

Public Hearing Continued from April 21, 2022 for Alamar Subdivision (H-2022-0004) by Noble Rock Development, Inc., Located at 4380 W. Franklin Rd. (Parcel #S1210346603), Near the Northeast Corner of N. Black Cat Rd. and W. Franklin Rd.

- A. Request: Annexation and Zoning of approximately 7.23 acres of land with a request for the TN-R (Traditional Neighborhood Residential) zoning district.
- B. Request: Preliminary Plat consisting of 42 building lots (22 single-family attached lots and 20 detached single-family lots) and 4 common lots on 4.63 acres in the requested TN-R zoning district.

Grove: All right. That takes us to the first item on our Action Items and we start with the public hearing for -- that was continued from April 21st, 2022, for Alamar Subdivision No. H-2022-0004 by Noble Rock Development and we will pass that over to Joe.

Dodson: Thank you, Mr. Grove. You got me for the first three projects, so let's hunker down and get through it. As noted, this first project before you tonight is Alamar Subdivision. The application before you is for annexation and zoning of approximately 8.23 acres of land of a request for the traditional neighborhood residential zoning district and a preliminary plat consisting of 51 building lots, six common lots and two other lots on 5.63 acres in the proposed zoning. The site currently consists of two parcels totaling -- totaling 5.6 acres. Currently zoned RUT in the county and located at 4380 West Franklin. So, the discrepancy between the annexation and the plat is that the applicant is annexing the Purdam Drain property west of the subject site, so that we don't have any county enclave. The site is designated as medium high density residential on the future land use map and it is within the Ten Mile Specific Area Plan. The MHDR designation allows for a mix of dwelling types, including townhouses, condos and apartments. Residential gross density should range from eight to 15 units per acre and is noted with a target density of 12 units per acre. The proposed plat again consists of 51 residential units that have a mix of attached and detached homes, which has a gross density of 9.1 units per acre and is consistent with the comp plan. Of the 51 units, 30 of them are single family attached lots and 21 are detached single family lots. Access to the development is proposed via a new connection to West Franklin Road at the south property boundary, which is on the right-hand side here. Access to Franklin is intended to be temporary until such time a future connection is made to adjacent properties. Specifically future access should occur to the east via local street connection to West Atomic Street within the Ascent townhome project to the -- on the east side of Zimmerman Lane, which is not part of this project, and I can expand on that later and a future extension to West Aviator Street on the adjacent property to the north -- northeast. So, back to the bigger image here. It's kind of hard to see, but there is a road here that would align with the proposed stub street here and Aviator is proposed to continue on here and connect here. This application did receive approval from City Council a few weeks ago. I don't remember. It all blends together. Staff has conditions of approval associated with the future road connections. In response to the staff report, the applicant has requested a new or modified DA provision

