |
| <input checked="" type="checkbox"/> Steven Yearsley        | <input checked="" type="checkbox"/> Bill Cassinelli |
| <input checked="" type="checkbox"/> Andrew Seal - Chairman |   |

Seal: All right. Good evening. Welcome to the Planning and Zoning Commission meeting for February 3rd, 2022. At this time I would like to call the meeting to order. The Commissioners who are present for this evening's meeting are at City Hall and on Zoom. We also have staff from the city attorney and clerk's offices, as well as the City Planning Department. If you are joining us on Zoom this evening we can see that you are here. You may observe the meeting. However, your ability to be seen on screen and talk will be muted. During the public testimony portion of the meeting. You will be unmuted and, then, be able to comment. Please note that we cannot take questions until the public testimony portion. If you have a -- if you have a process question during the meeting, please, e-mail [cityclerk@meridiacity.org](mailto:cityclerk@meridiacity.org) and they will reply as quickly as possible. If you simply want to watch the meeting we encourage you to watch the streaming on the city's YouTube channel. You can access it at [meridiacity.org/live](http://meridiacity.org/live). With that let's begin with the roll call.

**ADOPTION OF AGENDA**

Seal: All right. First item on the agenda is the adoption of the agenda. We do have Meridian U-Haul Moving and Storage, H-2021-0085. That will be opened for the sole purpose of continuing to a regularly scheduled meeting. They will open -- or it will open only for that purpose. So, if there is anybody here tonight to testify for that particular application we will not be taking testimony. Can I get a motion to adopt the agenda?

Grove: So moved.

Wheeler: Second.

Seal: It's been moved and seconded to adopt the agenda. All in favor, please, say aye. Any opposed? Motion carries.

MOTION CARRIED: ALL AYES.

### **CONSENT AGENDA [Action Item]**

- 1. Approve Minutes of the January 20, 2022 Planning and Zoning Commission Regular Meeting**
- 2. Findings of Fact, Conclusions of Law for Pine 43 Pad G (H-2021-0097) by CSHQA, Located at 1492 N. Webb Way**

Seal: Move on to the Consent Agenda. We have two items on the Consent Agenda. We need to approve the minutes of the January 20th, 2022, Planning and Zoning Commission and Findings of Fact, Conclusions of Law for Pine 43 Pad G, H-2021-0097. Could I get a motion to accept the Consent Agenda as presented?

Grove: So moved.

Wheeler: Second.

Cassinelli: Second.

Seal: It has been moved and seconded to adopt the Consent Agenda. All in favor say aye. Any opposed? Motion carries.

MOTION CARRIED: ALL AYES.

### **ITEMS MOVED FROM THE CONSENT AGENDA [Action Item]**

#### **DEPARTMENT REPORTS**

- 3. SolSmart Community Presentation**

Seal: Okay. Our first action item -- we will move on to our Department Reports and we have a presentation for SolSmart Community.

Hood: Good evening, Commissioners. We are going to do a joint presentation here with Jason Korn. The city is participating in the SolSmart designation process. Jason is our environmental programs coordinator and he is acting as the city's project manager in working with a consultant on this designation and he will, again, walk you through and explain a little bit more about what the program is in just a second, but part of that process to become a designated SolSmart Community includes a comprehensive review of current city code and, then, presenting that analysis to you with the findings and answering any questions or comments you may have on that. So, a zoning review has

been completed and the analysis was shared with you in the packet. So, if you haven't already done so you should have access to that. Staff is currently evaluating some of the findings from that review -- zoning review and contemplating potential changes to the way we process solar applications in our code, the way we permit, the way we inspect and potentially streamlining the process and if nothing more, if you have looked at the analysis, making it clear how one would go about getting a permit. Maybe adding some definitions and some other things at least to make it clear the process to install solar in our community. So, that's a brief overview. I'm not planning on running through that with you, but if you have any questions I will maybe let Jason go first and, then, we will stand for any questions you have.

Seal: Okay. Thank you.

Korn: All right. Thanks, Caleb. So, as Caleb said, I'm the environmental programs coordinator in the Public Works Department, so I do not get a chance to speak in front of Planning and Zoning very often and it's probably my first time in five years with the city. But one of my programs is sustainable city operations and we were approached by an environmental consulting company late last year that was awarded a grant from the Department of Energy to assist Idaho cities in achieving the SolSmart designation. We presented that to Mayor Simison and he thought it was a good idea and aligned well with our city's strategic plan goals relating to sustainability and dedicated staff resources to work towards a bronze designation, which is I think the best we could get without going through a major code rehaul and we have a short time period that we want to get this completed by, at least submitting our package by the end of February, and so the designation process is scoring points in various categories, including permitting and inspection, planning and zoning and government operations and it looks like we have enough points to achieve that bronze designation. There are a few prerequisites and one of those prerequisites was a zoning code review and presenting it to our planning and zoning governing board, which is you guys, which is why we are here today, so -- and with that I will stand for any questions.

Hood: And maybe just before questions, just to be clear, we don't necessarily need any action from you this evening. It is more for your information. Again just here to answer potentially any questions you have. We may come back in the future if there are any substantive changes or any changes that require your approval, but it's just more of an FYI and, like Jason said, we are -- we are checking the box so we can get the credit for informing you and engaging with you, so --

Seal: Okay. Any questions? All right. Thank you very much. Appreciate it. Okay. With that I will move on to explain the public hearing process. We will open each item individually and begin with the staff report. Staff will report their findings on how the item adheres to our Comprehensive Plan and Unified Development Code. After staff has made their presentation the applicant will come forward to present their case and respond to staff comments. They will have 15 minutes to do so. After the applicant is finished we will open the floor to public testimony. Each person will be called on only once during the public testimony. The Clerk will call the names individually of those who -- who have

signed up on our website in advance to testify. You will, then, be unmuted in Zoom or you can come to the microphones in -- in chambers. You will need to state your name and address for the record and, then, you will have three minutes to address the Commission. If you have previously sent pictures or a presentation to the meeting, it will be displayed on the screen and our Clerk will run the presentation. If you have established that you are speaking on behalf of a larger group, like an HOA, where others from that group will allow you to speak on their behalf, you will have up to ten minutes. After all those who have testified in advance have spoken we will invite any others who may wish to testify. If you wish to speak on the topic you may come forward in chambers or if on Zoom press the raise hand button in the Zoom app or if you are only listening on a phone press star nine and wait for your name to be called. If you are listening on multiple devices, such as a computer and a phone, please, be sure to mute the extra devices, so we do not experience feedback and we can hear you clearly. When you are finished if the Commission does not have questions for you you will return to your seat in chambers or be muted on Zoom and no longer have the ability to speak and, please, remember we will not be able to call on you a second time. After all testimony has been heard the applicant will be given another ten minutes to come back and respond. When the applicant is finished responding to questions and concerns we will close the public hearing and the Commissioners will have the opportunity to discuss and hopefully be able to make a final decision or recommendation to City Council as needed.

## **ACTION ITEMS**

- 4. Public Hearing for Meridian U-Haul Moving and Storage (H-2021-0085) by Gurnoor Kaur of Amerco Real Estate Company, Located on Parcel R8257510015 and at 1230 and 1270 E. Overland Rd., Near the Northwest Corner of E. Overland Rd. and S. Locust Grove Rd.**
  - A. Request: Conditional Use Permit to allow self-storage, ancillary retail, and warehousing and vehicle and equipment with outdoor display.

Seal: At this time we would like to open the public hearing for Meridian U-Haul Moving and Storage for continuance. Correct. We will need to know when they want to continue that to though.

Parson: Mr. Chair, Members of the Commission, next available is probably best for them, after they realize they were bumped from this hearing because they did not post correctly. So, as long as we meet -- they meet the posting requirements the next available would be great.

Seal: Madam Clerk, do we know what it looks -- the next couple of meetings look like?

Weatherly: Mr. Chair, on February 17th there are two noticed public hearings for that evening.

Seal: Okay. So, the 17th sounds like it if somebody wants to jump in there on that motion.

Grove: Mr. Chair, I move to continue file number H-2021-00852 to the hearing date of February 17th.

Wheeler: Second.

Seal: It is moved and seconded to continue H-2021-0085 to the date of February 17th, 2022. All in favor say aye. Opposed? Motion carries.

MOTION CARRIED: ALL AYES.

**5. Public Hearing Continued from January 20, 2022 for Verona Live/Work (H-2021-0080) by J-U-B Engineers, Inc., Located at 3020 & 3042 W. Milano Dr., Near the Northeast Corner of Ten Mile Rd. and McMillan Rd.**

- A. Request: A Conditional Use Permit for 16 vertically integrated residential units within four (4) buildings on 1.75 acres in the L-O zoning district

Seal: All right. Move on to Verona Live/Work, H-2021-0080, continued from the 22nd of January 2022 and we will begin with the staff report.

Dodson: Thank you, Mr. Chair, Members of the Commission. Good evening. As noted this first actual project tonight is going to be Verona Live/Work conditional use permit. The site consists of 1.75 acres of land, currently zoned L-O, which is limited office, located across two parcels, 3020 and 3042 West Milano Drive in the general vicinity of the northeast corner of McMillan and Ten Mile. The application before you tonight, again, as noted, is a conditional use permit for 14 vertically integrated residential units within three buildings within that -- or I should say on the 1.75 acres. The office future land use designation is meant to provide opportunities for low impact business areas. These would -- these uses would include professional offices, technology and resource centers and some ancillary commercial uses may also be considered. Vertically integrated residential project is listed as a conditional use within the UDC for the L-O zoning district. West of the subject site sits one vacant L-O parcel, which is in common ownership with this property and, then, on the -- to the north is one is -- this is the common ownership and this is the additional L-O parcel to the west that has a medical office on it that I believe is a pediatric medical office of some kind. Further to the west are two additional L-O lots that have additional medical office buildings. Because of the common ownership of the land of the north parcel here that's vacant, the applicant is showing an office building directly to the west of this site. It's not part of this proposal, I'm just showing it for reference. To the east and north of the subject sites are detached single family residential. They are part of the Verona Subdivision. To the south is approximately ten acres of C-G zoned property, which I will go back to this so you can see. That's at the hard corner of McMillan and Ten Mile. The existing use on the actual hard corner, which



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is the only building out there right now, is a fuel service station and convenience store. Directly to the south from this site, the largest parcel, has approvals for a -- it's about a ten acre site and has approvals for 164 unit 55 and older multi-family development. Staff anticipates that future residents of that site could utilize some of the future services provided within the commercial spaces of this project should it be approved. Because the proposed use is adjacent to a mixture of existing and planned uses that are residential, office, commercial, et cetera, staff does find an appropriate use within the future land use designation of L-O or I should say of office. Vertically integrated residential projects incorporate commercial spaces and residential uses within one structure and most often include commercial space on the first floor and residential on the floor or floors above. Our UDC defines it as the use of a multi-story structure for residential and nonresidential uses where the different uses are planned as a unified complementary whole and functionally integrated to share vehicular and pedestrian access and parking. In this project the applicant is proposing a small commercial space at the front of the building on the first floor with the proposed residential portion of the units being both behind and above the commercial space. Therefore, the applicant is proposing a two story concept for these buildings with the vehicular access for each unit from the rear via a two car garage. In addition, the applicant is proposing 24 additional off-street parking spaces. The UDC -- or I should say the specific use stands for vertically integrated require one space for every residential unit and, then, the commercial space at our general ratio of one per 500. Because all the commercial units are less than 500 square feet, you could do just two per unit, 14 times two is 28, they are meeting that simply with the two car garage that is included with each unit. So, the -- the surface parking is in addition to the minimum parking requirement. The proposal does meet all defined UDC regulations, except for a couple of the drive aisles will need to be widened to 25 feet to accommodate and meet code for two way drive aisles. Vertically integrated as noted is a conditional use in the L-O zoning district, so the Commission should determine if this proposed project, despite meeting the minimum code requirements, meets the intent of the proposed use of vertical integrated and if the design that's proposed as desired in this location specifically. Following the original publication of the staff report and some of the concerns that were noted within, the applicant requested a continuance in order to meet with staff and we did have that meeting. It was a productive meeting. The applicant following that meeting submitted some revised plans, this being one of them. This is a color concept plan that was revised. You should have seen my memo from January 28th noting these changes and discussing some recommended provisions within -- and conditions that I recommend changing. The revised plan shows the following notable changes. First of all there is a loss of the two unit building to the interior of the site and the inclusion of additional green space. So, this used to have two units, now it has green space and a plaza, which I think is a great addition for any of the future residents and users of the commercial spaces. They also revised the floor plan of the four unit building on the north side to include an additional commercial space on the front of the units. So, as you can tell this footprint is larger than this footprint mostly in the length, because they added another commercial space on each one of the four units. So, now they have two office spaces in the front. So, again, four of those were changed out of the 14. They also are showing additional sidewalk connections to the existing sidewalk along the Milano and Cortona Way, which is also something that staff recommended and a great benefit

to the project. They also revised the elevations as seen here to show -- well, first of all, to include dedicated commercial entry door in addition to the internal shared access for one. So, the previous elevations did not have an entrance door on the front, it was just a shared door. So, now they are showing the commercial door here. They incorporated some nonresidential style awnings that show area that would allow for some signage, which they are showing conceptually here. The applicant also added taller windows on the first floor facade adjacent to the commercial entry door to create more of a storefront consistent with nonresidential buildings and not just residential. Staff does find that the revised plans, as well as the elevations, are a great improvement from the original that largely looked one hundred percent residential. In general -- in general staff finds that the proposed revisions improve the project. I did have some recommended conditions to change within the memo, I just put them on here for convenience for -- for the Commission. As of this morning -- or I guess as of now there is only one person that provided public testimony online. It appears to be the owner/operator of the pediatric facility directly to the west. She noted concerns that the project does not mesh with the existing office that she has, nor the existing residential area. She also had concerns over increased traffic, a lack of parking and lack of green space for the -- for the tenants. The staff -- staff does recommend approval with the noted conditions in the staff report and these recommended revisions as noted in the memo. Following that I will stand for any questions.

Seal: Thank you. Would the applicant like to come forward?

Shrief: Good evening. My name is Wendy Shrief. I'm a planner with JUB Engineers and my business address is 2760 Excursion Way. We are here in Meridian, Idaho. 83642. Thank you. We are really glad to be here this evening. We were going to be here originally a couple weeks ago, but we have worked with Joseph on a couple revisions and I think we have really strengthen the project. So, thank you, Joe, for taking the time to go through our -- go through our renderings and go through our site plan. I think it's a stronger project. I think we are probably a better fit after making some of those changes. I want to go through and first kind of talk to you about the area that we are in. I don't know if this is my -- can I move this myself?

Dodson: Yeah. I would recommend just using the arrow keys.

Shrief: First I want to talk about where -- where we are located. We are at the northeast corner approximately of Ten Mile and McMillan. So, we are in what was -- previously these were two platted lots from Verona Subdivision. It was originally zoned L-O for light office, but the reason why I think this is a really good location for vertically integrated -- we are adjacent to some office uses, but, really, when you look at to the north and to the west we are in a residential neighborhood. We held a neighborhood meeting for this project and the second one for a future project. We met with the neighbors. I think what people were really happy to see -- and I will show you our render -- our architectural drawings in a minute -- was that this was a use where we were compatible with the neighboring residential uses. This is an area where we could potentially, with L-O zoning, come in with a much more intensive land use that would generate a lot more traffic. The

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neighbors were really happy to see that we were doing this type of live/work product where we were -- it was a commercial use, but a much lower intensity of traffic, what could potentially be located there and visually we really matched up with those -- those neighbors to the north and the neighbors to the west. And I will show you the renderings here -- here in a second. Let's see. And I -- and we do -- we do show a single story office building. It's a principally permitted use. It's not a part of our application, but we are for reference showing this and we do meet all your parking standards for that as a standalone land use. We are proposing three groups of townhouse style live/work buildings. As you can see, one of the major changes that we made after working with -- with Joe on our project where we are showing now kind of a centralized open space, we had originally had two additional units. We thought that that kind of -- that that detracted from the project and so we -- we lost those two units and now have kind of a community gathering area and some additional open space in that area. Let's see. Here is a copy of our site plan. We -- we really, if anything, were kind of over parked. Each of these individual townhomes will have a dedicated private patio space and a two car garage and in addition we are providing 20 plus parking stalls for -- for anyone who is -- who is visiting the businesses and I will show you the -- the renderings and show you kind of what's part of the design idea for this was -- these are really marketed towards someone with a professional office, maybe someone who is younger starting in a business or someone at the tail end of their career kind of wrapping up a business where you want to live near work and have a professional office. So, this would be perfect for an architect, an attorney where you can have clients come in. We -- we have changed our project a little bit. We now have a dedicated commercial entry to these offices. They are right around 500 square feet. They vary a little bit in space, but it's a -- it's a dedicated professional office, which is completely separated from the residential. So, these are going to be -- and we have got some floor plans -- so, these are two stories. Most of these are two to three bedroom homes. Really nice for -- I live in a small house in the Boise bench in Boise and these are a lot larger than the home I live in with my husband and two kids. So, this really is perfect for someone who is working remotely and for someone who needs to have a professional office where you can meet with clients, an accountant, an attorney where you don't have to go meet at Starbucks, which I know a lot of people who work from home do when you don't have a professional office at home. So, it's really great for people. I think either at the one end of the spectrum where you are -- you are starting a business up, maybe you have a very young family or -- or you have a business where maybe, you know, you continue to your law office, you are working from home and you want to have a professional office where you are not commuting and spending time away from your family. So, some of the design idea behind that, I want to show you our colored site plan that really shows how this ties together and I think if you look really -- so, this is I think -- especially in the kind of neighborhood we are in it's really visually compatible with -- with the surrounding residential uses and we worked with -- with Joe to make sure that it's -- where we had envisioned maybe like a pretty low, you know, pedestrian -- foot counts for these businesses, we really -- I think it strengthened the commercial element where we probably have a wider range of commercial users that can move in and use these where we have got additional room for signage, we have a -- we have a glass store front and we have got a dedicated commercial access. So, I think that really kind of widened the range of commercial uses that -- that would be suitable in this location. Again, we have gone

through some -- some sizable revisions to our project where we -- just to kind of run through those again -- where we -- we did lose two of the units and I think adding the common gathering area open space, sort of a plaza in this area, I think that really -- that helped to strengthen the project. We have also added some additional sidewalks, some pedestrian connections and I think really improved our elevations after we went through major design changes. So, we are here for any questions. We definitely are looking for a recommendation of approval and -- and want to see if -- if you have any suggestions for the project. We -- we think it stands on its own and it's going to be a really strong project and it fits really well in this neighborhood. I know we -- we had those comments that sounds like they came in from the -- the medical clinic nearby. I wish they would have come to our neighborhood meeting so they could see a little bit more about what we are proposing. I think when you first look at the elevations it looks maybe more like a more traditional multi-family project, but when you look at one of these where you have got three townhomes, this is not a building with 12 multi-family units, these are -- these are townhomes with relatively low traffic and I think with a commercial use is very very compatible with -- with the medical clinic that we are nearby. But we are here for any questions and we have Dave Yorgason, who is one of the developers of the project, is here also. Any questions?

Seal: Okay. Thank you. Are there any questions for the applicant or staff?

Cassinelli: Mr. Chair?

Seal: Commissioner, go ahead.

Cassinelli: Yeah. Are these intended to be owner-occupied -- are these -- on the residential portions or --

Shrief: Chairman, Commissioners, at this -- at this point we -- we are constructing this on two existing lots. We are not platting the individual units. They -- most likely they will be constructed with a type of common wall where in the future that it will be an option to -- to plat those as -- as townhomes. At this point we -- we are not. We are kind of -- the design makes it conducive where this could be platted in the future for individual -- for ownership.

Seal: So, to answer the question they will --

Shrief: No.

Seal: -- they will be rented.

Grove: Mr. Chair?

Seal: Commissioner Grove, go ahead.

Grove: On that with -- with how this is laid out, then, is the intent to rent the residential and the commercial separately or as one entity?

Shrief: Chairman, Commissioners, the intent really is for these to be rented out as a -- as a single entity. I believe it would technically be possible to rent them separately. The intent is that it's -- it's someone living in a three-bedroom unit and that this is a professional office. I believe it is -- it's a requirement, Joe, that we -- that it -- we could potentially rent them separately. That's not the intent.

Dodson: It's not a requirement, no.

Shrief: Okay.

Dodson: Vertically integrated code does not speak to that portion of it.

Seal: Quick question. The -- on the commercial square footage what's the difference between the units?

Shrief: Chair, Commissioners, they are all a little bit under 500 square feet. We have a couple of the units where we -- we added to them in this last revisions and we are right below 500 square feet. If I can bring the floor plan up. It is small though.

Seal: Okay. So, 500 square foot and a few of them are larger than that?

Shrief: I believe that they are all under 500 square feet. Yes.

Seal: Oh.

Shrief: So, Chairman, Commissioners, this is really not meant for a retail space, this is more professional office.

Grove: Mr. Chair?

Seal: Go right ahead.

Grove: Sorry.

Seal: No, that's okay.

Grove: So, when you -- on this -- this is something that I haven't seen in the past few years come through. It's a different product type. What is the long-term outlook on something like this and is this something that's new to Meridian or new to the area? What are some examples or comps that we -- we can kind of understand where this is at, because it's not built in with other mixed use pieces around it and it feels, in my opinion, somewhat out of place and so giving some context around where -- where this is coming from and having some comparisons to -- to know what we are looking at in the future, I have some long-term questions, I guess, with what this looks like.

Shrief: Chairman, Commissioners, I -- this is the first time I have worked on this type of project in -- in Meridian. I think a lot of this has been done in -- in Utah in a similar type of area where we have mixed uses and adjoining residential uses. I believe there is some of this in Boise off of Hill Road where you are kind of in a commercial corridor and it's -- and it's a mixed use and I think there is probably a couple different ways to do this type of vertically integrated use and you may have a little bit of this coming in with your Old Town where you are in an area where you were in a much more commercial area with heavier traffic and you potentially have a storefront that's oriented towards more retail pedestrian traffic. I think this fits really nicely where you -- you are off of a major corridor, off of Ten Mile, off McMillan in an area where I think if we had a heavy -- a heavy traffic use, say we were to have like an assisted living facility where you have people and there is a lot of trips I think that would be less conducive to those neighboring residential areas. I think what's really different about this is if you look at our -- where we are really enveloped by residential uses and so I think with this -- kind of this hybrid with an upscale three bedroom home with a professional office, I think it fits really nicely in where we are between -- you know, kind -- kind of halfway between the adjoining medical clinic and, then, we have got -- on two sides of our project we have residences. We are basically in the middle of a subdivision.

Wheeler: Mr. Chair?

Seal: Commissioner Wheeler, go ahead.

Wheeler: Thank you. I like creative solutions and I see what you are saying about it being around like in the residential and trying to get that same look and that's why you worked with staff in order to make it look that way. I like that, too. I see it -- I'm curious about on the parking just a couple things. One is on the parking side, if somebody was to specifically in that northeast corner of the lot there, it looks like there is six extra parking spaces, four different units; correct? That's what it looks like there. So, it's -- you know, if somebody had an extra vehicle and they wanted to park it there it could just cause just a little congestion on that side, just something to think about, but that's been worked out with staff, too, with some adequate parking there, but just something to think about on that and, then, are there any amenities going into that landscape area at all?

Shrief: Chair, Commissioners, yes, there will be -- there is sort of a plaza gathering area. We will have a gazebo and -- and some open space in that area. So, it's meant really to be a community gathering spot. Each unit does have an attached patio, but it really isn't conducive to community the way that we thought, like a gathering area would be.

Wheeler: Yeah. I like the idea of it being almost like a -- you know, in the commercial world they also have what they call an incubator space for like industrial purposes and I see this kind of almost like an office side and with a lot of people doing a lot of remote work, consulting work, stuff like that, to be able to have some office attached like that that they just don't go to the refrigerator and all of a sudden see work there, they have to go through a door to get to it, maybe they, you know, can get a little bit of a break, too, from their spot. So, I like that.

Shrief: And I -- Chairman, Commissioners -- and I think really during COVID it changed so much like what work from home means and -- and I think we have realized how important it is to have that separation. I know -- my husband and I both worked from home during COVID and I had the kitchen table as -- as my workspace and I think if we had had actually, you know, as a separate office and a way to finish up your work day and go home, I think it's -- it's really really conducive to a lot of careers where you are -- you are working remotely, but, you know, possibly it's something where you are doing some coordination, you have a sales element, you have a consulting element where you have customers coming in and -- and that's the kind of thing you really wouldn't -- technically if you were doing a home occupation if you are an accountant you should not have those people coming to your home and this -- I think with this zoning designation and this land use it allows you to have, you know, an upscale townhome, a nice place for your family and -- and to have that professional office attached to your home, which you really can't do in a residential neighborhood, you technically cannot have people coming in to your -- to your home office the way you could with a live-work unit.

Seal: Okay. Any other questions?

Yearsley: Mr. Chairman?

Seal: Commissioner Yearsley, go ahead.

Yearsley: So, I have two questions. I'm assuming that the professional offices are mostly facing the street and -- and so they are going to have to park in the back and walk all the way around to the front. Is that my understanding or will the professional offices be on the back side? And the second question I have is what's to say that they just use this as an extra bonus room as an apartment?

Shrief: Chairman, Commissioners, again, all of these are facing towards the street, the commercial units, and we actually -- we -- we reoriented our plan to make -- to make sure of that. These would not be approved as -- as an apartment. This is -- this is not a dwelling unit, it would not be wired to have a stove. That would -- we -- we could actually through -- through CC&R's for the project could specifically prohibit that. It is not -- would not be permitted as a second dwelling unit.

Yearsley: Well, I'm just saying -- asking is if someone's going to rent this place they just make it a fourth bedroom or something, instead of a -- an office.

Shrief: Chairman, Commissioners, I don't -- I don't know if there would be a way to -- to enforce it to be a professional office. I think most likely at this price point that would -- that would be the disincentive. I think you would be renting one of these because this is one of the attractions is that you -- you have a professional office with dedicated parking. I think that would be the -- the disincentive would be probably the price point. But I don't think -- I don't think it would be prohibited for this to be a bonus room.

Seal: Okay. Anymore questions? All right.

Shrief: We are here for questions. If you have any other concerns or questions, please, let us know.

Seal: All right. Thank you.

Shrief: Okay. Thank you.

Seal: All right. At this time I will take public testimony.

Weatherly: Mr. Chair, we have one person signed in, not indicating whether they wish to testify or not. That's Bogdan Martsenyuk. Sorry if I murdered that. Okay. Thank you.

Seal: Okay. Anybody else online would like to testify, please, hit the raise hand. If anybody in chambers would, please, raise your hand. Come on up.

Yorgason: Good evening, Commissioners. My name is Dave Yorgason. I'm part of the development team with the Verona Live/Work product and I just heard lots of questions and I just want to make myself available for any questions you had.

Seal: Can you give us your address as well?

Yorgason: My address is 14254 West Battenburg Drive, Boise, Idaho.

Seal: Thank you.

Yorgason: You are welcome. And thank you for the thorough questions. These are great questions. We have really thought this product through. We did a lot of market research as well. My son recently moved here to Meridian. He lives in and rents an apartment in Meridian. Recently graduated and is a tax accountant. This product is for people just like him. It's for him so he could work out of his homework. Oh, by the way, he is an entrepreneur. He also has a moving company and so he doesn't want all these little -- whatever, bookkeeping, whatever they do, he wants to have a separate computer. They are expecting their first child in May and he wants to have a separate space for the baby and all the crying and the noise that happens with that, which is exciting, it will be my first grandchild, pretty happy for him, but that's not where mix and, you know, work and -- and family life needs to have some separation. So, this would be an ideal situation for someone like him and many others. So, we just fully intend to be professional office for those types of users, like -- like my son or others we see moving there. With that in mind just stand for any questions you have.

Seal: Any other questions? I mean I will -- I will come back to it, but I mean, essentially, the -- I mean is there going to be some kind of covenant or something along those lines to -- for things like parking? I mean if you have somebody that moves in there and they have five cars, what's to prevent them from parking in, you know, the spaces that are provided there and as well as the business use. That to me -- in my mind there has got to be something that makes it some kind of code enforcement or something along those



lines that makes it to where these are going to be utilized the way that they are being presented tonight. So, how is that going to be --

Yorgason: Yeah. Mr. Chairman, Commissioners, great question. We actually looked at condominiumizing -- a condominium plat for this thing, but it just doesn't fit. We are just looking for your approval, really. Frankly, do you like this concept or not. There is a great need for it in the city. Frankly, a great need across the Treasure Valley for products just like this. But having said that, to your point about parking, there is almost twice as much parking as what's needed for this site. You have to remember there is two car garages for each one of these units also and as staff has pointed out, only one is required and, that's fine, we have two for each unit, plus we have guest parking, plus we have the parking for the commercial spaces. So, we think there is substantial parking for the site. So, hopefully, that addresses your concern there. The staff report even addresses that and I think our legend on the -- on the site plan also does a full count of the -- of the parking what's required versus what's being offered. Again, it's quite a bit more. You identified the uses. If you want us to put something in the -- in a supplemental CC&R's we can do that. We are not afraid of that. We are not here to propose one thing and bait and switch and give you something else. It is definitely intended to have office use out front. I don't even think we have a closet like you would be required to have for a fourth bedroom in this office space. That's not the case. It's an office. In fact, offices for desks and like you normally would have for an office. So, in order to convert that out they would have to go through a full change of the building in order to have that qualify for -- for that and, likewise, I don't think it's a full bath downstairs. I think it's just a partial bath with a sink and toilet, just as all you need for -- for your office use. So, it's not designed that way. It is a new floor plan. It's never been built. It's a brand new plan that we have designed specific to the site. So, we hope you like it. I think it's going to be a wonderful addition to the city and, hopefully, your approval tonight.

Seal: Thank you.

Yorgason: You are welcome. Thank you.

Seal: Anybody else want to come up and give public testimony? Anybody online?

Weatherly: Mr. Chair, I don't see anybody with their hand raised.

Seal: Okay. We have only heard from the applicant. Is there anything you would like to add? Okay. All right. At this time can I get a motion to close the public hearing for Item No. H-2021-0080?

Lorcher: So moved.

Wheeler: Second.

Seal: Okay. It's been moved and seconded to close the public hearing for H-2021-0080. All in favor say aye. Any opposed? Okay. Motion carries.

MOTION CARRIED: ALL AYES.

Lorcher: Commissioner Seal?

Seal: Commissioner Lorcher, go ahead.

Lorcher: I will start off. I think the challenge we might -- I will be having is because we have nothing to compare this with here in the City of Meridian. I did notice that over on Eagle Road kind of by that new big car wash and Wingers and Dick's Sporting Goods and Hobby Lobby, if you go down some of those side streets you will see some work living space. They have been there for about a year. They have not sold. I think one has sold and the rest are still vacant. So, when the developer says we need this here, we haven't had it before, it doesn't mean it won't sell, but it seems like our businesses and renters have, you know, been able to work with something else. But that doesn't mean we shouldn't try it. This has been a successful concept in other markets. This might be a good place to give it a go.

Dodson: Mr. Chair?

Seal: Go ahead, Joe.

Dodson: I just wanted to -- and no arguing -- I'm not arguing with you at all, but I have approved some -- I guess TI's some for the -- that's the Brickyard is the one you are talking about off of Eagle. So, businesses are going in there, but the biggest difference between that product and this is that there is no interior connection between the residential and the commercial like there is in this product. So, that's the same concept, so to speak. It's vertically integrated, but there is not the interior connection. They are actual separate commercial suites.

Wheeler: Mr. Chair?

Seal: Commissioner Wheeler, go ahead.

Wheeler: I like the -- the exteriors on it, the way that it's going to blend in well as somebody drives around the street there, takes a look at the residential homes they are going to realize that these are a little bit different use, but it's going to blend in well. I like that concept of it being that live/work area a lot, just because of the way that the work from home -- there is a lot of consultants that work just in this area here, too. My -- my concerns are based around the parking aspect of it. I can see the garages turning into storage and the parking happening outside and, then, we are going to lose some of those parking spaces for the distance walking from the -- you know, the block that's on the far west, parking there and, then, coming all the way over. If there is -- but I don't see this also as a heavy traffic use area for -- for these sites. Those -- that's a -- that's about the main concern that I have with it. I like the aspect of it having like a gazebo or something in there, because I can see some -- some think tank talks or meeting with a client or customer out in that area, too, during nice days that we get here, but I personally like this

kind of creative solution to using this land that doesn't have to deal with strictly retail or shop or something of that nature. I like that kind of creative solution and I'm kind of curious how -- and excited to see how it's going to turn out.

Dodson: Mr. Chair?

Seal: Joe.

Dodson: Thank you. Again, since I have heard parking come up, I did want to just clarify. Milano Drive, which is the east-west road along the south boundary, that's a collector, so there should not be any on-street parking there. So, they can't utilize any of that. However, Cortona Way is a local street, which is the east boundary, that, my understanding, does not prohibit on-street parking, so they could -- I guess that would be where I would anticipate a customer coming to do their taxes or whatever, since that's what they are going for, would park along the frontage there and not utilize the parking on the interior. They could, obviously, as well, but I just wanted to put that out there, that that should be available. I don't believe that that's marked as no parking on Cortona Way.

Seal: Okay. Thank you.

Cassinelli: Mr. Chair?

Seal: Commissioner Cassinelli, do you want to go?

Cassinelli: If I may on that. I'm just pulling it up on -- on Google Maps, Joe, and --

Seal: We can just barely hear you, Bill, so you might want to get a little closer to your mic.

Cassinelli: Okay. Is this any better?

Seal: A little better. A little closer if you can.

Cassinelli: Any better now?

Seal: Yep. That's good.

Cassinelli: Okay. Joe, if I may, I'm pulling -- I pulled up Google Maps here and I'm seeing no parking signed on Cortona and also it's a -- it's a separated sidewalk with a grass strip there, so it doesn't really lend itself to somebody -- even if they could -- even if they were able to -- to re-sign that and allow parking along there, you got -- there is no pathways there, unless those were to go in. So, I have got a concern on that.

Dodson: Understood. Sometimes I'm wrong.

Cassinelli: It's just what I'm seeing pulling up Google. I'm not over there right now, so I think that would be -- to my fellow Commissioners I think that would be critical. And, then, I guess while I'm talking I will just -- I will put my comments out there. There is a lot of things I like about this project. I think this is perfect for Old Town for some in-fill and even in this area maybe further towards the hard corner up against the Jacksons, I just -- where it's at and the -- the walk up to the -- to the front of the buildings, I -- I just don't know if it's in the right spot in this -- in this area, but there is a lot of things I really like about the product and I think there is a -- I think there is a need for it and a demand for it, I just don't know if I'm convinced that where it's projected to be is the right spot.

Seal: Okay. And I will jump in. I like the concept. I like the idea. I think there is a need for it. I mean I know there is -- I'm -- the admin group that started here in Meridian, this is kind of how they started, only they, you know, reversed it and started out of their garage, because there wasn't a space like this. Successful business. And I mean I have a father-in-law who is a retired attorney, which just means he takes clients at home now, that would probably enjoy a space like this. Somebody on the retirement end of the spectrum I would imagine would more -- would more than likely own versus rent. I can't imagine them wanting to rent something to accomplish this. You know, ownership or something along those lines to have that space to be able to do business out of would be good. And there is a hundred things -- good things that this could fulfill here. The -- the issue that I have with it are the people that are going to take advantage of it. I just see it as a nice little tax haven where they can have their LLC and, you know, like Commissioner Yearsley said, just kind of use that front space as an extra play area or something, you know, something along those lines and the concern with parking is, you know, when you get somebody that uses those garages for storage -- let's say they -- they start a business, they are wildly successful, the next thing you know their garage is going to be storage or even the commercial space would become storage and, then, the cars are going to be parked outside and I mean so on and so forth. Kind of the same problems you are going to have in a subdivision if somebody is trying to run a business out of there. So, I really like the product. I do have issues that it's, essentially, attached to the rest of the house where you can just walk freely into it. The smaller units -- I think the amount of square foot -- square footage that's in there for the commercial space is just not adequate personally. I -- I think that's just going to lend itself to somebody being able to work remotely, but if they had a hundred percent remote business that would work for them. But, again, if you have a hundred percent remote business, then, you know, an office or a spare bedroom is going to do the same thing for you. So, anyway, I -- I'm a little on the fence with this one, so -- I can see the need for it, but I'm afraid it's going to -- the way that it's set up I think it would be easy to take advantage of it.

Grove: Mr. Chair?

Seal: Commissioner Grove, go ahead.

Grove: Start off with some of the things that I liked about the project. In general I like vertically integrated projects. I will get to the particulars later, but I -- I like mixed use. I like doing those. I like unique approaches and dedicated parking. I agree that we have

a residential need and an office need and I think probably a mixed use need, but I don't like how this project is constituted in terms of the how the uses are laid out. The -- to me as a -- if I were to be using this space as a client I wouldn't know where to go when I parked and I think that if it -- it leads to confusion. It -- which leads to frustration. I think that long term the -- I would -- long term I would like to see more examples, I guess, of like how does this product actually look ten years down the road when needs have shifted. We -- we know how offices operate. We know how residential operates and in certain areas we know how mixed use operates over time. This to me is -- it brings a lot of unknowns. It doesn't fit with what is around it in terms of use. A lot of mixed use works, because there are other projects that it can tie into that it can be a part of and -- and so I have some -- some real concerns there. I think the -- as L-O it's close to a major arterial road on Ten Mile where you can build office and you don't have those customers going through a subdivision to get there, so the traffic concern in terms of what residents would have are -- are not as much as if this were in the -- if office was in the middle of a subdivision, for example. So, it's -- it's at the front end. It -- it's the best place for office. It makes sense for traditional office. There is already office complexes right next to it. I -- I hate to lose anything that can -- where we have the opportunity to build needed office space in the city. Five hundred square foot offices do not, in my opinion, help alleviate that office need and so I -- I just have a lot of concerns and objections on what we have here. I don't have any necessarily like modifications that I could make and so I -- I personally can't get behind this project.

Seal: Okay. Thank you.

Wheeler: Mr. Chair?

Seal: Commissioner Wheeler, go ahead.

Wheeler: Just a quick clarification on this here. I was taking a cruise on Google -- Google Maps and I -- and I -- I only saw the no parking signs posted on Milano, but not on Cortana. So, it looks like they could park in front on this, unless it was something I'm missing and that's -- and that's possible.

Seal: Yeah. I think Joe clarified that, that they can park there.

Wheeler: Yeah. That would be nice to get that clarified while that moved forward one way or another, but --

Dodson: We did our own Google Map search and that's what we thought, too, is that Cortona is available for parking, but Milano is not. We didn't see any no parking signs.

Lorcher: Commissioner Seal?

Seal: Commissioner Lorcher, go ahead.

Lorcher: It seems like we are a little bit split as far as whether we are going to approve or deny. Do we want to maybe suggest a continuance with -- with more history of other -- what did you call them? Comprehensive -- comparables, so that we can -- because this is a new product and because we have never seen it before and what it would look like in five years or ten years and how that would integrate and, then, possibly indicating some CC&Rs that the garages are only used for cars, not for storage, and so to answer some of the concerns as far as taking advantage of the space.

Grove: Mr. Chair?

Seal: Commissioner Grove, go ahead.

Grove: I wouldn't be in favor of a continuance. The comparables would be nice for me, but it -- it doesn't change the fact that it doesn't have the supporting uses around it to -- to really necessitate the -- this type of design and so I -- I don't -- I would like to have that in general for this new product type, but, regardless, for me I would still have a very difficult time approving this with -- without the surrounding infrastructure in terms of compatible uses that are -- that would be in place to really make this work, so --

Seal: And I am -- honestly, I think the -- the live/work part of it I mean I like that. I -- I like that it's a smaller footprint, although I think too small in the -- in this -- in those middle smaller units. It is a little confusing as far as where you would park and where you would come in. That said I -- I would feel a lot better about, you know, people utilizing the space, honestly, if it didn't have a door that just opened up into your residence. That's kind of where I'm at on it personally, you know, and I know there are people out there -- I mean I was a consultant for several years, had my own business. I inhabited a -- you know, a bedroom and, you know, it was -- I always had to meet at a coffee shop and things like that. So, having a space like this would have been nice for sure. You know, I quit doing that and if I was going to stay in there, then, it would have just become a play room. So, I don't know, you know, how we get to the point of, you know, that space really being utilized as a business, other than basically kind of cordoning it off from the rest of the house where you enter and exit just like anybody else does. That's kind of where I'm -- I'm at with it. But that would require, you know, redesigning it, so --

Yearsley: Mr. Chair?

Seal: Commissioner Yearsley, go ahead.

Yearsley: I -- I think I share a lot of your concerns. Ultimately as I see this, it's -- it's a glorified apartment with an office -- a home office that you can work from home is -- is the feel that I get for this. It's not -- you know, if -- if it were me and I was having my own business I think it would be ownership. I wouldn't want to rent this, I would rather have -- own the apartment and that's I think where -- where my rub is is the -- the ownership part of this, so I -- I don't know. I -- I kind of sit on the fence. Ultimately I see it just as a glorified apartment for the most part and not really an office use.

Seal: Okay. Thank you. Anybody else? So, the great thing about being chair is somebody else has to come up with a motion here, so -- and I -- you know, I -- I'm honestly -- you know, I'm still on the fence about it. I'm more leaning towards like, you know, probably either a denial or a continuation in order to let them take another crack at this, because I think it does have legs. I mean if this were Old Town, something along those lines, had great frontage to it, then, it would be a different story, but -- I mean there are going to be a lot of people driving by it. That is a major residential area. There is going to be a lot of other things that go in there, so I think the opportunity to have folks driving by is there. I do agree with Commissioner Yearsley on the own versus rent. I think this -- if this had ownership tied to it, then, that would be different as well. I mean if you own it, you know, you cordon that off to where your -- your business -- you come in and out of that door, the same door that your customers are going to, then, that would help as well for me. But we have neither of those right now.

Dodson: Mr. Chair?

Seal: Yes, Joe. You sound a lot like Commissioner Cassinelli, so I'm almost ready to tell him it's okay to speak every time.

Dodson: Commissioner McCarvel always got we -- you and I confused, so -- at least when you were out. The -- usually when we get to this point -- I don't want to belabor this more than what we need to. Lord knows I want my time back, too. But the -- we get to this point we usually open up the public hearing again and hear from the applicant about which way they would prefer. Obviously, not a denial. But it sounds like, just so I know and for everybody on the record, that more commercial space, potential condo plat, and clarification on parking would be things that could get you guys somewhere better. I don't know. Not for everybody. I understand. But is that worth a continuance? Is it -- or is that a condition -- those are the reasons for denial? I just want to make sure whatever motion is made that it's very clear.

Seal: Understood. Commissioners, would you like to open it up to talk to the applicant? Commissioner Yearsley? Commissioner Cassinelli?

Cassinelli: Mr. Chair, this is Bill, not Joe.

Seal: Thank you.

Cassinelli: In -- in kind of piggybacking off Commissioner Yearsley's comments about the glorified apartments, when -- when we look back at the -- the -- the gist of this, this is a CUP. This is going into what is already zoned as light office. So, in theory, we are looking at changing light office to what really is 90 percent apartment and ten percent home based office, which really -- which really changes it. Again, I'm -- I'm a great fan of some of these live/work projects and I think in a -- in another -- in another place I would be willing to -- to -- to throw something out, but it would be -- and -- and before I do maybe if another Commissioner wants to take a stab at a continuous -- continuance, but I -- my -- my gut feel is a flat-out denial on this one, just because of where it's located, not the project in

itself, but where it's specifically located. But if somebody else wants to maybe jump in there and -- and look at a continuance --

Wheeler: Mr. Chair?

Seal: Commissioner Wheeler, go ahead.

Wheeler: I would like to make a motion to open back up public testimony.

Seal: For H-2021-0080?

Wheeler: Sorry. You know, I'm kind of green at this stuff.

Seal: That's okay. That's okay.

Wheeler: All right. I would like to make a motion to open up public testimony for Item No. H-2021-0080.

Seal: Do I have second?

Grove: Second.

Seal: It's been moved and seconded to reopen the public hearing for H-2021-0080. All in favor say aye. Any opposed?

MOTION CARRIED: ALL AYES.

Seal: Okay. Would the applicant like to come back up, so we can ask a few specific questions. I will just lead off with you. You have heard our concerns and we would like to -- because we are the approving body for this, I mean I -- I -- I think we would like to see this in a different light. Is there the opportunity to provide for ownership versus renting? Is there the opportunity to maybe reconfigure the way things are done in order to ensure that businesses are going to be operating in there, because the concern was raised that this is replacing what would, essentially, be office space, no residence. So, yes, it's a really neat product, but we have got to make sure that it fits in the area that it's in, so --

Shrief: Chairman, Commissioners, my client and I were listening very intently as you -- as you went through some of your concerns on the project and we would really appreciate it if we could come back in a couple of weeks. We want to look at the CC&Rs, look at how we can -- we can seal that up with those business uses being required and we would like to close -- close that. We want to look at -- we would potentially be interested in a condition requiring us to have a condo plat prior to occupancy where we could start construction. Meanwhile, we would concurrently have a condo plat that would run through -- that would come through hearings prior to occupancy of these units. We are more than amenable to having that condition of approval that we actually allow this -- this would be



owner occupied and that we go ahead and plat this. We also want to go in and -- and come up with exhibits and address how exactly parking is going to operate out here and we also want to look -- re-examine the amount of commercial space we are proposing. So, we would like to do a revamp. Thank you for giving us some direction, but we would like the opportunity to come back and take some of that direction to heart and give you what you think works in this area.

Seal: Okay. Thank you. Anybody want to --

Grove: Mr. Chair?

Seal: Commissioner Grove, go ahead.

Grove: Question. These are fairly substantial changes I'm assuming on different parts of this. How much time minimum would -- would you want before we start looking at our schedule, just so that we have some idea of how far out we need to push this? You know, is it two weeks, is it a month, what are we kind of looking at from a schedule standpoint?

Yorgason: Yeah. Mr. Chairman, Commissioner Grove, I actually don't see this as substantial.

Grove: Okay.

Yorgason: Most this is text and conditions of approval. For example, requiring a condo plat prior to certificate of occupancy is a condition of approval. But that's -- that's not anything different than that. Some of these like floor plan changes, taking the door out, and -- and making sure there is only single access to the front, so you don't have that alternate access, as Commissioner Seal had referred to. This has never been envisioned as glorified rentals. It's not what they are. Sorry that you thought they were. We actually would like to make them for sale units, but we don't want to keep spending money on a project if you just want to deny it. So, if there is a chance we will move forward then we will make a really nice product for you. But if you just don't want it here, just deny it tonight, please. Because I don't want to waste anymore money on this project. I will take my money and put in some other city where they do appreciate our business. Now, I'm not going to be a little more upset than that, I'm just a little surprised at some of the comments tonight. This is going to be a beautiful product and the neighbors all liked it, by the way. You don't see a lot of opponents here. All the neighbors liked it. And -- and so with that in mind we -- we would appreciate continuance. I do think two weeks would be adequate, if there is enough room on your agenda for that, and we can help work with staff to what those revised conditions might look like to address the concerns tonight. We can make a slight adjustment to the floor plan in that amount of time as well.

Seal: Thank you.

Wheeler: Mr. Chair?

Seal: Commissioner Wheeler, go ahead.

Wheeler: Dave, I would -- I would also just suggest also taking a look at the -- the storage area in the parking side where the -- there would be a restriction for the occupants to not park outside, things like that, because that was also a concern, because we have seen this happen in the past where there have been nice apartments with the -- with the attached garages and they just become attached storage and, then, the parking stuff starts becoming a concern and that's just -- that's just the normal temperature up here seeing these kind of things, so just --

Yorgason: Yeah. Mr. Chairman, Commissioner Wheeler, I understand that. I see a lot of apartment complexes where they have covered parking, non-covered parking, open parking and the covered parking turns into a garage. I know that. And so we debated that, if we should even have this as a garage or not. If we should -- that's not really required. But it's an amenity. It's actually a -- a nicer addition to the community, to the area. So, we will look at that. Thank you.

Dodson: Mr. Chair?

Seal: Joe, go ahead.

Dodson: I appreciate the applicant's vigor for two weeks, but I can't get new plans and review things in two weeks with other projects and -- and the work that I have. I just can't. And it wouldn't even, technically, meet code, which requires 15 days prior to the hearing, which would be yesterday. So, I -- if we did the first hearing in March it's fine or any of them in March,

Seal: Okay.

Dodson: I'm okay with that. I'm pretty sure we are very busy in the upcoming meetings, so I know how that -- that works.

Seal: So, first week in March looks available?

Weatherly: Mr. Chair, both meetings are still open for noticing, which means that the Planning Department may have more projects coming through. But currently there are two scheduled for March 3rd, so this would be number three. There are three scheduled for March 17th. So, this would be number four.

Dodson: And I have projects on both, so I will be here anyways.

Seal: Okay. So, it looks like March 3rd would be our target date for that for whoever was going to make the motion. So, is that the sum of our questions?

Dodson: Yeah. Mr. Chair, I would just clarify again. Be very clear in the continuance about what you want to receive from the applicant. It did sound like you guys do want to

see revised floor plans. So, I just want to make that clear so there is no miscommunication.

Seal: Okay. Thank you. All right.

Yorgason: Thank you.

Seal: Thank you very much. Appreciate that. Okay. At this time can I get a motion to close a public hearing for H-2021-0080.

Yearsley: Mr. Chair --

Cassinelli: So moved.

Yearsley: -- if -- if we continue this don't we need to leave the public hearing open?

Seal: You are absolutely correct. So, I am also new at this. Thank you. Okay. If that's the direction we are going, who would like to take a stab at the motion?

Wheeler: I will -- I will make a motion here, if that's good with you guys.

Seal: Commissioner Wheeler, go ahead.

Wheeler: I would like to -- let's see here. I move that we continue file number H-2021-0080 to the hearing date of March 3rd for the following reasons: For the applicant to work with ownership -- what do we call that? What would you say that --

Seal: Owner occupied.

Wheeler: Owner occupied solutions, parking solutions and -- was there something else? Was that mainly it?

Seal: Commercial space utilization. Redesign.

Wheeler: And commercial space utilization --

Grove: With revised floor plans.

Wheeler: With the revised floor plans.

Seal: Can I get a second?

Lorcher: Second.

Yearsley: Second.

Seal: It's been moved and seconded to continue Item No. H-2021-0080 to the date of March 3rd, 2022, with modifications. All in favor say aye. Any opposed?

Grove: Nay.

Seal: Got that? Do we need to --

Weatherly: For the record, Commissioner Grove, was that a nay from you? Thank you.

Seal: All right. The continuance passes. All right. Thank you very much for that.

MOTION CARRIED: SIX AYES. ONE NAY.

**6. Public Hearing Continued from January 6, 2022 for Apex West Subdivision (H-2021-0087) by Brighton Development, Inc., Located on the North Side of E. Lake Hazel Rd., Approximately 1/4 Mile West of S. Locust Grove Rd.**

- A. Request: Preliminary Plat consisting of 208 building lots (207 single-family and 1 multi-family) and 34 common lots on 96.08 acres in the R-2, R-8 and R-15 zoning districts.

Seal: All right. At this point we will move on to public hearing for Apex West Subdivision, H-2021-0087, continued from January 6th, 2022, and we will begin with the staff report.

Allen: Thank you, Mr. Chair, Members of the Commission. The next application before you is a request for a preliminary plat. This site consists of 96.08 acres of land. It's zoned R-2, R-8 and R-15 and it's located on the north side of East Lake Hazel Road, approximately a quarter mile west of South Locust Grove Road. This property was annexed with the previous Shafer View Terrace and Apex Developments and is included in their respective development agreements. The Comprehensive Plan future land use map designations for this property -- there is three of them -- are low density residential, medium density residential, and medium high density residential. You can see that here on this map here on your left. The green is low density, the yellow is medium and this is medium high. The proposed preliminary plat is shown on the left. It consists of 208 building lots, 207 single family lots, and one lot for future development of townhomes or multi-family apartments and 34 common lots on 96.08 acres of land in the R-2, R-8 and R-15 zoning districts for Apex West Subdivision. The subdivision is proposed to develop in four phases as shown on the phasing plan on the right there. The proposed plat includes a portion of the parcel to the east depicted on the plat as Lot 1, Block 5, and the surrounding area and that is this area right here that we are talking about. The entire parcel around that must be included in the boundary of the proposed plat or a property boundary adjustment application must be approved to either include that area in the adjacent parcel or to create a separate developable parcel. A portion of the lot cannot be included as it would create an illegal split. Therefore, staff recommends prior to the City Council approval of the subject application a property boundary adjustment application

Item 1.

shall be approved. Three future development areas are depicted on the plat. Lots 32 and 43, Block 6, that's the two triangle ones here at the north end and Lot 1, Block 1, rectangular parcel here at the south end, that are to be resubmitted and/or developed under separate applications in the future. Access is proposed at the northwest corner of the development from Quartz Creek Street, a collector street, from South Meridian Road, from South Sublimity Avenue and South Apex Avenue, both collector streets, via East Lake Hazel Road. Stub streets are proposed to adjacent properties for future extension and interconnectivity. Qualified open space consisting of linear open space, open grassy areas at least 5,000 square feet in area, eight foot wide pathways -- excuse me -- parkways and street buffers along collectors and arterial streets are proposed in excess of UDC standards. Site amenities consisting of a swimming pool with changing facilities and a restroom, two segments of the city's multi-use pathway system, totaling approximately half a mile and a playground, are proposed in excess of UDC standards. The three future development areas will be required to comply with the open space and site amenity standards upon development. The McBirney Lateral crosses this site within a 41 foot wide easement and the Watkins Drain runs along the west side of the site within a 38 foot wide easement, as depicted on the plat. These waterways are proposed to be piped -- excuse me. The Watkins Drain, the applicant is actually requesting to leave open. They submitted that request recently. So, that will require Council approval of a waiver to that section of code to allow it to remain open. And the McBirney is proposed to be piped. Conceptual building elevations in a variety of materials and colors were submitted for future single-family residential detached homes in this development as shown. Homes on lots along collector streets are required to incorporate certain design standards as noted in the staff report, since they will be highly visible. Written testimony has been received from Julie Edwards, a neighbor. She is concerned with the provision of the three common driveways within the development and associated traffic congestion as discussed at the Commission hearing for Apex East. Concern pertaining to parking in relation to the alley access units and the adequacy of such for guests on the adjacent public streets, especially with the common driveways proposed and parking issues associated with those typically. Suggests some of the building lots be eliminated in favor of provision of a guest parking lot in addition to the on-street parking and elimination of the common driveways in favor of larger lots in those areas. School capacity concerns from the proposed development and others in the area. Written testimony was also received from the applicant Josh Beach of Brighton Corporation. They are in agreement with the staff report, except for condition number seven, which requires all waterways on the site to be piped in accord with UDC standards. The applicant, as I mentioned, is requesting Council approval of a waiver to 11-3A-6B to leave the Watkins Drain open as an amenity feature. Staff will stand for any questions.

Seal: Okay. At this time would the applicant like to come forward?

Wardle: Mr. Chair, Commission Members, Mike Wardle, Brighton Corporation at 2929 West Navigator in Meridian. 83642. Sonya's given you the -- the real depth of the information, but I want to just add a little bit of flesh to it to illustrate some of the issues that she talked about and, again, the only real issue that you will see in a few moments relates to just a drain that is not really much of a waterway, but it's part of an amenity area

that we would propose to receive Council approval for. I'm not getting the -- do we have control, Sonya? Okay. As Sonya noted, it's part of the area that was annexed back -- actually by the city action some seven years ago and, then, two years ago we had a larger area before you that rezoned some of the parcels and received preliminary plat approval for the areas at the intersection of Lake Hazel as it's just noted there is A and W, which is Apex Northwest and, then, Apex Southeast opposite that and, then, recent approval of Apex East on the east side of Discovery Park. So, we are talking about, then, just the parcel Apex West. All of this was done, of course, in -- in accordance with the Comprehensive Plan and the underlying zoning as noted here, with the estate lots, the eight estate lots to the northwest corner, being retained as R-2, with R-8 and, then, a parcel in the future in R-15. Some of the details relative to the site. Shafer View, of course, to the west was one of those farm subdivisions where the open space was retained and there has been approval subsequently for the remainder of their properties for a subdivision. So, what we have east of Shafer, of course, is the -- just some of the features. The green diagonal is the Williams Pipeline corridor that will be at -- in the future added as a pathway corridor and fully landscaped, connecting as it actually will to the east and southeast to Discovery Park and, then, where ever it goes to the northwest in the future with adjacent development. The Watkins Drain as noted, there are two segments. We have actually -- we will pipe the area that's along the roadways near the southwest corner of this parcel and you can see where it actually goes through the property currently. All of that will be piped, but, then, when you get to the area where it leaves the roadway section, that portion, as you will see in just a moment, actually becomes part of a common lot, an open space area, and there is actually a -- let me go back for a second. You can -- you can see in the middle of the drawing there is an arrow that says city sewer access multi-use pathway. That -- the sewer is actually in that alignment. It was installed several years ago to serve the Apex Northwest and the southeast subdivisions that are under construction. So, that sewer access will actually be paved as the pathway. Gives the city the access to maintain their sewer system, provides access for pedestrians along a connection that will meet up with a ten foot pathway on the west side of Sublimity Avenue, which is the road coming in from Lake Hazel. Again, you can kind of see this area a little bit more where the green stands out. as Sonya noted, it's just over 96 acres, R-2, R-8 and some R-15, 207 single family lots actually depicted in the project as it's proposed. Forty-six of those are either alley, 36 of them, and, then, ten are rear loaded that I will talk about in just a moment, with three common lots serving nine lots -- as a common drive serving nine lots. We are well aware that there is a lot of concern about those, but they are allowed under city code. We utilize them and have successfully -- successfully utilized them in many of our projects and we minimize to the extent that we can, but occasionally there are some corners that we -- we do that. The Watkins amenity pathway corridor and sewer access is depicted in this open space exhibit. The qualified open space as noted exceeds the city's requirement at just nearly 17 percent of the site, with the amenities being proposed as the community pool. You can see a little tag over on the east side where it depicts that site a little bit more and, then, of course, the playground associated with that. The pathway along Mc Birney and, then, the Watkins as well. Again, just dialing in a little bit more that shows a little bit more of the character of the pathway through the Mc Birney piped corridor. The Williams Pipeline up to the north it shows the future alignment and I would note that the Williams

Pipeline folks are in the process now of starting to upgrade facilities, knowing that development is coming and so they are working over near the intersection and particularly through the -- the park area and the Gem -- Gem Prep School site that's under construction. So, during the course of our development there will be upgrades to the Williams Pipeline and, then, eventually that will be an open space sodded corridor. They won't allow really in the -- in terms of trees or anything, but it will be just a nice 70 foot wide greenway connecting all of the facilities from Discovery Park and, then, that would also provide an access -- it would connect, then, to the -- the McBirney pathway, which, then, connects over to the Watkins pathway. The information that Sonya noted from Ms. Edwards that lives to the north of the Apex project, she had concerns about the alley product and I'm going to jump in a moment and show you what that alley product actually looks like and she had expressed concern about parking and so forth. But the alley loaded lots, they are highlighted in the purple, are 120 foot deep lots and they all have a minimum 20 foot parking pad at the rear. The lots over facing Apex Avenue on the east side of that highlighted in red are 130 feet deep. Those lots -- or those dwellings will actually face the product on the east side of that collector roadway at 130 foot deep. They will also have a minimum rear loaded parking pad and just so that you will see what that is, I'm going to just jump way ahead for a moment. This is a real life example of what we have done in Paramount and in alley loaded product that we have -- in Paramount the lots are 114 feet deep. In comparison in Apex West the alley lots are 120. The rear loaded are 130. The street frontage -- because there are no driveways you have on-street parking available along the frontage of those alley-loaded lots. A 20 foot wide alley is flanked on each side by minimum 20 foot parking pads and if you have two or three -- and you can see a three car garage to the left, but you can see that -- in fact, the next one you have got the big pickup on the right. So, those lots are actually six feet shallower than the smallest lot that we have in our alley loaded product in Apex and I would note that when we did this Paramount project it mirrors what we did -- what we pioneered in the city -- Brighton did at Harris Ranch when we did all of the alley loaded products there that required a minimum 20 foot parking pad, so that you did not have, you know, the opportunity for, as you expressed earlier, the concern of people utilizing their garages for storage and no place to park. That's not the case here. So, I'm going to go back for just a moment and just look at the Watkins Drain. I did some review through the Google Earth street view and couldn't see any water in any of it, so this is exactly -- these shots were taken yesterday. Shafer View Subdivision on the left. Apex on the right. And that corridor -- and you can see the existing city sewer access road that will become the multi-use pathway. That area, then, down to and through the drain will be part of a common lot that will be landscaped and we hope that there is some water that might trickle through there occasionally, certainly during the summer irrigation season there will be some, but it's not a -- really a significantly defined channel throughout most of it. So, again, we will be asking the -- the City Council for a waiver to allow that drain behind those R-2 estate lots to be maintained as an open waterway amenity with that multi-use pathway in the city sewer access. With that we actually concur with staff's recommendation for approval of Apex West with all of the city and agency comments, subject to that one item that we will take to the Council. I would be happy to answer your questions.

