

Yearsley: Mr. Chair?

Seal: Commissioner Yearsley, go ahead.

Yearsley: Bill, what is to the east? Is there -- is that residential? On the east side of that property.

Seal: Records, I believe.

Yearsley: I know, but on the other side of Records is that residential?

Parsons: Yes. Mr. Chairman, Members of the Commission, yes. That's -- I believe that's a county subdivision across the other side of Records.

Yearsley: Okay. And, then, nobody has -- you know, they have been noticed and nobody had issues with the -- the bigger block of apartments facing Records is my understanding.

Parsons: Yeah. Mr. Chair, Members of the Commission, I did look at the public record this evening and no other testimony has been provided on this application.

Yearsley: Okay. Then I'm good.

Seal: Yeah. The only thing I will add is that this is an interesting piece of land and the commercial development has other implications that are coming in the future, but I like the overall layout of this and the way that it was changed. I don't like that Records is -- it's my secret way to get into The Village and the secret is out, so -- but at this point I will entertain a motion if somebody wants to throw it out there.

Grove: All right. Mr. Chair, after considering all staff, applicant, and public testimony, I move to approve file number MCU-2021-0008 as presented in a staff report for the hearing date of October 21st, 2021, with the following modification: To strike the word gazebo from Condition 2-C.

Wheeler: I second.

Seal: It's been moved and seconded to approve Item No. MCU-2021-0008, for Village Apartments with the aforementioned modifications. All those in favor say aye. Any opposed? Okay. Motion carries. Thank you very much.

MOTION CARRIED: FOUR AYES. THREE ABSENT.

**10. Public Hearing for Aviator Springs (H-2021-0065) by The Land Group, Inc., Located at 3235 N. McDermott Rd.**

- A. Request: Annexation of 40 acres of land with R-8 (31.59 acres), L-O (1.64 acres) and M-E (6.77 acres) zoning districts.

- B. Request: A Preliminary Plat containing a total of 112 lots consisting of (93) buildable lots and (13) common open space lots on 31.59 acres of land in the R-8 zoning district, (2) buildable lots on 1.64 acres of land in the L-O zoning district, (1) buildable lot on 6.77 acres of land in the M-E zoning district, and (3) future right-of-way lots on 40 acres of land.

Seal: With that we will open the public hearing for Item No. H-2021-0065, Aviator Springs, and we will begin with the staff report.

Parsons: Thank you, Mr. Chair, Members of the Commission. Next item is Aviator Springs. The application before you is an annexation and preliminary plat. The site consists of 40 acres of land, zoned RUT in Ada county and physical address is located at 3235 North McDermott Road. There has been no history on this particular property as far as city goes and the current Comprehensive -- Comprehensive Plan designation is mixed use neighborhood. If you looked at the planned development map here, you can see how many other additional residential developments have occurred in this particular area. So, the applicant is here tonight to discuss with you annexation of 40 acres, again, with R-8, and which is approximately 31 acres of land, an L-O zone of 1.6 acres of land and an ME zone, which is 6.7 acres of land. They are also requesting to develop the site with 93 residential detached homes at a gross density of three dwelling units to the acre. To help kind of clarify density, if -- if the Commission -- may understand this, but typically in a mixed use neighborhood designation we anticipate densities between six and 12. So, this particular project tonight is under -- quite a bit under what we anticipate in this area and rightfully so. If you have had a chance to -- this particular project we spent quite a bit of time trying to analyze this for you as far as being consistent with the Comprehensive Plan. It's unique. It's -- it's different, because of the fact you have a school bounded by -- on its west -- western boundary -- boundary. You have an R-8 development already to the north of it that's developing with an existing street segment. You have a state highway that's going to be extended in bifurcating the property, which doesn't allow the project to really integrate as much as we anticipate in a mixed use neighborhood and, then, we also have property to the south that is a different, more intense land use designation. Although mixed use that hasn't come in yet. And so I can tell you in working on this particular property and also with the developer of the property on the southern boundary of this site, we were hoping they would all come in together, so that we could work out a lot of those things and make sure that we had a little bit better integrated project. But we are here this evening talking about this one. So, you can see here -- here is the pre-plat that the applicant is proposing. It's -- it's the same -- it's two phases. The first phase is the western half and, then, the second phase is the opposite side on the McDermott Road side of things and that's -- that's why we tried to present it to you in the staff report that it is -- it won't be integrated, because it's -- it's impossible. What the applicant's tried to do -- and they have done a great job and -- what we told them to do in order for them to garner our support, they really needed to justify it in their narrative when they submitted their application and I think they are doing the best that they can with -- with the limitations that they have on this site. But they are proposing two office lots, which are located along the western boundary here. One will be a future home