regarding the phasing of the project to include the homes along West Atomic Street within phase one instead of phase two. So, currently phase one stops here and here. Applicant is proposing that if they can get this connection across Zimmerman Lane with the property owner, which is viable at this time, that they would include this area in phase one as well and staff is amenable to that. The termination of the proposed north-south local street at the north boundary, which is again on the left side, deserves some flexibility due to ongoing conversations with the adjacent landowner -- landowner and developer. Staff has included a DA provision to allow this applicant flexibility to revise the road alignment and lot layout in this area only with the future phase two final plat, should they be able to work out a mutually beneficial agreement with the adjacent property owner. This recommended provision does not require that this applicant make any revisions to their plat, but its intent to provide flexibility to the applicant to make any necessary revisions to the plat without having to go through the hearing process for those minor changes that do not increase the number of building lots or drastically change the overall design, but should help with the overall road network within this area of the city. So, the issue is -- long story short, but the property owner to the north does not have an inclination to align the road here, they would like it bent here. Staff just wants the developers to work together, which is why I wanted to offer flexibility there, and because it's part of phase two, we have time to do that and it shouldn't affect much. The proposed plat has a minimum lot size of approximately 2,000 square feet, with an average lot size of approximately 2,762. Includes detached sidewalks and six foot parkways throughout the site. My staff report does note that there are eight foot parkways. That was my mistake. I forgot that they are doing a reduced parkway with route barriers in order to bring the porches of the homes closer to the street. So, I will correct that following the meeting. As noted, the plat is currently proposed to develop in two phases due to the available access. Phasing plan depicts currently 22 building lots that are in the southern half of the site with phase one and the remaining 30 -- no. Twenty-nine, I believe, lots in phase two. Yeah. Twenty-nine? With phase one the public roads terminate less than 150 feet from the internal infrastructure, which means that there is no temporary turnaround required. The Planning Department and the Fire do support the proposed phasing plan and include -- that includes the requested revision, because it would connect to another public road to the east. A minimum of 15 percent qualified open space is required for projects over five acres within the traditional neighborhood residential districts per the UDC. Based on the plat of 5.6 acres, the minimum amount of open space required is approximately 36,786 square feet. According to staff's analysis of the submitted plans, the applicant is proposing approximately 32 and a half thousand of qualified open space. This area does not meet the minimum. There is potential for the entire common lot of Lot 12, Block 1, to be -- or yeah. Sorry. There is potential for the entire lot counting towards the qualified open space of pedestrian if additional pedestrian facilities are added, the area is improved per the UDC and Nampa-Meridian does not restrict access to their access road. So, again, that's this -- basically is brown area here. If that area is deemed to be compliant with the UDC, then, they will have more than their 15 percent by quite a few thousands of square feet. The issue is that this is a Nampa-Meridian access road, which is usually a minimum of 16'ish feet and it's just gravel or some type of road base, which is fine, but that does not account -- or allow any landscaping. Applicant could do alternative compliance, et cetera, but staff does want some additional pedestrian connection here to

help access it here. The other issue, even though it is this property owner's properties, Nampa-Meridian has been known to restrict access to these areas at times. So, that's why staff is concerned with that and is not a hundred percent sure that that area can count. But staff and the applicant will continue to work through that and I do have a condition already in my staff report regarding this potential. So, there is -- staff has handled it and we are working with the applicant on it. With these cumulative revisions the easement area can count towards a qualified open space. So, if these revisions cannot occur, the applicant will need to add approximately 4,300 square feet of qualified open space, which will likely require the loss of a building lot or too. Specific to the Ten Mile Plan, front loaded dwellings are not preferred and if they are proposed, the garages should be set back from the living area facade to help create a more porch dominated streetscape, rather than garage dominated. According to the submitted elevations and floor plans, the applicant has proposed units with garages considerably behind the living area facades. This design provides for a more porch dominated street facade compared to traditional single family residential, which is desired within the Ten Mile Plan. Staff is including a DA provision to ensure this type of design is maintained for the project. Overall with the site design and the home design that supports street-oriented design, staff does very much support the proposed design of the project and specifically with the garages behind the living area. So, I do not have a specific provision regarding the minimum depth, but the applicant has requested that that be added, which is perfectly fine. So, that is, again, a provision that I am more than welcome to add to make sure it's clear moving forward. There was no written testimony on the project as of about 3:30 p.m. Staff does recommend approval of the project per the conditions in the staff report and I will stand for any questions from the Commission.

Grove: Okay. Thank you, Joe. Could we get the applicant to come forward, please?

Wrede: Hello. Name is Jeffrey Wrede with Noble Rock Development. My address is 12805 West Engelman in Boise and I'm here to present for Alamar Subdivision. I'm going to go through these slides. It will probably repeat a little bit of -- or, actually, most of everything that Joseph just said, but I will go ahead and go through it quickly. Find the page of key --

Johnson: You can use -- the arrow keys work best.