Seal: Okay. Thank you. Are there any questions for the applicant or staff?

Grove: Mr. Chair?

Seal: Commissioner Grove, go ahead.

Grove: A question to -- my question for you on -- actually, on phasing of the roadway that is to be built as a fire lane through phase one, two, and three, but would, then, be converted to a road into the subdivision in phase four. Is there any possibility of moving the construction of that to an earlier phase or is there a purpose for it being constructed as a roadway in phase four, instead of earlier?

Wardle: Mr. Chairman, Commissioner Grove, I'm going to have to ask my boss, because I'm not really acquainted with that aspect. And, Sonya, I would -- could you bring back up the phasing plan.

J.Wardle: Commissioners, for the record Jon Wardle. 2929 West Navigator. Just to clarify, I may technically be his boss on paper, but that doesn't mean anything, so -- to Commissioner Grove's question, the -- the phasing plan here showing the road in red, Commissioner Grove, we -- we are working on a couple different things that -- part of the reason we -- we can't do it at the very beginning is we do have that Watkins that we do need to tile in the off season, so we -- we aren't conflicting with that, but we also are entering into a CDA with ACHD to continue Lake Hazel as a five lane road through this corridor. So, there is going to be a variety of improvements that need to happen there. The emergency access is beneficial at the very beginning. However, we do have direct access out to Locust Grove and we have two different ways to get to Locust Grove and we have two different ways to get to Lake Hazel in the interim as well. So, it's not -- it's not a complete dead end, we do want to have it there as quickly as possible, but it will be problematic for us to do it at the very first phase of this project.

Grove: Okay. Thank you.

J.Wardle: Thank you.

Seal: Okay. Do we have any other questions? Okay.

Cassinelli: Mr. Chair, this is Bill. Sorry. I was trying to unmute.

Seal: Oh. Go ahead, Commissioner Cassinelli.

Cassinelli: The amenity that you are wanting to make use of the -- of the Watkins Lateral is -- would that be -- is that an additional amenity or is that your third amenity?

J.Wardle: Mr. Chair, to make sure I understood Commissioner Cassinelli's question, he was asking if the Watkins pathway and open space is an additional amenity or if it's tied in with our overall amenity package. It's -- it's part of our entire package with all the pathway systems, you know, that mobility piece of it and pathways. Just to note, these are not the -- the city has a pathway plan and we have worked with Kim Warren about



what that would be and, ultimately, the -- the city designated pathway would be the one that would go through the Williams Pipeline. These are new additional pathways outside of those.

Cassinelli: But the comment there -- and not wanting to pipe that is to keep it as a -- as an amenity feature to leave it open. So, I guess my question is if -- if that were -- if that were piped would that reduce your amenities? Is that -- that drain, keeping it open and making it an amenity, is that one of your -- is that one of the amenities to meet the minimums?

J.Wardle: Mr. Chair, Commissioner Cassinelli, the open space still counts. It's just a question of whether we are tiling it or if we are leaving it open. So, there is really no difference in terms of the amenity. It's still with the open space corridor. We just believe that this part of it, along the Watkins that we are asking to leave it open, has actually an opportunity to be something different than just a tiled piped waterway. So, our preference is to leave it open. If the City Council decides that they prefer that it be tiled, the amenity calculation doesn't change, it's still the same count open space and all of that.

Cassinelli: Okay. Thank you.

Wardle: Thank you.

Grove: Mr. Chair?

Seal: Commissioner Grove, go ahead.

Grove: I have one last question. With the amenities for Apex, is this -- is Apex looked at as an overall project or is Apex West, Apex Northwest, Apex East, like are all of the directions separate or are they tied together in any way in terms of residents in one -- in West are they able to use amenities in another portion of the development?

Wardle: Mr. Chair and Commissioner Grove, important clarification. We appreciate that. No, it's all part of one. Unfortunately, when you do a preliminary plat you have to distinguish it for file purposes and for the county's purposes. So, no, it's all part and parcel and these folks will, in fact, utilize -- it doesn't really show up here, but we have that very strong community core that's taking place at the northwest corner of Lake Hazel and Locust Grove and that will all, again, tie together as part of that complete community. All same covenants, same restrictions, same association fees and requirements. Thank you.

Lorcher: Commissioner Seal?

Seal: Commissioner Lorcher, go ahead..

Lorcher: Mr. Wardle, based on the written testimony from Julie Edwards, she mentioned that the common driveways with development associated for traffic connections as -- as

was here in the hearings for Apex East, were those common driveways approved for Apex East; do you recall?

Wardle: Mr. Chair and Commissioner Lorcher, yes, they were approved. We made one modification when we went to the Council. That northwest corner that had been sited where there were quite a few and it was on a secondary emergency access and so we actually took one or two lots out of that corner, but the others that were part of that project were reviewed and approved by the Council. So, again, we are bringing you something that's allowed by your code. We don't try to overuse it, but there are places that we do and in this case of the 207 -- or 208 lots, there are nine lots that will be on common drives.

Lorcher: Thank you.

Seal: Okay. Anybody else?

Wardle: Thank you very much.

Seal: Thank you very much. Appreciate it. Okay. At this time we will take public testimony. Madam Clerk, has anyone signed up? No one has signed up?

Weatherly: No.

Seal: Okay. Anybody online that would like to hit the raise hand button or anybody in chambers if you would like to come up. No takers? No one online? Okay. Unless the applicant has something more to add or we have additional questions -- okay. Can I get a motion to close the public hearing for Item No. H-2021-0087.

Lorcher: So moved.

Wheeler: Second.

Seal: Okay. It's been moved and seconded to close the public hearing for H -- file number H-2021-0087. All in favor say aye. Any opposed? Okay. Motion carries.

MOTION CARRIED: ALL AYES.

Seal: Who would like to jump in there?

Lorcher: Commissioner Seal, I will start.

Seal: Commissioner Lorcher, go ahead.

Lorcher: I'm -- I'm in agreement with Mr. -- is it Beach's comments from Brighton Corporation to pursue a waiver for open space for -- to have the Watkins open. I -- I don't know if I'm unique in this respect, but closing every open waterway in Meridian takes away what the nature of Meridian is like. So, if we keep piping everything in -- one of the

things that founded our city was our irrigation and piping it all in takes that away. So, the more we can leave it open, then, we invite nature into our backyards and our home. So, I'm definitely in support of this. I'm not a fan of the common driveways for the congestion and services, but it was approved in Apex East and according to Mr. Wardle they are fulfilling the city codes.

Seal: Okay. Thank you. Anyone else want to jump in? Commissioner Wheeler, go ahead.

Wheeler: I have a question. Thank you, Mr. Chair. I have a question for staff. Is there any requirements for -- like fencing or anything along that open waterway?

Allen: Chairman, Commissioners, I have asked the applicant to provide some additional information prior to the Council meeting on how public service -- public safety is planned to be preserved with that being open. So, I -- I don't know if they know that now, but I -- I did ask that of the applicant. A little short notice, so they probably haven't had a whole lot of time to ponder that yet maybe.

Wheeler: Okay. Okay. Yeah. I'm -- I'm in agreement here that I like to see that kind of an open waterway and I like kind of the views that will be there at least temporary over to the -- to the east from that section, too, so -- thank you.

Grove: Mr. Chair?

Seal: Commissioner Grove, go ahead.

Grove: I think this ties in well with the other portions of -- of the Apex project. Seeing some of the zoomed out pieces where it -- how it connects with the other plan pieces or under development pieces help -- especially with the -- the open space area on the east side, seeing how that connected with like the -- the Williams Pipeline corridor and I thought everything looks good. It's really easy when applicant agrees with the staff report. I think I would be fine with moving this forward. We don't -- I don't think we need to make a change to the -- the staff requirements on this. We can make an encouragement, but it's not our place to do the waiver. So, I think it would just be an encouragement if we want to go in that direction, but I don't know that we need to condition anything. I could be wrong. Does that sound right? Somebody? Okay.

Cassinelli: Mr. Chair?

Seal: Commissioner Cassinelli, go ahead.

Cassinelli: Quick question for staff. Sonya, is -- do the lot sizes on the alley loads and the -- I think they are rear loaded product to the east and west of that alley load portion down there, do those all meet the -- I'm assuming they all meet the R-8 lot size requirements?

Allen: Chairman, Commissioner Cassinelli, yes, they do.

Cassinelli: Okay. In my comments I'm not a fan whatsoever of -- of the common driveways. I would love to see them eliminated. I mean I get it. The developer is doing it to maximize their density, all within code and guidelines on the project. I'm just not a fan of it and I'm really shocked that there was not more public input, even though I -- you know, there is not a lot -- a lot of homes down there yet I don't think, so probably not a lot of -- a ton of neighbors, but I'm shocked with a project this size that there is not more -- that there wasn't more input. But all that said, I would be -- I would be okay with -- with moving it forward as is.

Seal: Okay. Commissioner Yearsley, do you have anything?

Yearsley: I actually -- my biggest concern is I -- I think the project is fine and everything. I just -- I mean I just don't like that we just cram as many homes as we can into a subdivision. I understand that, you know, we are trying to keep a price point down and everything, but, man, there we just got small lots and medium-sized homes and I just don't like the look and feel. That being said, it's -- it's my personal preference -- and I'm not going to stand in the way of the project.

Seal: Okay. Yeah. That -- I mean can't say it enough. Common driveways -- I -- I drive through one of your products that has a corner and -- and, you know, three houses on it and when it's trash day it's like Mario Kart. It's -- it's horrible. I mean it's a really -- it's a bad experience in a really upper end -- upper end subdivision, you know, that has space to accommodate better than this does. So, where these are squeezed together more tightly I can't imagine what that's going to be like. That said it meets code. I wish we would do away with them, make them, you know, alternative compliance only or something along those lines, because I have seen another one of your products where you did the circular driveways that were common. Beautiful. Absolutely amazing way to -- you know, out-of-the-box thinking with that. So, that said I will get down off my soapbox and ask somebody for a motion.

Grove: I got it.

Seal: Commissioner Grove, go ahead.

Grove: Mr. Chair, after considering all staff, applicant, and public testimony, I move to recommend approval to the City Council of file number H-2021-0087 as presented in a staff report for the hearing date of February 3rd, 2022, with no modifications, but embrace of the applicant's request to have a waiver for the open waterway for the Watkins Drain.

Seal: Okay. It's been moved and seconded to approve Item No. H-2021-0087 -- oh, do I need -- yeah. Who would like to second that? Sorry.

Wheeler: Second.

Seal: Thank you, Commissioner Wheeler. Now, it has been moved and seconded to approve Item No. H-2021-0087 as presented in the staff report for the hearing date of February 3rd, 2022. All those in favor say aye. Any opposed? Okay. Motion carries.

MOTION CARRIED: ALL AYES.

**7. Public Hearing Continued from January 20, 2022 for Quartet South Subdivision (H-2021-0088) by Brighton Development, Inc., Located on Parcels S043432586 and S0434325410, at the Northeast Corner of W. Ustick Rd. and N. Black Cat Rd.**

- A. Request: Annexation of 67.61 acres of land with the R-8 (48.83 acres) and R-15 (18.78 acres) zoning districts.
- B. Request: Preliminary Plat consisting of 229 single-family residential lots, 2 multi-family lots with 140 townhouse units, and 42 common lots.

Seal: All right. So, we will move on to Quartet South Subdivision, H-2021-0088, which was continued from January 20th, 2022, and we will begin with the staff report.

Cassinelli: Mr. Chair, can I jump in?

Tiefenbach: Greetings, Mr. Chair, Members of the Commission. Alan Tiefenbach, associate planner here with City of Meridian. Okay. This is a proposal for an annexation and rezoning and preliminary plat. The property is not quite 68 acres, zoned RUT, located at the northeast corner of North Black Cat, West Ustick Road intersection. In July of 2020 Quartet Northeast, obviously, to the north and Quartet Southeast were approved north of this property. This subdivision is a continuance of those subdivisions. Future land use map recommends medium density residential, three to eight dwelling units per acre. The applicant proposes to annex a total of -- again, just not quite 68 acres of land. Forty-nine acres on the northern portion of the property are proposed to be rezoned to R-8 to allow 229 single-family homes. The southern 18.7 acres is proposed for R-15. That would be to allow 140 single family attached or multi-family units, although the housing type has not been determined at this time by the applicant. Jamestown Ranch, the court -- I made a little map here. So, Jamestown Ranch, the Quartet Sub -- the Quartet -- sorry -- Quartet Northeast, Quartet Southeast, they are all north. The Klamath Basin, Staten Park and Geddes Subdivisions are to the south and the Birchstone Creek Subdivision is to the west. To the east is unincorporated property that's in the county. This I will be calling the Naomi parcel as I talk about that later. This is -- this is designated for a mixed-use non-residential. Further east here is the wastewater treatment facility. There is some self-storage. It's important to note that here -- this piece of property is currently under review with the Planning Commission -- or, sorry, with ACHD for a new maintenance facility. There are -- let's see. There is presently four accesses to this property off of North Black Cat and those accesses are going to be closed and, then, there will be new accesses. One will occur from West Aspenstone, which is down here, and the other will occur from

-- from Machado, which is up here -- which is around in the middle. Some of these accesses to the north have already been improved -- already been approved as part of the Quartet Southeast and Northeast. The internal streets will be built to ACHD standards. The applicant submitted a traffic study for this application. ACHD responded that the level of service at the North Black Cat and West McMillan intersection -- so, it will be up to the north here, that's level of service F, and that sections of North Black Cat Road and West Ustick Road also exceeded the ACHD acceptable level of service. Ustick Road is listed to be widened to five lanes between 2026 and 2030. North Black Cat Road is listed to be widened to five lanes between 2031 and 2035. The North Black Cat-West Ustick intersection was signalized with turn lanes in 2021. Eventually that's going to be widened as well between 2026 and 2030. Per ACHD, the applicant is going to be required to construct a dedicated eastbound turn lane on Ustick Road, which is down here. They will also be required to construct a dedicated northbound right turn and a southbound left turn at Aspen -- Aspenstone Drive, which is what you see here. The applicant's going to be required to construct ten foot wide pathways along North Black Cat. Originally in the staff report it talked about sidewalks. Since that time ACHD required ten foot wide multi-modal pathways. There is two common driveways proposed with this subdivision. On the right is the open space exhibit. A minimum of 15 percent qualified open space is required, 15.4 percent is shown. This includes two larger parks of roughly 114,000 and 55,000 square feet and some smaller open space areas as well. Based on the 48.83 acre area proposed on our new code ten amenity points are required. Because this project is more than 40 acres amenities are required from all of the separate categories. There is four different categories listed in the code and, then, there is a note of what qualifies for amenity points. The applicant proposes a community pool and changing rooms, children's play structure and clubhouse. Although the square footage is not indicated, staff scaled the clubhouse and it looks like it's greater than 5,000 square feet, which would qualify it for more than six amenity points and this would qualify in the quality of life category. A swimming pool and changing rooms are also shown, which would qualify -- qualify for six amenity points and a children's play structure and all this would end up being about 13 points. This is over the ten points that are required. But, again, as I mentioned, because this is larger than 40 acres they are actually required to provide amenities from all four categories and I don't under -- unless the applicant clarifies with us, I do not believe that amenities have been provided from all those categories. Easy enough for them to fix, but, again, they would have to meet all the categories. The subject property is adjacent to the Naomi Farms property. That's the one I talked about was to the east and that's designated for a mixed-use, non-residential. The purpose of this designation is to designate areas where new residential dwellings would not be permitted. What I have shown you here is the future land use map. Residential uses are confirmed to be -- or have been determined to not be compatible in these areas. Again, as I mentioned earlier, the wastewater treatment plant is about 1,200 feet to the east, which is what you see in green here. There is a future ACHD facility that will be built about a thousand feet here and both of these would -- or very potentially have highly intensive industrial usage, which could include noise, light, odor. The ACHD facility itself -- could also have some pretty significant traffic impacts. At present the Naomi Farms property could be annexed into the city and it would be designated for industrial. So, they could do industrial uses. Right now I think there is sort of an informal RV storage type facility

that's happening. It's covered RVs. Staff has recommended to the applicant that a better transition should be provided between the subject property and the destination -- and the Naomi parcel to the east. The applicant has responded that there may be a future request for a future land use amendment for additional residential uses to the east and that a buffer or transition via a road or something else could be provided as part of this request. The applicant also states that the mixed-use non-residential designation is intended to provide the transition to -- is intended for that reason, to provide the transition, which is why this project, as shown, shows houses backing directly to the Naomi Farms parcel. Staff has known that due to the increasing loss of industrial land and the impacts that I mentioned with the wastewater treatment plant and the ACHD facility, we thought that there actually should be a better transition. I might add that the applicant also has noted that there could be a future request for a future land use map change in that area to allow more residential there. Because of the -- the reasons that we listed, staff at this point -- we weren't sure if we would support that map amendment, but whether or not the Planning Commission or the City Council is inclined to support redesignating that area, it's important to notice that -- that unless the applicant gets that property or unless the current owner of the Naomi Farms are part of this application, we can't ascertain whether an appropriate transition is based upon somebody else and what they might do that aren't associated with this application. So, we certainly -- you know, the applicant contends that the app -- the adjacent property -- that that transition will be provided whenever that develops. Our position is, well, it's not developing, it's not part of this application and you are developing, so you should provide a better transition for the houses, rather than backing them directly onto the -- directly to the parcel. Certainly that's for the Planning Commission and the City Council to decide what is appropriate. So, staff does have concerns with higher density residentials, particularly maybe multi-family that would be right along Ustick. As I mentioned, Council and the Commission should decide if there is an adequate transition. The applicant has submitted elevations. These single family homes are depicted as one or two story structures with attached garages and a variety of architectural elements. They do seem to meet all of the requirements. However, we would note that, again, as we mentioned, there could be a potential multi-family that goes into the -- to the parcel to the south. Now, design review is required for that and also if that was -- if that was proposed it would have to come to you as a conditional use. Still staff would want to make sure that there was more -- that there was consistency throughout this development. So, one of our -- one of our recommendations in the staff report is that the architecture of any multi-family units would be generally consistent with the single-family elevations that you are seeing here. So, again, in summary, staff does believe that it meets most of the minimum requirements of the UDC and the future land use map. There is a few -- one in particular -- I think I noted in the staff report -- along the eastern boundary there is a very long block here. There -- there is some -- there are some restrictions on how long you can have a block without a break. I believe it's 750 square feet and, then, there is some additional allowances that the Council can allow, but this is a very long block. There is all -- they meet the density recommendations. They are right at the 15 percent required open space. They are meeting their 4,000 square foot minimums. Again, with a little tweaking that they would have to provide some additional amenities -- or some amenities that come out of the different categories, which is easy enough for them to do, but certainly as we mentioned we do have concerns with

the existing issues with traffic, how long it's going to take for future improvements and whether or not there is a good enough transition from this development to the industrial uses to the east. With that if the Planning Commission is inclined to support this proposal, staff has listed conditions of approval in the staff report and with that I would take any questions or comments.

Seal: All right. Thank you. At this time would the applicant like to come forward.

J.Wardle: Alan, can I share my screen?

Tiefenbach: Yeah. Sure. Let me -- let me shut mine off. Let's see if I can do this. I think I have to just turned mine off. You should be able to.

J.Wardle: You have to unshare your --

Tiefenbach: Oh. You're right. My bad. There you go. Give it a try now.

J.Wardle: Thank you. Commissioners, good evening. My name is Jon Wardle. My address is 2929 West Navigator, Meridian, Idaho. 83642. Just share my screen with you tonight. Appreciate staff taking an opportunity to go through and describe some of the details here on the project and I want to get into some of them as well, so that we get a full picture of what -- what we are looking at tonight in the application that's before you. As Alan mentioned, we previously had approved last year or two years ago now a Quartet Northeast, which was north of the Five Mile, Quartet Southeast, which was south of the Five Mile and we are asking for annexation, rezone, and preliminary plat approval for Quartet South, which would be south of what's now Machado. If it's confusing to you, it's to us as well. That name's changed several times based on other approvals, but this is Machado up here. This is Black Cat Road here and, then, this is Ustick down to the south. We are requesting annexation, like I said, of nearly 68 acres and asking also for that to be broken up into two different zones, R-8 on 48.83 acres, and R-15 on 18.78 acres. In addition, just the details here for the project, we are asking for 229 single family detached and alley loaded homes in the R-8 section and up to 140 single-family attached or multi-family homes on the R-15 parcel highlighted in yellow. The overall density for the project, when you combine both of those together, we are about 5.46 units per acre. The split between the R-8 is 4.69 units per acre and R-15 is 7.45. But the blended density is 5.45 units per acre. We have also tried -- and this is important to note. We have also tried to bring together a -- a variety of residential home options with a standard front load is all -- as well as the alley loaded surrounding a central park. One of the things that we -- as we have developed now three age-restricted communities, we have put in the core of those very large amenities where it creates a social connection. We feel really strongly about that now as in all ages as well and so that's what's represented here is that there is a large community center. Alan is correct, it will be over 5,000 square feet where there will be an opportunity for a number of different programs in there to provide year around socialization. Clearly, you know, people do like swimming pools as well and that will be available here as we have been doing up in the northern part of the project as well. So, I just wanted to let you know that that central park area is designed to be a social hub for



this community. So, even though these lots in some regard are smaller, we are offsetting that with a very large community center that will mimic what we are doing in our Cadence communities, but this will be for all ages. This, again, highlights the amenities that are here with the clubhouse, community pool, a large playground structure. The -- the overall combined open space here is 15.4 percent or ten -- ten acres of the entire site and I want to split these apart. The R-8 area which, is the area to the north, which is denoted here, has 18.3 open space. When we bring back the R-15 we are going to be adding more open space to that. We haven't defined what that is currently, but we do need to comply with those open space requirements for that R-15 designation. There will be a little bit of a nuance, whether it's attached -- single family attached for sale or multi-family, but that open space calculation for the R-15 will increase, as well as will the amenities for that area. Pretty hard to zoom in on this, but Alan noted that because we are over 40 acres that we need to get additional amenities from each of the categories and we are proposing that those will be included as well. We have a number of non-required pathways and sidewalks throughout the project. We will also, given the essential amenity area here, we will be adding some features for the bicyclists, repair stations, that type of thing and so we will be able to comply with all of the categories and all of the amenities for the project. We did provide, prior to the hearing this -- a few weeks ago we did provide an update to the overall preliminary plat. There were -- we eliminated some areas that were of concern to staff and made sure that we were complying with all the dimensional standards for the project and that's what's reflected in the preliminary plat that was provided to you by staff and also here in this exhibit. There are four items -- I -- I wish I could say that, like the previous hearing where we were in complete agreement with staff conditions, we aren't, but I would like to walk through those with you today. The four items are arterial frontage improvements for Black Cat and Ustick. A future residential in the R-15. A question about the alleys. And, then, the future land use map designations. We have talked about that transition or buffer with the MUNR designation. So, the first one is the arterial frontages. As -- as is typical when we develop an adjacent phase of those we make those improvements. Staff has requested that we actually make the roadway improvements right from the very beginning. I am the first to tell you that we -- we also are -- we want to get roadway improvements done. This is problematic in this project at this point at the very beginning. There is a couple reasons. I mean it does add some additional costs up front, but more specifically we have a number of -- and you can see them diagonally -- some drains that come through the property. There is a large amount of piping that needs to happen across the frontage and we also have the Quenzer family home, which is still here, and their accesses and those type of things. Their home is very close to it. The home will go away, but the timing of that is not at this point in time. That's why we have phased this project the way we have, with the red area first and, then, green coming down, making the connection to Ustick and, then, we would move over. Our hope is that we can get in there earlier, but it's not feasible for us to do all of those roadway improvements at the very beginning of this project and so we are asking that condition 1-B be deleted as a requirement. It's not required by ACHD, but it is noted here and staff has made that request and we are asking respectfully that that condition be deleted. I will note that we -- when we originally proposed the -- the roadway improvements we did show those as a five foot sidewalk. Their -- ACHD is in the process of transitioning their requirements for the pathway accesses on arterial roadways. We are doing this right now in south Meridian

where those are ten foot. We, in talking with staff -- with ACHD staff -- and it was noted that, you know, we not be allowed to do five foot and we agree. We are going to do the ten foot regional pathways on both -- on our side of the road. In fact, we are doing that to the north with our existing projects as well, so we have a consistent ten foot along there. At some point ACHD is going to be updating their policy manual for that, they are just not there yet, but this will allow us to do that in the very beginning. The future R-15 residential -- like I said, we aren't quite sure what direction we are going to go, whether these will be for sale or whether they will be a multi-family under complete rentals, but a CUP is going to be required. We do need to come back to you to bring this back, so you can review both elevations, compatibility as Alan mentioned, with residential styles, which we will do and also the additional open space requirements. The one nuance here that we are asking for -- staff had noted -- noted that a DA modification be required prior to submitting the CU. We are just simply asking that that be modified so they can run concurrent. There is a little bit of a timing sequence there, but we want the DA mod and the CUP to run concurrent, knowing that you will review the CUP and City Council will review the DA mod. But it's just kind of a chicken and egg on that. There was a comment made about alleys not complying. You know, we have been over this a few times with different projects with alley projects here in the city. What -- what the concern is is when that alley makes a turn and it -- you can't view from one end as -- there would be like a blind corner, but where these alleys you can view from a public street to the end and, then, you can view the other way as well, we do believe we actually comply with city code. The city actually has approved these for us in at least four projects. You know, we -- we also agree that you don't want to have these L-shaped where, you know, you can't see all the way through, but the fact that these intersect and you have an opportunity to look from the other roads as well -- it's an item we have worked with the police on safety and given that they have been approved before we are not quite sure why at this point those are not viewed as acceptable. So, we are asking that condition 2-B be deleted as a requirement. We believe they actually comply. And, then, the last issue is the -- the future land use map and the -- a little typo there, but it should say mixed use MUNR, the proximity to the Wastewater Recovery Resource Facility transitions, that type of thing. You know, this mixed-use NR designation has a very long history. We are talking 20 years now that goes all the way back to the 2002 Comprehensive Plan and, believe it or not, I actually had worked on a couple projects in this area in 2002 as we were working through this prior to the city doing their first odor ordinance -- or odor study and so I -- I do have history with this. The -- the -- the thing that is important to note in the city's Comprehensive Plan is they do talk specifically about the mixed-use non-residential and encouraging transitions, but the city is pretty specific about how that transition does occur. When you look at the mixed use non-residential, there is two things that they note in -- in your Comprehensive Plan. One is no new residential. Existing residential can stay. It has a historic use. It can stay. But no new residential can be approved in the mixed use non-residential. That's very clear. That's been -- the city's been consistent on that. What hasn't really happened around this area in terms of developing up against it is how the transition occurs. We -- the staff has asked us to create that transition, but, in fact, the -- the mixed use non-residential provides for that transition to occur in that designation. When you look at this little rendering right here -- and I just put them side by side. The area on the outside shows residential butting right up against the mixed use non-

residential zone and the way that the city had described this -- and this goes back to 2011. So, this is the -- this is a graphic that has been consistent in all the comp plans from 2011 -- is that there are transitional uses on the mixed-use non-residential and, then, the more intensive uses are moved away from it. So, this says -- you know, this is showing existing industrial or it could be new industrial, flex, light industrial, transitioning to office or uses that would be of a size and scale, as well as landscape buffers on there butting up to residential. The mixed use non-residential is the transition between the intensive use of the wastewater treatment facility and the residential around. The comp plan clearly shows how that transition should occur and when an MUNR application does come forward the city has the guide. It's in your Comprehensive Plan on how that should occur. Our issue is staff has asked that we provide, for example, another road north to south. That's -- we don't believe that that is needed. We believe that the transition really can occur back to back as shown here where you could have offices and you could have a landscape buffer. If the city abides by the Comprehensive Plan and your own guide there will not be heavy industrial up against residential. The intention is that the transitional uses as stated here and shown here would be -- would provide the transition. I also want to show up here that industrial -- very small, but industrial up here in the corner is one of many zones that could be appropriate within the mixed use non-residential zone. So, it's not -- I don't want to, you know, preclude the option for somebody to do industrial, but this area has been there for 20 years and it has not taken root. Maybe it will at some point, but the city has the tools in their tool belt on how to deal with the transition. So, in summary, we request the following conditions be deleted or modified: 1-B, which relates to the frontages, us improving the roadways with our very first phase. 2-A, which is the -- I think 2-A relates to a requirement for a road adjacent to our property and the mixed use non-residential and 2-B would be the -- the alleys. And to modify condition 1-C, which clearly -- which just states that instead of having prior to submitting, that the concept plan development agreement could run concurrent with the CUP. We concur with the staff recommendations for approval, including the city and agency comments, including our modifications and we request that the Planning and Zoning Commission support and transmit this to the City Council for their review and approval. Thank you.

Seal: Thank you. Are there any questions for the applicant or staff?

Lorcher: Commissioner Seal, I do have a question.

Seal: Go ahead, Commissioner Lorcher.

Lorcher: So, if everything went your way where the land was annexed into the city -- that's what we are voting on tonight; right? Whether we are annexing in and the preliminary plat. And, then, you go to City Council and you get that approved. What is the time frame for Quartet South Subdivision phases to incorporate -- to actually have a product for sale? What's your time frame?

J.Wardle: Commissioner -- Chairman Seal, Commissioner Lorcher, our time frame for this is -- I don't believe that we would have any development that we would be able to do in this first area, which is shown as red, until, you know, a year from now. We have, you

know, a few things that we need to work through in terms of design. So, my best case scenario would be that we would have lots that would be available to be built on probably May or June of 2023 at this point in time.

Lorcher: Okay. Thank you.

Seal: I have one question on the -- phase one, what's the secondary access that you would have -- that will be provided for that?

J.Wardle: Chairman Seal, a great question. So, we have worked with Mr. Bongiorno on this. It's kind of hard to see, but up here in the right corner there is a stub street that will go into the Naomi Farms property. In the short term we actually will improve this over to that access point to get the access out and Joe has reviewed that and he's approved that. So, that would be the short-term emergency access with phase one. And, then, once we get phase two done it's natural going down to -- to Ustick.

Seal: Okay.

J.Wardle: We also, just to note, we have -- with Quartet Southeast No. 1, which is on the north side of Machado, we are building this roadway. This roadway will be finished this spring. We are also building the bridge across the Five Mile Creek, which connects with Quartet Northeast No. 1, which will also go out to Black Cat. So, we are starting to fill in multiple directions where people can move through the site in case of an emergency.

Seal: Okay. Thank you.

Grove: Mr. Chair?

Seal: Commissioner Grove, go ahead.

Grove: All right. Let's see if I can get started here. Can you go back a slide, please. Thank you. So, this is a little bit different than what we had. Can you explain the mid line section on east and west it looks like -- in particular on the east side where, by my count, there were 41 homes in a straight line more or less and I just have some general concerns with how long of an uninterrupted street that -- or uninterrupted row of houses. I see this as a little bit different, but can you kind of explain how and why and all of the particulars for that section.

J.Wardle: Commissioner -- or Chairman Seal, Commissioner Grove, it's a great question. We -- we are aware of the city's requirement for, you know, these long blocks. When you look at just the right side or the east side of the road there is very few breaks, but if you look on the west side of the road we do have one, two, three roads that are coming into it and at each one of those intersections we are actually going to be constructing chokers, so they will be -- the curbs will come out, so that they create a -- you know, a natural slowing, so it's not just a straight through. We also wanted to create a little bit of curvilinear to that road, so it wasn't a direct shot through that. So, with the traffic calming

as we have talked with ACHD in these locations, we believe that we actually are able to break up that long section. Even though we have a large block on one side, we have three roads coming into it on the other side.

Grove: I -- I see it from both the traffic's perspective, but also just from a visual. That's a really really long stretch visually, even if -- if it is, you know, calming traffic, I have some -- some hesitation with how that will visually look. You know, if you are at one end of the cul-de-sac and looking down the other it looks a little different than what you would typically see in a subdivision in Meridian and, then, with that on the slide previous it's different than the slide current in terms of how that mid section has an alley or something. Which -- which way are we looking and what are we supposed -- which one of those is current I guess?

J.Wardle: Commissioner Seal -- yeah. Let me just go to this one right here. Commissioner Grove, the application we originally submitted showed what we would call these U-shaped alleys. I mean in working with staff that is not a solution that is -- that we can do. I mean it's not -- it's not appropriate for -- for this. We -- we talked to -- even though we have done it in some other places, those are private roads. We had some more allowance. With the public roads we just felt like, you know, we needed to make that modification. So, there was a revised preliminary plat and it was in Allen's application, which is this one, it actually removes those U-shaped lots, it makes them wider and so, you know, there are the same number of homes. We did actually add a common lot with a pathway that would go out to the pathway system out onto Black Cat. One of the -- one of the advantages -- and this goes to your question just a moment ago about the long road. When we were going to do the alley we could be -- we could pull those homes out closer to the street and so that would also visually kind of block that road up. But with a front load they get pushed back some. So, that's kind of a trade-off there. But that's -- this is the correct one. Those U-shaped alleys are not -- are not proposed, but this plan right here is. The -- the open space exhibit that was provided -- and Alan provided it your packet -- is correct for this. These -- the pretty color rendering we didn't -- weren't able in time to get that one updated for this meeting.

Grove: Thank you.

J.Wardle: Thank you.

Seal: Okay. Any other question? Oh, Commissioner Grove, go ahead.

Grove: I have more questions. I was just waiting to see if anybody else -- can you, please, kind of address for me probably the -- outside of the 41 homes in a row, the -- the biggest piece for me is probably ACHD's timeline for the arterial roads and what that looks like. I mean the soonest it looked like was something like four years out and, then, the -- the worst case is 13 years out from today when they would have some of those roadways upgraded to -- yeah. The full build out. With this many homes in addition to the other ones that are coming on and already having some major issues out there in terms of the service level, how -- how can you address this or how -- it's going to be a concern for you

in selling the product or renting any of the product. So, how are you looking at that problem?

J.Wardle: Chairman Seal, Commissioner Grove, as I mentioned we are strong advocates to getting roadway improvements done and when I say strong advocates, we currently are undertaking four different CDAs in south Meridian around the Pinnacle project. One of those was at the request of the city for the city park. The other three are projects that in working with the highway district we have been able to move those projects forward and beyond -- way ahead of their schedule to do those things. We haven't been able to get to that level of conversation with them. As I mentioned, our -- our short-term issue is we have a wide variety of storm -- or not storm drainage, but surface water constraints that we need to deal with before we can get really serious about the roadways out here. It is a positive thing that the majority of the right-of-way has already been dedicated on the west side of Ustick, at least south of Machado. We control or will be able to develop the piece north of that and Ustick also is in a similar position. I am not committing today that we will be able to accelerate those dramatically, but we do want to make those things happen sooner than later. The nice thing when we do a cooperative development agreement there is two time frames. ACHD has in their programs certain times when they can allocate dollars, but they can also move those dollars forward if they can come into a development agreement like we have done in south Meridian. So, we will pursue that with them, but as you noted if we allow them to make the improvements, you know, those full build-outs will -- will take some time. I do think that there will be some acceleration or at least some interest in moving Ustick forward given some of those connections that are going to happen farther to the west, but clearly Black Cat is in need of some improvements as well.

Seal: Okay. Anybody else have any questions that would like to float to staff or the applicant? All right. Seeing there is none, at this time thank you. Appreciate it.

J.Wardle: Thank you.

Seal: We will take some public testimony. Maybe.

Weatherly: Mr. Chair, no one has signed up online in advance.

Seal: Okay. Anybody in chambers like to testify? Anybody online raising their hand? No? Okay. Unless there is additional -- any additional questions or anything -- all right. I will take a -- would the applicant like to say anything in closing? I will give you the opportunity, so -- you know.

J.Wardle: Commissioner Seal, Commissioners, again, we -- Jon Wardle for the record. Again, appreciate the opportunity to -- to give this project to you, so you can evaluate it. We are very interested in doing -- doing projects which will last and part of that is also addressing the -- the infrastructure and we are committed to -- to making that happen. Our -- my only closing comment was -- tonight is we just request that you evaluate the modifications that we put before you on those roadway improvements, on timing of those.

Also that the transition for the mixed use non-residential is safe. It's -- it exists. The city has the mechanism for that and just give us an opportunity to work through some of those transportation issues without it being a -- a requirement. Again, we -- we appreciate the city working with us and reviewing this. Also with Alan. I will tell you that Alan spent a lot of time on this application. I think we started our conversations -- you know, we are the 3rd of February today and I think we started e-mailing back and forth in mid December on questions. While I don't necessarily agree with some of the conditions that are there, I do want to applaud him for taking the time to get into the details on this project. He spent a lot of time on it and was also looking for our input and feedback on questions that he had. So, I think we were able to resolve some of those and make the project better. There is still a couple items that we are asking for your consideration on. So, thank you.

Seal: Thank you.

Grove: Mr. Chair?

Seal: Oh.

Grove: I'm sorry. Can I ask two questions?

Seal: Absolutely. Go ahead, Commissioner Grove.

Grove: Two questions. First one is probably easy, just in terms of the -- all the Quartets, are they the same in terms of how the Apex were connected? Are they all one? Okay.

J.Wardle: Yes. Commissioner Seal, Commissioner Grove, yes. Again, it's this -- this naming deal on the plats. But this is all designed to be a single community, the community of Quartet, and we will be developing across Black Cat in the future as well. So, that will all be one full community and everybody will share in the amenities.

Grove: Okay. Thank you. Second is probably harder. With this, if we get to a point in our deliberation, just so that we kind of have a heads up, are you in favor of continuance or denial if we get to that point? I just have some major questions that -- I don't know if everyone else will feel the same way, but just so we know what direction we are going with some of our deliberations. Kind of giving you a heads up of where I'm at I guess.

J.Wardle: Mr. Chair, Commissioner Grove, it's a great question. Obviously, we -- we would like to proceed in the process, but if the Commission has questions they want to pose to us that we can answer or -- I mean we are open to that as well. But I mean, obviously, we -- we would prefer not to come out of this Commission with a denial. We feel like the -- the project isn't just a -- going to be just a subdivision. This will be an asset for northwest Meridian and we feel like that there is an opportunity to -- to do something great here. So, our -- our ultimate goal is not to leave this Commission meeting with a denial, so if there were questions we would like to have those answered. If we could do that tonight, great. So --

Grove: Last question. I promise.

Seal: Go -- go right ahead. You -- you just asked a good one there, so --

Grove: With the parcel in the farthest southeast corner of the project, what is that -- and I guess what is -- what are we looking at there, because it has not been addressed very clearly?

J.Wardle: Mr. Chair, Commissioner Grove, I'm glad you asked that. So, when we designed Quartet South there was an existing road to the south that we needed to align with. That was where -- oh, just lost the name of the subdivision. But to the south that exists. So, we needed to align with that. It just happens to be -- you know, normally, those points -- you like to get them at the quarter mile. So, 1,320 is the -- is the magic number. But also, you know, ownership doesn't always fall that way. So, my guess is when they developed that piece they got it, you know, where they could. So, we are aligning with it. Honestly it doesn't have any use. So, it's going to end up as open space. But we did include it with the R-15 designation. There is a potential, with that stated, that if there is a use to the east -- and we made reference to that and I want to be clear that we -- we have no ownership, we don't have any options or anything on the Naomi property, but when that property develops to the east and if it's an office or something that's compatible, there may be an opportunity for us to work with them and say, hey, here is some extra land that, you know, if you need some room for parking or move a building over there, but we can't develop it as it is. So, I'm glad you asked the question, because it is just kind of hanging out over there for us. We would end up just developing it as common area.

Grove: Thank you.

Seal: Any other questions? All right. Thank you very much.

J.Wardle: Thank you.

Seal: Okay. At this time can I get a motion to close the public hearing for Item No. H-2021-0088?

Lorcher: So moved.

Wheeler: Second.

Seal: It's been moved and seconded to close the public hearing for Item No. H-2021-0088. All in favor? Any opposed? Okay. Motion carries.

MOTION CARRIED: ALL AYES.

Seal: Who wants to jump in first?

Cassinelli: Mr. Chair?



Seal: Oh, was that online?

Cassinelli: Yeah. It was Bill.

Seal: Okay.

Cassinelli: No one else was jumping in yet. Okay. So -- and, Commissioner Grove, thank you, you hit a lot of fantastic questions there. First of all, right out of the gate here, the traffic count on Ustick -- now, this is according to -- according to the -- the comments of the draft staff report we got from ACHD. This is west of Ten Mile. I don't see anything for -- well, I guess Ten Mile. I'm thinking Black Cat. Never mind. So, that works. That study was done -- that traffic count was done -- was four years ago. Since then they have built a rather large high school to the -- to the west there and -- and based on those numbers, these counts are exceeding the levels of service from -- from counts from four years ago. Those are still all two-lane country roads out there and they have -- you know, they indicated that -- that they want to have occupancy in about a year from now, maybe a few months after that, but it's already exceeding levels of service -- service on -- in the -- in the peak hours. There is other things with this project -- right now we all know -- we are all very familiar with Brighton and the work they do, but what this is going to do to the roadways, until these -- all these roadways get improved, is -- is not going to be a benefit to this part of town. It's going to make it miserable. It already is in the peak hours and this is only going to -- going to increase that. I have concerns with the overall density. Commissioner Grove brought up that -- he hadn't even paid attention to that row of homes on the east at minimum that has to be broken up. Maybe even in a couple of spots with some common lots, a couple of pocket parks or something and, then, just the -- I mean the goal is -- is to get as many as we can in -- in the -- what's allowable in terms of density and it's -- you know, I'm -- I'm just going to -- I will -- I will -- I will say it. This -- you know, the projects that we are going through and what we are doing here, especially before the roadways can handle it, is not making Meridian more livable. It's -- it's just -- it's -- it's not as pleasant. We got to -- I think we need to look to that. I'm not saying that this is a dead-in-the-water project, but I don't think this can go in until it's the -- this is the cart before the horse. We got to get these roads improved. They don't meet standards now and there is certainly not by the time some of these homes start getting occupied. So, I -- I a hundred cannot get behind it until -- until these roads can handle what this is going to bring.

Seal: Okay. Anybody else want to jump in?

Wheeler: Yeah.

Seal: Commissioner Wheeler, go ahead.

Wheeler: Thank you. Thank you, Chairman. For me I'm -- I'm similar to where Commissioner Cassinelli is at. I'm concerned about the development on the -- the road here. I know that that was also a concern of ours with the ACHD site that's a couple parcels over to the east on that. We were a little concerned about the development on

that, with that being a two-lane road access and things of that nature. I'm -- I would really like good transitional pieces and I -- I don't know if that -- that -- that row of -- of homes on the eastern side -- just doesn't seem like a good transitional piece to a non -- was it a mixed-use non-residential zoning and why there seems to be a little bit -- it's a little opaque in what can be used in that area to have it just the same kind of a density and same kind of homes that are also in the interior side, I'm not sure if that's a -- the kind of transitional piece that would be the -- would fit that area well and I just wonder if there is just another plan that might work there better than R-15, R-8 densities, given that it's next to a major -- to a major arterial and also next to the mixed used non-residential area. It's hard for me to support this as it is right now.

Grove: Mr. Chair?

Seal: Commissioner Grove, go ahead.

Grove: All right. I have probably made some of my feelings somewhat known through my questions, but I like large chunks of this. I think the open space, especially that central amenity, it's a great feature, it's a great way to do some of this design, tying this in with the -- the subdivision sections that have come through for -- from the north. Great. I think it's -- it gives -- I'm okay with the density. I'm okay with the product type. I think it's a great look, great feel. It adds housing diversity to this overall project. I think the alley load as demonstrated in the Apex project, you know, similar to here, looks great. I like the look. I have been in those neighborhoods. I think they look great. Adding -- upgrading the sidewalk on the arterial to -- to be a ten foot pathway, even though that's not yet required, kudos. I think -- you know, not to harp on it, the arterial road is a major concern, not something that you can immediately fix, but it's a major concern with this project, in particular because it's not the first project in this area. It's coming in on the heels of a whole bunch of other projects and so it -- it's getting weighted maybe a little harsher, because it's already at a low service level and adding to that low service level, you know, it's kind of -- it makes -- it makes it a lot harder for me. I think overall the -- the site -- it needs a redesign, mainly because of the 41 homes on that east side. The -- there is a couple of common drives. The one on the -- on the far west I'm not as concerned about. The one that's shown in the southeast corner, that one's much different than all of the other -- of the -- of this, what, five common drives that you have shown tonight that one's the worst just in terms of layout and accessibility and what it would do to the general flow of that section of the neighborhood. I -- I think that for me I would be in favor of suggesting or requesting a continuance to -- to see how we can have them re-do the -- the general site layout, so that it's more conducive to both traffic calming measures and general aesthetics within the neighborhood itself, with special regards to the -- the east side. But I think if you identify -- I'm guessing at this point, but I'm guessing if you identify that, it's probably going to have a ripple effect across other parts of the development, so I'm -- I don't have a quick fix on this one, you know, take out a lot and fix and it's better, I don't know that that's necessarily the case here. So, I'm open to a continuance, but definitely want to hear from everybody else on some of their general thoughts.

Seal: Well, I will -- I will jump in. The exceedingly long road in there is, you know, definitely a concern. I mean I live pretty close to this and -- and we have Moon Lake,

which is a raceway a lot of times. It's a really fairly straight piece of road and they have a lot of problems with cars racing up and down there. So, to the point of involving police officers in their endeavors. So, anytime I see a stretch of road like this in a subdivision that's like that I have major concerns about it. The biggest concern that I have is that it is right next to the mixed use non-residential and that we have had a lot of discussions in the past about that mixed use non-residential and the fact that they do want to keep it there. You know, we may be 20 years into it, it may be another 20 years before it develops, but I would really like something to go in there that -- that fits that and I -- and I think having that huge row of houses, you know, backed right up against it is not going to make that real palatable for anybody that wants to go in there in order to try -- they are going to have to put in a lot of different, you know, normal usage I guess, instead of the mixed use. It's going to cut down their -- their use of it considerably in my mind. That's the biggest concern I have with this is just the fit and the feel for that. I would -- I don't want to hinder the development of that mixed use non-residential, really, in any way and I just -- I feel that the transition that this provides is not adequate at all. I think there are things that could be done in order to make it fit. I do agree that that mixed -- or, sorry, the shared driveway at the -- at the cul -- in the cul-de-sac is just horrible. That is atrocious. So, I mean I can't imagine living in there, the -- the accidents that would happen, the congestion just in that cul-de-sac alone is -- I can't imagine living in there, so -- but, you know, again, the mixed use non-residential is the biggest concern that I have in here. So, how we make that piece more palatable for somebody to move in there -- and I just don't think this is it.

Lorcher: Commissioner Seal?

Seal: Commissioner Lorcher, go ahead.

Lorcher: A couple of things. I a hundred see a Brighton product at this corner and having residential is probably the highest and best use. I will respectfully disagree on the transition on the mixed-use non-residential. The applicant is applying for this parcel, not the one next to it, and a lot of times we complain -- or people complain saying, well, I lose my view or you don't have control of what happens on a parcel that you are not developing. They are developing this one, so I'm actually okay with their transition. They are fulfilling the needs of what the city is asking them to do and it would be the burden of the mixed-use non-residential to do the transition based on what I have heard on code today. But my highest concern about this is that the Black Cat and Ustick interchange -- the intersection is not to move to six to seven lanes between '26 -- 2026 and 2030. Ustick won't be five lanes from McDermott to Ten Mile from 2026 to 2030 and Black Cat not to five lanes from Cherry to McMillan from 2031 to 2035. Adding 800, 900 cars to a -- two country roads that can barely handle what's going on there right now would be irresponsible. So, I do think this is the right project for this area. Maybe in a different capacity, but I think we are too soon.

Seal: Okay. Thank you. Commissioner Yearsley, would you like to add anything?

Yearsley: I -- I come back to my previous comments on the previous application. I just -- I -- it seems like we are just trying to cram as many lots in as we can to meet a price

point that we can and so I -- I -- I just -- I just struggle with these type of projects for that reason.

Wheeler: Mr. Chairman?

Seal: Commissioner Wheeler, go ahead.

Wheeler: Would -- could we open up the hearing, just like we did with the other one, just to kind of get a feedback a little bit? Would people be okay with that? Would be open for that?

Seal: To open the public --

Wheeler: Open the public testimony again just to get some --

Grove: Mr. Chair, maybe a tiny bit more just discussion on --

Seal: You bet.

Grove: -- what we are opening it for and -- in terms of what some of our expectations are going to be before we get there.

Seal: You bet.

Grove: Just going through the list of four points that the applicant brought forward in terms of the staff recommendations, I think maybe we touched on -- on what those four are and if -- if there is anything that we need to -- you know, as we move forward are okay with those changes, not okay with those changes, things like that. I personally would kind of like to see where we are at with some of those. To me I'm okay with all of them, with the exception of 2-A. I don't -- I wouldn't want to address that one until a redesign is -- is done. I -- they might inadvertently fix 2-A by doing a site redesign, so I don't want to necessarily move away from that one. I'm okay with the other ones, though, so -- my two cents.

Seal: Anybody else like to address those?

Wheeler: I mean everybody --

Seal: Commissioner Wheeler, go ahead.

Wheeler: Yeah. I'm -- I'm okay with that, too. That's the way I kind of came down on it, too, Commissioner Grove. I -- I guess where I'm leaning at a little bit more with just kind of hearing some of our feedback here on the Commission and some of the concerns that are there on the majority side is if we -- if there is a -- if there is like a continuance that's given, there seems to be like there is going to be a lot of rework done on the site particularly, and there is a lot of just concern over just basically this is a -- in a four-way

intersection with two country lane roads anyway and so is a continuance just going to just push out more that -- to get the same thing or -- or not? And that's -- that's -- I don't want to -- I don't want to waste their good time on putting together something that's just going to come back and we are going to say, well, the roadway is not -- and infrastructure is not here and, then, it's -- it's not good timing on that and that's I guess where I'm kind of between where I wanted to chat with them a little bit or actually talk a little bit more with the Commission here to see -- I mean even if we were to do a continuous and they were to do a lot of stuff, but the majority of us talking about the transitional pieces or doing some things with that northeast -- or southeast corner, would it -- would pretty much hoping to getting the project approved on that?

Seal: I mean one of the things that we do have here is that ACHD -- I mean one of their conditions of approval, essentially, that we had put in was the fact that they have to accelerate the improvement for Ustick Road, so I -- I mean that hasn't -- that hasn't went in front of City Council yet for approval, but at the same time it was a long interesting night when that came across, because we had a lot of conversations with them about Black Cat and about Ustick and the fact that it is -- I mean most places are about five years behind where we are at with development, just because, you know, nobody saw this coming. So, that's kind of where we are with it. So, I think there are some opportunities to -- for Brighton -- you know, for the applicant to, basically, kind of do what they have done out in Pinnacle. You know, I -- I think for us to ask it is a big ask for sure. I -- you know, when the Pinnacle application came in, honestly, I was kind of -- I had to step back when I read through it, because it did some things that I have never seen done before. Number one, there was a piece of land in there designated for a school. Number two, they just said, yeah, that's fine, ACHD, we don't mind what you say here, we are going to go ahead and build this out. So, that kind of knocked me back a little bit. So -- you know. And the opportunity may exist for them to do that here as well. The mixed use non-residential I'm still stuck on that one. You know, I mean we are not preserving a view or anything along those lines, we are just making it some -- you know, that piece of land, really, it just isn't palatable for anything along those lines. It will either stay non-developed or we will end up just putting more residential in there. So, which we do not want to have in there. So, we are already encroaching on the wastewater treatment facility in there and I guarantee that there is going to be -- there is going to -- you know, there will probably come a lawsuit out of all that, because it's going to stink, so we are there, you know. I mean the houses are going to go in and we will see what happens with it. So, you know, I guess what I'm saying is I -- I don't know. I don't know if there is enough room in here for this to be approved. I mean we have had, you know, several people weigh in that were a no based on the traffic and a no based on the mixed use nonresidential and the way that it's laid out right now, the really long road -- you know, there is just -- there is a lot of no's with this. So, can the applicant fix it? I don't know.

Grove: Mr. Chair?

Seal: Commissioner Grove, go ahead.

Grove: With the -- with the roads I think -- I don't think we can -- as you put it -- or as you were saying, we can't condition them to do those fixes, but I think we could condition that they work with ACHD on -- on getting those talks jump started, essentially. We can condition that, but we can't condition that those agreements are -- that they come to fruition. So, I think we can condition that -- you know, something along those lines, but we can't -- we can't make them get an agreement that they have no control over. I personally think that we could -- you know, we can ask the applicant what they want to do, but my personal opinion would be to continue it to like March 17th at the earliest.

Lorcher: Commissioner Seal?

Seal: Commissioner Lorcher, go ahead.

Lorcher: I work and live in that area of impact as well and I'm further west on Ustick, closer to McDermott, and I do know that ITD has every intention to start their construction project on Highway 16 starting the spring of 2022. Now, whether that's March or April or May, it's still up for debate, but it's going to happen and so congestion on that end going to the high school is going to be a huge impact of what's going to happen both at McMillan and Ustick between Black Cat and -- you know. And -- and McDermott and even Ten Mile. It's going to affect everything and so knowing that that's going to be a huge project to add that freeway in, it will be surface streets for now and, then, maybe ten, 15 years from now it will be an overpass, but all of those things tie in together in this three or four square mile radius that we need to take in account as well.

Seal: Okay.

Wheeler: Were you going to say something? Go ahead, Nick. Okay. Mr. -- Mr. Chairman?

Seal: Commissioner Wheeler, go ahead.

Wheeler: Would the -- what do you think about going ahead and just opening up the public testimony again and let's go ahead and talk to the applicant again. Are you guys --

Seal: Go ahead and put a motion out there.

Wheeler: Okay. All right. I would like to go ahead and make a motion that we open up the public testimony for H-2021-0088.

Grove: Second.

Seal: It's been moved and seconded to reopen the public hearing for file number H-2021-0088. All in favor? Any opposed?

Cassinelli: Nay.

Seal: Okay. Motion passes.

MOTION CARRIED: SIX AYES. ONE NAY.

Seal: Here we are again.

J.Wardle: Okay. For the record Jon Wardle with Brighton. Commissioners, I do appreciate the -- the deliberate approach on this. Two -- two things from our perspective is are there some opportunities for us to do some design on this to address those questions on transition, addressing that southeast corner where we have that fairly ugly common drive. I think we can -- I think we can do that. But I think Commissioner Wheeler's question was more prescient of even if we do make changes what is the Commission's attitude towards the transportation piece, which seems to be a very important piece and I -- again, I don't want to diminish that. There -- there is a -- a unique difference between what we were able to do at Pinnacle and what we are able to do here. I don't know that we have ever owned four corners of an intersection before. We have one-fourth of the intersection here and there may be some right-of-way constraints, you know, working up and down the roadway here, so I -- I just put that out there. That was probably the one reason we were able to go in there and say, yes, we are going to do this, because we control it. We controlled everything. There was not a right-of-way issue and when you do a CDA the opportunity for condemnation is not on the table. So, that's the one difference. So, can we address and can we bring back to you a design which we think will be better? I think so. But will that design get us over the hurdle what you are saying tonight about transportation and if we can't get over the hurdle I would like to have that conversation tonight, because if we can't get over the hurdle, then, I think we are better off denying the project and allowing us to figure out how we deal with transportation issues than coming back with a design in six weeks and still being hung up on that transportation question.

Lorcher: Mr. Chair?

Seal: Commissioner Lorcher, go ahead.

Lorcher: Mr. Wardle, I -- I -- I would be in -- probably deny it because of the transportation factor. Now, the fact that ITD is going to be building Highway 16 puts more pressure on ACHD to speed up -- at least the McDermott to Ten Mile piece for Ustick. I don't know about the Black Cat portion of it. So, we may see some dates change because of that, especially with the development of The Fields Urban Renewal District that's going to be going out there, as well as -- you know. So, there is going to be more homes. McMillan between, what, Ten Mile and McDermott, is already filling in and they need different ways to be able to get around. I think this is the right project with the redesign based on the Commissioners, but until the ACHD piece, at least for me, it's too soon.

Wheeler: Mr. Chair?

Seal: Commissioner Wheeler, go ahead.

Wheeler: Mr. Wardle, yes, I -- I'm with you on that, too, and that's why I wanted to ask the Commissioners on that. Like I don't want you guys to go through time and energy and say, hey, here is some false hope, right, and be able to make sure that that's there. I kind of lean towards a very respectful denial because of the -- that -- I think it's just going to be a big rework on the side with -- the transitional side for me to make it feel comfortable and I think some of the other Commissioners and I think that that -- that traffic issue, without you guys having to approve large stretches of road to make that -- and, then, all of a sudden it becomes unfeasible and doesn't make sense in timelines. That would be hard. I'm also concerned, like with Chairman Seal about the -- the mixed use nonresidential piece that -- if there is a lot of residential that gets built up here we know that we are just adding -- we are going to be adding people that are going to protest whatever, sort of non -- nonresidential mixed use projects going to go in there or light office stuff, you know, a commercial type of use, possibly even light industrial use, we are going to be building, then, some people that are going to be difficult -- or not wanting that project to go there. So, I really like what you guys have done for this valley and your company itself, I just -- that's why it would be a very respectful denial for my side.

Seal: Commissioner Cassinelli or Commissioner Yearsley, would you like to weigh in on that? Or Commissioner Grove.

J.Wardle: Commissioner Seal, can I just make one comment?

Seal: Absolutely.