of an LDS seminary to go along with a high school. That's pretty typical here in Meridian. And, then, the southern lot they are hoping to deed this -- or dedicate it to Boys and Girls Club to have that other civic use here and, then, again, most of the residential type in here -- all of the residential lots in here are single family detached homes. So, typically in our mixed use zones -- or even in our comprehensive plans, we try to encourage a mix of residential types at a minimum. We try to have walkability. We try to have detached sidewalks and parkways. Providing some of those pedestrian scale elements and that's what the applicant's done with this application. So, you can see the walking path that runs along future Highway 16 and, then, also some additional walking paths through this MEW that ties into the commercial and ultimately gets to the high school to the west. So, as far as interconnectivity and trying to link all the uses together on the west side, staff felt that they have done a pretty decent job of doing that. Now, we did pose to you -- we have not recommended that they provide any additional residential types. That's something that certainly is within your purview if you think additional density is desired in this area. But I can tell you looking at the ACHD staff report, there are some access challenges for the Ada County Highway District as well. Not so much for the city. So, as this body knows when -- with the fire department you can have no more than 30 homes on a single access. But if you have secondary access, then, it's not really an issue and so down here in the southwest quadrant of the development the applicant was able to work with the school district and secure a secondary emergency access to allow them to move forward with their 93 homes. But if you have had a chance to look at the ACHD staff report, they have reached out to the city and -- me in particular, because I'm taking -- I'm covering this for Sonya this evening. But they are concerned with the number of homes taking access off of one entrance -- one public street access. So, their current policies say no more than a thousand vehicle trips on a local street access and because we don't have the property to the south coming in with the application, we only have a stub street, this -- this entire development really is stuck with one public street access that comes in north, runs east-west along the school site and, then, ties into this development and so they -- they have placed a condition on this development that they either can't develop anymore than 96 residential homes, which, again, this plat is 93, so I don't know where that 96 came from. Or they would not allow development on the Boys and Girls lot and develop -- or they restricted development to the Boys and Girls lot and, then, only allow up to 84 homes to be developed. So, I think this body -- at least the Commission should ask the applicant if they are amenable to ACHD's condition as one and, two, what are they willing to do to restrict further development from happening on this site, because, in my opinion, staff's opinion, they should probably adjust their phasing lines to make sure that they don't go beyond a certain threshold until such time as the property to the south develops. I think that's really really critical in this particular development, just because of all of the other constraints that we have going on here and it's something that we talked about, again, at all of the pre-app -- pre-application meetings. Is this the right time for this particular development given what's -- since we don't really have a lot of connectivity out here. So, again, the preliminary plat consists of 112 lots. Ninety-three of those are residential, two our office, and, then, there is that one ME lot over here that will develop. The residential portion is, again, 31 acres. L-O is 1.6 and the ME is 6.77. The applicant gave us a general concept for phase two, but nothing specific per se. So, we do have a recommended DA provision that they come back and modify that DA in the future when

they have actual development plan proposed for that future lot. They were amenable to that as well. As I mentioned to you, access -- this is the access here. You can see my cursor. This is the only public street access in here. Like -- I don't want to keep beating that drum, but it is something to be really cognizant of tonight is -- there is a lot of people that could potentially live out here with very limited access and I know that is a concern for our Fire Department, even though they do meet their requirements. So, I'm hoping this applicant can work with the property owner to the south and figure out an appropriate street segment in the future, some connectivity. We did receive written testimony from the developer of the southern property and he would like this stub street on this -- in the southeast corner to shift over a little bit farther to the east, so it aligns more with the development plan that they have -- or they want to bring forth to the city at some point. Applicant is required to provide ten percent qualified open space. The plan here, because of the abundance of open space that they are providing, they have 7.64 acres of open space, which is approximately 23.8 percent open space. So, a tremendous amount of open space for this particular development. If you also notice in the staff report to try to get some of those densities numbers up is we tried to make the justification that this really was a buffer to minimize the impact on the adjacent residential. So, we actually removed this buffer out of the requirement for the density and it did up the density slightly to 4.38. So, not a significant increase, but an increase nonetheless. And, then, there is also a minimum two qualified open spaces -- or qualifying amenities are required. So, the applicant is proposing a swimming pool, pedestrian pathways, an additional qualifying open space of 20,000 square feet and, then, also children's natural play area and they did give us some exhibits on how some of that would look and be developed along the state highway in that large green central open space area. Again, here is their -- their parking exhibit. I know that's pretty important to all of you, too, so they showed us how they could park all of these units. Again, you can see the circulation on the side and how it relates to Owhyee High School and, then, they also provided some proposed elevations. Again, because this is going to be visible from the state highway we are requiring that they get some level of review from planning prior to issuance of building permits. The other unique item associated with this is that staff is recommending a six foot berm with a six foot tall sound attenuation wall along the highway there and the reason why is because the project to the north, which is Chukar Ridge and, then, Gander Creek, which is farther north -- which is north of that development, the Commission was pretty consistent and they -- they wanted to see more sound -- sound attenuation along that state facility. So, staff felt that we should be consistent in those approvals, so we required the same thing of this proposed development. And, again, staff did receive concurrence from the applicant that they are in agreement with all conditions in the staff report. So, with that -- as I mentioned to you, Todd Tucker is here this evening to speak to you probably on the relocation of that stub street. But with that staff is -- is recommending approval of this application this evening and I will stand for any questions you may have.

Seal: All right. Thanks, Bill. Would the applicant like to come forward?

Adams: Good evening. This is Matthew Adams, 462 East Shore Drive, Eagle, Idaho. And I'm representing the applicant tonight. And I would like to share my screen. All right. Can everybody see my presentation up in blue?

Seal: Yes, sir. Thank you.