Wrede: The Alamar Subdivision will provide the diversity that is key to Meridian's comprehensive and future use plans, as well as the Ten Mile Interchange Specific Area Plan. These plans stress mixed income, mixed family size and mixed age communities. To balance the surrounding developments in the area, which include three story townhomes and large apartment complexes, Alamar Subdivision will provide a mix of single family detached and attached duplex homes to provide a diversity of housing types in the area. To provide for a successful urban environment a street oriented design has been incorporated. Alamar Subdivision will consist of porch oriented homes, with tree lined streets and detached sidewalks. In front of the homes will be placed -- the front of the house will be placed close to the sidewalk, while the garages will be set back to the rear of the homes. This will provide a home fronting edge to the public space, which will

make the streets more friendly and walkable. This slide shows the vicinity map and somewhat indicates the project site and shows the development that's going on in the area. The hatched area is either already developed properties or approved properties or properties that are owned by developers that have either submitted or are planning to submit in the near future. Our preliminary plat showed that we are requesting rezoning to traditional neighborhood residential, with street oriented designing, tree lined streets with the detached sidewalks. Our density is 9.1 units per acre and we have a total of 51 building lots. Twenty-one are single family detached homes and they mainly reside in the southern half of the development and they will mainly be those that are done in phase one. The other 30 lots are single family attached homes in the form of duplexes. The open space in the area consists of a centralized open grassy area. The parkway buffers. A linear open space along the Purdam Drain. Landscape buffer along Franklin Road in shallow drain areas. We have one site amenity which is a bicycle repair station that will be located at the central grassy area, which is, you know, right in the middle of the subdivision there. The lower central image shows a little expanded view of the central grassy area where we will -- we have added a walking path through that which connects to the sidewalk connections across the street and winds through there and connects to the linear open space. You might notice on the left -- it might be a little hard to see, but there is kind of a pinkish purple -- it shows the loops that are going around along the linear open space and back to the sidewalk and through the central grassy area, both to the north and the south, and, then, there is the image in the bottom right corner, which that's the image of -- from Heron River. They have been very successful there in using these linear open spaces with chip rock and it's still viable to the irrigation district there and we have actually seen -- we just finished a development in their last year and we connect to the same open space and we actually see that there is much more activity on this linear area than there are in the actual common spaces. A lot of people walking dogs and, you know, taking daily walks through there, so -- this slide shows the road connections. We have one main north-south road coming through the subdivision, which enters off Franklin Road. As Joseph mentioned, this is a temporary entry that will be closed and/or used as an emergency access only once the other connections to the north and the east are completed. The road that runs to the east will eventually connect to the Ascent Subdivision and we are -- we have been speaking with the developer of -- that owns that property regarding the possibility of written agreement to allow right of way, so we can complete that ahead of -- ahead of phase two, which was originally planned. Then to the north we show this collector road that's going to be put in to connect from Black Cat to Franklin Road. The little clip in the upper right corner shows this Aviator Street is coming through Aviator Subdivision, which has been approved, and, then, connect down to the existing road -- I believe it's San Marco Way and, then, back out to Franklin Road. The northern exit of this road we originally had straight, but, then, we made it curve to the right per a request somewhat of the Planning Department, assuming that the road connection might be perpendicular to this road. As Joseph mentioned and has added in there, that he is allowing some flexibility in case that road needs to veer to the left instead of the right or meander slightly to help work with the neighboring developer. We are placing a stop sign at the intersection just for traffic calming and because this length of road is more than the 750 feet. As far as the sewer and water, that main are present already off Franklin Road at the south. We are bringing the utilities through the development and providing