J.Wardle: Because Commissioner Yearsley had made this question -- posed this question about, you know, cramming lots in. We are looking at one little micro piece of land holding that we have, both in the Pinnacle project and in this project. Not -- the entire project isn't going to be like this. These are different types of living opportunities. So, I can guarantee you that our motivation when we put this plan in front of the city for review was not to try to put in every single home we possibly could. We were looking at the lifestyle, looking at the other phases we had developed to the north, which are larger lots, and when we move over to the other side of Black Cat Road they will be larger lots as well. It's just one different piece and I -- I know that Commissioner Yearsley appreciates that. I just want to be really clear that we weren't -- our motivation was not to get as many homes as possible, but we were looking at a lifestyle and also by adding the alley elements, removing those garages off the front of these homes where we can have a very livable community, so I just -- I think they understand -- everybody understands that, but this is just one small piece of a much larger project.

Yearsley: Mr. Chairman?

Seal: Commissioner Yearsley, go ahead.

Yearsley: And -- and, Mr. Wardle, I -- I -- I don't mean to pick on you for this project, it just seems like every subdivision that comes before us nowadays is -- you know, they are -- they are -- they are reducing the lot size, they are -- they are making it smaller -- I think



a lot to hit a price point that people can afford, which is not their fault or not even your fault, it's just a situation that I don't like and -- and so I apologize for taking my frustrations out on this project, you know. That being said, I -- traffic is bad everywhere. I -- I -- I personally don't think that the traffic issue will affect my decision. I -- I won't deny it based on traffic. I know -- it's kind of a Catch-22, you know. If -- if we don't approve this because of the traffic problems, do we deny all of the projects because we have got traffic problems in the -- in the -- in this -- in -- in the valley and -- and when do we stop. I know ACHD is working as best they can, the state's working to try to get more funding to the locals to help do improvements and growth is happening exponentially. So, we are kind of hit in a tough situation. So, I -- I wouldn't -- for me, personally, I wouldn't deny this project based on -- on traffic.

Seal: Okay. Thank you.

Grove: Mr. Chair?

Seal: Well, I -- I mean I think that touched on a good topic there, because I had the same -- you know, very similar thoughts, as, you know, if we deny this because of traffic do we deny everything in this area because of traffic. I mean you have already indicated you want to be south of Black Cat Road, you know, does that quell development in that area. You know, hopefully not. I mean there is a -- obviously a huge demand, but our infrastructure is lacking, you know, and if we stop it here because of traffic, are we going to stop it everywhere because of traffic. I can't say stop it or -- you know, do we recommend denial because of traffic concerns in other areas. This area -- and I mean maybe I am a little biased, because I do live close. I don't go to Black Cat and Ustick. I -- I drive around the block when I need to, because at certain points of the day it's impassable. It is -- it is really bad there. So, in order to get out of -- onto Ustick from my subdivision I sometimes have to wait for traffic to pass from the light that's at Black Cat and Ustick and, thankfully, there is a light there now, because it used to go from -- you know, clear to Ten Mile. It was bad to say the least. So, that I -- I just wanted to put my comment out there that that is a -- it's -- it's a bigger question. I mean at some point in time ACHD is either going to catch up or we are going to have to say enough is enough and I don't know if this is the point where we say that. That's the bigger question in my mind that's kind of being floated. So, I agree with what Commissioner Yearsley said that it is -- it is a bigger question and I don't know if that gets settled here tonight or not and I agree, I mean that -- you know, generally speaking you guys put together a very good product. You have done some things in the community that are amazing, you know, and I appreciate that. That said, at some point in time we either have to catch up or we just can't keep putting things in. Commissioner Grove, go ahead.

Grove: For me personally I -- the road piece would not stop me from saying yes to a redesigned project. I think it is a major concern and I would like, you know, some of the things that I said earlier to be moved forward in terms of making sure that whatever can be done is accelerated with the push of the applicant. But for me a site redesign would be enough for reconsideration and the roads would not prohibit me from saying yes if the site was correct.

Seal: Okay.

Cassinelli: Mr. Chair?

Seal: Commissioner Cassinelli, go ahead.

Cassinelli: I'm just going to kind of ask my fellow Commissioners to look at the traffic component. We are -- in a lot of -- a lot of proposals we look at people, you know, will bring up a traffic issue, but, you know, when that development still meets ACHD's levels -- levels of service we are within that and we approve those, despite the fact that we know that, yes, it's going to increase traffic in an area, but it still meets their levels of service. This already -- this -- this fails already without Quartet North and East I think are the other two, without any -- any build out there and -- you know. So, we are looking at -- at hundreds of homes and -- and -- and far more cars. And, then, the other issue is that that traffic study -- those numbers on Ustick are four years old, 2018 -- May of 2018. We are coming up almost on four years old. We don't have new numbers. We are just going to -- we are -- we are absolutely strangling these intersections and -- and I have got to say this is not -- this is not improving Meridian and I -- I think it's critical that we have got to look at this and we have got to -- I would like -- there are a lot of redesigns I would like on this project that Commissioner Grove is just talking about and I'm in agreement with him on those there. I just don't think that this area and particularly this intersection and that stretch of Black Cat is ready for this. I think that those roads need to get developed first and, then, this will fit in there. But right now to me it's a square peg in a round hole and so until we can get within the levels of service we are not there and it's going to make it far worse. Those are my -- so, I'm -- I'm a denial on that based on -- based on that. I do want to -- there are some other concerns I have, but that's my -- hands down my biggest one.

Seal: Okay.

Cassinelli: Thank you.

Seal: Thanks, Bill. Yeah. Is there any other questions for the applicant or -- have we belabored this -- all right. So, can I get a -- thank you again for the robust conversation. Can I get a motion to close the public hearing again for H-2021-0088?

Lorcher: So moved.

Grove: Mr. Chair?

Lorcher: Oh.

Grove: Should -- I guess before we close it, because we opened it in case we needed to continue, are we closing with the intent to deny or -- because if -- I don't want to close it, then, reopen it if we are going to continue. So, I feel like it's probably prudent if we have that conversation ahead of time, so we don't have to keep going back and forth.

Personally I'm on continue, but I -- it sounds like I might be in the minority on this one, so --

Cassinelli: Can we leave it open and vote? And make a motion and vote in an open session?

Seal: It's a great question, but I think we have to close the public hearing before we can vote.

Yearsley: I think if you vote as a -- make the motion to continue you can leave it open, but if you --

Seal: Correct.

Yearsley: -- make a motion to deny or approve --

Starman: Chairman and Commissioners, I would agree -- I would agree with that assessment. So, if you -- apologize for the echo, but I would make that assessment as well. So, if you go either direction.

Seal: Okay. Well, yeah, I mean if -- if we leave it open, then, we leave it open to continue, but I -- I mean I personally -- I think there is enough -- I just don't think it's going to fit here. That's where I'm at. I mean traffic concerns MDNR, there is just enough with it that I just don't think it's going to fit. I don't know that a redesign is -- a redesign definitely isn't going to address the traffic concerns. I mean, essentially, you have half of us right now saying no just based on that alone. So, me personally I would close -- if -- if it were me and I weren't chair I would close it and move to deny and let that be hashed out at City Council.

Wheeler: So, do we need to second the motion, since we just finished up some continuing discussion? Second? Okay. So, I will second the motion to close the hearing.

Seal: Okay. It's been moved and seconded to close the public hearing for H-2021-0088. All in favor? Any opposed? Okay. Motion carries.

MOTION CARRIED: ALL AYES.

Wheeler: I have another motion.

Seal: Go ahead, Commissioner Wheeler.

Wheeler: After considering all staff, applicant, and public testimony, I move to deny file number H-2021-0088 as presented during the hearing on February 3rd, 2022, for the following reasons: The -- the site plan layout and traffic concerns.

Seal: And we are recommending denial.

Wheeler: Yeah. I think I said denial.

Seal: Right. But we recommend denial on this.

Wheeler: Oh. And recommend denial on this, too.

Seal: So, a second?

Cassinelli: Second.

Seal: It's been moved and seconded to recommend denial of file number H-2021-0088 for the reasons presented. All in favor say aye. Any opposed?

Grove: Nay.

Yearsley: Aye.

Seal: Want to take that one for the record? We will -- we will do a roll call on that.

Roll Call: Wheeler, aye; Cassinelli, aye; Yearsley, nay; Lorcher, aye; Grove, nay; Seal, aye.

Seal: Which means that the motion passes for recommending denial.

MOTION CARRIED: FIVE AYES. TWO NAYS.

Seal: That was a tough one. Okay. At this time would everybody like a little bio break?

Cassinelli: I think this is the last one. It should be pretty quick.

Seal: Okay. So, we will -- we will take a five minute bio break. Thank you.

(Recess: 9:16 p.m. to 9:23 p.m.)

**8. Public Hearing for Moberly Rezone (H-2021-0089) by Carl Argon,  
Located on Parcel R0406010125, South of W. Broadway Ave. Between  
NW 2nd St. and NW 1st St.**

- A. Request: Rezone 0.159 acres of land from I-L to O-T to allow a duplex.

Seal: Okay. At this time I would like to open the public hearing for Item No. H-2021 -- wait -- H-2021-0089 and we will begin with the staff report.

Tiefenbach: Thank you, Mr. Chair, Members of the Commission. Alan Tiefenbach, again, associate planner. Okay. This is a proposal to rezone from I-L, which is industrial, to OT.

The property is .16 acres of land, zoned I-L, located south of Broadway between Northwest 2nd and 1st. Don't have any history. Been there for a very long time and the plot is pretty old in that area. The subject property is a vacant lot. I'm going to show you pictures, because I think it's a little easier on this one. So -- so, the property is a subject lot consisting of .61 acres -- .16 acres zoned I-L, along northwest first, which is what you can see here -- is predominantly single family, multi-family, and duplexes. Nearly all of this is at least 50 years of age. Many of these are dating back to the early 1900s actually. West of the property is a mixture of industrial uses, a food bank, a religious facility. North of this property is single family attached. One of the properties about a hundred feet to the north is already zoned OT. There are railroad tracks. That's what you can see on the bottom right picture -- 200 feet south of the property. There is an alley that borders this property at the back along the east. All right. So, the applicant proposes to construct a duplex on the subject property once this rezone is concluded. Although the plan does specifically mention multi-family being over retail, in this case because it's almost all residential in this area staff does think it's appropriate to just have a duplex. The subject property, as I said, abuts an alley and that's what you see on the right. It's alley -- the proposal is for this to be alley loaded. That fence that you see there, that would be the entrance into the property. Having it alley loaded would be consistent with the new urbanist principles that they talk about in the Old Town, taking garages, moving them off of the street, bringing the parking in through the back, trying to bring the buildings up to the street. At present, although you can't -- well, maybe you can if you look really really closely, there is a dumpster there that's blocking this alley. So, you can't get down there presently, but what you can do is come down 2nd and, then, go down the one-way street on Railroad and come up. I had some questions about how well you would be able to get in there and I did what I call the Tundra test, which is my gigantic truck, and I was actually able to maneuver it in there. So, you -- if you can get a Tundra in there you can get a very large ship in there. So -- so, yes, it is accessible. Staff does support this application and we do recommend approval. One adjustment we think that should happen, though -- again, this is Old Town, so the intent is eventually that this should develop as in Old Town. Even in the residential neighborhoods it should be a walkable community where people are communing with each other and the -- what we didn't like about this duplex design is the way this inset is where you have this -- the -- the two doors inside. It doesn't really -- it doesn't really bring that idea to life. So, what we are recommending is that as a condition of approval that there needs to be some kind of covered porch for both of these. It could be combined. It could be for individual. But, again, the idea of Old Town is -- especially one of the major principles is having porches and having front stoops where people can stand and talk and associate. So, we think that there should be a porch or some kind of outdoor sitting area. Other than that we support this and think that it is compliant with the comp plan and with that I would answer any questions.

Seal: All right. Thank you. Would the applicant like to come forward? Is the applicant online?

Weatherly: Mr. Chair, I do believe he is online. One moment. Mr. Moberly, one moment. Mr. Moberly, you should be able to unmute yourself and/or turn on your camera if you would like.

Moberly: Let me get you moved over here to my camera.

Seal: We can just barely hear you.

Moberly: Okay. One second. I will switch my audio. Is that better?

Seal: Yes, it is. We got a little echo now though.

Moberly: Let me change audio. I will hop off my phone. I apologize. Okay. Can you hear me on my computer okay?

Seal: Yep. Still got a little echo there.

Moberly: That is bizarre, because I'm on mute. One second. Okay. Let's try a headset directly into the laptop. Is that better?

Seal: We can hear you, but we still have a little echo going on, but we will -- maybe we will try and wade through this. Are the speakers feeding into your phone? Are you still there? Okay.

Moberly: Can you hear me okay?

Seal: Yeah. Yes, but we still have a little echo here, so -- I'm not sure what's going on, but there is a -- there is a second source --

Moberly: Well, I guess we will do our best to make this make sense. I'm not near my phone, so I'm not sure what is happening, but --

Seal: It's not doing it now, so -- but you are going to have to speak up, so -- okay. Thank you.

Moberly: Now I'm having a little trouble hearing you guys. It's only been three hours; right? Let's do another two hours. Does that sound better to you guys?

Seal: Yes, it does.

Moberly: Okay. I can hear you now, too. Okay. So, no, I don't have a lot to weigh in on. Alan and I have chatted. I'm great with the front porch. The one thing I would point out is that our plans include a side loaded front porch -- or not a front porch. Sorry. Like a little -- kind of a kick out barbecue area. Exactly right. So, we can talk about doing more on the patio there if that's the desire. I don't know if it's my turn to talk or your guys' turn to talk. Sorry.

Seal: Go ahead.

Moberly: Really just our thought is that the best use of this land is residential. It's consistent with the goal of growing Old Town as a residential area and we think that the lot supports two units pretty well, so my goal is to build a duplex, maybe think about a lot split with townhomes, but I think that's kind of putting the cart before the horse a little bit.

Seal: Okay. And I forgot to have you state your name and your address when this started here with the --

Moberly: My apologies. David Moberly. Address is 4408 West Saddle Ridge Drive, Nampa, Idaho. 83687.

Seal: Okay. Thank you. Was there anything else you wanted to add?

Moberly: Not really. We think that it seems like it's really the best use of the land, but wanted to field any concerns you guys have mainly.

Seal: Okay. With that are there any -- any questions that we have for the applicant or staff?

Lorcher: Commissioner Seal?

Seal: Commissioner Lorcher, go ahead.

Lorcher: When -- when you took your Tundra down the street were there any other two-story buildings or was everything single story? Do you remember? I mean most of these houses are, like you said, 50 to 100 years old and I don't know how many two stories there would be back in those days.

Tiefenbach: Yes, ma'am. I -- I don't -- I will tell you I don't remember. However, it's important to know that in the Old Town zone district you have to build at least two stories. You can't build a one-story building. It's -- the dimensional requirements in OT require at least two stories.

Lorcher: But all of these are single story.

Tiefenbach: That -- that I know of. I wasn't looking.

Lorcher: Okay.

Tiefenbach: I wasn't looking. I could probably try to go on Google Maps right now and --

Lorcher: And I'm on there, too, and I -- I can only see it from --

Tiefenbach: I wasn't looking for that. I'm sorry.

Lorcher: So, I mean for consistency and -- and fitting everything in, would it be out of place to have this huge two story brand new building among so many older homes on the same street? Did you look at that as far as kind of like how it all blends together or is it going to be kind of the brand new guy sticking out among all the old guys?

Tiefenbach: Certainly. I think -- sorry. Mr. Chair, Members of the Commission. Sure. You are going to see this and this is going to be a new looking building. I mean this -- you know, it's staff's understanding that this is probably going to eventually start to transition over. Most of these houses are a hundred years old.

Lorcher: All right. And, then, my final question is is that -- well, I mean if you see it transitioning -- so, when I was reading the application or the -- the support materials, the City of Meridian is requiring this parcel only to put in sidewalks.

Tiefenbach: That is correct. As -- as these properties develop every one of them will be required to put in the sidewalk. We -- we think they are going -- maybe not all of them, but they are going to develop.

Lorcher: Okay. Well, it's going to look a little strange for a little while, then, if only one has sidewalks and the other ten or 12 --

Tiefenbach: It's a -- that's a very good statement and we have had that discussion about why we don't have like a little fund that we can have them pay into to build the sidewalks. Later there was some discussion and now the actual project -- oh, it was a project on -- the Locust Grove project where there was no sidewalk at all in the whole neighborhood. There was a lot of discussion -- they are smiling, because they remember this one. Eventually the decision from the Council was to allow an asphalt pathway versus a sidewalk. But, yeah, this -- this discussion does come up about what happens when you have nobody that has a sidewalk, you have got the first person that has to develop and now they have got a sidewalk in front of their property. If we don't require them to have a sidewalk and, then, this starts to turn around, then, we are going to sort of wish that we did. But it's -- it's a Catch-22, yeah.

Lorcher: Okay.

Tiefenbach: It's a very good point.

Lorcher: And then -- so, when I hear the word Old Town I think, you know, historic buildings. I -- and 50 years to 100 years old kind of qualifies for that. Are -- is the City of Meridian going to let these all just go away for duplexes and brand new stuff or are we going to try to preserve what Meridian was 50 and 100 years ago?

Tiefenbach: That's a tough question. I don't think we have a preservation ordinance. Bill, can -- is there -- I mean we don't have a preservation ordinance that I know of. So, I have the feeling that they are going to go away.



Parsons: Yeah. Mr. Chair, Members of the Commission, yeah, to answer your question, we will preserve where we can. There are certain properties in downtown that -- that are on the historic registry, but we don't have a lot of them and it's part of that historical walk that we have mapped out on the sidewalks, if you have ever taken it. It's actually a pretty nice walk. But, again, the city is not going to force anyone to do anything on their property if they have an existing residence they want to keep that or they may have the ability to modify that in the future. What Old Town is is -- to your point, Old Town doesn't mean keeping an old history, it means it's a mixed use zone. It's -- it's meant -- if you look at the Comprehensive Plan it's intensifying the land use. Of course the intent is -- at least the hope for the Planning staff is that someone will consolidate a bunch of properties and come in with a whole entire redevelopment plan for a block, so you do get consistent design, you get complete streets, you get sidewalks, you get all of those things that -- that we are talking about now. But on this particular case it's Old Town. The Comprehensive Plan is Old Town, so that's the appropriate zoning that's allowed and to make sure that we do get a certain intensification on the property is the purpose of why we want the two story. We want to make sure that we just don't allow the single story, because you are not maximizing the land use. But, to be honest with you, we are a little bit vulnerable in Old Town. We don't have a lot of design standards for how the units look and so going back to your point, yes, this is appropriate. Yes, there could be a potential of losing some of those old -- those old homes. We were in front of Council asking about their desire to implement different design standards for Old Town and they -- that wasn't high on their priority list at this point. So, it's something that's on our radar, but not at the moment. So, that's why Alan's bringing it up to you tonight is this will require design review before they get a building permit and Alan wants -- as he was mentioning in his presentation to you, he wants to preserve some of that heritage by recording the front porch and the stoops and add some of that Old Town character back into the unit, because right now, you know, if I'm looking at the design it is a little sterile in my opinion. I think -- I think the applicant can do better. But, again, we will just have to wait and see what it -- what it looks like at design review.

Tiefenbach: One thing I might add is -- so, this property is already zoned I-L now. So, you know, that's -- that's one question is is this more appropriate for industrial uses. Most of the houses -- most of what's there is is houses. To kind of add on to what Bill was talking about, this is recommended for Old Town. If you build in Old Town you have to build a two-story building. You -- you could not -- the -- the actual code does not allow a one-story building. You have to build a two-story building. So -- so, unless we keep this industrial that's what's going to happen there when new buildings get built.

Lorcher: I guess my only other comment would be, you know, one of the reasons I joined this Commission is because I -- you know, I love Meridian and what it represents and -- and our history that's here and I mean no offense to the -- to the applicant, because you are doing -- you are taking advantage of a vacant lot, which is much better to have a home or a building there than nothing, but if we take away our history we lose our identity and if we lose our identity, then, we are just anywhere USA. We are no longer Meridian, Idaho, which is why I always encourage us to keep our open space for our canals and our laterals and a neighborhood like this, which is -- you know, has seen many a year -- I

live in -- I work in a hundred year old farm house and everybody tells me its economic value is gone and I a hundred percent disagree. You know, I -- that house has stood for a hundred years and there is no reason why it can't stand for another. So, I would love to see the applicant take the suggestions from city planners to be able to make it more curb appeal with the porches, but also to blend into the neighborhood as is, as opposed to just putting duplexes up and down the street.

Seal: Okay. Thank you. Anybody else want to jump in?

Wheeler: Mr. Chair?

Seal: Commissioner Wheeler, go ahead.

Wheeler: I have just got one quick question. Is this a zero lot line for the -- for staff here? Is this a zero lot line for the prop -- for the parcel?

Tiefenbach: If -- are we talking about through the middle?

Wheeler: Yes.

Tiefenbach: Yeah. This will be a zero lot line.

Wheeler: Okay. That's it.

Tiefenbach: In fact, I don't believe they have setbacks in the Old Town zone district. Yeah. That's what I thought. Again, the intent of that is -- there is a zero line, but there is no setbacks with the intent of bringing buildings to the street. I -- I -- I think that Commissioner Lorcher had some really good points, because I'm a preservationist and I actually really appreciate what you had to say. When I'm looking at these sorts of developments I -- I'm pretty strong about making sure that they are tying into the gabled roofs and the clapboard siding and the dormers and all that, so it doesn't look like your typical flat top slot homes that you shove into a historic neighborhood, so I'm very sensitive to that. You know, one -- one thing that you could do is require that the architecture of this be consistent with architecture of the surrounding buildings, which would be -- you know, if you just with a statement like that would give us enough teeth to make sure that we had pitched roofs, clapboard sidings, dormers that, kind of thing to make it look like that and during the design review we could do that. That's certainly an option.

Seal: Okay. Commissioner Cassinelli, Commissioner Yearsley, do you have anything to add?

Yearsley: I have no comment.

Seal: All right. Somebody like to take a -- oh, wait. Never mind. Okay. Does the applicant have -- would like come back up and address anything that's been said?

Weatherly: Mr. Chair --

Grove: Public testimony.

Seal: Oh. Yeah. Sorry.

Weatherly: It's getting late. Mr. Chair, we do have people -- two people signed in to testify tonight. The first of which is Michelle Weland.

Seal: Good evening, ma'am. Please -- please state your name and address for the record. Speak right into the microphone there.

Weland: Rebecca Weland. 625 Northwest 1st Street. I have a 110 year old home. So does my daughter on that neighborhood and we have fought hard to bring it out of the -- it was a bad neighborhood at one time. We have put money. We have put developing. We love our neighbors. My biggest fight now -- what are y'all going to do with the people that rely on the food bank that has to ride down that alley and get their food if these people are trying to -- they -- so, they have to come in from the alley, what are they going to do -- what are we going to do to our elderly that are sitting at the food bank trying to get their food and they can't get out of their cars and go in. You know, that's my main concern. And we just want to keep our neighborhood like it is. I homesteaded my house, so -- and so did my daughter, because our houses are over a hundred years old, so -- but that's just -- my husband's better at talking. I'm just -- I just don't want to see the little old ladies that can't get their food at the food bank and Don Clark owns the food bank and I talked to him today. The -- the parking lot between the food bank and Rides Unlimited is his -- is his property. So, he don't want people driving through his property to get in to their apartment complex.

Seal: Okay.

Weland: That's all I have to say. I'm too emotional. Thank you.

Seal: Thank you.

Weatherly: Mr. Chair, Don Weland.

D.Weland: I would like to note also there is one other person. His name is Bogdan. He was signed in on the other one earlier this morning -- or this afternoon.

Seal: Okay. Go ahead and state your name and address for the record.

D.Weland: Don Weland. 625 Northwest 1st Street here in Meridian. We are two blocks or two units over from this proposed house. I can answer your question a minute earlier, sir. Anything over here on 1st Street and 2nd Street there are no two story houses whatsoever. Everything is all one story. One of our other concerns was on the picture that you showed on the alley, the fence that you showed where there is the parking lot,

that one right there that you see on the right, that short fence where it ends right there does not go to the property. This is the property next to it. The fence that actually connects is a little bit past that white little building where that telephone pole is. I have a different one from Google Earth that shows it a little bit better. Also a concern of that is coming in the alley. Like you just mentioned, you got your truck in -- where this actually comes in is right across from Bogdan's shop and, then, right in the middle of that area is a big power pole, which makes it very difficult to get in and out. So, that was our concerns about that. Excuse me. Again, the biggest thing was keeping it all the same. You mentioned for living areas. This is a light industrial. Our concern of changing it and making it to where it can be a two-story -- I also work from home, so I have my own business from home. It's a business and work. My daughter lives next to us. They run a couple of their own companies behind that. That's a business there. Bogdan, who owns the shop on the back corner, is a business and the food bank is a business. So, as far as actual residential, there is only a couple houses here that are pure residential. I would agree with my wife that we would like to see it kind of staying the same the way it is. In my own personal opinion I think seeing a two story in this area is going to stand out like a sore thumb and it just doesn't fit right. So, that was our main concerns about that. I would like to thank everybody for your time and God bless.

Seal: Thank you, sir. Madam Clerk?

Weatherly: Mr. Chair, I do stand corrected. Bogdan did sign in on another project. Come on up if you would like to talk.

Seal: Good evening, sir. Just state your name and address for the record, please.

Martsenyuk: My name is Bogdan Martsenyuk and address is 150 West Railroad Street and also 606 West 2nd Street. I am right behind the food bank. I own I believe three city lots it's considered and I have a body shop right behind the other side of the alley where you can see in the picture where he took and all my bays come out literally -- yeah, that's all my bays come out into the alley. When I built the shop I didn't have much experience and I regretted that they actually let me sit -- set -- you know, set it right on the alleyway, because it's horrible to get into -- in and out of the bay. I just wish that they -- you know, I didn't know any better. I hired a builder. I bought the property back in 2003. I knew it was light industrial and that's the reason I bought it, because I wanted to, you know, run a business out of there as the use and so I just -- I'm concerned that once, you know, they start more access already, like she said, the food bank right now runs their traffic all the way through the alley, they -- on the side they come out and hand the food out, so the traffic runs through -- non-stop through the alley on Mondays -- Monday, Wednesday and Thursdays and, then, I utilize the alley a lot, too, and, then, since I had the shop to get the cars in and out, unloading them. I just -- I'm concerned that the residents who are going to live there, they are going to be very unhappy and they are going to complain non-stop to code enforcement and they are going to have -- really, the biggest concern is they want to put the garage in the back and -- which is going to cause a lot of tension between the food bank, between me and them, because the alley is utilized a lot. It's not like one of those alleys that doesn't get used. Unfortunately, I would love to move the

shop ten feet where I wouldn't have to use the alley all the time, but it is what it is. The city has like a ten -- I guess an easement to my property because of that and they didn't catch it and I didn't realize that it would be an issue. So, I'm against to have them access through the alley and also I like the fact that we know about the property that was light industrial and I'm against changing, you know, to Old Town, just because a lot of people who live there they -- they bought it as a light industrial. The whole section of the Broadway there is a lot of businesses, there is the school, you know, and I think that's -- there is -- that's a big reason that people like it, because of the industrial zoning. You can have different options versus, you know, just a residential.

Seal: Thank you. Appreciate it. Madam Clerk, do we have anybody else on?

Weatherly: Mr. Chair, that's all I show and online the only one raising their hand is Mr. Moberly.

Seal: Okay. Sir, do you want to testify? You are the only one in here. All right. Pretty easy to pick out over there, so -- okay. At this point would the applicant like to come back forward.

Weatherly: Mr. Moberly, you should be able to unmute yourself.

Moberly: Thank you. Mr. Chairman and council -- or excuse me. Commissioners. I want to apologize in advance for earlier impropriety and also it's echoing really bad in my ears, which is really distracting, so I apologize for disjointed sentences in advance. So, I just want to say that I hear the concerns of the Welands and Mr. -- I'm sorry if I'm going to say your name wrong, Bajnok. But what I would say is that we have two choices for this land going forward. It's going to remain a bare lot or it's going to be a home and we think that the building that we are going to build is going to add a lot of value to the neighborhood and it's really going to be an attractive building. Our goal with the rear entry garage is that there will be a 30 foot driveway, so the access to the garage won't be extremely tight and also there should be zero cars ever hanging into the alley. What we want to do is create a front-facing home that's beautiful, adds value to the neighborhood, without impeding the flow on 1st Street itself. So, while a tenant or an owner could park there with a two-car garage and a 15-foot wide driveway in the back, the idea is that there shouldn't be streets -- or cars on the street and we were in agreement that the two-story thing is potentially out of line with the neighborhood. Unfortunately, code doesn't allow us to build a one story. So, this was kind of our approach to what can we do with this lot to add value to the neighborhood and add value to Old Town Meridian as a whole, where we are transitioning from older homes to some newer homes and, by the way, I have two lots in Old Town and so I'm super aware of the concerns with changing the feel of the neighborhood, but our goal would be that the home does fit in. So, we are super open to adding front porch, design standards. We are not trying to throw up a cheap building, we want to put up a nice building that does fit in the neighborhood and at the end of the construction project all the neighbors would say, wow, this did add value to our neighborhood. So, I don't know how to address the concerns with the food bank or the auto mechanic shop, other than to say that with -- with the scale of quality of construction

in this home we don't anticipate lots of in and out traffic. This is going to be geared towards professionals, potentially young marrieds that are both workers, who would probably utilize the alley primarily at, you know, 9:00 a.m, 5:00 p.m. timelines around work. So, that's kind of our thought. I want to say absolutely respectfully to the neighbors and the community, I hear your concerns and my goal is really is to partner with you and that at the end of this you would say, wow, we are happy that this happened, not frustrated that it happened.

Seal: Okay. Thank you very much. Appreciate that. Okay. At this time can I get a motion to close the public hearing on Item No. H-2021-0089?

Lorcher: So moved.

Wheeler: Second.

Seal: Okay. It's been moved and seconded to close the public hearing for H-2021-0089. All in favor? Any opposed? Motion passes.

MOTION CARRIED: ALL AYES.

Seal: Okay. Who wants to jump in first?

Lorcher: I have a question for staff if I could, Commissioner Seal.

Seal: Commissioner Lorcher, go ahead.

Lorcher: So, the two story rule -- I'm sorry to keep harping on this. I'm still kind of the new guy here. Who decided that? The city? The commissioners? The Commissions or --

Tiefenbach: I didn't hear the last part of your question.

Lorcher: Who decided that Old Town has to be two story?

Tiefenbach: It's -- it's code. The Old Town zone district has a requirement for two stories.

Lorcher: And the --

Tiefenbach: Like setbacks or building heights, I mean --

Lorcher: Right. So, does -- the City Council decides that or the city planner? I -- I mean I'm just trying to --

Tiefenbach: It's a regulation. If you -- it's just like if you build a house in R-1 -- if you build a house in an R-4 you have to meet a certain amount of setbacks and you can't be at

more than 35 feet in height. In this particular case if you build in OT you have to have at least two stories.

Lorcher: Okay.

Seal: Sir, we closed the public hearing, so you won't have a chance to come back up. Thank you.

Starman: Mr. Chairman, just to answer the question more directly, the ordinance -- or the code was approved by the City Council.

Lorcher: And how long has this code been in place? Forever?

Starman: I think Old Town -- maybe 20 years or so. Bill would probably be the best person to answer that.

Parsons: It's been two story ever since I have been here, so -- I have been here 15 years, so -- and, then, if you recall a few -- a few months ago -- or six months ago we came back with the ordinance to increase the height to a maximum a hundred feet in Old Town in certain areas, but we left the two story in place, so --

Lorcher: Okay.

Parsons: -- yeah, that's -- that's been in play for a long time.

Lorcher: All right. Thank you.

Seal: Whose screen are we looking at right now? Alan, can you bring this up on Google Earth? I just want to get a better idea of where the food bank is, where the business is, all of that.

Tiefenbach: Let me try, because I'm not used to navigating.

Seal: Okay. Well, go up -- I was going to say something we would all have to have access to.

Tiefenbach: Do you want street view?

Seal: No. Just an aerial would be good. That we can kind of --

Tiefenbach: Oops.

Seal: -- take a look at what's there and --

Tiefenbach: I guess I'm taking you there anyway. Let's see. There is East 3rd. There is Broadway. There is the food bank there.

Seal: You need to share your screen.

Tiefenbach: Okay. Let's see. The property is right here, if you can see my pointer.

Seal: Okay. So, the -- oh, I see. So, the Meridian Food Bank -- okay.

Wheeler: And also across the street is also their parking, I believe, too. If I remember right from the Meridian Food Bank.

Grove: Alan, could you zoom in just a tiny bit more, please.

Seal: There we go.

Wheeler: Mr. Chair?

Seal: Commissioner Wheeler, go ahead.

Wheeler: I have some -- just kind of some insights from this bird's eye view here and I just want to share them. It's not one way or the other on anything like that. We can see that there is cars that are parked in that alleyway, so I don't know if there is something that can be done that if this was to be built that there would be a restriction on vehicles being left there or parked there, if that's something that can be done, staff?

Tiefenbach: Alan Tiefenbach. Associate planner. I would probably start with saying there shouldn't be a dumpster in the middle of the alleyway.

Wheeler: Exactly. I don't know if there is something that we can -- we can do that -- at least on the parking side. The other thing is that if you zoom in just a little bit more you will notice that there is a power pole that's -- kind of lines up from that edge and so I'm trying to see how somebody would come through that paved area parking lot, they would have to go to the left because of the parking spaces that are around, do a hairpin turn right and, then, do another left into a parking area. At least that's the way that I'm seeing -- the way that that property would access for -- to the garage. I'm -- I'm wondering if the applicant would be willing to flip that house 180 degrees, so the parking would come in off of Northwest 1st Street and -- and be able to access it with a little bit larger drive and wouldn't have to use the -- the alley for the ingress-egress.

Grove: Mr. Chair?

Seal: Commissioner Grove.

Grove: I -- I just want to point out one thing, though. By flipping that 180 degrees you completely lose all of the aesthetics of the front porch and all the -- yeah, the -- the aesthetic aspects of -- of what we are wanting to get out of Old Town properties. So, it would diminish the overall value of the area for that reason I think. Just two cents.



Seal: Yeah. I mean just looking at this, my concern is, you know, it really is the access to this piece right here. I mean we have the -- you know, the Rides Unlimited shop that's here and I mean there is, you know, cars and trailers, all kinds of stuff in here. So, you know, it's hard to be good neighbors when you have a truck and a trailer blocking your driveway, so, you know, that said that probably shouldn't be there anyway, as well as the dumpster, so -- I don't know. I -- I mean -- sorry. Earlier there was a -- one of the pictures that Alan had up there showed a dumpster in the -- in the alley.

Wheeler: Mr. Chair?

Seal: Commissioner Wheeler, go ahead.

Wheeler: So, Commissioner Grove, yes, it would lose some of those aesthetics to swing that around and I just don't know which one is -- it would give them up on the immediate front; right? And -- and so I don't know which ones -- and what's the better trade here for that. I do like to have, you know, tax producing property in the City of Meridian that's going to bring in some stuff and some revenue for an entrepreneur on it. I like that idea. And -- and I think that maybe with some light redesign or something that maybe that frontage can be moved over over to the top of the garage and maybe that would bring in something that aesthetically might be a little bit more, you know, visible, but I'm -- I just have issues with -- you know, obviously, his two vehicles -- his two -- his duplex there isn't going to cause the congestion on this alleyway. We already see vehicles parked there and as shown earlier by staff at a dumpster that would be in the alleyway. So, that -- that -- they are not going to congest this thing up anymore for the food bank to get their food to their senior citizens and those that have need. It's -- it's the -- it's the access in and out of there that's -- I'm just thinking it might be better coming in off the Northwest 1st Street. But how that all works and feels it's up to the Commission on that.

Grove: Mr. Chair?

Seal: Commissioner Grove, go ahead.

Grove: My two cents on just that aspect I think is people who rent, buy, whatever that location are going to know that going in, so they are going to decide if they -- if that's something that they can live with or not. I think as something -- as this goes in we have to be thinking about not just today, but what does this start to look like as other parcels in the general area start to redevelop and what type of look, feel, desire do we have for those residential components of the Old Town and what is it that we want to see five years, ten years down the road, so that we don't have -- let's say, you know, a house across the street or something decides to redevelop or two of them, we would like them to have a consistency to it and so looking forward I think we have to make some of those decisions now. It -- it is harder when it's just a single piece. I know that -- I mean I have sat through hundreds of meetings over the last seven years for Old Town specific projects, in business meetings and chamber meetings and community meetings, all kinds of things. It's not easy and -- but I think as we look at downtown and some of the projects that are coming online in the next 18 months, the Old Town general area is going to have a much

greater investment in -- in changing and so we are going to -- if we don't think forward on some of that, it -- it's going to bite us pretty bad later on.

Seal: Go ahead.

Tiefenbach: Yeah. Mr. Commissioner -- Mr. Chair, Members of the Commission. I just wanted to mention, I guess -- and I think you kind of already talked about this. I understand that there is -- there is a dumpster and there is cars parking there, but that alley is public right of way. That's not a parking lot. That's public right-of-way. They shouldn't really be parking in that to begin with.

Seal: Okay. Commissioner Cassinelli or Yearsley, would you like to weigh in?

Yearsley: You know, I think for me the big question is is should this be downtown or industrial, because you are -- you are kind of right on that verge -- you know, you have got a lot of commercial uses or industrial uses right around that same area and even farther down the street and -- and so, you know, we are, you know, redeveloping the downtown and as, you know, the growth pressures continue, you know, I guess the big question for me is what do we want it to be and -- and it's kind of hard to decide at this point, you know, without having to -- you know, you start looking at all the different businesses all the way down Broadway, you know, to that. So, I don't know. I -- I think for the most part I think the project looks good and -- and everything and stuff like that and -- and I -- I understand the code and that and so I'm -- I'm okay with the building and with the conditions, so --

Seal: Okay. Thank you. Anybody else want to weigh in?

Cassinelli: Mr. Chair?

Seal: Oh.

Cassinelli: Mr. Chair?

Seal: Commissioner Cassinelli, go ahead.

Cassinelli: I will just kind of echo Commissioner Yearsley's comments there and, you know, when I play around with -- with Google Earth there I'm -- I'm seeing a two-story home a half a block up on 1st and Broadway, so it's not as if there is none there. I -- I do want it redesigned to get the front porch and Alan made comments earlier about how to -- how to word that and how it should fit with the architectural designs, but, you know, primarily that's what I would like to see and I -- I think it will -- it's -- I do -- it would be tough having a two-story right there with zero lot lines, but that's what the Old Town requirements are and I think if -- if -- you know, as we get some changes there I would maybe like to see a little bit of setbacks on the side. But maybe -- I think that would be my only comment.

Seal: Thank you.

Cassinelli: Yeah. There is a two story right there. And you have also got -- you have also got height on the food bank. I don't know what the -- even though it's a single story, but you do have some height on that.

Seal: Okay. Well, at some point somebody's got to make a motion here.

Cassinelli: Could I ask Alan to repeat his comments on the architectural -- how to word that?

Tiefenbach: Alan Tiefenbach. Associate planner. I'm kind of thinking out loud and looking at Bill, but there could be some language that says that architecture design and materials will be generally consistent with the surrounding residences. That would give me enough -- that just gives me enough to say you can't do a flat roof slot house -- although the duplexes are roughly sort of there, they are -- if you see what they are doing -- let's see. I don't know where I am here. Let's see. If you look at what they are doing it -- they did show clapboard. They did show -- so, they do have -- they do have clapboard. They have got the fish scale here. But, yeah, I mean if they -- they -- if they kicked out a porch here and they put some -- put a covered element in there, they work towards some -- some -- some dormers, maybe put some stone on the bottom or brick, they could make it -- so, you know, it's just some simple language. I'm looking at Kurt to make sure he doesn't wince -- some simple language that says that architectural materials shall be generally consistent with the architecture of the surrounding residents -- would probably give me enough to twist the thumb screws, so --

Starman: Mr. Chairman, I am wincing just a little bit, so I have a question for the planners, which is I think the only item before the Commission this evening is to make a recommendation to the City Council relative to a zoning change. So, I don't know that we really want to go into the issues you are referring to. But I would invite your thoughts on that. But, really, we have a very discreet item before the Commission, which is a recommendation to the City Council on a rezoning request.

Tiefenbach: Alan Tiefenbach. Yes, we do already have a condition on the -- that's going to happen -- the design review, though, in regard to the covered porch. So, I don't know if this could be added or not. Where there is -- I know we typically -- it's tough to add a condition -- and Bill could comment about that. We are adding a condition to a straight rezone, because there is no DA, but we would have to do a design review and we would be looking at this condition at the time of the design review.

Seal: Go ahead if it will let you, Kurt.

Starman: Okay. I think we are back in business. My apologies. So, maybe an in-between solution could be to -- in response to the question and to Alan's response, it could be when you forward your recommendation to the City Council it could be with -- that could be part of your recommendation is that the additional design review and

certainly we do have design review under city code today, so that's -- that can be accomplished. But, really, I think the item before the Commission this evening is a recommendation to the Council relative to a rezoning request. If you want to make part -- if the maker of the motion wants to add a recommendation as to design I think that's appropriate, but -- well, it's not just -- you know, not a decision that's really before the Commission this evening.

Seal: Okay. Thank you. All right. Does that give you enough to make a motion?

Grove: Mr. Chair?

Seal: Commissioner Grove.

Grove: After considering all staff, applicant, and public testimony, I move to recommend approval to the City Council of file number H-2021-0089 as presented in the staff report for the hearing date of February 3rd, 2022, with the following recommendation: To include in the design review that the architectural design and materials generally are -- used are generally consistent with the general neighborhood aesthetics nearby.

Wheeler: Second.

Seal: Okay. It's been moved and seconded to recommend approval of Item 2021-0089 as presented in the staff report, with the modifications noted. All of those in favor say aye. Any opposed? Motion carries.

MOTION CARRIED: ALL AYES.

Seal: Okay. I need one more motion, please.

Wheeler: Mr. Chair?

Seal: Commissioner Wheeler.

Wheeler: Like to make a motion we adjourn.

Seal: Is there a second?

Grove: Second.

Seal: There has been motion and a second to adjourn. All those in favor say aye. Any opposed? Motion carries.

MOTION CARRIED: ALL AYES.

MEETING ADJOURNED AT 10:14 P.M.

(AUDIO RECORDING ON FILE OF THESE PROCEEDINGS.)

APPROVED

\_\_\_\_\_  
ANDREW SEAL - CHAIRMAN

\_\_\_\_\_|\_\_\_\_\_|\_\_\_\_\_  
DATE APPROVED

ATTEST:

\_\_\_\_\_  
CHRIS JOHNSON - CITY CLERK



## AGENDA ITEM

**ITEM TOPIC:** Public Hearing Continued from February 3, 2022 for Meridian U-Haul Moving and Storage (H-2021-0085) by Gurnoor Kaur of Amerco Real Estate Company, Located on Parcel R8257510015 and at 1230 and 1270 E. Overland Rd., Near the Northwest Corner of E. Overland Rd. and S. Locust Grove Rd.

*Project Requires Continuance*

A. Request: Conditional Use Permit to allow self-storage, ancillary retail, and warehousing and vehicle and equipment with outdoor display.



## PUBLIC HEARING INFORMATION

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**Staff Contact:** Alan Tiefenbach

**Meeting Date:** February 17, 2022

**Topic:** **Public Hearing** Continued from February 3, 2022 for Meridian U-Haul Moving and Storage (H-2021-0085) by Gurnoor Kaur of Amerco Real Estate Company, Located on Parcel R8257510015 and at 1230 and 1270 E. Overland Rd., Near the Northwest Corner of E. Overland Rd. and S. Locust Grove Rd.

A. Request: Conditional Use Permit to allow self-storage, ancillary retail, and warehousing and vehicle and equipment with outdoor display.

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### 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



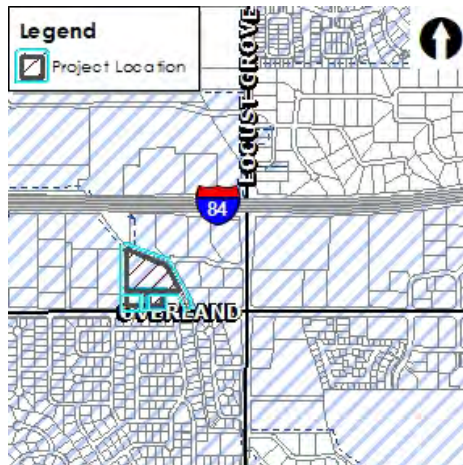
HEARING DATE: 2/17/2022

TO: Planning & Zoning Commission

FROM: Alan Tiefenbach, Associate Planner

SUBJECT: H-2021-0085  
Meridian U-Haul Moving and Storage

LOCATION: 1230 and 1270 E. Overland Rd. and Parcel # R8257510015, at the northwest corner of E. Overland Rd and S. Locust Grove Rd.



## I. PROJECT DESCRIPTION

Request for a Conditional Use Permit to allow self-storage, vehicle and equipment rentals with outdoor display, and ancillary retail on 6.86 acres in the C-G zoning district, by Gurnoor Kaur, Amerco Real Estate Company. A Development Agreement Modification regarding this development was approved by the City Council on February 3, 2022.

## II. SUMMARY OF REPORT

### A. Project Summary

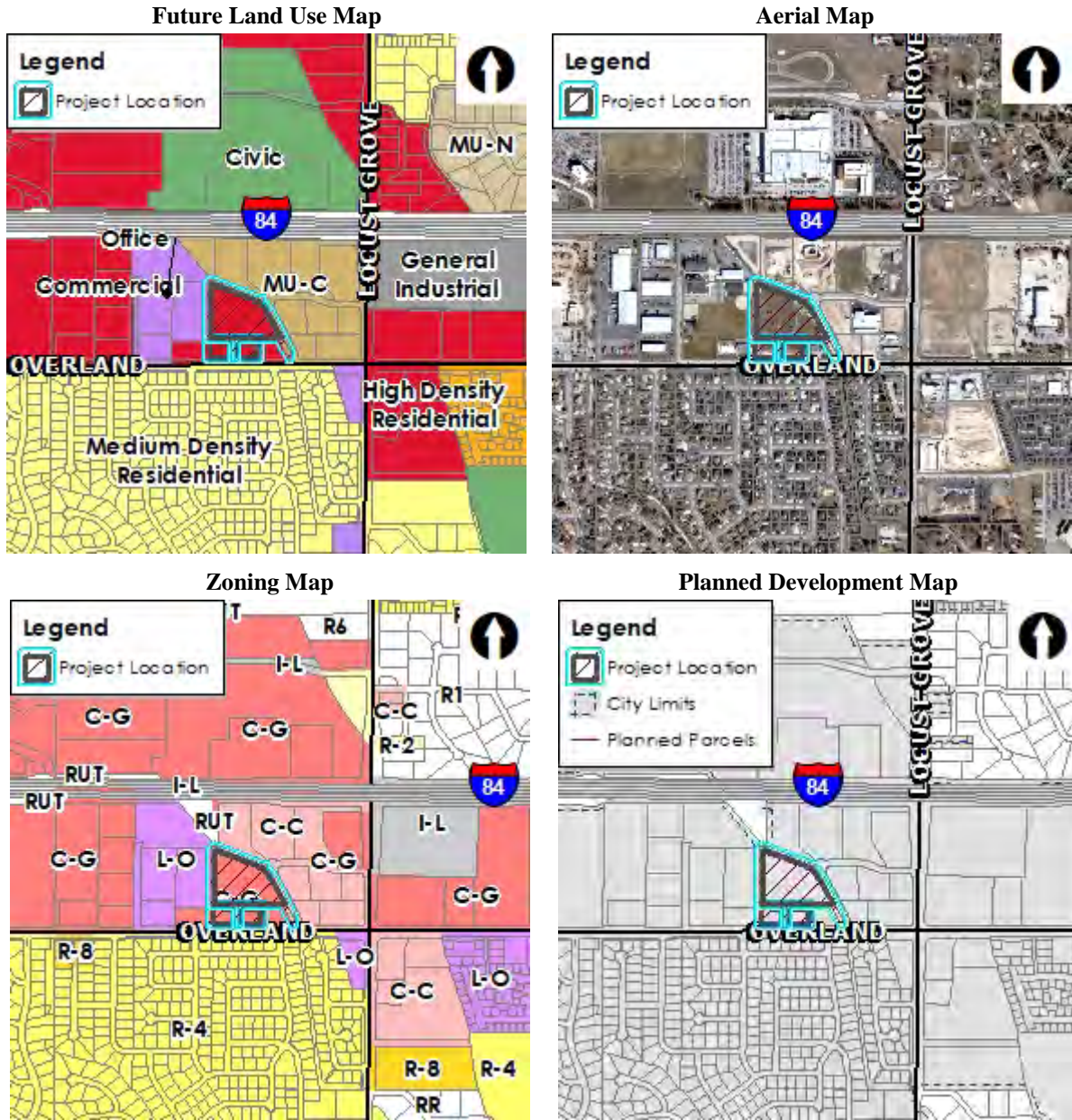
Description	Details	Page
Acreage	6.86	
Future Land Use Designation	Commercial	
Existing Land Use(s)	Vacant	
Proposed Land Use(s)	Self-Storage, Equipment and Vehicle Rental with Outdoor Display, Ancillary Retail	
Lots (# and type; bldg./common)	3 existing lots	
Physical Features (waterways, hazards, flood plain, hillside)	Nine Mile Creek is just off the property to the east.	
Neighborhood meeting date; # of attendees:	October 13, 2021; No attendees	
History (previous approvals)	Annexation AZ-99-018, DA Instr. # 100029704, Preliminary Plat PP-99-015, FP-00-005, CUP 99-033, MDA H-2021-0101	



B. Community Metrics

Description	Details	Page
<b>Ada County Highway District</b>		
<ul style="list-style-type: none"> <li>Staff report (yes/no)</li> </ul>	No	
Access (Arterial/Collectors/State Hwy/Local) (Existing and Proposed)	There is existing access from E. Overland Dr; site plan shows an additional access from S. Labrador Wy	
Stub Street/Interconnectivity/Cross Access	A cross access easement exists with the property at 1322 E. Overland Rd	
Existing Road Network	E. Overland Rd and S. Labrador Wy	
Existing Arterial Sidewalks / Buffers	There are existing 5 ft. sidewalks along E. Overland Rd. and S. Labrador Wy.	
Proposed Road Improvements	None	
<b>Fire Service</b>		
<ul style="list-style-type: none"> <li>No comments</li> </ul>		
<b>Police Service</b>		
<ul style="list-style-type: none"> <li>No comments</li> </ul>		
<b>Wastewater Comments</b>		
	<ul style="list-style-type: none"> <li>No comments</li> </ul>	
<b>Water</b>		
<ul style="list-style-type: none"> <li>Distance to Water Services</li> </ul>	0	
<ul style="list-style-type: none"> <li>Pressure Zone</li> </ul>	4	
<ul style="list-style-type: none"> <li>Water Quality</li> </ul>	No concerns	
<ul style="list-style-type: none"> <li>Project Consistent with Water Master Plan</li> </ul>	Yes	
<ul style="list-style-type: none"> <li>Impacts/Concerns</li> </ul>	<ul style="list-style-type: none"> <li>There are no utilities shown in this record. Public Works will need to review and approve the utility plan.</li> <li>There are no changes to the water infrastructure in this record.</li> <li>There are existing water stubs along the southern property line that either needs to be used or abandoned.</li> <li>A utility plan needs to be reviewed and approved by Public Works.</li> </ul>	

C. Project Area Maps



III. APPLICANT INFORMATION

A. Applicant / Representative:

Gurnoor Kaur, Amerco Real Estate – 2727 N. Central Ave, Ste 500, Phoenix, AZ, 85004

B. Owner:

Adler AB Owner I, LLC – 8665 W. Emerald St. Ste 200, Boise, ID, 83704

**IV. NOTICING**

	<b>Planning &amp; Zoning Posting Date</b>	<b>City Council Posting Date</b>
Notification published in newspaper	1/18/2022	
Notification mailed to property owners within 300'	1/14/2022	
Applicant posted public hearing notice sign on site	1/28/2022	
Nextdoor posting	1/14/2022	

**V. STAFF ANALYSIS**

This is a proposal for a conditional use to allow self-storage, rental and outdoor display of vehicles and equipment, and ancillary retail to allow a U-Haul business. The project includes 8 buildings ranging in size between 117,000 sq. ft. to 1,400 sq. ft. with an outdoor rental display area directly along E. Overland at the south perimeter of the property. A development agreement modification was approved by City Council on February 8, 2022.

The property consists of three lots totaling 6.86 acres. It was annexed into the City in 1999 as the Overland Storage Annexation (AZ-99-018, DA Instr. # 100029704, Preliminary Plat PP-99-015). The development agreement allows the construction, development and use of only a ministorage facility consisting of eight buildings of various sizes and one caretaker unit pursuant a conditional use permit. A Conditional Use Permit (CUP-99-033) was approved for this use in October of 1999 and a final plat was recorded in 2002 (Pack it Up Subdivision, FP-00-005). The approved self-storage facility was never developed.

Staff and the applicant have had numerous discussions regarding the location of a new facility, and due to the location, surrounding uses, and C-G zoning this particular location was selected. However, in addition to self-storage, as is typical for a U-Haul facility, the applicant intends to display U-Haul trucks and equipment for rental. A conditional use permit is required for these uses in the C-G zone district. As the existing development agreement is very specific to allowed uses, the applicant has recently received City Council approval on a development agreement modification to allow the outdoor display and ancillary retail, however the amended DA has not been approved and recorded.

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

Commercial – This designation will 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.

*The subject site is zoned General Retail and Service Commercial District (C-G). This allows a broad range of commercial uses. The property is bordered by a daycare to the east, roofing business and contractor’s yard to the west, climbing gym, church and industrial business to the north. There is existing single family residential across E. Overland Rd to the south (Sportsman Pointe Subdivision).*

*The description of commercial in the comprehensive plan does not specifically mention storage or equipment rental. However, the property is already zoned C-G which allows self-storage, and vehicle and equipment rental by conditional use subject to specific use standards. The retail component is a principally permitted use and is not subject to any specific use standards.*

## B. Zoning

The property is already zoned C-G, which allows self-storage, and equipment and vehicle rental by conditional use subject to the specific use standards as listed below.

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

- “Permit new development only where urban services can be reasonably provided at the time of final approval and development is contiguous to the City.” (3.01.01F)

*City services are available and will be extended by the developer to the proposed lots upon development of the site in accord with UDC 11-3A-21.*

- “Require all commercial and industrial businesses to install and maintain landscaping.” (2.01.03B)

*Landscape buffers and parking lot landscaping is required to be provided with development of this property in accord with UDC 11-3B. As mentioned in the specific use standards section below, staff is also recommending additional perimeter treatment along E. Overland Rd.*

- Maintain integrity of neighborhoods to preserve values and ambiance of areas (3.05.02).

*If the applicant complies with the design guidelines outlined in the ASM, conditions of approval listed in this staff report, UDC design standards and specific use standards, staff is of the opinion the proposed use should maintain the integrity of the neighborhood.*

- Require appropriate landscape and buffers along transportation corridors (setback, vegetation, low walls, berms, etc.) (3.06.02F).

*The subject property abuts E. Overland Rd. (arterial) and S. Labrador Wy (local). The UDC requires a minimum 25 ft. landscape buffer along arterial roads and 10 ft wide landscape buffer along local roads. The landscape plan reflects a 30 ft. wide buffer along E. Overland Rd. and 40 ft. wide buffer along S. Labrador Wy. The landscape plan also indicates a 40 ft. buffer adjacent to the C-C-zoned properties at the north and 10 ft. wide buffer to the L-O zoned properties to the west.*

- Plan for a variety of commercial and retail opportunities within the Impact Area (3.05.01J).

*This is an area of Meridian characterized by industrial and commercial uses and residential across E. Overland Rd. Self-storage and equipment rental, sales, and service is allowed by conditional use in this location.*

- Ensure development provides safe routes and access to schools, parks and other community gathering places (3.07.02N).

*Seven-foot wide attached sidewalks currently exist along E. Overland Rd. and S. Labrador Wy. in accord with UDC 11-3A-17.*

## D. Existing Structures/Site Improvements:

The property is presently vacant.

## E. Proposed Use Analysis:

The proposed uses are defined as “storage facility, self-service”, “equipment rental, sales, and service”, and “vehicle rental” in the Unified Development Code (UDC). These uses are allowed by conditional use in the C-G zoning district per UDC Table 11-2C-2. These uses are also governed by the specific use standards listed in UDC 11-4-3-15, 11-4-3-38 and 11-4-34. The retail use is principally permitted use and is not subject to any specific use standards.

F. Specific Use Standards (*UDC 11-4-3*):

UDC 11-4-3 lists the specific use standards for self-service storage facilities, vehicle sales and rental, and equipment rental, sales and service. Standards for self-service facilities include storage units not being used as dwelling units, distance between structures being 25 ft., facility being completed fenced, walled or enclosed and screened from public view, and secondary emergency access. Specific use standards for equipment rental, sales and service require repair activities to occur within an enclosed structure, and outdoor display areas are prohibited in the required landscape buffer. In addition, the standards for vehicle rental states inoperable or dismantled motor vehicles shall be stored behind a closed vision fence, wall, or screen or within an enclosed structure and shall not be visible from any street.

Storage units will not be used as dwellings, and secondary access will occur on S. Labrador Wy. All repair of equipment will occur at a different location, or within the office. All storage is enclosed within one of the storage buildings.

**There are several buildings that do not appear to meet the minimum spacing requirement of 25 ft. This includes between the northeast corner of Building C and southwest corner of Building G, between Buildings G and H, and possibly between the northwest corner of Building A and the southern side of Building C. The site plan will need to be revised accordingly.**

In addition, due to the high visibility of the site and the residential uses directly across E. Overland Rd to the south, staff has concerns regarding trailers and other associated moving equipment being littered throughout the site. Although staff believes display of operable moving vehicles is acceptable along the southern property line, as a condition of approval, staff recommends all trailers and other moving equipment be stored behind a closed vision fence, wall, or screen or within an enclosed structure and not be visible from any street. Screening fences or walls should be designed to be consistent with building architecture in accord with UDC 11-4-3-33 and details of these walls, fence or screen shall be submitted at time of CZC.

G. Dimensional Standards (*UDC 11-2*):

The C-G zoning district requires a 25 ft. landscape buffer from arterial roads, 10 ft. buffer from local roads, and allows building heights of up to 65 ft. The landscape plan reflects a 30 ft. wide buffer along E. Overland Rd. and 40 ft. wide buffer along S. Labrador Wy. The landscape plan also indicates a 40 ft. buffer adjacent to the C-C-zoned properties at the north and 10 ft. wide buffer to the L-O zoned properties to the west. The building elevations indicate the highest building is approximately 39 ft. in height. More detailed review will occur at the time of the Certificate of Zoning Compliance (CZC).

The property is comprised of three different lots, and it appears the proposed buildings straddle internal lot lines. As a condition of approval, the applicant will be required to complete a parcel boundary adjustment to merge all lots into one property.

H. Access (*UDC 11-3A-3, 11-3H-4*):

The Pack It Up Subdivision Plat allows access via a shared drive from E. Overland Rd and there is a second access proposed at the end of a “knuckle” on S. Labrador Wy. The site plan reflects these two accesses. Meridian Fire supports this configuration, and staff has not received comments from ACHD.