Adams: Excellent. All right. Thanks. I'm really happy to be here and very thankful that you allow for remote presentation. Appreciate that. It's been a long night, so let's think of this as a nice evening together discussing great community planning, rather than just a presentation. The Aviator Springs Subdivision -- I'm going to go over Comprehensive Plan alignment with you, the proposed project, why it's amazing. Community partners that it takes to put this project together. Then I would like to spend some time on the context and how it relates to the Fields Sub-Area Plan that you are actually going to hear next after my item. And, then, at the very end we do have some municipal code alignment items to share. Ultimately at the end of the day what we are requesting is approval of the annexation, rezone, the preliminary plat. So, I do want to say Aviator Springs is the right community at the right time in the right place and this is why. Really Aviator Springs embodies the 2019 Meridian comp plan. It is a premier community that is safe and secure, where people can live and possibly work, but at least easily get to work on the roadway network with Highway 16 and Ustick and thrive. We meet the evolving community goal of the comp plan, because we are adapting to change. This area was conceived as a neighborhood. The high school, the highway, various conditions have required that we adapt and present the best possible community we can in this area. Livability. We are promoting family friendly recreation for healthy living. We are focused on stewardship through natural systems. For stormwater, cooling of the air, and we are making a major focus in coordination with Fire and Police from Meridian city on promoting public safety through crime prevention environmental design standards. It's a vibrant community. We are maintaining the historic character of ag and the drain systems -- drain ditches in this area and we are also nearby creating good safe connections to vibrant activity centers that the school itself and the future park spaces in the sub area plan to the west and, finally, it's a connected community. It's safe. It's got efficient transportation. And we are working closely with ITD to ensure that Highway 16 to successfully move forward. So, as you can see we meet all of the intended goals of the Comprehensive Plan. So, let's talk land use for a minute. This is the 40 acre project and you are looking at it from the south. We are looking to the north and slightly to the east, with Highway 16 on the right side of the screen and, then, the high school would be on the left side and the residential project shown in yellow. This project is a mixed use neighborhood. We have got R-8 zoning. Residential. We have L-O zone for our civic uses of LDS seminary and the Boys and Girls Club, which we are very proud of. And we have ME zone proposed for the Acclima Research and Development facility on the east and we do provide the three unique zones that are required in the MUN land use designation. We are primarily a single family detached residential development, which is also MUN. The LDS seminary is more than just a place where some of the kids go during the school day, it really acts as a youth community center for many many children for a long long time and it is an anchor to the community. The Boys and Girls Club is very exciting as it's an opportunity for boys and girls to have some presence in the west end of the city, which they do not have right now, and it also creates a lot of great positive energy and positive interaction within this community and for -- you saw all the rooftops, the lots Bill showed on the image before. There are going to be hundreds of kids in this part of Meridian and a Boys and Girls Club is a great -- great opportunity for them. And, then, we have got Acclima as a

research and development center and an employment center, which is also exciting. It is impossible for us to provide a direct connection between the housing and that research and development and employment center. However, it does provide a really great buffer to the existing rural development and county sub that's on that side of the property and to the east of McDermott and when we had our neighborhood meeting the neighbors were quite excited about the arrangement of the uses on the site. And, then, I will point out you can see the little graduation cap. Of course we have the high school to the west. Now, we have got great pedestrian connectivity to that facility. Circulation is critical in communities. We have got the ten foot multi-use pathway that is on the east edge of the residential development within the buffer to the highway. We have got detached sidewalks, which allow you to have a great tree canopy and great walkability throughout the community and, then, again, we have the strong connection to the high school. We also have connectivity so you can get to the future elementary school, which is north of the high school. Again, as I said, we are partnering with ITD to ensure success of Highway 16. We have got roadway connectivity to the north and to the south. So, we are not land locking anybody. We are providing great connectivity. And, then, the last thing I want to say is there is a little purple kind of line in the bottom left. We have coordinated with Joe Bongiorno with Fire and we have recorded easements in place to provide fire access through the high school site to this property that will provide the secondary access until the public roadway system extends south to Ustick. We all wish we had access to south to Ustick, but this applicant does not control the property to the south and, therefore, we cannot dictate what happens there. And last let's talk amenities on this project. We have got pathways, which are safe and abundant in this property. We have got a pool and play field. The play field's clipped a little bit. You will see it more in future slides, but we have the pool itself with a lot of lawn space around it and a play field in that southwest corner. We have the high school itself and the elementary school. Those are amenities. Tennis courts at the high school. Large open grassy areas and the playground and open grass field with the elementary school as an amenity. And, then, we have this really great open space buffer on the east side of our project. Now, we are required to do a 35 foot landscape buffer between ITD's property and our homes. Well, I mean in reality that is not great, 35 feet from an expressway. What we have done is we have actually done a minimum of a hundred foot landscape buffer and, then, if you take from the nearest home to the actual pavement of the highway, we are at 200 feet. So, we have got a 200 foot buffer from the roadway itself. One hundred foot width of that is landscape and includes pathways, stormwater management and play features. Pathways. Really really great system throughout the park. These are some images of what these can look like, really, to demonstrate that we are servicing all segments of the community on the pathway system from young to old, families, kids, retired folks, et cetera. The pool. We are very excited about the pool. When you have kids between -- I guess four and 12, the pool is the prime spot and when you turn over houses and you keep little bubbles of kids moving in and growing up through communities, the pool stays active and it can be a great great amenity. We also have our playfield. There is extreme pressure on playfields throughout the Meridian community, for soccer, T-ball, flag football practices and we have got a nice large one acre spot for that kind of activity to occur. The open space on the east it will have some lawn or turf grass. Landscape. However, there is a large portion of it that is designed to handle stormwater and to be climate appropriate