access to the neighboring lots that are there. Any of the lines that are in a landscaped area will have a 14 foot access area where there will be no permanent structures or plantings to allow access to the manholes and their entry points will only come from within the subdivision and not enter onto Franklin. Streetlights are 250 feet apart per code and one of them is placed right at the open space area in the central part of this subdivision. Fire hydrants are every 400 feet per code. Gravity and pressurized irrigation. Pressurized irrigation, we have had discussions with Nampa-Meridian Irrigation District and they are tentatively preliminarily allowing us to connect to a pump station that exists in the northwest corner off of our property, but they are allowing us to connect to that and, therefore, the irrigation system will be designed per their requirements and also the UDC, of course. There will be no irrigation placed in the right of way. That's an ACHD requirement also. As far as gravity irrigation at the very north boundary of the property there is a small stub drain that currently has a 12 inch culvert in it. We are going to tile that entire north boundary line there, for the road and also to allow more access and reduce the maintenance requirement on that. The easement that Nampa-Meridian Irrigation has is along the eastern boundary. We are going to provide them with a 17 foot wide access. The building pads are located outside of the hundred foot centerline easement and they are going to allow us an encroachment of ten feet into their easement. That was -- will allow us to have the fences and the backyards of the homes slightly into that easement. We have a lot of discussions. We have agreed not to have sheds and things like that placed in that area and, then, the fencing in that area will be -- it's going to be wrought iron open fencing. It will be removable through just sleeving basically, so if they ever have to access their easement they can easily pull that out of there without destroying anything. And, then, again, the -- the actual easement along there is going to be made with road base and, then, covered with 3/8ths chip rock similar to the perma bark. This just makes it more appealing and easier to walk through there. Phasing plan as Joseph mentioned. The lower section, again, which is mainly single family homes, will be completed first, pending road connections to the east or the north and at that point we will complete phase two and Franklin Road will be turned into emergency access only. Fire sprinklers won't be required for phase one. These are basic elevations. Possibilities. You notice we have front porches on the homes. Garages as setback from the front facade. We are using a mixture of materials, colors, design elements, lap siding, stucco and brick and rock on the front. The single family homes will be three bedrooms and two and a half baths between 1,750 and 1,900 square feet and the attached duplex homes will be two bedrooms with two and a half baths at 1,250 to 1,300 square feet. These are the floor plans, just to show the single family will be -- the three bedroom and will provide the two car garage and two external parking spots. Whereas the attached homes will be two bedroom and so we, therefore, have the single garage space and single exterior parking space. Just in conclusion Alamar Subdivision provides an atmosphere needed for families to live and work in a steadily growing area the Ten Mile interchange, while providing an affordable mix of home types. Thank you.

Grove: Are there any questions for the applicant or staff?

Yearsley: Mr. Chair?

Grove: Yes, Commissioner Yearsley.

Yearsley: Can you -- the little side piece that you have got the -- the homes there? Can you go through how that's going to work? Because it looks like you have got homes along the front and, then, you have got setbacks in the back and I'm just not quite sure how well that's going to work with driveways and access and traffic and it seems to be a little congested back in there.

Wrede: Which portion of the --

Yearsley: Oh, the -- the little cross-street -- yeah. Those back lots in the very back. It just seems you have got four homes in the one and, then, two on the other. They are duplexes or --

Wrede: Yes. So, those are duplexes that come off of a common driveway --

Yearsley: Uh-huh.

Wrede: -- and so we had to meet the requirement of just a maximum of four units and two on each side of the drive. The reason there is only one duplex to the right is there is a possibility that the developer to the north that has the 20 acres is -- he wants to basically deed over -- or give us or not deal with the 50 foot easement that's Zimmerman Road right now. In that case in the future it's quite possible there will be another unit on that common driveway.

Yearsley: So, how -- how wide are your streets? I was trying to see that in the staff report, but it's kind of fuzzy. So, how wide is your --

Wrede: The streets are a standard 33 foot section --

Yearsley: Okay.

Wrede: -- with the detached sidewalks. So, it's a 47 foot overall -- no, I'm sorry.

Yearsley: So, there will be 40 -- there will be parking on both sides allowed?

Wrede: Yeah. Yes.

Yearsley: Okay. That's all I have for right now.

Grove: Okay. Any other questions?

Wheeler: Mr. Chair?

Grove: Commissioner Wheeler, go ahead.

Wheeler: Thank you, Chair -- Mr. Chair. Joe, I have a question. He is -- on this slide here he says that there is 16.5 open space -- 16.5 percent open space here. I thought we were at the 15 percent or less? Can you -- can you maybe add some light to that or --

Dodson: Yeah. Commissioner Wheeler, that's -- he is counting the easement along the drain, which is the area that if that can be counted, then, it will bump them up over. I don't -- because I have a condition in there and the applicant and I are going to continue working through it, I don't want to get too in the weeds -- no pun intended -- but I'm not exactly sure how we are going to get there with it just being an access road that doesn't comply with code as being qualified, but there is potential -- if we want an emergency access -- if we want a temporary access to become an emergency only access on the south boundary, that cul-de-sac can go away and that whole area that's not the road can become open space and I'm sure that's over 5,000 square feet and that would -- there is the required open space. So, that's where the discrepancy is.

