

McCarvel: Okay. It has been moved and seconded to approve file MCU-2021-0002. All those in favor say aye. Opposed. Motion carries.

MOTION CARRIED: FOUR AYES. THREE ABSENT.

4. Public Hearing for Artemisia Subdivision (H-2021-0014) by Engineering Solutions, LLP, Located at 1690 W. Overland Rd.

- A. Request: Annexation of 25.67-acres of land with a C-G (General Retail and Service Commercial) zoning district.
- B. Request: Preliminary Plat consisting of 9 commercial buildable lots on 19.26-acres of land in the C-G zoning district

McCarvel: So, on to H-2021-0014. Okay. So, I pronounce it -- or Artemisia Subdivision. I know I butchered that. I'm sorry. But we will begin with the staff report.

Allen: Thank you, Madam Chair, Members of the Commission. The next application before you is a request for annexation and zoning and a preliminary plat. This site consists of 19.26 acres of land. It's zoned RUT in Ada county and is located at 1690 West Overland Road at the northwest corner of Overland and Linder Roads. Adjacent land use and zoning. To the east is Camping World and Bish's RV, zoned I-L. To the south is vacant undeveloped land and office zoned C-C and apartments zoned TN-C. To the west is single family rural agricultural properties, zoned RUT in Ada county and to the north is Interstate 84. There has been no previous land use applications on this property. The Comprehensive Plan future land use map designation for the northern 13.4 acres is mixed employment and for the southern 5.9 acres. Annexation of 25.67 acres of land, which includes the Idaho Transportation Department storm drainage area at the northeast corner of the site and adjacent right of way to the section and centerline of adjacent streets, with a C-G, general retail and service commercial zoning district, consistent with the associated future land use map designations. The proposed use of the property will include sales and service for commercial fleet operations for large commercial trucks and motorhomes, vehicle accessory sales, an installation facility for customizing vehicles, parts department and reconditioning facility for used cars for Kendall Ford Auto Center. The applicant anticipates the future uses on the six lots located along West Overland Road and adjacent to South Spanish Sun Way to be retail and office space. As a provision of annexation staff is recommending a development agreement is required to ensure future development is consistent with the Comprehensive Plan and the Ten Mile Interchange Specific Area Plan. Because a conceptual development plan was not submitted for the commercial and office uses on the southern portion of the property, staff recommends the agreement is modified prior to development of that area to include a concept plan that is consistent with the Comprehensive Plan per for the provisions in the development agreement and the Ten Mile Plan. A preliminary plat is proposed as shown consisting of nine commercial buildable lots on 19.26 acres of land in the proposed C-G zoning district. Lots range in size from .51 of an acre to 9.7 acres, with an average lot size of 2.01 acres. The plat is proposed to develop in one phase. One public street,

South Spanish Sun Way, is proposed via West Overland Road in alignment with that to the south. Direct lot access via West Overland Road and South Linder Road is prohibited. One stub street, West Tasa Street, is proposed to the west boundary for future extension in accord with the transportation system map in the Ten Mile Interchange Specific Area Plan. A temporary cul-de-sac is required to be constructed at the terminus of Tasa Street until the street is expanded in the future. Cross-access ingress-egress easements are required to be granted between all lots in the subdivision. Per the ACHD report Linder Road is scheduled in the integrated five year work plan to be constructed as a new four lane I-84 overpass and widened to five lanes on each side of I-84 with a level three bike facility from Franklin Road to Overland Road in the future. The intersection of Overland -- Overland Road and Linder Road is listed in the capital improvement plan to be widened to six lanes on the north and south legs and seven lanes on the east-west legs and signalized between 2036 and 2040. A future traffic signal is planned at the Linder and Overland Road intersection and scheduled for 2031 to 2035, but may be accelerated if the Linder Road overpass becomes a priority. For this reason and because Overland Road is fully built out, a traffic impact study was not required by ACHD for this application. Landscaped street buffers are proposed as required adjacent to public streets per UDC. That is proposed as required within the street buffers along South Linder Road in accord with the pathways master plan. Detached sidewalks are required along all streets with street trees. The Hardin Drain crosses the northeast corner of the site and is proposed to be piped. Conceptual building elevations were submitted for the Kendall Ford site as shown. Two single story structures are proposed on Lot 1, Block 1, with building materials consisting of ACM panels, which are aluminum composite, corrugated horizontal metal panels, CMU in two different colors, metal sun screens and canopies are proposed over some windows. Overhead doors are proposed on the north, east, and west sides of the building. Final design must comply with the design standards in the Ten Mile Interchange Specific Area Plan and the design standards in the architectural standards manual. Written testimony was received on this application from Becky McKay, the applicant's representative Engineering Solutions. She is in agreement with the staff report. Staff is recommending approval with the requirement of a development agreement per the provisions in the staff report. Staff will stand for any questions.