and resilient, that we anticipate low water use or water wise, climate appropriate landscape. It will provide habitat, unique aesthetics, and it will minimize the maintenance. Important to us is the HOA inherits a landscape that is maintainable and that they can afford to maintain and intense areas of turf grass are not always affordable for a long time. This is also meant to really lock in or maintain the rural character that is slowly dissipating in this area. Play. We are really proud of the play features that we have come up with. Within that buffer we have created an unstructured play environment that is safe. So, the parents can send the kids out the front door, down to the end of the cul-de-sac and they can play in a space where there is no outlets, no street, and the parents don't have to worry about them. They can play in an unstructured way. They can climb on rocks. They can look for bugs. They can dig holes. This is free range kids in Meridian, Idaho. Very exciting. This is a view of what this play area could look like and you can see that the planting is not traditional mown grass, it's actually much better. It's an area where kids can find, again, bugs and butterflies and beetles and maybe even water snakes and everything else that it's fun to find when you are a kid. And we have got these great nontraditional features where the kids make up the game. The kids decide what they are doing. The kids decide what this means. They use their imagination and they can thrive here and stay healthy. All right. We do have some architectural character included. As Bill said, we need to follow the code, because we are visible from the highway. We do take that serious and we have got some different styles that we want to implement on this project. The one thing that I think can get lost in these projects is how many people it really takes to pull it off. It seriously takes time, effort, energy, investment and commitment from the City of Meridian, from West Ada School District, from ITD on this one in particular, from Ada County Highway District, from Nampa-Meridian Irrigation District, who we work with closely. From the LDS Church on this particular project. The Boys and Girls Club of Ada County. All of these groups have worked hard to bring this project to you tonight and I think that needs to be recognized. Also Lennar Homes. Jeff and Nick from Lennar. IAG capital. That would be Larry, Ryan, Wade and Brady. Those guys work hard and they let us kind of have free range with design, which we appreciate. And, then the Landreth team, Tyler, Chad, Jim, Kristin, Mike, Dan, Ben, Dustin, and Dylan, all have worked really hard to get this in front of you tonight. So, big big effort, big investment of energy and time. Context. The Fields Sub-Area Plan. We are going to -- in the following slide look down at this lower corner, which is Star Road on the left or west. McDermott on the right. McMillan on the north. Ustick on the south. We feel that we fit excellent -- or we integrate in an excellent way into The Fields Sub-Area Plan. That blue square is where our project sits. So, this is the land use plan. The star of The Fields Sub-Area Plan and that's where our projects sits and if you look at The Fields Sub-Area Plan, the higher density projects are appropriately placed near the center of the community, near the corner of the major transportation route. Higher density is not appropriate any longer in this location, because of the way the highway cuts through the project. This is the transportation graphic from the sub area plan and I should say thank you to the City of Meridian and Logan Simpson who helped us get these graphics together and let us use their graphics. We are connecting to all of the anticipated connectivity identified in that sub area. Economics. This is where they show kind of mixed use centers. Appropriately place that at signalized intersections, not backed up into the corner against the new state highway. Our project does provide economic activity and the high

school does and the Boys and Girls Club, but it would not be appropriate to have a major commercial development in this neighborhood. And, then, here is the park and pathways --

Seal: And in the interest of time we need to have your wrap up pretty quick. The timer is dinging over here.

Adams: You got it. This is the parks and pathways. We are connecting with multi-purpose pathways to all of the anticipated pathway system that goes to the west. All right. Really quick. Zoning. This is the zone. Bill showed you this. We are really proud that we are providing all three uses as required. We have got safe, efficient and connected circulation systems and we have paid a lot of attention to a great pedestrian connection to the high school. We can get a lot of kids walking. We are required to provide four stalls per housing units. That's in the garage and on the driveway. Not -- that's off street. That would be 372. This subdivision can park 400 -- 546. So, we are anticipating reality over the code regard parking. We are really excited that we have got 23.8 percent open space. Bill said ten percent required. I think the new code bumped that to 15. And, then, the amenity points in the new code we are required to have eight. We are providing 11. We have no objection to the ACHD staff report conditions. We have no objection to the Meridian Planning and Zoning conditions. And I will just finish by saying that this is really a partnership to bring 93 new homes to Meridian. It's fully integrated with the Comprehensive Plan and The Fields Sub-Area Plan. This is a premier community for a growing city. It's a family friendly community with great connectivity to activity centers. This is the right community, the right project, at the right time, in the right place. Thank you.

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

Grove: Mr. Chair?

Seal: Commissioner Grove, go ahead.

Grove: I guess the first question is for Bill. What's their general guess for the highway extension? I know they have said, but do you have a crystal ball guess?

Parsons: Mr. Chairman, Members of the Commission, I haven't been part of those discussions at all, so I don't want to speculate what it is, but I know there is momentum there, obviously, and there is funding being set aside for it. And as part of this project we actually have applicants, when they come in and annex, we have them set aside that lot as a nonbuildable, so when the time is ready ITD can negotiate and purchase that lot, so they can extend the highway and that's what we have done pretty consistently along that corridor. This applicant is required to do that, just like every other one, and it's conditioned appropriately. But I don't have a timing -- a time frame for you as to when that's going to be constructed.