I. Parking (*UDC 11-3C*):

UDC 11-3C-6 states in all commercial districts self-service storage facilities shall only require parking based on the gross floor area of the office space. With the office and retail area being

shown at 3,000 sq. ft., 6 parking spaces are required, whereas the site plan shows at least 26 parking spaces along the south perimeter and 10 more directly adjacent to the office.

J. Pathways (*UDC 11-3A-8*):

No pathways are shown on the master pathways plan for this site or provided with this development.

K. Sidewalks (*UDC 11-3A-17*):

There are already 7 ft. wide attached sidewalks along E. Overland Rd. and S. Labrador Wy.

L. Landscaping (*UDC 11-3B*):

As mentioned above, the landscape plan reflects a 30 ft. wide buffer along E. Overland Rd. and 40 ft. wide buffer along S. Labrador Wy. The landscape plan also indicates a 40 ft. buffer adjacent to the C-C-zoned properties at the north and 10 ft. wide buffer to the L-O zoned properties to the west. This exceeds the landscape buffer requirements of UDC-11-3B. It does appear that the parking spaces shown along the southern perimeter exceed 12 spaces without a landscape planter of at least 50 sq. ft. and planting area of no less than 5 ft. in dimension per UDC 11-3B-8-C-2.

The subject property is located directly on E. Overland Rd. in a very visible location with established residential directly across E. Overland Rd to the south (Sportsman Pointe Subdivision). Accordingly, staff believes this development should reflect high quality design. Staff also has concerns regarding the impacts to adjacent residences associated with the headlights from moving trucks during early morning picks-ups as well as security lighting for moving equipment. **As a condition of approval, staff recommends a combination of a landscaped 4 ft. high undulating berm, decorative walls and evergreen shrubs along the entire front perimeter of the property. Staff also recommends all pole lighting along the front of the property be limited to 12 ft. in height and directed to the north, away from adjacent residences.**

**The site plan indicates a concrete irrigation structure along the southern property line. Per UDC 11-3B-5-J, if any utility easement precludes required trees, the width of the required buffer shall be increased five feet to accommodate the required trees.**

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

As mentioned in the specific use standards above, UDC 11-4-3-34 requires outdoor storage of equipment (other than operable vehicles) to be incorporated into the overall design of buildings and site landscaping so that the visual impacts of these functions are fully contained and screened from view of adjacent nonindustrial properties and/or public streets by a solid fence and/or wall with a minimum height of six (6) feet. Such fence and/or wall shall be constructed of complementary or of similar design and materials of the primary structure.

N. Utilities (*UDC 11-3A-21*):

The Pack It Up Subdivision Plat and provided site plan shows a 40 ft. wide sewer easement along the north and east property lines which presently contains a sewer main, as well as irrigation easements. The applicant should coordinate with public works to ensure a service road is maintained within this area. The plat also reflects a 20 ft. wide sewer easement bisecting the property through the middle as well as east – west at the southern portion of the property. The site plan reflects buildings encroaching into these easements. As a condition of approval, the applicant shall vacate or relocate these easements as approved by Public Works. If these easements are not recorded under separate instrument numbers, vacation through a public hearing at City Council is required.

As mentioned in the landscaping section, if the irrigation easement along the southern property line precludes required trees, the width of the required landscape buffer shall be increased 5 feet to accommodate the required trees in accord with UDC 11-3B-7.

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

The applicant has submitted building elevations for all 7 buildings. The elevations include materials such as cement board, stucco, brick and metal paneling for accents.

Overall, staff does believe the combination of materials, colors, canopies, columns and fenestration results in a storage facility that is of higher quality. However, staff believes there could be some elements that do not meet the requirements of the Architectural Standards Manual (ASM). ASM 3.1B requires buildings to have horizontal modulation every 30 feet or 50 feet, depending on whether the building is greater than or less than 150 feet in length. Based on the site plan, staff is unsure all sides of the buildings visible from a public street meet modulations requirements. Also, ASM 3.2A requires for at least 30% of applicable façades use any combination of concrete, masonry, stone, or unique variation of color, texture, or material, at least 10-inches in height, around the base of the building. Staff is also unable to ascertain if this is satisfied. Complete design review will occur at time of Certificate of Zoning Compliance.

Due to the high visibility of this project from E. Overland Rd. and the existing residences at the south, staff believes there should be additional design considerations. Staff has concerns with the exposed stairs on the south side of Building A both for visual impacts and potential maintenance issues with these stairs being exposed. Staff recommends either the stairs be removed from southern and eastern locations visible from E. Overland Rd., or screened in a stairwell or similar architectural element comprised of materials consistent with the exterior field materials of the building. Also, staff recommends the roll up doors on the south and east sides of Building A and south side of Building be better integrated into the building design through use of color, architectural detailing, overhangs, door frame treatments, etc. Also, the applicant has only submitted elevations for Buildings A & B. Full elevations of all four sides of all eight buildings will be required at time of certificate of zoning compliance and design review.

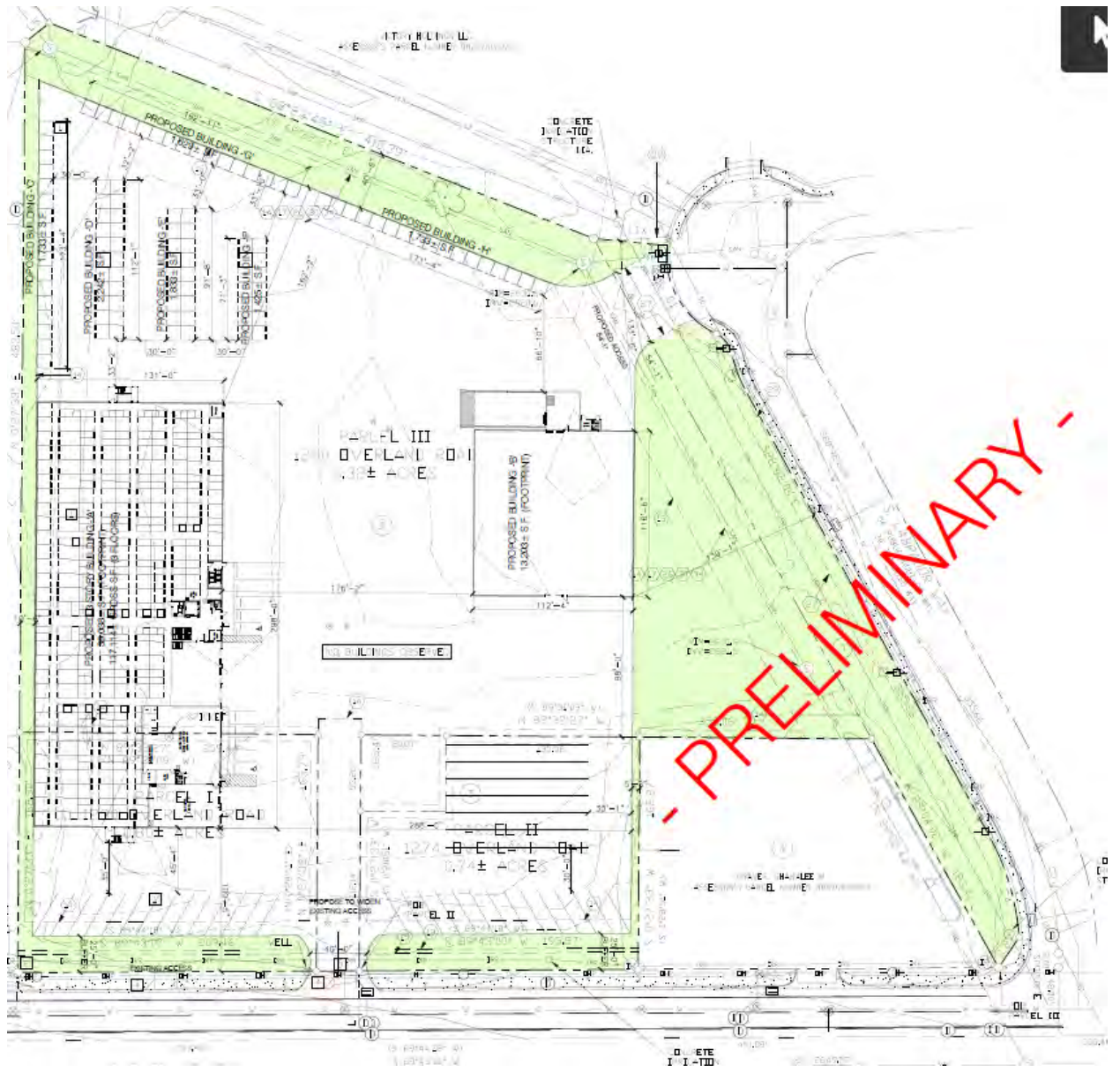
## VI. DECISION

A. Staff:

Staff recommends approval of the conditional use permit with the conditions noted in Section VIII. per the Findings in Section IX.

### VII. EXHIBITS

#### A. Site Plan (date: 8/12/2021)







C. Building Elevations (date: 6/1/2021)



1230-1234 E. Overland Rd. Meridian, IL 61042



EAST ELEVATION: BUILDING A  
Scale: 1" = 25'



SOUTH ELEVATION: BUILDING A  
Scale: 1" = 25'



NORTH ELEVATION: BUILDING A  
Scale: 1" = 25'



WEST ELEVATION: BUILDING A  
Scale: 1" = 25'



**SOUTH ELEVATION: BUILDING B**  
Scale: 1" = 20'



**EAST ELEVATION: BUILDING B**  
Scale: 1" = 20'



**NORTH ELEVATION: BUILDING B**  
Scale: 1" = 20'



**WEST ELEVATION: BUILDING B**  
Scale: 1" = 20'

## VIII. CITY/AGENCY COMMENTS & CONDITIONS

### A. PLANNING CONDITIONS

1. A Certificate of Zoning Compliance and administrative design review application is required to be submitted to the Planning Division and approved prior to submittal of building permit applications. The applicant will either meet all architectural requirements of the Architectural Standards Manual (ASM) or apply for a design exception as part of the CZC submittal. A CZC and DES application shall not be submitted until the amended DA is executed as approved with H-2021-0101.
2. The Applicant shall have a maximum of two (2) years to commence the use as permitted in accord with the conditions of approval listed above. If the use has not begun within two (2) years of approval, a new conditional use permit must be obtained prior to operation or a time extension.
3. The site plan prepared by AMERCO Real Estate, dated August 12 2021, is approved as submitted, with the revision that all buildings shall maintain at least 25 ft. of separation per UDC 11-4-3-34.
4. The landscape plan prepared by Kimley Horn, dated November 12, 2021, is approved as submitted, with the revisions that in addition to the required landscape buffer per UDC 11-2B-3, a combination of a landscaped 4 ft. high undulating berm, decorative walls and evergreen shrubs shall be installed along the entire front perimeter of the property. Details of all walls and / or screen fencing shall be submitted at time of Certificate of Zoning Compliance / Design Review.
5. Outdoor storage of materials, equipment, inventory, and/or supplies shall be incorporated into the overall design of buildings and site landscaping so that the visual impacts of these functions are fully contained and screened from view of adjacent properties, the railway corridor, and public streets by a solid fence or wall with a minimum height of six (6) feet. Such fence and/or wall shall be constructed of complementary or of similar design and materials of the primary structure as required by UDC 11-3A-14.
6. Per UDC 11-3B-7, where the required street landscape buffer is encumbered by easements or other restrictions, the buffer area shall include a minimum five-foot wide area for planting shrubs and trees.
7. The elevations prepared by A&M Associates on December 3, 2021 shall be modified as follows:
  - a. All stairs that are visible from E. Overland Rd. shall be within the building or screened in a stairwell or similar architectural element comprised of materials consistent with the exterior field materials of the building.
  - b. Roll up doors that are visible from E. Overland Rd. shall be integrated into the building design through use of color, architectural detailing, overhangs, door frame treatments, etc.
8. Elevations for all four sides of all buildings shall be required at time of CZC and DES. Elevations should be architecturally consistent with the approved elevations for Buildings A & B.
9. Operable moving vehicles may be displayed along the south perimeter of the site, outside of the required landscape buffer. All trailers and other moving equipment shall be stored behind a closed vision fence, wall, or screen or within an enclosed structure and not be visible from any street. Screening fences or walls must be designed to be consistent with building architecture.

10. All pole lighting along the E. Overland frontage of the property shall be limited to 12 ft. in height and directed to the north, away from adjacent residences.
11. If any structures encroach into platted easements, the applicant shall submit a vacation application for review and approval prior to the issuance of a building permit.
12. The development shall comply with the specific use standards listed in UDC 11-4-3-15 for equipment rental sales and service, UDC 11-4-3-34 for storage facility, self-service and UDC 11-4-3-38 vehicle sales or rental and service.
13. The project is subject to all current City of Meridian ordinances and previous conditions of approval associated with this site (AZ-99-018, Preliminary Plat PP-99-015, FP-00-005, CUP 99-033, MDA H-2021-0101)

## B. PUBLIC WORKS CONDITIONS

### Site Specific Conditions of Approval

1. A public utility plan must be submitted for review and approval prior to any construction of utilities.
2. There are existing water service stubs along the southern property boundary that must be utilized or abandoned.
3. A site geotechnical should be provided for review with the first building permit application.
4. No permanent structures can impede on a new or existing utility easement including but not limited to trees, shrubs, fences, buildings, carports, trash enclosures, infiltration trenches, etc.

### General Conditions of Approval

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. 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.
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. 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.
4. The City of Meridian requires that pressurized irrigation systems be supplied by a year-round source of water (MCC 9-1-28.C). 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.

5. Any structures that are allowed to remain shall be subject to evaluation and possible reassignment of street addressing to be in compliance with MCC.
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.
7. Any wells that will not continue to be used must be properly abandoned according to Idaho Well Construction Standards Rules administered by the Idaho Department of Water Resources. The Developer's Engineer shall provide a statement addressing whether there are any existing wells in the development, and if so, how they will continue to be used, or provide record of their abandonment.
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.
9. All improvements related to public life, safety and health shall be completed prior to occupancy of the structures.
10. 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.
11. 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.
12. Applicant shall be responsible for application and compliance with any Section 404 Permitting that may be required by the Army Corps of Engineers.
13. Developer shall coordinate mailbox locations with the Meridian Post Office.
14. 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.
15. 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.
16. 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.

17. 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.
18. 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](http://www.meridiancity.org/public_works.aspx?id=272).
19. 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. NAMPA MERIDIAN IRRIGATION DISTRICT

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=250047&dbid=0&repo=MeridianCity>

D. ACHD

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=250801&dbid=0&repo=MeridianCity>

E. DEPARTMENT OF ENVIRONMENTAL QUALITY

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=249448&dbid=0&repo=MeridianCity>

## IX. FINDINGS

### A. CONDITIONAL USE PERMIT (UDC 11-5B-6)

The Commission shall base its determination on the conditional use permit request upon the following:

1. That the site is large enough to accommodate the proposed use and meet all the dimensional and development regulations in the district in which the use is located.

*The site meets all dimensional and development regulations of the C-G zoning district. The site already contains landscape buffers, parking is adequate, and the parking area will be landscaped as required by UDC 11-3B-8. Staff finds the site is large enough to accommodate the proposed use.*

2. That the proposed use will be harmonious with the Meridian Comprehensive Plan and in accord with the requirements of this title.

*As analyzed in the Comprehensive Plan section above, Staff finds this proposed will be harmonious with the Comprehensive Plan per the analysis in Section V of this staff report.*

3. That the design, construction, operation and maintenance will be compatible with other uses in the general neighborhood and with the existing or intended character of the general vicinity and that such use will not adversely change the essential character of the same area.

*The subject site is within an industrial and commercially zoned area. Single family residential exists to the south across E. Overland Rd. If staff's recommendations are followed, staff finds the proposed use should not change the character nature of the area.*

4. That the proposed use, if it complies with all conditions of the approval imposed, will not adversely affect other property in the vicinity.

*If staff's recommendation regarding additional landscape treatment, screening of rental equipment and additional architectural requirements are followed, staff finds the proposed use should not adversely affect other properties in the vicinity.*

5. That the proposed use will be served adequately by essential public facilities and services such as highways, streets, schools, parks, police and fire protection, drainage structures, refuse disposal, water, and sewer.

*The proposed use will be served adequately by all public facilities and services.*

6. That the proposed use will not create excessive additional costs for public facilities and services and will not be detrimental to the economic welfare of the community.

*Staff finds the proposed use should not create any additional costs for public facilities and services and will not be detrimental to the economic welfare of the community.*

7. That the proposed use will not involve activities or processes, materials, equipment and conditions of operation that will be detrimental to any persons, property or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare or odors.

*The proposed use will not involve activities or processes, materials, equipment and conditions of operation that will be detrimental to any persons, property or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare or odors.*

8. That the proposed use will not result in the destruction, loss or damage of a natural, scenic or historic feature considered to be of major importance. (Ord. 05-1170, 8-30-2005, eff. 9-15-2005)

*Staff is unaware of any natural, scenic, or historic features on this site; thus, Staff finds the proposed use should not result in damage of any such features.*





## AGENDA ITEM

**ITEM TOPIC:** Public Hearing Continued from January 20, 2022 for Jamestown Ranch Subdivision (H-2021-0074) by Walsh Group, LLC, Located Near the Southeast Corner of the N. Black Cat and W. McMillan Rd. Intersection at 4023 W. McMillan Rd. and parcels S0434223150, S0434212970, S0434212965, and S0434212920.

A. Request: Annexation and Zoning of 80 acres of land with a R-8 zoning district.

B. Request: A Preliminary Plat consisting of 294 building lots and 25 common lots.



# PUBLIC HEARING INFORMATION

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**Staff Contact:** Alan Tiefenbach

**Meeting Date:** February 17, 2022

**Topic:** **Public Hearing** Continued from January 20, 2022 for Jamestown Ranch Subdivision (H-2021-0074) by Walsh Group, LLC, Located Near the Southeast Corner of the N. Black Cat and W. McMillan Rd. Intersection at 4023 W. McMillan Rd. and parcels S0434223150, S0434212970, S0434212965, and S0434212920.

- A. Request: Annexation and Zoning of 80 acres of land with a R-8 zoning district.
  - B. Request: A Preliminary Plat consisting of 294 building lots and 25 common lots.
- 

**Information Resources:**

[Click Here for Application Materials](#)

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

February 8, 2022

**MEMORANDUM**

TO: Planning Commission

FROM: Alan Tiefenbach, Associate City Planner

RE: Jamestown Ranch - AZ, PP - H-2021-0074

At the November 18, 2021 Planning Commission meeting, the Planning Commission continued this application for the applicant to consider the following:

1. Consider reducing the number of common driveways;
2. Cooperate with ACHD in aligning the collector street with N. Joy St on the north side of W. McMillan Rd;
3. Receive and analyze the final ACHD staff report;
4. Consider realignment of micro-pathways for easier resident access to the central amenities not in the gated portion.

The applicant has provided revised plans. The applicant outlines the following changes:

1. Addition of 5 knuckles to eliminate common drive lots where possible (reduced the common driveways by 5).
2. Addition of pedestrian pathways to common drive lots and associated easements (see pre-plat note 9).
3. Road alignments adjusted (the collector still does not align with Joy St).
4. 1 residential lot removed and 2 common lots added.
5. Additional landscaping added to Phase Two.
6. Additional pedestrian access added, i.e. Lot 21, Block 2
7. Qualified open space has increased from 14.5% to 16.05%

ACHD has submitted a staff report dated January 21, 2022. The staff report made the following findings:

- N. Black Cat Rd. is presently 2 lanes along this area (one lane each direction).
- W. McMillian is presently 2 lanes (one lane each direction).
- W. McMillian Rd. from the site to 10 mile is presently LOS "F".
- The intersection of W. McMillan Rd and N. Black Cat Rd is scheduled for the installation of an interim traffic signal in 2022.

- W. McMillan Rd is listed to be widened to 3- lanes from N. Black Cat Road to N. Ten Mile Road between 2031 and 2035.
- N. Black Cat Rd. is listed in the CIP to be widened to 5- lanes from W. Ustick Rd to W. McMillan Rd Rd. between 2031 and 2035.
- The intersection of W. McMillan Rd. and N. Black Cat Rd. is listed to be widened between 2031 and 2035.
- Applicant required to construct westbound turn right turn lane on McMillian at Grand Lakes Way (the new collector).
- Applicant will be required to construct 10 ft. wide pathways along both arterials.
- ACHD supports the offset of N. Grand Lakes Wy. 980 feet to the west of N. Joy St.
- ACHD would also support aligning N. Grand Lakes Wy with N. Joy St.

### Attachments

#### Revised Narrative

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=252074&dbid=0&repo=MeridianCity>

#### Revised Plat

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=252077&dbid=0&repo=MeridianCity>

#### Annotated Revised Plat

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=252075&dbid=0&repo=MeridianCity>

#### Revised Rendering

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=252073&dbid=0&repo=MeridianCity>

#### Revised Open Space Exhibit

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=252071&dbid=0&repo=MeridianCity>

#### Revised Landscape Plan

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=252072&dbid=0&repo=MeridianCity>

#### Revised Common Drive Exhibit

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=252076&dbid=0&repo=MeridianCity>

January 18, 2022

**MEMORANDUM**

TO: Planning Commission

FROM: Alan Tiefenbach, Associate City Planner

RE: Jamestown Ranch - AZ, PP - H-2021-0074

At the November 18, 2021 Planning Commission meeting, the Planning Commission continued this application for the applicant to consider the following:

1. Consider reducing the number of common driveways;
2. Cooperate with ACHD in aligning the collector street with N. Joy St on the north side of W. McMillan Rd;
3. Receive the final ACHD staff report
4. Consider realignment of micro-pathways for easier resident access to the central amenities not in the gated portion.

The applicant has provided revised plans. The applicant outlines the following changes:

1. Addition of 5 knuckles to eliminate common drive lots where possible (reduced the common driveways by 5).
2. Addition of pedestrian pathways to common drive lots and associated easements (see pre-plat note 9).
3. Road alignments adjusted (the collector still does not align with Joy St).
4. 1 residential lot removed and 2 common lots added.
5. Additional pedestrian access added, i.e. Lot 21, Block 2

Please note staff did not receive ACHD's staff report or updated documents from the applicant until late morning January 18, 2022. Staff has had limited time to review the changes. The Planning Commission should determine whether they have had adequate time to ascertain if all their concerns have been met.

# STAFF REPORT

## COMMUNITY DEVELOPMENT DEPARTMENT



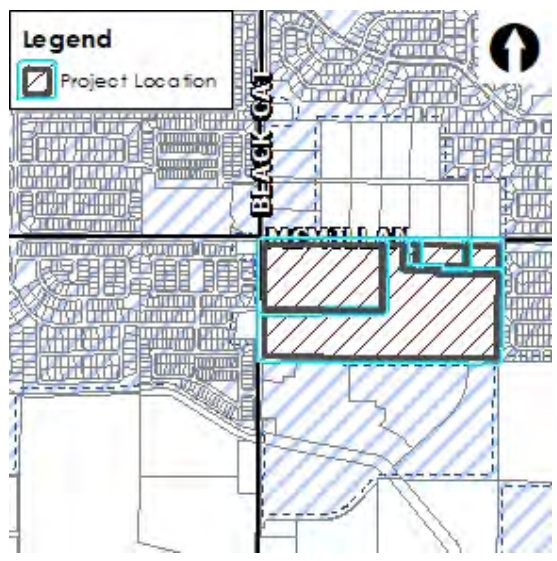
HEARING DATE: 11/18/2021

TO: Mayor & City Council

FROM: Alan Tiefenbach  
208-884-5533

SUBJECT: AZ, PP - H-2021-0074  
Jamestown Ranch Subdivision

LOCATION: Parcels S0434223150, S0434212970, S0434212965, S0434212920, and 4023 W. McMillian Rd, located at the southeast corner of the N. Black Cat / W. McMillian Rd intersection.



### I. PROJECT DESCRIPTION

Annexation with the R-8 zoning district, and preliminary plat to allow 294 building lots and 25 common lots on 80.3 acres of land.

### II. SUMMARY OF REPORT

#### A. Project Summary

Description	Details
Acreage	80.3
Future Land Use Designation	Medium Density Residential 8-12 du/acre
Existing Land Use(s)	Vacant and 2 single family residences
Proposed Land Use(s)	Single Family Residential
Lots (# and type; bldg./common)	294 building lots, 25 open space lots, 15 access lots
Phasing Plan (# of phases)	2 phases
Number of Residential Units (type of units)	294
Density (gross & net)	3.66 du / ac gross, 6.17 du / ac net
Open Space (acres, total [%]/buffer/qualified)	11.63 acres of qualified open space (14.5%)
Amenities	Two large parks, each with a swimming pool and clubhouse, a pickleball court, several pocket parks and internal landscaped trail connections.
Physical Features (waterways, hazards, flood plain, hillside)	Lemp and Creason Lateral run along the western property line, Lemp Lateral also runs along the northern property line.
Neighborhood meeting date; # of attendees:	July 21, 2021 – 5 attendees

Description	Details
History (previous approvals)	None
B. Community Metrics	

Description	Details
Ada County Highway District	Report Pending, preliminary comments submitted
<ul style="list-style-type: none"> <li>Staff report (yes/no)</li> </ul>	Yes
Access (Arterial/Collectors/State Hwy/Local)(Existing and Proposed) Stub Street/Interconnectivity/Cross Access	N. Black Cat Rd and W. McMillian Rd  Three internal connections – two aligning with N. Bartok St. and N. Grand Lake Wy. at the Quartet Northeast No 2 subdivision to the south, and one aligning with W. Viso St. from the east through the Volterra Heights subdivision.
Existing Road Network	N. Black Cat Rd. and W. McMillian Rd
Existing Arterial Sidewalks / Buffers	None along the subject property. There is a 25 ft. wide buffer and 5 ft. wide sidewalk on the west side of N. Black Cat Rd installed with the Oak Creek No 3 Subdivision.
Proposed Road Improvements	No right-of-way dedication is required along W. McMillian Rd as it will be offset to the north when widened in the future. ROW dedication of 50' from centerline will be required from N. Black Cat Rd. The applicant will be required to construct westbound turn lane on McMillian at the collector.

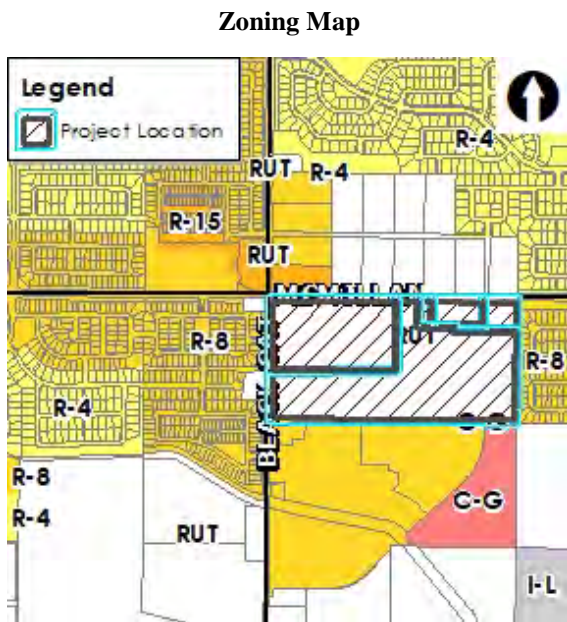
Fire Service	
<ul style="list-style-type: none"> <li>Distance to Fire Station</li> <li>Fire Response Time</li> <li>Resource Reliability</li> <li>Risk Identification</li> <li>Accessibility</li> <li>Special/resource needs</li> <li>Water Supply</li> <li>Other Resources</li> </ul>	2.7 miles to Fire Station 5 > 5 minutes > 80% 2, resources are not adequate Yes Aerial device will be required 1,000 gpm required None

Police Service		
<ul style="list-style-type: none"> <li>Distance to Police Station</li> </ul>	7.4 Miles	
<ul style="list-style-type: none"> <li>Police Response Time</li> </ul>	P3 4:11 P2 8:16 P1 12:57	
<ul style="list-style-type: none"> <li>Calls for Service</li> </ul>	792	
<ul style="list-style-type: none"> <li>% of calls for service split by priority</li> </ul>	% of P3 CFS % of P2 CFS % of P1 CFS % of P0 CFS	1.4% 72.2% 25.5% .9%
<ul style="list-style-type: none"> <li>Crimes</li> </ul>	59	
<ul style="list-style-type: none"> <li>Crashes</li> </ul>	27	

Wastewater	
• Distance to Sewer Services	Directly Adjacent
• Sewer Shed	North Black Cat Trunkshed
• WRRF Declining Balance	14.22
• Project Consistent with WW Master Plan/Facility Plan	Yes
• Comments	<ul style="list-style-type: none"> <li>• Flow is committed</li> <li>• Do not have mains in common driveways. There are multiple common driveways for 2 or 3 lots. These should all have sewer services run from the main in the street.</li> <li>• Do not extend sewer main outside of Right-of-Way. Instead run services from main that reside in the road to each lot.</li> <li>• Sheet PP2.3 at the bottom left corner has a sewer line running through a common lot and part of a residential lot. The City does not want sewer in common lots or residential lots. Reconfigure so sewer is in Right-of-Way.</li> <li>• Angle of pipe going into/out of manhole in the direction of flow needs to be a minimum of 90 degrees. This is not the case for manhole at intersection of Doctor Brunn Ln and Cattleman Way.</li> <li>• Applicant to ensure that no sewer services cross infiltration trenches.</li> </ul>
Water	
• Distance to Water Services	Directly Adjacent
• Pressure Zone	1
• Water Quality	No concerns
• Project Consistent with Water Master Plan	Yes
• Comments	<ul style="list-style-type: none"> <li>• Remove water mains in common driveways and run services to the lots, place meters in Right-of-Way.</li> <li>• There are no water main sizes listed on the plans. Make sure that the water main in N Grand Lakes Way is 12”.</li> <li>• Remove the water main in the alley in Sunday Loop. Place water meters at the Right-of-Way and then run water services to houses in the alley. Each phase will need to be modeled to make sure minimum pressure is met at each phase</li> </ul>



Project Area Maps



Applicant Information

A. Applicant Representative:

Stephanie Hopkins, KM Engineering LLP – 5725 N. Discovery Way, Boise, ID 83713

B. Owner:

Walsh Group – PO 1207, Eagle, ID 83616

III. NOTICING

	Planning & Zoning Posting Date	City Council Posting Date
Newspaper Notification	11/2/2021	
Radius notification mailed to properties within 300 feet	10/27/2021	
Nextdoor posting	11/28/2021	
Sign Posting	10/29/2021	

IV. STAFF ANALYSIS

A. Annexation:

The proposed annexation area is contiguous to City annexed property and is within the Area of City Impact Boundary. To ensure the site develops as proposed by the applicant, staff is recommending a development agreement as part of the annexation approval.

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

This property is designated Medium Density Residential on the City’s Future Land Use Map (FLUM) contained in the Comprehensive Plan. 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 is surrounded on three sides by the City limits. 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 3.66 du/ac, meeting the required density range listed above. 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 IX.A. 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.*

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

- 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 traditional single-family detached and alley-loaded homes will contribute to the variety of residential categories in the City; however, there is no variety in housing types proposed within the development. Daphne Square Subdivision (zoned R-15) and single-family homes in the County (zoned RUT) are across W. McMillan Rd. to the north. To the south is the Quartet Subdivision (zoned R-8). To the east is the single family detached Volterra Heights Subdivision (zoned R-8) and across N. Black Cat Rd. to the west is the Oakcreek Subdivision (zoned R-8). Given the property is completely surrounded by single-family detached, single family detached with comparable lot sizes is appropriate for the subject property.*

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 proposed plat depicts 5 ft. wide detached sidewalks on both sides of roads internal to the subdivision. There are also 5 ft. wide detached sidewalks along N. Black Cat Rd.*

*This is the same width provided along N. Black Cat Rd. by the Quartet Northeast No 1 Subdivision to the south and the Daphne Square Subdivision to the north. 10 ft. wide pathways are provided along W. McMillian Rd, which is consistent with the pathway alignment shown on the Pathways Master Plan, and along one side of N. Grand Lakes Wy (the internal collector).*

*Staff does believe there are portions of the development where there could be more direct non-motorized connectivity to the amenities and common open space within the development as well as to the detached sidewalk along N. Black Cat Rd. Staff has red-marked these recommended connections on the landscape plan below.*

*As will be mentioned in the Qualified Open Space and Amenities Sections below, the applicant proposes several connected common open space areas and amenities throughout this development.*

- “Require pedestrian access in all new development to link subdivisions together and promote neighborhood connectivity.” (2.02.01D)

*As mentioned above, 5-ft. wide detached sidewalks are provided along all internal roadways, along N. Black Cat Rd, and 10 ft. wide pathways are provided along W. McMillian Rd and N. Grand Lakes Way. Staff is recommending several additional micro-pathway connections as a condition of approval.*

“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)

*The development can be adequately served by critical public facilities and urban services. Water and sewer will be extended along W. McMillan Rd. to the south.*

- Ensure that new development within existing residential neighborhoods is cohesive and complementary in design and construction. (2.02.02F)

*Daphne Square Subdivision (zoned R-15) and single-family homes in the County (zoned RUT) are across W. McMillan Rd. to the north. To the south is the Quartet Subdivision (zoned R-8). To the east is the single family detached Volterra Heights Subdivision (zoned R-8) and across N. Black Cat Rd. to the west is the Oakcreek Subdivision (zoned R-8). These subdivisions have comparable densities to what is being proposed.*

*This development proposes architecture consisting of one and two-story homes with pitched roofs, stone bases and / or lap siding with gabled roofs and dormers comparable to what has been approved with adjacent subdivisions. **In order to ensure compatibility and quality of design with existing and approved residential uses surrounding the property, staff recommends a condition that rear and/or sides of 2-story structures on facing W. McMillan Rd, N. Black Cat Rd. and N. Grand Lakes Wy. incorporate articulation through changes in two or more of the following: modulation (e.g. projections, recesses, step-backs, pop-outs), bays, banding, porches, balconies, material types, or other integrated architectural elements to break up monotonous wall planes and roof lines. Single-story structures are exempt from this requirement. Planning approval will be required at time of building permit.***

- 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)

*There are presently 3 accesses off of W. McMillian Rd., two of which are being used by existing single-family residences. There is one access on N. Black Cat Road at the south property line.*

*This proposal would remove two of the W. McMillian Rd. accesses and provide a new collector access approximately halfway between the east and west property lines. The N. Black Cat Rd access would be shifted to the north to align with W. Quintale St. in the Oak Creek Subdivision. There are three internal accesses – two aligning with N. Bartok St. and N. Grand Lake Way. from the Quartet Northeast No 2 to the south, and one aligning with W. Viso St. from the east through the Volterra Heights Subdivision.*

D. Existing Structures/Site Improvements:

There are two existing single-family residences on the subject properties. One residence (4023 W. McMillan Rd.) is proposed to remain on a 76,888 sq. ft. lot.

E. Proposed Use Analysis:

Single-family detached dwellings are listed as a principal permitted use in the R-8 zoning districts in UDC Table 11-2A-2.

F. Dimensional Standards (UDC 11-2):

The preliminary plat and future development is required to comply with the dimensional standards listed in UDC Table 11-2A-6 for the R-8 district. All proposed lots and public streets appear to meet UDC dimensional standards per the submitted preliminary plat. This includes minimum lot size of 4,000 sq. ft., and required street frontages of at least 40 ft. Development of the subdivision is required to comply with the subdivision design and improvement standards listed in UDC 11-6C-3.

UDC 11-6C-3- regulates block lengths for residential subdivisions. Staff has reviewed the submitted plat for conformance with these regulations. The intent of this section of code is to ensure block lengths do not exceed 750 ft, although there is the allowance of an increase in block length to 1,000 feet if a pedestrian connection is provided. No block length exceeds 750 ft.

Eleven common driveways are proposed with this subdivision. The applicant has provided common drive exhibits which demonstrate no more than 3 units are served whereas a maximum of 4 units are allowed. The common driveway meets the minimum width of 20' and does not exceed the maximum length of 150'. Solid fencing adjacent to common driveways is prohibited, unless separated by a minimum five-foot wide landscaped buffer.

G. Access (UDC 11-3A-3):

W. McMillian Rd along the property frontage is 2 lanes with no curb, gutter or sidewalk. N. Black Cat Rd is 2 lanes with a 5' detached pathway on the western side (Oak Creek Subdivision).

This development proposes five points of access. The primary access will be a collector street off W. McMillian Rd. (N. Grand Lakes Wy.) approximately midway between the east and west property lines, making an "S" curve through the property and connecting into Quartet Northeast No 2 at the southeast corner of the property. The other three accesses would be local streets - one is a western access to N. Black Cat Rd. which aligns to W. Quintale St., an eastern access which

connects to W. Viso St. from the Volterra Heights Subdivision, and an additional southern access which connects to Sunnyside Ave., also in the Quartet Northeast No 2.

N. Grand Lakes Way (the collector) does not align with N. Joy St. to the north as is shown on the ACHD Master Street Map. Instead, it is offset approximately 985 feet to the west. This offset occurs because there are existing utility poles obstructing the ACHD-preferred alignment with N. Joy St. During preliminary discussions ACHD has responded that they support this proposed alignment.

Although ACHD is still working on a staff report, staff has been in communication with them regarding this project. All roads in this development are proposed to be built to ACHD standards. ACHD will not be requiring any additional dedication along W. McMillian Rd. because it will be shifted to the north during a future widening project. ACHD is requesting ROW dedication along N. Black Cat Rd. of 50 ft. from centerline. The applicant will be required to construct a westbound turn line at the intersection of the collector with W. McMillian Rd. Staff is recommending as a condition of approval that required frontage improvements along N. Black Cat Rd and W. McMillian Rd including pathways, landscape buffers, detached sidewalk and left turn lane shall be constructed with the first phase of development.

The applicant proposes pavers on the local roads instead of standard pavement. The applicant states pavers will not only help to alleviate some of the challenges associated with the high groundwater present in the area, but will foster an exclusive and high-quality charm for future residents. ACHD is still discussing whether they will support this alternative.

H. 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.

I. Pathways (*UDC 11-3A-8*):

A 10 ft. wide detached pathway is reflected along W. McMillian Rd. which is consistent with the alignment shown on the Pathways Master Plan. There is also a 10 ft. wide detached pathway along one side of N. Grand Lakes Way. (the internal collector) which connects to the W. McMillian Rd. pathway. Several micro-pathways are reflected providing connectivity to internal portions of the development. As mentioned in the Comprehensive Plan analysis above, to improve more direct pedestrian connectivity, staff is recommending additional micro-pathway connections (red-marked on the landscape plan below).

J. Sidewalks (*UDC 11-3A-17*):

Five-foot detached sidewalks are proposed along internal streets in accord with the standards listed in UDC 11-3A-17 (except for a 10 ft. wide pathway along one side of N. Grand Lakes Way). There is also a 5 ft. wide detached sidewalk provided along N. Black Cat Rd. This 5 ft. width is consistent with the width of the sidewalk along N. Black Cat Rd. provided by Quartet Northeast No 2 to the south as well as the Daphne Square Subdivision to the north.

K. Parkways (*UDC 11-3A-17*):

Parkways are provided between the detached sidewalks and road on both sides of all local roads except for Sunday Loop (Lot 1-27, Block 5). All parkways meet the requirements of 11-3A-17 and 11-3B-7 including at least 8 ft. in width and landscaped with at least 1 tree per 35 feet.

L. Landscaping (*UDC 11-3B*):

UDC 11-2A-6 requires 25 ft. wide buffers along arterial roads (N. Black Cat Rd. and W. McMillian Rd.) and 20 ft. wide buffers required along collector roads (N. Grand Lakes Way). The landscape plan reflects a buffer from the N. Black Cat Rd. edge of pavement ranging in width from between 70 ft. from the at the south to 120 ft. wide at the north. The Creason Lateral and the Lemp Lateral as well as a maintenance road are both located within this buffer, although there is an additional landscape strip width of 25 ft. wide between the laterals and the exterior property fences. Along W. McMillian Rd. to the north, there is a buffer ranging in width from between 64 ft. and 80 ft. in width. The Creason Lateral is also located in this buffer; there are landscape strips of at least 25 ft. in width between this lateral and the exterior property fences. Both arterial buffers meet the minimum requirement for at least one tree per 35 ft. in width; the areas containing laterals are shown to be sod. Buffers of at least 30 ft. in width are provided along N. Grand Lakes Way (20 ft. is required). 8 ft wide landscaped parkways are provided along most of the internal local streets with the exception of the Sunday Loop at the NE portion of the site. The landscape plan includes 11.63 acres of qualified open space (14.5%) as will be discussed in the Qualified Open Space and Amenities sections below.

The landscape plan indicates there are no healthy existing trees meeting the preservation requirements on the property.

M. Qualified Open Space (*UDC 11-3G*):

14.5% (11.63 acres) of qualified open space is shown. This includes 1.19 and 2.42-acre neighborhood parks, several smaller pocket parks, landscaped pathways, 8 ft. parkways and 100% of the collector buffers.

The common open space exhibit indicates the arterial buffers as “non-qualified open space” whereas ½ of this area can be counted as qualified open space per UDC 11-3G-3.

N. Qualified Site Amenities (*UDC 11-3G*):

Based on the area of the proposed plat (80.3 acres), 4 amenities are required (one for the first 5 acres, one for each additional 20 acres). The subdivision provides two large parks, each with a pool and clubhouse (counting as six amenities because the parks are at least 20,000 sq. ft. in excess of the minimum 5,000 sq. ft. requirement). A pickleball court is provided within one of these parks (Lot 7, Block 5). There are two pocket parks (Lot 6, Block 9 and Lot 46, Block 2). There is also an additional 4% of open space beyond the required 10% and internal pedestrian and bicycle pathways bisecting several of the blocks which are not required pathways. The proposed development exceeds the minimum requirements.

O. Waterways (*UDC 11-3A-6*):

The Creason Lateral runs along the western property line paralleling W. McMillan Rd. and connecting through the Quartet Subdivision to the south. The Lemp Canal adjoins with the Creason Lateral along the property’s frontage adjacent to McMillan and continues to travel south along Black Cat Road. Both laterals will be piped per UDC 11-3A-6. Maintenance roads are indicated along both laterals. Coordination will be ongoing with the irrigation districts managing the waterways to meet their requirements.

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

The landscape plan includes a fencing plan. 6 ft. high solid vinyl fencing is provided along the entire perimeter of the property and along the sides of most residential lots that are adjacent to detached sidewalks (with visibility from the road maintained). 5 ft. high open vision fencing is provided around the open spaces, a 6 ft. high open style fence is provided around both pools, and

there a 4 ft. high open style fence is provided around the pickleball court. The fencing appears to meet the requirements of 11-3A-6 and 11-3A-7.

Q. Utilities (*UDC 11-3A-21*):

Public services are available to accommodate the proposed development. Water and sewer will be extended along W. McMillan Rd to the south. There appears to be an Idaho Power utility easement indicated on the public utility plan that is not shown on the plat. All easements should be shown on the preliminary plat and only Class I trees may be planted within these areas per UDC 11-3B-5.

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

The Applicant has submitted a large number of elevations of the single-family homes for this project as well as the clubhouses (see Section VI.F below).

The single-family homes are depicted as one and two-story structures with attached garages, and a variety of architectural elements and finish materials including gabled roofs, covered porches, dormers, stone wainscoting, and lap siding. The submitted sample elevations appear to meet design requirements for single-family homes but do not include elevations of the sides or rears of structures.

As noted in the Comprehensive Plan section, a large number of the houses will be very visible from W. McMillian Rd. N. Black Cat Rd. and N. Grand Lakes Wy. Therefore, staff recommends a condition that the rear and/or sides of 2-story structures that face W. McMillian Rd. and N. Black Cat Rd. incorporate articulation through changes in two or more of the following: modulation (e.g. projections, recesses, step-backs, pop-outs), bays, banding, porches, balconies, material types, or other integrated architectural elements to break up monotonous wall planes and roof lines. Single-story structures are exempt from this requirement. Planning approval will be required at time of building permit.

## V. DECISION

A. Staff:

Staff recommends approval of the requested annexation, zoning and preliminary plat with the conditions noted in Section IV. per the Findings in Section VIII.

**VI. EXHIBITS**

A. Annexation and Rezoning Exhibit (date: 9/17/2021)

September 17, 2021  
Project No. 21-048  
Jamestown Ranch Subdivision

**Exhibit A  
City of Meridian Annexation Legal Description**

A parcel of land being all of the North 1/2 of the Northwest 1/4 of Section 34, Township 4 North, Range 1 West, Boise Meridian, Ada County, Idaho, and being more particularly described as follows:

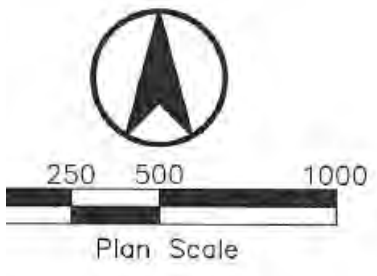
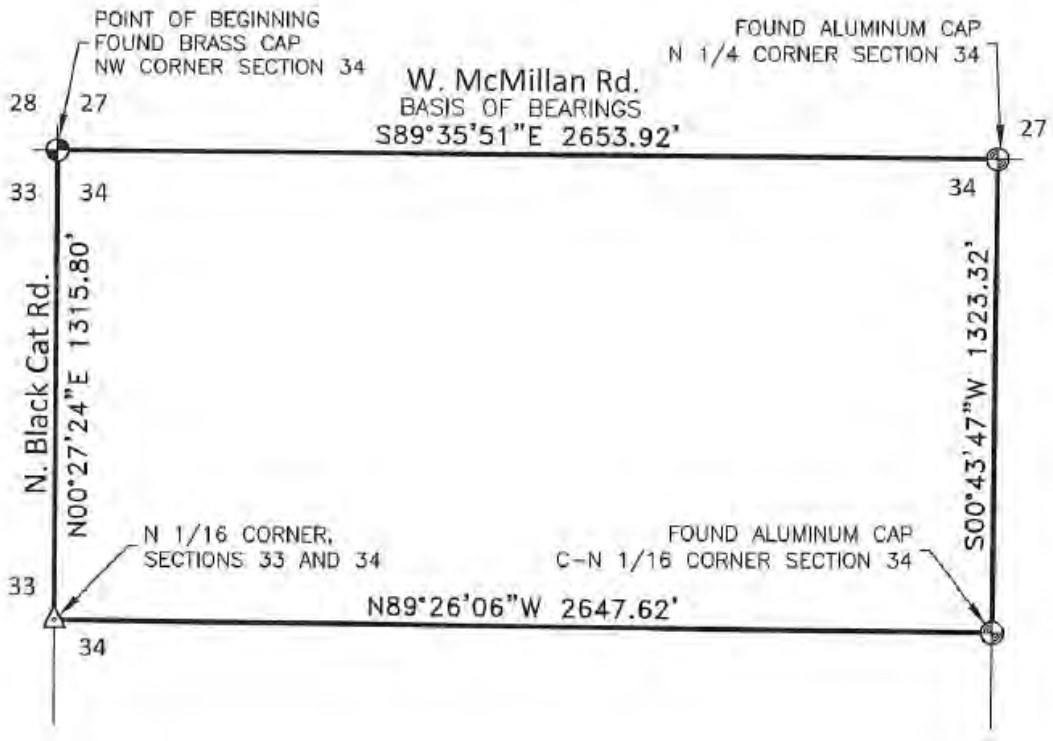
**BEGINNING** at a found brass cap marking the Northwest corner of said Section 34, thence following the northerly line of said Northwest 1/4, S89°35'51"E a distance of 2,653.92 feet to a found aluminum cap marking the North 1/4 corner of said Section 34;  
Thence leaving said northerly line and following the easterly line of said Northwest 1/4, S00°43'47"W a distance of 1,323.32 feet to the Center North 1/16 corner of said Section 34;  
Thence leaving said easterly line and following the southerly line of said North 1/2 of the Northwest 1/4, N89°26'06"W a distance of 2,647.62 feet to the North 1/16 corner of Section 33 and said Section 34;  
Thence leaving said southerly line and following the westerly line of said Northwest 1/4, N00°27'24"E a distance of 1,315.80 feet to the **POINT OF BEGINNING**.

Said parcel contains 80.299 acres, more or less, and is subject to all existing easements and/or rights-of-way of record or implied.

Attached hereto is **Exhibit B** and by this reference is hereby made a part hereof.



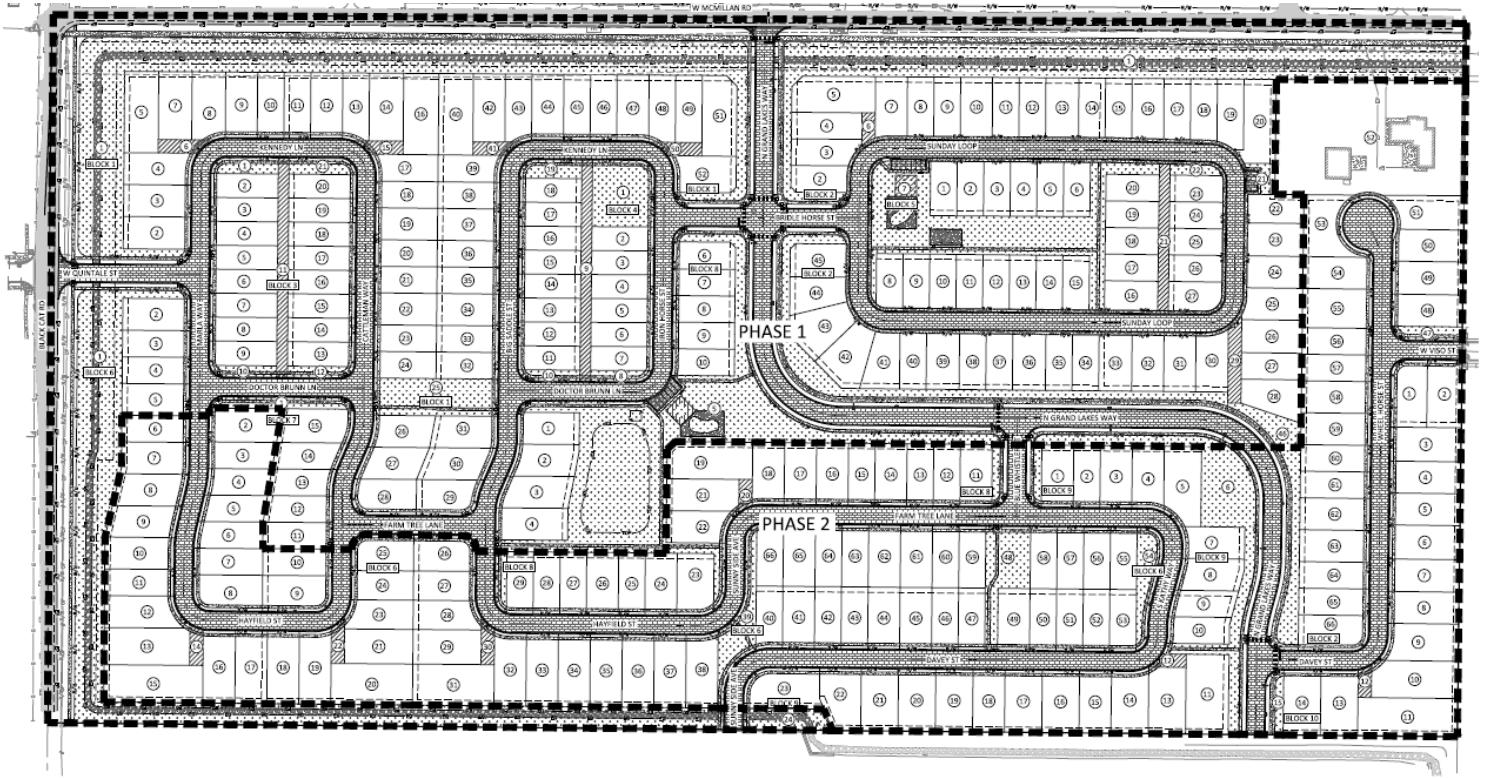




LEGEND

- FOUND ALUMINUM CAP
- FOUND BRASS CAP
- CALCULATED POINT
- SECTION LINE
- ANNEXATION BOUNDARY
- SURVEY TIE LINE

B. Preliminary Plat (date: 9/9/2021)



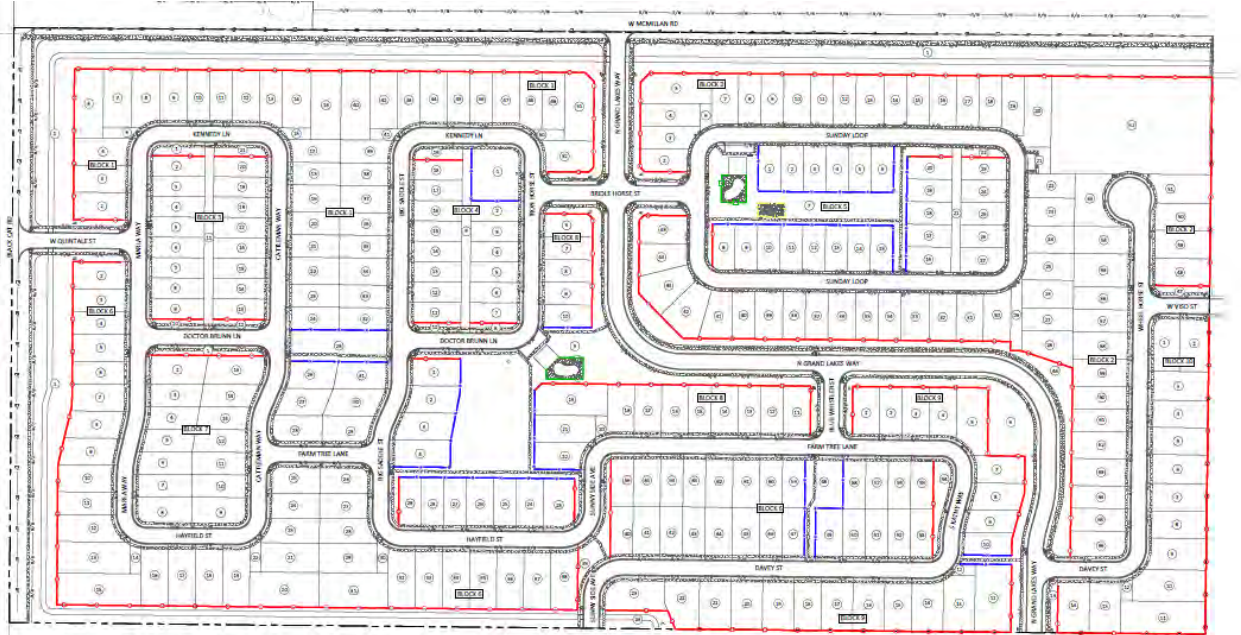
C. Color Landscape Plan with Recommended Pathway Connections (date: 9/9/2021)



D. Landscape Plan Marked Up with Recommended Pathway Connections (date: 9/9/2021)



E. Fence Exhibit (date: 9/9/2021)



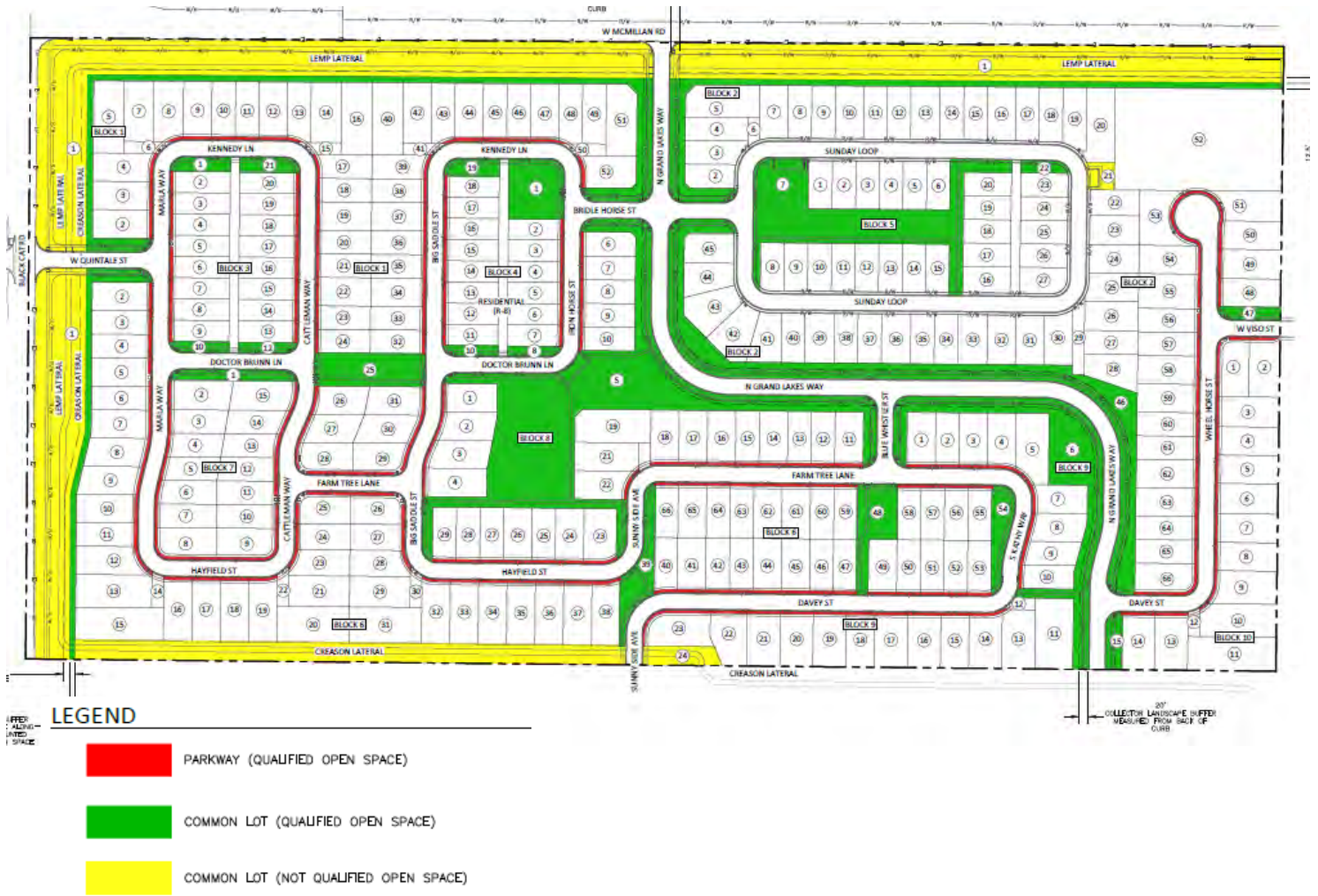
PRELIMINARY PLAT FENCE EXHIBIT

Plan Scale: 1" = 100'