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

McKay: Thank you, Madam Chair. Good evening, Members of the Commission. I am Becky McKay with Engineering Solutions, 1029 North Rosario in Meridian. I'm representing Idaho Auto Mall, LLC, on this particular application that's before you, which is annexation and rezone, as Sonya indicated, to C-G or general retail service commercial. It looks like -- Bill, are you having trouble? Oh. Okay.

McCarvel: Are we hearing Becky okay, Dean?

McKay: Can you hear me?

McCarvel: Okay.

McKay: So, the -- I will go ahead and -- we have, along with our annexation and rezone application, we have a preliminary plat for nine commercial lots on 19.26 acres. The reason that the acreage for the annexation or rezone is 25.67 is because the city had requested that we include the ITD storm drainage pond that is not a part of our project in our northeast corner and, obviously, include any right of way that adjoins us, so that there is no gaps in the city limits. The principal primary use on the property will be for a Kendall Ford Auto Center. This center, as Sonya indicated, includes sales and service of commercial fleet operations for large commercial trucks and, then, a lot of the motorhomes nowadays have a Ford like pickup on the front or van on the front, so they will be doing warranty work on that or service work and, then, they have vehicle accessory sales and installation facility for customizing vehicles. At this time they have, I have been told, multiple facilities throughout the valley where they have different uses and so what they are trying to do at this site is consolidate those uses and have them at one location. They will have a parts department, they will have a reconditioning facility for their used cars. They picked this particular property because of its close proximity to an interchange there at Ten Mile. Visibility along I-84 and the fact that it was located on the west side of Camping World, which sells a lot of motorhomes, which have the Ford chassis and so that they can do the work. We have six additional lots in addition to the ones that will be utilized for the Ford Auto Center, whether it will be retail or office uses we don't have any particular users at this time, but we, obviously, have designed the development to be in compliance with the Ten Mile Specific Area Plan where we have a mixture of uses, which would include a -- kind of the light industrial, the retail and the office. As Sonya stated earlier, Camping World is designated -- or zoned I-L, light industrial. South Ridge that is just south of us has a community business district, traditional neighborhood center and, then, to the west we have an agricultural parcel that also has a residence on it, but it will eventually redevelop. We did hold two neighborhood meetings on the property. Representatives from Camping World and the owner of the property to the west, Mr. Blomberg, did attend our neighborhood meetings. They had no objections to the project. They were supportive of it. They thought it was a good use and thought it would complement that area. The property has two designations on it under the Ten Mile Interchange Specific Area Plan, a mixed employment and mixed use commercial. The C-G zoning -- we debated that with the staff in the multiple pre-application conferences that we had and it was determined that the C-G would be the most appropriate zoning designation over a light industrial, since we would not have any uses that would -- would fall within that light industrial zone. One of the questions that came up about the Kendall Ford Center was, obviously, the architecture. The architect Adam Garcia has been working diligently with the staff and the design guidelines and the Ten Mile Specific Area Plan to make sure that the architecture meets those guidelines. Initially they had one large building. They did break that into two buildings. They kind of reoriented it so the bulk of that building was not so massive from I-84 and so we have two buildings with a combined square footage of about 92,307 square feet. In there there will be approximately 85 to 100 employees. But, like I said, will be relocated from other -- other sites throughout the Treasure Valley. So, they are trying to consolidate their -- their facility here in Meridian. The cost of this -- this building and the infrastructure to support it will be approximately 20 million dollars. So, it is -- it is a big facility. It will be a big boost for the City of Meridian and they are glad to be a part of Meridian. They have -- their