Wheeler: Okay. Okay. I'm just double -- just double checking in my mind. And, then, Jeffrey, has -- are there other thoughts that you have had about how to possibly get there if that -- if that --

Wrede: Yes.

Wheeler: -- area and drainage -- how would you -- how would you do that to get to this?

Wrede: So, we originally interpreted the code that states that a linear open space along a waterway or ditch can be counted as qualified open space and so that's where our calculations had that in there and, actually, I think we are -- we are above 16.5, actually. If we can't get this to work, then, we are more than likely going to lose a lot somewhere.

Wheeler: Thought that that's how that might go --

Wrede: Possibly the farthest south eastern home, because we may, then, be able to make that area larger than 5,000 feet through there, which will qualify as another open grassy space in other words.

Wheeler: Okay.

Wrede: Else we may take, you know, one of the duplex lots at the top, which will increase that area to the northwest.

Wheeler: Okay. Thank you.

Grove: Any other questions from the Commissioners? All right. Thank you. We will open it up for public comment now. You are welcome to sit down. Mr. Clerk, do we have anybody signed up?

Johnson: Mr. Chair, nobody signed up in advance for this.

Grove: All right. Is there anyone online or in the audience that would like to testify on this application? All right. Seeing none, would the applicant like to have any closing remarks?

Wrede: No, I don't really have any closing remarks. I would just like to thank Joseph for his direction and support through this process. He's very learned of these codes and -- and has helped us a lot getting this put together. So, thank you, Commissioners.

Yearsley: Could I have one last question? You mentioned about this pathway in the right of way for the easement -- or the irrigation district. Have they agreed to allow that pathway then?

Wrede: Yeah. It's -- you know, pathway is kind of a word that we are -- we are not really using, because it's -- it's -- it kind of implies, you know, a small walking concrete with landscaping and things like that. But they have agreed and we have a separate, you know, communications and other drawings and documents that we have used within that specify all their requirements and they are open to this being used similar to -- like I said Heron River has this walking area. I mean it is owned by the subdivision, it will be maintained by the HOA and, you know, the -- the reality is the irrigation company has never accessed this ditch from that side. I doubt -- because it's pretty much inaccessible and so this is going to really help them out and, you know, the district -- drainage district number two up there in Star, which has this, they can now drive and they drive their trucks through there and spray -- easily spray the banks. We have had, you know, issues like with Hemlock growing, which some neighbors -- you know, some people are kind of worried about, so it's easy to have the county come through and spray it, they can just drive right along and take care of that. But it's really used quite a bit. It's amazing how many people walk their dogs down these paths and around, so --

Yearsley: And, then, one last question. So, you mentioned that the backyards -- I think it's on that side, they are going to have a ten foot easement for their part of their backyard in that easement.

Wrede: Yes.

Yearsley: I'm still not quite sure how that's going to work, because I mean are they removable fence -- you know, how is that going to work? And can you explain that a little bit more? I guess --

Wrede: Yeah.

Yearsley: And I guess if we don't have it how much -- do they actually have a backyard at all or what's the -- what's -- how much do they have and how much will they gain?

Wrede: So, the Nampa-Meridian Irrigation District is allowing us to, of course, landscape it and put shrubs -- they don't want trees in there, but they are allowing shrubs and patio slabs. We have already discussed this through e-mails and they have said that's not a

problem and so we are -- in our floor plans we are designing covered patios built into the actual home, so they are slightly recessed into the home space, so there will be a rear patio -- covered patio. Plus, then, there can be additional slab space uncovered that goes into that easement and, then, grass and plantings along the fence.

Yearsley: Okay. It just seems kind of weird, because if you ever have to get in there and you are going to get a lot of complaints from homeowners that they are tearing up the backyard for something.