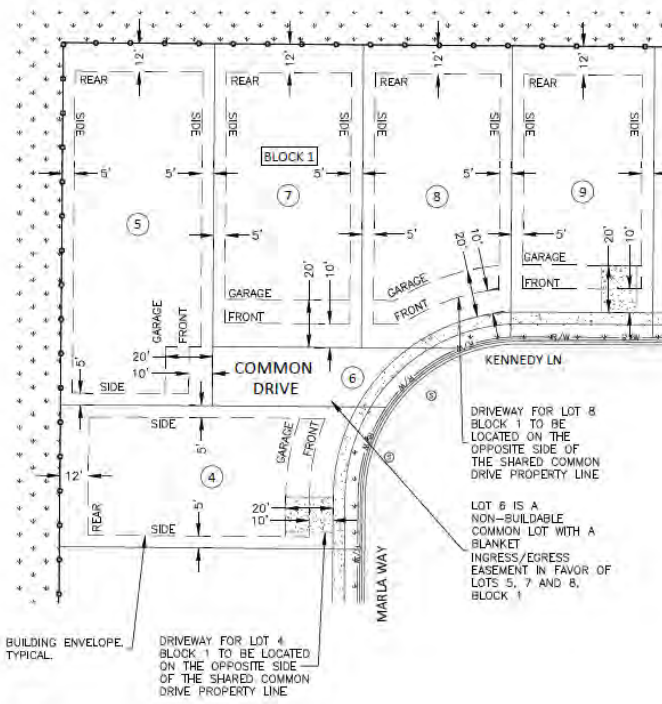
FENCE SCHEDULE

- 6" SOLID FENCE. SEE PPL4.0-4
- 6"-8" POOL FENCE. SEE PPL4.0-5
- 5' OPEN VISION FENCE. SEE PPL4.0-6
- 4' HORSESHALL OPEN VISION FENCE. SEE PPL4.0-7

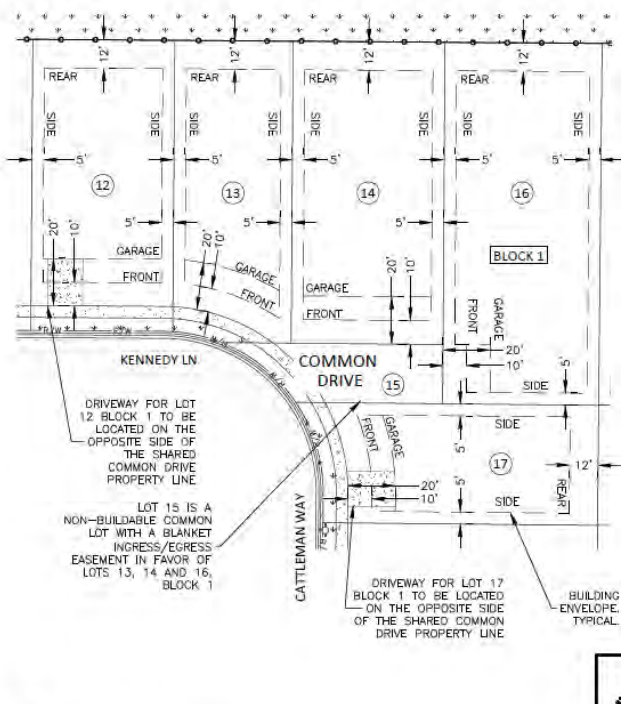
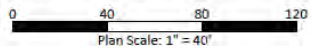
F. Common Open Space Exhibit (date: 9/9/2021)



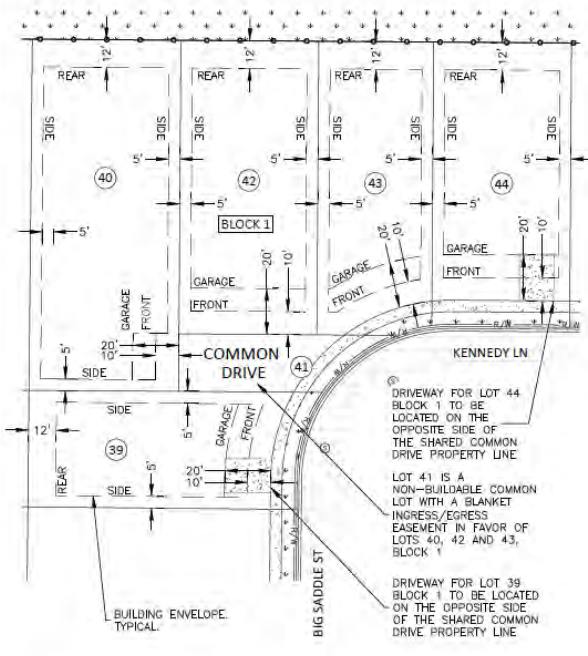
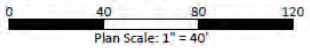
### G. Common Drive Exhibits



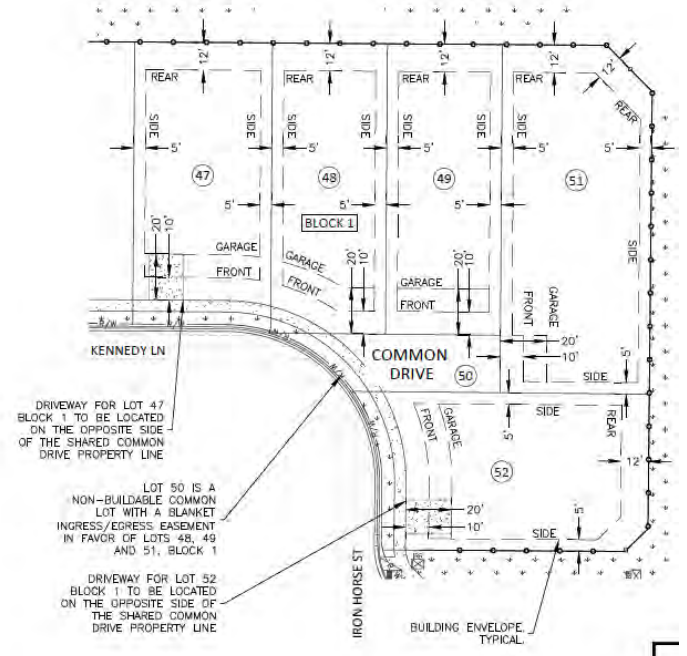
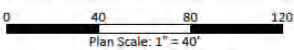
LOTS 4-9, BLOCK 1



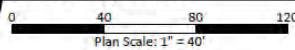
LOTS 12-17, BLOCK 1



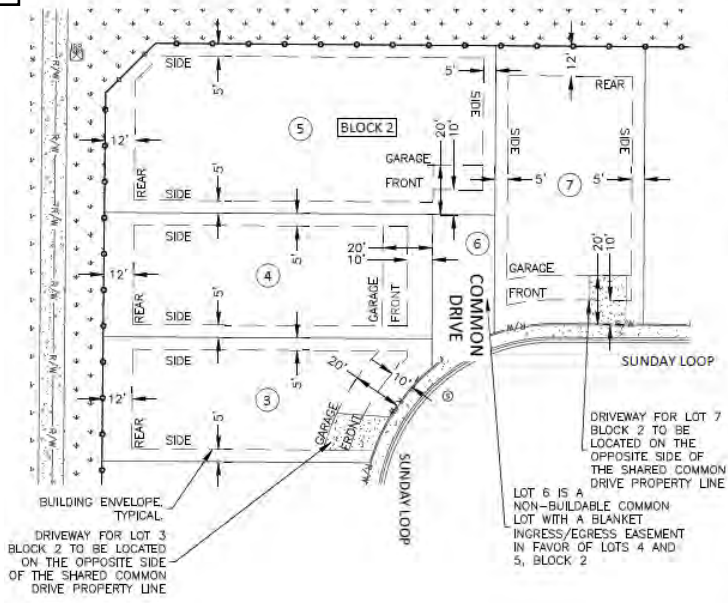
LOTS 39-44, BLOCK 1



LOTS 47-52, BLOCK 1



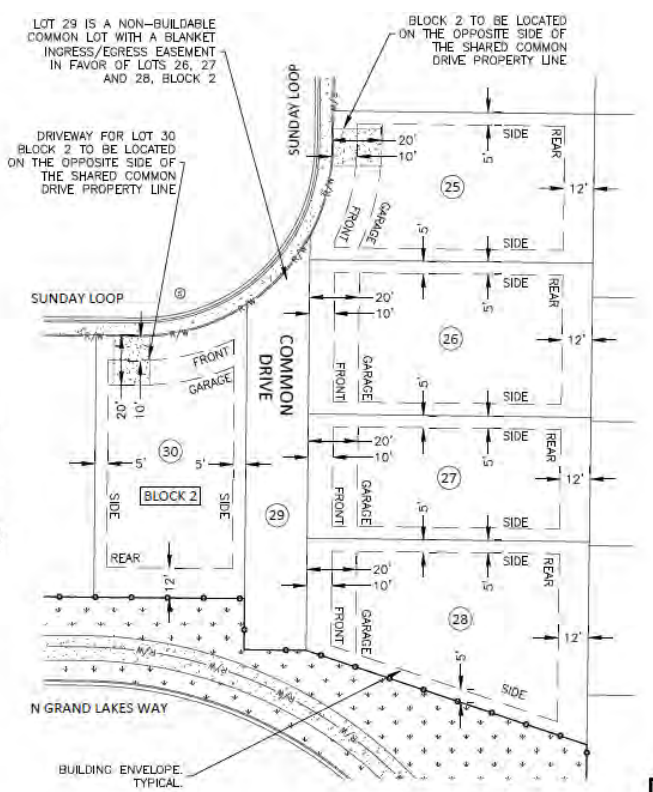
Item 3.



LOTS 3-7, BLOCK 2

0 40 80 120

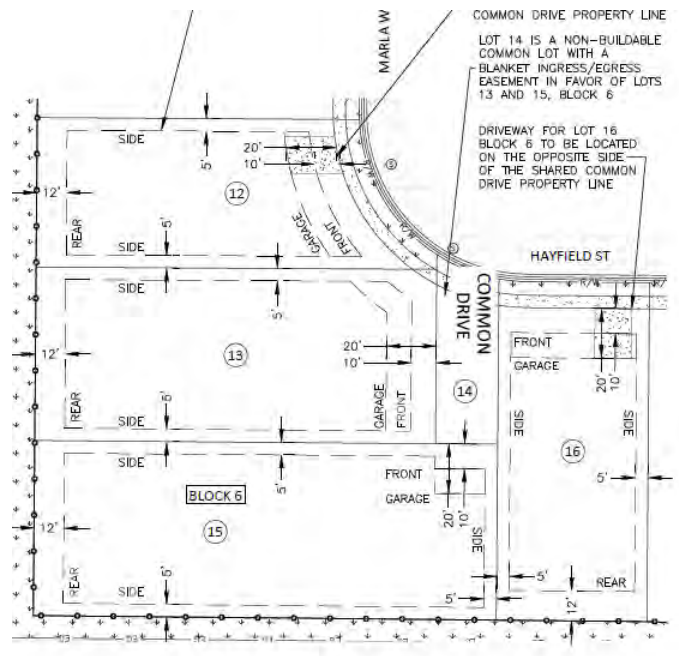
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LOTS 25-30, BLOCK 2

0 40 80 120

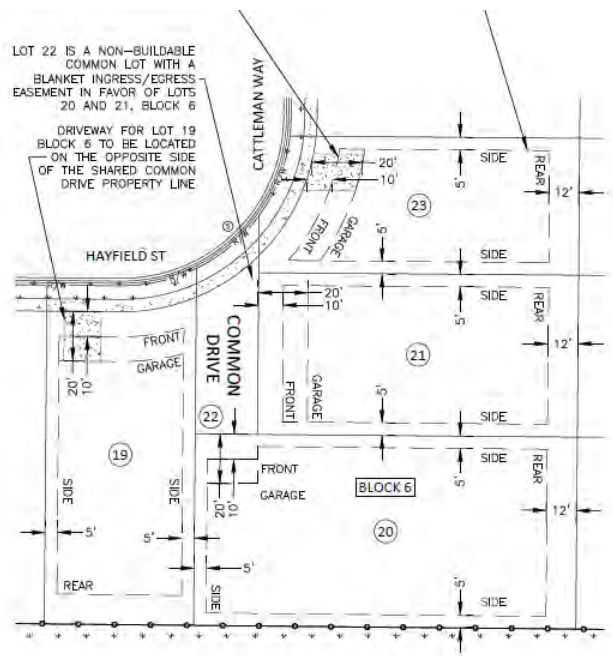
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LOTS 12-16, BLOCK 6

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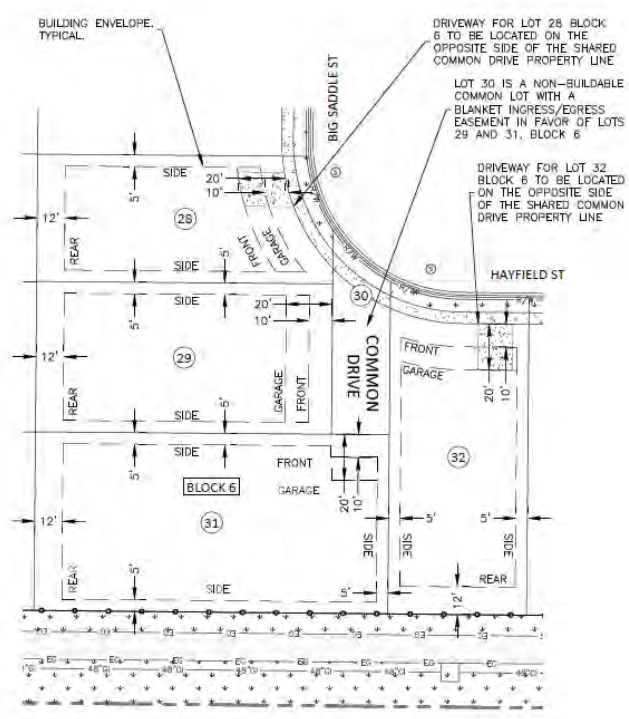
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LOTS 19-23, BLOCK 6

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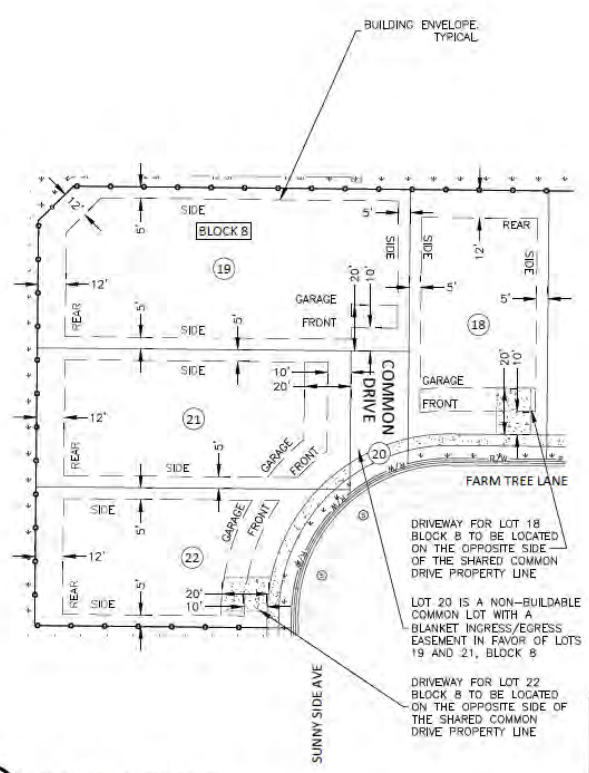
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LOTS 28-32, BLOCK 6

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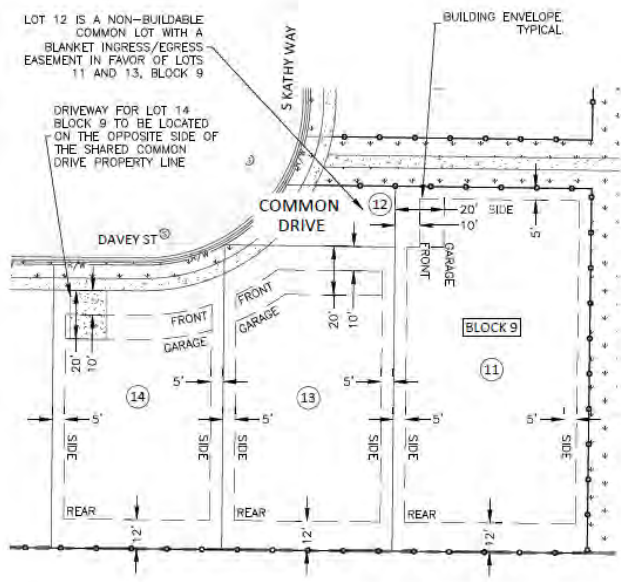
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LOTS 18-22, BLOCK 8

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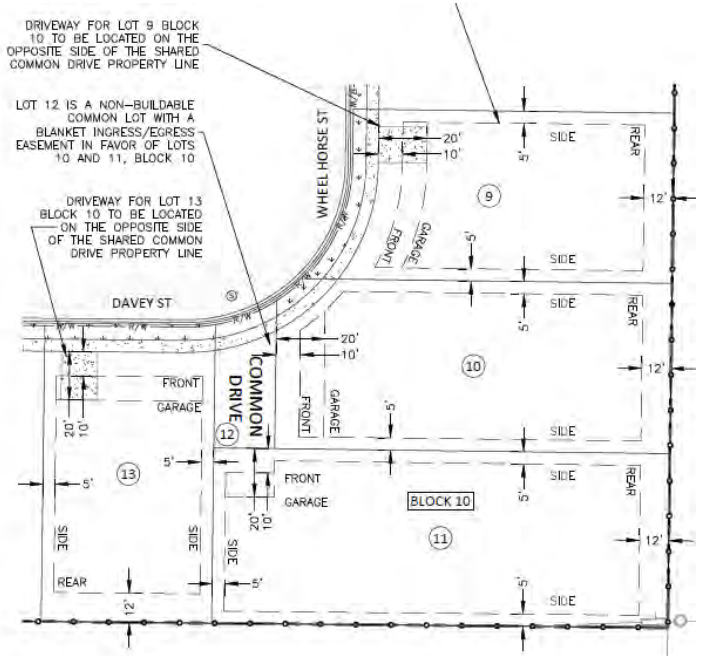
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LOTS 11-14, BLOCK 9

0 40 80 120

Plan Scale: 1" = 40'



LOTS 9-13, BLOCK 10

0 40 80 120

Plan Scale: 1" = 40'



### H. Conceptual Elevations









H. Clubhouse Elevation



## VII. 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 and conceptual building elevations for the single-family dwellings included in Section VI and the provisions contained herein.
  - b. The rear and/or sides of 2-story structures that face N. Black Cat Rd. , W. McMillian Rd and N. Grand Lakes Wy shall incorporate articulation through changes in two or more of the following: modulation (e.g. projections, recesses, step-backs, pop-outs), bays, banding, porches, balconies, material types, or other integrated architectural elements to break up monotonous wall planes and roof lines. Single-story structures are exempt from this requirement. Planning approval will be required at time of building permit.
  - c. Required frontage improvements along N. Black Cat Rd and W. McMillian Rd including pathways, detached sidewalk, landscape buffers and left turn lane shall be constructed with the first phase of development.
2. The Preliminary Plat included in Section VI, dated 9/9/21, is approved with the following revisions:
    - a. All utility easements reflected on the utility plan shall be included on the plat.
    - b. All pathways and micropathways shall be within a separate common lot or easement as required per UDC 11-3A-8.
  3. Prior to final plat, the Landscape Plan included in Section VI, dated 9/9//21, shall be revised to reflect the red-marked pathway connections as illustrated in Exhibit D.
  4. Prior to issuance of Certificate of Occupancy/signature on the final plat by the City Engineer, the applicant shall submit a public access easement for the multi-use pathway along W. McMillian Rd and N. Grand Lakes Wy. to the Planning Division for approval by City Council and subsequent recordation.
  5. The applicant shall construct all proposed fencing and/or any fencing required by the UDC, consistent with the standards as set forth in UDC 11-3A-7 and 11-3A-6B, as applicable.
  6. The existing residences being retained will be required to abandon well and septic systems and connect to City water and sewer with development of the property.

7. The applicant shall comply with all provisions of 11-3A-3 with regard to access to streets.
8. The development shall comply with standards and installation for landscaping as set forth in UDC 11-3B-5 and maintenance thereof as set forth in UDC 11-3B-13.
9. The ditches to the west, south and north shall comply with the provisions for irrigation ditches, laterals, canals and/or drainage courses, as set forth in UDC 11-3A-6.
10. Pathway and adjoining fencings and landscaping shall be constructed consistent with the standards as set forth in UDC 11-3A-7A7, 11-3A-8 and 11-3B-12C.
11. The development shall comply with all subdivision design and improvement standards as set forth in UDC 11-6C-3, including but not limited to driveways, easements, blocks, street buffers, and mailbox placement.
12. 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.
13. All common driveways shall meet the requirements of 11-6C-2-D including a perpetual ingress/egress easement being filed with the Ada County Recorder, which shall include a requirement for maintenance of a paved surface capable of supporting fire vehicles and equipment.
14. The Applicant shall have a maximum of two (2) years to obtain City Engineer's signature on a final plat in accord with UDC 11-6B-7.
15. The Applicant shall comply with all conditions of ACHD.

## **B. PUBLIC WORKS DEPARTMENT**

### **Site Specific Conditions of Approval**

1. Sewer mains should not be run in common driveways or out of Right-of-Way to serve building lots. Mains should be constructed in Right-of-Way and service lines extended within common drives or through Right-of-Way to serve each lot.
2. Sheet PP2.3 shows a sewer main being extended through a common lot and part of a residential building lot. Sewer mains should not be extended through these areas. Reconfigure so sewer mains are located in Right-of-Way.
3. Angle of pipe going into/out of manholes, in the direction of flow, need to be a minimum of 90 degrees. The manhole at the intersection of Doctor Brunn Lane and Cattleman Way currently does not meet this requirement.
4. Sewer service lines should not run through infiltration trenches.
5. Water mains should not be run in common driveways to serve building lots. Mains should be constructed in Right-of-Way and service lines extended within common drives or through Right-of-Way to serve each lot.
6. Water main sizes are not listed on the plans. The water main in North Grand Lakes Way should be 12'' diameter.
7. Remove water main in Sunday Loop (alley). Place water mains in the Right-of-Way and run service lines to each house in the alley.

8. Each phase will need to have water modeling completed to verify minimum pressure is met for each phase.

### **General Conditions of Approval**

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 then alternate materials shall be used in conformance of City of Meridian Public Works Departments Standard Specifications.
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.
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.
4. The City of Meridian requires that pressurized irrigation systems be supplied by a year-round source of water (MCC 9-1-28.C). 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.
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.
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.
7. Any wells that will not continue to be used must be properly abandoned according to Idaho Well Construction Standards Rules administered by the Idaho Department of Water Resources. The Developer's Engineer shall provide a statement addressing whether there are

- any existing wells in the development, and if so, how they will continue to be used, or provide record of their abandonment.
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.
  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.
  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.
  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.
  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.
  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.
  14. Applicant shall be responsible for application and compliance with any Section 404 Permitting that may be required by the Army Corps of Engineers.
  15. Developer shall coordinate mailbox locations with the Meridian Post Office.
  16. 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.
  17. 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.
  18. 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.
  19. 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.
  20. 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](http://www.meridiancity.org/public_works.aspx?id=272).

21. 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.
22. 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. MERIDIAN FIRE DEPARTMENT**

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=239381&dbid=0&repo=MeridianCity>

#### **D. MERIDIAN POLICE DEPARTMENT**

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=239381&dbid=0&repo=MeridianCity>

#### **E. SETTLERS IRRIGATION**

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=239143&dbid=0&repo=MeridianCity>

#### **F. NAMPA & MERIDIAN IRRIGATION DISTRICT**

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=240462&dbid=0&repo=MeridianCity>

#### **G. COMPASS**

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=240472&dbid=0&repo=MeridianCity>

#### **H. DEPARTMENT OF ENVIRONMENTAL QUALITY**

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=239400&dbid=0&repo=MeridianCity>



## VIII. 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 annexation of the subject site with an R-8 zoning designation is consistent with the Comprehensive Plan MDR FLUM designation for this property, if the Applicant complies with the provisions in Section VII.*

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

*Staff finds the lot sizes and layout proposed will be consistent with the purpose statement of the residential districts in that housing opportunities will be provided consistent with the Comprehensive Plan.*

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

*Commission finds that the proposed zoning map amendment should not be detrimental to the public health, safety, or welfare. Staff recommends the Commission 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 zoning amendment 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

*Staff finds the proposed annexation is in the best interest of the City if the property is developed in accord with the provisions in Section VII.*

### 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: (Ord. 05-1170, 8-30-2005, eff. 9-15-2005)

1. The plat is in conformance with the comprehensive plan and is consistent with this unified development code; (Ord. 08-1372, 7-8-2008, eff. 7-8-2008)

*Staff finds the proposed plat is generally in conformance with the UDC if the Applicant complies with the conditions of approval in Section VII.*

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

*Staff finds public services can be made available to the subject property and will be adequate to accommodate the proposed development.*

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

*Staff finds the proposed plat is in substantial conformance with scheduled public improvements in accord with the City's CIP.*

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.*

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

*Staff finds the proposed development will not be detrimental to the public health, safety or general welfare.*

6. The development preserves significant natural, scenic or historic features. (Ord. 05-1170, 8-30-2005, eff. 9-15-2005)

*There are several laterals along the property that will be piped, but are not natural features. According to the landscape plan, there are no healthy trees onsite meeting the requirements for preservation.*

said, I mean when I'm highly in doubt or conflicted on something I generally tend to back staff. I mean they do this -- you know, this is their job, this is what they are paid to do, and I think they do a pretty good job of it. It would be nice if we could control the roads, we could control the infrastructure, things would probably be a lot different, but we don't. So, with that, after considering all staff, applicant, and public testimony, I move to recommend denial to City Council a file number H-2021-0064 as presented during the hearing on November 18th, 2021, for the following reasons: That mixed employment is a better use than the light industrial that the applicant is asking for. The jobs -- the amount of jobs that this will generate will likely not meet what COMPASS is looking for. The COMPASS study is looking for. The Black Cat Road is likely not going to be able to support the uses that are defined in here and we won't know that, because there is no traffic -- traffic study at this point.

Grove: Second.

McCarvel: It has been moved and seconded to recommend denial of H-2021-0064. All those in favor of denial say aye. Opposed?

Yearsley: Nay.

McCarvel: Recommendation of denial passes.

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

Yearsley: Madam Chair?

McCarvel: Commissioner Yearsley.

Yearsley: Before we start the next one can we do a little bathroom break?

McCarvel: Absolutely.

Yearsley: Thank you.

(Recess: 7:30 p.m. to 7:37 p.m.)

**5. Public Hearing for Jamestown Ranch Subdivision (H-2021-0074) by Walsh Group, LLC, Located Near the Southeast Corner of the N. Black Cat and W. McMillan Rd. Intersection at 4023 W. McMillan Rd. and parcels S0434223150, S0434212970, S0434212965, and S0434212920.**

- A. Request: Annexation and Zoning of 80 acres of land with a R-8 zoning district.
- B. Request: A Preliminary Plat consisting of 294 building lots and 25 common lots.

McCarvel: Okay. All right. Next item on the agenda is H-2021-0074, Jamestown Ranch Subdivision and we will begin with the staff report.

Tiefenbach: Alan Tiefenbach, associate planner with City of Meridian. I'm rifling through my work here. Be right with you. Okay. This is a proposal to annex approximately eight acres with the R-8 zoning district and this would include a preliminary plat for 294 building lots. So, the property, again, is 80 acres. It's zoned RUT presently in the county. It's located at the southeast corner of North Black cat and West McMillan. So, the Comprehensive Plan recommends medium density residential for this property, which is eight to 12 dwelling units per acre. This would, again, allow 295 building lots, which would be -- this was just a tweak more than three dwelling units per acre. So, on the low side of this. There are presently two single family residences on the property. Both of those are going to go. The proposed project density, like I said, has about three and a half dwelling units per acre, which would meet the requirements. Minimum lot size -- the smallest ones would be 4,900 square feet. These are comparable sizes to the adjacent subdivisions. This development proposes five points of access. So, there would be one on McMillan here. There would be one here off a Black Cat. There is two stubs here to the south and, then, there is one stub there to the east. The primary access would be a collector off of West McMillan, which is what you can see here. It's got this strange little S curve here. This is about midway and, like I said, there is an S curve here, which I will talk about just in a second. The other three accesses would be local streets. So, this would be a local -- all of these would be local streets. This would be the collector running through the property. One thing to note -- and this has really been the only issue, if you want to call it, that we have worked through with this one, would be North Grand Lakes Way and that, again, is this main collector. The -- the ACHD master street map actually shows this collector aligning with Joy Street, which is here. It's actually over here. The -- the applicant proposes to shift this whole access about 900 feet to the west, so it doesn't actually align with Joy Street. According to the applicant -- they can probably go into more detail about this -- this is because there is existing utility poles obstructing the -- the alignment. We talked to ACHD -- we haven't gotten a traffic study from them yet, but we have had a lot of correspondence with ACHD sort of informally in e-mail and they have already told me what the -- what the issue is, if any, are going to be, so there aren't any surprises, but ACHD does support the shifting of this alignment. There was some discussion from Brighton, who is the one that's developing the property to the south. Originally they weren't sure if they were in favor of this. After talking to the applicant and ACHD they are now in favor of this. The only other comment I have heard is the property owners that live directly here to the north, they will have that access directly in front of their house, so they are not in favor of that, they would have preferred it to shift to the east. This proposes ten foot wide pathways along the north, which would be along here. Sorry. Along the top here. And along this collector. This would actually be a five foot wide sidewalk and that's because all the rest of the subdivisions to the south also have five foot sidewalks, so they would tie into the same size. This came in before our new regulatory changes and based on that they were still required to only provide ten percent open space. In this particular case they are proposing 14.5. It's actually a little more than that. This is the open space exhibit that they provided to us. One thing to note is what you see in yellow there, the collect -- or, excuse me, are the arterioles and based on our

regulations they can actually credit one half of the arterial buffers for qualified open space. They did not do that in their calculations here. So, based on the calculations that they gave us, which, again, come out slightly less, they are at about 14 and a half percent. There are required for this development are four amenities and what the applicant proposes are two large parks -- so, park number one and park number two, and each park has a clubhouse and a pool. These parks exceed the additional 20,000 square foot that is required for -- to be called an amenity. So, these parks and those club houses, those would count as four and, then, the additional land would actually count as two more amenities. So, that's six. In addition to that they have got a pickleball court that is shown here, which is what you see here. There are additional pocket parks shown here. There is a pocket park here. There is another one, but not -- I can't do it on the fly. There is also additional pathways that were not required and the way that the code reads you can count a pathway as an amenity if it is not a required pathway. So, in this particular case they are showing additional pathways. So, there is significantly more amenities than are required and they are providing quite a bit more open space than they would be required. Again, the only thing I have had comments about was about that alignment of the collector. With that staff recommends approval and would stand for any questions or comments.

McCarvel: Thank you. Would the applicant like to come forward?

Jantz: Good evening, Madam Chair, Commissioners. My name is Josh Jantz with KM Engineering 5725 North Discovery Way, Boise. I'm here on behalf of the Walsh Group. We are pleased to present the Jamestown Ranch Subdivision, a single family residential community, with an age restricted component at the southeast corner of Black Cat and McMillan. The approximately 80 acre site is near existing and planned single family residential subdivisions and commercial uses. Consistent with the City of Meridian's Comprehensive Plan, Jameson Ranch proposes single family residential housing styles, including traditional detached and alley loaded homes and an age restricted component. Jamestown Ranch features enhance walkability and pedestrian connectivity throughout and the surrounding subdivisions and services in the area and desired amenities for residential residents, including two clubhouses, pickleball court, and a pond. Applications for this project include annexation and rezoning -- or zoning to the R-8 zoning district with a preliminary plat. We have held one neighborhood meeting, participants in various discussions with city staff -- participated in various discussions with city staff and ACHD and have researched adjacent properties and recent approvals. Approximately five neighbors attended the neighborhood meeting and discussion centered on the number and the density of homes, proposed amenities and open space, proposed access points, McMillan and Black Cat, and other subdivisions being constructed in the area and the rate of growth and the area in general. The property is approximately 80 acres. It is located at the southeast corner of McMillan and Black Cat Roads and it's currently zoned RUT, rural -- rural urban transition in Ada county. Jamestown Ranch is compatible with existing and planned land uses surrounding the property. The property is bounded by north -- to the north by McMillan Road, an arterial roadway, and Daphne Square Subdivision, zoned R-15 and single family homes in the county zoned RUT to the west, by Black Cat Road, an arterial roadway, and Oak Creek Subdivision, zoned R-8, and to

the east by Volterra Heights Subdivision, aka also known as Bridgewater or Bridgetower, zoned R-8, and to the south by the Quartet Subdivision, zoned R-8. Jameson Ranch will connect with several stub streets provided by adjacent subdivisions to the east and south and will complete vehicular and pedestrian connectivity planned in the area. Jamestown Ranch aligns with the intent of the Meridian Comprehensive Plan future land use designation of medium density residential by providing a premier community at a gross density at the low end of the three to eight target density range. As this community proposes to provide age restricted component, as well as traditional market rate residential lots for various kinds of families, objective 2.01.01 is fulfilled by offering housing options suitable for different household sizes and lifestyle preferences. Goal 2.02.00 supported through the community with the provision of various open space areas and amenities that will support varied lifestyle choices. We propose to annex and zone the approximately 80 acre property to the R-8 medium density residential district to accommodate a mixed -- a mix of single family detached homes, including an alley loaded product within the west part of the site, and an age restricted component within the east part of the site. Although R-8 zoning district is requested for the entire project, the differing housing products proposed will support goals 2.01.00 in the Comprehensive Plan, while avoiding the concentration of one housing type in the area. This community will provide the opportunity for residents to age in place as they transition from standard single family residential lots to smaller footprints with less ground to maintain in the age restricted portions. The preliminary plat encompasses approximately 3.3 acres and consists of 294 single family detached residential lots, 25 common open space lots and 15 common access lots, totaling 334 lots overall. The age restricted component of the project will consist of 65 buildable lots, where -- whereas the market driven standard single family lots will consist of 229 buildable lots. An existing home adjacent to McMillan Road at the northeast part of this site is proposed to remain. The home's existing access point to McMillan will be eliminated and access to the home will be provided via an internal connection within the subdivision. The property has been included within the preliminary plat and will connect to city services, along with the Jamestown Ranch Subdivision, upon annexation. Residential lot sizes range from approximately 4,952 square feet to about 10,500 square feet to provide a variety of housing types within the development consistent with the Comprehensive Plan. The average lot size, excluding the existing home, was approximately 7,064 square feet. The existing home will remain on approximately 76,888 square feet or 1.77 acres. In alignment with the Comprehensive Plan future land use map designation, the gross density of James -- Jamestown Ranch is 3.66 units the acre. The Creason Lateral is located along the northwest frontage of the property adjacent to McMillan and bisects the site. Traveling to the southeast and through the Quartet Subdivision. The Lemp Canal adjoins with the Creason Lateral along the property's frontage adjacent to McMillan and continues to travel south along Black Cat Road. We would like to request an exemption of Section 4 of the staff staff analysis, Item O of the staff report, from tiling the Lemp Canal along McMillan Road due to the size of the facility. The Lemp Canal would require at least a six -- excuse me -- a 60 inch pipe to contain it. City Council has regularly -- regularly granted -- granted waivers of this requirement to tile the Lemp Canal, which is consistent with the neighboring Bridgetower West Subdivision. In addition, ACHD has confirmed that we will not be required to relocate the Lemp Lateral from within their right of way and the Lemp Canal will remain

in its current position. We have coordinated with city staff and they are okay with this request. For these reasons we are requesting that the Lemp Canal remain open along McMillan Road. In accord with city code, Jamestown Ranch will utilize city services upon annexation. Water and sewer will be extended from McMillan Road south via the proposed main entrance of the development. We will coordinate with the Public Works Department to ensure that adequate public facilities are available to accommodate future development of the property. The property is within walking distance to the area's commercial center, including a Walmart, various restaurants, a hair salon -- hair and nail salon, a future convenience store, a preschool, bank, and professional offices, among other uses. The future Owyhee High School is located a little over a mile and a half to the west and Ponderosa Elementary School is about a mile to the south and Sawtooth Middle School is under two miles to the east. Recently the City of Meridian City Council adopted a 2022 fiscal year proposed budget, which included funds for the construction of Fire Station No. 8 to serve the northwest Meridian. The fire station will be built near a Owyhee high School and will provide another point in which emergency services will be sourced for the area. Exact timing of the design and construction of the fire station is to be determined, but should coincide with the proposed construction timeline of Jamestown Ranch. Currently Fire Station No. 2 is approximately one and a half miles to the southeast off Ten Mile between Ustick and Cherry Lane. With two potential fire stations available to serve the area, Jamestown Ranch Subdivision will appropriately -- will be appropriately situated should emergency services be required. The primary entrance road for the subdivision will be Grand Lakes Way, a collector roadway that will connect with the Quartet Subdivision to the south. The alignment and design of Grand Lakes Way has been coordinated and approved by ACHD in its current location. A second access point to Black Cat Road will align with an access point to Oak Creek Subdivision to the west. Three stub streets will be connected from adjacent subdivisions, two to the south and one to the east. Grand Lakes will connect with the collector proposed through the Quartet Subdivision, while Sunnyside will connect through the center of the subdivision. This street will be connected from the east to connect to Wheel Horse Street. We are proposing permeable pavers on the interior streets, except for the two collectors, West Grand Lakes and Quintel Street. Pavers will not only help to alleviate some of the challenges associated with the high ground groundwater present in the area, but will foster an exclusive high quality charm for the future residents. Local streets are proposed throughout the subdivision and will be improved to City of Meridian and ACHD standards. We would like -- we would also like to note that Item G under section four of the staff analysis, which states: ACHD is still -- is still discussing whether they will support this alternative. Since this application has been filed we have been coordinating with and are expecting approval on this proposal from ACHD shortly and we actually got that approval this afternoon. Jamestown Ranch will connect existing neighborhoods with planned transit corridors and will aid in increasing and safety and efficiency of pedestrian and vehicular traffic in the area. The project includes multiple pedestrian connectivity connections and pathways with the community and enhanced walkability residents. The city's ten foot wide multi-use path will be constructed along the project's frontage on McMillan Road and will continue to the subdivision adjacent to Grand Lakes Way. Jamestown Ranch offers an opportunity to connect adjacent existing neighborhoods to the east-west and pedestrian walkways and will connect north and south to planned and

currently developed subdivisions. Pedestrian connections will enhance walkability in the entire area and will contribute -- contribute toward fulfilling Meridian Comprehensive Plan Objective 2.02.01 by enhancing the quality of the connectivity by -- of residential planning in the area by linking subdivisions together and promoting -- promoting neighborhood connectivity. A traffic study -- or a traffic impact study has been submitted to Ada County Highway District and is currently under their review. Jamestown Ranch will be constructed in two phases as depicted on this exhibit here. The first phase will include the construction of a portion -- of a portion of the market rate standard residential lots and the entirety of the age restricted lots. An open space lot with age restricted portion, including clubhouse -- excuse me -- pool and pickleball court, a market rate open space lot, including clubhouse, pool, and a play area, access points to McMillan and Black Cat Road and a portion of Grand Lakes Way. The second phase will connect Grand Lakes Way and another stub street to Quartet Subdivision to the south, will connect a stub street to Bridgetower Subdivision to the east and will include the remaining market rate standard residential lots. development will be market driven. However, we anticipate construction to commence in 2022 and be completed in 2024. As mentioned, Jamestown Ranch will include an age restricted housing style community in the northeast part of the site and market rate standard residential lots for the remainder of the community. The age restricted portion of the community has been designed to cater a smaller house footprint with communal open space and a loop road to facilitate -- facilitate walkability and pedestrian scale. This part of the community includes five -- or, excuse me, ten alley loaded homes that will front on green space and we have opted to develop an age restricted portion of the community without a gate to integrate this area with the -- with the Jamestown Ranch community to ensure easy access for residents and visitors. The market rate standard residential lots vary in size and style throughout the remainder of the development. The majority of the standard residential lots are located on the west or south side of Grand Lakes Way, which creates a natural buffer between the age restricted community and the standard lots without any physical barriers. This will allow both sections to interact with one another, while maintaining an individual sense of place. Lots within Jamestown Ranch have been designed to complement the transition well to abutting homes and adjacent neighborhoods to ensure a cohesive community overall. As mentioned, connectivity will be continued through the subdivision with the completion of transportation networks as pedestrian pathways -- and pedestrian pathways. Jamestown Ranch will be an asset to the northwest Meridian by completing this undeveloped section with a consistent product type and neighborhood that will meld well with existing homes. Overall Jamestown Ranch contains 11.63 acres or 14 and a half percent of qualified open space as shown here. Each of the proposed areas within the development are detailed in our open space exhibit and demonstrate compliance with the city code. Two central parks have been included as focal points, gathering places for residents within the age restricted parts of the community and the standard residential lots. Both open space lots will include pools, clubhouse, seating areas and age restricted space will include pickleball courts. Pedestrian walkways are included within the central open space and throughout the development to allow for interconnectivity and easy access to amenities. Several pocket parks are included throughout the development in different phases to provide a variety of places for residents to re -- excuse me -- recreate or gather. All common space will be owned and maintained by the homeowners association. These



next few slides here are just typical elevations for your single family residential traditional type homes. There is a couple of the contemporary style, some farmhouse. The market rate standard residence lots within Jamestown Ranch will incorporate a variety of building materials and architectural styles. Homes will be complementary to the age restricted homes proposed in the northeast portion of the site and those can be shown here. the Walsh Group has -- excuse me. The Walsh Group -- I'm almost there. The Walsh Group will be designing and building homes in age restricted portion of Jamestown Ranch. The Walsh Group's flagship 55 plus active adult subdivision, the Village at Bungalows is located in Meridian with 74 single family homes on 12 acres. Luxury homes are mostly single level craftsman style homes with front porches, extra wide hallways, nine to ten foot ceilings, roll in showers, fireplaces, and a butler's pantry. The community features a clubhouse with a full kitchen, fitness center, and a yoga room. A central park and walkway path. The Walsh Group designed this neighborhood with community connections in mind and had a focus on maintenance free lifestyle with all yard, snow removal, sprinkler maintenance covered by the HOA. So, in conclusion we believe that the proposed zoning, preliminary plat -- annexation, preliminary plat, and zoning as conditioned with the exceptions previously -- previously mentioned, Items G and O under Section 4 of the staff analysis, will complement surrounding uses, fulfill the intent of the Comprehensive -- Comprehensive Plan and provide a unique combination of housing opportunities in northwest Meridian. We appreciate the time Alan and staff members have spent with us to help understand the steps needed to accomplish this project. Thank you for your time. I will stand for any questions. We also have members from the Walsh Group here that may help answer any that I'm not able to.

McCarvel: Okay. Thank you. Do we have any questions for the staff or applicant?

Yearsley: Madam Chair?

McCarvel: Commissioner Yearsley.

Yearsley: So, I may have missed it and I apologize if I did. How many homes are in the age restricted area do you know off the top of your head?

Jantz: Not off the top of my head.

Yearsley: Sixty-five? Okay. So, will the nonrestricted people -- homes be allowed to play in the pickleball and the pool area of the age restricted homes?

Jantz: That I'm not sure, but, like I said, I have the Walsh Group here that can probably help out with that question.

Yearsley: Okay. I would be interested to find that out.

Jantz: Yeah.

McCarvel: Do you have somebody here that --

Jantz: Yes.

Walsh: Madam Chair, Members of the Commission, my name is Ron Walsh. I live at 1485 North Eagle Creek Way in Eagle, Idaho. My son Nick and I comprise the Walsh Group. We will have a clubhouse and possibly a pool in the non-age restricted area, but our clubhouse, pool, and pickleball court will be limited just to the age restricted residents.

Yearsley: Okay. Thank you.

Walsh: As long as I'm up here, if you don't mind, I will give you a little pitch. We appreciate all the work that staff and all the city agencies have done in the -- certainly appreciate their approval of our plat. This is our second age restricted project and we will -- my son and I will do that, build those and market those and I wanted to tell you that through working through our -- our Village Bungalows on Ustick Road near Eagle we learned a lot of lessons with the help of Bill and staff and the city building department and we made a lot of changes in this -- this plat to accommodate those things. We learned side yard setbacks are wider. Lot widths are wider. Lot depths are deeper. Street widths are wider. We limited our alley load lots down and we built in the pickleball court. One thing Josh mentioned that I just wanted to clear up was the open ditch where Josh asked for a waiver, but we -- at the time that the staff report was done -- since, then, we have got word from ACHD that the ditches do not need to be moved and, then, we got a memo from -- staff city staff that they were in support of us not being required to tile those, because there is -- no one's tiled them all the way along here, we would be the first, and, then, the other one is the staff would recommend after the -- the report that we participate in micro paths throughout the plat and we have no problem with that. It was a great idea. We kind of had it implemented into our plat, but not to the degree staff would like to see. And the final thing is that roadway arterial with the S curve, that was a -- kind of a concept that we wanted to stick with, because coming out of Quartet is a much larger subdivision than ours, but coming out of there and going straight through us to -- up to McMillan we felt like it would just be a race track and probably not be healthy for our residents in there. So, I just want to thank you guys and appreciate staff's support. Any questions?

McCarvel: Any other questions for staff or the applicant?

Seal: Madam Chair?

McCarvel: Commissioner Seal.

Seal: The groundwater issues were one of the things that were mentioned in there and it looks like there is a pretty large collection area in the middle. Is that something that -- is that something that's going to be full year around or -- my concern here is if there is groundwater issues that's going to be stagnant water and we are going to have --

Walsh: Yeah. That's actually a -- there will be some overflow in that, but that's predominantly to fill out for pressurized irrigation, the pond, and all the groundwater is stored in -- under the pavers in the streets. So, it's just similar to Bridgetower to our east

and ACHD supported that and I think we actually have more capacity for groundwater than -- or for surface retention than we needed, because we went back and took the arterial out at the request of ACHD.

Seal: Okay. Thank you.

McCarvel: Any other questions for staff or the applicant? Okay.

Walsh: Thanks.

McCarvel: Madam Clerk, do we have anyone signed up to testify on this application?

Weatherly: We do not, Madam Chair.

McCarvel: That being said, is there anyone in the room or online who wishes to testify in this, but did not sign up? Come forward.

Watts: Yes. My name is Rachelle Watts and address is 4676 West McMillan Road and we are directly across the street from this development. I don't have problems with the zoning. What we have problems with is where the collector road is coming out. There have been several comments made about why that is. One of them said that the -- the resident preferred -- which is -- if you will notice up in the right-hand corner, the yellow there, that preferred to keep that property, if that connected through it would come very close to the shop that is located there, but it would connect. Another thing that was said was that they were conferring and asked the Ada County Highway District to ask for a variance, so that the collector road could be moved down further, because of multiple power and utility lines. There is one large power pole that is located there and I did submit -- I don't know if you guys can see it, but I submitted a written letter, along with some pictures. I don't know if you loaded that or -- no? But those pictures I took were from Google and it clearly shows the one power pole that is there. It does come very close to the edge of what the road would be to connect. The other thing they mentioned was the calming of the traffic. There are other ways I think that that could be done to curve through there, as far as the calming, and I know when the Quartet Subdivision was looked at it was specific that that Joy Street would go through and connect up with the collector on North Joy Street, which would be directly -- I wish I had a picture of it. But it would run very close behind that shop that's right there in the yellow. Okay? And it would connect through. And when I look at it, that does not totally obstruct Joy Street. It would be -- that one power pole would be on the edge of that road, but all the way down McMillan, when they put in those power poles, which we were living there when they put that in. We have been there 30 years. They have maneuvered around those. There are ways to do that to connect. Now as that growth continues, which if you look at, there is Daphne, there is Brody Square, there is now Pera Place -- those are all the ones that are surrounding us. Bridgetower West. I think It's Sunset connected in with that. That now flows on to the corner of Daphne and Joy Street and runs out to there. That traffic has increased. At some point that traffic will probably increase dramatically, particularly when you are talking about that many homes coming out onto the road. That is directly across the street

from our house and I have some real safety concerns with even getting out of our driveway where that subdivision is the only -- that -- that was the one entrance onto McMillan where they could go. They are not going to go down -- they could go up Black Cat, but they are not going to go down -- all the way down to connect into Bridgetower West, because that's the far distance. The majority of these are going to funnel out directly in front of our house onto that road. Now, also, I noticed in the information that was on the the public -- on your -- on the website for this hearing that there are things that are missing. I didn't see a traffic study. I didn't see the report from Ada County Highway District, stating that there was multiple, in their words, at least as far as the e-mails, that were between Alan and Bill that I saw in regards to the gal at the Ada County Highway District. I know I'm running out of time. So, that's why I knew it would take some more to do that. But those pictures to me convey that there -- that that connect collector street can be extended to Joy into the correct -- into the Joy that exists now on North Joy and eventually there is probably going to have to be a light there, you know. There is directly across from that home -- I think the reason that they want to keep this is they want to keep that home, they want -- that the main reason for this is they do not want that collector street running directly behind that property. Now, that property was owned by the James family and he passed away. It is unoccupied. It was stated that he wanted to -- Mr. James wanted to keep the son, who inherited, wanted to keep that as his residence. He does not live there. Nobody has occupied that since August of 2020 when Mr. James passed away. Now, he may intend to live there or one of his kids, which is probably why they want to keep that. I understand that. But, again, when we look at the growth all around us and what is happening, I didn't -- I think that that collector street where it comes out is not appropriate and I know that they are talking -- there is going to be a roundabout at the corner of Black Cat and McMillan, that that will -- and I will also tell you -- I know if traffic studies have been done, but as soon as Owyhee school opens -- massive increase in traffic. And Cole Valley Christian School is supposed to be going in down on the north side of McMillan also on the other side of McDermott. So, there will be increased traffic there. I just would like you to take into consideration what the Ada County Highway master plan states in regards to -- and not deviate from that. That I believe that that collector road for Joy Street can be maintained to connect with the other North Joy Street on the north side of McMillan. Okay?

Watts: Thank you.

McCarvel: Thank you. Anyone else in the room or online that wishes to testify?

Pachner: My name is Joe Pachner. I'm an engineer with KM Engineering. Sorry, I was a little bit late to the meeting. Highway 55 just got closed down. My address is 5725 North Discovery Way. I might be able to shed a little bit more light on the -- this road alignment. The first initial one was -- we have -- we have met with ACHD on numerous occasions to discuss their master plan, which shows a dashed line going up to Joy. One of the things that we are looking at with that is what's Joy's future development, because it kind of veers off. One of the biggest things that they came back with is when -- it's not a power pole, it is one of the power towers. It's one of the monster towers going up through there. Then we started looking at the separation between Black Cat, this

proposed collector, San Vito and the separations and what we are looking to do is get a more even distribution through there, so that we didn't -- if we moved it over to Joy the separation between San Vito and Joy is not that significant and it's -- you know, you get more -- you are -- what ACHD came back with is, you know, we are looking at about a thousand feet in between each one of these collectors, so it better fits the traffic movements and the traffic study proves that up. I just wanted to bring that to your attention and -- anything else?

McCarvel: Okay. Thank you. Anyone else in the room or online that wishes to testify? Okay. Would the applicant like to come back? No comments on anything? In that case can I get a motion to close the public hearing on H-2021-0074.

Lorcher: So moved.

Seal: Second.

McCarvel: It's been moved and seconded to close the public testimony on H-2021-0074. All those in favor say aye. Opposed? Motion carries.

MOTION CARRIED: FIVE AYES. TWO ABSENT.

McCarvel: Thoughts? Concerns?

Lorcher: Madam Chair?

McCarvel: Commissioner Lorcher.

Lorcher: I think McMillan has some challenges because of those large power towers and being able to work around them. I understand the homeowner's concern for things kind of connecting perfectly aligned, but I mean without -- we don't have a picture of -- we just had a picture of the Jamestown Subdivision, so it's hard to see what's going on across the street. Like she had said, we just approved Pera Subdivision. I think Brody is going in there. It's going to be just more of the same. ACHD is going to have to do something in regard to traffic, because McMillan is still only, what, two lanes each way and you are introducing 294 new homes on top of for other subdivisions that are all going in at the same time.

Seal: Madam Chair?

McCarvel: Commissioner Seal.

Seal: While I'm looking at the two areas and knowing that the age -- age restriction area has basically exclusive rights to the -- to that area and they there was a clubhouse and pool that's good -- that makes more sense as to why there is two of them. One of the things the applicant might want to consider is putting in a water park or a water feature, instead of a pool. I know there is mixed feelings on pools out there. So, they tend to be

good for some things, bad for others, and I think long term, you know, something of a water park, water feature, is going to last a lot better than a pool. One of the things I will say about the application is I think you have won the contest if you were trying to have one for common driveways. I think there is 12 of them in here. So, just for your information it's something that most people up here don't like to see in there and -- or to have it minimized. So, I would love to see this, if you go forward into City Council, it would be nice to see if you could get a little more creative and eliminate some of those, especially in that age restricted area. That's a smaller street, you got quite a few of them hanging off the end of that thing and, you know, we see the service trucks and anything that's going through those -- or trying to navigate those common driveways, it becomes a big hassle and kind of a pain to deal with for anybody trying to navigate those, much less with a service vehicle. On the canal, hopefully, with the -- I mean it sounds like the staff is in agreement with not tiling the canal. Hopefully you will take care to make sure that that -- since you didn't have to tile it maybe spend a little bit of that money that would have went towards that to beautify it, make it more of a walking path, more of something, you know, that people are going to be happy to be living out and, you know, that little bit of nature that's left out there. Other than that I mean it looks like a whole lot of houses in a little tiny area on some of the maps, but looking at the density and how it's just barely above the three per acre, I mean it is what it is, so -- but I think it's pretty well planned out. I wish the infrastructure was more built out to handle it, but, again, we don't control that. As far as the -- the intersection right there being moved on McMillan Road, you know, looked at some of the -- the frontage property there for the -- the residence that's to the -- to the south of this where the road will be coming out and I guess if the house was right on the road or something like that or there wasn't a lot of vegetation in there to mitigate, my main thing would be noise and lights especially. You wouldn't want light shining in your living room all day and night from coming in and out of here and it looks like there is a lot of vegetation in there that's going to mitigate that on its own.

Grove: Madam Chair?

McCarvel: Commissioner Grove.

Grove: I'm pretty in favor of this project. I think the -- the issue with the collector actually might -- might help a little bit just in terms of offsetting where those congestion points are along McMillan, especially with it not being, you know, all the way built out perhaps. One of the things looking at -- from a usability standpoint for residents on the far east side is looking at possibly putting in a pathway -- micro pathway to be able to get to the amenities a little bit easier than having to walk to the south piece of -- you know, if you are in that cul-de-sac up by the yellow area and you have to walk all the way down and around, especially since the age restricted as its own, you are going quite a ways away to get to the amenity. So, if you can find a better cut path through there that would probably be something to look at doing. I think overall, you know, having as many amenities as you have and lining things up with the -- the other subdivisions that are going in and being able to work through that with them versus against them, it sounds like you all have worked through whatever issues needed to be done. So, I appreciate that and I would be okay with moving this forward.

Yearsley: Madam Chair?

McCarvel: Commissioner Yearsley.

Yearsley: All I can say is I'm sure glad I don't live in that area and I -- it's not -- not you guys. I think ACHD kind of really messed up with that area. You have got four collector -- or are going to end up with four collector streets hitting McMillan and none of them are in the right location for a roundabout or some sort of a signal, so it's going to be a disaster through there, especially with the canal right next against the road. I just -- yeah. I would prefer to see Joy -- the collector tie into Joy and make that an area for a roundabout. I think that's -- you know, yes, you have to add in probably two extra towers to make that fit, but I think long term I think that would be a better fit. You are starting to see development hit Daphne Street, which is the one just above it and so you are going to have people wanting to dump out there to get to McMillan. So, I see Joy getting busier, because we just approved a subdivision just to the north of there that's dumping traffic out onto Daphne, so -- and, then, the other concern that I have is -- I actually feel that the nonrestricted age area is being underserved with open space. Yes, you are showing one subdivision, but you have got -- are you one pool -- but you have got one pool and a pickleball court for 65 homes, but yet you have got one pool and an open area for 229 homes. I think that's -- you are favoring the age restricted homes for -- over the others and so I think we should -- I think we should -- there should be more open space or more amenities on the 229 home spots. So, as Commissioner Seal mentioned, it's a lot of homes and a little space and so I would be in favor of adding a little bit more open space to the non-age restricted area.

McCarvel: I guess my -- that was the first thing I noticed about it, Commissioners, was the amount of common driveways and I know it takes out a lot, but I mean charge more for -- it makes a couple of nice big corner lots in there somewhere. I mean it -- that's a lot of backing up for the service vehicles and trash day, it's just on every corner -- it's just -- common driveways I thought were originally allowed to be more the exception than the rule. It just I just don't see how it creates for good neighbors. So, I just -- I -- I think that would be my biggest suggestion and I do agree, I mean with as many amenities that are here it is underserved a little in the nonrestricted and I'm not a traffic expert, but I will yield to those on the panel that are and I guess it would make more sense and more connectivity later on to be able to have that intersection line up with Joy. I'm not sure where that really leaves us for --

Lorcher: I know. Madam Chair. So, if truly a roundabout is going to be planned for Black Cat and McMillan -- I'm assuming ACHD approved your -- your collector streets off of McMillan already, knowing that that was going to happen, so they have -- they have to know that there is enough room to be able to make it there; right? Unless they think that's just a problem for another day.

Yearsley: Madam Chair?

McCarvel: Commissioner Yearsley.

Yearsley: Kind of to answer some of that question, so, you know, right now I think McMillan and Black Cat is supposed to be a roundabout, but if you go just a half a mile to the west of there at the midblock they actually have a roundabout there already built and I think what they are trying to do is do roundabouts at the main, but also have a mid -- midblock round about and I think with moving the collector road over and not tying it into Joy, which one of those four collector roads that tie into McMillan do you put a roundabout and, you know, I just -- because I think -- I think Joy is going to end up being a collector street, as all that land gets pressured to redevelop. I mean you have got a lot of five acre parcels there that are going to redevelop because the development pressure is going to be big enough they would be stupid not to sell, you know. So, that's my only concern is -- is which one of those do you put a -- does ACHD put a roundabout on. So, that's why I like having to tie into Joy Street and -- and having that be a roundabout, so you actually have some decent access out on the McMillan.

Seal: Madam Chair?

McCarvel: Commissioner Seal.

Seal: I hadn't considered the roundabout aspect and the -- the way the traffic patterns are tied in there and Commissioner Yearsley brings up some good points, because we did just approve, you know, subdivisions that we will be using that as they spill out on onto there and I live very close to this myself, so I don't -- I don't kid myself in any way to think that Black Cat or McMillan are ready to handle anything along these lines of -- of the amount of traffic that's coming their way before they are even slated to be improved. I think probably taking into consideration anything we can do to improve that when they get developed is something that we should probably take serious consideration of. So, I would be more inclined to either continue it or deny it based on trying to get that Joy to line up the way that it, you know, honestly should, as well as some of the age restricted area. Like I said, the common driveway and there is just -- the instant I saw that it just looks like trouble. I mean there could be some creative ways to provide the micro path through -- like Commissioner Grove had brought up by eliminating that common drive -- the lot at the end of that driveway or eliminating that all together, shifting the whole thing over, whatever you would want to do in order to provide for Joy Street to line up with that subdivision. So, with that I'm -- I'm at a point of either supporting a denial or a continuance.