headquarters were initially out of state. They relocated those to Boise and they have since bought a building at Silverstone development off Eagle Road and did tenant improvements and so their corporate headquarters are now in the City of Meridian, along with this facility, and so, obviously, they want to be a part of this community and -- and they are excited about building this and getting going as soon as possible. One of the things on the Ten Mile Specific Area Plan was that it has provisions where it requires that the project not take direct access to Overland or Linder. We have a public commercial street that lines up with Spanish Sun located to the south and, then, we have a public commercial street that, then, as it comes in on -- on Spanish Sun will turn westward and stub to the adjoining property. That is in compliance with the transportation plan of the Ten Mile plan and we did work with staff on -- on locating that. We -- the -- the lot sizes in here range from about 9.7 acres to around -- I think they go to two acres. So, we have a variety of lot sizes and -- and the -- the reasoning between that was to provide different lots for different uses, so that we could attract other -- other retail or office within our particular development. The staff required that we provide 20 foot of landscaping along the Overland Road frontage. We will be installing detached sidewalks. Overland Road is built out to its five lanes and, then, Linder is an unimproved public right of way. It's intended that there will be an overpass there. Ada County Highway District did notify us that they needed additional right of way for that overpass and to accommodate that Linder Road signalized intersection at Overland. We did modify our preliminary plat from the original submittal to accommodate that and we did resubmit that to the City of Meridian. Along the west boundary, even though that may redevelop to some type of commercial usage, we are required to have a 20 foot wide landscape buffer based on the fact that it is currently a residential ag use and so that is incorporated into our plan. We did respectfully request within our application that we be allowed one building permit for the Kendall Ford Auto Center prior to recording the plat, because they are anxious to get going on their construction. The staff has been so kind as to allow that, which is consistent with some of the other commercial developments where the parcel is entitled for one building permit. Obviously, we will have to meet the Fire Department fire code as far as access and fire flow. As far as utilities, this particular project is in the water zone three. There is an existing 12 inch water main in Overland and the Linder right of way. In my conversations with the fire -- or with the water department there is adequate fire flow in order to serve this particular site. There is a 30 inch sewer main that runs along Overland Road. The depth of that is about 20 -- almost 24 feet. We did run our sewer profiles, because the Public Works Department wanted me to verify that we could sewer our Kendall Auto Center into that line and we did substantiate that that -- that is doable. In addition -- oh, I'm sorry. That's my phone. It might be my child. I apologize. In addition to that, the Meridian Public Works sewer master plan shows an eight inch sewer main that will run parallel with I-84 to serve additional properties to the east. They will -- the Public Works Department has asked us to trust fund for our 335 linear feet of that eight inch future sewer line and to provide that easement, so that sewer can be provided beyond our boundary, because some of those parcels that are to the east of us cannot sewer into Overland Road, because the properties drop off to the north. I think one of the things that was brought up in Sonya's staff report -- she did request that we have five foot wide detached sidewalks with eight foot landscaping on all of our interior roadways. I did not show those as -- as detached, I show them as attached, but we are in agreement with

her requirement to make those detached. We have the Hardin Drain, which traverses our northeast corner. We did get plan approval from Nampa-Meridian, a license agreement, and prior to irrigation coming into the waterways. We have already piped the Hardin Drain with a 36 inch RCP. We have also coordinated with the property owner to the west and we have piped their delivery along Overland Road and down our west boundary to accommodate them. One of the big things within the Ten Mile Specific Area Plan is pathways. In your pathway plan there is a ten foot wide multi-use pathway shown along Linder outside that right of way. Our site plan does incorporate the ten foot wide multi-use pathway and, then, in addition to that we included a five foot pathway that loops all the way around our site and, then, there is discussions in that Ten Mile plan about creating focal points at the intersections. So, we do show on our landscape plan that we will have masonry signage and some type of sculpture. So, we do create a focal point at the -- the newly Overland-Linder intersection. Staff has asked us to provide some plazas, benches, interior pathways for the employees consistent with the Ten Mile plan. We are in agreement with the staff's recommendations. We ask that the Planning and Zoning Commission support the project. We are excited to get started. We think it will, obviously, benefit the city, benefit this area, and I stand for any questions.

McCarvel: Thank you, Becky. Any questions for the applicant or staff? Seeing none, we will move on to public testimony. Madam Clerk --

Holland: Madam Chair, I do have a question.

McCarvel: Okay. I -- I thought I saw your -- your facial -- was trying to get off mute.

Holland: Sorry. Just a quick question for staff. In the C-G zoning, if somebody came through and they had some sort of a light industrial use that was still more commercialized in nature, maybe that kind of commercial-industrial flexspace, would that be allowed within the C-G zoning?