Wrede: Well, if they ever need to go in there it will be to fix the irrigation line, which they would have to do anywhere in the subdivision. That's, you know, the nature of that. The easements are all the way around the whole subdivision.

Yearsley: Oh, so it's actually more for the pipe underground no --

Wrede: I believe so. That -- it's mainly really just because it's their easement --

Yearsley: Right.

Wrede: -- I think and --

Dodson: Mr. Chair?

Grove: Yes, Joe.

Dodson: I just wanted to touch on that, too, because I agree with Jeff. For whatever reason, the drain easement is a hundred feet wide, as discussed with Aviation, so it just encroaches on everything in this area. Then only the nine feet of it is on the buildable lots, which code allows ten, so it will be grassy area within the backyards and the building envelope that he shows on here is wholly outside of that easement. So, they will have some yard, they just can't plant trees in there, and the fence -- yeah. That would -- I don't know what removable necessarily means, but open vision fencing is required along there anyways, so it's going to have to be some type of removal fence like that, so staff has no concerns with that. What -- I wanted to touch on the -- I guess just to make sure we are all clear on the -- what would qualify for that easement area, if it's -- there is a couple of code sections involved here. If it's linear open space it has to be minimum 20 feet wide and it has to have -- be landscaped per the UDC 11-3-B-7, I believe. Or eight or something. And that can't be. One, it's not 20 feet wide. Two, you can't have landscaping in the easement, because it's the irrigation easement. Secondly, the code does allow linear open space along natural -- is the keyword their -- natural waterways to count and be left unimproved. The drain is not listed as one of those natural waterways. So, that's where I can't give Jeff that affordance there, even though it is big and it is natural, but it's not -- they -- the code has specific lists of which waterways, like the Ten Mile, the Ridenbaugh, and the Five Mile Creek and those types of things. So, that's where we are at with that, unfortunately. I just wanted to touch on those points.

Yearsley: I guess my -- my thing is is the pathway is going -- or the southside pathway is going to go in no matter what -- if it's considered an open space or not.

Dodson: Correct.

Yearsley: I figured you guys will take care of the open space. That's -- that's your guys' deal.

Dodson: Yes, sir. I was just curious about the path -- the pathway.

Wrede: If I could reply?

Yearsley: Yeah.

Wrede: To reply, there is a section of the code that -- when it speaks about the linear open space along waterways, it also says ditches in there. That's what we have been going on as far as that and it -- it only states that it needs to be ten feet wide of a buffer area in that section of code that we have read. So, we have got some work to do to find out. Either way we will be able to make this work.

Yearsley: Nope. I'm good about that.

Grove: Bill, did you have something?

Parsons: Yeah. Commission, I just wanted to chime in on the topic a little bit. You know, like anything this is annexation; right? So, it's whether or not it's in the best interest of the city. In this particular case I love the idea of a pathway there. I think that's great. I like to see waterways being left open. But there are safety concerns that go along with that that have to be mitigated. There is also the -- the reason why staff likes to see the landscaping is because it differentiates it -- that from -- from the easement, the use area. So, how is that going to look when you have a gravel compacted road base and, then, there is another pathway next to it, just -- it doesn't delineate the difference between it and, then, you have somebody riding their bike next to an open vision fence and all of a sudden your handlebar hits the fence and you hit your neck on the fence and we have an accident along the pathway. There is a lot of things that I'm -- running through my head that says I think we need to just kind of work with the applicant and see if this thing works or not, but -- and also we have alternative compliance. So, there is -- there is ways to lessen the open space if this area doesn't count. So, I think we have enough tools in our tool belt to help and work with the applicant. But right now I think -- at least from my look at it I'm not comfortable having a pathway right up against fencing and that's -- to me that's not a wise idea. Just my two cents on it.

Yearsley: I guess going back to that comment, I didn't know how -- how wide is that, quote, walking way? Is it pretty narrow or is -- because I was --

Wrede: Seventeen -- 17 feet wide. So, it's -- it's quite wide --

Yearsley: Okay.