Lorcher: Madam Chair?

McCarvel: Commissioner Lorcher.

Lorcher: Well, one of the reasons why we denied one of the first ones we did today was because of the lack of infrastructure before, you know, more goes in. I think I would be interested in hearing more what ACHD has -- I mean if the street of McMilan and Black Cat aren't going to be approved for, you know, five or ten years, then, putting 294 houses, even with age restrictions in, and along with the four or five other subdivisions at Brighton already is working on in that same area, it's just -- I mean McMillan is going to be a parking



lot, whether you go to a school or or any other businesses going on there. I don't know anything about -- what did you call them? Common driveways? I don't think I have ever seen one, so maybe I need to get out a little bit more, but --

Grove: Madam Chair?

Lorcher: -- I have no comment on that.

McCarvel: Commissioner Grove.

Grove: I understand what Commissioner Lorcher is saying. I think the infrastructure piece for me is kind of apples and oranges on this one compared to the other one, just in terms of how much has already been approved in what's being planned and how it's being planned and what -- you know, where it's at in its lifecycle with -- in terms of development. I think we are -- we are completely different places. I would be probably in favor of doing a continuance and -- and having it conditioned around the redevelopment of being able to connect to Joy and I think as a few of you have pointed out, the amenities are great overall, but when we are looking at them for who they are intended for and where they are at, I think there is some room for improvement and I think if we are talking about realignment of the street that it's going to have to be addressed anyway, so kind of making sure that it is understood what we are looking for, so that we -- we give some direction on that.

McCarvel: And I guess I would add fewer -- way fewer common driveways.

Grove: Yes. Always.

Seal: Madam Chair, quick -- quick question for -- quick question --

McCarvel: I -- it sounded like your voice, but it sounds like it's coming from --

Seal: It's my ventriloquist act. Question for staff on the ACHD report that we are waiting on, is that a two-way communication that we can have with them as far as the concerns that we have as a the city, you know, looking at that intersection and how it aligns with Joy, so that they can take that into consideration into their report?

Tiefenbach: I can certainly e-mail Paige, who is the one that's working on this, and tell them what your concerns are?

Seal: Okay. I think that would be -- I mean if we do a continuation here I think that would be probably relevant to the report, because, again, I think Commissioner Yearsley brings up a really good point, so if they can speak to that in their report that's going to make, you know, a continuance worthwhile I think.

Parsons: Yeah. Madam Chair, Members of the Commission, more than likely won't get a roundabout. There is not one showing on the master street map that I have in front of

me. But alignment is always the preferred route for -- for staff and ACHD when it makes sense. So, certainly whatever you do this evening, Alan and I just request that whatever changes you want made to the -- to the plat make sure the applicant knows what those are and, then, brings back what you want to see.

McCarvel: You seem to have a line on --

Yearsley: So, I guess the big question is when do we want to have this date continued to I think is going to be the big question, because what we are asking is has all significant change and -- you know, I don't want to push it to next week or two weeks and not have enough time to at least address the issues in a perfect manner. Will we need to open it back up?

McCarvel: Alan?

Tiefenbach: Alan Tiefenbach, associate planner. Yeah. I agree. I mean we are talking about having to get a -- some pretty big design changes and having achd weigh in on them, so, you know, the next Planning Commission meeting isn't going to work. We are talking month or six weeks. I can't control -- and I can't control how quickly ACHD turns around the traffic part, especially based on some changes. So, it won't be -- it won't be quick.

McCarvel: I would say January 6th or 20th then.

Tiefenbach: January 20 would definitely give us enough time.

Yearsley: With the holidays in the middle of all that I -- I would almost recommend January 20th.

Tiefenbach: Yeah. We are going to lose -- we are going to lose a lot of time because of people being out and everything else, including staff, so --

Seal: Madam Chair?

McCarvel: Commissioner Seal.

Seal: I move to continue file number 2021-0074 to the hearing date of January 20th, 2022, for the following reasons: So, that we can get a final ACHD report and that the city has time to communicate our concerns to ACHD and that we -- and that the alignment of the collector to Joy Street be something that can -- that they look out for -- yeah -- future growth and that we want to see a reduction or even possibly an elimination of the common driveways.

Yearsley: Madam Chair? Point of order. Can we -- do we need to reopen the public hearing first?

Seal: Oh, you're right.

McCarvel: Oh, yeah.

Yearsley: I apologize. It was a great motion, by the way.

Seal: Thank you. I will just rewind. Good point.

McCarvel: Do you want the motion to open as well or do we want --

Yearsley: I will motion to open the public hearing on this application.

Grove: Second.

McCarvel: It has been moved and seconded to reopen the public hearing on H-2021-0074. All those in favor say aye. Opposed? Motion carries.

MOTION CARRIED: FIVE AYES. TWO ABSENT.

McCarvel: Commissioner Seal.

Seal: Okay. I move to continue file number H-2021-0074 to the hearing date of January 20th, 2022, for the following reasons: So, that they can get the final ACHD report and they have a chance to hear our input from the city planning staff. The alignment of the collector to Joy be strongly considered for the reasons presented in the Commission hearing this evening and that we see a reduction or possible elimination of the common driveways.

Grove: Madam Chair?

McCarvel: Commissioner Grove.

Grove: Could we add in a condition for the open space and amenities to be better distributed through the non-age restricted areas?

Seal: And what Commissioner Grove said.

Yearsley: I will second that.

McCarvel: It has been moved and seconded to continue H-2021-0074 to the hearing date of January 20th. All those in favor say aye. Opposed? Motion carries.

MOTION CARRIED: FIVE AYES. TWO ABSENT.

**6. Public Hearing for UDC Text Amendment - Collector Street Setbacks in Residential Districts and Landscape Buffers Along Streets (ZOA-**



## AGENDA ITEM

**ITEM TOPIC:** Public Hearing for Vanguard Village (H-2021-0081) by Meridian 118, LLC, Generally Located 1/4 Mile South of W. Franklin Rd. and S. Ten Mile Rd.

A. Request: Modification to the Existing Development Agreement (Inst. #110115738) to replace it with a new agreement for the proposed development.

B. Request: Rezone of 7.06 acres from the C-C to the H-E zoning district, 17.38 acres from the C-C and H-E zoning districts to the M-E zoning district, 40.33 acres from the R-40 and C-C and M-E zoning districts to the R-15 zoning district, and 1.10 acres from the H-E to the C-C zoning district.

C. Request: A Preliminary Plat consisting of 8 building lots and 6 common lots on 115.26 acres of land in the R-15, C-C, H-E and M-E zoning districts.

D. Request: A Conditional Use Permit for a multi-family development consisting of 552 dwelling units on 40.33-acres of land in the R-15 zoning district.



# PUBLIC HEARING INFORMATION

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**Staff Contact:** Sonya Allen

**Meeting Date:** February 17, 2022

- Topic:** **Public Hearing** for Vanguard Village (H-2021-0081) by Meridian 118, LLC, Generally Located 1/4 Mile South of W. Franklin Rd. and S. Ten Mile Rd.
- A. Request: Modification to the Existing Development Agreement (Inst. #110115738) to replace it with a new agreement for the proposed development.
  - B. Request: Rezone of 7.06 acres from the C-C to the H-E zoning district, 17.38 acres from the C-C and H-E zoning districts to the M-E zoning district, 40.33 acres from the R-40 and C-C and M-E zoning districts to the R-15 zoning district, and 1.10 acres from the H-E to the C-C zoning district.
  - C. Request: A Preliminary Plat consisting of 8 building lots and 6 common lots on 115.26 acres of land in the R-15, C-C, H-E and M-E zoning districts.
  - D. Request: A Conditional Use Permit for a multi-family development consisting of 552 dwelling units on 40.33-acres of land in the R-15 zoning district.

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**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



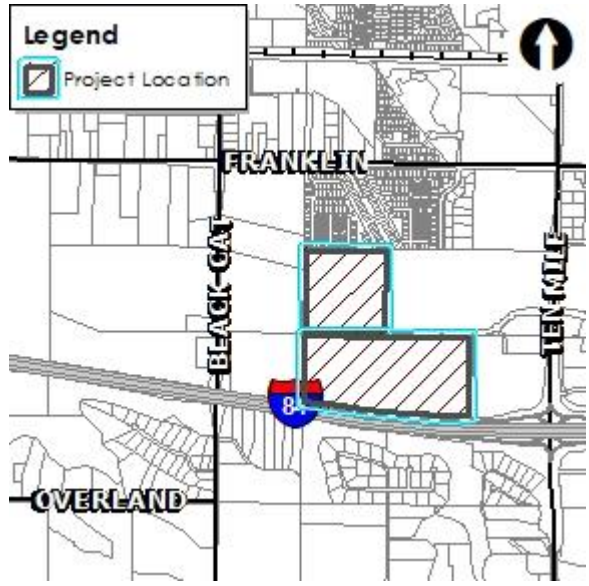
HEARING DATE: February 17, 2022

TO: Planning & Zoning Commission

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

SUBJECT: H-2021-0081  
Vanguard Village – MDA, RZ, PP, CUP

LOCATION: Generally located 1/4 mile south of W. Franklin Rd. and S. Ten Mile Rd., in the middle of Section 15, T.3N. R.1W.



## I. PROJECT DESCRIPTION

The Applicant has submitted an application for the following:

- Modification to the existing Development Agreement (Inst. #110115738) to replace it with a new agreement for the proposed development;
- Rezone of 7.06-acres from the C-C to the H-E zoning district; 17.38-acres from the C-C & H-E zoning districts to the M-E zoning district; and 40.33-acres from the R-40, C-C and M-E zoning districts to the R-15 zoning district; and 1.10-acres from the H-E to the C-C zoning district;
- Preliminary Plat consisting of 8 building lots & 6 common lots on 115.26-acres of land in the R-15, C-C, H-E and M-E zoning districts for Vanguard Village subdivision; and,
- Conditional Use Permit for a multi-family development consisting of 552 dwelling units on 40.33-acres of land in the R-15 zoning district for Vanguard Crossing.

## II. SUMMARY OF REPORT

### A. Project Summary

Description	Details	Page
Acreage	115.21 acres overall	
Existing/Proposed Zoning	R-40, M-E, C-C and H-E (existing)/H-E, M-E, C-C and R-15 (proposed)	
Future Land Use Designation	Mixed Use – Commercial (MU-COM); Medium High-Density Residential (MHDR); Mixed Employment (ME); High Density Employment (HDE)	

Description	Details	Page
Existing Land Use(s)	Vacant/agricultural land	
Proposed Land Use(s)	Multi-family residential, vertically integrated residential, light industrial, commercial/retail, research and development and other uses.	
Lots (# and type; bldg./common)	8 buildable lots/6 common lots	
Phasing Plan (# of phases)	4 phases (plat); 2 phases (multi-family development)	
Number of Residential Units (type of units)	552 multi-family apartment units	
Physical Features (waterways, hazards, flood plain, hillside)	The Williams gas pipeline bisects this site	
Neighborhood meeting date; # of attendees:	8/17/21	
History (previous approvals)	AZ-09-008 Meridian Crossing (Ord. #10-1467; DA Inst. #110115738); ROS #7623 (Inst. #106170019 2006)	

B. Community Metrics

Description	Details	Pg
Ada County Highway District		
<ul style="list-style-type: none"> <li>Staff report (yes/no)</li> <li>Requires ACHD Commission Action (yes/no)</li> </ul>	Not yet No A Traffic Impact Study (TIS) was submitted.	
Access (Arterial/Collectors/State Hwy/Local)(Existing and Proposed)		
Traffic Level of Service		
Stub		
Street/Interconnectivity/Cross Access		
Existing Road Network		
Existing Arterial Sidewalks / Buffers		
Proposed Road Improvements		

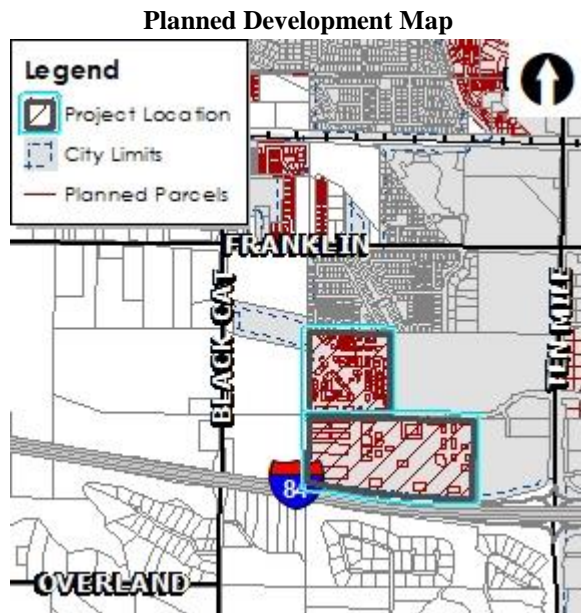
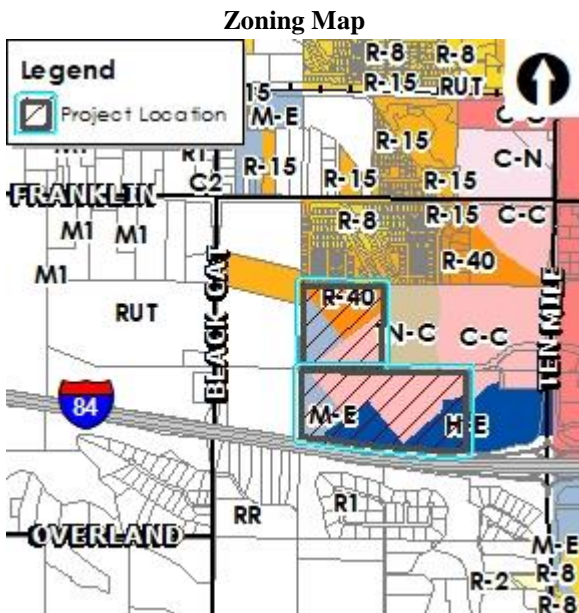
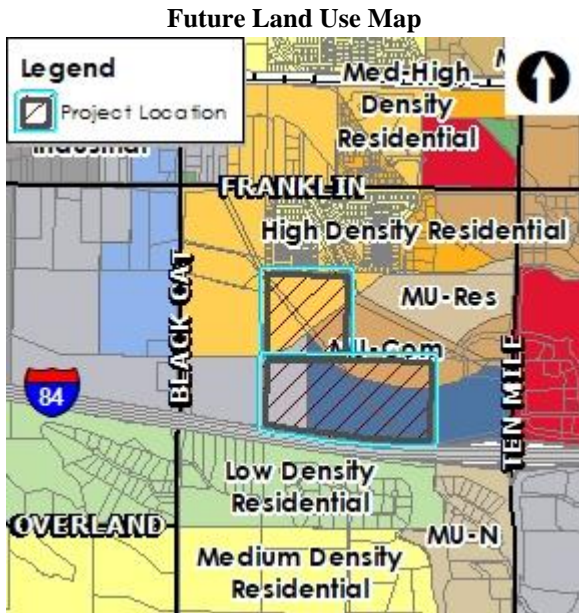
Fire Service

<ul style="list-style-type: none"> <li>Distance to Fire Station</li> </ul>	2 miles	
<ul style="list-style-type: none"> <li>Fire Response Time</li> </ul>	Falls within 5:00 minute response time area - nearest station is Fire Station #2 – <i>can</i> meet response time goals	
<ul style="list-style-type: none"> <li>Resource Reliability</li> </ul>	85% - does meet the target goal of 80% or greater	
<ul style="list-style-type: none"> <li>Risk Identification</li> </ul>	4 – current resources would <i>not</i> be adequate to supply service (risk factors include fire-fighting in multi-story buildings & a large gathering of people in a single location)	
<ul style="list-style-type: none"> <li>Accessibility</li> </ul>	Project meets all required access, road widths and turnaround.	
<ul style="list-style-type: none"> <li>Special/resource needs</li> </ul>	Project will require an aerial device; can meet this need in the required timeframe if a truck company is required.	
<ul style="list-style-type: none"> <li>Water Supply</li> </ul>	Varies as there are multiple size buildings in which some will require fire sprinkler systems.	

Description	Details	Pg																																										
<ul style="list-style-type: none"> <li>Other Resources</li> </ul>																																												
West Ada School District																																												
<ul style="list-style-type: none"> <li>Capacity of Schools</li> </ul>																																												
<ul style="list-style-type: none"> <li># of Students Enrolled</li> </ul>	<table border="1"> <thead> <tr> <th></th> <th>Enrollment</th> <th>Capacity</th> <th>Approved prelim plat parcels per attendance area</th> <th>Approved MF units per attendance area</th> <th>Projected Students from Approved Dev.</th> </tr> </thead> <tbody> <tr> <td>Chaparral Elementary</td> <td>552</td> <td>700</td> <td>730</td> <td>1549</td> <td>209</td> </tr> <tr> <td>Meridian Middle School</td> <td>1070</td> <td>1250</td> <td>800</td> <td>1798</td> <td>136</td> </tr> <tr> <td>Meridian High School</td> <td>1759</td> <td>2075</td> <td>3343</td> <td>2300</td> <td>527</td> </tr> <tr> <td colspan="6"><u>School of Choice Options</u></td> </tr> <tr> <td>Chief Joseph Elementary -Arts</td> <td>498</td> <td>700</td> <td>N/A</td> <td>N/A</td> <td></td> </tr> <tr> <td>Barbara Morgan STEM Academy</td> <td>414</td> <td>500</td> <td>N/A</td> <td>N/A</td> <td></td> </tr> </tbody> </table>		Enrollment	Capacity	Approved prelim plat parcels per attendance area	Approved MF units per attendance area	Projected Students from Approved Dev.	Chaparral Elementary	552	700	730	1549	209	Meridian Middle School	1070	1250	800	1798	136	Meridian High School	1759	2075	3343	2300	527	<u>School of Choice Options</u>						Chief Joseph Elementary -Arts	498	700	N/A	N/A		Barbara Morgan STEM Academy	414	500	N/A	N/A		
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Wastewater																																												
<ul style="list-style-type: none"> <li>Distance to Sewer Services</li> </ul>																																												
<ul style="list-style-type: none"> <li>Sewer Shed</li> </ul>																																												
<ul style="list-style-type: none"> <li>Estimated Project Sewer ERU's</li> </ul>																																												
<ul style="list-style-type: none"> <li>WRRF Declining Balance</li> </ul>																																												
<ul style="list-style-type: none"> <li>Project Consistent with WW Master Plan/Facility Plan</li> </ul>																																												
<ul style="list-style-type: none"> <li>Impacts/concerns</li> </ul>	<ul style="list-style-type: none"> <li>Flow is committed</li> <li>See Public Works Site Specific Conditions in Section VII.B</li> </ul>																																											
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<ul style="list-style-type: none"> <li>Distance to Water Services</li> </ul>	Directly adjacent																																											
<ul style="list-style-type: none"> <li>Pressure Zone</li> </ul>	2																																											
<ul style="list-style-type: none"> <li>Estimated Project Water ERU's</li> </ul>	See application																																											
<ul style="list-style-type: none"> <li>Water Quality Concerns</li> </ul>	None																																											
<ul style="list-style-type: none"> <li>Project Consistent with Water Master Plan</li> </ul>	Yes																																											
<ul style="list-style-type: none"> <li>Impacts/Concerns</li> </ul>	<ul style="list-style-type: none"> <li>Complete plans for water must be reviewed by Engineering before final plat approval of any phase, the plans provided are not adequate for a full review.</li> <li>See Public Works Site Specific Conditions in Section VII.B</li> </ul>																																											



C. Project Area Maps



A. Applicant:

Airalea Newman, Insight Investment Partners – 3005 W. Horizon Ridge Parkway, Ste. 141, Henderson, NV 89052

B. Owners:

James Zeiter, Meridian 118, LLC – 3005 W. Horizon Ridge Parkway, Ste. 141, Henderson, NV 89052

C. Representative:

JoAnn Butler, Butler Spink, LLP – 967 E. Parkcenter Blvd., Ste. 313, Boise, ID 83706

III. NOTICING

	Planning & Zoning Posting Date	City Council Posting Date
Notification published in newspaper	2/1/2022	
Notification mailed to property owners within 300 feet	2/1/2022	
Applicant posted public hearing notice on site	2/5/2022	
Nextdoor posting	1/31/2022	

IV. COMPREHENSIVE PLAN ANALYSIS ([Comprehensive Plan](#) and [Ten Mile Interchange Specific Area Plan](#))

**Land Use:** The Future Land Use Map (FLUM) contained in the Comprehensive Plan designates the northern 28.5+/- acres of this site as Medium-High Density Residential (MHDR); the northeast 21+/- acres as Mixed Use – Commercial (MU-COM); the southwest 20.5+/- acres as Mixed Employment (ME); and the southeast 45.5+/- acres as High-Density Employment (HDE). There is also a school site designated on the FLUM in this general area. This site is within the area governed by the Ten Mile Interchange Specific Area Plan ([TMISAP](#)).

A school site is not included in the proposed development plan. The school district states they don't currently own a site in this area and don't have any prospects of land to purchase in this area at this time; if a developer desires to donate a site in this area, the school district would consider it.

**MHDR:** MHDR designated areas should include a mix of relatively dense multi-family housing types such as row houses, townhouses, condominiums and apartment buildings and complexes with a density ranging from 8-15 units per acre with a target density of 12 units per acre. These areas should be located around or near more intensively developed areas such as Mixed Use – Commercial or Employment areas in order to provide convenient access to these activity and employment centers to the greatest number of residents.

A mix of multi-family residential housing types consisting of townhomes, flats and garden style apartments is proposed to develop on the northern 40 acres of the development area which is designated as MHDR, ME, HDE and MU-COM on the FLUM. A gross density of 13.63 units/acre is proposed, which falls within the desired density range in the MHDR designated area. Because the existing ME, HDR and MU-COM designations abutting the MHDR designation on this site consist of less than 50% of the site, the Applicant proposes the MHDR designation apply to the entire 40-acre portion of the site as allowed in the Comprehensive Plan (see pg. 3-9). The proposed R-15 zoning encompasses approximately 12 more acres than is currently designated MHDR on the FLUM and 23+/- acres more than currently zoned R-40. See Pg. 3-6 in the [TMISAP](#) for more information on the MHDR designation.

The proposed multi-family development is located in close proximity (directly to the north and west) to MU-COM, ME and HDE designated land which is proposed to and anticipated to develop with higher intensity commercial and employment uses. The proposed residential uses will provide housing options in close proximity to these uses with convenient pedestrian access between them,

which should reduce traffic in the area. This development will provide a transition between the higher intensity uses and existing single-family homes to the north in Baraya Subdivision.

**ME:** The purpose of ME designated areas is to encourage a diversity of compatible land uses that may include a mixture of office, research and specialized employment areas, light industrial including manufacturing and assembly, and other miscellaneous uses. These areas generally do not include retail and consumer service uses serving the wider community. However, a small amount of retail and service establishments, primarily serving employees and users of the ME areas or nearby industrial areas, are allowed. ME areas should provide a variety of flexible sites for small, local or start-up businesses, as well as sites for large national or regional enterprises. ME areas should be designed to encourage multimodal travel and convenient circulation to supporting uses located within the area. It's anticipated that buildings will range in height from 1-4 stories, have total floor areas of 10,000-1,000,000 square feet, and that FAR will exceed .75.

The ME designated area is intended to develop with a mix of flex uses, which may include office, light industrial and other uses, along with a 410,000 s.f. research and development component. Building heights will range from 2 to 4 stories. This area is located at the southwest corner of the development and abuts Mixed Employment designated land to the west and I-84 to the south and will have access to a collector street as desired. Medium-high density residential uses are proposed to the north and high-density employment and commercial uses are proposed to the east with this application. The proposed M-E zoning encompasses approximately 8 more acres than is currently designated ME on the FLUM and 4 acres more than currently zoned M-E. *See Pg. 3-11 in the TMISAP for more information on the ME designation.*

**MU-COM:** The purpose of MU-COM designated areas 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. This designation requires developments to integrate the three major use categories – residential, commercial and employment. Traditional neighborhood design concepts with a strong pedestrian-oriented focus are essential. Development within these areas exhibit quality building and site design and an attractive pedestrian environment with a strong street character.

The MU-COM designated area is proposed to develop with a mix of uses including a vertically integrated residential project and commercial/retail uses. The proposed C-C zoning is located along the northern portion of the east parcel abutting the Mixed Use – Commercial designated property to the north at the entry to the development with access to a non-residential collector street as desired. High-density employment uses are proposed to the south and mixed employment uses are proposed to the west with this application. The proposed C-C zoning is approximately 3 acres fewer than is currently designated MU-COM on the FLUM and is 30+/- acres less than currently zoned C-C. *See Pg. 3-9 in the TMISAP for more information on the MU-COM designation.*

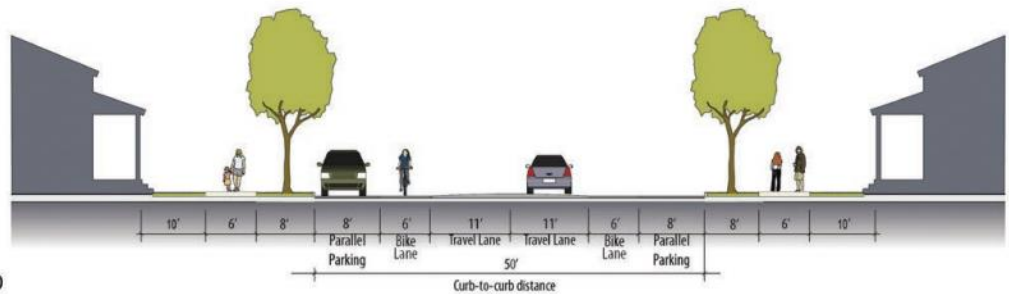
**HDE:** HDE designated areas are recommended as predominantly office, research and specialized employment areas and generally do not include retail and consumer service uses serving the wider community. Limited retail and service establishments primarily serving employees and users of the HDE areas are encouraged. HDE areas should provide a variety of flexible sites for small, local or startup businesses, as well as sites for large national or regional enterprises. They should be designed to encourage multimodal travel and convenient circulation to supporting services located within the area. Whenever possible, HDE areas should provide restaurants, lodging and other services in support of the employment uses. High Density Employment areas should be designed as compact urban centers rather than lower density suburban-style development. Buildings are anticipated to range in height from 1-6 stories, have total floor areas of 10,000-1,000,000 square feet with a FAR exceeding 1.0. Designs that promote open space and parks are strongly encouraged. Structured parking is also allowed.

This area is intended to develop with non-residential uses such as a corporate campus, business and professional office space, research and development, and limited retail and service uses (approximately 380,000 square feet). The proposed H-E zoning is approximately 20+/- acres fewer than is currently designated HE on the FLUM but is only 1.6+/- acres more than currently zoned H-E. See Pg. 3-11 in the TMISAP for more information on the HDE designation.

Overall, the development area associated with the MHDR designation has increased 23+/- acres with R-15 zoning, the ME designated area has increased 4+/- acres with M-E zoning, the MU-C area is 3+/- acres less with C-C zoning, and the HDE area is 20+/- acres less with H-E zoning. Because the FLUM is a guide and not parcel-specific, adjacent abutting designations, when appropriate and approved as part of a public hearing with a land development application, may be used with some exceptions (see pg. 3-9 Comprehensive Plan for more information). All of the changes fall within the guidance provided; therefore, Staff is in general support of the proposed development and zoning.

**Transportation:** The Transportation System Map in the TMISAP depicts collector streets through this site that connect to S. Black Cat Rd., W. Franklin Rd. and S. Ten Mile Rd., adjacent arterial streets. The collector street network depicted on the proposed development plan is generally consistent with the Transportation System Map (see pg. 3-18 in the TMISAP).

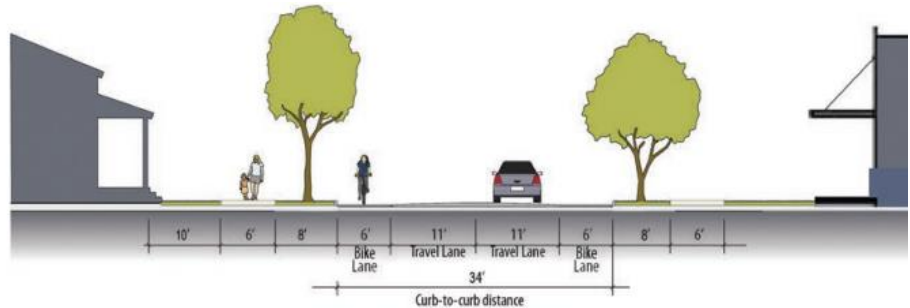
The Street Section Map depicts Street Section D (residential collector) as being appropriate to serve the local access needs of residential, live/work, and commercial activities within a residential neighborhood or mixed-use residential area.



Street Section D

The collector streets (i.e. Coral Reef Way & Sunset Point Way) in the multi-family portion of the development in the northern 40 acres of the development should be constructed in accord with this street section. Streetlights should be placed in the dry utilities corridor on either side of the street.

The Street Section Map depicts Street Section C (major collector) as being appropriate to provide access from adjacent arterial streets (i.e. Black Cat, Franklin & Ten Mile Roads) into the employment area. Streetlights should be located in the tree lawn area and should be of a pedestrian scale.



Street Section C

The collector streets (i.e. Vanguard Way & Umbria Hills) in the commercial mixed-use area in the southern portion of the development should be constructed in accord with this street section with the following exceptions as required by ACHD: (3) travel lanes instead of (2); and 10-foot wide detached sidewalks/pathways instead of 6-foot wide detached sidewalks in lieu of on-street bike lanes.

**Design:** The TMISAP emphasizes the quality of the built environment and includes recommendations on the location, scale, form, height and design quality of public and private buildings in the form of building placement, orientation, and massing; types and design treatments for building frontages; as well as recommendations for the incorporation of art in public and private projects.

The design elements in the Plan are intended to serve as the basic framework on any given project within the Ten Mile Area. The primary components that the design elements address include: architecture and cultural heritage; building placement whereby build-to lines are identified; heights and step backs; the definition of a base, body and top; and frontage types.

**The proposed development should be designed in the accord with the TMISAP (see pgs. 3-31 thru 3-51). See the Application of the Design Elements table on pg. 3-49 to determine specific design element requirements according to the associated FLUM designation. Future development applications should include the applicable design elements.**

**Comprehensive Plan Policies:** The following Comprehensive Plan Policies are applicable to this development:

- “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.*

- “Encourage diverse housing options suitable for various income levels, household sizes, and lifestyle preferences.” (2.01.01)

*The proposed multi-family development will include a mix of apartments, flats and townhome-style units with choices between 1-, 2- and 3-bedroom units. A variety of amenities are proposed for different preferences.*

- “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)

*Several multi-use pathway segments are proposed within this development for interconnectivity between the residential and commercial and employment portions of the development and open space and site amenity areas.*

- “Encourage the development of high quality, dense residential and mixed use areas near in and around Downtown, near employment, large shopping centers, public open spaces and parks, and along major transportation corridors, as shown on the Future Land Use Map.” (2.02.01E)

*The proposed project provides high quality, dense residential units that complement and provide a transition between the commercial and employment areas to the south and the single-family residential to the north and is located along I-84, a major transportation corridor.*

- “Encourage and support mixed-use areas that provide the benefits of being able to live, shop, dine, play, and work in close proximity, thereby reducing vehicle trips, and enhancing overall

livability and sustainability.” (3.06.02B)

*The proposed residential uses will provide housing options in close proximity to employment, shopping, dining and other commercial uses which should reduce vehicle trips and enhance livability and sustainability of the area.*

- “Encourage the development of supportive commercial near employment areas.” (3.06.02C)

*The proposed commercial and retail uses should provide supportive uses for the proposed employment area.*

- “Require pedestrian circulation plans to ensure safety and convenient access across large commercial and mixed-use developments.” (3.07.02A)

*A pedestrian circulation plan is included in Section VII.C.3 for the southern portion of the development and in Section VIII.D for the northern portion of the development which provides safe pedestrian connectivity throughout the 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 through this development in accord with current City plans.*

- “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 to this site and can be extended by the developer with development in accord with UDC 11-3A-21. The emergency response times for Police Dept. and Fire Dept. meets the established goals.*

- “Where feasible, encourage large transmission and pipeline utility corridors to function as transitional buffers, parkland, pathways, and gathering places within and adjacent to their right-of-way.” (3.07.01E)

*The Williams pipeline crosses this site; within the easement, a landscaped common area with a meandering multi-use pathway and seating areas are proposed.*

- “Require appropriate landscaping, buffers, and noise mitigation with new development along transportation corridors (setback, vegetation, low walls, berms, etc.).” (3.07.01C)

*A 50-foot wide landscaped street buffer is required to be provided along the southern boundary of the site adjacent to I-84; **Staff recommends a berm is included in the buffer.***

- “Encourage the integration of public art as an integrated component with new development.” (5.03.01B)

*Public art is proposed along the multi-use pathway in the center of the project, which will take the form of sculptures that create points of interest along the pathways and speak to the nexus of the region’s heritage and its future.*

- “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 are proposed as required with this development.*

*In summary, Staff believes the proposed development plan is generally consistent with the vision of the Comprehensive Plan for this area per the analysis above.*

## **V. UNIFIED DEVELOPMENT CODE ANALYSIS ([UDC](#))**

### **A. Development Agreement Modification (MDA):**

The existing Development Agreement (DA) was approved with the annexation of the property in 2009 (Meridian Crossing AZ-09-008; Inst. #[110115738](#)); the provisions of such and the approved conceptual development plan and sample building elevations are included below in Section VII.A.

The Applicant proposes a modification to the DA to amend and restate the DA with a termination of the existing DA. All property governed by the original DA will be governed by the amended and restated DA.

A new conceptual development plan is included in Section VII.A.3 for the proposed development and new recommended provisions for the agreement are included in Section VIII.A.1 based on the analysis of the project below and applicable UDC and TMISAP provisions. Some of the existing DA provisions that are still applicable are also recommended to be included in the amended and restated DA.

### **B. Rezone (RZ):**

A rezone is requested of 7.06-acres from the C-C to the H-E zoning district; 17.38-acres from the C-C & H-E zoning districts to the M-E zoning district; and 40.33-acres from the R-40, C-C and M-E zoning districts to the R-15 zoning district; and 1.10-acres from the H-E to the C-C zoning district as shown on the zoning map exhibit in Section VII.B. A conceptual development plan and elevations are included in Section VII.A.3 and A.4 that shows how the site is anticipated to develop.

All of these zoning districts currently exist on the site except for the R-15 district which is proposed to replace the R-40 district. The rezone proposes to reconfigure the boundaries of these zoning districts into more developable areas consistent with the proposed road layout and concept plan. The existing zoning consists of 27 acres of H-E, 25 acres of M-E, 16.83 acres of R-40 and 48 acres of C-C zoning. The rezone will result in 28.6 acres of H-E (an increase of 1.6 acres), 29.07 acres of M-E (an increase of 4.07 acres), 40.33 acres of R-15 (an increase of 23.5 acres of residential) and 17.27 acres of C-C (a decrease of 30.73 acres) zoning overall.

The proposed R-15 zoning is located on the northern 40 acres of the site, which abuts Baraya Subdivision and R-15 zoned single-family residential properties. Medium-high density residential uses are planned to the west and the property to the east is designated Mixed Use – Commercial. Mixed employment and commercial uses are proposed to the south with this application. A multi-family development containing 552 dwelling units at a gross density of 13.63 units/acre is proposed to develop in the R-15 zone. This development will provide a transition between mixed employment uses to the south and lower density single-family homes to the north. The residences proposed for this site will allow people to live and work in the nearby existing and planned commercial and employment areas in the vicinity, thus reducing traffic on area roads by allowing employees to walk or bike to work, shopping and services. *Note: The existing R-40 and C-C zoning districts allow a multi-family development with a conditional use permit; however, Staff requested the Applicant rezone the overall area to a zone (i.e. R-15) that better represents the land use.*

The proposed C-C zoning is located along the northern portion of the east parcel abutting the Mixed Use – Commercial designated property to the north at the entry to the development with

access to a non-residential collector street as desired. High-density employment uses are proposed to the south and mixed employment uses are proposed to the west with this application. Allowed uses in the C-C district should be larger scale and broader mix of retail, office, and service uses. This area is proposed to develop with a mix of uses including a vertically integrated residential project and commercial/retail uses.

The proposed M-E zoning is located at the southwest corner of the development and abuts Mixed Employment designated land to the west and I-84 to the south and will have access to a collector street as desired. Medium-high density residential uses are proposed to the north and high-density employment and commercial uses are proposed to the east with this application. Allowed uses in the M-E district consist of offices, medical centers, research and development facilities, and light industrial uses with ancillary support services. This area is intended to develop with flex uses, which may include office, light industrial and other uses, along with a 410,000 s.f. research and development component.

The proposed H-E zoning is located along the southeast portion of the site adjacent to I-84, in close proximity to Ten Mile interchange, as desired. Mixed employment uses are proposed to the west and commercial uses to the north with this application; I-84 borders the site on the south. Allowed uses in the H-E district consist of corporate headquarters, office complexes, research and development facilities and complementary services such as conference centers and hospitality uses with limited retail. This area is intended for non-residential uses such as a corporate campus, business and professional office space, research and development, and limited retail and service uses (approximately 380,000 square feet).

**Proposed Use Analysis:**

A variety of uses are proposed including a multi-family development, a vertically integrated residential project, retail, office, flex space, light industrial, research and development, and other uses; see UDC Tables [11-2A-2](#) and [11-2B-2](#) for allowed uses in the applicable zoning districts. Compliance with the dimensional standards listed in UDC Table [11-2A-7](#) and [11-2B-3](#) is required, as applicable.

The proposed zoning and uses are generally consistent with the associated FLUM designations as discussed above in Section IV.

**C. Preliminary Plat (PP):**

The proposed preliminary plat consists of 8 building lots & 6 common lots on 115.26-acres of land in the R-15, C-C, H-E and M-E zoning districts for Vanguard Village subdivision. The subdivision is proposed to develop in four (4) phases as shown on the phasing plan in Section VI.C1. The multi-family development on the north end of the site zoned R-15 is proposed to develop first with the M-E second, the H-E third and the C-C zoned area last.

**The Applicant requests they are allowed to apply for building permits in the multi-family portion of the development prior to recordation of the final plat. The following condition is proposed, “Prior to applying for building permits, the following minimum items shall be completed: street signs are to be in place, the installation of sanitary sewer and water systems (with the water system being fully activated), a compacted road base capable of supporting an 80,000 lb. fire truck shall be approved by design engineer, with written confirmation of such approval submitted to the Meridian Building Department.” Staff is *not* in favor of allowing Certificate of Zoning Compliance & Design Review applications to be submitted and building permits issued prior to recordation of the final plat as the necessary infrastructure for development, including roads, should be in place first and lots established for development. Therefore, Staff is not supportive of the request.**



**Existing Structures/Site Improvements:**

There are no existing structures remaining on this site.

**Dimensional Standards:**

Development of the proposed lots is required to comply with the dimensional standards of the R-15 zoning district in UDC Table [11-2A-7](#) and the C-C, M-E and H-E zoning districts in UDC Table [11-2B-3](#), as applicable. A minimum building setback of 10-feet is required in the multi-family portion of the development unless a greater setback is otherwise required, per UDC 11-4-3-27B.1. Separation between buildings should comply with Building code.

A reduced building setback from 20- to 14-feet is requested for the multi-family structures proposed along Sunset Point Way and Coral Reef. However, a recent code amendment (ZOA-2021-0003) allows a reduction of the collector street setback to be granted for homes that front on a collector street when on-street and required off-street parking is provided (UDC Table 11-2A-7); the required 20-foot landscape buffer easement is measured from back of curb and the dwelling setback shall not be less than 10-feet from the back of sidewalk along the collector street. **Staff recommends the street sections for Sunset Point Way and Coral Reef are constructed consistent with Street Section D in the TMISAP (see pg. 3-21), which requires 11-foot travel lanes, 6-foot bike lanes, 8-foot parallel parking, 8-foot parkways and 6-foot wide detached sidewalks. The 20-foot wide street buffer may be placed in an easement rather than a common lot in accord with UDC 11-3B-7C.2a. The building setback must be at least 10-feet from the back of sidewalk, which achieves the ultimate setback desired.** This accomplishes the street-oriented design desired in urban environments for a more walkable neighborhood and creates a more consistent edge to the public space in accord with the TMISAP.

**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. The proposed subdivision appears to comply with these standards.

**Access (UDC [11-3A-3](#))**

Access is proposed to be provided from the northern boundary of the site from W. Franklin Rd. via S. Sunset Point Way and S. Baraya Way and from the east from S. Ten Mile Rd. via the extension of Vanguard Way. Coral Reef Way, Sunset Point Way, Umbria Hills and Vanguard Way are all designed as collector streets in accord with the Master Street Map and the Transportation System Map in the TMISAP. Stub streets are proposed to adjacent properties for future extension.

**Streets:** Sunset Point Way and Coral Reef Way should be constructed in accord with Street Section D (residential collector street) in the TMISAP, which requires (2) 11-foot travel lanes, 6-foot bike lanes, 8-foot parallel parking, 8-foot parkways and minimum 6-foot wide detached sidewalks (see pg. 3-21 and 3-23). Streetlights should be placed in the dry utilities' corridor on either side of the street. **The plat should be revised consistent with Street Section D.**

Vanguard Way and Umbria Hills should be constructed in accord with Street Section C (major collector street) in the TMISAP, which requires (2) 11-foot travel lanes, 6-foot bike lanes, 8-foot parkways with streetlights at a pedestrian scale and minimum 6-foot wide detached sidewalks (see pg. 3-20, 3-22, 3-23). The Applicant proposes a modification of the street section with (3) 11-foot travel lanes, 8-foot wide parkways and 10-foot wide detached sidewalks/pathways in lieu of bike lanes, which is required by ACHD. Staff is supportive of this change.

All streets should be constructed as complete streets as defined in the TMISAP (see pg. 3-19 & 3-20).

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

Ten (10) foot wide multi-use pathway are proposed on the site in accord with the Pathways Master Plan. One segment follows the Williams pipeline easement diagonally across this site; another segment runs along the southern boundary within the street buffer along I-84. The Park's Dept. has requested a pathway connection be provided between the Purdam Drain pathway and the pathway within the pipeline easement (see Section VIII.G). **A 14-foot wide public use easement for all multi-use pathways shall be submitted to the Planning Division prior to submittal for City Engineer signature on the final plat(s).** *If the pathway will be located entirely within the right-of-way, a public pedestrian easement is not needed.*

**Sidewalks (UDC [11-3A-17](#)):**

The UDC requires minimum 5-foot wide sidewalks to be provided adjacent to all streets with detached sidewalks along collector streets and attached or detached sidewalks along local streets. **However, the guidelines in the TMISAP for the collector street sections (i.e. C and D) depict 6-foot wide sidewalks, which should be provided within the development at a minimum.**

**Sidewalks, walkways and pathways should include dedicated crosswalks at the intersection with all streets within commercial activity centers with changes in color, markings, materials, texture and/or surface to distinguish them from the surrounding pavement as set forth in the TMISAP (see pg. 3-28, Crosswalks).**

**Pedestrian Circulation:** A pedestrian circulation plan is included in Section VII.C.3 that depicts all sidewalks and pedestrian pathways planned throughout the site in accord with the TMISAP for mixed use areas.

**Parkways (UDC [11-3A-17](#)):**

Parkways are recommended along all streets within the development in accord with the TMISAP, planted with street trees and landscaping per the standards in UDC 11-3B-7C.

**Landscaping (UDC [11-3B](#)):**

Street buffers are required to be provided as set forth in UDC [Table 11-2A-7](#). A minimum 10-foot wide street buffer is required along all local streets (i.e. Vantage Point Way, Vanguard Trail) in commercial districts. A 20-foot wide street buffer is required along all collector streets (i.e. Vanguard Way, Umbria Hills, Coral Reef Way and Sunset Point Way) – the buffer may be placed in an easement rather than a common lot in accord with UDC 11-3B-7C.2a; the building setback must be at least 10-feet from the back of sidewalk in the R-15 district as set forth in UDC [Table 11-2A-7](#). A minimum 50-foot wide street buffer is required along I-84, landscaped per the standards listed in UDC [11-3B-7C.3](#), which requires a variety of trees, shrubs, lawn or other vegetative groundcover (see updated code for specifics). **A 20-foot wide street buffer, instead of a 10-foot wide buffer, is required along Umbria Hills, a collector street. One (1) additional tree should be added within the street buffer along Umbria Hills (east) per the minimum standard.**

Landscaping is required within parkways per the standards listed in UDC [11-3A-17](#) and [11-3B-7C](#). **Class II trees shall be provided in parkways in accord with UDC 11-3A-17E; Class III trees may be considered if the parkways are widened to 10 feet – revise the landscape plan accordingly.**

Landscaping is required along all pathways per the standards in UDC [11-3B-12C](#). A 5' wide landscape strip is required on both sides of the pathway planted with a *mix* of trees, shrubs, lawn and/or other vegetative ground cover. **If trees are not allowed within the pipeline easement, an additional 5-feet should be added to the common area outside of the easement to allow for trees; or, alternative compliance may be requested to the planting requirement.**

Mitigation is required for all existing trees 4" caliper or greater that are removed from the site in accord with the standards in UDC 11-3B-10C.5. Mitigation calculations are depicted on the landscape plan in accord with UDC standards (i.e. 185 trees at 2.5 caliper inches each for a total of 462.5 caliper inches). **The location of mitigation trees shall be depicted on a revised landscape plan submitted with the final plat application.**

**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. The Applicant submitted a [Geotechnical Evaluation](#) for the subdivision.

**Pressure Irrigation (UDC [11-3A-15](#)):**

Underground pressurized irrigation water is required to be provided for each and every lot in the subdivision as required in UDC 11-3A-15.

**Utilities (UDC [11-3A-21](#)):**

Utilities are required to be provided to the subdivision as required in UDC 11-3A-21.

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

The Marvin Lateral runs along the west boundary of the site and the Purdam Drain crosses near the northeast corner of the site. **If an easement for either of these waterways lies on this site, the easement(s) shall be clearly depicted on the plat.** All waterways on this site shall be piped as set forth in UDC [11-3A-6B](#) unless otherwise waived by City Council.

**Williams Pipeline:** The Williams pipeline crosses this site diagonally within a 75-foot wide easement (Inst. #390283, #8018289, #8103052, and #8048122). **Development within the easement should comply with the Williams Developers' Handbook.**

**Fencing (UDC [11-3A-6](#) and [11-3A-7](#)):**

All fencing is required to comply with the standards listed in UDC 11-3A-7. No fencing is proposed on the landscape plan.

**D. Conditional Use Permit (CUP):**

A Conditional Use Permit is proposed for a multi-family development (i.e. Vanguard Crossing) consisting of 552 dwelling units with a mix of 3-story apartments and 2-story flats and townhome-style buildings ranging from 758 to 1,693 square feet (s.f.) on 40.33-acres of land in the R-15 zoning district. A 9,368 square foot single-story clubhouse is proposed with amenities along with two (2) other amenity buildings.

Nine (9) garden-style apartment buildings containing a total of 216 units and 51 flats and townhome-style buildings are proposed containing a total of 336 units with a mix of 1-, 2- and 3-bedroom units. See site plan and associated exhibits in Section VII.D.

**Specific Use Standards (UDC 11-4-3):**

The proposed use is subject to the following standards: *(Staff's analysis/comments in italic text)*

**[11-4-3-27](#): MULTI-FAMILY DEVELOPMENT:**

Site Design:

1. Buildings shall provide a minimum setback of ten feet (10') unless a greater setback is otherwise required by this title and/or [title 10](#) of this Code. Building setbacks shall take into account windows, entrances, porches and patios, and how they impact adjacent properties. *As noted above in Section V.C, if the required street buffers along the collector streets are placed in easements rather than common lots, setbacks can be*

*reduced to 10-feet measured from back of sidewalk with streets constructed per Street Section D in the TMISAP.*

2. All on-site service areas, outdoor storage areas, waste storage, disposal facilities, and transformer and utility vaults shall be located in an area not visible from a public street, or shall be fully screened from view from a public street. *The plans submitted with the Certificate of Zoning Compliance application should demonstrate compliance with this standard.*
3. A minimum of eighty (80) square feet of private, usable open space shall be provided for each unit. This requirement can be satisfied through porches, patios, decks, and/or enclosed yards. Landscaping, entryway and other access ways shall not count toward this requirement. In circumstances where strict adherence to such standard would create inconsistency with the purpose statements of this section, the Director may consider an alternative design proposal through the alternative compliance provisions as set forth in section [11-5B-5](#) of this title. *The floor plans all depict at least 80 s.f. of private usable open space (i.e. patios or balconies) for each unit except for Buildings 3, 5 and 6 – Unit C's – the Applicant states these units will all have 84 s.f. patios on-grade. **Floor plans for each unit should be submitted with the Certificate of Zoning Compliance application that demonstrate compliance with this standard.***
4. For the purposes of this section, vehicular circulation areas, parking areas, and private usable open space shall not be considered common open space. *These areas were not included in the common open space calculations for the site (see common open space exhibit in Section VII.D.5).*
5. No recreational vehicles, snowmobiles, boats or other personal recreation vehicles shall be stored on the site unless provided for in a separate, designated and screened area. *The Applicant should comply with this requirement.*
6. The parking shall meet the requirements set forth in [chapter 3](#), "Regulations Applying to All Districts", of this title. *The proposed parking meets and exceeds UDC standards (see parking analysis below).*
7. Developments with twenty (20) units or more shall provide the following:
  - a. A property management office.
  - b. A maintenance storage area.
  - c. A central mailbox location, including provisions for parcel mail, that provide safe pedestrian and/or vehicular access.
  - d. A directory and map of the development at an entrance or convenient location for those entering the development. (Ord. 18-1773, 4-24-2018)

*A leasing office, storage area, and a mail & parcel center are depicted on the clubhouse floor plan. **The location of the directory and map of the development shall be noted on the site plan submitted with the Certificate of Zoning Compliance application.***

C. Common Open Space Design Requirements:

1. The total baseline land area of all qualified common open space shall equal or exceed ten (10) percent of the gross land area for multi-family developments of five (5) acres or more. *Based 40.33 acres of land, a minimum of 4.03 acres of common open space should be provided. A total of 8.99 acres is proposed in accord with this standard.*
2. All common open space shall meet the following standards:

- a. The development plan shall demonstrate that the open space has been integrated into the development as a priority and not for the use of land after all other elements of the development have been designed. Open space areas that has been given priority in the development design have:
    - (1) Direct pedestrian access;
    - (2) High visibility;
    - (3) Comply with Crime Prevention through Environmental Design (CTED) standards; and
    - (4) Support a range of leisure and play activities and uses.

Irregular shaped, disconnected or isolated open spaces shall not meet this standard.

*Although there are some irregular shaped areas, they are all directly accessible by pedestrians with high visibility; the majority of the areas are in compliance with these standards and the overall common open space is twice that required.*
  - b. Open space shall be accessible and well connected throughout the development. This quality can be shown with open spaces that are centrally located within the development, accessible by pathway and visually accessible along collector streets or as a terminal view from a street. *Proposed open space meets this standard.*
  - c. The open space promotes the health and well-being of its residents. Open space shall support active and passive uses for recreation, social gathering and relaxation to serve the development. *Proposed open space meets this standard.*
3. All multi-family projects over twenty (20) units shall provide at least one (1) common grassy area integrated into the site design allowing for general activities by all ages. This area may be included in the minimum required open space total. Projects that provide safe access to adjacent public parks or parks under a common HOA, without crossing an arterial roadway, are exempt from this standard.
    - a. Minimum size of common grassy area shall be at least five thousand (5,000) square feet in area. This area shall increase proportionately as the number of units increase and shall be commensurate to the size of the multi-family development as determined by the decision-making body. Where this area cannot be increased due to site constraints, it may be included elsewhere in the development. *Several common grassy areas are proposed in accord with this standard, which Staff believes is proportionate for the proposed development.*
    - b. Alternative compliance is available for these standards, if a project has a unique targeted demographic; utilizes other place-making design elements in Old-Town or mixed-use future land use designations with collectively integrated and shared open space areas. *Alternative compliance is not needed; the project meets the required standards.*
  4. In addition to the baseline open space requirement, a minimum area of outdoor common open space shall be provided as follows:
    - a. One hundred fifty (150) square feet for each unit containing five hundred (500) or less square feet of living area. *All units contain more than 500 square feet of living area.*

- b. Two hundred fifty (250) square feet for each unit containing more than five hundred (500) square feet and up to one thousand two hundred (1,200) square feet of living area. *352 units contain between 500 and 1,200 square feet of living area.*
- c. Three hundred fifty (350) square feet for each unit containing more than one thousand two hundred (1,200) square feet of living area. *104 units exceed 1,200 square feet of living area.*

*A total of 151,000 s.f. (or 3.47 acres) of outdoor common open space is required to be provided per this standard and a minimum of 4.03 acres is required to be provided per the standard listed above in 11-4-3-27C.1 for a total of 7.5 acres overall. A total of 391,590 s.f. (or 8.99 acres) is proposed in excess of the minimum requirement as shown on the exhibit in Section VII.D.5.*

- 5. Common open space shall be not less than four hundred (400) square feet in area, and shall have a minimum length and width dimension of twenty (20) feet. *All of the common open space areas depicted on the open space exhibit in Section VII.F meet this requirement.*
- 6. In phased developments, common open space shall be provided in each phase of the development consistent with the requirements for the size and number of dwelling units. *This project is proposed to develop in two phases; common open space is proposed in each phase in accord with UDC standards for the size and number of dwelling units.*
- 7. Unless otherwise approved through the conditional use process, common open space areas shall not be adjacent to collector or arterial streets unless separated from the street by a berm or constructed barrier at least four (4) feet in height, with breaks in the berm or barrier to allow for pedestrian access. *The common open space exhibit in Section VII.F includes common open space along collector streets; however, the minimum standards for open space are met internal to the development. **A berm or a constructed barrier at least 4 feet in height with breaks in the berm or barrier to allow for pedestrian access should be provided within the collector street buffer along Vanguard Way.***

D. Site Development Amenities:

- 1. All multi-family developments shall provide for quality of life, open space and recreation amenities to meet the particular needs of the residents as follows:
  - a. Quality of life:
    - (1) Clubhouse.
    - (2) Fitness facilities.
    - (3) Enclosed bike storage.
    - (4) Public art such as a statue.
    - (5) Dog park with waste station.
    - (6) Commercial outdoor kitchen.
    - (7) Fitness course.
    - (8) Enclosed storage.
  - b. Open space:
    - (1) Community garden.

- (2) Ponds or water features.
- (3) Plaza.
- (4) Picnic area including tables, benches, landscaping and a structure for shade.

c. Recreation:

- (1) Pool.
- (2) Walking trails.
- (3) Children's play structures.
- (4) Sports courts.

d. Multi-modal amenity standards.

- (1) Bicycle repair station.
- (2) Park and ride lot.
- (3) Sheltered transit stop.
- (4) Charging stations for electric vehicles.

2. The number of amenities shall depend on the size of multi-family development as follows:

- a. For multi-family developments with less than twenty (20) units, two (2) amenities shall be provided from two (2) separate categories.
- b. For multi-family development between twenty (20) and seventy-five (75) units, three (3) amenities shall be provided, with one from each category.
- c. For multi-family development with seventy-five (75) units or more, four (4) amenities shall be provided, with at least one from each category.
- d. For multi-family developments with more than one hundred (100) units, the decision-making body shall require additional amenities commensurate to the size of the proposed development.

*Based on 552-units, a minimum of 4 amenities are required. Amenities are proposed as follows: a clubhouse with a swimming pool, hot tub and cabanas; an outdoor kitchen and dining area; fitness lounge, lawn games and firepit lounge; pickleball court; children's play area; dog parks; a smaller swimming pool, picnic shelter and fire pit lounge; art; pedestrian walkways; 10-foot wide sidewalks along the collector street (Vanguard); and an amenity area with a BBQ lounge (see Exhibit 6 in Section VI.D below). Amenities are provided from all of the required categories.*

- 3. The decision-making body shall be authorized to consider other improvements in addition to those provided under this subsection D, provided that these improvements provide a similar level of amenity. (Ord. 05-1170, 8-30-2005, eff. 9-15-2005)

E. Landscaping Requirements:

- 1. Development shall meet the minimum landscaping requirements in accord with [chapter 3](#), "Regulations Applying to All Districts", of this title.
- 2. All street facing elevations shall have landscaping along their foundation. The foundation landscaping shall meet the following minimum standards:
  - a. The landscaped area shall be at least three feet (3') wide.

- b. For every three (3) linear feet of foundation, an evergreen shrub having a minimum mature height of twenty-four inches (24") shall be planted.
- c. Ground cover plants shall be planted in the remainder of the landscaped area.

***The landscape plan submitted with the Certificate of Zoning Compliance application should depict landscaping on all street-facing elevations in accord with these standards.***

- F. Maintenance and Ownership Responsibilities: All multi-family developments shall record legally binding documents that state the maintenance and ownership responsibilities for the management of the development, including, but not limited to, structures, parking, common areas, and other development features. ***The Applicant shall comply with this requirement.***

**Landscaping (UDC [11-3B](#)):**

Street buffer landscaping is required to be provided with the subdivision improvements as noted above in Section V.B.

**Landscaping is required to be provided along all pathways per the standards listed in UDC [11-3B-12C](#), which requires a minimum 5-foot wide landscape strip along each side of the pathway planted with a mix of trees, shrubs, lawn, and/or other vegetative ground cover; a minimum of one (1) tree per 100 linear feet of pathway is required.**

**Parking lot landscaping is required to be provided per the standards listed in UDC [11-3B-8C](#).**

**Staff recommends a minimum of one (1) tree be provided for every 8,000 square feet of common open space.**

**Parking:** Off-street vehicle parking is required for the proposed multi-family dwellings as set forth in UDC Table [11-3C-6](#). Based on 222 1-bedroom units and 330 2- and 3-bedroom units, a minimum of 993 off-street spaces are required with 552 of those being in a covered carport or garage. Off-street parking is required for the clubhouse and amenity building as set forth in UDC 11-3C-6B.1 for non-residential uses; based on 9,368 s.f. for the clubhouse and 1,800 s.f. for each of the amenity buildings, a minimum of 26 spaces are required.

Between the residential units, clubhouse and two amenity buildings, a minimum of 1,019 off-street parking spaces are required with 552 of those being in a covered carport or garage. A total of 1,054 off-street parking spaces are proposed with 665 of those being covered spaces (470 garages/195 carports) in excess of UDC standards. Based on 1,054 parking spaces proposed, a minimum of 42 bicycle parking spaces are required to be provided; a total of 48 spaces are proposed. Bicycle parking facilities should comply with the standards in UDC [11-3C-5C](#). **Bike racks should be provided in central locations for each building and for the clubhouse.**

The Applicant's narrative states an additional 94 off-site on-street parking spaces will be provided for guests, which totals 129 additional spaced beyond those required. However, ACHD is requesting some turn lanes be provided which will reduce this number.