Grove: Thank you. And, then, Matthew, I had a question for you. Is there a connection

between the -- between the LDS and the Boys and Girls Club? It looks like there is a sidewalk. Does that -- are you planning to have that connect into the high school property or does that terminate before it gets there?

Adams: That's a great question. Thank you, Chairman and Commissioner. We have -- so, we have a nice oversized sidewalk that takes you from kind of the south end of the community to the north end and provides access to the pool area, Boys and Girls, and the LDS seminary and, then, we have a five foot sidewalk that takes you into the high school site and we have coordinated with West Ada to have an opening in the fence, so the kids can cut -- go straight through and, then, there is a safe sidewalk connection all the way to the building entry as well.

Seal: I have got a quick question for you here. It looked like on one of the slides he had that the -- the bike paths actually joined into other existing bike paths.

Adams: Yes. So, there is a requirement -- code requirement that along all state highways or expressways -- I don't know exactly how it reads -- that you have to do a multi-purpose pathway. So, Chukar Ridge has a multi-purpose pathway and we are connecting and extending that southward. And, then, it's our understanding that Gander Creek will also have some connectivity. So, you should be able to take pathway systems to the north and, then, we do connect to the west on our sidewalks system and get you out to Owyhee Storm, so you can get into the -- the heart The Fields Sub-Area Plan. So, as far as we know we are connecting everywhere we need to and we are compliant with the pathways master plan.

Seal: Okay. Quick question on -- there seems to be a glut of swimming pools. Would you be willing to consider something more of a water feature type park, instead of a pool? Those just seem to have a lot more longevity.

Adams: Yeah. I think -- I'm not the decision maker on that, but I can definitely take that back to the developer, the client, and see what they think on that.

Seal: Thank you. Mr. Yearsley, any questions?

Yearsley: I know Bill had brought up the activity -- the connectivity right now. ACHD has their condition that they would like. What is your plan for that -- meeting that condition? Are you going to build your 96 -- or 93 homes first or be less and do the Boys and Girls Club? What's -- what was your plan with that?

Adams: Thank you. Good question, Chairman and Commissioner Yearsley. What we -- right now we need to meet and talk with the Boys and Girls Club. So, we got the staff report on Tuesday and so we haven't had a chance to meet with everybody. But they need time -- they have accepted the donation, but they need time to fundraise and come up with a plan; right? So, it is likely -- most likely scenario that they won't be ready to construct until there is connectivity to the south. So, right now our plan would be to construct the 93 homes. To plat the lot for the Boys and Girls Club, but have that lot be

conditioned that you can't construct there until there is public roadway access to the south. We need to meet with them. If they are fast tracking and they got a huge donation tonight, because of this amazing presentation, then, we would -- we would consider and look at that and -- and what it sounds like is we need to be able to present at the Council level what that plan is. So, it can be in the DA and not be kind of vacillating around. It feels like it needs to be pinned down at the DA level.

Yearsley: I agree. And I have reservations of 96 lots dumping out into one street right now. So, I -- I think something needs to be looked at very closely on how best to work.

Seal: All right.

Grove: Sorry. I had one more question. Bill, I'm not real familiar with the ME. Is that something that we have a lot of or have some of in -- in Meridian and, if not, like can you give me like a 30 second rundown of what that means.

Parsons: Certainly. Happy to try to explain it to you, Mr. Chair, Members of the Commission. So, ME's -- there is some of it in the Ten Mile area and when you look at the broad definition of that -- it's a commercial zone and in that it's -- it's meant to be on collectors, arterials, great access for research, development, office type uses and that's why the applicant's requested that zone. And given the -- what he's -- what they have explained to us at the pre-apps -- pre-application meetings and everything, it seems like this -- this Acclima is -- it's just that, they actually test sprinkler systems and grow things and try to manage water conservation, if I'm not mistaken. Matt could probably give you more details on that. But to me it seems to kind of -- that's the one thing that I think intrigued staff, was that we are keeping with our heritage of having agriculture and keeping some of that out in this area I think makes a lot of sense, just given the fact that that's what everyone's asked in the Comprehensive Plan. How do we preserve open space and keep it going and this seems to be like a unique situation to do that and that's why we felt comfortable at least allowing ME to go, but we want to make sure -- like I said in my presentation, we wanted to make sure that we at least have the development team come back with a development agreement modification when they are ready to actually construct on the property, so it doesn't get sold or something else occurs and we end up not knowing what -- and we end up giving too much away. We want to make sure we have a detailed plan for that property before anything happens on it.

Grove: Thank you.

Seal: Mr. Wheeler, do you have questions?

Wheeler: I do. Thank you, Chairman. I'm with Commissioner Yearsley on this. Just wanted to see just some more thoughts out on the connection part of it, too. And, then, the other thing that kind of strikes me a little bit is the playground areas up against the buffer that acts -- as a buffer next to a major thoroughfare. I'm just kind of thinking of, you know, semi trailers, things like that, that are going to be going by, equipment, things of that nature or just a lot of traffic at that juncture. So, I'm just -- I'm trying to get my head

around that, but -- yeah, that's kind of where I'm at on it.