Wrede: -- as far as walking goes or riding a bike. I'm still working with Greg over at NMID. It's possible -- and I will bring it up to him -- if the road base and gravel section is actually -- you know, like perma bark section could be reduced in width and possibly, you know, some strip of some kind put along it. They -- for most times they would need to access if they are going to drive in a truck. So, you know, ten feet wide is probably enough, so we probably have room to do something on the sides and, then, if they need to repair something and bring in an excavator, well, we have some damage, but that's going to happen no matter what. So, that there is a possibility to maybe we can make something work there.

Dodson: To Bill's point, we -- we got some tools in the toolbox, so we can take care of this. Absolutely.

Yearsley: Okay.

Grove: All right. Any further questions? All right.

Wrede: Thank you.

Grove: All right. Thank you. All right. Could I get a motion to close the public hearing for Alamar Subdivision, file number H-2022-0004?

Wheeler: So moved.

Yearsley: Second.

Wheeler: So moved.

Yearsley: Oh.

Grove: All right. Motion to close the public hearing has been moved and seconded. All in favor say aye. All opposed say nay. All right. Motion passed.

MOTION CARRIED: FIVE AYES. TWO ABSENT.

Grove: All right. Anybody have thoughts and want to jump in?

Yearsley: Mr. Chair?

Grove: Commissioner Yearsley.

Yearsley: You know, I understand what they are trying to achieve and it's -- it's a difficult lot to deal with, but it feels like we are trying to shoehorn a lot of lots into a little space. I'm not quite a fan of the -- the duplexes by -- on a common drive back like they have it

shown. I think it tends to lead to congestion problems, parking problems, and, you know, when you start getting garbage cans and stuff on the streets I think it's going to tend to be a little tight. I -- I -- there is a common drive near our house and every garbage day there is like 20, you know, right in the corner, so it's like -- it's kind of a pain, but -- I'm not a big fan, but not a -- it's not bad enough to not to -- not send it forward to City Council to address.

Grove: Thank you. Anybody else?

Lorcher: Mr. Chair?

Grove: Commissioner Lorcher.

Lorcher: Since this is in proximity to the Compass School campus around the corner and it seems like it's being surrounded by other subdivisions with similar style of housing, the common driveways are disappointing, but it still fits in within the overall scheme of the housing that seems to be going into that corner, so I don't have a problem with it.

Yearsley: So, before I make a motion -- Joe, is there -- you mentioned that -- do we need to include the phasing option in our -- in our motion? Because wasn't there -- if they can get the stub street to -- to allow that -- that side street into phase one, is that something that we need to make or is that --

Dodson: Mr. Chair, Commissioner Yearsley, yeah, I would say make that part of the motion just to say if -- whatever it is with the addition of modifying -- or including a provision about the -- you know, that one's a modification -- modifying the provision regarding the phasing.

Yearsley: Okay.

Wheeler: Mr. Chair? Mr. Yearsley, I think we also have to say something about the DA, like a modification, because he wanted to include phase one on that one section, too, is that correct?

Yearsley: But we don't -- we don't comment on the DA. That's actually through City Council --

Wheeler: Oh. Okay. All right.

Yearsley: -- for a motion.

Wheeler: All right.

Yearsley: The DA's.

Wheeler: All right. Thank you.

Yearsley: Mr. Chair?

Grove: Commissioner Yearsley.

Yearsley: After considering all staff, applicant, and public testimony, I move to recommend approval to City Council of file number H-2022-0004 as presented in the staff report, date for the hearing date of April 28th, 2022, with the following modifications: That -- to modify the phasing plan if the applicant is able to connect the stub street to the east to allow that section in this -- into phase one if he can get that connection.

Lorcher: Second.

Grove: Real quick, Joe. Was there a DA -- or a modification that we needed to put in in terms of the garage setback that you had mentioned? It wasn't brought up by the applicant, but you had mentioned it in your --

Dodson: Correct. Mr. Chair, there -- that can be handled between now and City Council. That's fine.

Grove: Okay.

Dodson: Or City Council can --

Grove: Just wanted to double check if --

Dodson: We are okay.

Grove: All right. So, motion has been moved and seconded. All those in favor say aye. All those opposed say nay. All right. Motion passes.