**Private Streets:** The Fire Dept. has requested private streets are provided for addressing purposes of the multi-family units. All private streets should comply with the standards listed in UDC [11-](#)



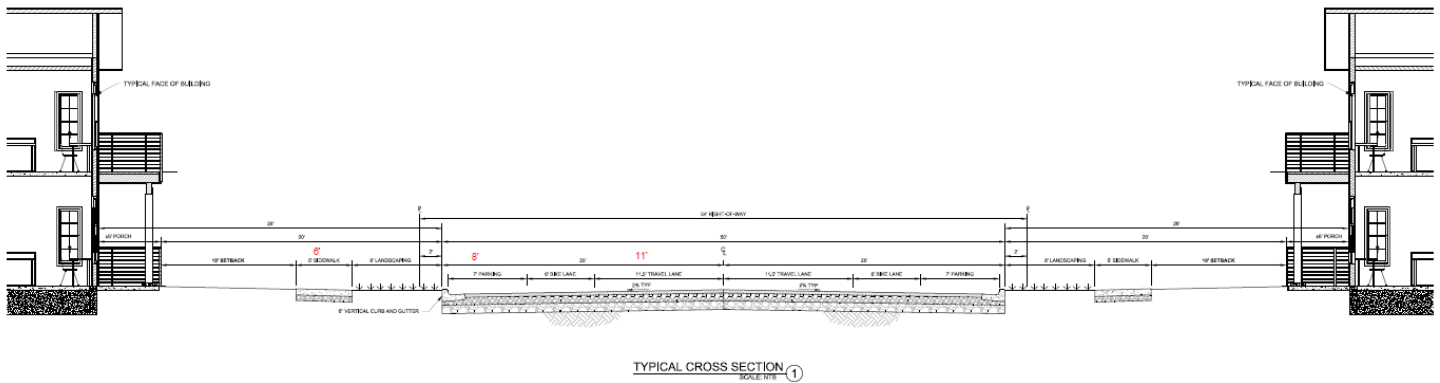
**3F-4. The Applicant shall submit a private street application concurrent with the final plat application.**

**Fencing:** No fencing is depicted on the landscape plan for this development. All fencing should comply with the standards listed in UDC [11-3A-7](#) if proposed.

**Building Elevations** (UDC [11-3A-19](#) | [Architectural Standards Manual \(ASM\)](#) | [TMISAP](#)):

Conceptual building elevations were submitted for the proposed apartment, flat and townhome-style multi-family and clubhouse buildings as shown in Section VII.D.7. Building materials consist of vertical and horizontal hardie plank siding in grey, green and wood colors with cedar posts and beams and asphalt shingles.

**Per the TMISAP for MHDR designated areas, the design of residential buildings should incorporate street-oriented and human-scale design** and be located as close to the property line as possible to create a consistent edge to the public space and make streets more friendly and walkable. The closest the structures are allowed to be per UDC [Table 11-2A-7](#) is 10-feet from the back of sidewalk as proposed in the cross-section below with the collector street buffer placed in an easement.



**Structures should incorporate traditional neighborhood design. Front porches with parking behind the buildings are desired. Streetscapes with landscaped parkways with trees between curbs and sidewalks, street furniture and view corridors are key.** Primary facades should include an entry into the building; entries should be located so as to provide direct access from adjacent public spaces, streets and activity areas as proposed. **Where primary facades face a designated public space and another faces a parking area designed to serve that structure such as proposed, both facades should be designed and detailed as primary facades and both should have prominent usable entries.**

**The space between a building façade and the adjacent sidewalk should be landscaped with a combination of lawns, groundcover, shrubs and trees.** Mostly attached low-rise buildings of 1-3 stories are recommended as proposed. **Buildings should be designed with clearly delineated bases, bodies and tops** (see pg. 3-39).

**Landscaped buffers should be provided between the proposed development and the existing single-family development to the north. Ground floor elevations should be 18 to 24 inches above sidewalk grade with individual units opening directly onto adjacent rights-of-way with stoop frontage.** Pitched roofs should be symmetrical hips or gables with a pitch between 4:12 and 12:12 and have an overhang of at least 12 inches. **Public art in a high quality of design should also be provided in shared spaces and incorporated into the design of streetscapes.**

**The proposed conceptual elevations are not approved. Final design must comply with the design standards in the Architectural Standards Manual (ASM) and the design guidelines**

**in the TMISAP for the MHDR designation (see the matrix for Application of the Design Elements on pg. 3-49). A Certificate of Zoning Compliance and Design Review application is required to be submitted for approval of the site and building design prior to submittal of building permit applications.**

**VI. DECISION**

**A. Staff:**

Staff recommends approval of the requested DA modification, rezone, preliminary plat and conditional use permit per the provisions noted in Section VIII, per the Findings in Section IX.

**VII. EXHIBITS**

**A. Development Agreement (DA) Modification**

**1. Existing DA provisions (Planning Dept. only):**

**5. CONDITIONS GOVERNING DEVELOPMENT OF SUBJECT PROPERTY:**

5.1. Developer/Owner shall develop the Property in accordance with conditions identified in Exhibit B of the staff report for the hearing date of December 8, 2009, which Exhibit B of the staff report is a portion of **Exhibit B** attached to this Agreement.

**EXHIBIT B: AGENCY & DEPARTMENT COMMENTS**

On September 24, 2009, Planning Staff held an agency comments meeting. The agencies and departments present include: Meridian Fire Department, Meridian Public Works Department, Meridian Parks Department, and Sanitary Service Company. Staff has included all comments and recommended actions in the attached Exhibit B.

**1. PLANNING DEPARTMENT**

1.1 The legal description and exhibit map for the area contained in the proposed annexation submitted with the application (stamped on August 26, 2009, by Michael Marks, PLS) shows the property within the existing corporate boundary of the City of Meridian (see Exhibit C).

1.2 A Development Agreement (DA) will be required as part of the annexation of this property. Prior to the annexation ordinance approval, 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. The Applicant shall contact the City Attorney’s Office within one year of Council approval to initiate this process. Currently, a fee of \$303.00 shall be paid by the applicant to the City Attorney’s office prior to commencement of the DA. The DA shall, at minimum, incorporate the following provisions:

- a. An encroachment permit is required for any improvements proposed within the pipeline easement. A copy of the executed encroachment agreement shall be submitted to the City prior to issuance of any Certificate of Zoning Compliance for this site. Uses such as daycares, schools, hospitals, assisted living facilities, etc. where occupants are not able to leave the area quickly in case of an emergency, are discouraged in the vicinity of the pipeline.

- b. Street buffer landscaping, internal parking lot landscaping, landscape buffers to adjoining residential uses, and mitigation for existing trees 4-inch caliper and larger that are removed from the site, will be required with development of this site and shall be installed in accordance with City of Meridian ordinances in effect at the time of development.
- c. Development of this site shall be consistent with the concept site plan shown in Exhibit A.2 and the concept pictures shown in Exhibit A.3. Further, future development shall be consistent with the vision of the Ten Mile Specific Area Plan, the Design Manual, and City of Meridian ordinances in effect at the time of development.
- d. Development in the R-40 district shall be consistent with the overall density and development standards contained in the Ten Mile Interchange Specific Area Plan for Medium High Density Residential (MHDR) designated areas.
- e. Development in the C-C district shall be consistent with the development standards contained in the Ten Mile Interchange Specific Area Plan for Mixed Use Commercial (MUC) designated areas. Uses within the C-C district shall be comprised of a *mix* of uses (i.e. office, retail, recreational, employment, and other uses, including residential uses) as defined in the Ten Mile Interchange Specific Area Plan.
- f. A 10-foot wide segment(s) of the City's multi-use regional pathway system shall be constructed on the site in accordance with the Master Pathways Plan in the general locations noted on the plan included in Exhibit A.4; exact location of the pathways shall be determined by the Planning Department and Parks Department at the time of development. Said pathway shall be primarily located within the pipeline easement and provide connectivity to the planned pathway in Baraya Subdivision at the northwest corner of the site. Pathway stubs shall be provided at the west boundary further to the south and to the east boundary on the north end of the site for connectivity with future segments of the pathway.
- g. The applicant shall submit a Certificate of Zoning Compliance application to the Planning Department for approval of all future uses on the site to ensure compliance with the Unified Development Code, Ten Mile Interchange Specific Area Plan, Comprehensive Plan, Design Manual, and provisions of the development agreement contained herein, prior to issuance of building permits for any structure(s) within this site.

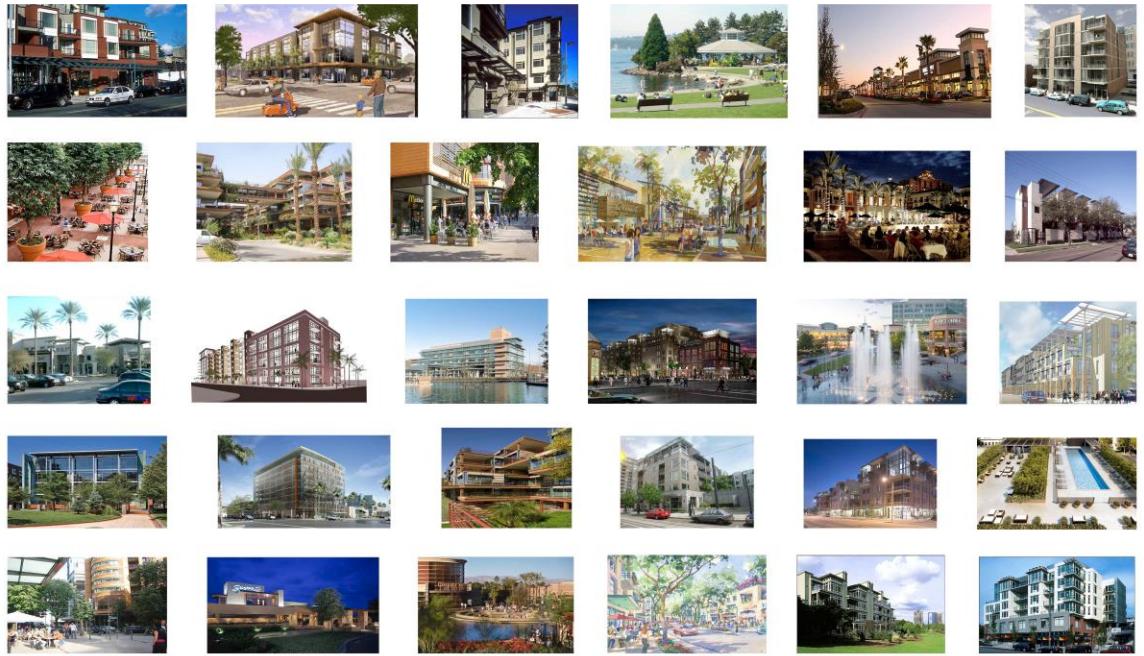
Link to complete Development Agreement (Inst. #110115738):

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=76898&dbid=0&repo=MeridianCity>

### 2. Existing Approved Conceptual Development Plan & Elevations:



jma Design 3110 Conception Court Suite Las Vegas, NV 89144 702.721.2222 **MERIDIAN** CONCEPT SITE PLAN NORTH SCALE 1" = 100'-0"

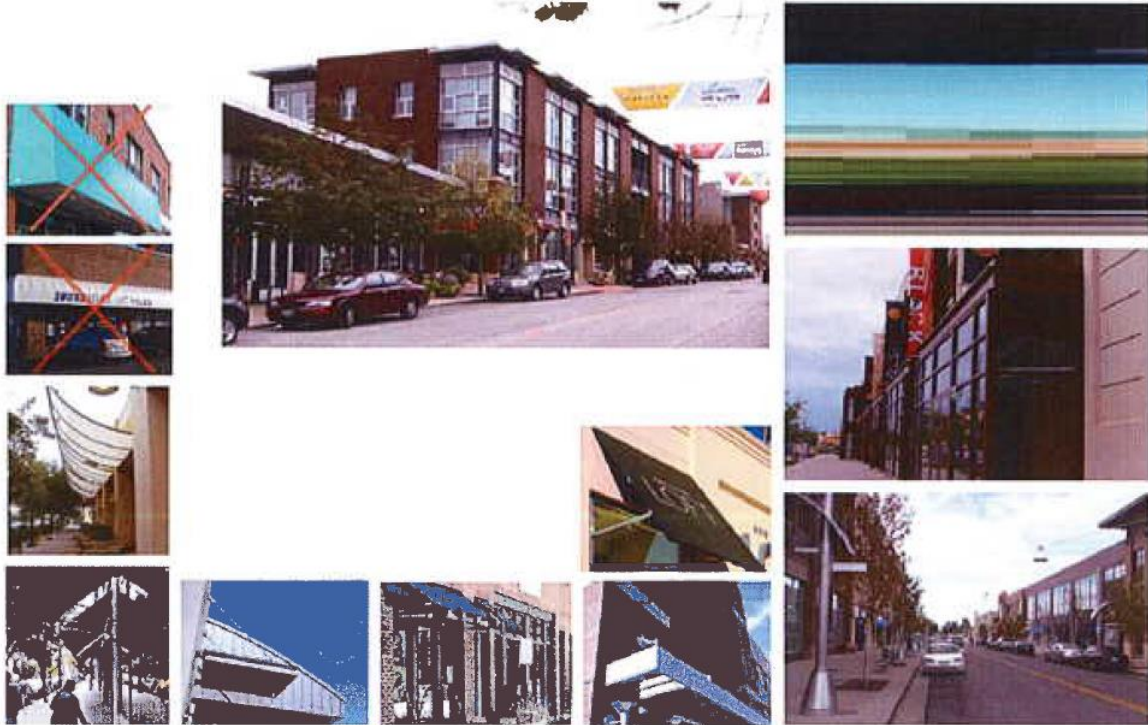


jma **MERIDIAN** CONCEPT PICTURES

### 3. Proposed Conceptual Development Plan



#### 4. Proposed Conceptual Building Elevations/Design



Examples of Mixed Use Commercial/Retail in the C-C Zone



C-C PRODUCT CONCEPT STUDY

Examples of Vertically Integrated Residential Design



**M-E PRODUCT CONCEPT STUDY**

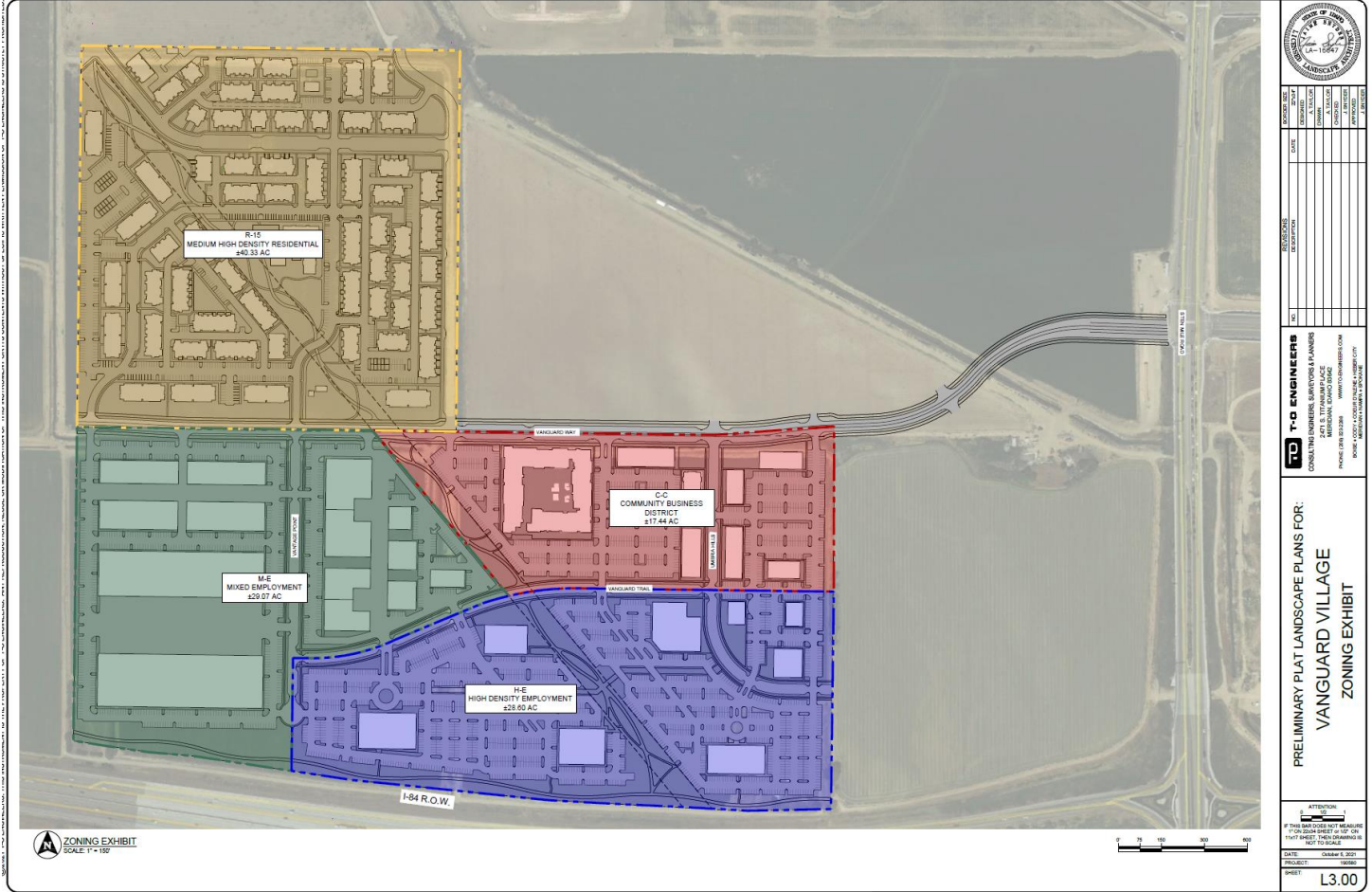
**Examples of Mixed Employment Design**



**H-E PRODUCT CONCEPT STUDY**

**Examples of High Density Employment Design**

### B. Rezone – Legal Descriptions & Exhibit Maps



<table border="1"> <tr><th>NO. OF SHEETS</th><td>1</td></tr> <tr><th>DATE</th><td>08/24/2011</td></tr> <tr><th>PROJECT</th><td>08080</td></tr> <tr><th>DATE</th><td>08/24/2011</td></tr> <tr><th>PROJECT</th><td>08080</td></tr> <tr><th>DATE</th><td>08/24/2011</td></tr> <tr><th>PROJECT</th><td>08080</td></tr> </table>	NO. OF SHEETS	1	DATE	08/24/2011	PROJECT	08080	DATE	08/24/2011	PROJECT	08080	DATE	08/24/2011	PROJECT	08080	<table border="1"> <tr><th>NO. OF SHEETS</th><td>1</td></tr> <tr><th>DATE</th><td>08/24/2011</td></tr> <tr><th>PROJECT</th><td>08080</td></tr> <tr><th>DATE</th><td>08/24/2011</td></tr> <tr><th>PROJECT</th><td>08080</td></tr> <tr><th>DATE</th><td>08/24/2011</td></tr> <tr><th>PROJECT</th><td>08080</td></tr> </table>	NO. OF SHEETS	1	DATE	08/24/2011	PROJECT	08080	DATE	08/24/2011	PROJECT	08080	DATE	08/24/2011	PROJECT	08080
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<p><b>T-D ENGINEERS</b>          CONSULTING ENGINEERS, ARCHITECTS &amp; PLANNERS          1000 LA JOLLA VILLAGE CENTER DRIVE, SUITE 100          SAN DIEGO, CALIFORNIA 92161          PHONE: 619.594.8338 FAX: 619.594.8339          WWW.T-DENGINEERS.COM          BOB WILSON, P.E., P.L.C. (P) 00000000          MARY ANN WILSON, P.L.C. (P) 00000000</p>																													
<p>PRELIMINARY PLAT LANDSCAPE PLANS FOR:  <b>VANGUARD VILLAGE</b>          ZONING EXHIBIT</p>																													
<p>ATTENTION:          IF THIS SHEET IS NOT RECORDED          IT IS ON 20x24 SHEET OR 10" OR          11x17 SHEET. THIS SHEET IS          NOT TO BE USED.</p>																													
<p>DATE: 08/24/2011          PROJECT: 08080          SHEET: <b>L3.00</b></p>																													





Project No: 190580  
Date: December 15, 2021  
Page 1 of 1

**MERIDIAN 118  
H-E ZONING**

A parcel of land located in portions of the NE1/4 of the SW1/4, and the NW1/4 of the SE1/4, of Section 15, Township 3 North, Range 1 West, Boise Meridian, City of Meridian, Ada County, Idaho, being more particularly described as follows:

**COMMENCING** at the Center East 1/16 Corner of said Section, from which the Center 1/4 Corner of said Section bears N.89°14'39"W., 1321.43 feet; thence along the east boundary of said NW1/4 of the SE1/4,

- A) S.00°33'33"W., 419.50 feet; thence,
- B) S.88°20'35"W., 422.37 feet; thence,
- C) S.06°13'49"W., 104.18 feet to the **POINT OF BEGINNING**; thence continuing,
  - 1) S.06°13'49"W., 46.04 feet to the beginning of a tangent curve; thence,
  - 2) Southwesterly along said curve to the right, having a radius of 125.00 feet, an arc length of 96.48 feet, through a central angle of 44°13'28" and a long chord which bears S.28°20'33"W., 94.11 feet; thence tangent from said curve,
  - 3) S.50°27'17"W., 698.92 feet; thence,
  - 4) N.39°32'45"W., 589.58 feet; thence,
  - 5) N.66°06'05"E., 97.09 feet to the beginning of a tangent curve; thence,
  - 6) Northeasterly along said curve to the right, having a radius of 1000.00 feet, an arc length of 430.30 feet, through a central angle of 24°39'16" and a long chord which bears N.78°25'43"E., 426.99 feet; thence tangent from said curve,
  - 7) S.89°14'39"E., 456.97 feet to the **POINT OF BEGINNING**.

**CONTAINING:** 7.06 acres, more or less.

\*Bearings and distances are based on the record zoning descriptions included in the Development Agreement recorded as Instrument No. 110115738, Official Records of Ada County, Idaho.

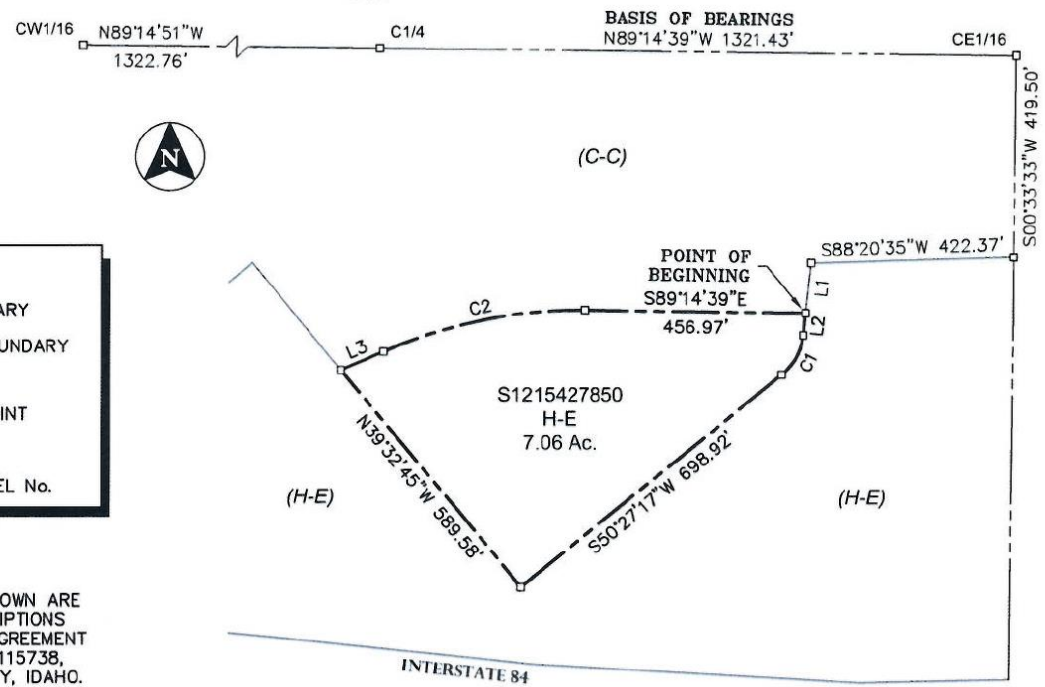


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### EXHIBIT SKETCH - H-E ZONING

LOCATED IN PORTIONS OF THE NE1/4 OF THE SW1/4 AND THE NW1/4 OF THE SE1/4 OF SECTION 15, TOWNSHIP 3 NORTH, RANGE 1 WEST  
BOISE MERIDIAN, CITY OF MERIDIAN, ADA COUNTY, IDAHO  
2021

LINE TABLE		
LINE	BEARING	DISTANCE
L1	S06°13'49"W	104.18'
L2	S06°13'49"W	46.04'
L3	N66°06'05"E	97.09'

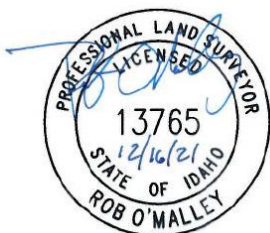


LEGEND	
	NEW ZONE BOUNDARY
	EXISTING ZONE BOUNDARY
	SECTION LINE
	RECORD ANGLE POINT
(C-C)	EXISTING ZONING
S1215427850	ASSESSOR'S PARCEL No.

#### NOTES

- ALL BEARINGS AND DISTANCES SHOWN ARE BASED ON RECORD ZONING DESCRIPTIONS INCLUDED IN THE DEVELOPMENT AGREEMENT RECORDED AS INSTRUMENT No.110115738, OFFICIAL RECORDS OF ADA COUNTY, IDAHO.
- THE PARCEL SHOWN WILL BE REZONED FROM C-C TO H-E.

CURVE TABLE					
CURVE	RADIUS	LENGTH	DELTA	BEARING	CHORD
C1	125.00'	96.48'	44°13'28"	S28°20'33"W	94.11'
C2	1000.00'	430.30'	24°39'16"	N78°25'43"E	426.99'



**T-O ENGINEERS**  
 332 N. BROADMORE WAY  
 NAMPA, IDAHO 83687  
 PHONE: (208) 442-6300 WWW.TO-ENGINEERS.COM  
 E-FILE: 190580-V-XB\_ZONING\_H-E DATE: 12/15/2021 JOB: 190580



Project No: 190580  
Date: December 15, 2021  
Page 1 of 2

**MERIDIAN 118  
M-E ZONING**

A parcel of land located in portions of the NE1/4 of the SW1/4 and the NW1/4 of the SE1/4, of Section 15, Township 3 North, Range 1 West, Boise Meridian, City of Meridian, Ada County, Idaho, being more particularly described as follows:

**COMMENCING** at the Center 1/4 Corner of said Section 15, from which the Center East 1/16 Corner of said Section bears S.89°14'39"E., a distance of 1321.43 feet; thence, along the north line of said NE1/4 of the SW1/4,

- A) N.89°14'51"W., 291.63 feet to the **POINT OF BEGINNING.**; thence,
  - 1) S.39°31'08"E., 747.95 feet to the beginning of non-tangent curve; thence,
  - 2) Southwesterly along said curve to the left, having a radius of 1000.00 feet, an arc length of 185.66 feet, through a central angle of 10°38'16" and a long chord which bears S.71°25'13"W., 185.40 feet; thence tangent from said curve,
  - 3) S.66°06'05"W., 231.67 feet to the beginning of a non-tangent curve; thence,
  - 4) Southwesterly along said curve to the right, having a radius of 750.00 feet, an arc length of 322.73 feet, through a central angle of 24°39'16" and a long chord which bears S.78°25'43"W., 320.24 feet; thence tangent from said curve,
  - 5) N.89°14'39"W., 51.86 feet; thence,
  - 6) S.00°45'21"W., 393.83 feet to the north right-of-way of Interstate Highway 84; thence along said right-of-way,
  - 7) N.81°24'57"W., 352.28 feet; thence,
  - 8) N.85°23'09"W., 21.65 feet; thence departing said north right-of-way,
  - 9) N.09°28'05"E., 86.37 feet to the beginning of a tangent curve, thence,
  - 10) Northeasterly along said curve to the right, having a radius of 150.00 feet, an arc length of 107.30 feet, through a central angle of 40°59'02" and a long chord which bears N.29°57'36"E., 105.02 feet; thence tangent from said curve,





Project No: 190580  
Date: December 15, 2021  
Page 2 of 2

- 11) N.50°27'07"E., 357.09 feet; thence,
- 12) N.39°32'45"W., 918.69 feet to beginning of a tangent curve; thence,
- 13) Northwesterly along said curve to the right, having a radius of 150.00 feet, an arc length of 39.04 feet, through a central angle of 14°54'48" and a long chord which bears N.32°05'21"W., 38.93 feet to the north boundary of said NE1/4 of the SW1/4, from which point the Center West 1/16 Corner of said Section bears N.89°14'51"W., a distance of 115.16 feet; thence,
- 14) S.89°14'51"E., 915.97 feet to the **POINT OF BEGINNING.**

**CONTAINING:** 17.38 acres, more or less.

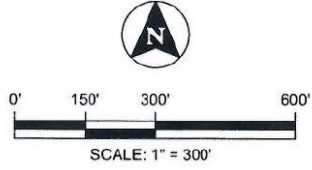
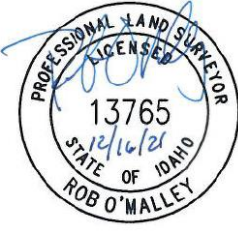
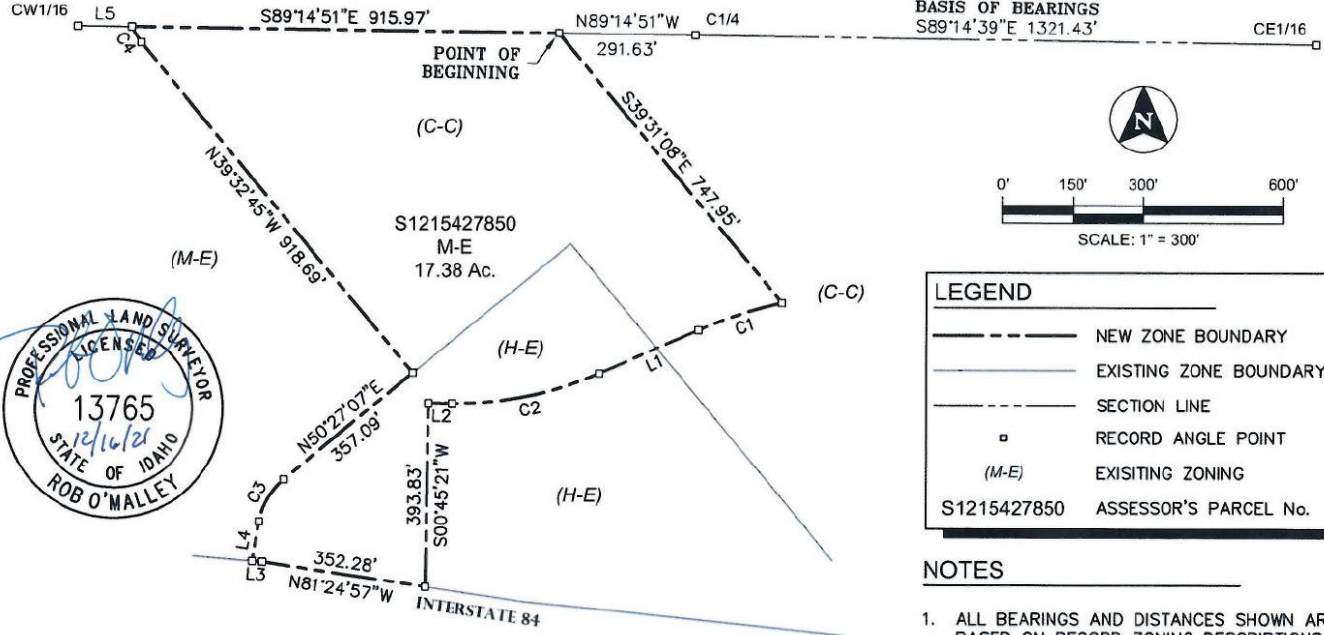
\*Bearings and distances are based on the record zoning descriptions included in the Development Agreement recorded as Instrument No. 110115738, Official Records of Ada County, Idaho.



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**EXHIBIT SKETCH - M-E ZONING**

LOCATED IN PORTIONS OF THE NE1/4 OF THE SW1/4 AND THE NW1/4 OF THE SE1/4 OF SECTION 15, TOWNSHIP 3 NORTH, RANGE 1 WEST  
BOISE MERIDIAN, CITY OF MERIDIAN, ADA COUNTY, IDAHO  
2021



**LEGEND**

- NEW ZONE BOUNDARY
- EXISTING ZONE BOUNDARY
- SECTION LINE
- RECORD ANGLE POINT
- (M-E) EXISTING ZONING
- S1215427850 ASSESSOR'S PARCEL No.

- NOTES**
1. ALL BEARINGS AND DISTANCES SHOWN ARE BASED ON RECORD ZONING DESCRIPTIONS INCLUDED IN THE DEVELOPMENT AGREEMENT RECORDED AS INSTRUMENT No.110115738, OFFICIAL RECORDS OF ADA COUNTY, IDAHO.
  2. THE PARCEL SHOWN WILL BE REZONED FROM C-C AND H-E TO M-E.

LINE TABLE		
LINE	BEARING	DISTANCE
L1	S66°06'05"W	231.67'
L2	N89°14'39"W	51.86'
L3	N85°23'09"W	21.65'
L4	N09°28'05"E	86.37'
L5	N89°14'51"W	115.16'

CURVE TABLE						
CURVE	RADIUS	LENGTH	DELTA	BEARING	CHORD	
C1	1000.00'	185.66'	10°38'16"	S71°25'13"W	185.40'	
C2	750.00'	322.73'	24°39'16"	S78°25'43"W	320.24'	
C3	150.00'	107.30'	40°59'02"	N29°57'36"E	105.02'	
C4	150.00'	39.04'	14°54'48"	N32°05'21"W	38.93'	

**T-O ENGINEERS**

332 N. BROADMORE WAY  
NAMPA, IDAHO 83687

PHONE: (208) 442-6300      WWW.TO-ENGINEERS.COM  
E-FILE: 190580-VXB\_ZONING\_M-E      DATE: 12/15/2021      JOB: 190580



Project No: 190580  
Date: December 15, 2021  
Page 1 of 1

**MERIDIAN 118  
R-15 ZONING**

A parcel of land being all of the SE1/4 of the NW1/4, of Section 15, Township 3 North, Range 1 West, Boise Meridian, City of Meridian, Ada County, Idaho, being more particularly described as follows:

**BEGINNING** at the Center 1/4 Corner of said Section 15, from which the Center East 1/16 corner of said Section bears S.89°14'39"E., a distance of 1321.43 feet; thence along the south boundary of said SE1/4 of the NW1/4,

- 1) N.89°14'51"W. 1322.76 feet to the Center West 1/16 Corner of said Section; thence along the west boundary of said SE1/4 of the NW1/4,
- 2) N.00°39'49"E. 1328.76 feet to Northwest 1/16 Corner of said Section, thence along the north boundary of said SE1/4 of the NW1/4,
- 3) S.89°15'14"E. 1321.52 feet to the Center North 1/16 Corner of said Section, thence along the east boundary of said SE1/4 of the NW1/4,
- 4) S.00°36'37"W. 1328.91 feet to the **POINT OF BEGINNING.**

**CONTAINING:** 40.33 acres, more or less.

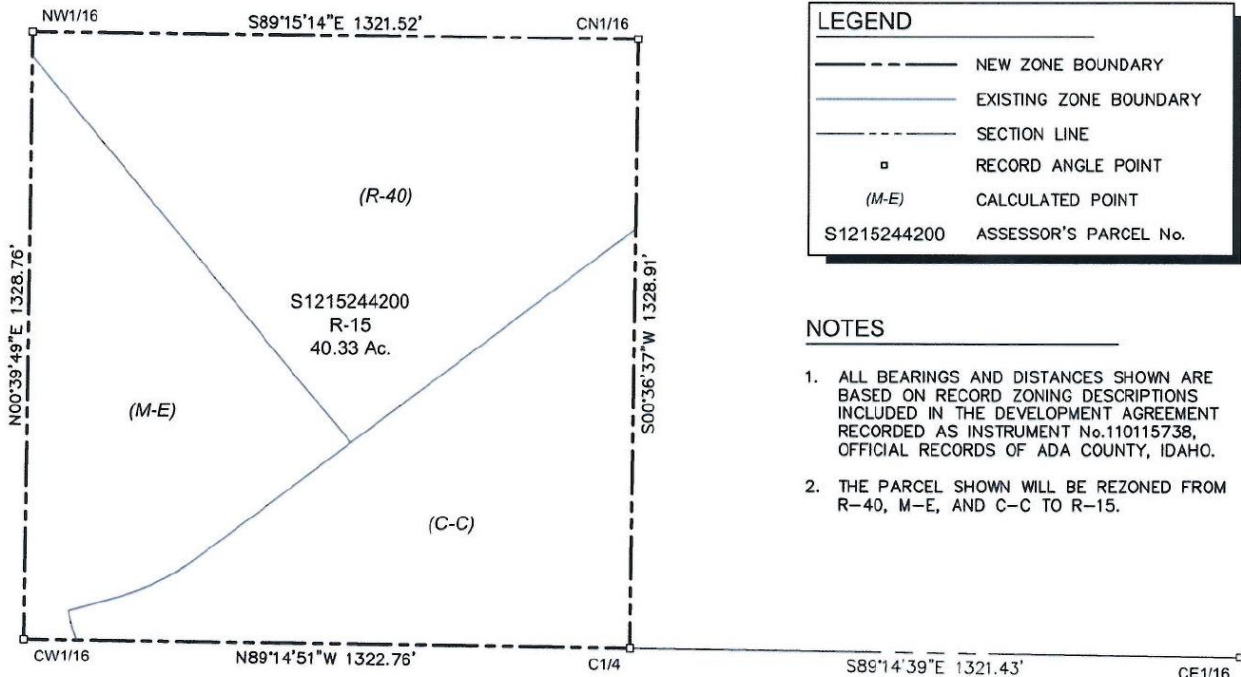
\*Bearings and distances are based on the record zoning descriptions included in the Development Agreement recorded as Instrument No. 110115738, Official Records of Ada County, Idaho.



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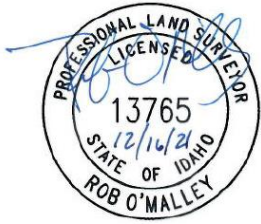
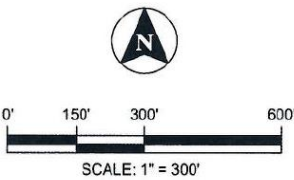
### EXHIBIT SKETCH - R-15 ZONING

ALL OF THE SE1/4 OF THE NW1/4 OF SECTION 15, TOWNSHIP 3 NORTH, RANGE 1 WEST  
BOISE MERIDIAN, CITY OF MERIDIAN, ADA COUNTY, IDAHO  
2021



LEGEND	
	NEW ZONE BOUNDARY
	EXISTING ZONE BOUNDARY
	SECTION LINE
	RECORD ANGLE POINT
<i>(M-E)</i>	CALCULATED POINT
S1215244200	ASSESSOR'S PARCEL No.

- NOTES**
1. ALL BEARINGS AND DISTANCES SHOWN ARE BASED ON RECORD ZONING DESCRIPTIONS INCLUDED IN THE DEVELOPMENT AGREEMENT RECORDED AS INSTRUMENT No. 110115738, OFFICIAL RECORDS OF ADA COUNTY, IDAHO.
  2. THE PARCEL SHOWN WILL BE REZONED FROM R-40, M-E, AND C-C TO R-15.



**T-O ENGINEERS**  
 332 N. BROADMORE WAY  
 NAMPA, IDAHO 83687  
 PHONE: (208) 442-6300 WWW.TO-ENGINEERS.COM  
 E-FILE: 190580-VXB\_ZONING\_R-15 DATE: 12/13/2021 JOB: 190580



Project No: 190580  
Date: December 16, 2021  
Page 1 of 1

**MERIDIAN 118  
C-C ZONING**

A parcel of land located in a portion of the NW1/4 of the SE1/4 of Section 15, Township 3 North, Range 1 West, Boise Meridian, City of Meridian, Ada County, Idaho, being more particularly described as follows:

**BEGINNING** at The Center East 1/16 Corner of said Section 15, from which the Center 1/4 Corner of said Section bears N.89°14'39"W., 1321.43 feet; thence, along the east boundary of said NW1/4 of the SE1/4,

- A) S.00°33'33"W., 419.50 feet to the **POINT OF BEGINNING**; thence continuing along said east boundary,
  - 1) S.00°33'33"W., 121.49 feet; thence leaving said east boundary,
  - 2) N.89°14'39"W., 432.35 feet; thence,
  - 3) N.06°13'49"E., 104.18 feet; thence,
  - 4) N.88°20'35"E., 422.37 feet to the **POINT OF BEGINNING**.

**CONTAINING:** 1.10 acres, more or less.

\*Bearings and distances are based on the record zoning descriptions included in the Development Agreement recorded as Instrument No. 110115738, Official Records of Ada County, Idaho.





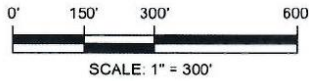
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### EXHIBIT SKETCH - C-C ZONING

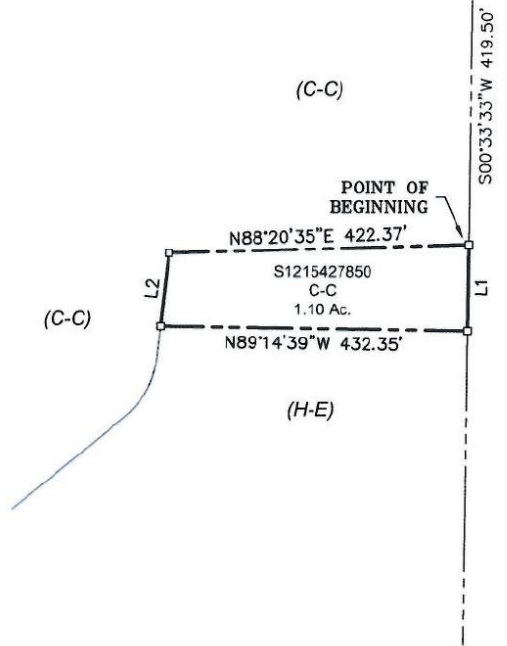
LOCATED IN A PORTION OF THE NW1/4 OF THE SE1/4 OF SECTION 15, TOWNSHIP 3 NORTH, RANGE 1 WEST  
BOISE MERIDIAN, CITY OF MERIDIAN, ADA COUNTY, IDAHO  
2021

CW1/16 N89°14'51"W 1322.76' C1/4 BASIS OF BEARINGS N89°14'39"W 1321.43' CE1/16

LINE TABLE		
LINE	BEARING	DISTANCE
L1	S00°33'33"W	121.49'
L2	N06°13'49"E	104.18'

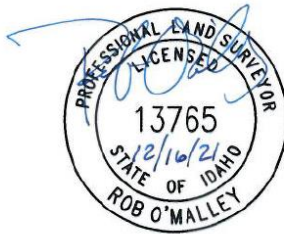


LEGEND	
	NEW ZONE BOUNDARY
	EXISTING ZONE BOUNDARY
	SECTION LINE
	RECORD ANGLE POINT
<i>(H-E)</i>	EXISTING ZONING
S1215427850	ASSESSOR'S PARCEL No.



#### NOTES

1. ALL BEARINGS AND DISTANCES SHOWN ARE BASED ON RECORD ZONING DESCRIPTIONS INCLUDED IN THE DEVELOPMENT AGREEMENT RECORDED AS INSTRUMENT No.110115738, OFFICIAL RECORDS OF ADA COUNTY, IDAHO.
2. THE PARCEL SHOWN WILL BE REZONED FROM H-E TO C-C.



**T-O ENGINEERS**  
 332 N. BROADMORE WAY  
 NAMPA, IDAHO 83687  
 PHONE: (208) 442-6300 WWW.TO-ENGINEERS.COM  
 E-FILE: 190580-V-XB ZONING C-C DATE: 12/15/2021 JOB: 190580



Item 4.

187

Curve	Radius	Length	Delta	Bearing	Chord
C1	18.00	28.87	18.00°	S89°51'17" E	18.00
C2	18.00	11.37	62°47'12"	N87°52'27" W	18.00
C3	18.00	198.88	142°08'48"	S42°52'50" W	192.00
C4	18.00	143.44	88°50'48"	N20°52'50" W	143.54
C5	220.00	183.46	47°58'48"	S67°52'50" W	171.79
C6	81.00	81.00	179°44'48"	N89°57'50" W	78.92
C7	118.00	118.00	179°44'48"	S89°57'50" W	114.87
C8	118.00	118.00	179°44'48"	S89°57'50" W	114.87
C9	81.00	81.00	179°44'48"	S89°57'50" W	78.92
C10	18.00	28.87	18.00°	S89°51'17" E	18.00
C11	18.00	28.87	18.00°	S89°51'17" E	18.00
C12	18.00	28.87	18.00°	S89°51'17" E	18.00
C13	18.00	28.87	18.00°	S89°51'17" E	18.00
C14	18.00	28.87	18.00°	S89°51'17" E	18.00
C15	18.00	28.87	18.00°	S89°51'17" E	18.00
C16	18.00	28.87	18.00°	S89°51'17" E	18.00
C17	424.24	221.22	29°27'	N87°47'50" W	221.22
C18	424.24	221.22	29°27'	N87°47'50" W	221.22
C19	424.24	221.22	29°27'	N87°47'50" W	221.22
C20	424.24	221.22	29°27'	N87°47'50" W	221.22
C21	424.24	221.22	29°27'	N87°47'50" W	221.22

NOTES:  
1. REFER TO LANDSCAPE PLANS FOR OPEN SPACE CALCULATIONS/AREAS.

REVISIONS:  
1. VANGUARD WAY SHIFTS NORTH BY REQUEST FROM AECI  
2. WAMPANNOSETT BRIDGE TOLL FOR PUMP HOUSE/RAIL STATION

PRELIMINARY - NOT FOR CONSTRUCTION

T-D ENGINEERS  
CORPORATE ENGINEERS, SURVEYORS & PLANNERS  
200A WAMPANNOSETT WAY  
NANTUCKET, MASSACHUSETTS 02554  
PHONE: (508) 548-1144  
WWW.TDENGINEERS.COM  
REGISTERED PROFESSIONAL ENGINEERS  
REGISTERED PROFESSIONAL SURVEYORS

PRELIMINARY PLAT FOR:  
VANGUARD VILLAGE  
LOT DIMENSIONS

DATE: 08/11/2011  
PROJECT: 11000000  
SHEET: C1.2

Curve	Radius	Length	Delta	Bearing	Chord
C1	25.00	39.47	102°08'48"	S42°52'50" W	25.00
C2	254.84	221.22	29°27'	N87°47'50" W	221.22
C3	408.38	218.38	29°27'	N87°47'50" W	218.38
C4	103.24	74.86	180°00'00"	S20°52'50" W	103.86
C5	244.82	221.22	29°27'	S87°47'50" W	221.22

NOTES:  
1. REFER TO LANDSCAPE PLANS FOR OPEN SPACE CALCULATIONS/AREAS.

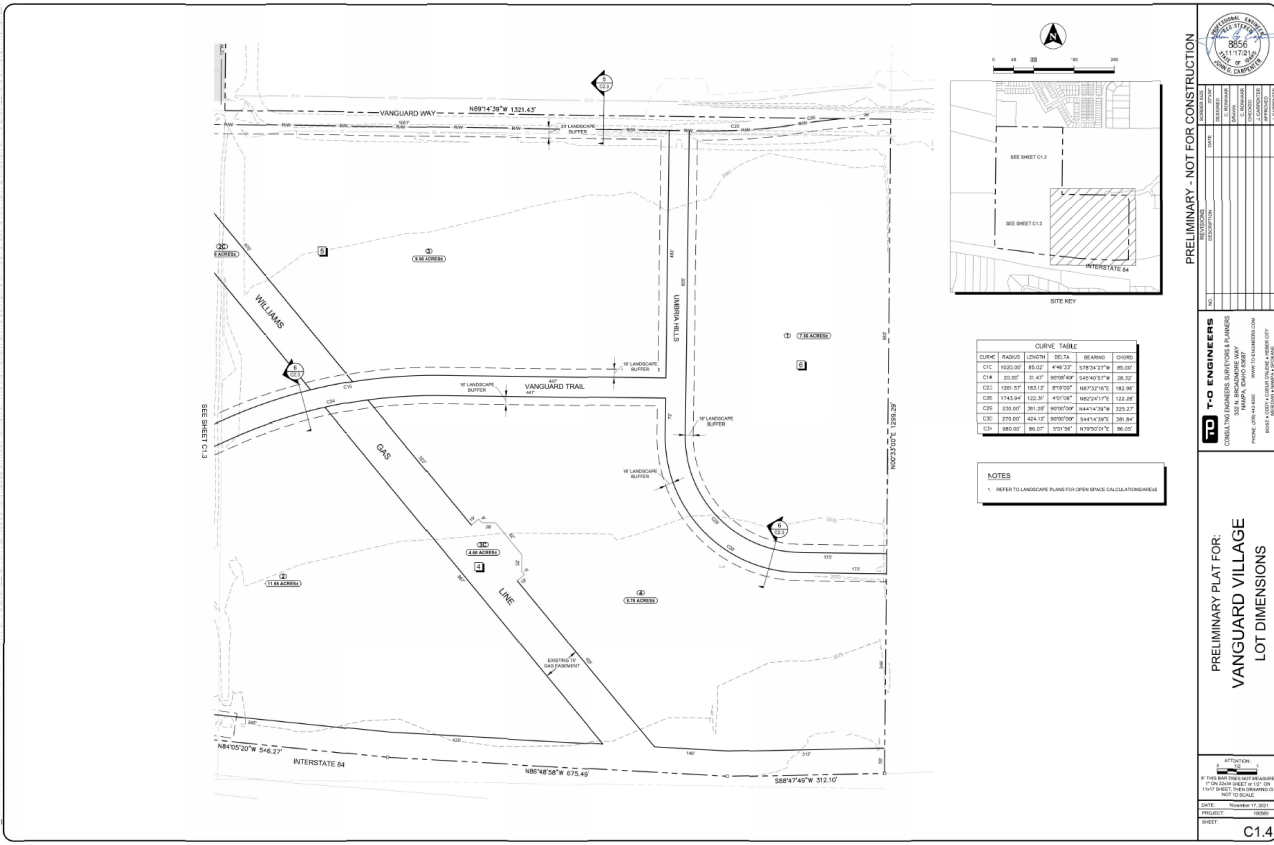
PRELIMINARY - NOT FOR CONSTRUCTION

T-D ENGINEERS  
CORPORATE ENGINEERS, SURVEYORS & PLANNERS  
200A WAMPANNOSETT WAY  
NANTUCKET, MASSACHUSETTS 02554  
PHONE: (508) 548-1144  
WWW.TDENGINEERS.COM  
REGISTERED PROFESSIONAL ENGINEERS  
REGISTERED PROFESSIONAL SURVEYORS

PRELIMINARY PLAT FOR:  
VANGUARD VILLAGE  
LOT DIMENSIONS

DATE: 08/11/2011  
PROJECT: 11000000  
SHEET: C1.3

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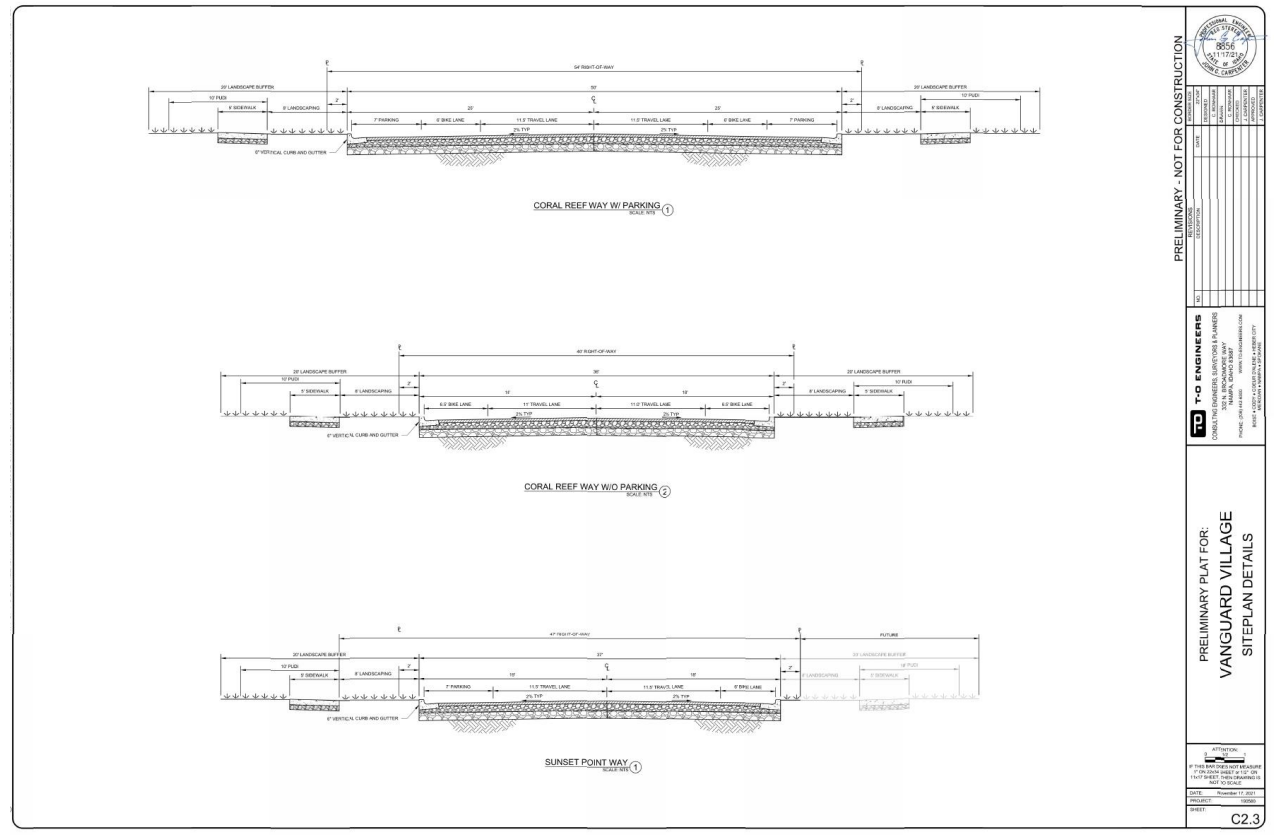


PRELIMINARY - NOT FOR CONSTRUCTION

PRELIMINARY PLAT FOR:  
**VANGUARD VILLAGE**  
LOT DIMENSIONS

**T.O. ENGINEERS**  
 CONSULTING ENGINEERS, SURVEYORS & PLANNERS  
 1308 N. UNIVERSITY BLVD., SUITE 100  
 TAMPA, FLORIDA 33606  
 PHONE: 813.944.1888 FAX: 813.944.1889  
 WWW.TOENGINEERS.COM  
 DESIGN PROFESSIONAL SEAL NO. 12547

DATE: November 17, 2021  
SHEET: C1.4

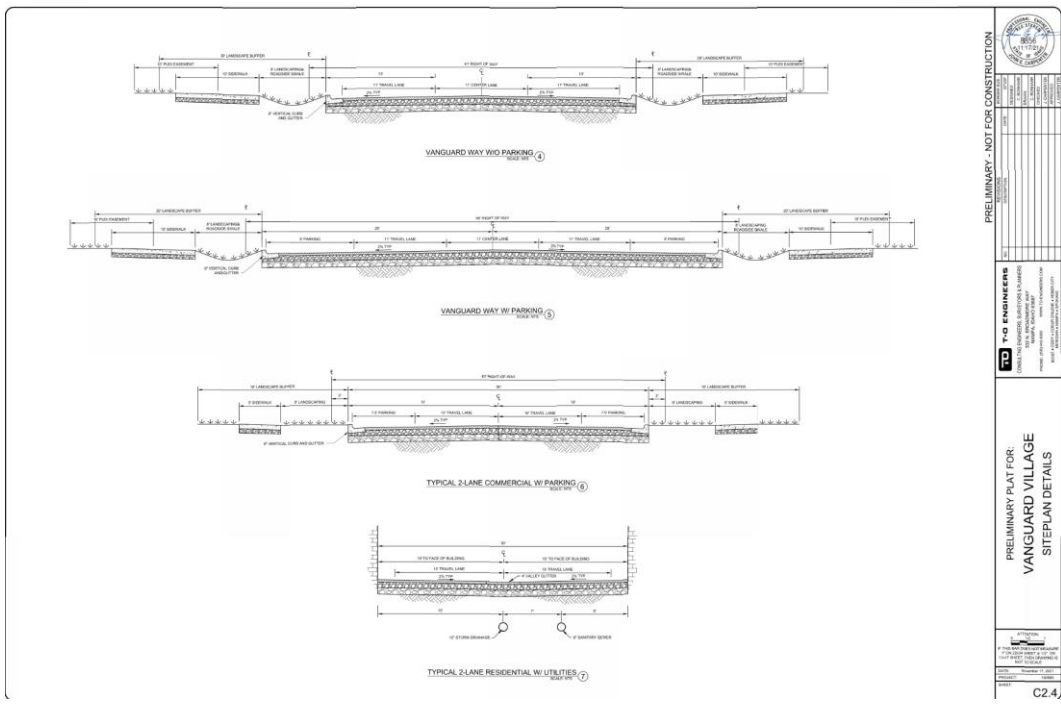


PRELIMINARY - NOT FOR CONSTRUCTION

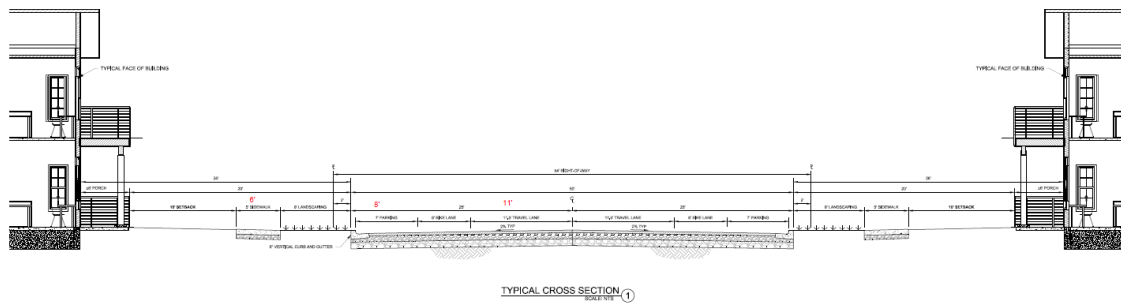
PRELIMINARY PLAT FOR:  
**VANGUARD VILLAGE**  
SITEPLAN DETAILS

**T.O. ENGINEERS**  
 CONSULTING ENGINEERS, SURVEYORS & PLANNERS  
 1308 N. UNIVERSITY BLVD., SUITE 100  
 TAMPA, FLORIDA 33606  
 PHONE: 813.944.1888 FAX: 813.944.1889  
 WWW.TOENGINEERS.COM  
 DESIGN PROFESSIONAL SEAL NO. 12547