Seal: Question, Bill, for the -- well, I guess is for the applicant or Bill. Do we have a good graphic of where the -- essentially, the fire road comes in on the adjacent property and what that looks like? I haven't -- I mean we have got kind of this thing that shows a pencil drawing of it, but do we have something that's a little bit more representative of exactly what a fire truck would have to go through in order to get there?

Parsons: Mr. Chairman, Members of the Commission, we don't.

Seal: I mean this drawing right here shows that we are going to go out into a -- you know, a football field area or baseball field. So, I'm just -- I'm kind of scratching my head on how a fire truck gets in there.

Parsons: Certainly the -- the Fire Department has provided comments on it. They support the secondary access and Matt's very aware -- aware of the Fire Department's requirements. So, that road is 20 feet wide. It has -- has to be able to -- capable of supporting 80,000 pounds and so I know Chief Bongiorno has looked at it and signed off on it. I did the sign-off on the high school when they opened up, did the inspection out there, and it's -- it's more open back there than you think it is. The irrigation district, if I'm not mistaken, don't they have their pump house back there, Matt, are somewhere in there as well.

Adams: Correct. It -- can everybody see my cursor?

Seal: Yes.

Parsons: It comes through, yes.

Adams: Okay. So, from Owyhee Storm Ave there is a dedicated fire lane and driveway access that comes south of the high school building and, then, there is a dedicated -- it's actually an easement and a sewer maintenance road, as well as maintenance access that comes through and, then, there is -- there is two turns for the fire truck. So, they come straight in, two turns, and they are right into the neighborhood -- right into the community. And we -- Joe is great, because Joe makes himself available. We can run ideas back and forth. We can show him all this and he -- he is quick to say no if he's not okay with it and, then, he is -- he is also quick to say yes once we get him something he is satisfied with. So, from Owyhee Storm we have good, clear access through established fire lanes on the high school site and, then, we have this in here. We also have an easement agreement between the high school and the school district and this developer that runs with the land that protects and maintains that as an open route and it requires that it be maintained properly for the fire department to access through. So, we are really -- really confident that this does provide access. I want to say we are not going to be built out until 2026 on these homes and it would be great if some things could happen where we get public roadway access, but if that doesn't happen this does meet Fire Department requirements.

Seal: Okay. Thank you. All right. If there is no more questions, public testimony? I think we have one person signed up.

Weatherly: Mr. Chair, indeed we do. It's Todd Tucker.

Seal: Just need your name and address and --

Tucker: Good evening, Mr. Chairman, Members of the Commission. My name is Todd Tucker. I represent Boise Hunter Homes. Business address 729 South Bridgeway Place, Eagle, Idaho. 83616. So, we -- we are actually the landowner of the property directly to the south of this subdivision and we are in support of this application, actually, but we do have one -- one minor request that we wanted to get on the record. I did submit a letter last week, but just wanted to provide public testimony as well in the verbal form. So, we did submit a development application about a year ago for the property directly to the south of this and we are currently working on some revisions to that -- that -- that development plan. But in either scenario we provide, with our development -- or anticipate providing with our development a frontage road, we would call it, that actually runs parallel to State Highway 16. So, we -- we actually have some of the same concerns that, Commissioner Wheeler, you hinted at a little bit with -- with common area, play area next to a highway. We understand that that is -- that that's part of the -- the code and what's been required of the other developments. We have a little bit different feeling about how that should function. I have lived here for 15 years now. I have never seen one person ever walking on Eagle Road. Never once. And I have also never seen anyone walking on Highway 84 either. I-84. I have never seen anyone ever walking along that way. They do have sound walls. They do have developments on the backside. I did a quick search today, just to kind of look on I-84 to see if there is any pathways anywhere near I-84. I couldn't find one anywhere in the valley. So, we have a little bit different view. We think that it's a better design and safer to run the street and have the street function as the buffer along Highway 16 and that provides more developable space, more area for usable open space within the development. So, our -- our meager ask is really just that they -- they are providing a stub street to the south that would connect to our development, which is great. It's -- and it's almost in perfect alignment, but we just request that that be moved approximately 40 to 45 feet to the east, so that when we come in with our development proposal that those projects could align and we would have a better connection in that area. So, I will leave that with you. That's -- that's our testimony. I will keep it quick, because it's been a night -- long night for everyone. So, that concludes my testimony.

Grove: Mr. Chair, can I ask a question?

Seal: Absolutely.

Grove: Mr. Tucker, a question. I'm not great with geometry, but are the -- I mean it looks like there is room on your project and where they are proposing that they can somewhat align. It doesn't look like it's that far off. Is it -- is it possible to -- is there an agreement to come to or is it kind of a black or white scenario?

Tucker: No. Mr. Chairman, Commissioner Grove, I think we could work with the applicant to the north and come up with a solution. He actually reached out to me when I submitted the letter and -- and had some questions about the 35 foot buffer and he's like I don't want to -- really want to redesign this, unless the city is on board with your design and so you are right, I think with a little bit of a give on their part and a little bit of give on our part I think we can make it work pretty easily and not negatively affect either one of our developments.

Seal: I got a question real quick, so -- I had a question on the bike paths and everything connecting to the north. It looks like with this configuration the bike path is just going to end, so -- and I will let you know that's one of my pet peeves, because I live in an area that has some beautiful biking paths that go nowhere. So, this seems to be one of them. How -- how is that going to be -- it's not your project, but if they -- if the road does align the way that you want it to align, how is that bike path going to continue on through?