Allen: Madam Chair, Commissioners, flexspace is a principle permitted use in the C-G district. There are other light industrial uses -- or I should say not industrial -- light industry uses as defined in the code that are conditional use permit in the C-G district.

Holland: Perfect. That answered my question. Thanks, Sonya.

Allen: Uh-huh.

McCarvel: Any other questions for staff or the applicant? Okay. Madam Clerk, do we have anybody signed up to testify on this application?

Weatherly: Madam Chair, we do not.

McCarvel: Becky, do you have any other thoughts? I do have one question. How do you pronounce it? I'm going to make you walk all the way back up here for that.

McKay: My -- my client kept providing names that we -- obviously had already been used and the architect came up with Artemisia.

McCarvel: Artemisia.

McKay: Artemisia. I had a difficult time pronouncing it and every time I spell it I spell it differently. So, I -- I have the same struggle you have.

McCarvel: All right. Artemisia. I have forgot it already. All right. With that could I get a motion to close the public hearing on H-2021-0014.

Seal: So moved.

Holland: Second.

Grove: Second.

McCarvel: It has been moved and seconded and thirded to close the public hearing on H-2021-0014. All those in favor say aye. Opposed? Motion carries.

MOTION CARRIED: FOUR AYES. THREE ABSENT.

Seal: Madam Chair?

McCarvel: Yeah. Commissioner Seal.

Seal: I like where this is going in at. I mean it seems like a pretty good use of the property. I mean the fact that they are going to have the overpass right next to them, you know, where people are going to be able to come down in there is -- is probably going to be great for business, especially with the neighbors that they have and the use that they are looking at for this property here, so -- I like the layout of it. Obviously they want to have that -- that freeway frontage in there, but I like the layout that it leaves for the other buildings that can go in there. It will be interesting to see what does go in there. So, I'm just happy to see that that's in there. Parking looks like it's not going to be an issue in there, although it always is. It doesn't matter how many parking spots you put in it's always an issue, so -- but overall I like it. I think -- I think it will be a good fit for the community and for the business and allow them to continue to grow.

McCarvel: Commissioner Grove.

Holland: Madam Chair?

McCarvel: Commissioner Holland.

Holland: I -- I really like where this is located as well. I think it's smart planning with where the freeway is, what's kind of surrounding it, and I also like the size dimensions of the

other lots that are proposed on the frontage, because they are in the category that's kind of missing in the market. So, it's nice to have a few more shovel ready properties for future flexspace tenants, future other commercial buildings. I think it gives a lot of variability for some of these small to mid sized projects that could be a really good fit here as well.

McCarvel: Yeah. I agree. I think between those two interchanges and, then, you will have the overpass and all the other businesses surrounding and it looks like it's going to be a beautiful building. Appreciate the thought that's gone into it. Yeah. I'm in support of it as well. Commissioner Grove, would you like to do the honors?

Grove: Sure.

McCarvel: Or give other thoughts?

Grove: It looks good. I'm always in favor of anything that can continue to increase the employment opportunities in Meridian and this looks like a good opportunity here. So, after considering all staff, applicant, and public testimony, I move to recommend approval to the City Council of file number H-2021-0014 as presented in the staff report for the hearing date of April 15th, 2021, with no modifications? Or was -- did I miss a modification?

Seal: I will second that.

McCarvel: It's been moved and seconded to recommend approval on H-2021-0014. All those in favor say aye. Opposed? Motion carries. Thanks, Becky.

MOTION CARRIED: FOUR AYES. THREE ABSENT.

5. Public Hearing for Roberts Annexation (H-2021-0013) by Rodney Evans + Partners, PLLC, Located at 1630 E. Paradise Ln.

- A. Request: Annexation of 2.15 acres of land with the R-2 zoning district.

McCarvel: All right. Moving right along. Next item on the agenda is H-2021-0013, and much simpler name, Roberts Annexation. We will begin with the staff report.

Tiefenbach: Good evening, Planning Commission. Alan Tiefenbach, planner with the City of Meridian. Can everybody hear me and see my screen? Thumbs up? Thank you very much. All right. This is an annexation of a little more than one and a half acres of land with an R-2 zoning district. The property -- so, the property is zoned R1 in Ada county. It's surrounded by an unincorporated rural and an R-8 zoned land in the City of Meridian. The Comprehensive Plan recommended this for low density residential. Again, this is an annexation of 1.7 acres with the R-2 zoning district. So, just a quick background on the property. So, the property is -- right now is comprised of two lots and these lots