DATE: November 17, 2021  
SHEET: C2.3

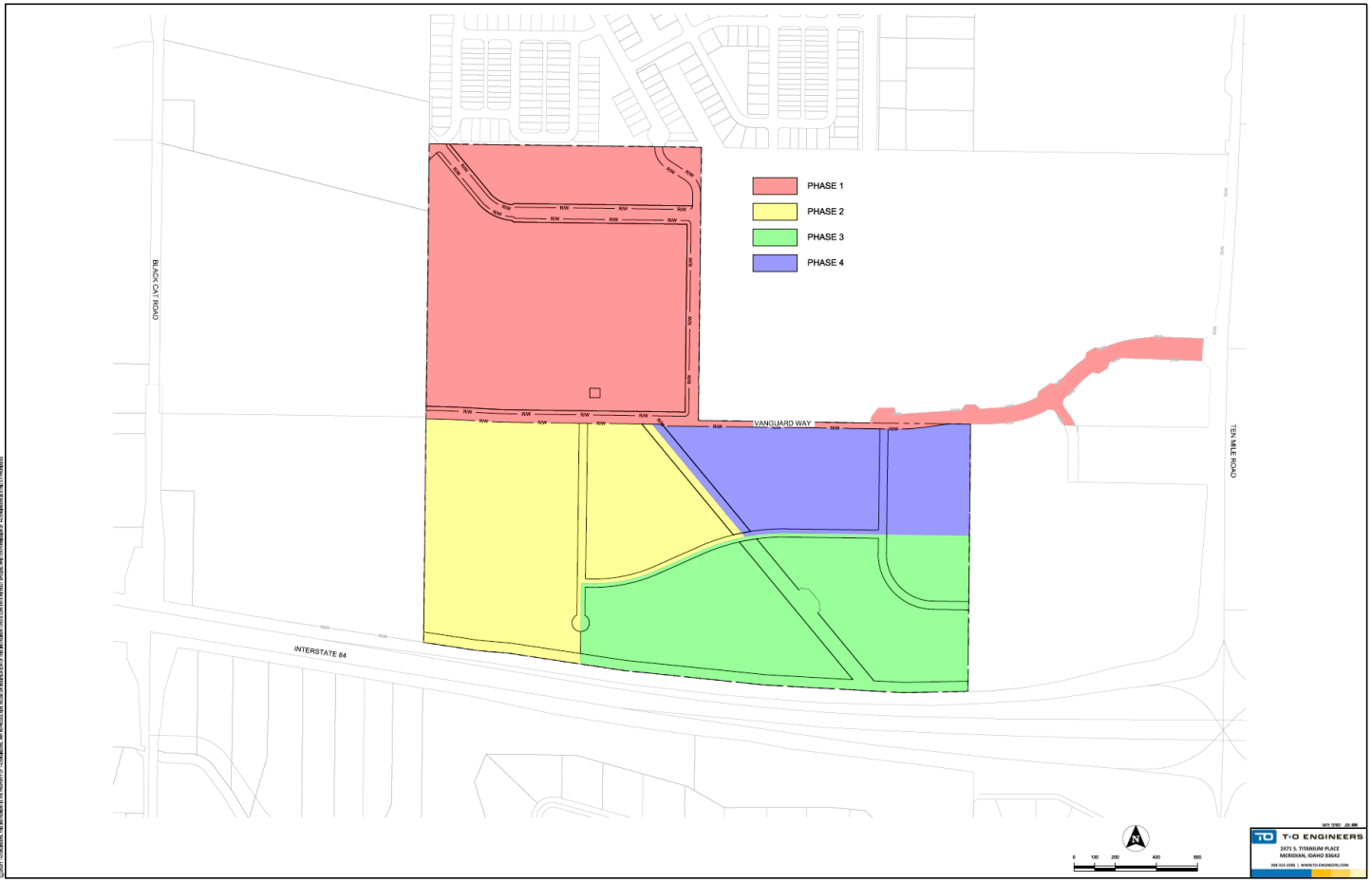


Updated:

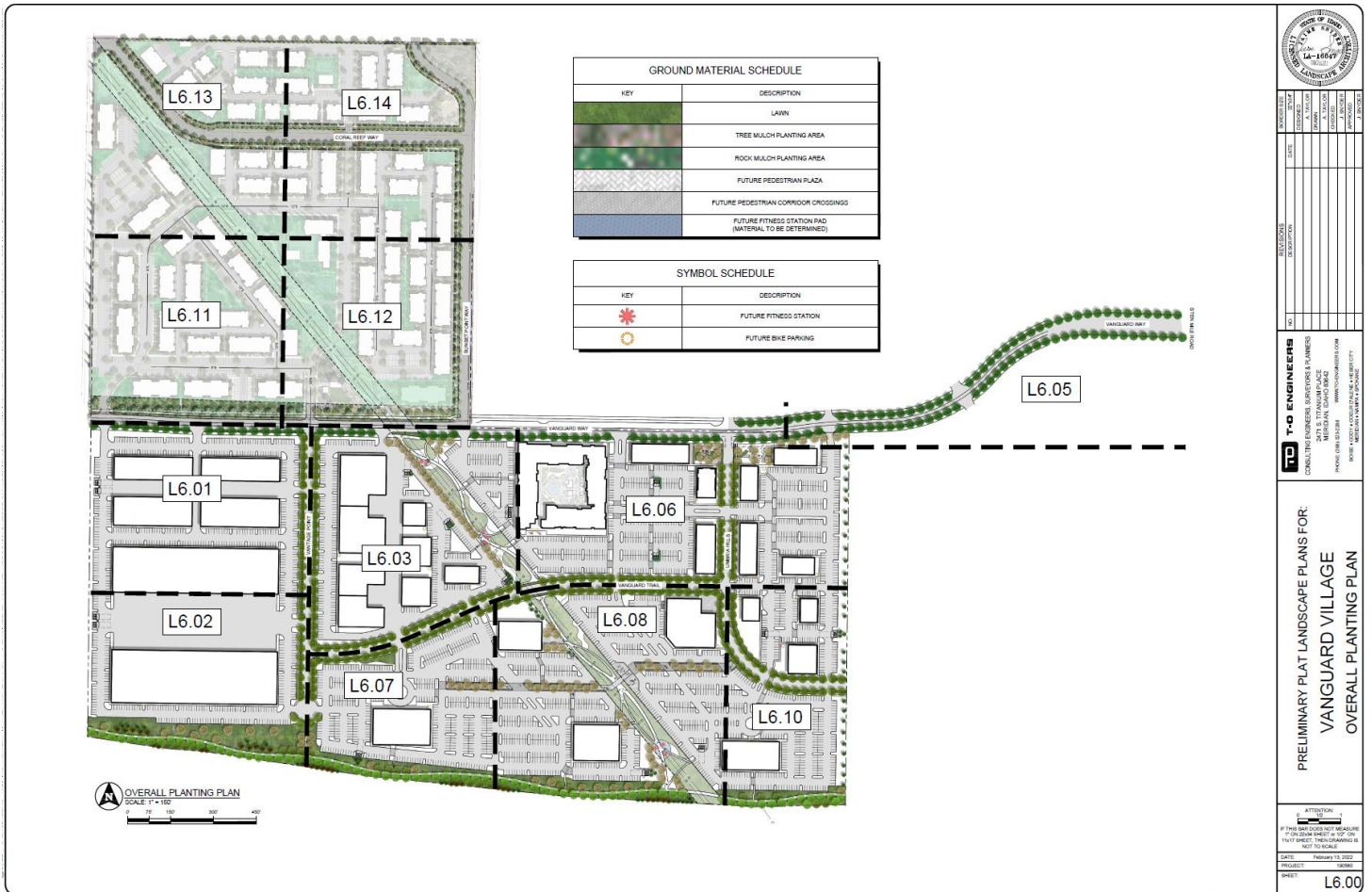


0 10 20 30

T-G ENGINEERS  
301 S. TIDWELL PLACE  
MERRIDAN, IDAHO 83442  
PH: 208.885.1100  
WWW.T-GENGINEERS.COM





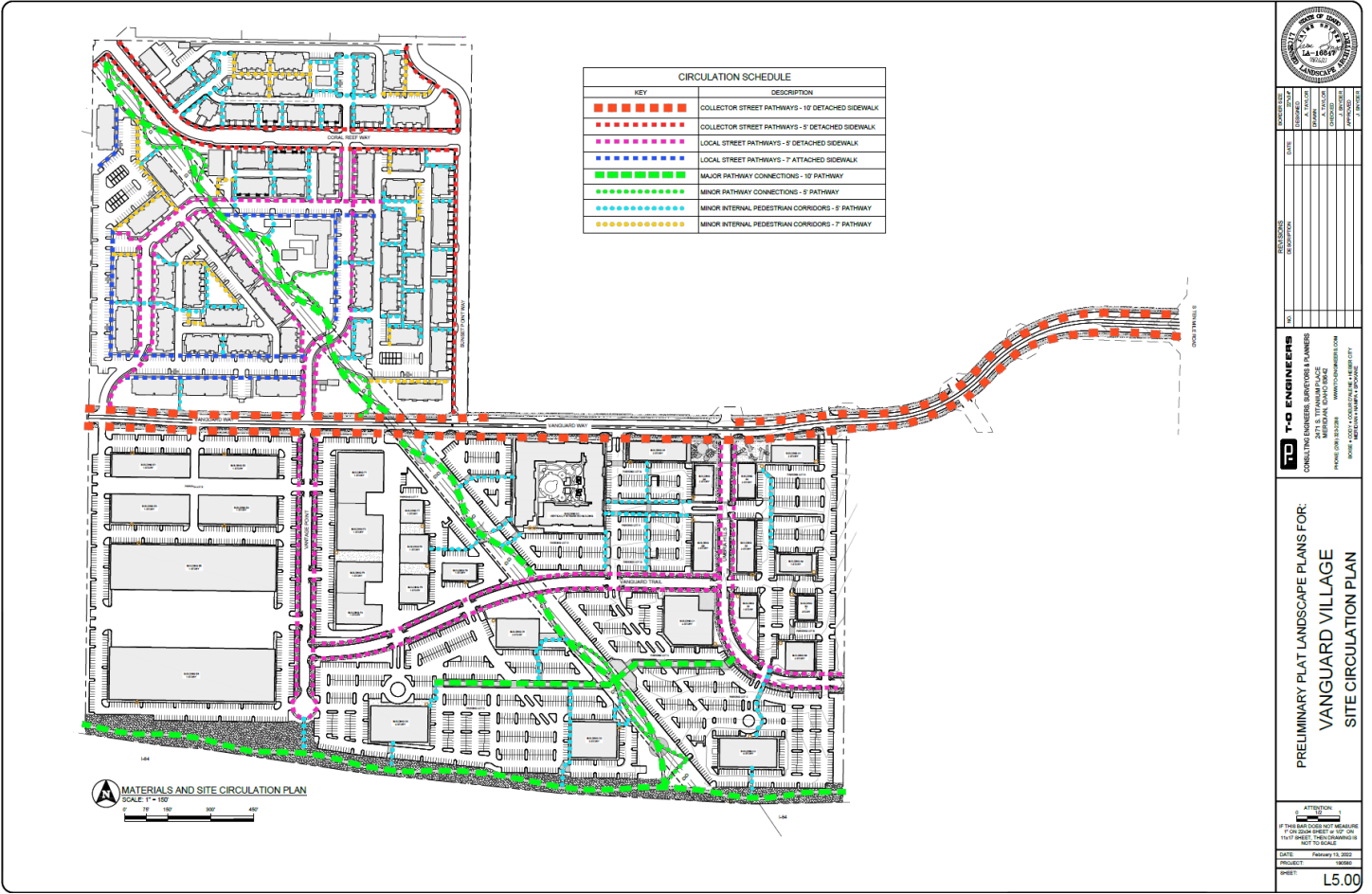


Link to complete plan set:

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=252515&dbid=0&repo=MeridianCity>

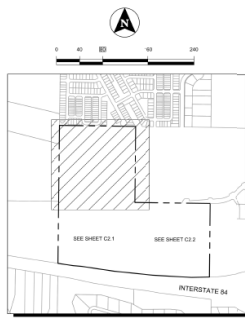
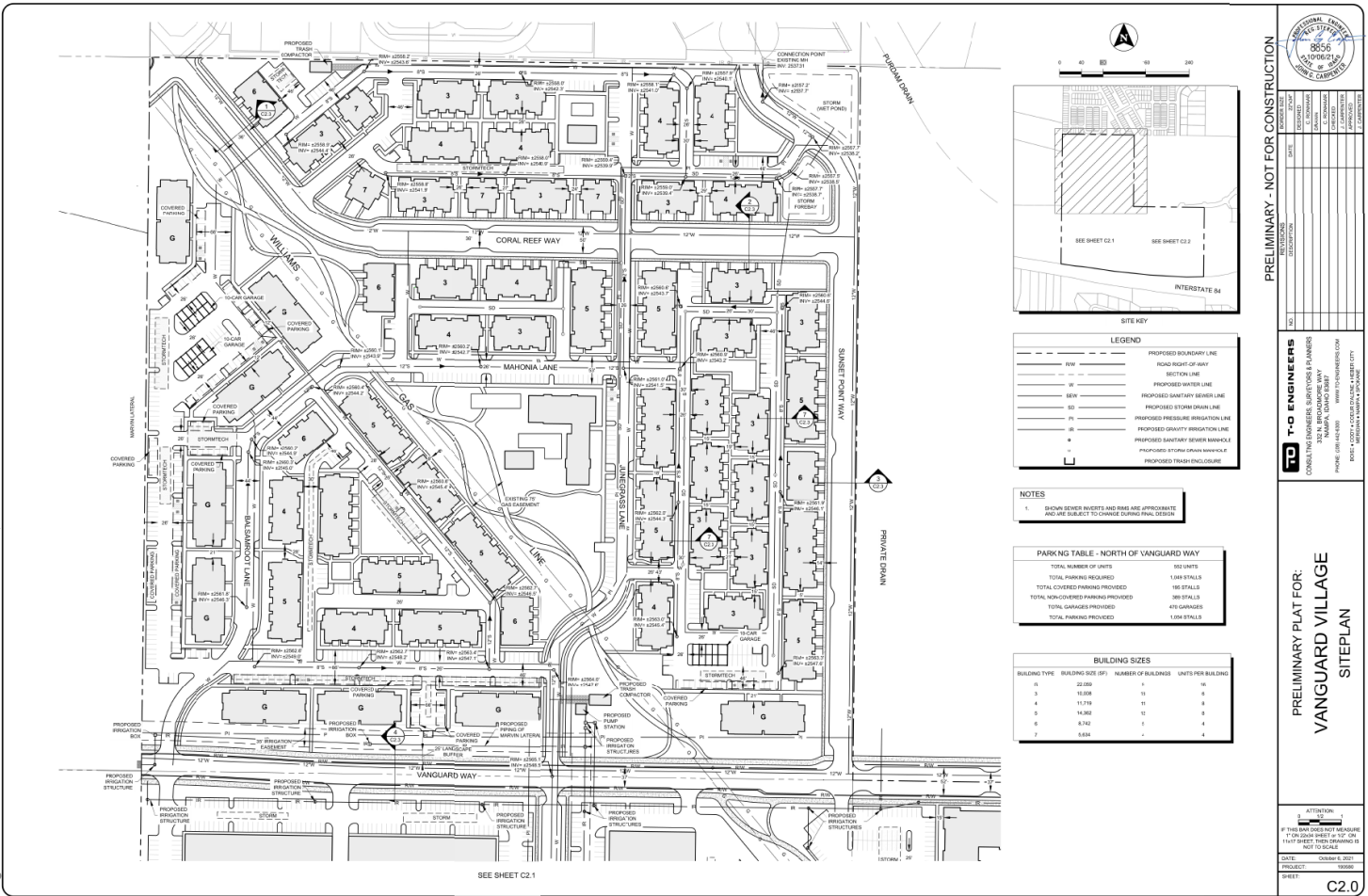


### 3. Circulation Plan



**D. Conditional Use Permit**

**1. Site Plan (dated: 10/6/21)**



**LEGEND**

- PROPOSED BOUNDARY LINE
- ROAD RIGHT-OF-WAY
- SECTION LINE
- PROPOSED WATER LINE
- PROPOSED SANITARY BENDER LINE
- PROPOSED STORM DRAIN LINE
- PROPOSED PRESSURE IRRIGATION LINE
- PROPOSED GRAVITY IRRIGATION LINE
- PROPOSED SANITARY BENDER MANHOLE
- PROPOSED STORM DRAIN MANHOLE
- PROPOSED TRAMP ENCLOSURE

**NOTES**

1. SEWAGE SERVICE INVERTS AND RISE ARE APPROXIMATE AND ARE SUBJECT TO CHANGE DURING FINAL DESIGN.

**PARKING TABLE - NORTH OF VANGUARD WAY**

TOTAL NUMBER OF UNITS	150 UNITS
TOTAL PARKING REQUIRED	1,845 STALLS
TOTAL COVERED PARKING PROVIDED	180 STALLS
TOTAL UNCOVERED PARKING PROVIDED	280 STALLS
TOTAL GARAGES PROVIDED	470 GARAGES
TOTAL PARKING PROVIDED	1,030 STALLS

**BUILDING SIZES**

BUILDING TYPE	BUILDING SIZE (SF)	NUMBER OF BUILDINGS	UNITS PER BUILDING
3	22,000	5	10
4	11,710	10	5
5	14,380	10	5
6	8,742	1	4
7	9,888	-	4

**PRELIMINARY - NOT FOR CONSTRUCTION**

**PROFESSIONAL ENGINEER**  
 STATE OF MISSOURI  
 LICENSE NO. 8856  
 JAMES E. CARPENTER

**T-O ENGINEERS**  
 CONSULTING ENGINEERS, SURVEYORS & ARCHITECTS  
 332 N. BRIDGEMATE WAY  
 SUITE 100  
 PARKVILLE, MISSOURI 64151  
 PHONE: (816) 261-1100  
 FAX: (816) 261-1101  
 WWW.T-OENGINEERS.COM

**PRELIMINARY PLAT FOR:**  
**VANGUARD VILLAGE**  
**SITE PLAN**

DATE: October 6, 2021  
 PROJECT: 20088  
 SHEET: C2.0

## 2. Phasing Plan

# LDK THE VANGUARD CROSSING MERIDIAN, IDAHO

**PHASING LEGEND:**

PHASE I



PHASE 2



**BUILDING TYPE LEGEND:**

GA	- GARDEN APARTMENTS	9 TOTAL
CLUB HOUSE	- CLUBHOUSE	1 TOTAL
AME	- AMENITIES BUILDING	2 TOTAL
TH#3	- TOWN HOME BUILDING #3	18 TOTAL
TH#4	- TOWN HOME BUILDING #4	11 TOTAL
TH#5	- TOWN HOME BUILDING #5	13 TOTAL
TH#6	- TOWN HOME BUILDING #6	03 TOTAL
TH#7	- TOWN HOME BUILDING #7	04 TOTAL



### PROJECT DATA FOR VANGUARD CROSSING

BUILDINGS AND UNIT TYPES	UNIT SQUARE FOOTAGE	PRIVATE OPEN SPACE	GARDEN APARTMENTS	TH - BUILDING #3	TH - BUILDING #4	TH - BUILDING #5	TH - BUILDING #6	TH - BUILDING #7	TOTAL
TOTAL # OF BUILDINGS OVERALL			9	18	11	13	5	4	60
TOTAL # OF UNITS PER BUILDING			24	6	8	8	4	4	552
<b>PHASE I - # OF BUILDINGS</b>			9	12	6	13	4	0	44
UNIT TYPE - 1 BED - FLAT	758 SF	80 SF	12	0	0	0	0	0	108
UNIT TYPE - 2 BED - FLAT	1055 SF	80 SF	12	0	0	0	0	0	108
UNIT TYPE - A UNIT - TH FLAT	868 SF	84 SF	0	2	2	2	0	2	62
UNIT TYPE - B UNIT - TH FLAT	1198 SF	91 SF	0	2	2	2	0	2	62
UNIT TYPE - C UNIT - TH 2 STORY	1693 SF	84 SF	0	2	0	4	4	0	92
UNIT TYPE - D UNIT - TH FLAT	850 SF	102 SF	0	0	2	0	0	0	12
UNIT TYPE - E UNIT - TH FLAT	1345 SF	91 SF	0	0	2	0	0	0	12
<i>does not include garages</i>									
CLUB HOUSE - 1 STORY	9368 SF								
(1) AMENITY BUILDING - 1 STORY	1800 SF								
<b>TOTAL</b>									456
<b>PHASE II - # OF BUILDINGS</b>			0	6	5	0	1	4	16
UNIT TYPE - A UNIT - TH FLAT	868 SF	84 SF	0	2	2	2	0	2	30
UNIT TYPE - B UNIT - TH FLAT	1198 SF	91 SF	0	2	2	2	0	2	30
UNIT TYPE - C UNIT - TH 2 STORY	1693 SF	84 SF	0	2	0	4	4	0	16
UNIT TYPE - D UNIT - TH FLAT	850 SF	102 SF	0	0	2	0	0	0	10
UNIT TYPE - E UNIT - TH FLAT	1345 SF	91 SF	0	0	2	0	0	0	10
<i>does not include garages</i>									
(1) AMENITY BUILDING - 1 STORY	1800 SF								
<b>TOTAL</b>									96

\* ALL APARTMENTS ARE 3 STORY  
\* ALL TH OR TOWN HOMES ARE 2 STORY

### 3. Parking Calculations

	Total Units		1 bed	Parking 1.5/unit	non-covered	covered				2-3 bed	Parking 2/unit	non-covered		covered		total non-covered	total covered
Garden Style	24		12	18	6	12				12	24	12		12		18	24
Building 3	6		2	3	1	2				4	8	4		4		5	6
Building 4	8		4	6	2	4				4	8	4		4		6	8
Building 5	8		2	3	1	2				6	12	6		6		7	8
Building 6	4		0	0	0	0				4	8	4		4		4	4
Building 7	4		2	3	1	2				2	4	2		2		3	4
<b>PHASE 1</b>	<b>Building type</b>	<b>No. of bldgs</b>	<b>Total Units</b>	<b>Required Non-Covered</b>	<b>Required Covered</b>	<b>Required Guest Parking</b>	<b>Required ADA Stalls</b>	<b>Required Bike Parking</b>	<b>Provided non-covered</b>	<b>Provided Garages</b>	<b>Provided Carports</b>	<b>Provided Covered</b>	<b>Provided ADA stalls</b>	<b>Provided Bike Parking</b>			
	Garden	9	216	162	216												
	3	12	72	60	72												
	4	6	48	36	48												
	5	13	104	91	104												
	6	4	16	16	16												
			456														
TOTAL PHASE 1				365	456	45.6	17	35	313	362	195	557	18	40			
	Phase 1	3.4	over														
<b>PHASE 2</b>	<b>Building type</b>	<b>No. of bldgs</b>	<b>Total Units</b>	<b>Required Non-Covered</b>	<b>Required Covered</b>	<b>Required Guest Parking</b>	<b>Required ADA Stalls</b>	<b>Required Bike Parking</b>	<b>Provided non-covered</b>	<b>Provided Garages</b>	<b>Provided Carports</b>	<b>Provided Covered</b>	<b>Provided ADA stalls</b>	<b>Provided Bike Parking</b>			
	3	6	36	30	36												
	4	5	40	30	40												
	6	1	4	4	4												
	7	4	16	12	16												
			96														
TOTAL PHASE 2				76	96	9.6	3	7	76	108	0	108	4	8			
	Phase 2	2.4	over														

### 4. Landscape Plan (dated: November 2021)

#### SECTION 05 | TREE SPECIES MIX



**TREES**  
 TOTAL NUMBER OF PROPOSED TREES = 970  
 NUMBER OF STREET TREES = 157 REQ (157 PROPOSED)  
 LINEAL FEET OF STREET FRONTAGE = 5,496 SF

**TREE MITIGATION**  
 ALL EXISTING TREES REMOVED TO BE MITIGATED AT 1:1 RATIO  
 NO EXISTING TREES ON SITE FOR REQUIRING MITIGATION

**PROPOSED TREE SPECIES MIX**

**CONIFER - 94 Trees**  
 PINUS FLEXILIS 100%

**CLASS I - 557 Trees**  
 AMELINCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE' 75%  
 MALUS 'SNOW DRIFT' 25%

**CLASS II - 162 Trees**  
 BETULA NIGRA 'HERITAGE' 60%  
 ACER RUBRUM 40%

**CLASS III - 157 Trees**  
 GYMNOCLADUS DIOICA 60%  
 LIRIODENDRON TULIPIFERA 40%

#### SECTION 05 | TREE SPECIES MIX & ADDITIONAL DETAILS

CLASS I



**Amelanchier x grandiflora 'Autumn Brilliance'**  
 Serviceberry  
 Height: 15-25'  
 Spread: 15-25'  
 Water: Medium  
 Maintenance: Low



**Acer rubrum**  
 Red Maple  
 Height: 35-45'  
 Spread: 25-35'  
 Water: Medium  
 Maintenance: Low

CLASS II



**Betula nigra 'Heritage'**  
 River Birch  
 Height: 35-50'  
 Spread: 30-40'  
 Water: Medium  
 Maintenance: Low



**Liriodendron tulipifera**  
 Tulip Tree  
 Height: 50-80'  
 Spread: 35-45'  
 Water: Medium  
 Maintenance: Low

CLASS III



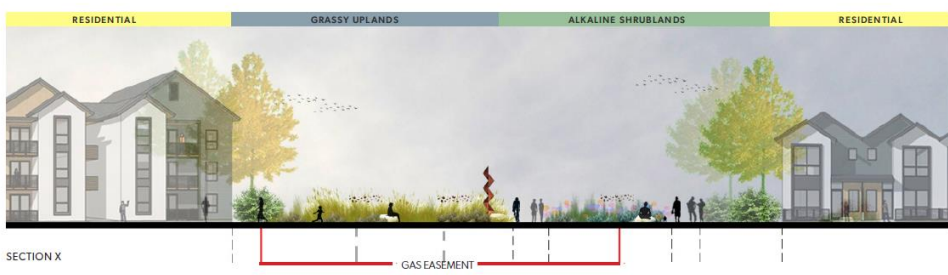
**Gymnocladus dioica**  
 Kentucky Coffee Tree  
 Height: 50-60'  
 Spread: 35-45'  
 Water: Medium  
 Maintenance: Low

CONIFERS



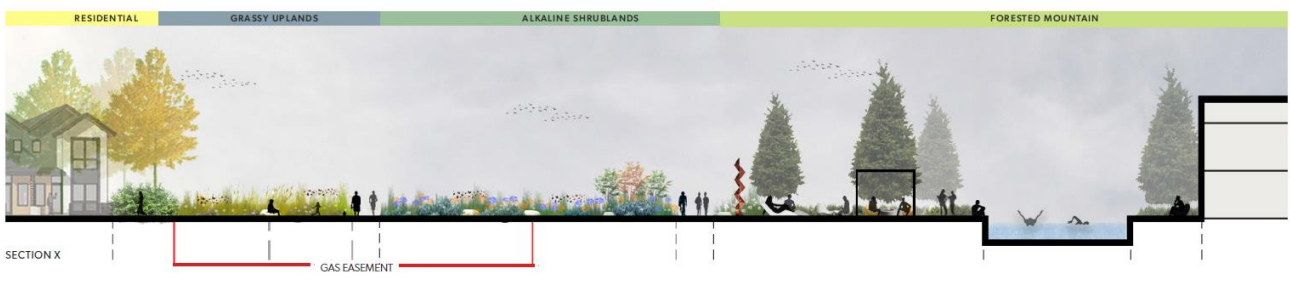
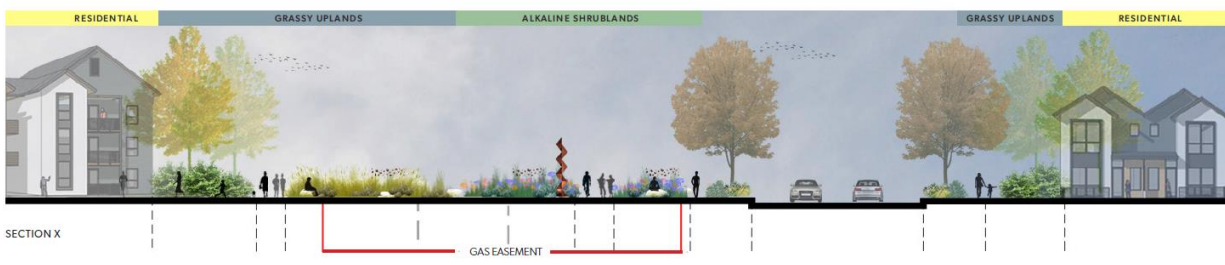
**Pinus flexilis**  
 Lumber Pine  
 Height: 40-60'  
 Spread: 25-40'  
 Water: Medium  
 Maintenance: Low

SECTION 07 | PLANTING ZONES



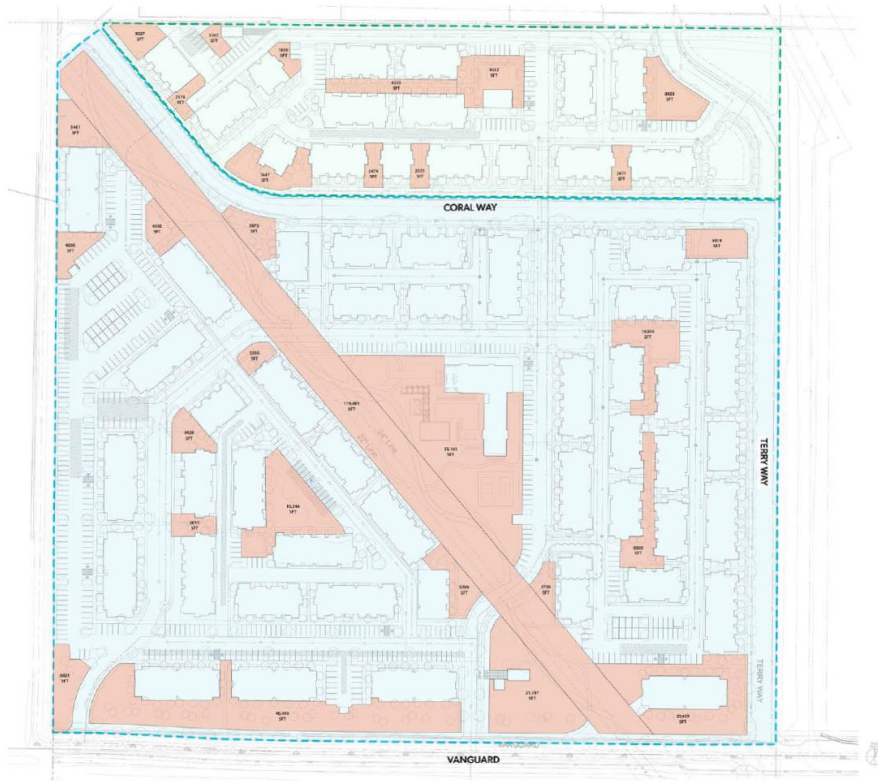
- FORESTED MOUNTAIN
- ALKALINE SHRUBLANDS
- GRASSY UPLANDS
- TREASURE VALLEY

NOTE: Building elevations shown on these sections are for reference only and are not in scale. Please see architecture section for proposed building plans, elevations and sections.



### 5. Qualified Open Space

#### SECTION 03 | OPEN SPACE DIAGRAM



- PHASE 1
- PHASE 2
- QUALIFIED OPEN SPACE

**QUALIFIED OPEN SPACE CALCULATION**  
 MIN. AREA= 400 SF, MIN. DIMENSION = 20 FT. (PER UDC 11-4-3-27C)

TOTAL SITE AREA = 1,726,873 SF

**PHASE 1**  
 UNITS BETWEEN 500 SF & 1200 SF:  
 352 UNITS (X 250 SF REQ. OPEN SPACE) = 88,000SF  
 UNITS GREATER THAN 1200 SF:  
 104 UNITS (X 350SF REQ. OPEN SPACE) = 36,400SF

TOTAL REQ. OPEN SPACE = 124,400SF  
 TOTAL OPEN SPACE PROVIDED = 3,41,576 SF

**PHASE 2**  
 UNITS BETWEEN 500 SF & 1200 SF:  
 70 UNITS (X 250SF REQ. OPEN SPACE) = 17,500SF

UNITS GREATER THAN 1200 SF:  
 26 UNITS (X 350SF REQ. OPEN SPACE) = 9,100SF  
 TOTAL REQ. OPEN SPACE = 26,600SF  
 TOTAL OPEN SPACE PROVIDED = 50,014 SF

**\*NOTE:**  
 FOR PRIVATE OPEN SPACE CALCULATION SEE ARCHITECTURAL PROJECT DATA

### 6. Site Amenities

#### SECTION 02 | ILLUSTRATIVE LANDSCAPE PLAN



#### SITE AMENITIES

1. COMMON CENTRAL AMENITY AREA WITH NATIVE GRASSES, MULTIPURPOSE TRAILS, SOCIAL GATHERING NODES AND SEATING (\*LOCATED ATOP GAS EASEMENT. NO TREES OR FOUNDATIONS PERMITTED)
  2. CLUB HOUSE AMENITY - SWIMMING POOL, HOT TUB, CABANAS AND PRIVACY FENCES
  3. OUTDOOR KITCHEN & DINING
  4. FITNESS LOUNGE
  5. LAWN GAMES & FIREPIT LOUNGE
  6. PICKLE BALL COURT
  7. CHILDREN PLAY AREA
  8. DOG PARKS
  9. RESIDENTIAL AMENITY AREAS WITH SWIMMING POOL, PICNIC SHELTER AND FIRE PIT LOUNGE
  10. ART & STORMWATER FACILITIES
  11. PUMP BUILDING
  12. RESIDENTIAL AMENITY AREA WITH PLAY AREA AND BBQ LOUNGE
  13. 60'-0" SETBACK (25' STREET SCAPE PLANTING +35' IRRIGATION EASEMENT)
  14. 5'-0" MIN PARKING LOT PERIMETER LANDSCAPE STRIP
  15. BUFFER PLANTING AT DIFFERENT LAND USES
  16. COVERED PARKING
  17. ADA PARKING
  18. 20' STREET BUFFER
  19. 5' RESIDENTIAL BUFFER
  20. TRASH LOCATIONS (TYP. SEE L-8 & ARCHITECTURE SHEETS FOR TRASH ENCLOSURE DETAILS)
  21. SITE TRIANGLE
- (BP) BICYCLE PARKING (SEE PARKING CALCULATION ON CIVIL SHEETS)

\*NOTE: THERE ARE CURRENTLY NO EXISTING BUILDINGS, STRUCTURES, PLANTING AREAS, LIGHT POLES, POWER POLES, WALLS, FENCES, BERMS, PARKING AND LOADING AREAS, VEHICULAR DRIVES, TRASH AREAS, SIDEWALKS, PATHWAYS, STORMWATER DETENTION AREAS, SIGNS, STREET FURNITURE OR OTHER MAN-MADE ELEMENTS ON SITE.



### Building Elevations (dated: September 27, 2021)

Link to complete plan set, including floor plans:

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=252430&dbid=0&repo=MeridianCity>

### GARDEN STYLE APARTMENT ELEVATIONS.

**FRONT ELEVATION**  
1/8" = 1'-0"

**BACK ELEVATION**  
1/8" = 1'-0"

**SIDE ELEVATION**  
1/8" = 1'-0"

- 1 VERTICAL HARDIE PLANK SIDING - GREY
- 2 HORIZONTAL HARDIE PLANK SIDING - GREEN
- 3 HORIZONTAL HARDIE PLANK SIDING - WOOD
- 4 HARDIE PLANK SOFFIT MATERIAL
- 5 CEDAR POSTS & BEAMS
- 6 ASPHALT SHINGLES

LDX ARCHITECTURAL PROJECT  
27 SEPTEMBER 2021

**A201**

### BUILDING 3 ELEVATIONS.

**FRONT ELEVATION**  
1/8" = 1'-0"

**BACK ELEVATION**  
1/8" = 1'-0"

**SIDE ELEVATION**  
1/8" = 1'-0"

- 1 VERTICAL HARDIE PLANK SIDING - GREY
- 2 HORIZONTAL HARDIE PLANK SIDING - GREEN
- 3 HORIZONTAL HARDIE PLANK SIDING - WOOD
- 4 HARDIE PLANK SOFFIT MATERIAL
- 5 CEDAR POSTS & BEAMS
- 6 ASPHALT SHINGLES

LDX ARCHITECTURAL PROJECT  
27 SEPTEMBER 2021

**A301**

### BUILDING 4 ELEVATIONS.

FRONT ELEVATION  
1/8" = 1'-0"

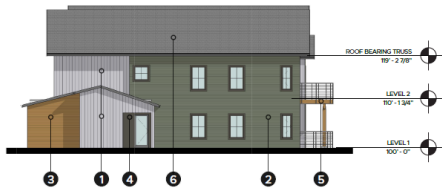


- 1 VERTICAL HARDIE PLANK SIDING - GREY
- 2 HORIZONTAL HARDIE PLANK SIDING - GREEN
- 3 HORIZONTAL HARDIE PLANK SIDING - WOOD
- 4 HARDIE PLANK SOFFIT MATERIAL
- 5 CEDAR POSTS & BEAMS
- 6 ASPHALT SHINGLES

BACK ELEVATION  
1/8" = 1'-0"



SIDE ELEVATION  
1/8" = 1'-0"



LDX THE VANGUARD PROJECT  
27 SEPTEMBER 2021

A401

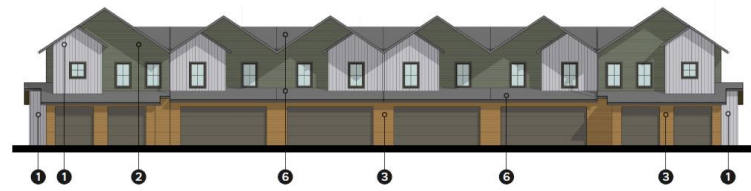
### BUILDING 5 ELEVATIONS.

FRONT ELEVATION  
1/8" = 1'-0"

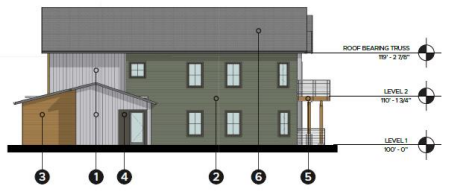


- 1 VERTICAL HARDIE PLANK SIDING - GREY
- 2 HORIZONTAL HARDIE PLANK SIDING - GREEN
- 3 HORIZONTAL HARDIE PLANK SIDING - WOOD
- 4 HARDIE PLANK SOFFIT MATERIAL
- 5 CEDAR POSTS & BEAMS
- 6 ASPHALT SHINGLES

BACK ELEVATION  
1/8" = 1'-0"



SIDE ELEVATION  
1/8" = 1'-0"



LDX THE VANGUARD PROJECT  
27 SEPTEMBER 2021

A501

# BUILDING 6 ELEVATIONS.

FRONT ELEVATION  
1/8" = 1'-0"

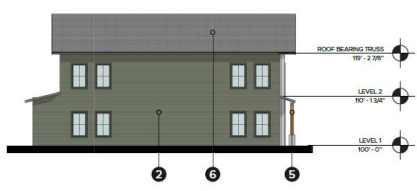


- 1 VERTICAL HARDIE PLANK SIDING - GREY
- 2 HORIZONTAL HARDIE PLANK SIDING - GREEN
- 3 HORIZONTAL HARDIE PLANK SIDING - WOOD
- 4 HARDIE PLANK SOFFIT MATERIAL
- 5 CEDAR POSTS & BEAMS
- 6 ASPHALT SHINGLES

BACK ELEVATION  
1/8" = 1'-0"



SIDE ELEVATION  
1/8" = 1'-0"

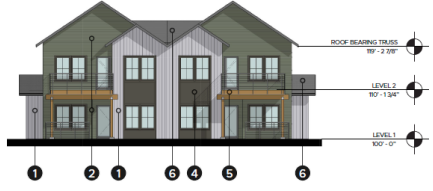


LDK THE VANGUARD PROJECT  
27 SEPTEMBER 2021

A601

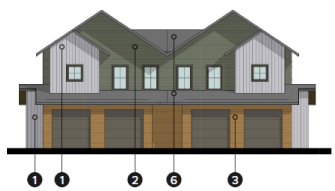
# BUILDING 7 ELEVATIONS.

FRONT ELEVATION  
1/8" = 1'-0"



- 1 VERTICAL HARDIE PLANK SIDING - GREY
- 2 HORIZONTAL HARDIE PLANK SIDING - GREEN
- 3 HORIZONTAL HARDIE PLANK SIDING - WOOD
- 4 HARDIE PLANK SOFFIT MATERIAL
- 5 CEDAR POSTS & BEAMS
- 6 ASPHALT SHINGLES

BACK ELEVATION  
1/8" = 1'-0"

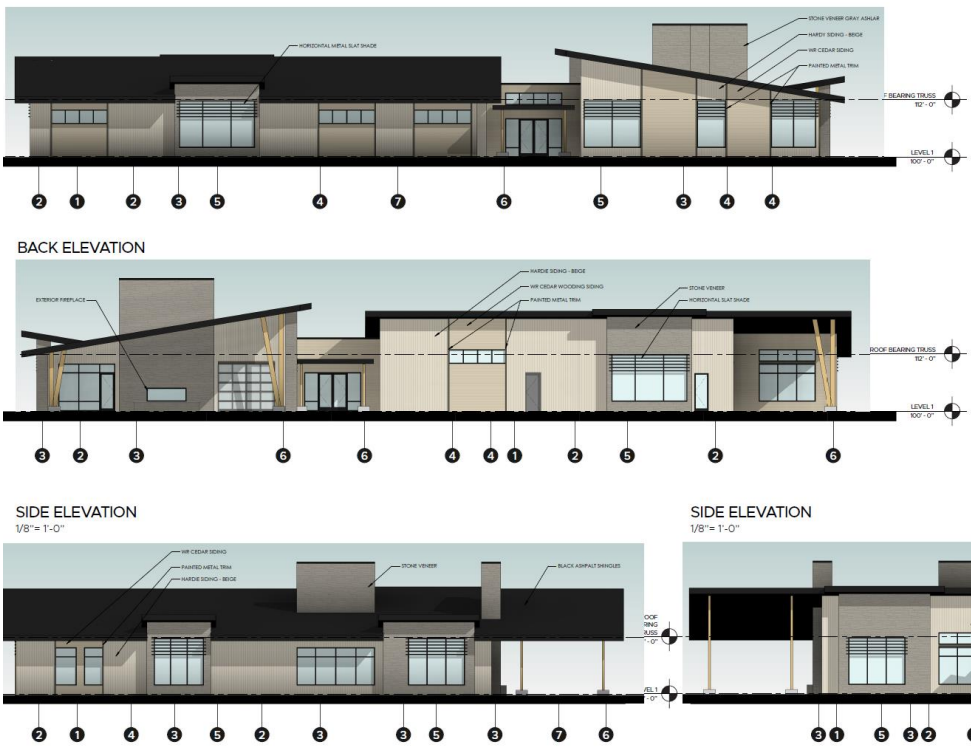


SIDE ELEVATION  
1/8" = 1'-0"



LDK THE VANGUARD PROJECT  
27 SEPTEMBER 2021

A701



**CLUBHOUSE ELEVATIONS.**

- 1 VERTICAL HARDIE PLANK SIDING - WOOD
- 2 VERTICAL HARDIE PLANK SIDING - BEIGE
- 3 STONE VENEER
- 4 PAINTED METAL TRIM
- 5 HORIZONTAL SLAT SHADE
- 6 CEDAR POSTS & BEAMS
- 7 STANDING SEAM ROOFING

**CLUBHOUSE.**  
FRONT ENTRY

LDK THE VISIONED PROJECT  
27 SEPTEMBER 2021

A801



LDK THE VISIONED PROJECT  
27 SEPTEMBER 2021

A802



## VIII. CITY/AGENCY COMMENTS & CONDITIONS

### A. PLANNING DIVISION

#### 1. Development Agreement Modification:

- 1.1 The existing Development Agreement (DA) shall be terminated and a new amended and re-stated DA is required as a provision of the proposed modification which shall at a minimum, incorporate the following provisions:
- a. Development of the subject property shall be generally consistent with the site plan, qualified open space exhibit, site amenity exhibit, pedestrian circulation plan, preliminary plat, phasing plan, landscape plan and conceptual building elevations submitted with the applications contained herein.
  - b. All future development, site design and building design shall comply with the guidelines in the Ten Mile Interchange Specific Area Plan and the standards in the Architectural Standards Manual, as applicable.
  - c. An encroachment permit is required for any improvements proposed within the Williams pipeline easement. A copy of the executed encroachment agreement shall be submitted to the City prior to issuance of any Certificate of Zoning Compliance for this site. Uses such as daycares, schools, hospitals, assisted living facilities, etc. where occupants are not able to leave the area quickly in case of an emergency, are discouraged in the vicinity of the pipeline. All development within the Williams pipeline easement shall comply with the Williams Developers' Handbook.
  - d. The street sections for Sunset Point Way and Coral Reef Way shall be constructed in accord with Street Section D (residential collector street) in the TMISAP, which requires 11-foot travel lanes, 6-foot bike lanes, 8-foot parallel parking, 8-foot parkways and minimum 6-foot wide detached sidewalks (see pg. 3-21 and 3-23).
  - e. The street sections for Vanguard Way and Umbria Hills shall be constructed in accord with Street Section C (major collector street) in the TMISAP with a modification that allows (3) 11-foot travel lanes, 8-foot parkways and detached 10-foot wide sidewalks/pathways in lieu of on-street bike lanes as required by ACHD. Streetlights are required at a pedestrian scale (see pg. 3-20, 3-22, 3-23).
  - f. Sidewalks, walkways and pathways shall include dedicated crosswalks at the intersection with all streets within commercial activity centers with changes in color, markings, materials, texture and/or surface to distinguish them from the surrounding pavement as set forth in the TMISAP (see pg. 3-28, Crosswalks).
  - g. Development in the R-15 district shall be consistent with the development guidelines contained in the Ten Mile Interchange Specific Area Plan (TMISAP) for Medium High Density Residential (MHDR) designated areas.
  - h. Development in the C-C district shall be consistent with the development guidelines contained in the Ten Mile Interchange Specific Area Plan (TMISAP) for Mixed Use Commercial (MU-COM) designated areas.
  - i. Development in the M-E district shall be consistent with the development guidelines contained in the Ten Mile Interchange Specific Area Plan (TMISAP) for Mixed Employment (ME) designated areas.

- j. Development in the H-E district shall be consistent with the development guidelines contained in the Ten Mile Interchange Specific Area Plan (TMISAP) for High-Density Employment (HDE) designated areas.
- k. Public art in a high quality of design shall be provided in shared spaces and incorporated into the design of streetscapes as set forth in the TMISAP (see pg. 3-47).
- l. Design elements shall be provided within the overall development as required in the Application of the Design Elements matrix on pg. 3-49 of the TMISAP.
- m. The subject property shall be subdivided prior to submittal of any Certificate of Zoning Compliance application and/or building permit application.
- n. The applicant shall submit a Certificate of Zoning Compliance and Design Review application to the Planning Division for approval of all future uses on the site to ensure compliance with the Unified Development Code, Ten Mile Interchange Specific Area Plan, Comprehensive Plan, Architectural Standards Manual, and provisions of the development agreement contained herein, prior to issuance of building permits for any structure(s) within this site.

## 2. Preliminary Plat:

2.1 Future development of the proposed lots is required to comply with the dimensional standards of the R-15 zoning district in UDC [Table 11-2A-7](#) and the C-C, M-E and H-E zoning districts in UDC [Table 11-2B-3](#), as applicable. A minimum building setback of 10-feet is required in the multi-family portion of the development unless a greater setback is otherwise required, per UDC 11-4-3-27B.1. The 20-foot wide collector street buffer may be placed in an easement rather than a common lot in accord with UDC [11-3B-7C.2a](#). Separation between buildings shall comply with Building code.

2.2 The final plat shall include the following revisions:

- a. Depict the easements for the Marvin Lateral and/or the Purdam Drain on the plat if they encroach on this site.
- b. Include a note prohibiting direct access via the collector streets other than the access points approved by the City and ACHD with this application.
- c. Depict street sections for Sunset Point Way and Coral Reef Way consistent with Street Section D in the TMISAP (see pg. 3-21).
- d. Depict street sections for Vanguard Way and Umbria Hills consistent with Street Section C in the TMISAP with a modification that allows (3) 11-foot travel lanes, 8-foot parkways and detached 10-foot wide sidewalks/pathways in lieu of on-street bike lanes as required by ACHD. Streetlights are required at a pedestrian scale (see pg. 3-20, 3-22, 3-23).
- e. Depict required street landscape buffers in common lots or on permanent dedicated buffer easements, maintained by the property owner, homeowner's association or business owners' association, as applicable, as set forth in UDC 11-3B-7C.2. *A reduction of the collector street setback may be granted for homes that front on a collector street when certain conditions exist as noted in UDC Table 11-2A-7, note #1.*

2.3 The landscape plan submitted with the final plat shall be revised as follows:

- a. Depict one (1) additional tree within the street buffer along Umbria Hills (east) per the minimum standard listed in UDC [11-3B-7C.3b](#).

- b. Widen the street buffer along Umbria Hills to 20-feet as required for a collector street in UDC Table 11-2B-3.
  - c. Depict landscaping within required street buffers in accord with the recently amended standards listed in UDC [11-3B-7C](#).
  - d. Landscaping is required within parkways per the standards listed in UDC 11-3A-17 and 11-3B-7C. Class II trees shall be provided in parkways in accord with UDC 11-3A-17E; Class III trees may be considered if the parkways are widened to 10 feet.
  - e. Sidewalks, walkways and pathways should include dedicated crosswalks at the intersection with all streets within commercial activity centers with changes in color, markings, materials, texture and/or surface to distinguish them from the surrounding pavement as set forth in the TMISAP (see pg. 3-28, Crosswalks).
  - f. Depict minimum 6-foot wide detached sidewalks along all streets in accord with the street sections (i.e. C and D) in the TMISAP.
  - g. Depict a berm in the street buffer along I-84 in accord with the TMISAP for street buffers along transportation corridors (3.07.01C).
  - h. Mitigation trees shall be depicted on the plan (185 trees at 2.5 caliper inches each for a total of 462.5 caliper inches).
  - i. If trees are not allowed within the pipeline easement, an additional 5-feet should be added to the common area outside of the easement to allow for trees; or, alternative compliance may be requested to the planting requirement for pathways and open space.
- 2.4 All streets shall be constructed as complete streets as defined in the TMISAP (see pg. 3-19 & 3-20).
- 2.5 All waterways on this site shall be piped as set forth in UDC [11-3A-6B](#) unless otherwise waived by City Council.
- 2.6 A 14-foot wide public use easement for the multi-use pathways within this site shall be submitted to the Planning Division prior to submittal for City Engineer signature on the final plat(s).
- 2.7 A private street application shall be submitted with the final plat application for the multi-family development as required by the Fire Dept. All private streets shall comply with the standards listed in UDC [11-3F-4](#).

### 3. Conditional Use Permit:

- 3.1 Comply with the specific use standards listed in UDC 11-4-3-27 for multi-family developments, including but not limited to the following: (revise the site plan and/or landscape plan accordingly)
- a. All on-site service areas, outdoor storage areas, waste storage, disposal facilities, and transformer and utility vaults shall be located in an area not visible from a public street, or shall be fully screened from view from a public street as set forth in UDC [11-4-3-27B.2](#).
  - b. A minimum of eighty (80) square feet of private, usable open space shall be provided for each unit as set forth in UDC [11-4-3-27B.3](#). This requirement can be satisfied through porches, patios, decks, and/or enclosed yards. Floor plans shall be submitted for all units that demonstrate compliance with this standard.



- c. Depict the location of the property management office, maintenance storage area, and central mailbox location (including provisions for parcel mail) on the site plan that provides safe pedestrian and/or vehicular access and the location of the directory & map of the development at an entrance or convenient location for those entering the development as set forth in UDC [11-4-3-27B.7](#).
  - d. Depict a berm or a constructed barrier at least 4 feet in height with breaks in the berm or barrier to allow for pedestrian access within the street buffer along the north side of Vanguard Way in accord with UDC [11-4-3-27C](#).
  - e. All street facing elevations shall have landscaping along their foundation that meets the minimum standards listed in UDC [11-4-3-27E.2](#).
  - f. All multi-family developments shall record legally binding documents that state the maintenance and ownership responsibilities for the management of the development, including, but not limited to, structures, parking, common areas, and other development features as set forth in UDC [11-4-3-27F](#). A recorded copy of said documents shall be submitted prior to issuance of the first Certificate of Occupancy for the development.)
- 3.2 Include a detail for the bicycle parking facilities that complies with the standards in UDC [11-3C-5C](#). Bicycle racks should be depicted in central locations for each building and for the clubhouse.
  - 3.3 Depict landscaping along all pathways per the standards listed in UDC [11-3B-12C](#), which requires a minimum 5-foot wide landscape strip along each side of the pathway planted with a mix of trees, shrubs, lawn, and/or other vegetative ground cover; a minimum of one (1) tree per 100 linear feet of pathway is required.
  - 3.4 Parking lot landscaping is required to be provided per the standards listed in UDC 11-3B-8C.
  - 3.5 A minimum of one (1) tree shall be provided for every 8,000 square feet of common open space.
  - 3.6 The space between building façades and adjacent sidewalks should be landscaped with a combination of lawns, groundcover, shrubs and trees as set forth in the TMISAP.
  - 3.7 A landscaped buffer should be provided between the proposed development and the existing single-family development to the north as set forth in the TMISAP.
  - 3.8 Include a 10-foot wide pathway connection between the pathway along the Purdam Drain and the pathway within the pipeline easement.
  - 3.9 If trees are not allowed within the pipeline easement, an additional 5-feet should be added to the common area outside of the easement to allow for trees; or, alternative compliance may be requested to the planting requirement for pathways and open space.
  - 3.10 All structures shall comply with the design standards in the Architectural Standards Manual (ASM) and the design guidelines in the TMISAP for the MHDR designation (see the matrix for Application of the Design Elements on pg. 3-49).
  - 3.11 A Certificate of Zoning Compliance and Design Review application is required to be submitted for approval of the site and building design prior to submittal of building permit applications.

## **B. PUBLIC WORKS**

### **1. Site Specific Conditions of Approval**

- 1.1. Applicant shall be required to re-rout the existing water and sewer mains into the proposed roadway extensions of E. Oakcrest Dr. and N. Dixie Ave.
- 1.2. The geotechnical investigative report prepared by GeoTek, Inc indicates some very specific construction considerations. The applicant shall be responsible for the adherence of these recommendations.
- 1.3. All mains outside of right-of-way require a 20-foot-wide easement at minimum. For sewer mains of depths 15 feet – 30 feet require a 30-foot-wide easement.
- 1.4. No permanent structures shall be within the footprint of a City utility easement including but not limited to buildings, carports, fences, infiltration trenches, trees, shrubs, light poles, etc. Based off the currently landscape plan, some trees will be in conflict with easements.
- 1.5. The angle of sewer main into and out of manholes must be a 90-degree minimum. Where the proposed sewer main connects to the existing 36-inch sewer main, this requirement is not met.
- 1.6. All water main north of Vanguard way should be 8-inch diameter.
- 1.7. A water main extension is required to the northwest corner of the development for future connection to the west.
- 1.8. Water main in West Navigator should be 12-inch diameter from the east boundary to the west boundary.
- 1.9. A 12-inch diameter water main shall be extended to the west property boundary on the south side for future connection.
- 1.10. It is unclear by the provided plans how buildings will be served and how fire protection will be provided. An additional water loop around the buildings might be required to provide fire flow. A complete water plan will be required to be submitted and reviewed by Public Works Engineering before any final plat is approved.

### **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 9-1-28.C). 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 wells that will not continue to be used must be properly abandoned according to Idaho Well Construction Standards Rules administered by the Idaho Department of Water Resources. The Developer's Engineer shall provide a statement addressing whether there are any existing wells in the development, and if so, how they will continue to be used, or provide record of their abandonment.
- 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 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.
- 2.17 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.
- 2.18 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.
- 2.19 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.
- 2.20 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](http://www.meridiancity.org/public_works.aspx?id=272).
- 2.21 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.
- 2.22 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=252151&dbid=0&repo=MeridianCity>

#### **B. MERIDIAN POLICE DEPARTMENT**

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=251147&dbid=0&repo=MeridianCity> - The Police Dept. requests further discussions with the Developer on plans for emergency police access into each building entry point using a multi-technology keypad.

#### **C. DEPARTMENT OF ENVIRONMENTAL QUALITY (DEQ)**

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=249959&dbid=0&repo=MeridianCity>

**D. NAMPA & MERIDIAN IRRIGATION DISTRICT (NMID)**

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=250049&dbid=0&repo=MeridianCity>

**E. WEST ADA SCHOOL DISTRICT (WASD)**

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=252295&dbid=0&repo=MeridianCity>

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=252296&dbid=0&repo=MeridianCity>

**F. COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO (COMPASS)**

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=252341&dbid=0&repo=MeridianCity>

**G. PARK'S DEPARTMENT**

<https://weblink.meridiancity.org/WebLink/DocView.aspx?id=252519&dbid=0&repo=MeridianCity>

**H. ADA COUNTY HIGHWAY DISTRICT (ACHD)**

*Not yet received.*

**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 and subsequent development is generally consistent with the Comprehensive Plan.*
2. The map amendment complies with the regulations outlined for the proposed district, specifically the purpose statement;  
*Staff finds the proposed map amendment will allow for the development of a mix of residential, commercial/retail, light industrial and employment uses which will provide for the retail and service needs of the community consistent with the purpose statement of the commercial districts in accord 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.*
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.

*This finding is not applicable as the request is for a rezone, not annexation.*

#### **B. Preliminary Plat Findings (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 in substantial compliance with the adopted Comprehensive Plan in regard to land use and transportation. (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 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 VIII 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.*

#### **C. Conditional Use Permit Findings (UDC 11-5B-6E)**

The Commission shall base its determination on the Conditional Use Permit requests upon the following:

1. That the site is large enough to accommodate the proposed use and meet all the dimensional and development regulations in the district in which the use is located.

*Staff finds that the subject property is large enough to accommodate the proposed use and dimensional and development regulations of the R-15 district (see Analysis, Section V for more information).*

2. That the proposed use will be harmonious with the Meridian Comprehensive Plan and in accord with the requirements of this Title.

*Staff finds that the proposed use as a multi-family development is generally consistent with the future land use map designations for this property and is allowed as a conditional use in UDC Table 11-2A-2 in the R-15 zoning district.*

3. That the design, construction, operation and maintenance will be compatible with other uses in the general neighborhood and with the existing or intended character of the general vicinity and that such use will not adversely change the essential character of the same area.

*Staff finds the proposed design of the development, construction, operation and maintenance should be compatible with the mix of other uses planned for this area and with the intended character of the area and that such uses will not adversely change the character of the area.*

4. That the proposed use, if it complies with all conditions of the approval imposed, will not adversely affect other property in the vicinity.

*Staff finds that if the applicant complies with the conditions outlined in this report, the proposed use will not adversely affect other property in the area. The Commission and Council should weigh any public testimony provided to determine if the development will adversely affect other properties in the vicinity.*

5. That the proposed use will be served adequately by essential public facilities and services such as highways, streets, schools, parks, police and fire protection, drainage structures, refuse disposal, water, and sewer.

*Staff finds that essential public services are available to this property and that the use will be adequately served by these facilities.*