Tucker: Sure. Mr. Chairman, I think, you know, with -- with a public road we are going to be required to provide sidewalks. This is a situation where we could provide maybe a wider sidewalk that would accommodate pedestrians and bikes -- bicyclists. It is going to be a public road. But, like I said, I think we can make some flexibility and to move some stuff around, so that we would have that connectivity of bike lanes, pedestrian pathways and it would all work. It may transition from a pathway to a sidewalk, but still it would be a dedicated area for pedestrians and bicyclists.

Seal: Thank you. Anybody else? No one else signed up.

Weatherly: Not that I see, Mr. Chair.

Seal: Anybody else want to raise their hand and come forward on this one? No? All right. With that if the applicant would like to come back up -- come back on. Do you have any closing remarks?

Adams: I do. Can I share my screen again? And I will -- let me just start as if that's coming up, but -- so, the play -- the play area, it's not near the highway. It might seem that way. It is on the west side of a six foot berm, with a six foot solid wall, which that wall is over one hundred feet from the highway itself and there are neighborhoods all over Boise that are dramatically closer than that to I-84 and different highways. We have a great separation here. It's very safe and that east buffer is incredible. The play area is -- so, the top of the wall has to be 12 feet above the centerline of the road. That's your code. And so that's why you have a berm and a wall. And, then, our play area is kind of depressed down. So, the play area is down where you don't get the noise, you don't hear the sound, you don't hear through the wind. You can't -- there is no flying debris. We are safe and protected. The second thing is -- that I want to emphasize is 93 families can walk to elementary school, walk to parent-teacher conferences, walk to the special events. The field day at the end of the school year, which is awesome. You can walk to the football game, which would be awesome, too. So, that's -- as the way we all drive now, that's like 180 cars off the road, because every family needs at least two to get to a

football game. And, then, I do want to say on the south road alignment, Todd did send that letter. We responded back immediately. Absolutely. We can coordinate. I hate when the streets have little kinks in them or don't align. I am confused. I don't think you can do a six foot berm, wall, and a multi-use pathway, which is in the Meridian City Code and put the road up against ITD. However, if that all works out, we will shift and angle and align our road, so that we have connectivity between the two projects. We think that's just as important as the neighbor does. And I think that's -- that's about all I would like to cover. I can answer any other questions if you have any.

Seal: Okay. Thank you. Is there any additional questions for the applicant or staff? All right. With that, if anybody wants to motion close the public hearing.

Wheeler: So moved. Your turn, Nick.

Grove: Second.

Seal: All right. It's been moved and seconded to close the public hearing on Item No. H-2021-0065, Aviator Springs. All those in favor say aye. Any opposed? Okay. Motion carries.

MOTION CARRIED: FOUR AYES. THREE ABSENT.

Seal: Who would like to go first with comments or a motion?

Grove: Mr. Chair?

Seal: Commissioner Grove, go ahead.

Grove: I really like a lot of the pieces of this project. Just kind of starting off, the -- the ME is something different. I think that's -- not a huge piece of what we talked about tonight, but just in general I like that. The play area was something that really stood out to me on this project. It is something completely different that we don't normally see. It's not just the standard, you know, green and blue metal tot lot and so I like the creative pieces to it. Also getting some of the other pieces in this with the L-O, you know, Boys and Girls Club and LDS seminary, but great additions to making this a mixed use area and providing some different community pieces there. And I like the -- the thought process behind integrating their design concepts to purposely tie into a larger area, especially in relation to some of the family design features that they are wanting to incorporate. It's really cool when somebody takes -- you know, they have 40 acres and they have donated some of the land. So, I think that's pretty cool. And I don't see a lot of issues with this, it's almost because of the site constraints this to me feels similar to some in-fill projects almost and so that's kind of how my head has been thinking about this as I go forward.

Seal: Commissioner Yearsley? Commissioner Wheeler?

Wheeler: Yes, Mr. Chairman.

Seal: Go ahead.

Wheeler: Yes. And I like the -- I like these tie-in projects next to schools a lot. I live somewhat near Mountain View and it is neat to see all of the attraction for residential mixed use development that starts to fill in all around it and how that becomes a fantastic place and actually kind of a hub for light office, commercial, like you say in walking distance, things like this, and taking more vehicles off the roads. That matters a lot, especially during those high commuter times when school starts and when they are traveling -- when they are traveling and so I -- this project to me -- I like that it's just -- it's different to see that playground area next to the Highway 16. I did think -- I saw that as creative for sure, but I'm kind of -- to me it's -- it's kind of unique to see it right next to a major arterial, with walkways and playground equipment close to it. It's just a little different. I'm not saying that it's wrong, not saying that it can't be done, it's just -- just my head goes sideways just a little bit to kind of look at it, but I like the creativeness of it. Thanks also for clarifying the fire access on that and to realize that that was just a couple turns and they can be there quickly. So, thank you.

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

Yearsley: You know, this is a tough site, even with the access to the south -- or to the south it still has very limited access and -- and -- but -- but, again, you are -- you are kind of constrained on two different sides to provide access. So, I am really concerned about access and about the -- you know, how it's all arranged. It -- to me it doesn't feel like it flows very well to get out of there and I think ultimately it's going to have traffic problems trying to get out, even with the south access. But I do like the open space. I do like the connectivity with it. I'm okay with the density. I don't think we want to -- especially in that area to try to make it a higher density back in there. I don't think it fits, but -- but with that I am in favor of the project.

Seal: Thank you. And I'm along the same lines there, so I'm a little concerned with the access, especially with the road being in a high school, because when I was in high school I never parked anywhere I shouldn't have, of course, like all high schoolers, but that is a little concerning for me that that's the secondary access in there, especially with a seminary and a Boys and Girls Club going in. So, I do like the layout and the concept of it. I like the fact that it has a lot of walking paths, open space, bike paths, that -- that's kind of unique. I'm glad to see that that's going in. I'm glad to see more of it happening in Meridian. The one concern I do have -- and I kind of wish this was coming in together with the southern property, especially if the southern property is a lot of multi-family, is there is going to be a lot of people in this subdivision that are not going to be happy about sharing all those things with multi-family establishment. So, we continually battle that. But that's probably for another day to come in here, so -- but that is a concern looking forward on this. But outside of that -- I mean I agree it kind of feels like in-fill where if this doesn't go in there what will. You know, I mean a business isn't going to survive back here. It's going to be residential. So, I think with the low density like this, with the open

space it has, is about the best fit we are going to have for it. With that I will entertain any motions anybody would like to make. Not all at once.

Parsons: Mr. Chair, I had one clarifying comment for you.

Seal: Go ahead, Bill.

Parsons: I did notice on the applicant's presentation that they were requesting to get one building permit for the seminary or -- so they can get that under construction and, again, it is something we have done with previous projects, so if that -- I know they are in a hurry. I have been working with the architect that's doing the seminary project and in a hurry to get that built, because of the high school and so staff is amenable to that condition, if you want to add that they are able to get under construction with the seminary prior to recording a plat would -- would appreciate it.

Grove: Mr. Chair?

Seal: Commissioner Grove, go ahead.

Grove: Bill, with that do then -- do we need to condition anything else with that, like roads or sidewalks or --

Parsons: Yeah. They -- they will have to bring all of that in as part of their development. So, absolutely. All of that access that you see from -- from here in will have to be completed to make that happen.

Grove: To make the seminary ready.

Parsons: Correct. Yeah. We want to get that connectivity and everything built out there.

Grove: Okay.

Seal: Commissioner Grove. Motion maker tonight.

Grove: After considering all staff, applicant, and public testimony, I move to recommend approval to the City Council a File No. H-2021-0065 as presented in the staff report for the hearing date of October 21st, 2021, with the following modification: That a building permit -- what Bill said is included and they are able to move forward with the seminary.

Yearsley: I will second that.

Seal: All right. It's been moved and seconded to approve Item No. H-2021-0065, Aviator Springs, with the aforementioned modifications. All in favor say aye. Any opposed? All right. Motion carries. Thank you very much.

**MOTION CARRIED: FOUR AYES. THREE ABSENT.**

Yearsley: Mr. Chair?

Seal: Yes.

Yearsley: I move -- I move we adjourn.

Seal: We are not quite done yet.

Yearsley: Oh, we -- we have one more? I thought this was the last one. My apologies.

Wheeler: We will let you do the last motion, since you haven't done any today.

Yearsley: All right. I was getting excited.

**11. Public Hearing Continued from September 16, 2021 for Fields Sub-Area Plan (H2021-0047) by City of Meridian, the Location Consisting of Approximately Four (4) Square Miles and Bounded by Chinden Blvd. on the North, McDermott Rd. on the East, McMillan Rd. on the South and Can-Ada Rd. on the West**

- A. Request: Comprehensive Plan Text Amendment to incorporate the Fields Sub-Area Plan.

Seal: All right. And we like to pick on Caleb, but I mean that -- that's just going too far. All right. We would like to -- at this time we will open up the public hearing for Item No. H-2021-0047, Fields Sub-Area Plan, which was continued from 9/16/2021 and we will start with staff report.

Hood: Thank you, Mr. Chair, Members of the Commission. If you don't mind I'm going to pull this down, so I can talk and a little bit easier to hear. So, I'm Caleb Hood. Brian McClure is here as well. We have 48 slides, but just because Commissioner Yearsley is in such a rush we will go ahead and, you know, make sure we run through each one of those, so don't worry, you don't have to listen to me the whole time, Brian's going to take about half of them, so -- no, we don't have 48 slides. So, as you -- as you mentioned, Mr. Chair, this has been continued from your September 16th agenda. You asked us to meet with the applicant, discuss some of the concerns they brought to your attention during that meeting and we have done so and I know there is a letter and we have members in the audience that will address you, so I won't go too much into the detail, but we have met with them and good -- good productive meeting and thanks to Brian and -- and the Mark Bottles team for -- for putting up with us as well. So, there is a -- there is a letter in your packet and Brian will touch on some of the details, but I do want to spend just a second setting the stage a little bit more. This project is something that the City Council did ask us to -- to take forward as a continuation of the Comprehensive Plan that was adopted in December of 2019. I need to stop calling it the new Comprehensive Plan, because it's almost two years old now, but it's still relatively new, but they did want us to put a finer point on some of the existing land uses that were adopted with that plan and